



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
STATE TRAFFIC COMMISSION
Two Capitol Hill
Providence, R. I. 02903

December 17, 2015

Michael Embury
Town Manager
80 Boston Neck Road
North Kingstown, RI 02852

Dear Mr. Embury:

The State Traffic Commission (STC) considered your request to study the feasibility of installing a road diet on Post Road (US 1) between Maxwell Drive and West Main Street (RI 1A) in North Kingstown at their monthly meeting on November 18, 2015.

An engineering study was conducted to determine if reducing the number of travel lanes, otherwise known as a 'road diet', is appropriate at this location. Although any reduction in through travel lanes is considered a road diet, in this particular case a reduction from 4 lanes to 3 lanes with one lane in each direction and a center turn lane was investigated. The road diet roadway configuration has been identified by the Federal Highway Administration (FHWA) as one of nine proven safety countermeasures. In addition, there are several proven safety and operational benefits associated with a road diet.

Typically, road diets can be implemented in locations with traffic volumes of up to 20,000 vehicles per day (vpd) without significant impacts to capacity. Based on the vehicle volumes that were collected, Post Road can be broken up into two different segments- the first between Maxwell Drive and Oakdale Road, and the second between Oakdale Road and West Main Street. The average daily traffic (ADT) of in the first segment was found to be 21,800 vpd, while the ADT in the second was found to be 19,200 vpd. While both of these values are close to the recommended threshold, studies have found that some road diets with up to 25,000 vpd have been successful.

Past experience and studies have shown that the implementation of a road diet reduces the potential for angle and rear end crashes by separating left turning traffic from through traffic and also reducing the number of lanes entering and exiting traffic must cross, thereby reducing the number of conflict points. In addition, with the reduction to one through travel lane in each direction, the potential for same direction sideswipe collisions is greatly reduced. A road diet will provide significant safety improvements although there is the potential for some decrease in mobility associated with the reduction in the number of travel lanes.

Based on the advantages and disadvantages listed above, we coordinated with Phil Bergeron and Kim Wiegand and collectively agreed to implement the road diet on a temporary trial basis. The reduction to one travel lane in each direction and center turn lane will allow for wider shoulders, which provides for a more bicycle friendly facility. Additionally we will continue to work closely with the Town on the

treatment of the travel lanes at the Oakdale Road and Huling Drive traffic signals before installing the road diet. Based on the Town's schedule for the final paving associated with the recent sewer work on Post Road, we plan to implement the road diet markings in the Spring of 2016.

Very truly yours,
STATE TRAFFIC COMMISSION



Steven W. Pristawa, P.E.
Secretary

SWP/MM

cc: Kim Wiegand, Town Engineer (Town of North Kingstown)
Thomas Mulligan, Chief (North Kingstown Police Department)
Philip Bergeron, Director (Department of Public Works)
The Honorable James C. Sheehan, Senator (District 36)
The Honorable Robert E. Craven, Sr., Representative (District 32)
Director Alviti, Capalbo, Frezza, file