

December 5, 2024

Attention: Dr. Michael Klemens, Chairman
Planning & Zoning Commission
Town of Salisbury
27 Main Street
PO Box 548
Salisbury, CT 06068

SLR Project No.: 22100.00001

**RE: Comment Response Letter – Traffic
Wake Robin Inn Redevelopment
104 and 106 Sharon Road
Salisbury, Connecticut**

Dear Dr. Klemens and Members of the Commission:

SLR International Corporation (SLR) is following up on written and verbal testimony from the interveners for the Wake Robin Planning & Zoning hearings, we have provided this letter to clarify and correct some of the information provided. Below is our interpretation of the comments and our responses.

TRAFFIC RELATED COMMENTS

C1. There will be an increase in traffic of 25% on Sharon Road during the one-hour peak periods and an increase in traffic on Wells Hill Road of some 40-75 cars per day.

R1. First, it is important to note that traffic impacts are not related to the increase in traffic, but rather the impact on operations that those increases have. In this regard, the 25 percent increase is more a function of the relatively low volume of traffic on Sharon Road, than the amount of site traffic. Our analysis indicates that a Level of Service (LOS) A for vehicles on Sharon Road and an LOS B for vehicles exiting the site are anticipated. These are excellent LOSs and in no way, would suggest any traffic impact.

Regarding the 40-75 vehicle increase on Wells Hill Road, please note that that driveway will be for emergency access only. Therefore, there would be a reduction in traffic from this site, albeit very small. Furthermore, there is no other traffic routed through Wells Hill Road to access the site from Sharon Road. More specifically, there would be no site traffic added to Wells Hill Road along the site frontage at all from this development.

C2. It was stated by the Acoustic Engineer that the event building is the major generator of traffic from this development.

R2. Note that we had estimated traffic by use for this development. During the morning peak hour there would be no traffic associated with the Event Barn. In the afternoon, less than one-quarter of the traffic is associated with the Event Barn on most days, and about one-third of the traffic associated with that facility if a capacity event were held. A Saturday Wedding type event at the Event Barn would have the highest percent of site traffic, still less than one-half the total site traffic. Therefore, the Event Barn is not the majority traffic generator, just one of several.

General Comments - There were several comments that were put on the record that referenced potential traffic and congestion issues that may be caused by the proposed development.

Response - None of the comments were made by traffic professionals and therefore the context of the statements was misguided. As Professional Traffic Engineers and Professional Transportation Planners, we follow industry accepted protocols. Following this process, we concluded that all lane movements are expected to operate at LOS C or better in the future, even with the addition of site traffic from the proposed development. Thus, this development is anticipated to have a minimal impact to area traffic flow.

Lastly, we point out that our process and findings have been reviewed by, and concurred with by the Town's Consulting Traffic Engineer, F.A. Hesketh.

We hope this additional information is helpful to the Commission as you evaluate this application.

Please feel free to contact us directly at (203) 344-7887 should you have any questions with the information above.

Regards,

SLR International Corporation



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US Manager of Traffic & Transportation
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Neil C. Olinski, MS, PTP
Principal Transportation Planner
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Attachments Resumes for David Sullivan and Neil Olinski

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As US Manager of Traffic & Transportation Planning, Dave has supervised numerous traffic engineering and transportation planning studies and improvement plans for new developments, corridors, and campus settings. Integral to these efforts were multimodal evaluations and complete streets solutions. He has also supervised countless traffic impact studies for a variety of uses, including educational facilities, industrial plants, superblocks, shopping centers, residential developments, and office/business parks. Dave has significant experience related to parking studies. This includes evaluation of multiple facilities within town/city centers; individual multiuse projects where shared parking

demand by users was evaluated; and operational evaluation of various parking strategies and on-street dynamic parking studies.

Years of Experience

36 years with the firm | 5 years with other firms

Professional Registrations

- Professional Engineer - CT

Education

- BS, Civil Engineering, University of Connecticut

Project Experience

Chapel & Olive Mixed Use Development, New Haven, CT

Provided traffic engineering services for 6-story residential/retail development located in New Haven's historic Wooster Square neighborhood. The project includes covered parking, retail uses, a landscaped courtyard and other amenities, and 232 dwelling units.

Howard Street, Bank Street, & Blinman Street Intersection, New London, CT

Provided traffic engineering services for improvements related to the intersection of Bank Street/Howard Street/Blinman Street in New London. Traffic operations were studied to determine the improvement necessary for accommodating peak periods of traffic demand. A new traffic signal was designed and constructed.

Shelton Riverfront Development, Shelton, CT

Working in cooperation with the City and a private developer, traffic evaluations were made for the redevelopment of a large portion of Shelton's riverfront. Key elements included coordinating the developer's redevelopment goals, the City's planned improvements to infrastructure along the riverfront, and safety concerns associated with multiple at-grade crossings between the riverfront and Shelton's downtown area. The project includes approximately 600 new units of housing and over 100,000 square feet of commercial space.

