

October 3, 2023

Mr. M. James Riordan, AICP, LEED-AP
 Team Leader, Water/Urban & Environmental Planning
 Weston & Sampson Engineers, Inc.
 100 Foxborough Boulevard, Suite 250
 Foxborough, MA 02035

Re: Traffic Engineering Peer Review Services
Coventry Crossings – Harkney Hill Road
Coventry, Rhode Island
 Pare Project No.: 23126.00

Dear Mr. Riordan:

Pare has completed a review of the response to comments submitted by BETA, Inc. dated August 10, 2023, and was submitted with a revised version of their traffic study. We offer the following comments:

TRAFFIC IMPACT STUDY-COVENTRY CROSSINGS dated April 23, 2023, revised July 2023

The applicant has prepared a Traffic Impact Study which evaluates existing and projected traffic operations on the surrounding roadways and the proposed site driveways as well as a safety analysis associated with the development. Based on the information provided and our site visit, the following comments are being made:

Section 3.0 Existing Conditions

- *Section 3.3 Traffic Data*-BETA collected the following traffic data:

TYPE	LOCATION	DAY	TIME
Automatic Traffic Recorder Counts(ATRs)	Nooseneck Hill Road (Route 3)(North of Harkney Hill Road)	• Tuesday 1.10.23- Tuesday 1.17.23	• Noon to noon
	Harkney Hill Road (Route 118)	• Wednesday 1.11.23- Tuesday 1.17.23	• Noon to midnight
Intersection Turning Movements Counts (TMC)	Nooseneck Hill Road (Route 3) at Driveway/Harkney Hill Road (Route 118)	• Thursday 1.12.23 • Saturday 1.14.23	• 7:00 a.m. to 9:00 a.m. • 4:00 p.m. to 6:00 p.m. • 12:00 p.m. to 3:00 p.m.
	Harkney Hill Road (Route 118) at Hill Farm Road	• Thursday 1.12.23 • Saturday 1.14.23	• 7:00 a.m. to 9:00 a.m. • 4:00 p.m. to 6:00 p.m. • 12:00 p.m. to 3:00 p.m.

The counting locations and time periods are more than adequate. Due to the time of year that the counts were performed, the traffic counts were correctly adjusted with the RIDOT adjustment

factors for urban arterials. BETA should provide the Adjustment Factor Table to the appendix.

BETA Response: RIDOT 2017 Adjustment Factor Table has been provided to the appendix.

Pare Comment: This comment has been adequately addressed.

- Please verify the ADTs for Nooseneck Hill Road and Harkney Hill Road. The 12,900 vpd and 9,000 vpd seem high compared to the traffic count data provided. This data will not impact the analysis performed.

BETA Response: Volumes in the report were adjusted based on the seasonal adjustment factor of 0.96 for urban principal arterials.

Pare Comment: This comment has been adequately addressed.

Section 4.0 Safety Analysis

- 2nd paragraph – Revise last sentence to “The stopping sight distance is the minimum distance that a vehicle driving along the roadway **requires** to adequately react and safely come to a stop and avoid a collision.”

BETA Response: The sentence has been updated accordingly.

Pare Comment: This comment has been adequately addressed.

- *Table 1- Crash Data Summary* identifies the wrong number of total crashes. Please revise.

BETA Response: Results in Table 1 have been updated to match those found in the appendices.

Pare Comment: This comment has been adequately addressed.

- Revise the number of injury crashes from “**five**” to “**six**”.

BETA Response: The reference has been updated.

Pare Comment: This comment has been adequately addressed.

Section 5.0 Impact Analysis

- *Section 5.1 Trip Generation-* The proposed retail use has been calculated as a Strip Retail Plaza <40,000 square feet. I would assume the proposed tenants of the retail portion of the project are uncertain at this time. The trips for the Strip Retail Plaza as presented are acceptable. It should be noted however that there are other retail uses that could be developed which could generate significantly more traffic during certain peak periods, i.e. LUC 850 Supermarket or LUC 880 Pharmacy. Once the proposed tenants are known, dependent on the tenants proposed, it may be necessary to rerun the analysis of the proposed generator based on that actual proposed use.

BETA Response: No response is necessary.

Pare Comment: Pare suggests that revised build condition analyses be provided to the Town if the retail strip plaza will contain any uses that are likely to generate significantly more traffic per square foot of gross floor area than LUC 822 during commuter peak hours. A non-exhaustive list of examples of uses that would need additional analyses include:

- LUC 850 – Supermarket
 - LUC 851 – Convenience Store
 - LUC 880/881 – Pharmacy/Drugstore
 - LUC 882 – Marijuana Dispensary
 - LUC 899 – Liquor Store
 - LUC 936-938 – Coffee/Donut Shop
- *Section 5.2 Future Traffic Conditions-* Please provide a table detailing traffic to be generated from the other three proposed developments identified in the report.

BETA Response: Table has been added to the report.

Pare Comment: This comment has been adequately addressed.

- *Section 5.3 Operational Analysis – 4th paragraph-* Revise “...critical movements experience LOS C or better” to “critical movements experience LOS D or better”. LOS D is still considered an acceptable level of service.

BETA Response: The reference has been updated.

Pare Comment: This comment has been adequately addressed.

- *Other:* This development with its 146 residential units and retail uses could generate a significant amount of pedestrian traffic. The applicant should discuss potential pedestrian accommodations on-site and off-site.

Parking on-site for visitors should be identified on the plan.

The applicant should verify that all turning radii can accommodate emergency vehicles and large trucks on-site.

BETA Response: Items to be addressed by the site engineer.

Pare Comment: Pare has not seen a response from the site engineer but anticipate that these comments will be addressed as part of the Preliminary Plan review stage of the project.



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(4)

October 3, 2023

Pare is available to review any additional/revised data provided by the applicant. We will also be available to discuss updates and answer questions during the Preliminary Plan phase of the project. In the meantime, if you have any questions, please feel free to contact me.

Very truly yours,

A handwritten signature in blue ink that reads 'Derek L. Hug'. The signature is fluid and cursive, with a large loop at the end of the last name.

Derek L. Hug, P.E., PTOE
Managing Engineer

DLH/