



May 26, 2022

Mr. Doug McLean
Principal Planner
Cranston City Hall
869 Park Avenue
Cranston, RI 02910

Re: 661 Park Avenue, Cranston, RI
Traffic Study Peer Review
Fuss & O'Neill Reference No. 20200078.T40

Dear Mr. McLean:

Fuss & O'Neill has conducted a review of the traffic study relating to the proposed development at 661 Park Avenue in Cranston, RI. The development is proposed to be mixed-use with residential apartments and commercial space on the first floor.

Materials Reviewed:

1. Traffic Impact Study completed by BETA Engineering titled "Proposed Mixed-Use Redevelopment" dated November 2021.

We offer the following comments:

3.0—Existing Conditions

1. We find the existing conditions assessment to be satisfactory.

4.0—Safety Analysis

2. Intersection sight distance from Doric Avenue appears to be unobstructed based on a 15-foot offset from the edge of the travel way. However, a high number of angle crashes suggests that sight distance could be inadequate. This could be due to the stop bar location or existing building setback. Consider a recommendation to increase the sight distance by adding sidewalk bump-outs on Park Avenue to adjust the crosswalk location or by adjusting the proposed building setback.

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3. Crosswalks in the project area are generally not equipped with signage recommended by the Manual of Uniform Traffic Control Devices (MUTCD). Consider a recommendation to install crosswalk signage or to install sidewalk bump-outs to increase visibility for crossing pedestrians.

5.0—Impact Analyses

5.1—Trip Generation

4. The proponent discusses using the ITE Trip Generation Manual Land Use Codes 221 for “Multifamily Housing” to determine the proposed development trip generation in the AM and PM peak hours. This land use code may be expected to provide a reasonable estimate for the trip generation of this development. Table 2 shows the PM peak hour use code as Use Code 230 “Low-Rise Residential with Ground Floor Commercial”. Please clarify the use code in the table.
5. The number of anticipated trip generation of 42 trips in the AM peak hour and 43 trips in the PM peak hour does not appear to be aligned with the proposed 97 parking spaces shown on the site plan. It is recommended that the proponent consider reducing the number of parking spaces on site to better align with the trip generation estimate or consider deferred parking of about 20 spaces in the northwest corner. In the case of deferred parking, the proponent could be responsible for expanding parking into that area, in agreement with the city, if more parking is needed after one year of use.

Alternatively, if the number of proposed employee/visitor parking spaces on site is required for operations, the predicted trip generation may be too low. If this is the case, a more accurate trip generation estimate should be calculated using the number of employees and residents, or by representing the facility with a different industrial land use code.

5.2—Future Traffic Volumes

6. The conditions analyzed include the 2021 existing condition and the 2026 Build condition. To determine the impact of this development, the 2026 Build condition must be compared to a 2026 No-Build condition. Comparing the future Build condition to the existing condition may incorrectly attribute the impact of ambient traffic growth to the proposed development even if the anticipated growth is low (1%).
7. A computer drafted volume figure should be provided of the 2026 No-Build Traffic Condition for comparison with the Build Condition.

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5.3—Operational Analysis

8. Capacity analysis should be updated to include the 2026 No-Build Condition.

9. Level of Service analysis should be performed to determine if a four-way stop is feasible at the intersection of Doric Avenue and Park Avenue. The Doric Avenue approach shows a future LOS of F and safety concerns exist due to a high number of angle crashes.

We appreciate the opportunity to provide the City of Cranston with this peer review. Please do not hesitate to contact us with any questions.

Sincerely,



Patrick Tierney, PE
Transportation Engineer



Matthew W. Skelly, PE, PTOE
Project Manager