

Downtown Westport Master Plan  
Phase I – Traffic & Transportation Study  
TOWN OF WESTPORT, CT

TECHNICAL MEMORANDUM #1  
**Existing and Future Baseline Conditions**

June 2014



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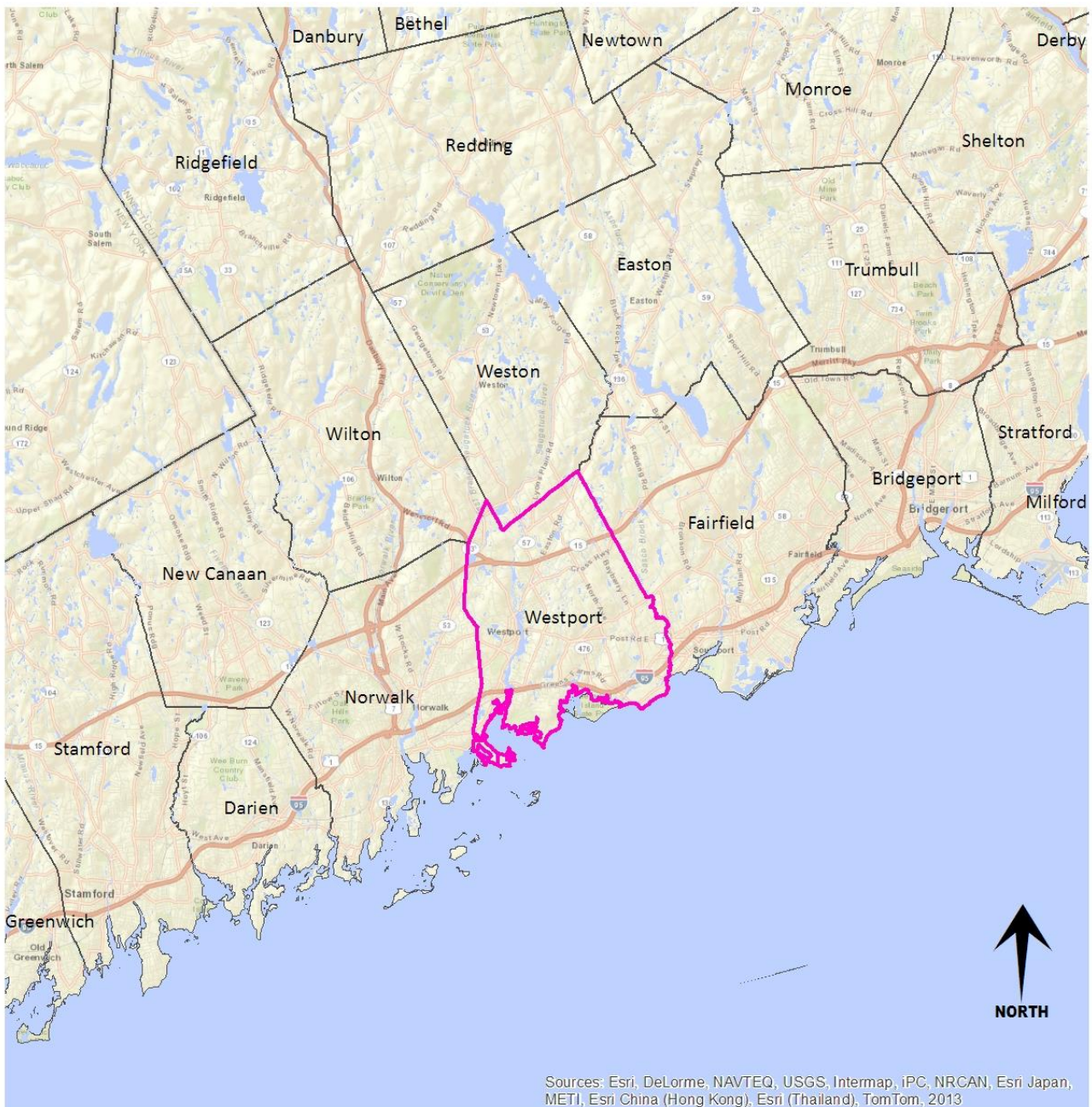
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## I. INTRODUCTION

The traffic and transportation component of the overall Westport Downtown Master Plan is an essential first step in the overall master planning process as it will provide the Town of Westport with a tool which it can utilize to guide future development and maintain the appropriate land use mix.

This Technical Memorandum provides a summary of the traffic, parking, and safety analysis that was conducted in Phase I of the master plan for downtown Westport and in the surrounding area. It outlines the data collection effort, methodologies utilized in the traffic, parking, and accident analysis, and key findings. The project context and general location of the study is shown in *Figure 1*.

**Figure 1 - Project Context and Location**



## II. DATA REVIEW & COLLECTION

Existing conditions data, previous studies, and available traffic counts were reviewed to gather a comprehensive data set to develop a complete understanding of the study area, and determine the needs for new data collection. The traffic data for the Downtown Westport Master Plan was collected contemporaneously with the data for the Westport Rail Stations Parking Study. The two studies cover 40 locations across the Town of Westport. The study intersections for the Downtown Westport Master Plan include 31 of these, which are shown on *Figures 2, 3, and 4*. The traffic data collected included vehicular, pedestrian, and bicycle data. The traffic data collection plan for this project is provided in *Appendix A*.

### A. Traffic Data

The traffic data collected for this project included the following:

#### **Traffic Turning Movement/ Vehicle Classification Counts**

The TMCs were conducted at the 31 intersections listed below and shown on *Figures 2, 3, and 4*:

##### *Original Scope Locations*

1. Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)
2. Post Road (US 1)/ Parker Harding Plaza
3. Post Road (US 1)/ Main Street
4. Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue
5. Main Street/ Avery Place
6. Wilton Road (SR 33)/ Kings Highway North (SR 57)
7. Post Road (US 1)/ Compo Road (SR 136)

##### *Expanded Scope Locations*

8. Post Road (US 1)/ Kings Highway South
9. Post Road (US 1)/ Sylvan Road
10. Post Road (US 1)/ Kings Highway North
11. Post Road (US 1)/ Ludlow Road/ Lincoln Street
12. Post Road (US 1)/ Playhouse Square Driveway
13. Post Road (US 1)/ Compo Shopping Center Driveway/ Compo Acres Driveway
14. Post Road (US 1)/ Westport Fire Headquarters Driveway
15. Post Road (US 1)/ Fresh Market Driveway/ The Village Center Driveway
16. Post Road (US 1)/ Roseville Road
17. Post Road (US 1)/ Sherwood Island Connector/ Bertucci's Driveway
18. Post Road (US 1)/ Cedar Road/ West Parish Road
19. Post Road (US 1)/ Church Street
20. Post Road (US 1)/ Morningside Drive
21. Post Road (US 1)/ Turkey Hill Road
22. Post Road (US 1)/ Maple Avenue
23. Post Road (US 1)/ Bulkley Avenue
24. Bridge Street (SR 136)/ Imperial Avenue
25. Bridge Street/ Compo Road South/ Greens Farms Road
26. Imperial Avenue/ Thomas Road
27. Imperial Avenue/ Jesup Road
28. Elm Street/ Church Lane
29. Elm Street/ Main Street
30. Main Street/ Myrtle Avenue/ Kings Highway North
31. Treadwell Avenue/ Saugatuck Avenue (SR 33)/ Riverside Avenue (SR 33)



Counts were conducted for five (5) peak periods: the Weekday AM, Midday, and PM, and the Saturday Midday and PM peak periods. Counts were performed in 15-minute intervals at the identified study intersections during the identified peak periods. Weekday TMCs were performed on Thursday, November 7, 2013. The Saturday TMCs were performed on Saturday, November 9, 2013. The following peak periods were counted:

*Weekday Count Periods*

- 7:30 am - 9:30 am (2 hours)
- 12:30 pm - 2:30 pm (2 hours)
- 4:30 pm - 6:30 pm (2 hours)

*Saturday Count Periods*

- 12:30 pm - 2:30 pm (2 hours)
- 4:30 pm - 6:30 pm (2 hours)

Counted vehicles were classified into three (3) categories: autos, heavy vehicles, and bicycles.

TMC summaries are provided in *Appendix B*.

### **Conduct Pedestrian Counts**

To obtain pedestrian crosswalk volumes for each of the 31 study intersections, pedestrian counts were conducted at the crosswalks of the 31 intersections listed for TMCs and shown on *Figures 2, 3, and 4*, using the same MioVision video imaging technology. Pedestrian counts were conducted in 15-minute intervals concurrently with the TMCs, i.e. during the same days and peak periods.

The pedestrian counts are provided in *Appendix B*.

### **Intersection Inventory**

An intersection inventory was collected at the 31 study locations listed above and shown on *Figures 2, 3, and 4*.

Roadway geometry and physical operating characteristics were inventoried for each of the study intersections and at least 250 feet beyond the intersection along each approach and departure leg. Intersection inventories include the following information:

- Street directions
- Intersection geometry (number of lanes, lane widths, and usage of travel lane)
- Lane configurations and lane widths on intersection approaches;
- Pavement markings
- Turning prohibitions or restrictions
- Type of traffic control
- Street Signing
- Truck routes/restrictions
- Posted speed limit
- Sidewalk widths
- Crosswalk lengths, widths, and type (high visibility, school, etc.)
- On-street (curbside) parking regulations
- Bus stops
- Locations and function of driveways, and location of fire hydrants, street furniture, etc.



- Any observed roadway traffic characteristics that may affect travel flow

The intersection inventories are provided in *Appendix C*.

#### B. Parking Data

A parking survey was conducted on November 6, 9, and 14 for on-street and off-street parking facilities in the downtown area. The on-street locations that were surveyed were:

- Main Street between Post Road and Avery Place
- Church Lane between Post Road and Myrtle Avenue
- Jesup Road between Post Road and Taylor Place
- Bay Street between Post Road and Jesup Road
- Taylor Place between Post Road and Jesup Road
- Post Road between Wilton Road/Riverside Avenue and Myrtle Avenue/Imperial Avenue
- Riverside Avenue between Post Road and Cross Street

The public off-street lots that were surveyed were:

- Parker Harding Lot
- Elm St/Baldwin Lot
- Gillespie Center/ Old Town Hall Lot
- Bay Street Lot\*
- Jesup Green Lot
- Library Lot
- Imperial Avenue Lot
- Police Station Lot
- Wilton Road Garage

The private off-street lots that were surveyed were:

- Gorham Island Lot
- Avery Place Lot
- Brooks Corner Lot
- Elm Street South (Kleins) Lot
- CHTC Lot
- Sconset Square Lot
- Sotheby's Lot
- 10 Bay Street Lot
- Bay Street Lot\*
- 180 Post Road Lot
- Save The Children Lot
- National Hall Lot
- 8 Wright Street Garage
- 10 Wright Street Garage
- 15 Riverside Lot
- Riverside Plaza Garage

\* Lot contains both public and private spaces.

Note that the southern half of the Bay Street Lot is publicly owned, and the northern half is privately owned, part of the Westport Trust property. Also note that part of the Library Lot was under construction during the time of the parking survey, and the lot contained only 87 spaces at the time of the survey.

These parking locations were surveyed between 10:00 AM and 4:00 PM, and 6:00 PM to 8:00 PM on a typical weekday, and from 11:00 AM to 3:00 PM and 6:00 PM to 8:00 PM on a typical Saturday. The data surveyed includes the number of available parking spaces at each location, and the number of parking spaces occupied during each hour surveyed.

## C. Accident Data

Accident summary information was obtained from Connecticut State Department of Transportation (CTDOT) for the Downtown Westport study area for the latest available 3-year period to perform the accident analysis. The data included summaries by accident severity and type for the period from January 1, 2010 to December 31, 2012, based on police accident reports from CTDOT. The accident summary information is provided in *Appendix E*.

