



March 10, 2023

Project No.: 20-12023

Mr. William Wheeler, Borough Manager
Hulmeville Borough
321 Main Street
Hulmeville, PA 19047

Reference: Superior Holdings, LLC Conditional Use
Transportation Impact Assessment – 1st Review
T.M.P. #16-003-204, #16-004-001, #16-002-014, & #16-001-086
Hulmeville Borough, Bucks County, PA

Dear Mr. Wheeler:

Gilmore & Associates, Inc. (G&A) has reviewed the above referenced Transportation Impact Assessment and we offer the following comments for your consideration:

I. Submission

- A. Transportation Impact Assessment prepared by Traffic Planning and Design, Inc., dated February 20, 2023;
- B. Response Letter prepared by Traffic Planning and Design, Inc. dated February 20, 2023.

II. Project Description

Superior Holdings, LLC, the owner and applicant, has submitted a Transportation Impact Assessment associated with the conditional use application for review. The subject properties, T.M.P. #16-003-204, #16-004-001, #16-001-086 & #16-002-014, have frontages along Trenton Avenue and are within the R-3 – Residential Zoning District. Currently, the site contains existing single family detached homes (use B1) and associated accessory storage buildings. The site was previously maintained for residential and agricultural use.

The Conditional Use Application proposes to consolidate T.M.P. #16-003-204, #16-004-001, #16-001-086 & #16-002-014 and proposes a Traditional Neighborhood Development (Use B4), which is permitted by conditional use within the R-3 – Residential Zoning District. The proposed Traditional Neighborhood Development Use would consist of three apartment buildings (33 apartment units), forty-nine (49) townhouse units, and thirty-nine (39) single-family detached dwelling units. Additional improvements include sidewalks and walking paths, community green areas, and stormwater management facilities. The proposed dwellings will be serviced by new internal roads, and public water and sewer. Two single family dwellings are proposed to take access from an existing unimproved portion of Pennsylvania Avenue.

III. Review Comments

A. Transportation Impact Assessment Review

We offer the following comments concerning the Transportation Impact Assessment as it pertains to 27-1107.A.(2)(e) and Appendix B of the Hulmeville Borough Zoning Ordinance:

1. The sight distance analysis indicates that PennDOT Safe Stopping Sight Distance criteria will be satisfied for the proposed site driveway with regrading and maintenance of on-site vegetation. An on-site meeting with the Borough and PennDOT may be required to confirm that adequate sight distance will be available. This should be conducted after the preliminary plan submission. The responsible party for the continued maintenance of the sight line should be identified, and it should be confirmed if a sight line easement is required.
2. The available storage lengths provided in Table 10 do not match what is indicated in the LOS reports and should be clarified.
3. A separate detailed crash analysis report should be provided for review by the Borough and PennDOT, including any recommendations for crash reductions. Due to the sensitive and confidential components of this study, this study should be available only to the Borough professionals dealing with safety.
4. The new residential development is expected to also increase pedestrian activities within the Borough. It is recommended the applicant improve the pedestrian facilities Trenton Road/Main Street and Trenton Road and the intersection of Hulmeville Road/Hulme Avenue, including ADA compliant curb ramps, pedestrian signals, and video detection.
5. Consideration should be given to constructing a second ingress/egress driveway for the development.
6. Consideration should be given to implementing the following improvements to ease congestion along the Trenton Road/Hulmeville Road Corridor. Any improvements not within Hulmeville Borough should be coordinated with the adjacent municipalities.
 - a. It has been observed that traffic backup during the PM peak along Hulmeville Road at Hulmeville Road and Bensalem Boulevard back into the Borough. Capacity improvements such as installing a southbound right turn should be considered to improve traffic congestion.
 - b. The anticipated queue will exceed the available storage length and the future base conditions for the eastbound left turn at Hulmeville Road and Bensalem Boulevard. Mitigation should be considered.
 - c. At the intersection of Trenton Road (SR 2018) and Durham Road (SR 2049), there are several movements during both the weekday A.M. and P.M. peak hour that operate at LOS D, LOS E, and LOS F during future condition analyses. In order to improve these movements to LOS C or better, it is the applicant's opinion that additional Eastbound and Northbound lanes would be required. However, it is noted in the Assessment that these improvements are beyond the scope of this development since this is an off-site intersection that currently operates deficiently based on Borough Standards (without the proposed site), and the impact of the proposed site is minimal. The applicant also notes the movements currently operate beyond the LOS C under Existing Conditions and will continue to do so in all future condition analyses. We note any improvements to reduce

congestion to and from the Borough would be beneficial for the adjacent municipality to consider.

- d. At the intersection of Trenton Road (SR 2018) and the Willow Avenue/HH Entrance Driveway, there will be a deficient movement LOS D during the A.M. peak hour, which exceeds the allowable LOS C. The applicant indicates that an additional Eastbound lane would be required on Willow Avenue, or signalization of the intersection. It is the applicant's opinion that both improvements are beyond the scope of this development since this is an off-site intersection. Additionally, the proposed intersection is not anticipated to add any Eastbound traffic to the intersection, and based on PennDOT Standards in urban areas, LOS D or better is considered acceptable. We note any improvements to reduce congestion to and from the Borough would be beneficial for the adjacent municipality to consider.
7. A courtesy copy of the Traffic Impact Assessment should be provided to the adjacent municipalities of both Bensalem Township and Middle Township.
8. As mentioned during the scoping review, the applicant should evaluate and discuss a connection to the existing pedestrian facilities at the adjacent school.

Please note that due to the nature of the site plan level detail and amount of revisions that will be made to the plans, we reserve the right to make additional comments during future plan reviews. To expedite the review process, we recommend that future plan submissions be accompanied by a response letter noting how each of the above comments has been addressed as well as any other plan revisions. We also request electronic copies of all future plan submissions.

If you have any questions, please do not hesitate to contact this office.

Sincerely,



Amanda C. Fuller, P.E., LEED AP BD+C
Borough Engineer
Gilmore & Associates, Inc.

ACF/dd

cc: Hulmeville Borough Council
Debbie Mahon, Mayor
Dorothy Omietansky, Borough Secretary
Thomas Panzer, Esq., Borough Solicitor
Edward Murphy, Esq., Wisler Pearlstine, LLP – Applicant's Attorney