

October 3, 2023

JENKB13043

Mr. George K. Locke
Borough Manager/Zoning Officer
700 Summit Avenue
Jenkintown, PA 19406

**RE: 610 York Road
Preliminary Traffic Review (1st Submission)
Borough of Jenkintown, PA**

Dear Mr. Locke,

As requested, we completed a review of Preliminary Land Development Plans dated June 19, 2023, prepared by Carroll Engineering Corporation located at 949 Easton Road, Warrington, PA and the Traffic Impact Study for Jenkins Court Pad Sites dated August 18, 2023, prepared by McMahon, a Bowman Company located at 425 Commerce Drive, Suite 200, Fort Washington, PA 19034.

Under this application, the Applicant is proposing to demo an existing parking lot to construct a 1,000 sf frozen desserts restaurant and a 2,522 sf drive-through café restaurant along with accessory site improvements such as curbing, sidewalk, landscaping, parking, lighting, fencing, refuse area, crosswalks, and stormwater.

The proposed improvements are located at the corner of the above referenced lot and is fronted by Old York Road (SR 611) to the west, Spring Avenue to the east, and residential properties to the south. Access to/from the proposed restaurants will be by way of an existing entrance drive along Spring Avenue. The subject property is located in the Gateway Commercial District.

TRAFFIC COMMENTS

1. Based on the queueing analysis, the westbound queues at the intersection of PA 611 and Rodman Avenue extends beyond Spring Avenue in both existing and proposed conditions. The TIS estimates 51% of proposed development egress traffic making a left turn from Spring Avenue onto Rodman Avenue. We have operational and capacity concerns for the left turn from Spring Avenue to Rodman Avenue. Please evaluate alternative egress option for the proposed site or propose modifications to address the concerns.
2. Provide a gap study that demonstrates sufficient gaps are present for egress traffic on Spring Avenue to make a left turn onto Rodman Avenue.
3. Due to the operational concerns with Spring Avenue serving as an egress noted in comment #1, the Applicant must evaluate converting the Spring Avenue driveway to ingress only. As such, alternatives for site egress must be explored. We are available for further discussions if needed.
4. The Applicant must investigate a reconfiguration of the Spring Avenue/Rodman Avenue intersection that allows two-way access on Spring Avenue from Rodman up to the site driveway. Physical improvements, such as a bump-out must be evaluated to discourage vehicles from traveling illegally southbound on Spring Avenue.
5. Please verify and revise the analysis year for Appendix J in the table of contents.

6. The 2026 Future without Development peak hour volumes shown on Figure 5A, at the intersections of SR 611/Rodman Ave and SR 611/Madeira Ave/Jenkins Court Access, do not match the volumes shown in the volume projection worksheets provided in Appendix F.
7. Submit the Traffic Impact Study to PennDOT for review.
8. A PennDOT Highway Occupancy Permit (HOP) may be required.
9. The stormwater outfall shown at the intersection of Spring and Rodman may require a separate stormwater maintenance HOP from PennDOT if the outfall ties into the York Road (SR 0611) stormwater system.
10. The sight distances must be evaluated and documented within the plan set and shall be in accordance with Pennsylvania Code, Title 67, Transportation, Chapter 441 "Access to and Occupancy of Highways by Driveways and Local Roads."
11. All proposed signs shall be in accordance with PennDOT Publication 236, Handbook of Approved Signs and be identified by designation code and size on the plan. They shall also be detailed within the plan set.
12. All proposed pavement markings must be identified, and details provided within the plan set that indicate type, width, spacing, color, etc.
13. Clearly identify the existing curb and sidewalk. It is very hard to see the existing features along Spring & York.
14. Evaluate the feasibility of providing a "Bypass" lane next to the drive through lane to allow traffic to leave if needed.
15. Install the "Do Not Enter" and "One-Way" sign at the end of the drive through lane.
16. Clarify the location of the "No Parking" and the "Do Not Enter" signs detailed on Sheet 8 of 10.
17. The stop bar at the end of the drive through lane should be a 24" solid white line.
18. Clearly identify the signage for the ADA parking spots.
19. The raised crosswalk Sheet 2 of 10 differs from the detail shown on Sheet 9 of 10.
20. The two crosswalks shown on the south side do not appear to have connections to pedestrian paths and do not terminate with ADA curb ramps.
21. The raised crosswalk should be signed in accordance with the MUTCD and Pennsylvania's Traffic Calming Handbook.
22. Provide the dimensions for ADA Parking spots.
23. Provide the width of the parking spots.
24. ADA updates may be required at the Spring Ave & Rodman intersection.
25. Show ADA accommodations for the Frozen Desserts building.
26. Add "Drive Through" pavement marking legends where appropriate.
27. Specify the size for "STOP" and "Do Not Enter" signs on Sheet 8 of 10.
28. Provide Pavement restoration details for Spring Ave.
29. Given the concerns noted in comment #1, the Applicant may be required to make upgrades to the York & Rodman traffic signal and the York & Madeira traffic signal.
30. Based on the extent of these comments, additional comments may follow in the next review cycle.

If you have any questions or comments regarding this review, please do not hesitate to contact me at (215) 589-6025 or mbickerton@pennoni.com.

Sincerely,

PENNONI ASSOCIATES INC.



Mark E. Bickerton, PE
Borough Traffic Engineer

cc: Borough Council
Sean Kilkenny, Esq., Borough Solicitor
Patrick Hitchens, Esq., Kilkenny Law
Khaled Hassan, PE, Pennoni, Borough Engineer
SBG Management Services, Inc., Applicant

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