

October 31, 2025

Mr. Doug McLean
Planning Director
Town of Coventry
1670 Flat River Road
Coventry, RI 02816

Re: Proposed Residential Development
Village at Tiogue
Assessor's Plat 32, Lots 149, 150, 151 and 153
Traffic Engineering Review Services
Coventry, Rhode Island
(Pare Project No.: 25161.00)

Dear Mr. McLean:

Pare Corporation has been selected to do a peer review for a Comprehensive Permit Plan submission related to the traffic for the proposed Village at Tiogue development. The proposed project includes the development of an existing 2.7-acre wooded lot into a new residential neighborhood with three distinct development areas. The three areas will contain a mixture of single-family residential unit types including single and multiplex buildings for a total of 176 single family homes. The site access to the new homes is proposed from multiple locations including Tiogue Avenue, East Shore Drive, Minglewood Drive, Old North Road and Tiffany Road.

Pare has been asked to review the traffic study and the site plans provided for the development. We have also been asked to review the extent of off-site roadway improvements that may be needed in the surrounding area, including the narrow Tiffany Road that will serve as a major access point to the site. As part of our review, we will evaluate the safety implications of increasing traffic on that roadway and other surrounding roads and make necessary recommendations for improvements as needed to address safety.

Other items that will be reviewed include the potential connection of sections of the development by an interior roadway between the most southerly section (Area 3) and the middle section (Area 2). The northerly section of project (Area 1) will remain disconnected with its own separate access off Tiogue Avenue. The changes to the interior roadways may have an impact on many of the surrounding minor roads in the neighborhood as additional traffic may navigate through these areas.

Pare has completed our review of the traffic study and the accompanying documents for the Village at Tiogue residential development. As part of our review, the following documents were provided:

- *Village at Tiogue Traffic Impact Study* dated April 2025 prepared by Crossman Engineering
- *Village at Tiogue Preliminary Plan Set* stamped September 9, 2025, prepared by DiPrete Engineering
- *Village at Tiogue Preliminary Narrative* dated September 2025, prepared by DiPrete Engineering
- *Village at Tiogue Application & Checklist* dated September 2, 2025

In addition to the review of the above-described documents, Pare has performed a field visit of the project area and the surrounding roadway network.

Pare offers the following comments regarding the submission provided:

April 2025 Village at Tiogue Traffic Impact Study prepared by Crossman Engineering

1. ATR counts were performed on Tiogue Avenue (east of Dawley Street) on Monday thru Friday in March of 2025, Tiogue Avenue at Jennifer Lane on Friday to Friday in December of 2019, New London Turnpike north of Arnold Road on Tuesday to Saturday in January 2025, and Old North Road north of Sweet Fern Lane on Friday to Friday in December 2015.

Manual Turning Movement Counts were performed at the following:

- 7:00-9:00 a.m. and 3:00-5:00 p.m. on Monday, March 4, 2025 at the Tiogue Avenue/E. Shore Drive intersection
- 7:00 – 9:00 a.m. and 3:00-5:00 p.m. at the Bonney Street/Old North Road/Tiogue Avenue intersection on Monday March 4, 2025,
- 7:00 -9:00 a.m. and 4:00-5:00 p.m. at the Old North Road at Tiogue Avenue intersection on Thursday, December 17, 2015
- 7:00-9:00 a.m. and 3:00-5:00 p.m. at the Old North Road at Minglewood Drive intersection on Thursday April 10, 2025
- 7:00-9:00 a.m. and 3:00-5:00 p.m. at the New London Turnpike intersection with Angus Street on Monday March 4, 2025.

Several of the manual turning movement counts were performed on Mondays. For traffic studies, traffic counts are typically performed on Tuesday, Wednesday or Thursday as traffic volumes on these days most accurately represent "normal" weekday traffic patterns. Traffic data from Mondays and Fridays are often avoided due to atypical traffic volumes caused by weekend travel, holiday scheduling and remote workdays.

The ATR counts provided for Tiogue Avenue east of Dawley Street indicate that the volumes during the morning and afternoon peak hours on a Monday are similar to Tuesday, Wednesday, Thursday. During the afternoon commuter peak hour the 4:00-5:00 pm peak on Monday is significantly less than Tuesday (12%), Wednesday (6%) and Thursday (4.5%). Peak hour volumes from the ATRs are shown below:

Table 1: ATR Peak Hour Volume Comparison

<i>Start Time</i>	<i>Monday 3/3/25</i>	<i>Tuesday 3/4/25</i>	<i>Wednesday 3/5/25</i>	<i>Thursday 3/6/25</i>
<i>7:00 a.m.</i>	513	529	522	535
<i>8:00 a.m</i>	625	614	616	628
<i>4:00 p.m.</i>	824	922	874	861
<i>5:00 p.m.</i>	802	785	781	782

The peak hours for residential use are typically 7:00-9:00 a.m. and 4:00 to 6:00 p.m. The afternoon peak hours were performed from 3:00 p.m. to 5:00 p.m. Please provide an explanation as to why turning movement counts were performed on Mondays and why in the afternoon they were performed 3:00 to 5:00 p.m. and not 4:00 to 6:00 p.m.

2. *Section 3.0 Existing Conditions: 3.1 Roadways:* Minglewood Drive-change the statement identifying The Oaks at East Shore neighborhood to the “east” to “west”.
3. *Section 4.0 Safety Analysis:* Pare is in concurrence with Crossman’s findings pertaining to the crash data and the findings that there is no history of an area with a significant pattern or history of crashes. Pare also concurs with the sight distance analyses and the findings that at the intersections adequate stopping sight distance is provided for safe access in and out of the study intersections.

