

**LOWER PAXTON TOWNSHIP  
BOARD OF SUPERVISORS**

Minutes of Board Meeting held on May 12, 2020

A workshop meeting of the Board of Supervisors of Lower Paxton Township was called to order at 7:02 p.m. by Chairman Lowman S. Henry, on the above date in the Lower Paxton Township, Municipal Center, 425 Prince Street, Harrisburg, Pennsylvania.

Supervisors present in addition to Mr. Henry were Gary A. Crissman, Robin Lindsey Chris Judd, and Norman Zoumas. Also, in attendance was Bradley Gotshall, Township Manager, and Steve Stine, Township Solicitor.

**Pledge of Allegiance**

Mr. Crissman led the Pledge of Allegiance.

**Announcements**

Mr. Henry announced that the Supervisors met in the executive session before the meeting to receive information from the Township Manager, and afterward to receive information from the staff.

**Public Comment**

Mr. Henry announced that there would be no in-service public comment due to the ongoing COVID 19 Shelter in Place Order, the Municipal Building is closed to the public. The Board is taking public comments by email or telephone messages.

Presentation and discussion on Union Deposit Pedestrian Study Findings

Eric Stump, HRG (Via teleconference) Mr. Stump presented a Pedestrian Safety Evaluation of Union Deposit Road near the I-83 Interchange. The memorandum has been attached to the minutes.

Mr. Stump provided a summary of the Union Deposit Road Pedestrian Study. The Union Deposit Road traffic is a three-lane, two-way undivided state urban collector road with a two-way left-turn lane marked by a combination of solid and broken yellow center lines. There are also approximately 5-foot shoulders on both sides of the path marked by white edge line pavement markings. The total roadway width for Union Deposit Road from shoulder to shoulder is approximately 45 feet, and sidewalks exist on the northern side of the Collingswood Drive intersection. The posted speed limit is 35 MPH with parking permitted on both sides of the road. Collingswood Drive is a two-lane, two-way residential township-owned roadway. There are sidewalks on both sides, and parking is permitted on the roadway. Collingswood Drive is stop-controlled at Union Deposit Road. Along with Michigan Drive, Collingswood Drive forms an offset intersection with Union Deposit Road. Michigan Drive is a two-lane, two-way private road owned by Twin Lakes Manor Apartments. There are no pavement markings or posted speed limits. Sidewalks exist in sections on the eastern side of the road. There is mountable curbing on both sides of the road. Michigan Drive is stop-controlled at the intersection.

Mr. Stump advised the Board of Supervisors about the HATS program. The HATS program is a designated Metropolitan Planning Organization (MPO), an organization of federal, state, and local agencies, as well as officials from Cumberland, Dauphin, and Perry Counties, the City of Harrisburg and Capital Area Transit. All of them are accountable for the 3C process. HATS has a new program called the Regional Transportation Plan (RTP), which documents the status of transportation projects and programs, identifies long-term needs, and recommends projects to meet those needs. This program is new, and it starts this year and allocates funds to the TIP program to make the funds accessible through grants, and Dauphin County has been allocated 1 million dollars. Funds have been allocated to Perry and Cumberland Counties also, and if those funds are not used, it will be allocated to Dauphin County. The grant application

period opens on June 1, 2020, and ends July 31, 2020. This program requires that PennDOT oversees the construction, and it requires a commitment of a 20% match from the Township.

Mr. Gotshall noted that the project's estimated cost is about 500,000 dollars for Collingswood Drive and additional funds for the intersection at East Park Drive. He mentioned that Representative Andrew Lewis had approached him about the pedestrian safety on Union Deposit Road. At that time, the Township had not set aside funds to address this issue. He noted that the state would support the Township's efforts to improve the pedestrian safety on Union Deposit Road.

Mr. Gotshall noted that if the Board would like to move forward with the HATS Grant Program, the Township must identify the funds to use towards the grant match.