Figure 2 - Traffic Data Collection Locations

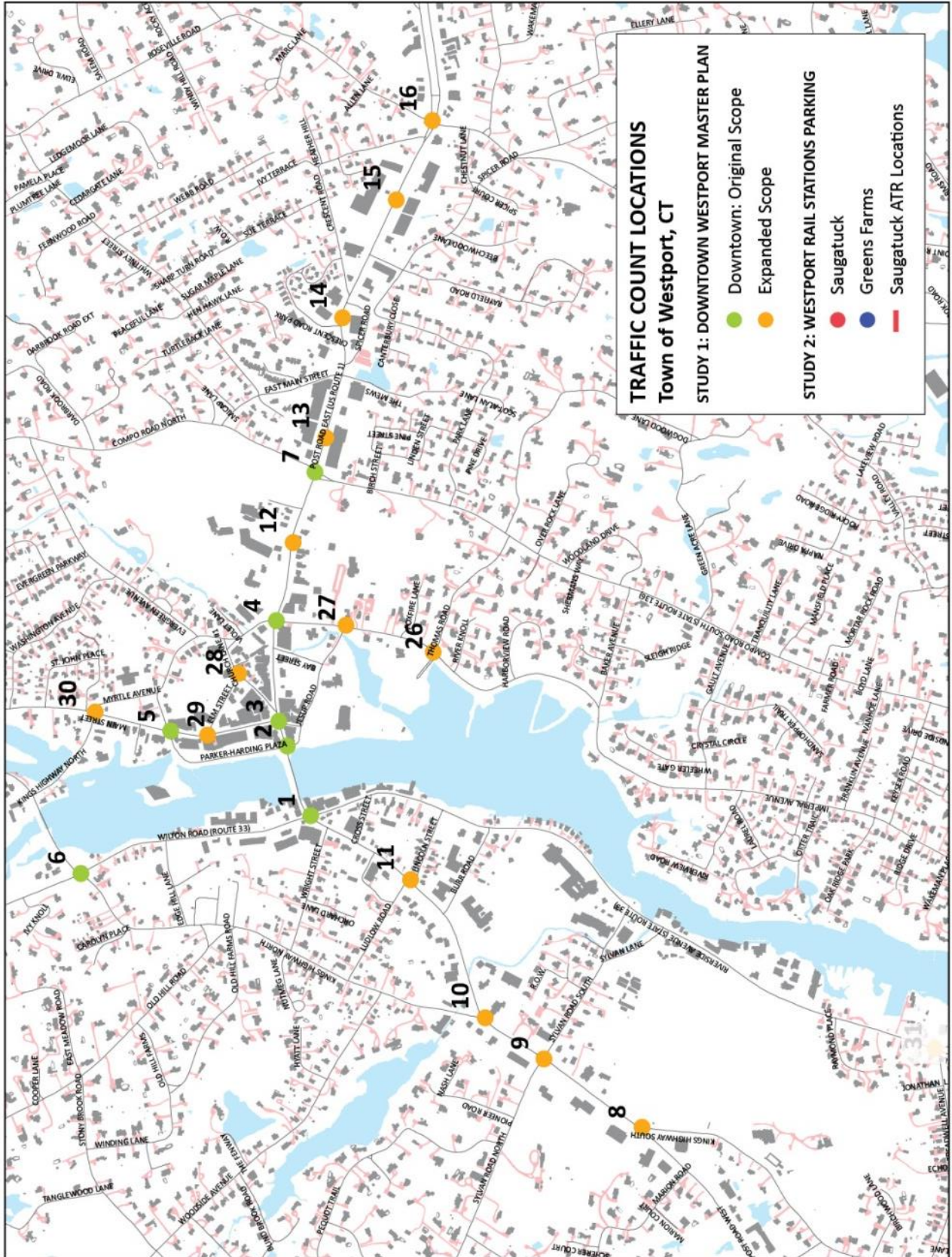




Figure 3 - Traffic Data Collection Locations

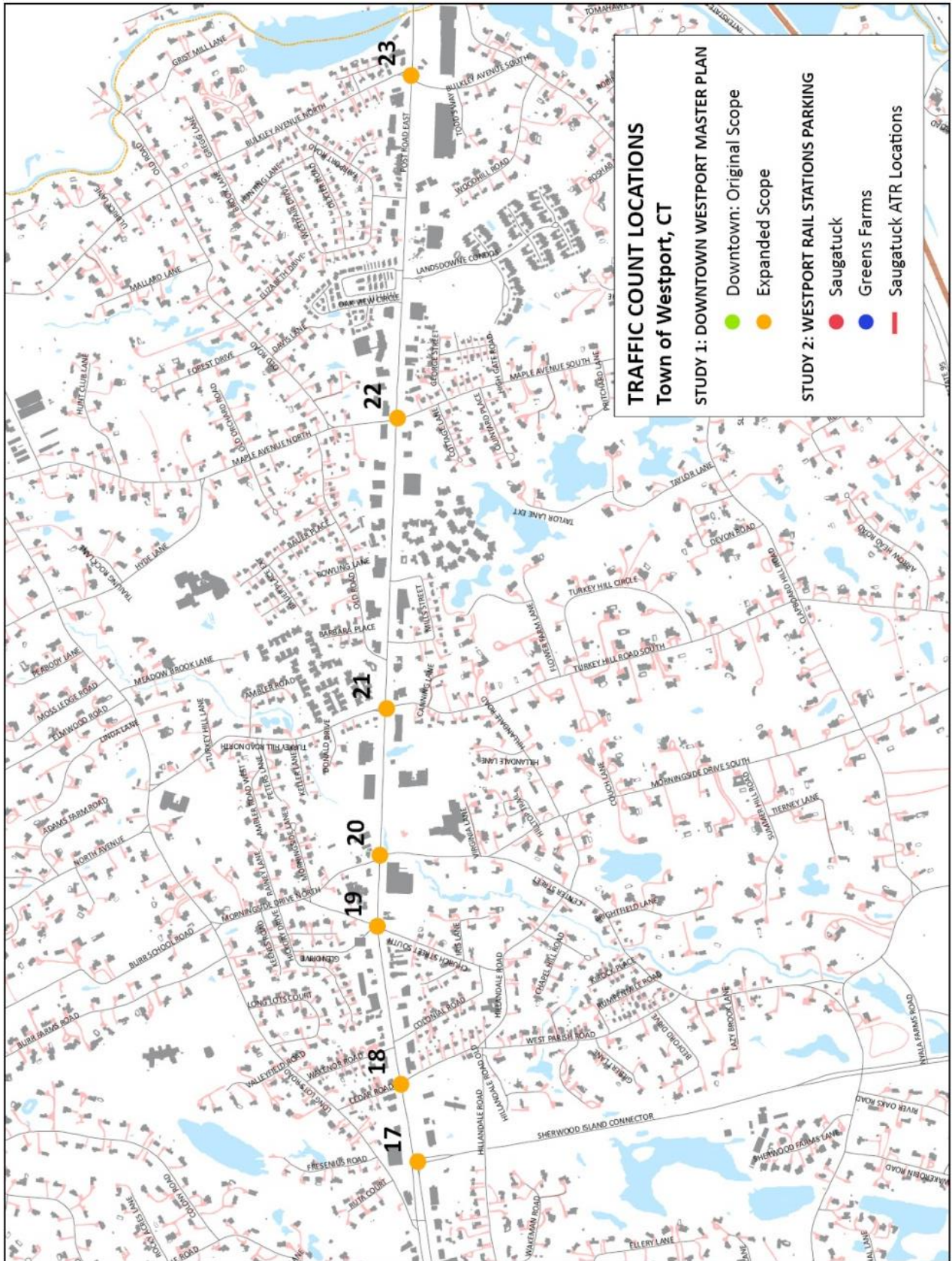
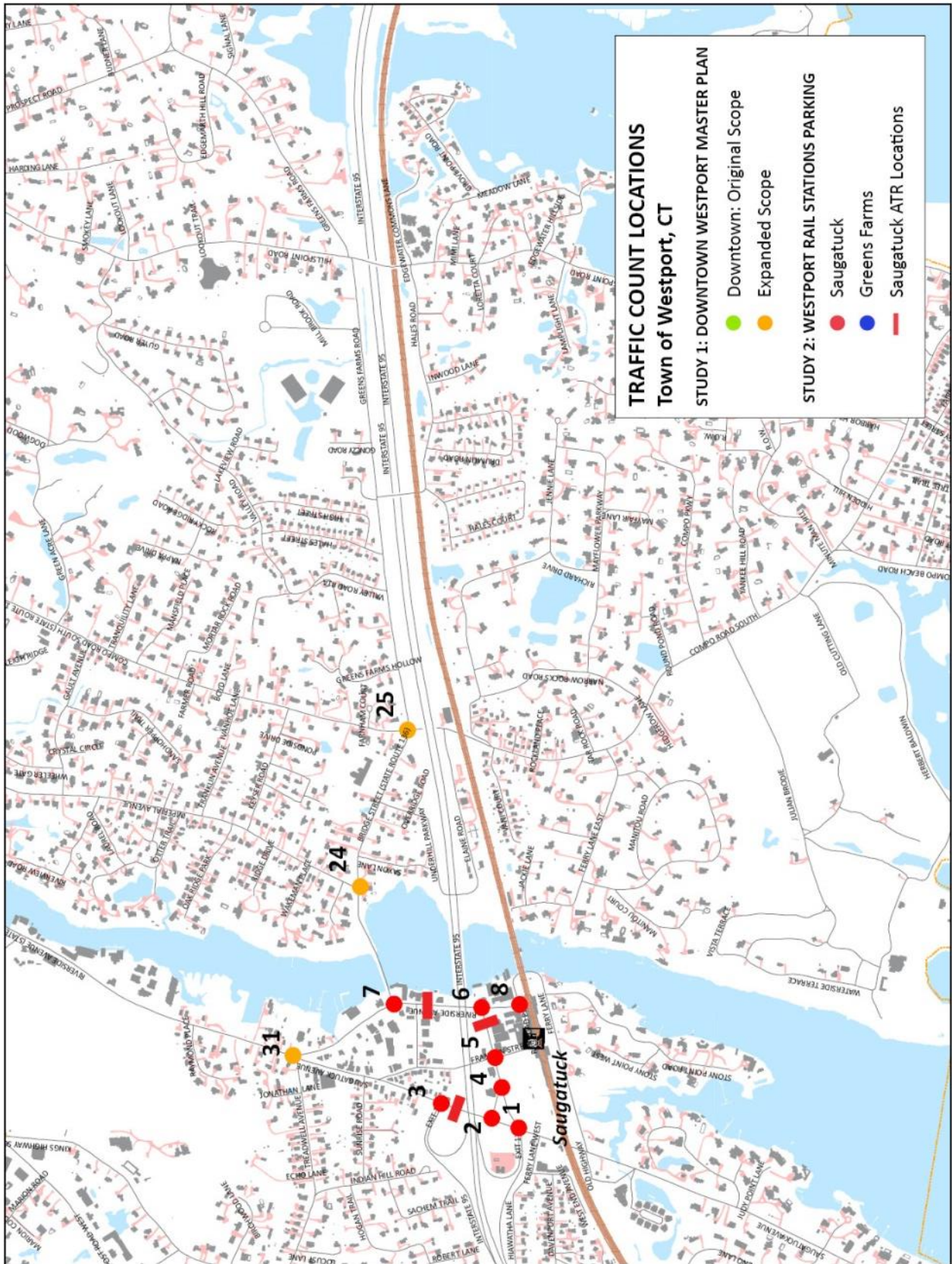




Figure 4 - Traffic Data Collection Locations



### III. EXISTING CONDITIONS: 2013

The following sections describe the assessment of Existing Conditions.

#### A. Study Area Roadways

The following is a description of the existing characteristics of the critical roadways found throughout the study area:

**Post Road (US 1)** – Post Road is a four lane roadway classified as an Urban Principal Arterial Other that runs roughly east-west through Westport. It is fronted by mostly commercial land uses along its entire route within Westport. Outside the downtown area the commercial properties are more widely spaced, consisting of mostly shopping centers or larger standalone stores. In the downtown the properties are more closely spaced together, giving the roadway more urban character. The approximate ADT of Post Road is approximately 16,500 vehicles per day at Sylvan Road, and 18,500 vehicles per day at Maple Avenue.

**Riverside Avenue/ Wilton Road (SR 33)** – Riverside Avenue/ Wilton Road is a two lane Urban Minor Arterial that runs west of and roughly parallel to the Saugatuck River in Westport. The land uses along Riverside Avenue/ Wilton Road near Post Road are mostly commercial, while farther from Post Road the land uses are primarily residential. Wilton Road to the north provides a link from downtown Westport to the Merritt Parkway, and Riverside Avenue to the south provides a link to Interstate 95. The approximate ADT of Riverside Avenue/ Wilton Road at Post road is 8,300 vehicles per day.

**Compo Road (SR 136)** – Compo Road is a north-south two lane Urban Minor Arterial that runs east of, and roughly parallel to, the Saugatuck River. It links the downtown area and Post Road to the Saugatuck area of Westport and to the recreation areas along Long Island Sound. Compo Road is fronted by residential properties along its entire length within Westport. The approximate ADT of Compo Road at Post Road is 6,300 vehicles per day.

**Main Street** – Main Street is an Urban Minor Arterial that runs roughly north-south within the town of Westport. Main Street begins at Post Road and runs north out of the downtown area towards the Merritt Parkway. It is a single lane, one way northbound street between Post Road and Myrtle Avenue, and a two lane bidirectional street north of Myrtle Avenue. In the downtown area, Main Street is fronted with businesses that give it an outdoor mall character. The approximate ADT of Main Street at Elm Street is 3,000 vehicles per day.

**Imperial Avenue** – Imperial Avenue is a two lane Local Road that also runs north-south roughly parallel to the Saugatuck River. It connects the downtown area to the Saugatuck area of Westport, as well as provides access to the park and ride lot near the downtown area. Imperial Avenue is fronted by businesses in the downtown area, and by residences to the south, outside of the downtown. The approximate ADT of Imperial Avenue at Jesup Road is 3,500 vehicles per day.

**Bridge Street (SR 136)** – Bridge Street is a two lane Urban Minor Arterial the runs east-west across the Saugatuck River in the Saugatuck section of Westport. It provides the only local road connection across the

Saugatuck River south of the downtown area. As such, Bridge Street is subject to congestion during peak hours. East of the Saugatuck River Bridge Street is fronted by residences, while west of the river Bridge Street is fronted by commercial properties. The approximate ADT of Bridge Street at Imperial Avenue is 12,000 vehicles per day.

## B. Traffic Analysis

### Level of Service Methodology

The typical measures of effectiveness for both signalized and unsignalized intersection analyses include volume-to-capacity ratio ( $v/c$ ), delay, and level of service (LOS).  $v/c$  is an indicator of the degree of saturation that occurs at a particular location. A  $v/c$  ratio equal to or greater than 1.0 indicates traffic operations at or above capacity (high levels of congestion); a  $v/c$  less than 1.0 indicates traffic operations below capacity (lower levels of congestion).

Delay, typically provided as seconds per vehicle (sec/veh), includes what is termed control delay, which generally encompasses delays associated with acceleration, deceleration, and stoppages from downstream traffic control devices. In the *Synchro* traffic analysis software, the delay for signalized intersections also includes queue delay, a measure of queue interaction between closely spaced intersections. Queue delay is due to queue spillback from nearby intersections, and can be significant at closely spaced intersections where the queue from one intersection propagates into another. The total delay reported is the sum of the control and queue delays.

Level of service (a rating ranging from excellent operating conditions at LOS A to failing operating conditions at LOS F) is a concept developed to quantify the degree of comfort experienced by drivers, and is based on delay. The LOS designations for unsignalized and signalized intersection analyses differ from each other and are provided in *Tables 1* and *2*, respectively.



**Table 1 - Unsignalized Intersection LOS Designations**

LOS	Delay (sec/veh)
A	≤ 10
B	> 10 to 15
C	> 15 to 25
D	> 25 to 35
E	> 35 to 50
F	> 50

Source: Highway Capacity Manual 2010

**Table 2 - Signalized Intersection LOS Designations**

LOS	Delay (sec/veh)
A	≤ 10
B	> 10 to 20
C	> 20 to 35
D	> 35 to 55
E	> 55 to 80
F	> 80

Source: Highway Capacity Manual 2010

## Existing Traffic (Level of Service) Analysis

Traffic capacity analysis was performed using *Synchro* software for the 31 signalized and unsignalized intersections in the study area identified in *Figures 2* through *4*.

The data that was input into the *Synchro* model included intersection geometry, lane usage, traffic signal timing where applicable, as well as traffic volumes. The intersection geometry was obtained from detailed field inventories that were performed at the time of the data collection effort. These inventories captured all relevant roadway features that could affect traffic operations. The intersection inventories are provided in *Appendix C*. Official traffic signal timings for each of the peak hours at all of the signalized study intersections were obtained from CTDOT.

The turning movement counts that were collected at the 31 study intersections were analyzed to determine the peak traffic hours. Maps showing the traffic volumes during each identified peak hour were prepared based on these findings. The peak hour traffic volume flow maps are contained in *Appendix H*.

*Synchro* analyses were performed for five peak hour scenarios: Weekday AM, Midday, and PM, and the Saturday Midday and PM peak hours. The key Measures of Effectiveness (MOEs) provided by the *Synchro* analysis include:

- Volume-to-Capacity (v/c) ratio,
- Delay, expressed as seconds per vehicle, and
- Level of Service (LOS), which the HCM 2010 defines based on thresholds of delay.

