



MEMORANDUM

To: Ms. Lynne Ward
Ms. Lauren Calabria
National Resources

From: John Canning, P.E.
Andrea Connell, RSP

Date: May 24, 2021

Subject: Proposed iPark Expansion
761 Main Avenue
Norwalk/Wilton, CT
Response to WSP Traffic Comments

Kimley-Horn is in receipt of the April 19, 2021 comment Memorandum prepared by WSP, the City of Norwalk's traffic consultant, regarding the March 2021 Traffic Impact Study (TIS) prepared by Kimley-Horn for the proposed expansion to iPark. Kimley-Horn has revised the traffic study to address the relevant comments and this document provides a summary of how the comments were addressed. Comments related to the site plan and construction phasing will be responded to separately.

- Comment:** The project will add more than 25 new vehicle trips to the intersection of Main Avenue with Grist Mill Road; therefore, per City of Norwalk TIAS guideline, the intersection requires analysis.

Response: Analysis of the intersection of Main Avenue with Grist Mill Road has been added to the revised TIS.
- Comment:** The TIS states that Main Avenue has a 40 mph speed limit, but desktop review indicates a 35 mph speed limit.

Response: The text of the TIS has been modified to change the speed limit to 35 mph. The analyses in the March TIS were based on the correct 35 mph speed limit.
- Comment:** Provide a discussion on the usage and frequency of the rail line to the west of the iPark site.

Response: The requested discussion has been provided in the revised TIS.
- Comment:** Revise the description of the through lane geometry at the Main Avenue intersection with West Rocks Road, provide storage lengths for the turn lanes and indicate whether the curb ramps are ADA-compliant.

Response: The requested information has been provided in the revised TIS.
- Comment:** Revise the description of the southbound through lane at the Danbury Road intersection with Kent Road, provide storage length for the northbound left-turn lane and

indicate whether the three-section head and pedestrian push button is part of the signal phasing.

Response: The requested information has been provided in the revised TIS.

6. **Comment:** Provide a discussion on bicycles and transit, including buses within the iPark complex and along Main Avenue, bus service frequencies and expected impacts to bus service from the proposed residential development. Evaluate if there are any existing or planned bicycle routes in the immediate area.

Response: The requested information has been provided in the revised TIS.

7. **Comment:** Revise the crash analysis to cover the years from 2017 through 2019 (omit 2020 crashes from the analysis due to lower than normal traffic associated with the pandemic). Add the Main Avenue intersection with Grist Mill Road to the crash analysis.

Response: The requested information has been provided in the revised TIS.

8. **Comment:** The 2025 Background volumes in the TIS include traffic from the North 7 Master Plan development and the expansion to Grist Mill Village, however, the Initial Traffic Memo (January 2021) for the project stated different developments in the area (Wilton Corporate Park, Grist Mill Village, BLT Glover Avenue mixed-use development and Innovation Center). Clarify why these 4 developments were not included in the TIS.

Response: The BLT Glover Avenue mixed-use development referred to in the January 2021 Initial Traffic Memo is also known as BLT North 7 Master Plan development (and has the same development program). As directed by the City of Norwalk, the TIS follows the methodology used in the February 2021 Traffic Impact Study for the North 7 Master Plan development. The 2025 Background volumes in the iPark TIS were developed based on 2025 volumes provided by CTDOT (which were also used in the North 7 study). Following the volume projections methodology from the North 7 study, trips from the Grist Mill Village Expansion were added to the 2025 CTDOT volumes. The North 7 development trips were also added to the 2025 CTDOT volumes to develop the 2025 Background volumes. For the year 2022 Background and Combined volumes, traffic volumes from the North 7 Master Plan development, Grist Mill Village and Grist Mill Village Expansion, Innovation Center and Wilton Corporate Park were added, as these development trips were not included in the 2019 traffic counts.

9. **Comment:** Provide an analysis of existing geometric conditions.

Response: The TIS has been revised to include an analysis with existing geometric conditions using the 2019 existing traffic volumes and the Background and Combined volumes that are projected to occur at the time of the anticipated iPark completion (2022).

Kimley-Horn contacted the CTDOT and requested the existing traffic volumes that the 2025 CTDOT traffic volume projections were based on. In an email dated 5/12/21, Kimley-Horn was advised by CTDOT that their most recent traffic volumes for this area were counted in 2015. DOT did not provide their 2015 traffic volumes and stated that Kimley-Horn's 2019 pre-COVID

counts would be suitable to use to evaluate existing conditions. Therefore, the 2019 Existing analyses are the only available baseline to provide a reference for future conditions.

10. Comment: Adjust Figure 9 to reconcile the 1 trip difference in the hotel trips shown on the Figure and on the trip generation table.

Response: The requested modification has been provided in the revised TIS.

11. Comment: Provide analysis of existing volume conditions.

Response: The requested analysis has been provided in the revised TIS.

12. Comment: Provide existing signal plans.

Response: The requested information has been provided in the Appendix of the revised TIS.

13. Comment: Add v/c ratios to the LOS tables.

Response: The requested information has been provided in the revised TIS.

14. Comment: Provide analysis of existing volume conditions at the Main Avenue intersection with West Rocks Road and iPark driveway.

Response: The requested analysis has been provided in the revised TIS.

15. Comment: Provide a discussion of queues for the iPark driveway at the Main Avenue signal and potential impacts on internal circulation and identify how impacts would be mitigated. Provide a sensitivity analysis with 2019 traffic volumes to evaluate driveway queues.

Response: The requested discussion and 2019 analysis has been provided in the revised TIS.

16. Comment: Discuss the EB queue lengths on Kent Road at the Danbury Road intersection and how queuing would impact the nearby railroad crossing.

Response: The requested discussion has been provided in the revised TIS.