Mr. Henry noted that the Board does not know the impact that the Corona Virus Pandemic will have on the economy or the Township's revenues. He recommended that the Board consider implementing the project next year. Mr. Crissman concurred with Mr. Henry's recommendation.

The Board discussed the findings and proposed upgrades to Union Deposit Road. They agreed to move forward in phases with upgrades to the intersection, beginning with Pedestrian Push Button Stations at the crosswalk/intersections.

Mr. Henry noted that the Board's consensus is to first install a Pedestrian Hand Man Signal at Union Deposit Road and East Park Drive and apply for a grant in the amount of 50,000 in June 2020 to cover the cost.

Mr. Henry suggested that Ms. Urban use the website and social media platforms to inform the public that the pedestrian safety improvements to the intersections/crosswalks on Union Deposit Road will be completed in phases; beginning with the installation of the Pedestrian Hand Man Signal at Union Deposit Road and East Park Drive.

### Discussion on Crossing Guard Services

Mr. Kosheba was present to discuss the Township using All City Management as a third-party Crossing Guard Service. The Crossing Guard position was advertised in the newspaper for the Crossing Guard position in May 2019, and no one applied for the job. In August 2019, he briefed the Board members about some staffing concerns. He noted that Mr. Payne, the current Crossing Guard, is planning to retire from his position, and Delores Roberts intends to work part-time only. He said that Swatara Township uses All City Management, and the service is working well for them. The proposed service is an annual cost of 35,219 dollars, and this is a shared expense with Central Dauphin School District; therefore, the Township would be responsible for 17,609, which is an increase of approximately \$ 3,3069.50 a year. The proposed contract is for three Crossing Guard positions for two hours each day for 180 days.

David McCosker, All City Management Services, was available via teleconference to answer questions about the proposal. Mr. Mecosker noted that Brenda Robinson is the Supervisor for Swatara Township, and she would be responsible for finding coverage whenever there are call-offs. He said that the hourly rate of 32.61 an hour is all-inclusive; this rate includes recruitment, hiring, oversight, liability insurance, and workers compensation insurance.

Ms. Lindsey asked Mr. Mecosker where he had advertised the Crossing Guard Position. She suggested that he use the Township's social media platforms to promote the positions.

Mr. Mecosker explained that he had used Indeed.com and Glassdoor. He mentioned that they take a regional approach and would work with local colleges, universities, Senior Centers, the local newspaper, and other online job platforms. Ms. Lindsey inquired about the hourly pay for the Crossing Guard position. Mr. Mecosker explained that the hourly rate is 15.06 per hour.

Mr. Crissman inquired about the procedure for call-offs. Mr. Mecosker explained that All-City Management has a 24/7 Dispatch Hotline, and the area supervisor calls other candidates to fill in, or the supervisor would work at the site. Mr. Kosheba added that the Police Department would also fill in at the site.

Mr. Zoumas and Mr. Judd suggested that the proposed agreement is placed on the next agenda for action. Ms. Lindsey suggested that the position is posted on the Township's social media platforms. Mr. Henry indicated that the proposed agreement should be placed on the next agenda for Board action.

Mr. Crissman noted that the Central Dauphin School District is in session for more than 180 days. He suggested that the proposed agreement be revised to reflect the correct number of days.

### **Subdivision and Land Development**

#### **Improvement Guarantees**

Mr. Crissman motioned to the Improvement Guarantees for Amber Fields Phase 8B & 8C. Mr. Zoumas seconded the motion. Mr. Henry called for a voice vote, and a unanimous vote of approval followed.

#### **Announcements**

Mr. Henry announced that the next Board meeting is scheduled for Tuesday, May 19, 2020, beginning at 7:00 p.m. at the Municipal Center. He noted that the Municipal Center is closed to the public, and any member of the public who would like to comment on the agenda may do so by calling or sending an email message.

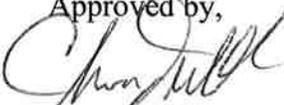
## Adjournment

There being no further business, Mr. Crissman motioned, to adjourn the meeting. Mr. Judd seconded the motion. Mr. Henry adjourned the meeting for the Lower Paxton Township at 7:59 p.m.

