

October 2, 2025

Frank Palumbo  
C.T. Male Associates  
50 Century Hill Drive  
Latham, New York 12110

RE: Traffic Impact Evaluation for Proposed Mavis Tire and Buffalo Wild Wings, Lowes Drive  
Town of Wilton, New York

Dear Mr. Palumbo:

Lansing Engineering (LE) has prepared this traffic impact evaluation to assess the cumulative potential traffic impacts for two separate applications currently before the Town located on adjacent parcels on Lowes Drive to include a Mavis Tire Shop and a Buffalo Wild Wings restaurant. This traffic evaluation is based on the Site Layout Plan prepared by C.T. Male Associates dated August 29, 2025, last revised September 30, 2025 for the Mavis Tire store and Site Plan prepared by Bohler Engineering dated June 16, 2025, last revised September 30, 2025 for the Buffalo Wild Wings, both included as Attachment A. This traffic evaluation supersedes the prior traffic evaluations and correspondence related to traffic completed by C.T. Male Associates.

## Site Location and Proposed Development

The project sites, located on the east side of Lowes Drive in the Town of Wilton, are currently vacant. The proposed projects include the following:

- Construction of a 6,976 square foot (sf) Mavis Tire (Mavis) store on the south parcel, adjacent to the Broadview Credit Union
- Construction of a 6,000 sf Buffalo Wild Wings (BWW) restaurant north and adjacent to the proposed Mavis Tire store

Access to the two parcels will be provided via a shared full access driveway between the Mavis and BWW sites (south driveway) and a second driveway at the northeasterly project boundary for the BWW (north driveway). The north driveway will share access to the adjacent parcel to the north.

Both sites are expected to be fully built and occupied in 2026. The project location and study area are shown on Figure 1.

## Existing Conditions

### Roadways and Intersections

To address the potential traffic impacts associated with the proposed developments, the study area for the traffic evaluation includes the following off-site intersection in addition to the proposed site driveway intersections with Lowes Drive:

- NY Route 50/Lowes Drive/Wilton Mall Driveway

In addition, the following intersections that were included in the Wilton Traffic Planning Study (January 2025 by VHB) will be evaluated qualitatively:

- Old Gick Road/Lowes Drive/Auto Park Road
- Lowes Drive/Marketplace Road

Below is a description of the study area roadway and intersection:

**Lowes Drive** is classified as an urban local road and is under Town of Wilton jurisdiction. Lowes Drive generally provides north-south travel between Old Gick Road and NY Route 50. Near the project sites, Lowes Drive provides a single 15-foot travel lane in each direction, with a 2-foot winged edge on each side of the road, and has a posted speed limit of 30-mph. There are no dedicated pedestrian or bicycle facilities on Lowes Drive except for a short segment of sidewalk of approximately 280-feet on the southeast side of Lowes Drive along the Shoppes at Wilton frontage (north of the project sites).

The **NY Route 50/Lowes Drive/Wilton Mall Driveway** intersection is a four-leg intersection operating under traffic signal control. The northbound NY Route 50 approach provides a left-turn lane and a shared through/right-turn lane while the southbound NY Route 50 approach provides a left-turn lane, a through lane, and a right-turn lane. The eastbound Lowes Drive and westbound Wilton Mall driveway approaches each provide a left-turn lane and a shared through/right-turn lane. There are marked crosswalks with pedestrian signals across the NY Route 50 northbound approach intersection leg and across the Wilton Mall driveway. There is a missing segment of sidewalk between the intersection and a short sidewalk segment from the southeast corner of the intersection into the Wendy's restaurant parcel.

## Traffic Volumes

Intersection turning movement counts (TMCs) were conducted at the study intersection on Wednesday, September 24, 2025 from 4:00 to 6:00 p.m. and on Saturday September 27, 2025 from 11:00 a.m. to 1:00 p.m. Based on review of the traffic volumes, the weekday PM peak hour occurred from 4:30 to 5:30 p.m. and the Saturday midday peak hour occurred from 12:00 to 1:00 p.m. The 2025 Existing traffic volumes are shown on Figure 2.

