

May 19, 2023

Mr. Douglas McLean, Principal Planner
City of Cranston
869 Park Avenue
Cranston, RI 02910

Re: **Traffic Engineering Review Services**
Achievement First Illuminar Mayoral Academy Expansion
85 Garfield Avenue
Cranston, Rhode Island
Pare Project No.: 23065.00

Dear Mr. McLean:

Pare Corporation (Pare) has completed our review of the responses to comments prepared by Green International Affiliates, Inc. (Green) dated May 3, 2023. Our responses to their comments are listed below.

Traffic Impact and Access Study:

1. *Introduction and Executive Summary Section:* Standard practice for traffic studies in Rhode Island dictates a design year of five years from the study date, which would be 2028.

Green Response: It should be noted that the turning movement counts were taken in the existing year of 2022. Green projected the existing volumes to 2028 for a more conservative traffic analysis. The revised No-Build and Build volumes and analysis are attached, and the revised LOS table is provided later in the response letter.

Pare Response: The revised analyses are acceptable. No further action required.

3. *School Traffic Circulation Section:* It was noted that during Pare's visit to the site, none of the school buses went behind the building. Instead, they double-stacked near the southeastern corner of the building. Pare noted 11 school buses and five vans during both the morning arrival and afternoon dismissal.

In addition, it was noted that there were cones placed across the connection between the school's south lot and the Texas Roadhouse lot during the afternoon dismissal. It was also noted that the cones were then moved (presumably by a parent) to allow for parents to egress through the Texas Roadhouse lot, although few did. Several parents were observed parking in the Texas Roadhouse lot, walking to the school to pick up their child/children, and then walking back to their car to avoid parking in one of the school lots.

Green Response: Green received an updated site plan from Kaestle Boos Associates (KBA) showing how the property lines extend further out from both sides of the main driveway to open up 35 additional parking spaces for staff parking, in addition, the play area the north side of the school has been striped for 19 additional parking spaces for parent pick-up/drop-off. Finally, the original parent pick-up/drop-off spaces have now been swapped with a staff parking lot. As a result, there are now 112 staff parking spaces, 6 additional handicap spaces, and 65 spaces for the parent pick-up/drop-off in addition to the queue space available. The parent spaces are also located much closer to the school entrance for easier access. This should eliminate the need for parents to resort to the Texas Roadhouse Lot as a backup area to park in.

Pare Response: Subsequent to the preparation of Green's responses to comments, it was determined that while the 35 spaces near the center drive aisle are within the school's right-of-way, the access aisles to those spaces are not. Further, it is Pare's understanding (through an email provided by KBA on May 17, 2023) that there is no language in the deeds to guarantee access to those spaces. Should development on the adjacent parcels eliminate access to these spaces, the number of parent spaces could be reduced to as low as 30 spaces. This would force more parents to either join the pick-up/drop-off vehicle queue, or seek parking in adjacent parcels.

8. *No-Build Traffic Volumes Section:*

- c. As noted in Comment 1, the design year for the project should be 2028.

Green Response: Green updated the design year for the project from 2023 to 2028. Updated figures for the No Build and Build traffic volumes are attached. Revised LOS summary table is shown below.

Pare Response: The revised analyses are acceptable. No further action required.

9. *Intersection Capacity Analysis Section:*

- b. It is noted that there is a significant drop in LOS for eastbound vehicles between existing and no-build conditions due to the addition of the anticipated traffic for the Trolley Barn Plaza development.

Green Response: Green updated the capacity analysis to reflect the new future design year of 2028. The LOS degrades between existing, no-build, and build years, but the intersections do not perform worse than an overall LOS 'D,' with none of the approaches operating at LOS 'F.' The analysis output files are attached and the capacity analysis tables are shown in below for the morning and afternoon peak hours:

Pare Response: The revised analyses are acceptable. No further action required.

10. *Proposed Traffic Circulation Section:*

- c. During the afternoon dismissal peak, parents park their vehicles and walk to the door to pick up their children. As a result, queues do not extend into Garfield Avenue. It was noted during Pare's site observations that far more than 23 parent vehicles are on-site at dismissal, although a specific count was not taken. Under the revised circulation pattern,

where will all these excess vehicles go? It appears this revised pattern has the potential to cause significant queues that would spill over into Garfield Avenue during the dismissal peak, potentially for an extended period of time.

Green Response: Green received an updated site plan from KBA showing 35 additional parking spaces along the driveway entrance. In addition, the play area to the north of the school has been striped for 19 additional spaces. The latest site plan provides parking for 112 staff, 65 parents, and 6 additional handicap spaces, plus a queue space for the parent pick-up/drop-off operations for approximately 33 additional vehicles. The latest site plan is attached.

Pare Response: As noted in our response to Comment 3, access cannot be guaranteed to the 35 additional spaces in the center of the site. The applicant may need to prepare a contingency plan for how overflow queues will be handled should they occur.

11. *Proposed Parking Section:* While a detailed count was not made of staff parking, it is estimated that approximately 100 staff vehicles were on-site during Pare's observations. The paved play area may be needed for staff parking immediately. In the short term, will excess staff parking be able to use the open parking on the adjacent parcels? In addition, roughly 30 parked parent vehicles were observed during the morning arrival peak and well in excess of 50 parked parent vehicles were observed at dismissal. The 23 proposed parent spaces will not serve current demand and will force additional parents into drop-off and pick-up queues.

Green Response: As noted in the response to Comment 10, the additional parking spaces that fall within the property limits will open up 65 spaces for parent parking. See attached site plan.

Pare Response: See Pare's response to Comment 10.

13. *Conclusions Section:*

- a. Pare concurs with the conclusion that the proposed addition will not present additional capacity concerns at area intersections, as the proposed addition is for amenities for existing students, not to accommodate additional students or staff.
- b. Pare has significant concerns about the effect of the proposed circulation changes, especially during the afternoon dismissal period. Pare believes there is significant risk that without the use of the northern lot, there will be significant queues just before dismissal that have the potential to significantly affect the intersection of the school driveway and Garfield Street that could also potentially spill over into Route 10.

Green Response: See Responses to Comments 10 and 11 for site plan improvements.

Pare Response: See Pare's response to Comment 10.

14. *Recommendations Section:* Pare generally concurs with the recommendations listed, but believes more may need to be done to prevent queues from extending into Garfield Avenue, especially during the dismissal peak period.



Mr. Douglas McLean

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Green Response: See Responses to Comments 10 and 11 for site plan improvements.

Pare Response: See Pare's response to Comment 10.

We hope that this review is helpful in the Planning Commission's review of the proposed development application. If you have any questions, feel free to reach out to me.

Sincerely,

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/