Harbor Point and Yale & Towne Development, Stamford, CT

Provided traffic engineering and transportation planning services for this Transportation Oriented Development. The project is one of the largest development projects on the U.S. East Coast and includes 6 million square feet of mixed-use development: 85 percent residential (4,000 residential units); 15 percent commercial including office buildings, a grocery store, a waterfront hotel, restaurants, and a full-service marina; more than 11 acres of parks and public space; a community school; and publicly accessible waterfront access. Specific traffic engineering and transportation planning tasks for this \$3.5 billion project have included traffic counts, analysis, recommendations, and traffic signal design.

Summer Street Pedestrian Safety Improvements (State Project No. 135-340), Stamford, CT

Provided Senior oversight for the design of pedestrian improvements along Summer Street in downtown Stamford at four key intersections; Hoyt Street, North Street, Broad Street, and Main Street. Proposed improvements provide increased pedestrian visibility to motorists, provide larger areas of refuge at intersection corners, and reduces the traveled distance within crosswalks. The project designs include reconstruction of intersection corners for compliance with federal Americans with Disabilities Act requirements, installation of new curb geometry for “bump-outs”, streetscape architectural materials, colored thermoplastic cross-walks, and modification of existing drainage.

Avon Bicycle and Pedestrian Master Plan, Avon, CT

SLR conducted a town-wide Bicycle and Pedestrian Master Plan for Avon, CT. The Plan includes an implementable and sortable matrix of projects that connect important destinations using sidewalks, bike lanes, and paths that make travel safer, more comfortable, and more convenient for people of all ages and abilities. The project’s StoryMap can be found here: <https://arcg.is/0851im>

Farmington Area Connectivity Study, Farmington, CT

Providing senior oversight for the Farmington Area Connectivity Study. The study will examine the local and regional traffic impacts and benefits associated with the proposed new bridge that is proposed to connect Monteith Drive from Route 4, north of the Farmington River, to New Britain Avenue on the south side of the river.

Downtown New London Transportation and Parking Study, New London, CT

Served as Project Director for a comprehensive downtown study in New London. A key component of that study was an evaluation of all the City’s on-street and off-street parking assets. A series of recommendations to accommodate existing demands and future growth was developed including the conversion of some existing one-way streets in the downtown to two-way, traffic signal modifications, road diets, and the incorporation of bicycle and pedestrian amenities. Some of the study recommendations have been designed and constructed.

Point-in-Time Survey & Parking Plan Update, New Haven, CT

Project Director responsible for overseeing the management and execution of the annual Point-In-Time Survey and Parking Plan Update for the City of New Haven. This assignment began over ten years ago as a printed report and has migrated over the years to an on-line story map available to the general public on the City’s website.

New London Signal Improvements at Tilley Street and Bank Street/Green Street (State Project No. 94-260), New London, CT

Following the completion of the comprehensive study of downtown New London, designed some of the study recommendations, including traffic signal upgrades at three intersections, which currently operate on a single traffic signal controller. As Project Director, provided senior oversight to the signal improvements including the installation of new mast arms, signal heads, video detection, emergency pre-emption equipment, and communications infrastructure. The traffic signals will be interconnected to a firehouse located within the project area. Additionally, pedestrian infrastructure upgrades including handicap ramps, crosswalks, pedestrian push buttons and signals will be implemented.

CMAQ Day Hill Road Adaptive Traffic Control Systems (State Project No. 164-240), Windsor, CT

As Project Director, provided oversight of engineering design services for the implementation of an Adaptive Signal Control Technology (ASCT) on Day Hill Road in the Town of Windsor. The project includes system optimization and installation of new adaptive signal controllers, vehicle detection, and fiber optic communications interconnection at 11 intersections along a 3.5-mile section of Day Hill Road from State Route 75 to State Route 187. The project involves the preparation of a Systems Engineering Analysis Form (SEAFORM) in line with federal requirements for Congestion Mitigation and Air Quality funded projects and is being designed under Connecticut Department of Transportation (CTDOT) Traffic Control Signal Design Manual, April 2016 edition, FHWA guidelines and CTDOT Standard Specifications Form 817.



Neil Olinski is a Principal Transportation Planner whose primary responsibilities include transportation planning and traffic engineering. His efforts largely involve working towards sustainable multimodal mobility, access, and safety. His experience includes traffic studies; parking performance planning and analysis; roadway safety assessments (RSA); complete streets, safe streets, and context-sensitive street, intersection, and roadway design; comprehensive downtown and corridor transportation planning; traffic operations engineering; and assistance in traffic signal design.

Years of Experience

19 years with the firm | 2 years with other firms

Professional Registrations

- Professional Transportation Planner

Education

- MS, Civil Engineering with Concentration in Transportation & Urban Engineering, University of Connecticut
- BS, Environmental Design, Urban Studies (Cum Laude), University of Massachusetts

Project Experience

Preliminary Design and Further Study of Road Safety Audit Improvements for CT Route 63 (Main Street), Watertown, CT

Served as lead traffic engineer to develop preliminary design concepts and to further study traffic operations as recommended in the Road Safety Audit (RSA) of Main Street (Route 63) in the downtown. The RSA lists a number of recommendations that required further study and the production of conceptual-level drawings and order-of-magnitude cost opinions. The possible safety improvements for Main Street that were vetted include the addition of some combination of the following: center medians, curb extension bump-outs, new sidewalks, striping changes, on-street parking reconfigurations, rectangular-rapid-flashing-beacons, and new crosswalks. Further changes studied include the possible addition of bicycle lanes, addition of turn lanes, and two-way vs one-way flow of certain downtown side streets.