Traffic volume data collected on Lowes Drive from Thursday, September 25, 2025 through Saturday, September 27, 2025 via automatic traffic recorder (ATR), shows that Lowes Drive along the project frontages serves approximately 305 to 364 vehicles per hour (vph) between 4:00 and 6:00 p.m. on a weekday and approximately 427 to 448 vph between 11:00 and 1:00 p.m. on a Saturday. The data shows that Lowes Drive has Annual Daily Traffic (ADT) of approximately 3,926 vehicles per day on a weekday along the project frontage. The traffic volume data is included in Attachment B.

## Sight Distance

A sight distance analysis was performed at the proposed site driveways consistent with guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) in *A Policy on Geometric Design of Highways and Streets, 7<sup>th</sup> Edition*<sup>1</sup>. Stopping and intersection sight distances were measured at the proposed site driveways for passenger vehicles. Stopping sight distance is the distance along the roadway for a vehicle approaching an intersection or driveway to perceive, react, and come to a complete stop prior to colliding with an object in the road. Intersection sight

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<sup>1</sup> A Policy on Geometric Design of Highways and Streets, 7<sup>th</sup> Edition, AASHTO 2018

distance is based on the time required for a driver to complete a turning maneuver into or out of a side street or site driveway. The distance includes the time to complete the turning maneuver and accelerate to the operating speed without conflicting with or causing other drivers on the roadway to unduly reduce their travel speed.

The posted speed on Lowes Drive is 30-mph. Travel speed data collected on Lowes Drive shows that the 85<sup>th</sup> percentile operating speed ranges from 35 to 37-mph along the project frontages. The 85<sup>th</sup> percentile speeds were rounded to the nearest 5-mph; therefore, the sight distance was conducted for a 35 mph operating speed and compared to the AASHTO guidelines as shown in Tables 1 and 2.

Location	Travel Direction	85 <sup>th</sup> Percentile Speed (mph)	Guideline	Measurement
Lowes Drive/South Dwy	NB	35	250	880
	SB	35	250	685
Lowes Drive/North Dwy	NB	35	250	1,000+
	SB	35	250	515

Table 1 shows that the available stopping sight distances meet the AASHTO guidelines at the two proposed site driveways for the measured operating speed.

Location	Travel Movement	Guideline	Measurement
Lowes Drive/South Dwy	Left-turn Out	D <sub>L</sub> = 390    D <sub>R</sub> = 390	D <sub>L</sub> = 910    D <sub>R</sub> = 730
	Right-turn Out	D <sub>L</sub> = 335	D <sub>L</sub> = 910
	Left-turn In	D <sub>S</sub> = 285	D <sub>S</sub> = 880
Lowes Drive/North Dwy	Left-turn Out	D <sub>L</sub> = 390    D <sub>R</sub> = 390	D <sub>L</sub> = 1,000+    D <sub>R</sub> = 640
	Right-turn Out	D <sub>L</sub> = 335	D <sub>L</sub> = 1,000+
	Left-turn In	D <sub>S</sub> = 285	D <sub>S</sub> = 1,000+

Table 2 shows that the available intersection sight distances meet the AASHTO guidelines for passenger vehicles for the measured operating speed.

## Future Traffic Volumes

To determine the impacts of the site-generated traffic volumes at the study intersections, future traffic volumes were estimated with and without construction of the proposed projects for the 2026 design year when the two sites are expected to be fully operational.

### No-Build Traffic Volumes

Traffic growth is a function of expected site-specific land development and changes to general background demographics resulting in increases or decreases to roadway traffic volumes.

