



March 5, 2008

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

**RE: Peer Review of Westport "Y", Sunny Lane, Westport, Connecticut
Trip Generation and Distribution – Technical Review Report #4**

Dear Ms. Young:

In accord with your request, we are conducting 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.

This letter addresses peer review of the trip generation and distribution portion of our peer review.

TRIP GENERATION AND DISTRIBUTION PEER REVIEW

Based on our review of the Site Plan prepared by Robert A.M. Stern Architects and Land-Tech Consultants, we have the following comments:

Background Traffic Volumes

Based on our field review, there are no driveways on Route 33 between Route 15 Southbound Ramps and Sunny Lane. Therefore, it is our opinion that traffic volumes on Route 33 should be balanced in both directions. We have noticed the following discrepancies in traffic volumes on Route 33:

1. Spring Analysis

- a. 2009 No Build Weekday Afternoon Peak Hour Traffic Volumes (Figure 26) – The Route 33 southbound departure volume at Route 15 Southbound Ramps is 943, while the approach volume at Red Coat Lane is 902. There is a discrepancy of **41** vehicles between the two intersections.

2. Summer Analysis

- a. 2009 No Build Weekday Morning Peak Hour Traffic Volumes (Figure 58) – The Route 33 southbound departure volume at Red Coat Lane is 911, while the approach volume at Red Coat Road is 926. There is a discrepancy of **15** vehicles between the two intersections.

The Route 33 northbound departure volume at Red Coat Lane is 467, while the approach volume at Route 15 Southbound Ramps is 484. There is a discrepancy of **17** vehicles between the two intersections.

- b. 2009 No Build Weekday Afternoon Peak Hour Traffic Volumes (Figure 59) – The Route 33 southbound departure volume at Red Coat Road is 987, while the approach volume at Sunny Lane is 894. There is a discrepancy of **93** vehicles between the two intersections.

The Route 33 northbound departure volume at Sunny Lane is 436, while the approach volume at Red Coat Road is 536. There is a discrepancy of **100** vehicles between the two intersections.

- c. 2009 No Build Weekday Saturday Mid-day Peak Hour Traffic Volumes (Figure 60) – The Route 33 northbound departure volume at Red Coat Lane is 433, while the approach volume at Route 15 Southbound Ramps is 410. There is a discrepancy of **23** vehicles between the two intersections.

The applicant's traffic consultant should address these discrepancies.

Trip Generation

1. It is our understanding that the applicant's traffic consultant utilized membership swipes to determine current site traffic generation. Tables 5 and 20 in the traffic study present the current site traffic generation during Spring and Summer conditions respectively. It is not clear how the membership swipes were converted to vehicle trips.

For example, in Table 5, it states that Sunday, May 29, 2005 membership swipe data was used to develop weekday morning peak hour trips for the Spring period. Based on a review of the membership swipe data for that day, it appears that there was no activity at the "Y" until 9:00 A.M. when there were 86 swipes recorded. It will be helpful if the applicant's traffic consultant can provide a calculation showing the relationship between membership swipes and vehicle trips.

2. The applicant should clarify how the Summer Camp traffic volumes are included in the Summer Traffic Generation.
3. The applicant should clarify how traffic volumes were generated for swimming lessons and events for a Saturday mid-day time period during summer. Table 21 shows a total of 335 vehicle trips for a Saturday mid-day peak period.
4. It is our understanding that the applicant's traffic consultant will provide a table showing a comparison of trip generation used in the Traffic Study to the trip generation based on trip rates developed from similar "Y" facilities in the area.

Trip Distribution

1. The trip distribution patterns shown in Figures 29 and 62 were developed based on membership address information and seem reasonable.

Build Traffic Volumes

Similar to the background traffic volumes, we have noticed the following discrepancies in traffic volumes on Route 33:

1. Spring Analysis
 - a. 2009 Build Weekday Afternoon Peak Hour Traffic Volumes (Figure 37) – The Route 33 southbound departure volume at Route 15 Southbound Ramps is 975, while the approach volume at Red Coat Lane is 934. There is a discrepancy of 41 vehicles between the two intersections.

2. Summer Analysis

- a. 2009 Build Weekday Morning Peak Hour Traffic Volumes (Figure 69) – The Route 33 southbound departure volume at Red Coat Lane is 960, while the approach volume at Red Coat Road is 975. There is a discrepancy of **15** vehicles between the two intersections.

The Route 33 northbound departure volume at Red Coat Lane is 467, while the approach volume at Route 15 Southbound Ramps is 484. There is a discrepancy of **17** vehicles between the two intersections.

- b. 2009 Build Weekday Afternoon Peak Hour Traffic Volumes (Figure 70) – The Route 33 southbound departure volume at Red Coat Road is 996, while the approach volume at Sunny Lane is 903. There is a discrepancy of **93** vehicles between the two intersections.

The Route 33 northbound departure volume at Sunny Lane is 436, while the approach volume at Red Coat Road is 536. There is a discrepancy of **100** vehicles between the two intersections.

- c. 2009 Build Weekday Saturday Mid-day Peak Hour Traffic Volumes (Figure 71) – The Route 33 northbound departure volume at Red Coat Lane is 432, while the approach volume at Route 15 Southbound Ramps is 409. There is a discrepancy of **23** vehicles between the two intersections.

The applicant's traffic consultant should address these discrepancies.

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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