

CONEWAGO TOWNSHIP PLANNING COMMISSION MINUTES

April 25th, 2022

The regular monthly meeting of the Conewago Township Planning Commission was called to order at 7:00 p.m. by, Vice Chairman Daryl Hull, Lawrence Kauffman, Brandon Musser, Chris Montgomery, and Fritz Neufeld acting secretary were also present. Absent was Charles Zitnick.

PLEDGE OF ALLEGIANCE:

Approval of previous meeting: Motion by Brandon Musser 2nd by Lawrence Kauffman to approval the February 28th, 2022 minutes. Motion carried. Vote recorded 4-0

Recognition of public requests: None

New Business: Proposed Traffic Impact Study amendment for the SALDO # 324 The changes in red, under the strike outs, are what the planning commission recommended after their discussion. Motion by Lawrence Kauffman 2nd by Brandon Musser recommend these changes to be pass onto the Board of supervisors. Motion Carried. Vote recorded 4-0.

Transportation Impact Studies (TISs) and Transportation Impact Assessments (TIAs)

A Transportation Impact Study (TIS) is required in conjunction with each subdivision or land development plan which meets one or more of the following criteria: **shall have a cover sheet with a note containing a "Trip Generation Statement"**

1. The site is expected to generate ~~3,000~~ **1000** or more average daily trips or ~~1,500~~ **500** vehicles per day.
2. During any one-hour time period of any day of the week, the development is expected to generate ~~400~~ or more vehicle trips entering the site or ~~400~~ or more vehicle trips exiting the site.
60 **60**
3. For existing sites being redeveloped, the site is expected to generate 100 or more additional trips entering or exiting the development during any one-hour time period of any day of the week.
4. In the opinion of Conewago Township, the development or redevelopment is expected to have a significant impact on highway safety and/or traffic flow, even if none of the above warrants are met.

Conewago Township is especially concerned about residential developments with one hundred (100) or more lots or dwelling units and non-residential developments which will have more than one hundred (100) employees, one hundred (100) parking spaces and/or more than twenty-five (25) truck trips per day. These proposed developments warrant a scoping meeting as discussed below.

If a TIS is not warranted, Conewago Township may require the preparation of a Transportation Impact Assessment (TIA). Some of the factors in determining if a TIA is necessary include but are not limited to:

1. Location of proposed access and site configuration,
2. Congestion and delay of the surrounding roadway network, and/or
3. Safety concerns.
4. **Future Impacts of state & long-range plans.**

The purpose of the TIA is to assess the impact of the development on specific intersections and/or on elements of state and local roads. As such, the scope of the TIA will be limited and targeted to the concerns of Conewago Township, municipality or municipalities affected and/or the Pennsylvania Department of Transportation (Penn DOT) if state roads (SRs) are involved. In most cases, the TIA would be limited to **an opening year analysis**.? It is critical that before any work begins on a TIS or TIA, that the applicant meets with Conewago Township, affected municipality or municipalities, Penn DOT and/or other key parties in a scoping meeting to clarify and agree upon the work to be performed and the timetable for completion of the study or assessment.

In determining the need for a TIS or TIA, the applicant should assume only one (1) access point; however, major residential and commercial developments may require two (2) access points. If the development has multiple stages or phases, the warrant for the TIS shall be based on new trips generated at full build out of the development. **If phases create unsafe conditions “each phase timing” must address all traffic circumstances.** The size of the study area for the TIS or TIA may range from a one-half mile radius from the development out to several miles as outlined in the Penn DOT requirements. The size of the study area and the roads/intersections involved in the TIS/TIA will be established during the scoping meeting.

A TIS or TIA needs to balance the safety and mobility of the traveling public with the needs and rights of property owners. Mitigating the impacts from development or redevelopment must occur through the TIS or TIA process. The ultimate goal is to maintain a safe and efficient transportation system and to enable growth and development/redevelopment where appropriate and sustainable.

A TIS or a TIA must be conducted under the supervision of a qualified professional who possesses a current Professional Engineer's (PE) license issued by the Pennsylvania Department of State and ~~preferably~~ **must** possessing a Professional Traffic Operations Engineer (PTOE) certificate.

All TISs or TIAs in York County must comply with Penn DOT's standards for these types of studies, as are outlined in Publication 170. If a Penn DOT highway occupancy permit (HOP) is also needed, the applicant must also adhere to Penn DOT's HOP requirements as outlined in Publication 282. The most current version of the Institute of Transportation Engineers' (ITE's) trip generation manual must also be used to calculate future trips. Where a Penn DOT HOP is required along with a local/county land development process approval, both efforts should occur in the same general time frame so that the HOP is approved by Penn DOT as the building permit is issued by the municipality/county.

In general, in the urbanized portions of York County, the land developer or subdivider shall be responsible for the off-site transportation improvements that are necessary to assure Level of Service "D" conditions. In the rural portions of the county, Level of Service "C" conditions must be met by the applicant. A copy of the Bureau of the Census' most current urbanized area designations for York County can be obtained from the LCPD or Penn DOT.

ADJOURNMENT: Daryl Hull adjourns the meeting at 7:34.

Respectfully submitted,



Fritz Neufeld
Acting Secretary

