



## Memorandum

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Project #: 73377.01

From: Robert J. Clinton, PE  
Project Manager - Transportation

Re: 211 Commonwealth Avenue  
Warwick, Rhode Island  
Traffic Assessment

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VHB has performed an assessment of existing traffic conditions on Commonwealth Avenue and College Hill Road the impacts that the proposed development will have on traffic. This assessment concludes that the proposed development will have a minimal impact on traffic operations on the surrounding roadway system. The following is a summary of the findings of VHB's traffic assessment.

### Existing Conditions

#### Commonwealth Avenue

Commonwealth Avenue is a two-lane roadway (one lane in each direction) under City of Warwick jurisdiction. The roadway is a north/south roadway with a posted speed limit of 25 miles per hour (mph). There are no sidewalks along the roadway. Land use along the roadway is a combination of residential and commercial uses. Although the address of the site development is 211 Commonwealth Avenue, the proposed access is located on College Hill Road.

#### College Hill Road

College Hill Road is a two-lane roadway (one lane in each direction) under City of Warwick jurisdiction. The roadway is an east/west roadway connecting Bald Hill Road (Route 2), to the west, with Commonwealth Avenue, to the east. The speed limit is not posted but is assumed to be 25 mph. There are sidewalks along the north and south sides of the roadway. Land use along the roadway is a combination of multifamily residential and commercial uses. The access to the site is proposed to be on the south side approximately 100 feet west of Commonwealth Avenue in the same location as the existing "curb cut".

#### Commonwealth Avenue at College Hill Road

College Hill Road intersects Commonwealth Avenue from the west to form a T-type intersection. The roadway connects East Avenue (Route 113), to the north, with Tollgate Road (Route 115), to the south. The College Hill Road eastbound approach operates under stop control. There are no sidewalks or crosswalks at this intersection.

### Future Conditions

The proposed development includes constructing four new multifamily buildings with a total of 9 residential units (three duplex buildings and one triplex). Proposed access to the development will be provided by a driveway located on the south side of College Hill Road approximately 100 feet west of Commonwealth Avenue (at the same location as the existing curb cut).



Sight Distance

The sight distance looking right (east) out of the proposed site driveway is 100 feet (extending to the intersection with Commonwealth Avenue), which exceeds the minimum stopping sight distance required to meet a 20-mph design. Although the speed limit on College Hill Road is assumed to be 25 mph, the travel speed of vehicles turning from Commonwealth Avenue onto College Hill Road (right turns and left turns) is only 20 mph or less. The sight distance looking to the left (west) exceeds 115 feet, the minimum requirements for 30 mph.

Trip Generation

The trip generation for the proposed 9-unit development was projected based on trip generation rates published in the Trip Generation, 11<sup>th</sup> Edition, compiled by the Institute of Transportation Engineers (ITE). ITE land use code (LUC) 220 – Multifamily Housing (Low Rise) was used to project the trip generation of the site. The peak hour trip generation projections for the proposed development are summarized in **Table 1**.

**Table 1 Trip Generation Summary**

Time Period/Movement	Multifamily Housing (Low Rise) <sup>1</sup>
› Morning Peak <sup>2</sup>	
Enter	1
Exit	<u>3</u>
Total	4
› Evening Peak <sup>2</sup>	
Enter	3
Exit	<u>2</u>
Total	5

Source: Trip Generation, 11<sup>th</sup> Edition; Institute of Transportation Engineers (ITE); Washington, D.C.

1. Based on ITE Land Use Code (LUC) 220 - Multifamily Housing (Low Rise) based on 9 Residential Units

2. Vehicles per hour (vph)

As shown in **Table 1**, the proposed development is not projected to generate a significant amount of traffic. The site is projected to generate only 4 vehicle trips (1 entering and 3 exiting) during the morning peak and 5 vehicle trips (3 entering and 2 exiting) during the evening peak. This minimal trip generation is not projected to have any significant impact on traffic operations because the traffic generated is well within the daily fluctuation in existing traffic patterns. It should also be noted that there is an existing traffic signal located to the west at the Bald Hill Road (Route 2) at College Hill Road and a stop sign at the Commonwealth Avenue at College Hill Road intersection. These intersections provide efficient access to the regional traffic network.