Respectfully submitted,

  
Shellie R. Smith  
Recording Secretary

Approved by,

  
Chris Judd,  
Secretary



**Herbert, Rowland & Grubic, Inc.**  
**Engineering & Related Services**

**AN EMPLOYEE-OWNED COMPANY**

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May 12, 2020

Mr. Brad Gotshall  
Lower Paxton Township  
425 Prince Street  
Harrisburg, PA 17109

Re: Union Deposit near the I-83 Interchange  
Pedestrian Safety Evaluation

Dear Brad:

PennDOT's Local Technical Assistance Program (LTAP) conducted a safety study along Union Deposit Road (SR 3020) between East Park Drive/Scenery Drive and the I-83 Interchange due to a technical assistance request by Lower Paxton Township in August 2019. The Township is primarily concerned about pedestrians traversing Union Deposit Road due to the corridor speeds and average daily traffic (ADT). Additionally, accident history is prominent in the study area; the most recent incident involving a fatality of a pedestrian crossing Union Deposit Road was recorded by the Township in 2019. A memo summarizing LTAP's findings and recommendations was provided to the Township in November 2019.

Herbert, Rowland & Grubic, Inc. (HRG) has completed an analysis of related design considerations for this portion of Union Deposit Road and determined the following, consistent with the recommendations of the LTAP evaluation:

- A midblock crosswalk is not recommended. It is preferable for pedestrian traffic to cross Union Deposit Road at the East Park Drive/Scenery Drive signalized intersection, approximately 700' east of the pedestrian desire line referenced in the LTAP safety evaluation.

We recommend consideration to the following potential treatments in order to improve pedestrian safety:

- Deter potentially unsafe pedestrian crossings at the desire line locations with safety features such as median/roadway barriers and pedestrian fencing to redirect pedestrians;
- Relocate the Capital Area Transit (CAT) bus stop along Union Deposit Road closer to the signalized intersection to further deter mid-block pedestrian crossings;
- Improve highway lighting to improve visibility;
- Upgrade pedestrian accommodations at the East Park Drive/Scenery Drive intersection to promote safe crossing at this location.

### **EXISTING CONDITIONS**

Union Deposit Road is a six-lane, two-way divided state minor arterial road with a raised concrete median. The corridor consists of four (4) through lanes, two (2) in each direction. Traveling eastbound, there is an additional through lane that accommodates right turns into various entrances of The Point Shopping Center. This lane transitions to a right turn lane at the intersection of East Park Drive/ Scenery. Traveling westbound, left and right turn lanes begin prior to the I-83 interchange.

The roadway has an average daily traffic (ADT) of 18,099 vehicles per day eastbound and 13,997 vehicles per day westbound and is posted at 35 MPH. Union Deposit Road is primarily commercial with shopping, restaurants, and hotels. To the north and east of the study area, there are single-family homes, apartment complexes, and a hospital. To the east of the study area, different land uses are in place such as South Side Elementary School, nearby parks, more apartment complexes, and various churches. To the west, across the I-83 bridge is additional restaurants and shopping.

Access to I-83 is provided along Union Deposit Road, approximately 550 feet from the study location. As part of the recently developed I-83 interchange project, pedestrian pushbuttons and ADA compliant crossings exist to travel across the interchange. The I-83 bridge provides pedestrians above-grade, east-west connectivity between Lower Paxton areas of interest along Union Deposit Road (SR 3020). North-south crossings across Union Deposit Road are not provided for pedestrians at the interchange.

The nearest crosswalk to the study location that may acceptably service foot traffic traversing Union Deposit Road is approximately 700 feet to the east, at the East Park Drive/Scenery Drive intersection. Crosswalk pavement markings and street lighting are currently provided at the study location.

Within the study area, there is various pedestrian signage present, such as “No Pedestrian Crossing”, “Pedestrians Prohibited” or “Use Crosswalk” at the study intersection to allow pedestrians to use the existing crosswalk. Refer to Figure 1, Figure 2, and Figure 3 for field view photographs of existing signage.