The baseline *Synchro* model was created for an existing conditions scenario of 2013, the year that the traffic data was collected. As noted above, the 2013 Existing Conditions flow maps for the Weekday AM, Midday, and PM, and the Saturday Midday and PM peak hours are shown in *Appendix H*. Results of the existing conditions traffic capacity analyses during these peak hours for the 31 intersections are shown below in *Table 3*. Volume-to-capacity (v/c) ratio, delay, and level of service (LOS) results are shown for each lane group individually and for the overall intersection, where applicable. *Figures 5* through *9* graphically display the overall LOS at each intersection across a map of the study area.

As shown in *Table 3*, all the intersections in the study area currently operate at an overall LOS D or better during all peak hours with one exception: the intersection of Wilton Road (SR 33)/ Kings Highway North (SR 57) operates at overall LOS E during the Weekday AM and PM peak hours. At this location, the eastbound and southbound lane groups operate at LOS F during the Weekday AM peak hour, and operate at LOS F and LOS E, respectively, during the Weekday PM peak hour. While all the other study intersections operate at LOS D or better overall, some individual lane groups at certain intersections experience greater delays than the intersection as a whole.

In addition to the individual lane groups at Wilton Road (SR 33)/ Kings Highway North (SR 57) already mentioned, the individual lane groups that currently operate at LOS F at some of the study intersections include the following: The southbound left turn at the intersection of Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue currently operates at LOS F during the Weekday PM, and Saturday Midday and PM peak hours. The northbound Compo Road approach at the intersection of Post Road (US 1)/ Compo Road (SR 136) experiences lane group LOS F during the Weekday AM and PM, and Saturday PM peak hours, and the southbound approach experiences lane group LOS F during all five peak hours. The eastbound and westbound approaches at the intersection of Post Road (US 1)/ Sylvan Road operate at LOS F during the Weekday AM peak hour. The southbound lane group at the intersection of Post Road (US 1)/ Roseville Road operates at LOS F during the Weekday PM and Saturday Midday peak hours. The eastbound approach at the intersection of Treadwell Avenue/ Saugatuck Avenue (SR 33)/ Riverside Avenue (SR 33) experiences lane group LOS F during the Saturday Midday peak hour, and the westbound left turn experiences LOS F during the Weekday AM and PM, and Saturday Midday peak hours. Finally, the southbound lane group at the unsignalized intersection of Bridge Street (SR 136)/ Imperial Avenue operates at LOS F during the Weekday AM peak hour.

Traffic volume flow maps can be found in *Appendix H*. Detailed 2013 Existing Conditions *Synchro* analysis results are provided in *Appendix F*.

Table 3a – Year 2013 Existing Traffic Conditions

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday MD Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour			Saturday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
<b>SIGNALIZED INTERSECTIONS</b>																	
1. Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)	EB	L	0.64	35.9	D	0.32	5.7	A	0.54	13.3	B	0.48	20.1	C	0.26	9.0	A
		TR	0.57	18.6	B	0.58	9.8	A	0.87	31.3	C	0.81	20.1	C	0.49	14.5	B
	WB	L	<b>0.98</b>	51.1	D	0.55	16.7	B	0.95	60.6	E	0.75	30.8	C	0.53	11.5	B
		TR	0.94	34.8	C	0.65	24.1	C	0.60	23.1	C	0.82	26.5	C	0.68	17.4	B
	NB	LTR	0.88	48.6	D	0.84	44.1	D	<b>0.98</b>	65.6	E	0.71	33.2	C	0.86	45.5	D
	SB	LTR	<b>0.97</b>	61.9	E	0.87	53.6	D	0.88	56.9	E	<b>0.98</b>	73.3	E	0.77	41.7	D
	<b>Overall</b>	*	<b>42.5</b>	<b>D</b>	*	<b>27.1</b>	<b>C</b>	*	<b>41.8</b>	<b>D</b>	*	<b>32.9</b>	<b>C</b>	*	<b>25.0</b>	<b>C</b>	
2. Post Road (US 1)/ Parker Harding Plaza	EB	L	0.26	9.4	A	0.19	4.5	A	0.16	1.3	A	0.28	6.0	A	0.17	4.0	A
		TR	0.44	11.4	B	0.48	5.8	A	0.65	4.6	A	0.64	9.6	A	0.42	4.8	A
	WB	LTR	0.55	7.2	A	0.32	8.0	A	0.30	9.5	A	0.52	6.4	A	0.35	7.2	A
		LTR	0.65	46.5	D	0.69	48.8	D	0.56	44.4	D	0.66	46.5	D	0.69	46.0	D
	SB	LT	0.30	32.8	C	0.50	39.8	D	0.42	40.0	D	0.64	44.8	D	0.41	35.0	C
		R	0.43	8.3	A	0.45	8.7	A	0.55	10.3	B	0.49	8.1	A	0.46	7.6	A
	<b>Overall</b>	*	<b>12.2</b>	<b>B</b>	*	<b>12.5</b>	<b>B</b>	*	<b>10.1</b>	<b>B</b>	*	<b>12.7</b>	<b>B</b>	*	<b>11.8</b>	<b>B</b>	
3. Post Road (US 1)/ Main Street	EB	L	0.16	1.2	A	0.15	2.1	A	0.13	1.0	A	0.20	2.6	A	0.16	2.4	A
		T	0.27	1.7	A	0.36	3.3	A	0.53	2.3	A	0.46	4.2	A	0.29	3.1	A
	WB	T	0.39	3.6	A	0.24	5.7	A	0.21	2.4	A	0.28	3.5	A	0.26	3.9	A
		R	0.07	1.5	A	0.13	3.4	A	0.15	0.3	A	0.28	1.4	A	0.15	1.8	A
	NB	LTR	0.12	25.9	C	0.40	34.1	C	0.35	31.8	C	0.44	31.2	C	0.48	36.1	D
		<b>Overall</b>	*	<b>3.2</b>	<b>A</b>	*	<b>5.8</b>	<b>A</b>	*	<b>3.3</b>	<b>A</b>	*	<b>4.6</b>	<b>A</b>	*	<b>5.5</b>	<b>A</b>
4. Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue	EB	LTR	0.23	9.9	A	0.38	12.3	B	0.50	12.7	B	0.42	10.3	B	0.28	7.9	A
		LT	0.65	7.9	A	0.50	7.9	A	0.50	9.8	A	0.49	12.6	B	0.34	6.2	A
	WB	R	0.32	6.0	A	0.33	6.7	A	0.32	8.0	A	0.29	12.5	B	0.24	6.3	A
		LTR	0.63	42.9	D	0.73	41.9	D	0.80	43.6	D	0.70	42.3	D	0.64	42.8	D
	SB	L	0.91	70.2	E	0.83	47.3	D	<b>1.22</b>	153.6	<b>F</b>	<b>1.24</b>	160.5	<b>F</b>	<b>1.22</b>	157.3	<b>F</b>
		TR	0.36	23.0	C	0.15	20.1	C	0.20	14.2	B	0.24	11.1	B	0.19	14.0	B
	<b>Overall</b>	*	<b>17.5</b>	<b>B</b>	*	<b>18.1</b>	<b>B</b>	*	<b>35.4</b>	<b>D</b>	*	<b>35.7</b>	<b>D</b>	*	<b>35.9</b>	<b>D</b>	
5. Main Street/ Avery Place	EB	LT	0.15	23.4	C	0.38	27.2	C	0.56	32.0	C	0.45	28.7	C	0.45	29.0	C
		R	0.03	13.2	B	0.05	12.0	B	0.07	13.9	B	0.17	11.9	B	0.06	12.9	B
	WB	LTR	0.15	23.0	C	0.16	23.2	C	0.10	22.2	C	0.17	23.4	C	0.11	22.6	C
		LTR	0.19	9.3	A	0.32	10.8	B	0.30	11.1	B	0.49	13.4	B	0.36	11.5	B
	SB	LT	0.05	4.1	A	0.10	4.3	A	0.10	4.5	A	0.16	4.7	A	0.07	4.2	A
		R	0.17	1.2	A	0.14	1.2	A	0.12	1.2	A	0.15	1.2	A	0.09	1.3	A
	<b>Overall</b>	*	<b>8.8</b>	<b>A</b>	*	<b>11.8</b>	<b>B</b>	*	<b>14.0</b>	<b>B</b>	*	<b>12.6</b>	<b>B</b>	*	<b>13.6</b>	<b>B</b>	
6. Wilton Road (SR 33)/ Kings Highway North (SR 57)	EB	LTR	<b>0.98</b>	88.7	<b>F</b>	0.73	39.8	D	<b>1.04</b>	96.1	<b>F</b>	0.87	50.9	D	0.82	44.6	D
		L	0.64	23.4	C	0.22	16.5	B	0.24	24.7	C	0.29	16.3	B	0.32	16.1	B
	WB	TR	<b>0.98</b>	50.2	D	0.56	18.0	B	0.54	28.0	C	0.62	19.9	B	0.50	14.8	B
		LTR	0.74	33.4	C	0.62	24.4	C	0.86	43.4	D	0.62	25.5	C	0.73	30.6	C
	SB	LTR	<b>1.18</b>	122.9	<b>F</b>	0.70	23.2	C	<b>1.01</b>	72.9	<b>E</b>	<b>1.01</b>	64.0	<b>E</b>	0.58	20.1	C
		<b>Overall</b>	*	<b>65.7</b>	<b>E</b>	*	<b>24.5</b>	<b>C</b>	*	<b>57.3</b>	<b>E</b>	*	<b>40.0</b>	<b>D</b>	*	<b>26.2</b>	<b>C</b>
7. Post Road (US 1)/ Compo Road (SR 136)	EB	L	0.45	55.8	E	0.50	41.9	D	0.50	42.9	D	0.51	45.1	D	0.49	50.6	D
		TR	0.36	18.8	B	0.73	31.9	C	0.83	32.6	C	0.81	30.6	C	0.58	25.2	C
	WB	L	0.51	53.8	D	0.50	52.4	D	0.50	54.7	D	0.49	51.7	D	0.50	51.1	D
		TR	0.80	25.6	C	0.67	31.2	C	0.56	19.3	B	0.72	30.9	C	0.47	20.0	B
	NB	L	<b>0.98</b>	125.2	<b>F</b>	0.75	70.9	<b>E</b>	0.61	65.4	<b>E</b>	0.80	76.4	<b>E</b>	0.89	101.6	<b>F</b>
		TR	0.62	36.8	D	0.84	56.1	<b>E</b>	<b>0.98</b>	83.6	<b>F</b>	0.85	55.9	<b>E</b>	0.87	62.2	<b>F</b>
SB	L	<b>1.22</b>	194.5	<b>F</b>	<b>1.23</b>	183.9	<b>F</b>	<b>1.15</b>	169.9	<b>F</b>	<b>1.25</b>	190.8	<b>F</b>	<b>1.23</b>	196.5	<b>F</b>	
	TR	<b>1.08</b>	110.0	<b>F</b>	0.79	50.8	D	0.66	41.4	D	0.90	66.4	<b>E</b>	0.61	37.9	D	
	<b>Overall</b>	*	<b>49.6</b>	<b>D</b>	*	<b>47.4</b>	<b>D</b>	*	<b>43.0</b>	<b>D</b>	*	<b>48.9</b>	<b>D</b>	*	<b>44.2</b>	<b>D</b>	
8. Post Road (US 1)/ Kings Highway South	EB	LTR	0.01	0.0	A	0.11	18.4	B	0.35	35.9	D	0.05	19.5	B	0.03	31.5	C
		LTR	0.79	41.9	D	0.73	46.2	D	0.81	51.4	D	0.78	48.0	D	0.68	36.9	D
	NB	LTR	0.27	5.9	A	0.37	5.5	A	0.44	5.2	A	0.47	6.8	A	0.34	3.7	A
		LTR	0.61	10.5	B	0.38	8.7	A	0.41	6.4	A	0.44	10.0	A	0.28	6.7	A
		<b>Overall</b>	*	<b>13.2</b>	<b>B</b>	*	<b>10.9</b>	<b>B</b>	*	<b>11.3</b>	<b>B</b>	*	<b>12.3</b>	<b>B</b>	*	<b>8.1</b>	<b>A</b>
	9. Post Road (US 1)/ Sylvan Road	EB	LTR	<b>1.15</b>	130.5	<b>F</b>	0.62	37.8	D	0.63	38.2	D	0.55	34.7	C	0.61	38.5
LTR			<b>0.99</b>	83.2	<b>F</b>	0.83	58.1	<b>E</b>	0.88	62.0	<b>E</b>	0.81	52.2	D	0.78	51.5	D
NB		L	0.17	12.6	B	0.10	10.9	B	0.10	6.0	A	0.11	11.4	B	0.09	8.9	A
		TR	0.26	8.8	A	0.34	10.7	B	0.45	8.3	A	0.42	13.2	B	0.30	8.0	A
SB		L	0.09	5.1	A	0.12	6.8	A	0.15	10.9	B	0.23	7.9	A	0.14	2.9	A
		TR	0.53	7.4	A	0.27	6.3	A	0.28	10.3	B	0.33	6.1	A	0.24	2.7	A
	<b>Overall</b>	*	<b>34.2</b>	<b>C</b>	*	<b>16.5</b>	<b>B</b>	*	<b>17.4</b>	<b>B</b>	*	<b>15.6</b>	<b>B</b>	*	<b>13.7</b>	<b>B</b>	

