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Subject: Traffic Statement for the  
Oaklawn Avenue Multi Family Residential Project  
Oaklawn Avenue, Cranston

Existing Conditions:

The subject residential development is proposed to be located on AP 17-3 Lot 670 within the City of Cranston. The property is presently undeveloped and consists mostly of scrub vegetation. This Assessment of Existing Traffic Conditions includes an inventory of roadway geometrics, Traffic controls and collection of PM Peak Hour Traffic Volumes.

The Rhode Island Statewide Planning Program, Technical Paper No. 155, has classified Oaklawn Avenue RI Route 5, as an Urban Principal Arterial. Oaklawn Avenue in the vicinity of the project is a two-lane bituminous roadway and has an overall pavement width of 40 feet. This width is distributed into two 14-foot travel lanes and 2 six-foot curb offsets. North of the proposed site Oaklawn Avenue splits into a northbound and southbound lane separated by a variable width curbed median. Curbing along Oaklawn Avenue consists of granite.

The horizontal alignment of this segment of Oaklawn Avenue can be classified as Gently Curving while the vertical alignment can be classified as Flat. The posted speed limit on this segment of Oaklawn Avenue is 35 MPH.

Existing Traffic Flow characteristics were developed utilizing a Manual Turning Movement Count at the intersection of Oaklawn Avenue and Williston Road / Merit Drive. This intersection is located approximately 350 feet south of the subject property. This Turning Movement count was conducted on November 1, 2022 between the hours of 4 to 6 PM.

The result of this count indicated the following PM Peak Volumes for Oaklawn Avenue:

Period	<u>Existing Traffic Volumes (VEH)</u>		
	<u>Northbound</u>	<u>Southbound</u>	<u>Total</u>
Weekday PM (4-6 PM)	636	450	1086

Future Conditions:

To determine Future Traffic demand on this segment of Oaklawn Avenue the Existing Traffic Volumes were projected to a design year of 2027. The RI Statewide Planning Program has determined the Annual Growth in Traffic for Cranston to be 1% per year. Therefore, to establish the base future traffic volumes for 2027 the existing volumes will be expanded by 1% per year for the 5-year period. These volumes represent the volumes expected along Oaklawn Avenue within the project area if the proposed development is not constructed:



<u>Period</u>	<u>No Build 2027 Traffic Volumes (VEH)</u>		
	<u>Northbound</u>	<u>Southbound</u>	<u>Total</u>
Weekday PM Peak	668	473	1141

To determine the Traffic Impacts of the Proposed Multi Family Residential Development, estimates of the anticipated traffic to be generated by the proposed development were estimated. To estimate the generated traffic from this Land Use the Trip Generation Factors of the Institute of Transportation Engineering Publication “Trip Generation” was utilized. These factors established by ITE provide vehicle trip rates based upon actual traffic counts at similar land uses.

Utilizing the data from Land Use Code 220 ‘Apartment’ the Weekday PM Peak Hour Site Generated Traffic is estimated to be.

<u>Land Use</u>	<u>Vehicle Trip Generation</u>			
	<u>Units</u>	<u>Entering</u>	<u>Exiting</u>	<u>Total</u>
220 Apartment	12	5	3	8

The Traffic Generated by this Residential Use would utilize the Single Access Drive. This drive provides circulation and access to parking around the building. Field observations revealed an adequate number of gaps within the traffic stream allowing the minimal number of vehicles to exit and enter the site safely.

Site Distance:

A Field Review of the available site distance was conducted for the proposed Access Drive. The posted speed limit for Oaklawn Avenue is 35 MPH. For the purpose of this Analysis the available site distances were compared to that required for a 45 MPH speed.

<u>Design Speed (MPH)</u>	<u>Required Site Distance VS Available Sigh Distance</u>			
	<u>AASHTO Safe Stopping Sight Distance (FT)</u>	<u>Available Sight Distance (MPH)</u>		
		<u>To North</u>	<u>To South</u>	
45	360	650	600	

Conclusion:

Based upon the Analysis contained herein coupled with field observations it can be concluded that the proposed Residential Development will generate minimal new traffic and the Traffic anticipated to be generated will have no negative impact on the operations or safety of Oaklawn Avenue within the vicinity of the development.

It is recommended that a standard stop sign be placed on the egress of the access drive.