*Figure 1: Westbound shoulder in front of Sunoco*



Figure 2: Concrete Median including two north and south facing Pedestrian Restriction signs



Figure 3: Eastbound shoulder and concrete median signage

### **FIELD INSPECTION**

During field observations, HRG noted that ADA ramps at the intersection of Union Deposit Road and I-83 interchange ramps appear to be compliant with current design standards. The timing for pedestrian crossing is adequate on all crossings at this intersection. Additionally, pedestrian “hand/man” signals have been installed with the construction on the interchange. Yielding white triangle pavement markings have been placed for vehicles to yield for pedestrians and no additional signage has been installed for yielding for pedestrians. Signage is installed in the north-south direction to restrict pedestrians from crossing Union Deposit Road at this intersection.

ADA compliant ramps are provided on three corners of the East Park Drive/Scenery Drive intersection. The southeast corner does not have an ADA compliant ramp to accommodate pedestrian crossing across East Park Drive. Following the improvements for the interchange project, the northwest and southwest ramps were reconstructed to meet current design standards though the pedestrian pushbuttons were not adjusted to an adequate height per PennDOT standards. There are no pedestrian signals installed for any crossing. The currently installed “Push Button for Green” signal services pedestrian crossing during the non-conflicting vehicular movements at the intersection.

Within the study area, signage prohibits pedestrian crossing of Union Deposit Road. Within a one-hour field view, five (5) pedestrians were observed crossing Union Deposit Road at the location of concern. Pedestrians were also noted crossing at the signalized intersection with East Park Drive / Scenery Drive. However, it was noted that pedestrians frequently crossed without using the pushbutton or without waiting for the green light. Refer to Figure 4 for a photograph of a pedestrian within the crosswalk with conflicting traffic.



*Figure 4: Pedestrian utilizing crossing without "Push Button for Green" signal*

The sidewalks along Union Deposit Road are in good condition. Fencing exists on both sides of Union Deposit Road, to the north in front of the Concentra parking lot, and to the south - up to an existing drainage

structure between the sidewalk and Staples parking lot. The existing fencing looks to be rusting and covered in vegetation, though adequately deters pedestrians from attempting to cross Union Deposit Road near the I-83 interchange. Pedestrians were seen using the footpath that was previously noted in the LTAP study. On the south side of Union Deposit Road, the undesirable footpath is apparent where the chain-link fencing terminates in front of the Staples parking lot. HRG also noted pedestrians, parked near Staples, use the footpath to get up to the sidewalk to travel west through the I-83 and Union Deposit Road intersection. Refer to Figure 5 and Figure 6 for photographs from the field inspection.



*Figure 5: Footpath from Staples parking lot*



*Figure 6: Two (2) pedestrians utilizing the concrete median to cross Union Deposit Road*

## **CONSIDERATIONS AND RECOMMENDATIONS**

HRG recommends consideration of the following safety enhancements within the study area along Union Deposit Road.

No Pedestrian Crossing at Union Deposit Road between the I-83 Interchange and East Park Drive / Scenery Drive – Due to current configuration of the roadway, a marked crosswalk in the north-south direction shall not be installed. A tunnel or overpass is not feasible and is cost prohibitive. Due to the ADT and significant vehicular movements throughout the study area, pedestrians shall be encouraged to utilize the existing crosswalks at the signalized intersection of Union Deposit Road and East Park Drive/Scenery Drive. Though HRG is not recommending a crosswalk to be installed, other safety measures should be considered to redirect pedestrians to use the existing crosswalk.

Capital Area Transit Coordination – Coordinate with CAT to alter the bus stop location in order to deter pedestrians from crossing Union Deposit Road within the study area.