Table 3b – Year 2013 Existing Traffic Conditions

10. Post Road (US 1)/ Kings Highway North	EB	LT	0.44	48.7	D	0.21	38.8	D	0.15	37.2	D	0.21	39.5	D	0.08	35.8	D
		R	0.86	33.8	C	0.42	5.6	A	0.36	3.5	A	0.49	9.6	A	0.34	4.3	A
	WB	LTR	0.11	35.6	D	0.36	43.3	D	0.38	43.0	D	0.12	36.8	D	0.02	34.0	C
		L	0.30	32.6	C	0.64	43.5	D	0.68	31.9	C	0.69	43.6	D	0.69	45.9	D
	NB	TR	0.21	2.2	A	0.22	1.8	A	0.28	1.4	A	0.25	0.9	A	0.16	1.4	A
		LTR	0.50	7.3	A	0.31	12.4	B	0.30	6.5	A	0.33	15.5	B	0.21	8.1	A
<b>Overall</b>			<b>*</b>	<b>15.7</b>	<b>B</b>	<b>*</b>	<b>12.9</b>	<b>B</b>	<b>*</b>	<b>9.7</b>	<b>A</b>	<b>*</b>	<b>14.0</b>	<b>B</b>	<b>*</b>	<b>12.5</b>	<b>B</b>
11. Post Road (US 1)/ Ludlow Road/ Lincoln Street	EB	LTR	0.60	47.0	D	0.39	42.6	D	0.45	43.5	D	0.22	38.5	D	0.18	38.0	D
		LTR	0.15	34.3	C	0.18	36.5	D	0.14	35.3	D	0.10	35.9	D	0.11	36.4	D
	NB	LTR	0.28	5.2	A	0.22	2.0	A	0.34	3.5	A	0.27	1.0	A	0.18	1.2	A
		LTR	0.30	9.5	A	0.19	4.7	A	0.18	0.6	A	0.19	4.7	A	0.18	4.2	A
	<b>Overall</b>			<b>*</b>	<b>11.8</b>	<b>B</b>	<b>*</b>	<b>6.4</b>	<b>A</b>	<b>*</b>	<b>5.5</b>	<b>A</b>	<b>*</b>	<b>4.1</b>	<b>A</b>	<b>*</b>	<b>4.3</b>
12. Post Road (US 1)/ Playhouse Square Driveway	EB	LT	0.28	2.4	A	0.51	5.4	A	0.49	3.7	A	0.55	7.4	A	0.32	4.0	A
		TR	0.48	2.5	A	0.41	10.5	B	0.31	6.6	A	0.38	9.6	A	0.27	5.2	A
	SB	LR	0.23	22.3	C	0.70	40.5	D	0.49	31.0	C	0.63	37.8	D	0.40	25.2	C
		<b>Overall</b>			<b>*</b>	<b>3.0</b>	<b>A</b>	<b>*</b>	<b>11.4</b>	<b>B</b>	<b>*</b>	<b>6.5</b>	<b>A</b>	<b>*</b>	<b>10.8</b>	<b>B</b>	<b>*</b>
13. Post Road (US 1)/ Compo Shopping Center Driveway/ Compo Acres Driveway	EB	L	0.16	3.7	A	0.23	2.1	A	0.25	2.5	A	0.29	3.9	A	0.17	1.6	A
		TR	0.24	4.2	A	0.40	3.3	A	0.46	2.8	A	0.45	3.3	A	0.33	1.9	A
	WB	L	0.04	2.2	A	0.19	2.2	A	0.16	3.5	A	0.19	2.8	A	0.15	2.1	A
		TR	0.52	4.9	A	0.38	3.1	A	0.35	6.9	A	0.44	4.1	A	0.33	3.3	A
	NB	LTR	0.17	22.2	C	0.44	30.3	C	0.47	39.0	D	0.48	32.6	C	0.48	35.7	D
		LTR	0.20	30.7	C	0.53	25.6	C	0.40	29.2	C	0.56	30.5	C	0.49	28.6	C
<b>Overall</b>			<b>*</b>	<b>5.6</b>	<b>A</b>	<b>*</b>	<b>6.1</b>	<b>A</b>	<b>*</b>	<b>7.2</b>	<b>A</b>	<b>*</b>	<b>7.0</b>	<b>A</b>	<b>*</b>	<b>6.3</b>	<b>A</b>
14. Post Road (US 1)/ Westport Fire Headquarters Driveway	EB	LT	0.18	0.1	A	0.34	1.3	A	0.38	1.8	A	0.38	1.7	A	0.26	0.5	A
		TR	0.46	1.1	A	0.31	0.4	A	0.27	0.7	A	0.36	0.7	A	0.28	0.4	A
	SB	LR	0.05	0.5	A	0.14	30.6	C	0.10	34.5	C	0.13	29.2	C	0.01	0.0	A
		<b>Overall</b>			<b>*</b>	<b>0.8</b>	<b>A</b>	<b>*</b>	<b>1.1</b>	<b>A</b>	<b>*</b>	<b>1.5</b>	<b>A</b>	<b>*</b>	<b>1.3</b>	<b>A</b>	<b>*</b>
15. Post Road (US 1)/ Fresh Market Driveway/ The Village Center Driveway	EB	LTR	0.25	2.4	A	0.45	3.4	A	0.52	5.0	A	0.51	4.1	A	0.39	3.0	A
		LTR	0.69	3.0	A	0.45	5.2	A	0.43	5.2	A	0.56	5.7	A	0.39	5.1	A
	NB	LTR	0.58	53.7	D	0.58	43.8	D	0.36	31.3	C	0.66	54.7	D	0.51	38.8	D
		L	0.11	38.1	D	0.46	49.1	D	0.42	38.5	D	0.45	47.2	D	0.47	48.6	D
	SB	TR	0.22	19.6	B	0.29	15.1	B	0.20	1.0	A	0.38	13.6	B	0.32	2.0	A
<b>Overall</b>			<b>*</b>	<b>5.0</b>	<b>A</b>	<b>*</b>	<b>7.5</b>	<b>A</b>	<b>*</b>	<b>6.5</b>	<b>A</b>	<b>*</b>	<b>8.1</b>	<b>A</b>	<b>*</b>	<b>6.6</b>	<b>A</b>
16. Post Road (US 1)/ Roseville Road	EB	LTR	0.84	32.4	C	0.88	22.7	C	0.92	27.3	C	1.04	49.9	D	0.70	14.0	B
		L	0.70	49.8	D	0.77	70.3	E	0.48	33.9	C	0.79	70.6	E	0.60	49.2	D
	WB	TR	0.99	43.1	D	0.56	12.6	B	0.42	7.3	A	0.56	11.1	B	0.46	8.1	A
		LT	0.46	27.6	C	0.43	34.3	C	0.57	38.2	D	0.65	46.1	D	0.34	34.7	C
	NB	R	0.19	22.1	C	0.17	29.7	C	0.44	33.4	C	0.30	36.8	D	0.18	31.2	C
		LTR	0.92	56.0	E	0.88	61.1	E	1.08	112.2	F	1.25	176.4	F	0.80	52.9	D
<b>Overall</b>			<b>*</b>	<b>41.4</b>	<b>D</b>	<b>*</b>	<b>24.9</b>	<b>C</b>	<b>*</b>	<b>30.2</b>	<b>C</b>	<b>*</b>	<b>45.2</b>	<b>D</b>	<b>*</b>	<b>17.2</b>	<b>B</b>
17. Post Road (US 1)/ Sherwood Island Connector/ Bertucci's Driveway	EB	L	0.12	52.3	D	0.31	51.3	D	0.17	34.7	C	0.27	44.5	D	0.25	53.6	D
		T	0.34	17.4	B	0.58	12.9	B	0.61	11.4	B	0.70	18.9	B	0.52	12.8	B
		R	0.19	0.2	A	0.19	0.2	A	0.17	0.1	A	0.21	0.0	A	0.19	0.2	A
	WB	L	0.79	53.1	D	0.77	61.8	E	0.74	58.5	E	0.81	67.7	E	0.74	64.8	E
		TR	0.56	6.7	A	0.40	8.4	A	0.30	5.5	A	0.47	7.7	A	0.35	6.7	A
	NB	L	0.90	63.6	E	0.88	60.2	E	0.94	71.6	E	0.92	68.7	E	0.82	52.7	D
		TR	0.40	6.6	A	0.49	7.8	A	0.55	8.9	A	0.50	7.2	A	0.46	7.9	A
	SB	LTR	0.09	15.6	B	0.26	17.9	B	0.30	20.4	C	0.37	20.1	C	0.20	18.1	B
<b>Overall</b>			<b>*</b>	<b>18.8</b>	<b>B</b>	<b>*</b>	<b>19.2</b>	<b>B</b>	<b>*</b>	<b>18.9</b>	<b>B</b>	<b>*</b>	<b>21.2</b>	<b>C</b>	<b>*</b>	<b>18.2</b>	<b>B</b>
18. Post Road (US 1)/ Cedar Road/ West Parish Road	EB	LTR	0.28	4.1	A	0.44	3.5	A	0.48	5.0	A	0.58	7.8	A	0.35	2.2	A
		LTR	0.61	4.3	A	0.33	4.4	A	0.32	2.0	A	0.43	6.1	A	0.35	4.8	A
	NB	LTR	0.29	28.9	C	0.32	26.7	C	0.32	23.6	C	0.31	20.9	C	0.28	23.8	C
		LTR	0.60	29.2	C	0.35	20.3	C	0.40	20.7	C	0.60	29.0	C	0.49	23.0	C
<b>Overall</b>			<b>*</b>	<b>6.5</b>	<b>A</b>	<b>*</b>	<b>5.2</b>	<b>A</b>	<b>*</b>	<b>5.2</b>	<b>A</b>	<b>*</b>	<b>8.7</b>	<b>A</b>	<b>*</b>	<b>5.3</b>	<b>A</b>
19. Post Road (US 1)/ Church Street	EB	TR	0.18	2.6	A	0.37	1.9	A	0.38	3.3	A	0.44	3.4	A	0.28	1.0	A
		LT	0.55	1.8	A	0.31	2.9	A	0.26	1.2	A	0.37	2.7	A	0.31	2.2	A
	NB	LTR	0.24	23.7	C	0.64	45.9	D	0.37	25.8	C	0.63	44.5	D	0.51	37.3	D
		LTR	0.39	22.9	C	0.30	14.7	B	0.27	20.3	C	0.30	18.7	B	0.16	20.3	C
<b>Overall</b>			<b>*</b>	<b>3.5</b>	<b>A</b>	<b>*</b>	<b>5.9</b>	<b>A</b>	<b>*</b>	<b>4.3</b>	<b>A</b>	<b>*</b>	<b>6.0</b>	<b>A</b>	<b>*</b>	<b>4.3</b>	<b>A</b>
20. Post Road (US 1)/ Morningside Drive	EB	LTR	0.31	2.5	A	0.43	1.6	A	0.48	1.5	A	0.53	3.1	A	0.37	1.8	A
		LTR	0.64	3.8	A	0.31	1.7	A	0.29	2.1	A	0.39	1.9	A	0.34	3.0	A
	NB	LT	0.55	47.0	D	0.26	37.9	D	0.30	30.5	C	0.25	37.6	D	0.20	36.3	D
		R	0.43	40.4	D	0.14	34.6	C	0.19	28.2	C	0.10	33.6	C	0.10	34.1	C
	SB	LTR	0.43	33.6	C	0.46	29.6	C	0.39	25.0	C	0.48	28.4	C	0.38	31.2	C
<b>Overall</b>			<b>*</b>	<b>8.0</b>	<b>A</b>	<b>*</b>	<b>4.3</b>	<b>A</b>	<b>*</b>	<b>4.3</b>	<b>A</b>	<b>*</b>	<b>4.6</b>	<b>A</b>	<b>*</b>	<b>4.5</b>	<b>A</b>
21. Post Road (US 1)/ Turkey Hill Road	EB	LTR	0.24	5.7	A	0.42	5.1	A	0.55	6.8	A	0.53	8.0	A	0.38	5.8	A
		LTR	0.71	15.3	B	0.43	10.7	B	0.38	15.9	B	0.54	17.1	B	0.40	8.9	A
	NB	LTR	0.28	25.1	C	0.57	27.9	C	0.48	25.5	C	0.62	32.9	C	0.59	38.0	D
		LTR	0.76	45.3	D	0.74	49.9	D	0.60	34.7	C	0.81	53.6	D	0.67	45.7	D
<b>Overall</b>			<b>*</b>	<b>16.7</b>	<b>B</b>	<b>*</b>	<b>12.6</b>	<b>B</b>	<b>*</b>	<b>12.8</b>	<b>B</b>	<b>*</b>	<b>17.0</b>	<b>B</b>	<b>*</b>	<b>12.3</b>	<b>B</b>