Based on information provided by the Town of Wilton, there are several other planned developments (OPDs) that could impact traffic volumes at the study intersections, as follows:

- Ingersoll Road Senior Housing (north of project sites)



- BJ's Gas- at Existing BJ's Wholesale (outparcel at Wilton Mall)
- Forest Grove Residential Development (north of project sites off Jones Road)

A regression analysis using average annual daily traffic (AADT) data published by the New York State Department of Transportation (NYSDOT) on NY Route 50 near the project site indicates that traffic volumes on NY Route 50 have increased by approximately 1.2% per year between 2021 and 2024. Based on this data, a 1.2% growth rate was applied to the 2025 existing traffic volumes for one year.

The 2026 No-Build traffic volumes which include peak hour traffic volumes from the identified OPDs and background growth rate at the study area intersection and along Lowes Drive are shown on Figure 2.

### Site Generated Traffic Volumes

Site generated trips for the proposed Mavis and BWW were estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12<sup>th</sup> Edition*<sup>2</sup> using Land Use Code (LUC) 848 for Tire Store and LUC 932 – High-Turnover (Sit-Down) Restaurant.

It can be expected that some of the trips to the site will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by trips, contribute to the site driveway volumes, but do not add traffic volumes on the adjacent roadway network. Based on data published by ITE, pass-by rates for LUC 848 are 25% and 43% for LUC 932 during the weekday PM peak period. There is no published data by ITE for the midday Saturday peak period; however, like the weekday afternoon period, it is expected that a percentage of the peak Saturday trips will originate from traffic already on the adjacent roadway network. Conservatively, the PM peak hour pass by trips were reduced by approximately half for the Saturday peak period; 10% for LUC 848 and 20% for LUC 932. The peak hour site generated trips are summarized in Table 3.

Due to the commercial character of the area along Lowes Drive, with multiple retail establishments, including large retailers such as a Lowes and a Walmart, it is expected that some vehicle trips at the site will be multi-use or "internal" meaning that patrons will visit more than one land use along Lowes Drive during a single trip. Due to the layout of businesses along Lowes Drive, it is likely that many of these multi-use trips that include the two proposed land uses will include vehicular travel between the land uses along Lowes Drive; however, would result in reduced trips on the adjacent off-site intersections such as Lowes Drive with Old Gick Road and NY Route 50. There is also potential that multi-use trips will occur between the two proposed land uses, for example, a patron getting tires may walk to the restaurant while waiting for their vehicle. These multi-use trips between Mavis and BWW have the potential to reduce the trips on both Lowes Drive and the external intersections. To maintain a conservative evaluation of the impact of the trips associated with the two sites, a multi-use credit was not applied.

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<sup>2</sup> ITE Trip Generation Manual, 12<sup>th</sup> Edition, Institute of Transportation Engineers, Washington D.C., September 2025

Land Use	PM Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Mavis	12	15	27	17	18	35
Pass-By Trips (25% PM, 10% Sat)	-3	-3	-6	-2	-2	-4
<b>Mavis Total Primary (New) Trips</b>	<b>9</b>	<b>12</b>	<b>21</b>	<b>15</b>	<b>16</b>	<b>31</b>
Buffalo Wild Wings (BWW)	34	21	55	34	33	67
Pass-By Trips (43% PM, 20% Sat)	-12	-12	-24	-7	-7	-14
<b>BWW Total Primary (New) Trips</b>	<b>22</b>	<b>9</b>	<b>31</b>	<b>27</b>	<b>26</b>	<b>53</b>

The table shows that the proposed Mavis is expected to generate 21 new vehicle trips during the weekday PM peak hour (9 entering and 12 exiting) and 31 new vehicle trips during the Saturday midday peak hour (15 entering and 16 exiting). The proposed BWW is expected to generate 31 new vehicle trips during the weekday PM peak hour (22 entering and 9 exiting) and 53 new vehicle trips during the Saturday Midday peak hour (27 entering and 26 exiting).