Highway Lighting – Though pedestrian activity should be discouraged in this area, considering the surrounding land uses and existing desire lines, pedestrian demand will persist. Providing highway lighting along Union Deposit Road will increase visibility for motorists approaching a potential illegal pedestrian crossing. Highway lighting will vary in price depending on the type and spacing; however, we anticipate this improvement would cost \$250k - \$350k. This estimate should be further refined if pursued.

Median/Roadway Barriers – There is fencing that extends from the I-83 Interchange approximately 350 feet on the both sides of Union Deposit Road that deter pedestrians from traversing Union Deposit Road. HRG recommends extending the fencing along the south side of Union Deposit Road to the first shopping center driveway. Additionally, bollards with chains could be placed within the Union Deposit median to deter mid-block crossing. However, to prevent trapping an errant pedestrian within a travel lane, these barriers should be visible at all times of day, requiring either lighted bollards or highway lighting. Barriers will vary in price depending on the material chosen, spacing and whether the bollards are lighted. We anticipate this improvement will cost between \$100k - \$150k. This estimate should be further refined if pursued.

Signalized Intersection Crosswalk Enhancements – In order to enhance the existing crosswalk at Union Deposit Road and East Park Drive/Scenery Drive, HRG recommends consideration to the following:

- Pedestrian signals - Provide pedestrian “hand/man” signals to meet current PennDOT standards and to provide adequate timing for pedestrians to cross at the intersection.
- Leading pedestrian interval – Adjust the signal timing to provide a 3-second “head-start” for crossing pedestrians so they may establish themselves within the crosswalk prior to the vehicle green phase. This will enhance pedestrian safety at the intersections.
- High-visibility crosswalks – Provide “piano-style” crosswalk markings to enhance visibility of the crosswalk.
- Accessibility improvements – Upgrade push buttons to ADA-compliant push buttons and provide ADA-compliant ramps across each leg of the intersection.

Please review our findings and recommendations. If you have any questions, please feel free to contact me to discuss them in greater detail. Thank you.

Mr. Brad Gotshall  
Lower Paxton Township  
May 12, 2020  
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Very truly yours,

