

February 7, 2008

Ms. Mary Young  
Assistant Planning Director  
Town of Westport  
110 Myrtle Avenue  
Westport, Connecticut 06880

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**RE: Peer Review of Westport "Y", Sunny Lane, Westport, Connecticut**

Dear Ms. Young:

In accord with your request, we have initiated a Peer Review of the traffic study for the Westport Weston Family "Y" proposed on Sunny Lane, near Interchange 41 on the Merritt Parkway. The existing "Y" is located in the Downtown Business District and will be relocated to the existing Mahackeno site on Sunny Lane.

Specifically, we have begun reviewing the traffic-related documents "*Traffic Impact & Access Analysis, Spring and Summer Analysis, Westport Weston Family Y - Sunny Lane, Westport, Connecticut*", *Volumes I and II, dated December 2007*, prepared by Frederick P. Clark Associates, Inc. We have also received the following documents:

- Perimeter Survey prepared by Redniss & Mead dated January 17, 2008.
- Floor Plans - Westport/Weston Family-YMCA prepared by Robert A.M. Stern Architects LLP dated March 30, 2006.
- Preliminary Landscape Plans prepared by Robert A.M. Stern Architects LLP dated November 14, 2007.
- Grading & Utilities Plans prepared by Land Tech Consultants, Inc. dated December 11, 2007.
- Erosion & Sediment Control Plan prepared by Land Tech Consultants, Inc. dated December 11, 2007.
- Improvements to Interchange 41, Merritt Parkway, Westport Weston Family Y, prepared by Land Tech Consultants, January 2008.
- Parking Requirements for Proposed Mahackeno Site, prepared by Mr. Larry Weisman dated November 2007

Our scope for this effort is to:

1. Review Traffic Impact Report(s) and the Site Plan, prepared for the planned project as submitted to the Town of Westport;
2. Assess the planned Site Plan and off-site roadway improvements, as suggested by the developer's traffic consultant to accommodate site-generated traffic volumes; recognizing existing traffic volumes and anticipated future traffic volumes generated by other land development projects approved/anticipated in the area; and,

3. Provide the Town of Westport the professional and technical assistance to enable the Town to respond to the developer's application.

Our review of the materials and Site Plan included the following disciplines and Traffic Impact Report procedures/methodologies:

- Work prepared in accord with, and using procedures generally accepted by the traffic engineering profession.
- Traffic surveys, field reconnaissance, and study area designation.
- Determination of future growth trends in traffic.
- Assessment of the existing and planned highway system and land-use development in the area as it relates to traffic.
- Traffic generation characteristics of the planned development.
- Directional distribution (approach and departure) of site-oriented traffic.
- Traffic impact/roadway adequacy analyses.
- Development of necessary site access and traffic/roadway improvements, and
- Impact of Emergency and oversized vehicles on traffic operations off site.

A field reconnaissance of the area roadways was undertaken in a manner to adequately review the roadway and traffic conditions detailed in the traffic report. In accord with Town directives, we did not conduct independent traffic counting programs, but utilized information supplied by the Town including data from the applicant for this peer review.

### **THE PROJECT**

The existing Westport Weston Family Y will be re-located to the Mahackeno site on Sunny Lane in the Town of Westport. Access to the site is proposed via driveways on Sunny Lane. Key intersections that were studied in the applicant's traffic consultant's report include:

- ◆ Route 33 at Merritt Parkway Westbound Ramps.
- ◆ Route 33 at Redcoat Lane.
- ◆ Route 33 at Redcoat Road.
- ◆ Route 33 at Merritt Parkway Connector/Spring Hill Road.
- ◆ Route 33 at Patrick Road.
- ◆ Route 33 at Rices Lane.
- ◆ Route 33 at River Lane.
- ◆ Route 33 at State Route 57/Kings Highway North, and
- ◆ Merritt Parkway Connector/Sunny Lane at Merritt Parkway Eastbound Ramps.

## TRAFFIC IMPACT STUDY METHODOLOGY

This letter addresses the traffic data collection portion of our peer review. In our opinion, traffic counts and speed studies were undertaken in accord with accepted traffic engineering procedures and methodologies.

## TRAFFIC DATA PEER REVIEW

Based on our review of the traffic data presented in the Traffic Report prepared by the applicant's traffic consultant, we have the following comments:

### General Comments

1. The applicant's traffic consultant states that Spring and Summer Conditions were selected because they represent activities expected at the site during peak hours of adjacent street traffic. There is no data presented in the Report which documents that proposed activities at the Y are high during the Spring and Summer seasons as compared to other periods during the year. Please provide additional information that supports use of Spring and Summer traffic volumes for use in the analyses.
2. It appears that traffic counts (manual and automatic traffic recorder) were conducted during specific times in the year. The applicant's traffic consultant should provide data which shows that traffic volumes on the adjacent roadway system (Route 33, Route 57) are the highest during the months traffic counts were obtained.
3. The applicant should provide existing membership information for the downtown Y in 2006 and 2007. We have received membership card swipes for 2005. The applicant should also list the proposed activities and special events at the relocated "Y".
4. It is our understanding that the applicant's traffic consultant has not conducted traffic counts at a similar "Y" to get an understanding of the traffic characteristics of such development. A similar "Y" would be a facility which is located in a similar environment, has similar parking facilities, similar type of automobile and pedestrian use as the Mahackeno site.  
  
It is our opinion that conducting traffic counts at a similar facility will provide a better understanding of the traffic generation of this development. The applicant's traffic consultant should advise if similar "Y" facilities were investigated. We strongly suggest that the applicant conduct traffic counts at a similar facility. Any count program conducted by the applicant should be coordinated with the Town.
5. The traffic counts were collected during weekday A.M. (7:00 to 9:00), weekday P.M. (4:00 to 6:00), and Saturday (11:00 to 2:00) periods. The applicant shall provide documentation on whether the peak hour of the adjacent street traffic coincides with the peak hour of the traffic generator.

**Spring Analysis**

1. The applicant's traffic consultant should explain the reason behind selecting April and May for Spring analysis. It is not clear if these months represent high activity at the Y, high traffic volumes on the adjacent roadway system, or both.

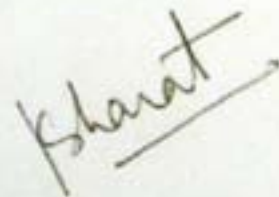
**Summer Analysis**

1. Similar to the comment on the Spring analysis, the applicant's traffic consultant should explain why July was selected as the month for the Summer analysis.
2. The applicant's traffic consultant did not include July 2004 traffic data in the appendix. Please provide this data.
3. The applicant's traffic consultant has used July 2004 traffic volumes to develop July 2007 traffic volumes. It is not clear why traffic counts were not conducted in July 2007. We are concerned about the age of this data and suggest that the counts be updated or supporting documentation be provided that addresses this issue.

The comments, as listed above should be addressed, in our opinion, so that a complete understanding of the traffic impacts of the project can be made. We will be forwarding additional comments upon further review of the Traffic Report.

Please do not hesitate to call if you have any questions relative to our review of the traffic-related issues associated with the Westport "Y" project.

Respectfully submitted,  
**WILBUR SMITH ASSOCIATES**



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