Table 3c – Year 2013 Existing Traffic Conditions

22. Post Road (US 1)/ Maple Avenue	EB	L	0.38	38.3	D	0.33	35.2	D	0.51	38.0	D	0.39	34.5	C	0.43	38.9	D
		TR	0.22	12.6	B	0.44	17.3	B	0.57	15.4	B	0.47	19.4	B	0.36	12.9	B
	WB	L	0.26	44.3	D	0.31	45.1	D	0.32	37.5	D	0.28	44.7	D	0.11	42.0	D
		TR	0.76	19.4	B	0.39	9.8	A	0.37	12.0	B	0.56	13.9	B	0.36	10.1	B
	NB	LTR	0.44	27.9	C	0.63	39.3	D	0.54	28.1	C	0.49	32.1	C	0.46	30.8	C
	SB	LTR	0.89	59.9	E	0.78	51.6	D	0.81	47.9	D	0.88	64.4	E	0.73	45.2	D
<b>Overall</b>			*	<b>24.3</b>	<b>C</b>	*	<b>19.6</b>	<b>B</b>	*	<b>19.7</b>	<b>B</b>	*	<b>22.5</b>	<b>C</b>	*	<b>16.7</b>	<b>B</b>
23. Post Road (US 1)/ Bulkley Avenue	EB	LTR	0.29	10.6	B	0.56	16.7	B	0.71	18.6	B	0.73	20.5	C	0.55	15.7	B
		LTR	0.82	20.4	C	0.60	17.2	B	0.41	12.4	B	0.67	18.9	B	0.45	13.6	B
	NB	L	0.37	32.3	C	0.73	42.2	D	0.76	50.6	D	0.75	43.3	D	0.70	40.8	D
		TR	0.24	27.3	C	0.33	23.8	C	0.55	33.4	C	0.42	25.4	C	0.40	26.7	C
	SB	LTR	0.74	39.6	D	0.76	36.8	D	0.83	49.2	D	0.76	37.8	D	0.53	27.6	C
	<b>Overall</b>			*	<b>21.0</b>	<b>C</b>	*	<b>21.2</b>	<b>C</b>	*	<b>22.9</b>	<b>C</b>	*	<b>23.4</b>	<b>C</b>	*	<b>18.6</b>
25. Bridge Street/ Compo Road South/ Greens Farms Road	EB	L	0.25	5.5	A	0.15	5.8	A	0.26	6.4	A	0.23	6.1	A	0.16	6.0	A
		TR	0.27	4.8	A	0.23	5.8	A	0.62	11.1	B	0.37	6.5	A	0.27	5.5	A
	WB	LTR	0.93	35.8	D	0.30	12.8	B	0.43	15.5	B	0.56	17.7	B	0.44	14.2	B
		L	0.78	65.2	E	0.34	18.7	B	0.47	24.1	C	0.45	23.8	C	0.37	18.7	B
	NB	TR	0.41	22.1	C	0.25	11.5	B	0.34	15.7	B	0.37	16.6	B	0.42	14.5	B
		L	0.27	29.9	C	0.23	16.6	B	0.33	19.4	B	0.26	18.8	B	0.18	15.6	B
SB	TR	0.66	25.8	C	0.40	11.4	B	0.59	18.0	B	0.55	17.7	B	0.42	12.8	B	
<b>Overall</b>			*	<b>28.3</b>	<b>C</b>	*	<b>10.8</b>	<b>B</b>	*	<b>14.0</b>	<b>B</b>	*	<b>14.0</b>	<b>B</b>	*	<b>12.0</b>	<b>B</b>
30. Main Street/ Myrtle Avenue/ Kings Highway North	EB	LTR	0.29	4.0	A	0.26	4.2	A	0.33	4.6	A	0.39	4.6	A	0.17	5.0	A
		L	0.04	6.3	A	0.06	6.4	A	0.06	6.5	A	0.04	6.5	A	0.00	6.0	A
	WB	T	0.28	9.0	A	0.16	8.0	A	0.11	7.7	A	0.13	8.0	A	0.10	7.8	A
		R	0.06	2.7	A	0.12	2.1	A	0.18	2.0	A	0.11	2.3	A	0.14	2.2	A
	NB	LT	0.58	28.8	C	0.45	22.2	C	0.61	25.2	C	0.64	28.1	C	0.63	26.2	C
	SB	TR	0.60	23.8	C	0.37	19.7	B	0.31	19.1	B	0.48	21.5	C	0.30	18.8	B
<b>Overall</b>			*	<b>15.9</b>	<b>B</b>	*	<b>12.7</b>	<b>B</b>	*	<b>13.8</b>	<b>B</b>	*	<b>15.2</b>	<b>B</b>	*	<b>16.2</b>	<b>B</b>
31. Treadwell Avenue/ Saugatuck Avenue (SR 33)/ Riverside Avenue (SR 33)	EB	LTR	0.79	75.8	E	0.69	68.2	E	0.82	76.0	E	0.90	89.3	F	0.67	67.6	E
		LT	<b>1.15</b>	169.9	<b>F</b>	0.68	70.7	E	<b>1.16</b>	195.1	<b>F</b>	0.81	81.1	<b>F</b>	0.71	74.2	E
	WB	T	0.50	23.9	C	0.33	22.8	C	0.31	18.1	B	0.33	20.8	C	0.36	23.3	C
		LTR	0.78	34.0	C	0.58	32.1	C	0.86	52.0	D	0.62	36.3	D	0.56	31.5	C
	SB	L	0.76	62.2	E	0.70	73.6	E	0.70	53.3	D	0.82	78.9	E	0.81	79.1	E
		TR	0.57	18.7	B	0.48	19.1	B	0.50	17.1	B	0.50	20.1	C	0.40	16.4	B
<b>Overall</b>			*	<b>46.8</b>	<b>D</b>	*	<b>37.4</b>	<b>D</b>	*	<b>49.4</b>	<b>D</b>	*	<b>46.2</b>	<b>D</b>	*	<b>38.6</b>	<b>D</b>
<b>UNSIGNALIZED INTERSECTIONS</b>																	
24. Bridge Street (SR 136)/ Imperial Avenue	EB	LT	0.15	4.1	A	0.11	3.2	A	0.17	3.9	A	0.09	2.4	A	0.08	2.6	A
		SB	LR	<b>0.97</b>	84.4	<b>F</b>	0.25	14.5	B	0.53	29.0	D	0.28	14.7	B	0.22	14.4
26. Imperial Avenue/ Thomas Road	EB	LTR	0.02	16.2	C	0.21	14.0	B	0.04	13.9	B	0.01	11.5	B	0.01	9.9	A
		LTR	0.19	10.6	B	0.10	9.9	A	0.08	10.1	B	0.07	10.0	A	0.06	9.3	A
	NB	LTR	0.01	0.5	A	0.01	0.8	A	0.00	0.2	A	0.00	0.0	A	0.00	0.0	A
		LTR	0.03	1.8	A	0.04	2.4	A	0.05	2.7	A	0.04	2.6	A	0.02	2.0	A
27. Imperial Avenue/ Jesup Road	EB	LTR	0.18	8.9	A	0.28	9.9	A	0.32	9.7	A	0.26	9.2	A	0.20	8.3	A
		LTR	0.38	10.5	B	0.37	10.4	B	0.25	9.5	A	0.20	8.9	A	0.17	8.4	A
	SB	LTR	0.25	8.8	A	0.24	9.0	A	0.23	8.9	A	0.20	8.4	A	0.10	7.8	A
28. Elm Street/ Church Lane	EB	LR	0.20	8.3	A	0.22	8.2	A	0.30	8.9	A	0.54	12.0	B	0.36	9.4	A
		SB	TR	0.21	8.1	A	0.14	7.6	A	0.24	8.5	A	0.27	9.2	A	0.14	7.9
29. Elm Street/ Main Street	WB	R	0.07	7.1	A	0.09	7.6	A	0.10	7.7	A	0.15	8.7	A	0.13	7.9	A
		TR	0.17	7.8	A	0.31	8.8	A	0.34	9.0	A	0.53	11.8	B	0.35	9.2	A
	SB	L	0.10	8.0	A	0.16	8.4	A	0.17	8.6	A	0.35	10.4	B	0.13	8.4	A

Notes:

v/c = volume-to-capacity ratio, LOS = Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = left-turn, R = right-turn, T = through movement, LTR = left/through/right, TR = through/right-turn, LT = left-turn/through, LR = left-turn/right-turn

\* Synchro does not provide overall v/c ratio for signalized intersections.

Figure 5 - Year 2013 Existing Overall AM Level of Service

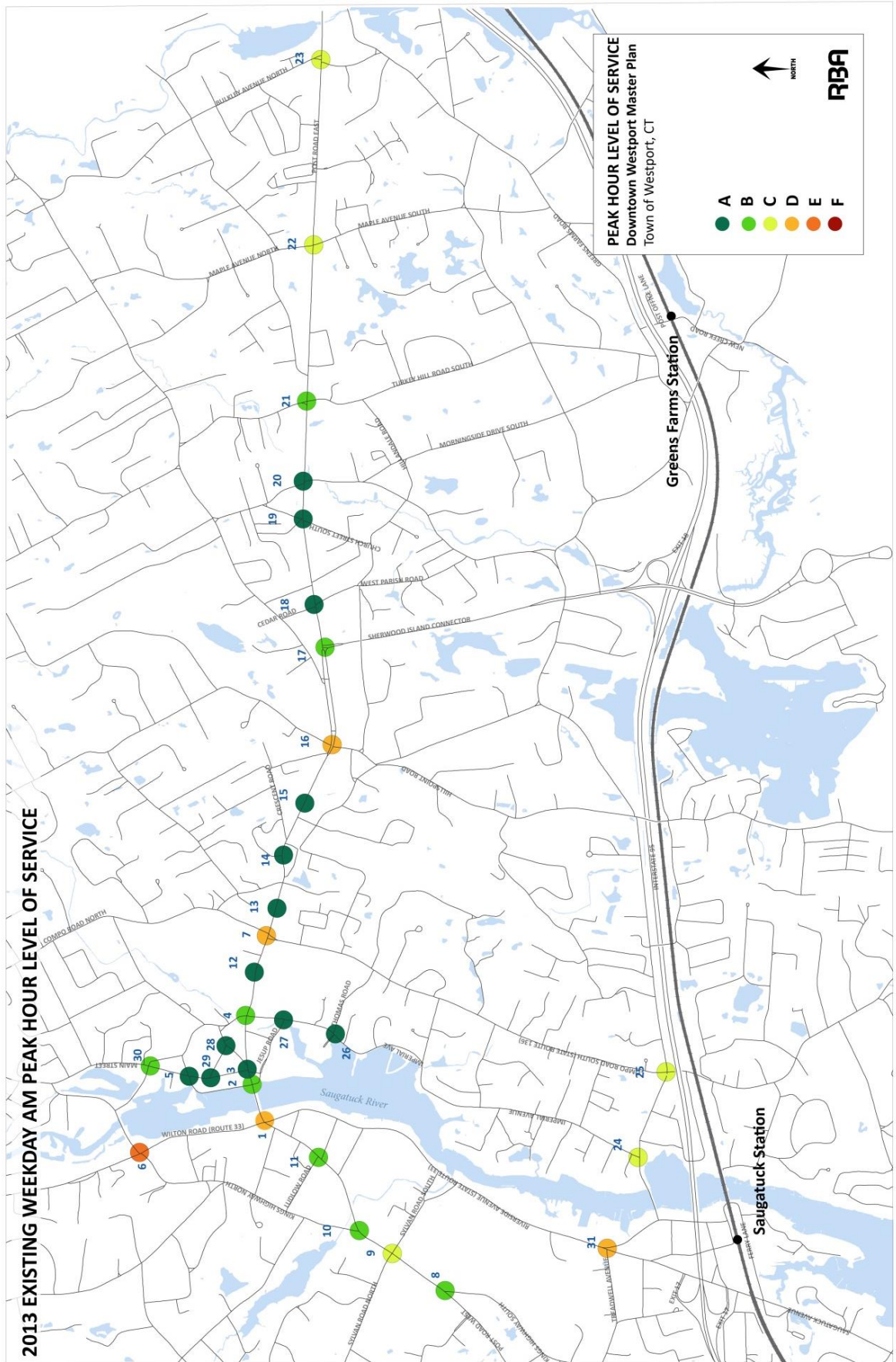
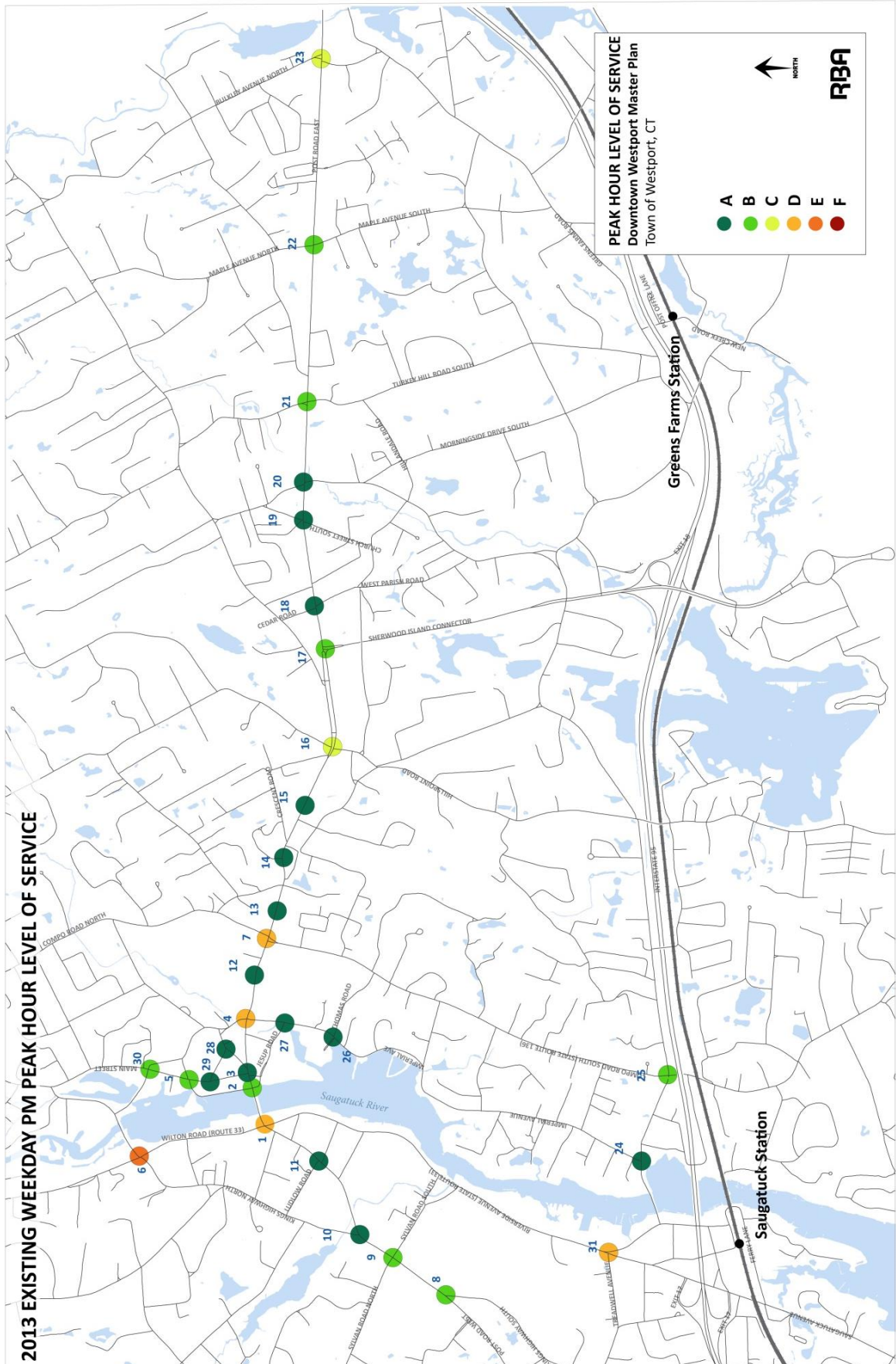