Crossman also notes that Tiffany Road needs to be widened to a minimum of 22 feet to permit safe and efficient two-way travel in addition to removing vegetation on the site frontage to not hinder sight lines. Pare concurs that improvements will be necessary and the limits should be better identified on the plans. Further discussion on this is below.

4. *5.1 Trip Generation:* Pare is in concurrence with the proposed trip generations for the development provided.
5. *5.2 Future Traffic Conditions:* Crossman took into account other developments proposed in the area and the trips to be generated from the Village at Tiogue development to analyze future traffic conditions. Pare is in concurrence with the development of future traffic volumes.
6. *5.3 Operational Analysis:* The assumptions that were made for the trip distribution are acceptable. The capacity analyses with the existing traffic data are acceptable to Pare. The results of the analyses with the existing roadway layout and exiting counts indicate no significant impacts to the level of service at any of the intersections when reviewing the morning and afternoon peak hours. Pare would like to understand why counts, particularly in the p.m. commuter peak hour were not performed to confirm the commuter peak volumes.

Pare is of the opinion that the traffic study methodology and steps of the study: data collection, traffic capacity analyses and traffic safety analyses were performed satisfactorily except for the day of week and the peak hours that were performed. Pare recommends that counts between 5:00-6:00 p.m. to confirm that the peak hour volumes that were used are correct.

As part of our scope, Pare has also been tasked to review the extent of off-site roadway improvements that may be needed in the surrounding area. The improvements proposed include Tiffany Road, which will serve as an access point to Area 3 of the development. Other items to be addressed include a road connection between Area 2 and Area 3 and also other safety improvements that should be considered.

Regarding the access to Tiffany Road and improvements that should be considered for the roadway, Pare is of the opinion that the limits of improvements should be performed from New London Turnpike to the proposed site access to Area 3. Crossman Engineering’s traffic report states that the pavement is in fair to poor condition from New London Turnpike to its terminus 3,200 feet to the west. The eastern section of the road extending from New London Turnpike to Old North Road is one-way westbound. This section is narrow, averaging between 10 to 12 wide. The pavement along this section is in poor condition. Having direct access from the site to New London Turnpike would be ideal to lessen the impacts to existing neighborhoods but based on GIS information from the Town’s website, the right-of-way on Tiffany Road is narrow and two-way traffic would not be possible without land takings. This section should at a minimum be improved with new asphalt, widened to the maximum width possible to better accommodate vehicular

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traffic and emergency vehicles. Vegetation should also be cleared on the sides of this section of road to improve sight lines.

From Old North Road to the vicinity of the proposed site access road, the width of the road is generally 15-16 feet wide and the pavement is in poor condition. It is recommended that this section of roadway have pavement improvements and widening to a minimum 20 feet unobstructed width to accommodate future traffic demands and emergency vehicles in accordance with the Rhode Island Uniform Fire Code.

Reviewing the layout of the development as provided and the possible proposed opportunity to connect the two areas, Area 2 and Area 3, Pare sees a benefit for the connection. To get to Tiogue Avenue from Area 3, with the connection of Area 3 to Area 2 and then using the proposed tie-in to East Shore Drive, and vice versa from Tiogue Avenue to Area 3, there will be a reduction in the length of travel by approximately 1.75 miles, when comparing travelling along Tiffany Road to Old North Road to New London Turnpike to Tiogue Avenue. This will also be true for those from Area 2 who want to get to and from New London Turnpike. The connection would be a benefit for everyday motorists but more important it will be a significant time saver for rescue services during emergency calls.

With the connection, it can be expected that the connection of the roadways will have an increase in traffic on East Shore Drive, Minglewood Drive or Old North Road. The Area 3 development can anticipate approximately 46 trips (13 in/33 out) in the a.m. and 61 trips (38 in/23 out) in the p.m. peak hour. Those trips will be distributed throughout to Tiffany Road, East Shore Drive, Minglewood Drive/Old North Road. The approximate increase in traffic on East Shore Drive and Minglewood Road is approximately 12 vehicles in the morning peak hour and 15 trips in the afternoon peak hour. It is not anticipated, however, that the additional traffic volumes will result in any decrease in safety.

Sidewalks are included for Areas 2 and 3 but not Area 1. Pare is of the opinion that it would be beneficial to include the construction of sidewalks in Area 1. It is understood that there are no sidewalks on Tiogue Avenue to tie into but with the proposed density of the units (58 units approximately 600 feet) and the width of the travel way (24 feet) the construction of sidewalks will provide several benefits including:

- sidewalks will provide a physical buffer for walkers from the vehicular traffic.
- the risk of pedestrian crashes will be lowered by separating walkers from vehicles.
- well-maintained sidewalks will be important for the safety of children, the elderly, and people with disabilities, since they provide a reliable way to travel without assistance.
- sidewalks will provide a public space for neighbors to meet and interact, which improves social opportunities and improves the quality of life.
- sidewalks make it more convenient and comfortable to walk to others in the neighborhood.
- sidewalks have been proven to increase property values.
- sidewalks can make neighborhoods more attractive and welcoming to residents and visitors.

In summary, Pare would like to have additional turning movement counts, particularly in the p.m. peak hours, performed to ensure the actual peak hours are being analyzed for the traffic capacity. Also, we are of the opinion that the connection of Area 2 and Area 3 will be beneficial for overall traffic and more importantly for access for emergency services. Lastly, we would also recommend that sidewalks be considered in Area 1 for reasons described above.



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It is anticipated that the applicant will provide a formal response to address the comments above. If you have any questions or require any additional information, please do not hesitate to contact me at 401-334-4100 or jshevlin@parecorp.com

Sincerely,

John P. Shevlin, P.E.

John P. Shevlin, P.E.
Chief Executive Officer

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