

To: Mary E. Peters  
US Secretary of Transportation

From: Deana Weaver and Brad Pealer  
Carroll Citizens for Sensible Growth

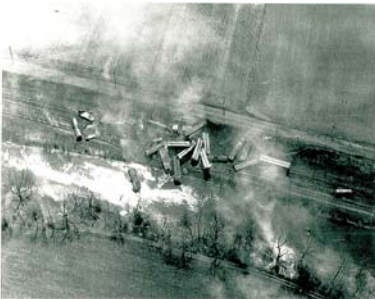
## Transportation and Commercial Development Issues in Carroll Twp, York County

1. On Monday, April 2, 2007, Carroll Twp Board of Supervisors granted conditional approval of a Subdivision and Land Development plan which realigns Rt74 and Rt15 in Northern York County.
2. Routes 74 and 15 are the only major traffic corridors, both running north/south. There are no substantial east/west corridors, due to geological constraints of mountains and the Susquehanna River.
3. This realignment was designed to accommodate a commercial development, for which the traffic impact study conservatively estimates 19,000 trips per day to the site. (Site includes a 203Ksf Supercenter, several smaller strip-malls, 175 townshomes, 3 high-turnover restaurants and a bank.)
4. There are currently less than 16,000 residents in the Trade Population Area.
5. Directly north of the commercial district, all Supply/Support routes must cross the Yellow Breeches Creek and active Rail Road tracks. (RR anticipated for expansion of services/additional track)
6. **Transportation features to be impacted include bridges at Locust Point, Brandtsville, and Rose Garden**, located in Monroe Twp, Cumberland County. These features were not included in the traffic impact study. Nor have the other jurisdictions been consulted on the commercial plan.
7. The ability to execute an Emergency Evacuation of Northern York County would immediately be halved if conditions impede accesses on either Rt74 or Rt15.

**Our Concern:** While commercial viability is important, there is a general disconnect between the scope of development plans and the Commonwealth's ability to sustain transportation needs and protect individual communities' environments. The PA Municipal Planning Code charges local officials with protection of our health, safety, and welfare - in addition to the preservation of the nature of a community. Unfortunately, out-of-scale, over-ambitious economic development, driven by multi-billion dollar companies, exacerbates demands upon PA's transportation corridors and is leading to the extinction of PA's rural communities.

### HOW LONG BEFORE HISTORY REPEATS ITSELF?

#### **Rt 74 at Brandtsville:**



On April 28, 1963, at 5:45 AM, liquid propane tanks ruptured, an oil car caught fire and chlorine tanks ruptured.



Fires in nearby forest were battled over the next 24 hours.

#### **RT 74 at Campground:**



#### **Dogwood Run Watershed**

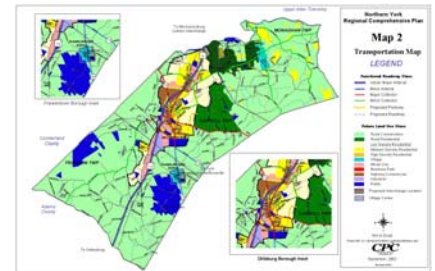
The floodplain located downstream of the 131-acre site. Waiver granted on 4/2/7 to allow increase in volume of runoff.



10:25 AM Explosion  
22 Injured, Evacuation begun.



Years earlier, livestock cars fell at same site, drowning pigs in Yellow Breeches and releasing survivors into mountains. Today, two major water companies are located in downstream communities.



Commercial plan's Rt74 realignment does not comply with Regional Comprehensive Plan.