Figure 7 - Year 2013 Existing Overall PM Level of Service



**Figure 8 - Year 2013 Existing Overall Saturday Midday Level of Service**

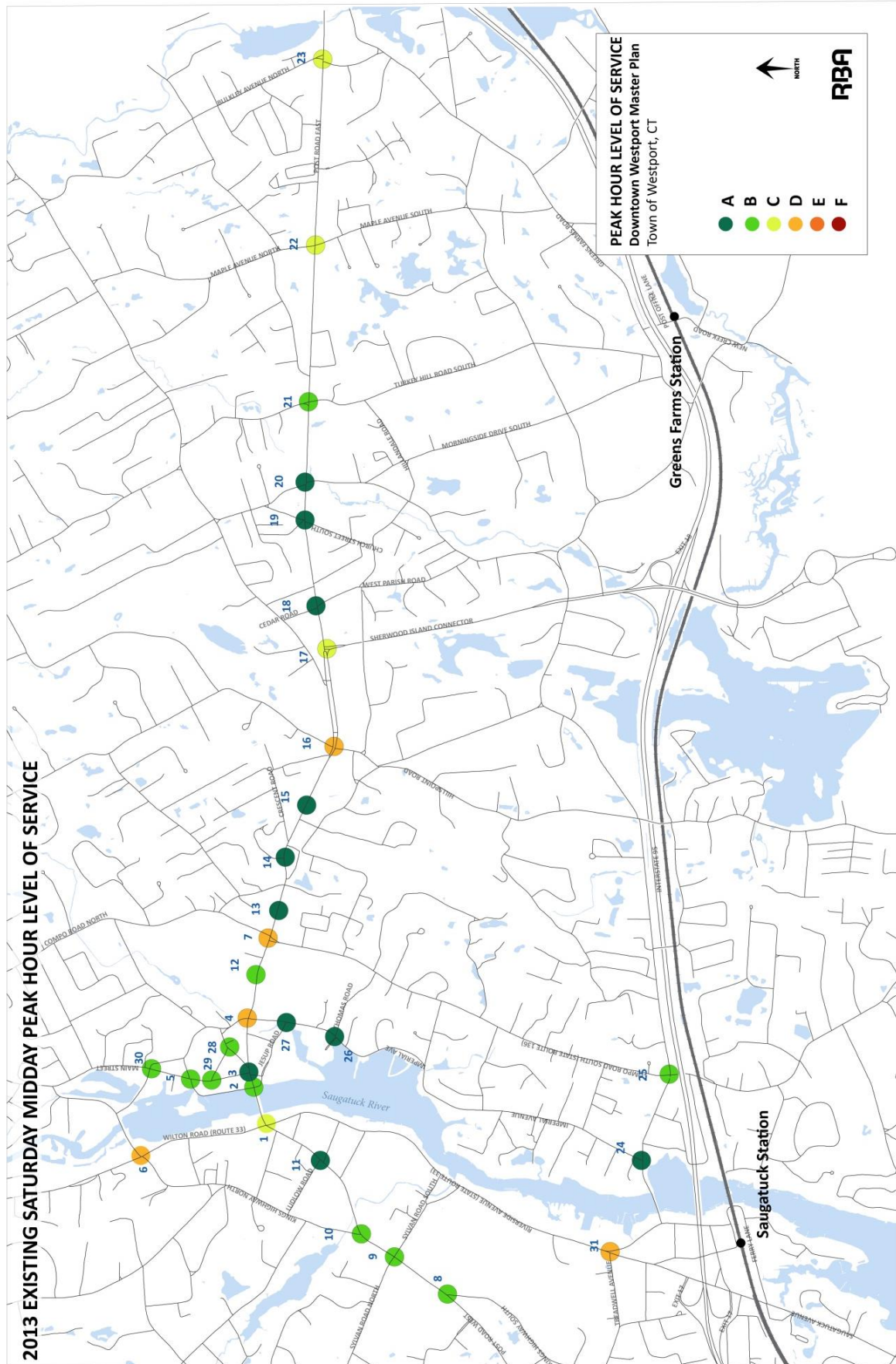
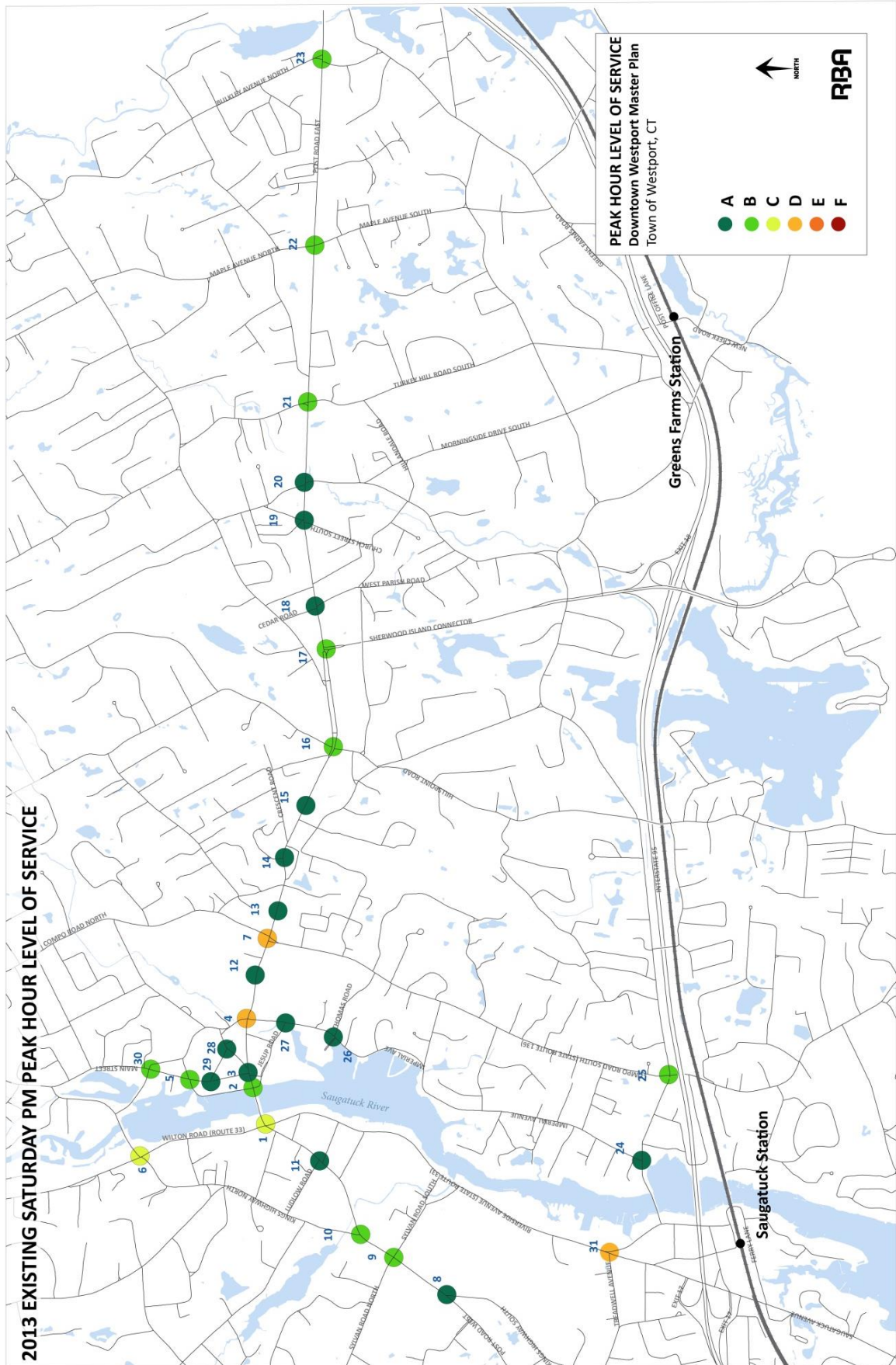




Figure 9 – Year 2013 Existing Overall Saturday PM Level of Service



## C. Parking Analysis

An inventory of the parking within the downtown study area was taken to determine the characteristics of each parking area. Characteristics surveyed included the time limitation on parking at each location, whether ownership of the location was public or private, and whether a cost for parking applied or not.

### **Downtown Parking Regulations & Inventory**

The results of the parking inventory showed that the signs advertising regulations for publicly owned lots are often unclear and even inconsistent within each lot. For example, the Parking Harding Lot has three different regulations posted within the lot: the east side regulations allow one hour parking from 7:00am to 6:00pm, the center aisle regulations allow two hour parking from 9:00am to 6:00pm, and the west side regulations allow permit-only parking from 6:00am to 10:00pm. At most public lots, the regulations can be complicated. For example, at the Elm Street/Baldwin Lot, the regulations are color coded; time limits are delineated by colored pavement markings within the lot. Spaces marked with white striping allow two hour parking, spaces marked with green striping allow three hour parking, and spaces marked with yellow striping allow unlimited parking. Overnight parking is prohibited as the entire lot is subject to a No-Parking regulation from 2:00am to 5:00am. In general, the regulations and the number of parking spaces throughout the study area were independent of each other. It is important to note that the Elm Street/ Baldwin Lot will be losing 22 spaces upon the relocation of the Kemper-Gunn house in late 2014.

On-street parking regulations are more straightforward, with most spaces in the downtown area allowing parking for up to one hour. Privately-owned parking lots generally do not post regulations. Many private lots, however, do have signs indicating that the lots are reserved either for customers or tenants only. Some private lots do allow public parking during certain hours. For example, the Gorham Island Lot allows public parking on the weekends. There are also occurrences of private lots being used illegally by the public; for example the CHTC Lot is sometimes used by the public since it is adjacent to the Elm Street/ Baldwin Lot and there is minimal signage identifying it as a privately-owned lot. There are no parking facilities in downtown Westport, public or private, that charge a fee for parking.

A summary of the parking inventory in downtown is shown in *Figure 10*.

### **Parking Study**

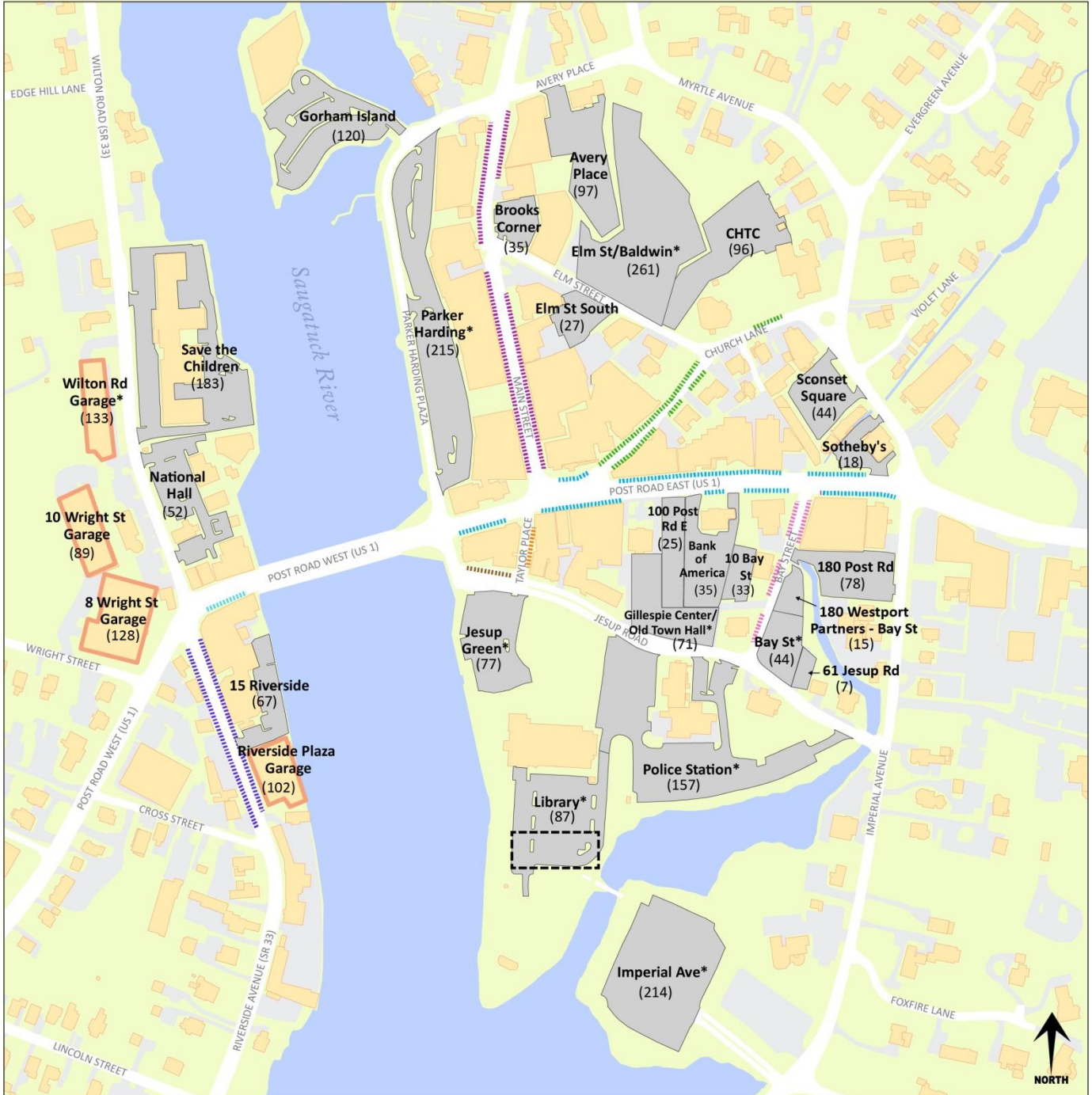
A parking study was conducted to assess parking accumulation and utilization of the existing parking spaces in the vicinity of downtown Westport. As noted, both on-street as well as public and private off-street parking facilities were inventoried to determine the number of spaces available. Parking lots, garages and curbside areas were included in the study in order to present as comprehensive a picture as possible of the spaces where drivers would typically park their vehicles in the downtown area. After the completion of the inventory, a survey was conducted to count the number of vehicles using the available parking spaces (accumulation) and determine the percentage of parking supply in use (utilization). The time and duration of the count were determined by the typical peak hours of parking demand of the various land uses in the downtown area. The Institute of Transportation Engineers (ITE) publication "Parking Generation" (3<sup>rd</sup> Edition) was consulted to aid in the identification of the hours of peak parking demand. For commercial retail and restaurant land uses the peak demand occurs during the Weekday midday, Weekday evening, Saturday early afternoon and Saturday evening periods. For office land uses the peak demand occurs during the

Weekday morning peak periods. Between these peak periods for the various land uses, a window for conducting the count was determined. The parking count was conducted for the hours of 10:00 am to 4:00 pm and 6:00 pm to 8:00 pm on a typical weekday, and from 11:00 am to 3:00 pm and 6:00 pm to 8:00 pm on a typical Saturday.

The results of the parking survey are summarized in *Figures 11* through *18*. These bar charts show the totals by hour for the downtown areas west of the Saugatuck River and east of the river. There are four charts for the typical weekday, and four for the typical Saturday. There is a chart for the downtown area west of the river, a chart for the downtown area east of the river, a chart for the area east of the river excluding the Gorham Island and Imperial Avenue lots (to illustrate parking availability in the immediate downtown area), and a chart for the area east of the river excluding the Gorham Island and Imperial Avenue lots as well as all private lots (to illustrate *public* parking availability in the immediate downtown area). As the figures show, the parking utilization throughout the downtown does not reach 100 percent during a typical day even during the peak hours.