The magnitude of traffic generated by both sites is less than the NYSDOT and ITE threshold of the generation of 100 vehicle trips on an intersection approach for determining the need for detailed off-site analysis. These agency thresholds were developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations that do not meet the thresholds and are therefore unlikely to require mitigation; therefore, the study focuses on the site driveway intersections. In addition, at the request of the Town, a detailed analysis of the NY Route 50/Lowes Drive/Wilton Mall Driveway has been included.

### Build Traffic Volumes

The directional distribution of traffic entering and exiting the site is based on population density, existing and anticipated future travel patterns, efficiency of the existing roadway network, locations of similar land uses, etc. It is expected that 60% of the new site generated traffic will travel to and from the north on Lowes Drive and 40% will travel to and from the south on Lowes Drive. The primary trip distribution patterns are shown on Figure 3 for the Mavis and Figure 4 for the BWW.

It was assumed that pass-by trips at the two sites will primarily divert from NY Route 50; therefore, the analysis included all pass-by trips diverting to and from NY Route 50. Based on a review of existing travel patterns, 50% of the pass-by trips will initiate from vehicles traveling north on NY Route 50 and 50% will initiate from vehicles traveling south on NY Route 50. The pass by trip distribution patterns and trip assignments are shown on Figure 5 for the Mavis and Figure 6 for the BWW.

The vehicles assigned to the study area network were added to the 2026 No-Build traffic volumes to develop the 2026 Build traffic volumes shown on Figure 7.

### Traffic Operations

Capacity analysis provides an indication of how well an intersection accommodates the traffic demand in terms of level of service (LOS), which is based on a measure of the average vehicle delay. The analysis uses procedures set forth in the *Highway Capacity Manual 7<sup>th</sup> Edition: A Guide for Multimodal Mobility*

Analysis<sup>3</sup>. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. Level of service designations are different for signalized and unsignalized intersections and are summarized in Attachment C.

### Intersection Capacity Analysis

Analysis was conducted for the 2025 Existing, 2026 No-Build and 2026 Build conditions for the NY Route 50/Lowes Drive/Wilton Mall driveway intersection. Analyses of the proposed two site driveways were conducted for the 2026 Build condition. Table 4 summarizes the capacity analysis results for the weekday PM and Saturday midday peak hours. The capacity analysis worksheets are included in Attachment D.

<b>Table 4 Level of Service Summary</b>												
Intersection	PM Peak Hour (4:30-5:30)						Sat Midday Peak Hour (12:00-1:00)					
	2025 Existing		2026 No-Build		2026 Build		2025 Existing		2026 No-Build		2026 Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
<b>NY Route 50/Lowes Drive/Wilton Mall Driveway</b>												
NY Route 50 NB L	A	9.9	B	10.4	B	10.9	B	12.1	B	12.8	B	13.8
TR	A	8.8	A	9.2	A	9.5	A	8.6	A	9.0	A	9.5
NY Route 50 SB L	B	12.2	B	12.8	B	13.3	B	11.7	B	12.3	B	13.1
T	A	7.7	A	8.1	A	8.4	A	8.6	B	8.9	A	9.5
R	A	6.5	A	6.8	A	7.2	A	7.2	A	7.4	A	8.0
Lowes Drive EB L	B	13.1	B	13.8	B	14.0	B	13.5	B	14.3	B	15.0
TR	A	9.5	A	9.7	A	9.6	B	10.1	B	10.5	B	10.7
Wilton Mall Driveway WB L	B	10.3	B	10.5	B	10.5	B	11.4	B	11.9	B	12.2
TR	A	10.0	B	10.3	B	10.2	B	10.1	B	10.6	B	10.7
Overall	A	9.5	A	9.9	B	10.1	A	9.8	B	10.2	B	10.8
<b>Lowes Drive/South Driveway</b>												
Lowes Drive SB L	--	--	--	--	A	7.6	--	--	--	--	A	7.7
South Driveway WB LR	--	--	--	--	B	10.4	--	--	--	--	B	11.2
<b>Lowes Drive/North Driveway</b>												
Lowes Drive SB L	--	--	--	--	A	7.6	--	--	--	--	A	7.7
North Driveway WB LR	--	--	--	--	A	9.5	--	--	--	--	A	9.7
LOS = Level of Service Delay = Average delay per vehicle in seconds NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches LTR = Left-turn, Through, or Right-turn movement -- = Not applicable												