**Herbert, Rowland & Grubic, Inc.**



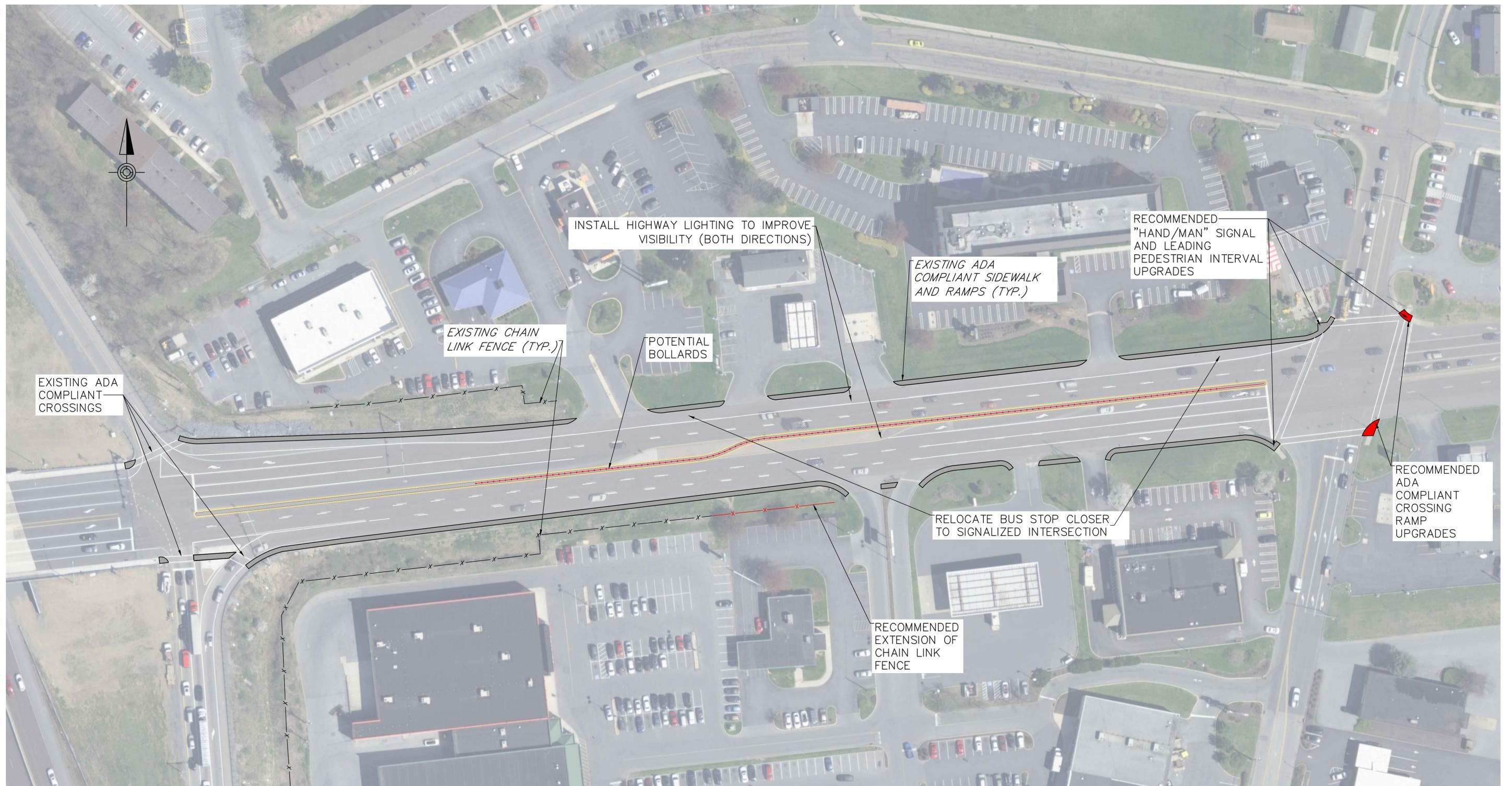
Eric J. Stump, P.E., PTOE

RRS/KRS/ag

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Enclosures



INSTALL HIGHWAY LIGHTING TO IMPROVE VISIBILITY (BOTH DIRECTIONS)

EXISTING ADA COMPLIANT SIDEWALK AND RAMPS (TYP.)

RECOMMENDED "HAND/MAN" SIGNAL AND LEADING PEDESTRIAN INTERVAL UPGRADES

EXISTING CHAIN LINK FENCE (TYP.)

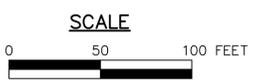
POTENTIAL BOLLARDS

EXISTING ADA COMPLIANT CROSSINGS

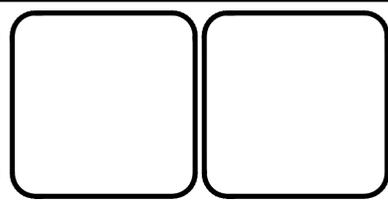
RECOMMENDED ADA COMPLIANT CROSSING RAMP UPGRADES

RELOCATE BUS STOP CLOSER TO SIGNALIZED INTERSECTION

RECOMMENDED EXTENSION OF CHAIN LINK FENCE



NO.	REVISION	DATE	BY



**HRG**  
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PEDESTRIAN CROSSING RECOMMENDATIONS  
 FOR  
 UNION DEPOSIT ROAD CORRIDOR

LOWER PAXTON TWP    DAUPHIN COUNTY    PENNSYLVANIA

PROJ. MGR. - EJS  
 DESIGN - KRS  
 CADD - KRS  
 CHECKED - EJS  
 SCALE - 1" = 50'  
 DATE - OCT 2019

DRAWING NO.  
**1**  
 SHEET NO.  
**1** OF **1**  
 PROJECT R-0184.0492

File name: P:\0001\000184\_0492\Drawings\11 - UD\_Crosswalk\_Execution\11000184\_0492.dwg - Aerial Publishing - Export\11000184\_0492.dwg