Figure 10 - Downtown Parking Inventory



**LEGEND**

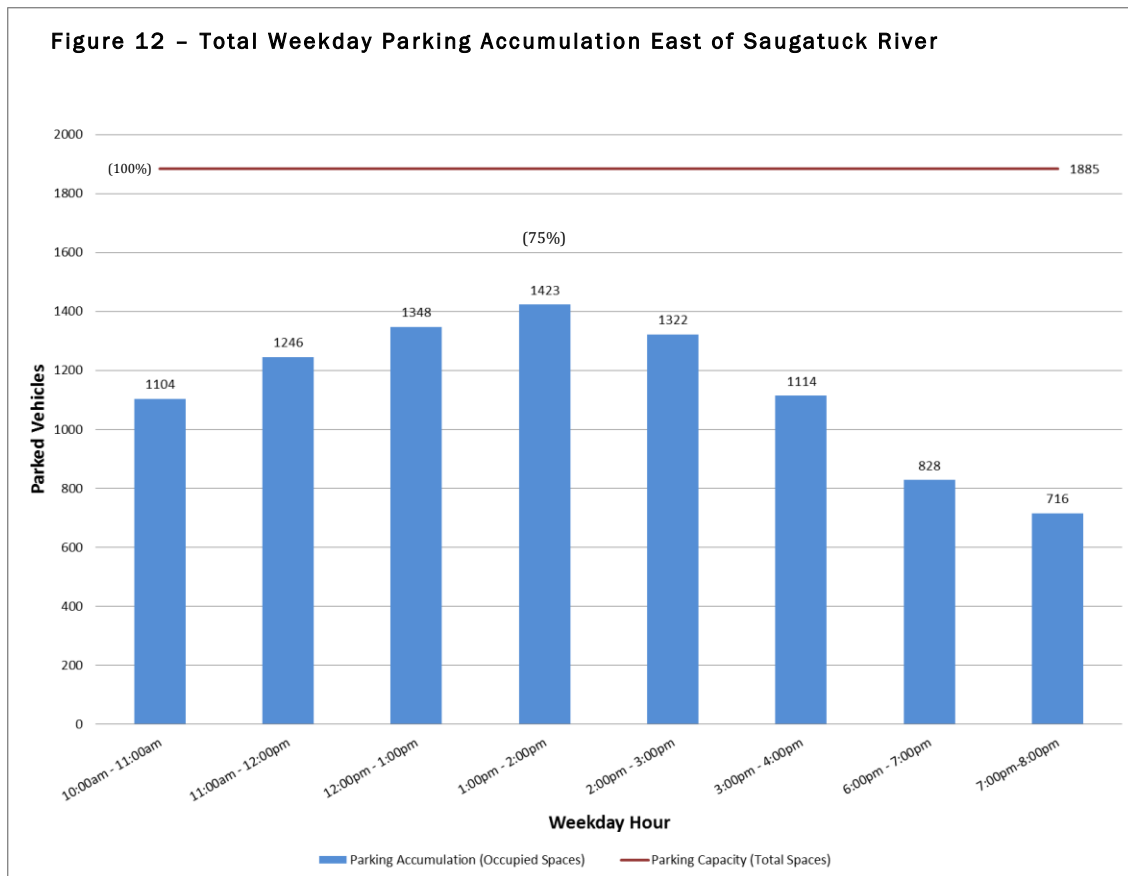
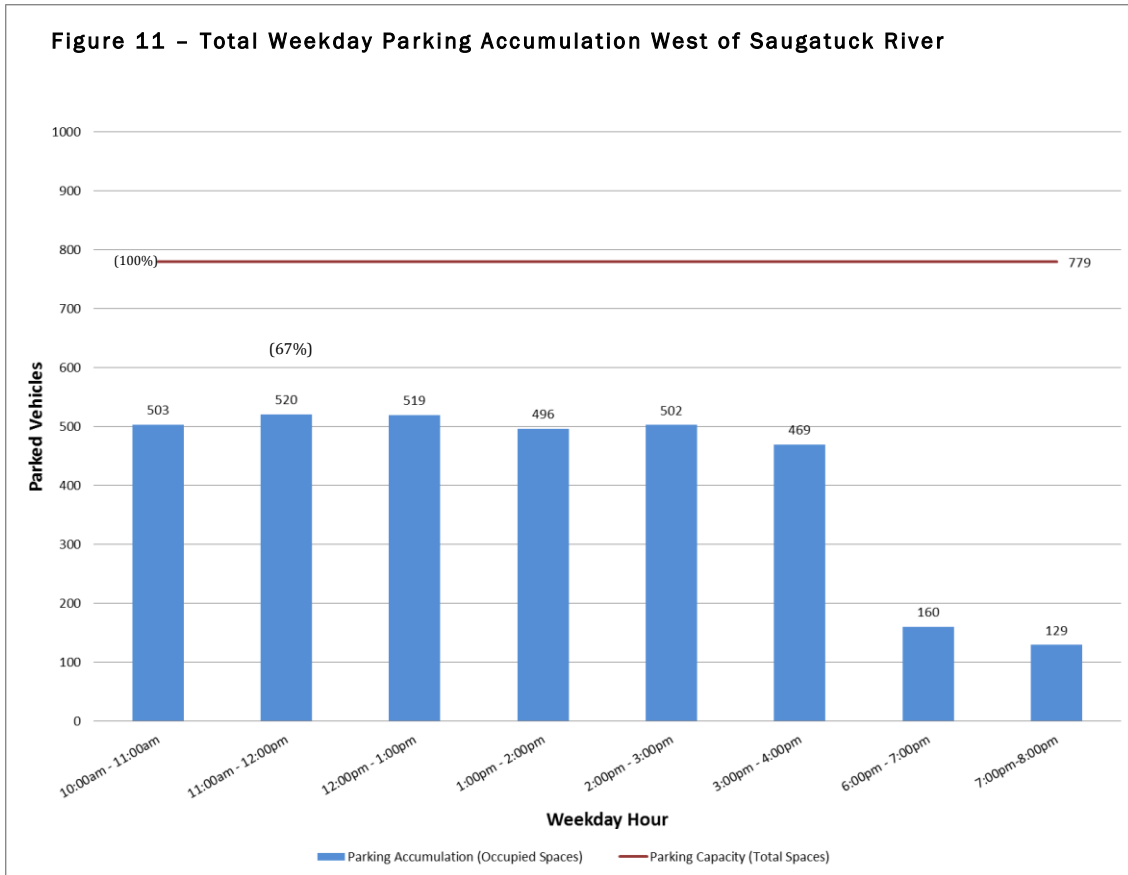
<p><b>Off-Street Parking</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #cccccc; border: 1px solid black;"></span> Surface Parking Lot in Study Area</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ffcc99; border: 1px solid black;"></span> Parking Structure in Study Area</li> <li>* Publicly-owned lot or structure</li> <li>(#) Number of parking spaces</li> </ul>	<p><b>On-Street Parking</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed purple;"></span> Main Street (56)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed green;"></span> Church Lane (14)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed orange;"></span> Jesup Road (8)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed pink;"></span> Bay Street (20)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed blue;"></span> Taylor Place (2)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed cyan;"></span> Post Road East (33)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed lightblue;"></span> Post Road West (3)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed darkblue;"></span> Riverside Avenue (22)</li> </ul> <p style="text-align: center;">↑ No. of spaces</p>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #ffcc99; border: 1px solid black;"></span> Existing Building</li> <li><span style="display: inline-block; width: 20px; height: 10px; border: 2px dashed black;"></span> Under construction at time of survey</li> </ul>
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0      200 Feet

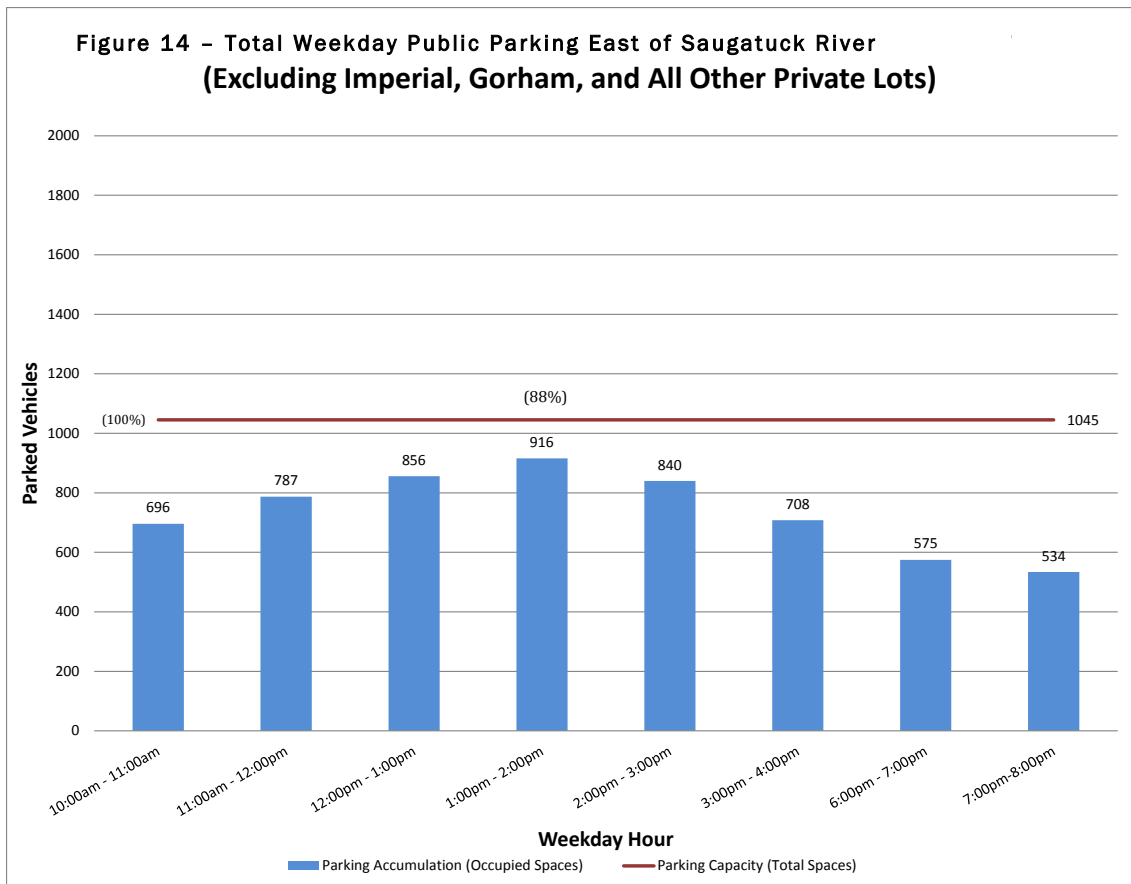
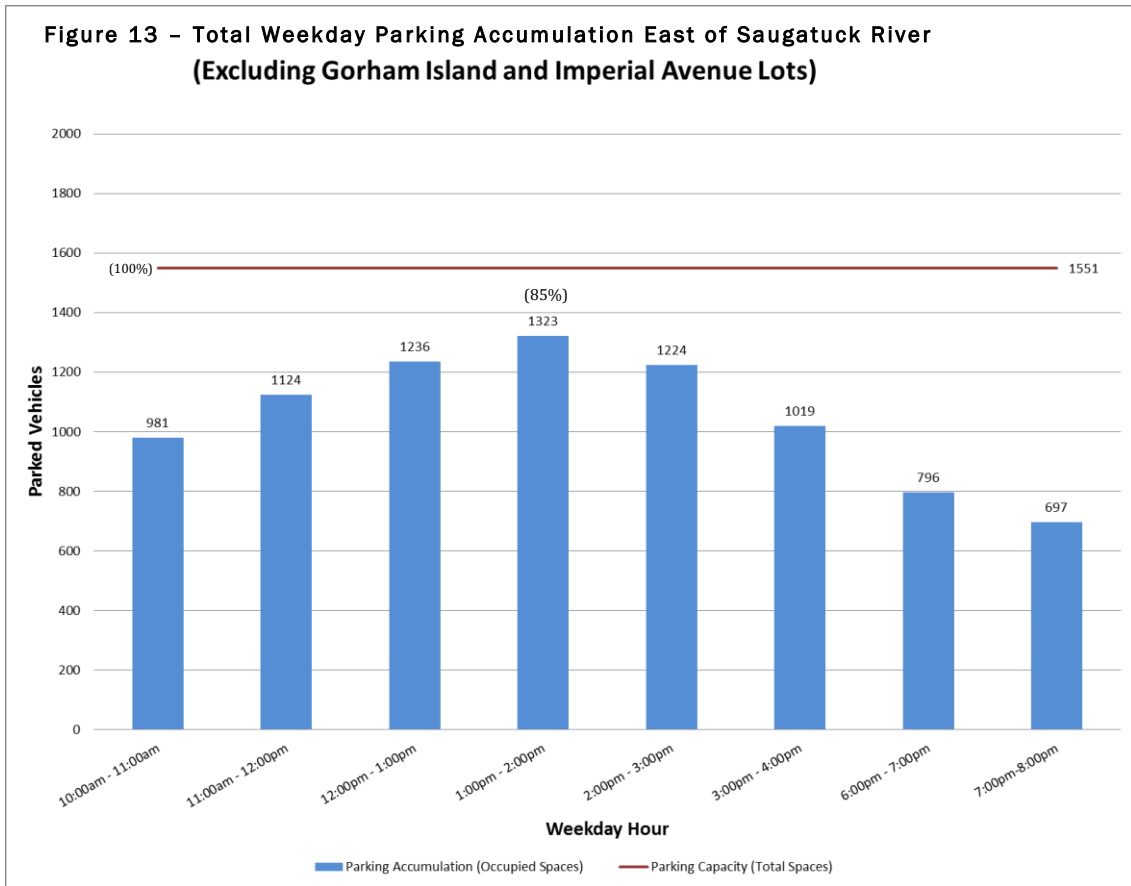
DATA SOURCES: Field Survey (December 2013, May 2014), Westport GIS (shapes)

