



December 8, 2022

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

Re: Development of Comstock Crossings Cranston, RI  
Traffic Impact Analysis Peer Review  
Fuss & O'Neill Reference No. 20200078.T50

Dear Mr. McLean:

Fuss & O'Neill has conducted a review of the traffic impact analysis relating to the proposed development along the eastern side of Comstock Parkway, approximately 200 feet south of the intersection of Plainfield Pike and Comstock Parkway in Cranston, RI. The development is proposed to be mixed use with a coffee shop with a drive-thru window, a retail store, and a self-storage facility.

**Materials Reviewed:**

1. Traffic Impact Analysis completed by Pare Corporation titled "Traffic Impact Analysis, Comstock Crossings, Cranston, Rhode Island" dated February 2022.

We offer the following comments:

**General**

1. A total of 16 parking spaces are provided on site for the self-storage facility, which is inconsistent with the anticipated number of peak hour trips. The proponent should justify the number of parking spaces by using the Institution of Transportation Engineers (ITE) Parking Generation Manual.
2. The proponent should install a sidewalk along the site frontage on Comstock Parkway. A new sidewalk would fill a gap in the existing sidewalk network and improve site access for pedestrians. The feasibility of installing a painted pedestrian crosswalk to the existing crosswalk on the west side of Comstock Parkway should also be explored.

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3. The material adjacent to the coffee shop and retail buildings on site is not clearly called out on the site plan. In addition, some accessible path to this space from the sidewalk along the street.

### **Safety Analysis**

#### Crash Data

4. The study includes an analysis of crash history over a three-year period (2017-2019). It is recommended that the proponent expand the analysis to include the most recent two years of available crash data, 2020 and 2021 as well.

### **Build Conditions**

#### Trip Generation

5. The site plan indicates the proposed coffee shop is 3,000 square feet, but trip generation appears to be calculated for a coffee shop of 2,800 square feet. The proponent should clarify this inconsistency.
6. The Traffic Impact Analysis makes no reference to the existing Latte Love café, located across the street at 11 Comstock Parkway. Collecting existing trip generation data at this location, or alternatively, examining available customer data would be beneficial to confirm the accuracy of the trip generation estimates.
7. It is unclear when reviewing the Trip Generation Handbook how the proponent determined a value of 50% pass by trips for the proposed development. The method of determining the percentage of pass-by trips from the Trip Generation Handbook should be further explained.

#### Trip Distribution

8. Further clarification should be provided regarding Figure 4 – Site Generated New Traffic Volumes. Although the figure appears to represent the new vehicle trips, the distribution at the site driveway appears to be representative of pass-by traffic, as the majority of traffic is entering from the south and exiting to the north during the morning peak hour, and vice versa during the afternoon peak hour. New trips typically follow the pattern of arriving and returning in the same direction.



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**Capacity Analysis**

9. The proponent should clarify why the proposed conditions were analyzed with one site driveway instead of the two that are proposed on the site plan.

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,

A handwritten signature in black ink that reads 'Katherine O'Shea'.

Katherine O'Shea, EIT  
Transportation Engineer

A handwritten signature in blue ink that reads 'Matt Skelly'.

Matthew W. Skelly, PE, PTOE  
Project Manager