The analysis shows that the NY Route 50/Lowes Drive/Wilton Mall Driveway intersection will maintain good operating conditions through the Build condition with level of service (LOS) A/B conditions on all intersection approaches and little or no increase in the average vehicle delays. The results indicate a drop in the overall intersection LOS during the PM peak hour from an A to a B due to a 0.2 second increase in the average vehicle delay. Since the increase is minimal and average vehicle delays remain short, no mitigation is warranted.

The two proposed site driveways will operate with LOS A/B conditions with short vehicle delays as unsignalized driveways with single lanes entering and exiting.

<sup>3</sup> Highway Capacity Manual 7<sup>th</sup> Edition: A Guide for Multimodal Mobility Analysis, National Academies Press 2022

The Town of Wilton Traffic Planning Study, dated January 2025, included an evaluation of the adjacent Lowes Drive intersections with Old Gick Road/Auto Park Road and Marketplace Road. The Town study included an evaluation of a Future 2035 condition for the weekday PM peak hour that included 16 specific development projects and a 0.5% per year annual growth rate. The results presented in the Town Study showed overall LOS B conditions at the signalized Lowes Drive/Old Gick Road/Auto Park Road intersection and overall LOS A/B conditions at the unsignalized Lowes Drive at Marketplace Road intersection. There was no future mitigation proposed at either intersection. As shown on Figures 3 and 4 the two sites combined will generate approximately 21 trips during the PM peak hour and 32 trips during the Saturday midday peak hour at the Old Gick Road intersection and 31 trips during the PM peak hour and 52 trips during the Saturday midday peak hour at the Marketplace Road intersection. The Lowes Drive intersections with Old Gick Road/Auto Park Road and Marketplace Road have sufficient capacity to accommodate the proposed projects. The traffic mitigation fees outlined in the Town of Wilton Zoning Code will serve as project mitigation.

## Conclusions and Recommendations

Lansing Engineering has conducted a traffic impact evaluation to assess the potential traffic impacts associated with the development of a 6,976 sf Mavis Tire store and a 6,000 sf Buffalo Wild Wings restaurant. Access to the two parcels will be provided via a shared full access driveway between the Mavis and BWW sites (south driveway) and a second driveway at the northeasterly project boundary for the BWW (north driveway). The north driveway will share access to the adjacent parcel to the north. The projects are expected to be constructed and operational by 2026. Based on the evaluation, the following conclusions are noted:

- The proposed Mavis is expected to generate 21 new vehicle trips during the weekday PM peak hour (9 entering and 12 exiting) and 31 new vehicle trips during the Saturday midday peak hour (15 entering and 16 exiting).
- The proposed BWW is expected to generate 31 new vehicle trips during the weekday PM peak hour (22 entering and 9 exiting) and 53 new vehicle trips during the Saturday midday peak hour (27 entering and 26 exiting).
- The sight distances at the two proposed site driveways meet the AASHTO recommended guidelines for the measured operating speeds on Lowes Drive.
- The level of service analysis indicates that good operations are maintained at the NY Route 50/Lowes Drive/Wilton Mall Driveway intersection during the weekday PM and Saturday midday peak hours.
- The site driveways on Lowe's Drive will operate adequately as unsignalized intersections with single lanes entering and exiting the sites.
- The Lowes Drive intersections with Old Gick Road/Auto Park Road and Marketplace Road have sufficient capacity to accommodate the proposed projects. The traffic mitigation fees outlined in the Town of Wilton Zoning Code will serve as project mitigation.

Please call with questions regarding the above evaluation.

Sincerely,

**LANSING** ENGINEERING, PC

  
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