

November 5, 2021

Mr. Jay Fisher
Chief Operating Officer
Accubrand
1137 Main Street
East Hartford, CT 06108

**RE: Traffic Review of Cedar Avenue Queuing
Evergreen Walk – Unit 5 – Proposed Bank
South Windsor, Connecticut
SLR #141.14899.00004**

Dear Mr. Fisher:

At your request, we have reviewed the traffic-related materials associated with the mixed-use Evergreen Walk development on the western side of Buckland Road in South Windsor, Connecticut. The Evergreen Walk development has received master plan approval for approximately 1,500,000 square feet (SF) of retail, office, residential, and other commercial space and is partially built out.

Specifically, we have evaluated the proposed development of Unit 5, located on the southwest corner of Buckland Road and Cedar Avenue, opposite the proposed Gateway development. Unit 5 has received master plan approval for 50,000 SF of retail, split between several buildings. Proposed is a 2,200 SF bank building in place of 6,000 SF of retail space; the remaining 44,000 SF of retail space will remain. Proposed is a right-in, right-out driveway from Unit 5 to Cedar Avenue, approximately 170 feet west of Buckland Road. This letter evaluates the extent to which the queueing of the eastbound movement at the intersection of Buckland Road and Cedar Avenue/the proposed Gateway development driveway would interact with the proposed right-in/right-out driveway from Unit 5 based on past traffic studies prepared for the Evergreen Walk development. Furthermore, since these past traffic studies assume 50,000 SF of retail space on Unit 5, we also compare the difference in trip generation associated with the change in land use from 6,000 SF of retail to a 2,200 SF bank.

QUEUE SUMMARY

The following materials have been reviewed:

- *Traffic Impact Study for Evergreen Walk* (June 13, 2007, revised December 2007), prepared by FA Hesketh & Associates
- *Traffic Impact Report for The Town Square at Evergreen Walk* (August 8, 2011), prepared by URS Corporation

- *Traffic Impact Study for Proposed Grocer/Retail at the Promenade Shops at Evergreen Walk* (June 2021), prepared by Langan

Initially, we reviewed the traffic impact studies from 2007 and 2011 for the Evergreen Walk development. The average and 95th percentile queues for the eastbound movement at the intersection of Buckland Road and Cedar Avenue are summarized in Table 1 below.

TABLE 1
Queue Summary on Cedar Avenue
2007 and 2011 Traffic Studies

TRAFFIC ANALYSIS SOURCE	TRAFFIC SCENARIO	MOVEMENT	WEEKDAY MORNING PEAK HOUR		WEEKDAY AFTERNOON PEAK HOUR		SATURDAY PEAK HOUR	
			AVERAGE QUEUE (FT)	95TH PERCENTILE QUEUE (FT)	AVERAGE QUEUE (FT)	95TH PERCENTILE QUEUE (FT)	AVERAGE QUEUE (FT)	95TH PERCENTILE QUEUE (FT)
Traffic Impact Study (June 2007, revised December 2007)	2010 Combined	EBL	--	--	277	336	73	111
		EBR	--	--	169	217	22	57
	2010 Combined with Improvements	EBL	--	--	--	--	73	111
		EBR	--	--	--	--	22	59
Traffic Impact Report (August 2011)	2013 Combined	EBL	13	26	22	37	19	33
		EBR	0	15	0	18	0	18
	2013 Combined with Improvements	EBL	13	26	22	37	19	33
		EBR	0	15	0	18	0	18

As can be seen, the average and 95th percentile queues would not be expected to block the Cedar Avenue driveway during the weekday morning and Saturday midday peak hours. During the weekday afternoon peak hour, there is expected to be some blockage of the driveway; however, its convenience for a large portion of the week far outweighs the relatively short blockage time. Furthermore, the blockage would only impact those entering or exiting the site and would not make conditions worse for other vehicles or become a safety issue.

Following this review, the Office of the State Traffic Administration (OSTA) provided the most recent traffic materials for Evergreen Walk. The project is currently undergoing review under OSTA #132-2108-01, which will replace 53,000± SF of retail space with 10,000± SF of retail space and a 40,000± SF grocery store. The traffic report for this development was prepared by Langan; the traffic volumes from this study have been approved by the Connecticut Department of Transportation (CTDOT) Bureau of Policy and Planning. We have summarized Langan's findings for the eastbound queue in Table 2 below. It is noted that Langan's traffic impact study included the proposed Gateway development, which will have access via a new driveway opposite Cedar Avenue at Buckland Road.

TABLE 2
Queue Summary on Cedar Avenue
2021 Traffic Study

TRAFFIC ANALYSIS SOURCE	TRAFFIC SCENARIO	MOVEMENT	WEEKDAY AFTERNOON PEAK HOUR		SATURDAY PEAK HOUR	
			AVERAGE QUEUE (FT)	95TH PERCENTILE QUEUE (FT)	AVERAGE QUEUE (FT)	95TH PERCENTILE QUEUE (FT)
Traffic Impact Study (June 2021)	Combined	EBL	136	213	173	275
		EBT	6	82	7	141
		EBR	88	138	84	171

Based on this most recent traffic report, the findings discussed earlier are similar, except the average queues in the afternoon are expected to be shorter; therefore blockage of the Cedar Avenue driveway would occur less frequently. The other difference is that the Saturday 95th percentile queue would exceed available storage between the driveway and Buckland Road. We still feel that the relatively short time there could be blockage is outweighed by the convenience of this driveway during the rest of the week. Note that even during 95th percentile cycles, this does not mean the queue is at this level for the entire cycle. The queue builds from the time the light goes from green to red gradually and does not block the driveway until some point during the cycle. Thus, the blockage is infrequent, based on the analysis results we reviewed.

TRIP GENERATION COMPARISON

The analyses from these traffic reports all assume Unit 5 will be occupied by 50,000 SF of retail space. However, Unit 5 is proposed to replace 6,000 SF of retail space with a 2,200 SF bank. The net increase in site-generated traffic was estimated using statistical data published by the Institute of Transportation Engineers (ITE) ¹. ITE Land Use Codes (LUC) #820, Shopping Center, and #912 Drive-in Bank, were used to estimate the site traffic volumes, which are shown in Table 3.

¹ *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021

TABLE 3
Trip Generation Comparison

LAND USE	ITE LAND USE #	NUMBER OF VEHICLE TRIPS								
		WEEKDAY MORNING PEAK HOUR			WEEKDAY AFTERNOON PEAK HOUR			SATURDAY PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Shopping Center (6,000 SF)	820	3	2	5	11	12	23	14	13	27
Drive-in Bank (2,200 SF)	912	13	9	22	23	23	46	30	28	58
NET CHANGE IN SITE-GENERATED TRAFFIC		+10	+7	+17	+12	+11	+23	+16	+15	+31

Trip Generation, 11th Edition. Institute of Transportation Engineers, 2021

The proposed bank is expected to generate a relatively small amount of additional traffic, which is not expected to materially change the conclusions of the review. It is expected that the impact of the proposed bank will remain consistent with those findings from the Langan traffic study.

We also understand that Steve Mitchell is in the process of providing additional traffic reports related to the Evergreen Walk development; we will review those materials if there are any new findings.

We hope this letter is useful to you and the Town of South Windsor. If you have any questions or need anything further, please do not hesitate to contact the undersigned.

Sincerely,

SLR International Corporation



David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning

Enclosures

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