Pedestrian Safety Study of Main Street South, Southbury, CT

Served as Project Manager for the study and development of concept-level design plans to improve pedestrian safety along the nearly two mile length of Main Street South from Route 67/U.S. Route 6 to Route 172. Initial steps of this project involved performing a walk audit and soliciting public input. Concept designs that were vetted included the addition of pedestrian refuge islands, mid-block pedestrian crossing beacons, new sidewalks, pedestrian counts, signals, crosswalk improvements, lane striping changes, access management, and an off-road shared use path, as well as other possible aesthetic and walkability enhancements.

441 Canal Street Mixed-Use Development, Stamford, CT

Undertook traffic, transportation and parking study for this large TOD development in Stamford's South End. This job also included the creation of a detailed Transportation Demand Management (TDM) Plan and Parking Management Plan for the site and adjacent on-street parking. Moreover, provided design assistance to the site design team including internal site parking layout design and as the primary designer of the road diet redesign of Canal Street and adjacent off-site pedestrian safety curb-extension improvements. City and CTDOT OSTA approvals were secured.

New Haven One-Way to Two-Way Conversion Study and Concept Design, New Haven, CT

Primary technical lead and designer of this marquee project in downtown New Haven to further improve the city's vitality and livability. Detailed evaluation and study was made of feasible Complete-Streets/Safe-Streets modifications to be made to multiple streets in the downtown as part of their forthcoming conversion from one-way to two-way. Traffic flow modeling was performed under current and projected future conditions, and multiple alternate designs were prepared that included numerous multimodal elements including traffic calming raised-intersections/crosswalks, protected bicycle/mobility lanes (one-way and two-way cycle tracks), bus-only lanes, Bus Rapid Transit (BRT) stations and separate regular bus stop improvements, traffic signal modifications including with Leading Pedestrian Interval (LPI) accommodations, and retainage of on-street parking in key areas. This project also included extensive public input and feedback. The City of New Haven and SCRCOG is using this study and concept designs to secure funding toward full design and implementation of the multimodal two-way conversions.

Annual Point-in-Time Transportation Study, New Haven, CT

Annual study for the City of New Haven that has collected and reviewed data on parking use and pedestrian and bicyclist activity in central New Haven since 2009. In recent years, over 18,000 parking spaces have been part of the study, and non-motorized traffic has been counted at nearly 30 intersections. Each year the data is compared to that of previous studies to assess demand trends, and anticipated future parking supply and demand projections are made. Recommendations are also developed to help the city become increasingly more sustainable, livable, and economically successful. Recent efforts have also modernized this study in its data collection methods and presenting the findings in an on-line platform.

Downtown New London Transportation and Parking Study, New London, CT

Comprehensive study of transportation needs in the center of New London, particularly focused on developing improvements to best accommodate new developments including a National Coast Guard Museum and expansion of Cross Sound Ferry. Future transportation demands were estimated based on the new museum and the ferry expansion, as well as taking into account increased vibrancy in the downtown, re-occupancy of currently vacant building space, and increased ridership at several different transportation modes that flow through the city's intermodal transportation station. Future needs were then identified and context-sensitive improvement concepts and strategies developed, including roadway and traffic signal infrastructure upgrades, pedestrian safety and mobility improvements, and parking improvements. The study additionally analyzed the traffic implications and necessary infrastructure modifications that would be needed to convert one-way streets in the downtown to two-way streets. New London recently implemented a road-diet along part of Bank Street that was a recommendation of the study. The city is working towards securing funding to implement other improvements from the study including the two-way conversion.

Windsor TOD Study / Broad Street 'Road Diet' Plan, Windsor, CT

Reviewed traffic implications of development opportunities near the new Windsor railroad station in preparation for the Hartford rail line that opened in 2018. This study also included conceptual design of a road-diet plan for Broad Street in downtown Windsor that included a number of complete-streets elements.

121-123 Water Street Mixed-Use Development, Norwalk, CT

Undertook traffic impact study for this approved redevelopment project in South Norwalk. Efforts involved studying anticipated multimodal implications of the proposed development, addressing city staff comments and questions, gaining municipal approval, as well as gaining Connecticut Department of Transportation (CTDOT) Office of the State Traffic Administration (OSTA) signoff.

South Norwalk Extended-Stay Hotel, Norwalk, CT

Studied traffic and parking implications for this infill development in South Norwalk. An initial study and updated study were undertaken as the project evolved. As part of this job, pedestrian accommodations were assessed and assistance was given in designing the curbside drop-off/pick-up area.