

August 2, 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 our peer review for the proposed mixed-use development, that includes residential and retail uses, being proposed by Kreg Management. The project site is to be located near the intersection of Harkney Hill Road and Nooseneck Hill Road in Coventry, Rhode Island. These peer review services are requested to assist the Coventry Planning Commission with its review of the applicant's traffic impact assessment.

Pare has been provided the following information for this review:

- *Overall Site Layout Plan for Coventry Crossings (A.P. 10, Lot 29 & A.P. 18, Lot 86) (Sheet C-2.0)* prepared by Garofalo & Associates, Inc., dated July 2023
- *Traffic Impact Study for Coventry Crossings* prepared by BETA Inc., dated April 2023 with a revision date of July 2023

The applicant has recently revised this proposed development. The current proposal includes 146 residential condominium units, consisting of 78 duplex homes and 68 single unit condominium buildings, and a single 12,500 commercial building for retail use.

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 1.0 Introduction

- The purpose of the study and the description of the proposed development are clearly identified.
- The limits of the study area and the steps to complete the study are acceptable.

Section 2.0 Project Area

- The description of the site development and the surrounding area is acceptable.

Section 3.0 Existing Conditions

- The descriptions of the study roadways (3.1 Roadways) including Nooseneck Hill Road (Route 3), Harkney Hill Road (Route 138), and Hill Farm Road are acceptable.
- The descriptions of the study intersections (3.2 Intersections) including the Nooseneck Hill Road at Harkney Hill Road and Ocean State Credit Union Driveway intersection and the Harkney Hill Road at Hill Farm Road intersection are acceptable.
- 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.

- 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.
- The hourly traffic volumes on Nooseneck Hill Road, Harkney Hill Road and Hill Farm Road are accurate.

Section 4.0 Safety Analysis

For this analysis, speeds and sight distance measurements at key locations were obtained and provided. Also, a summary of the crash data was provided. Actual crash data information was not provided.

- 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.”
- The measured sight lines for the proposed driveways at Nooseneck Hill Road and Harkney Hill Road and the Harkney Hill Road/Hill Farm Road intersection appear accurate. The sight distance at the proposed driveways far exceed AASHTO guidelines. During final design and construction, the sight lines need to be clear of signage, vegetation, etc. to ensure safe access.
- Table 1- Crash Data Summary identifies the wrong number of total crashes. Please revise.
- Revise the number of injury crashes from “**five**” to “**six**”.

- Pare is in agreement that based on the existing volume of traffic and the limited number and type of crashes, there appears to be no trends in crash patterns or severity that would require additional safety improvements.

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.
- *Section 5.2 Future Traffic Conditions-* A conservative 1.0% annual growth rate has been used for future build conditions which is acceptable.

Please provide a table detailing traffic to be generated from the other three proposed developments identified in the report.

The assumed trip distribution is acceptable.

- *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.
- *Section 6.0 Conclusions and Recommendation -* Based on the data provided, Pare is in agreement with the Conclusions and Recommendations stated. Based on the speeds and sight distances measured, the applicant has verified that more than adequate sight distance will be available to provide safe access and egress from/to the site for motor vehicles. The additional traffic being projected for the site, does not result in any significant decrease in level of service.
- *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.



Mr. M. James Riordan

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Pare is available to review any additional/revised data provided by the applicant. We will also be available to discuss our findings and answer questions at the next public hearing. In the meantime, if you have any questions, please feel free to contact me.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'JPS', is written over the typed name.

John P. Shevlin, P.E.
Chief Executive Officer

JPS/