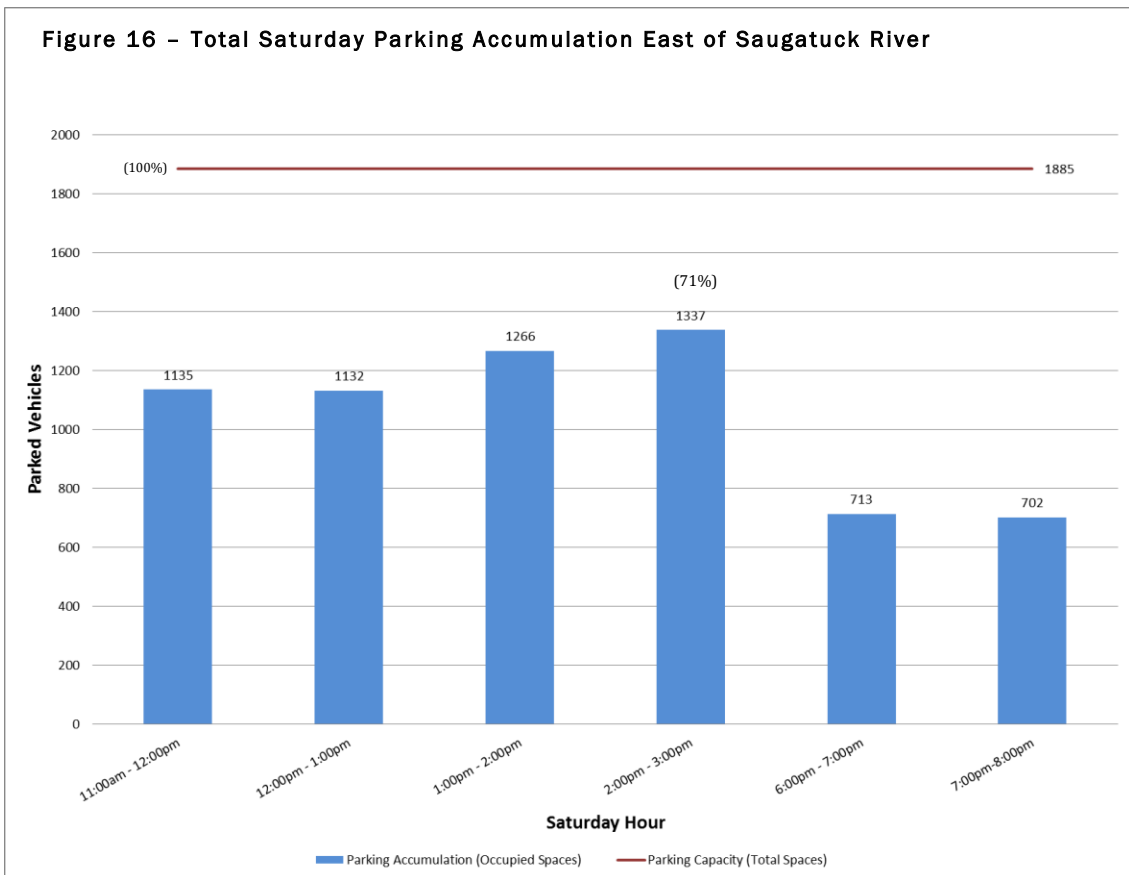
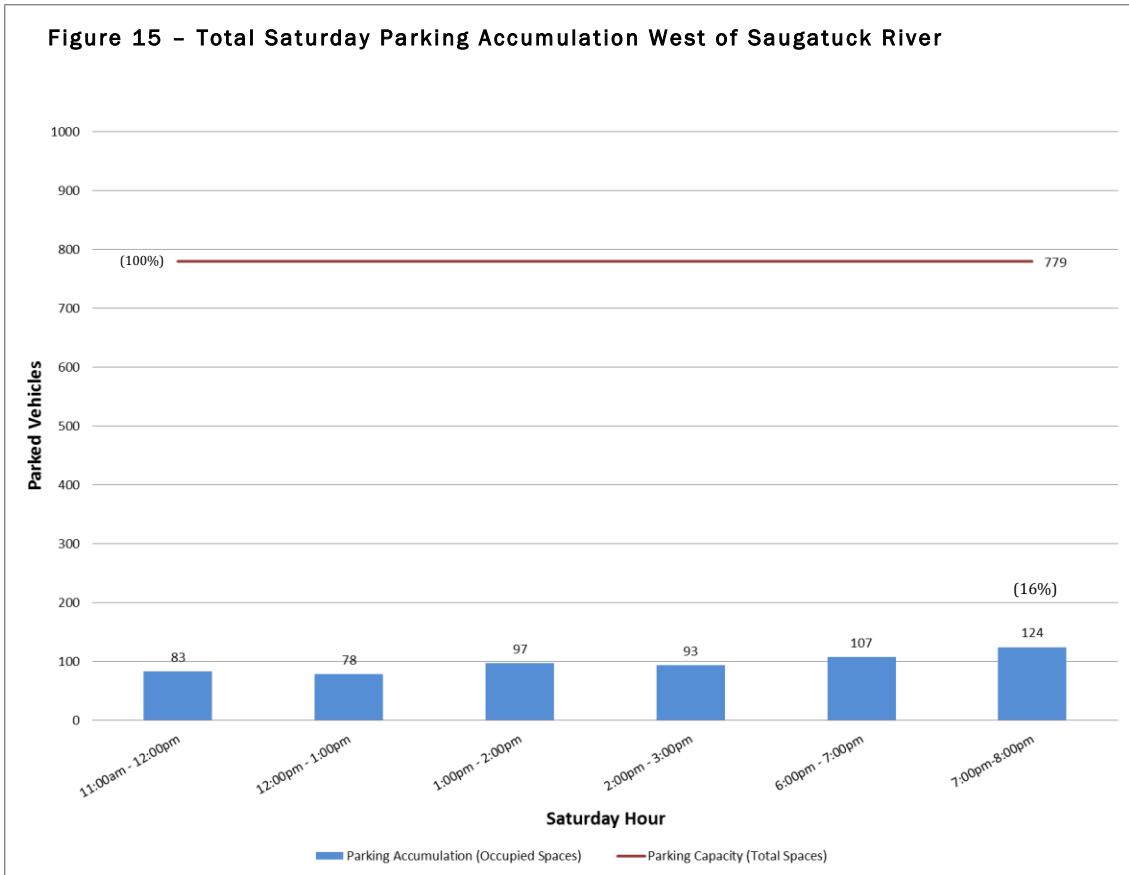
**ON-STREET AND OFF-STREET PARKING IN DOWNTOWN**  
**Downtown Westport Master Plan** Town of Westport, CT

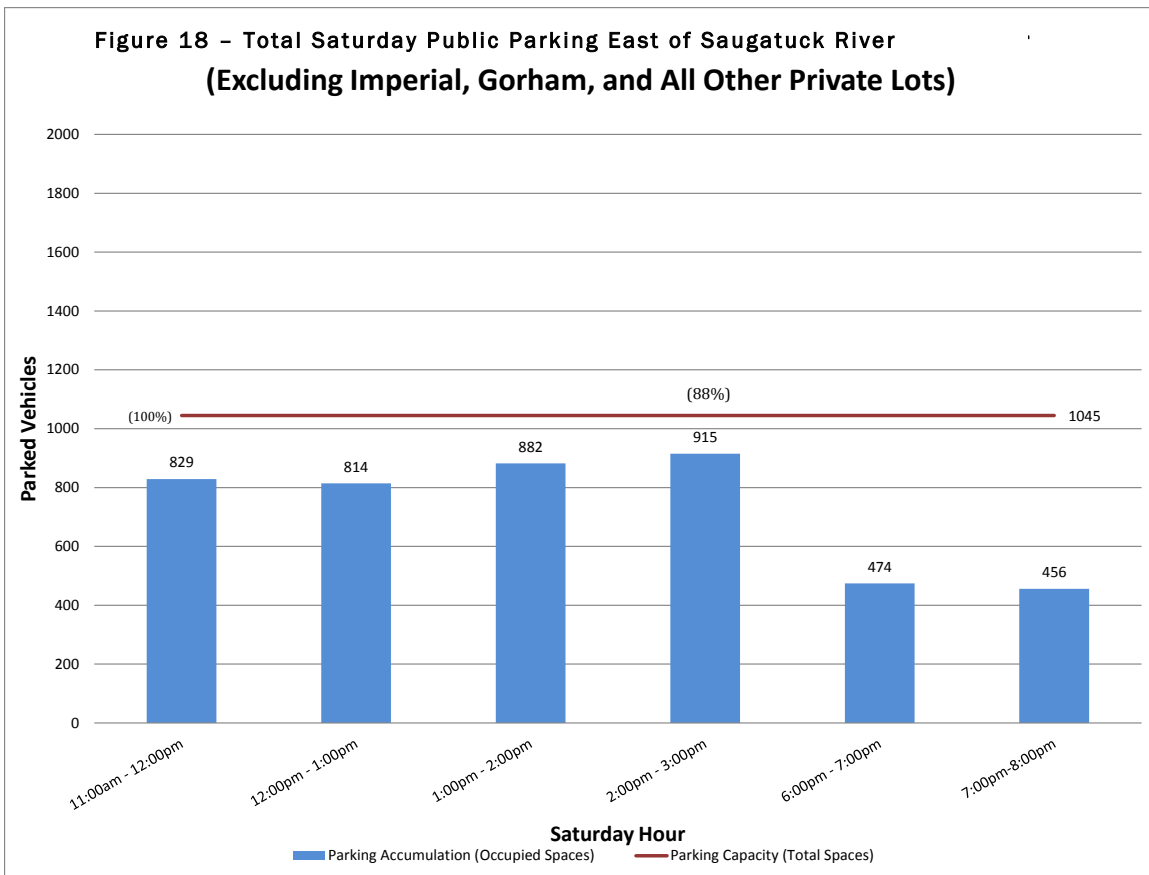
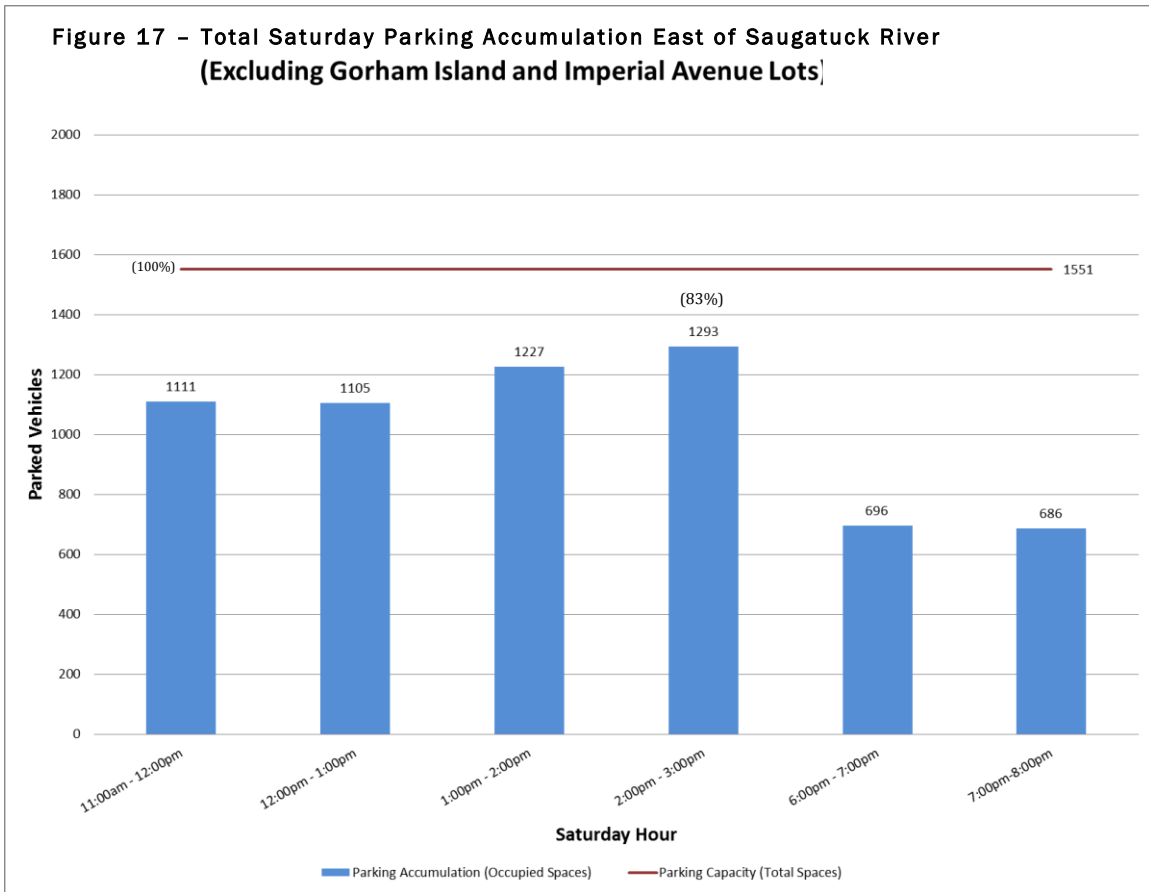












## Downtown Parking Utilization

During the typical weekday, the parking utilization on the west side of the Saugatuck River peaks between 11:00 am and 12:00 pm with approximately 520 spaces occupied out of 779. This represents about 67 percent of available spaces on the west side of the river. The parking utilization on the east side of the Saugatuck River peaks between 1:00 pm and 2:00 pm with approximately 1423 spaces occupied out of 1885. This represents about 75 percent of total available parking spaces. In order to account for the preferences of drivers to minimize the walking distance from their parked vehicle to their destination, the utilization data for the east side was analyzed again, omitting the Gorham Island and Imperial Avenue lots. Given the distance of these lots from downtown destinations, drivers are typically less likely to use them. When the Gorham Island and Imperial Avenue lots are excluded from the analysis, the total number of occupied spaces on the east side of the Saugatuck River between 1:00 pm and 2:00 pm becomes approximately 1323 spaces, or 85 percent of available spaces. When all privately-owned lots as well as the Imperial Avenue and Gorham Island lots are excluded from the analysis, the total number of occupied spaces on the east side of the Saugatuck River between 1:00 pm and 2:00 pm is approximately 916 spaces, or 88 percent of available spaces. Although this is a higher share, this indicates that the current demand within the extended parking study area does not exceed parking supply.

On a typical Saturday, the utilization on the west side of the Saugatuck River is generally less than the weekday utilization. The utilization peaks between 7:00 pm and 8:00 pm with approximately 124 spaces occupied out of 779. This represents about 16 percent of total spaces available on the west side of the river. The parking utilization of the east side of the Saugatuck River peaks between 2:00 pm and 3:00 pm with approximately 1337 spaces occupied out of 1885. This represents about 71 percent of total available parking spaces. When the Gorham Island and Imperial Avenue lots are excluded from the analysis, the total number of occupied spaces of the east side of the Saugatuck River between 2:00 pm and 3:00 pm is approximately 1293 spaces, or 83 percent of available spaces. When all privately-owned lots as well as the Imperial Avenue and Gorham Island lots are excluded from the analysis, the total number of occupied spaces on the east side of the Saugatuck River between 2:00 pm and 3:00 pm is approximately 915 spaces, or 88 percent of available spaces. As determined for the weekday analysis, although parking utilization is higher when the Gorham Island and Imperial Avenues lots are excluded from the analysis, and even when all private lots are excluded, the parking demand does not exceed parking supply.

*Figures 19 through 22 illustrate parking availability in the immediate downtown area, in which the results of the parking survey are shown overlaid on a map of the downtown area. These figures provide a more nuanced breakdown of parking conditions throughout the study area, by showing parking utilization for each lot individually. Each figure shows every parking area color-coded according to its degree of utilization. The worst-case periods are shown: the midday and evening peak hours on a typical weekday, and the midday and evening peak hours on a typical Saturday. On the west side of the river, the parking supply is clearly sufficient to contain the demand. On the east side of the river, although the parking supply exceeds the demand, parking utilization varies greatly depending upon the distance from downtown as well as the ownership of the parking facility.*

Figure 19 - Existing Weekday Midday Peak Hour (1-2PM) Parking Utilization



<b>LEGEND</b>	95 to 100% occupied	<b>Off Street</b>	<b>On Street</b>	0 <span style="margin-left: 20px;">200 Feet</span>
	80 to 94% occupied			
	50 to 79% occupied			
	20 to 49% occupied			
	0 to 19% occupied			

\* = Publicly-owned parking lot or garage

Figure 20 – Existing Weekday Evening Peak Hour (6-7PM) Parking Utilization

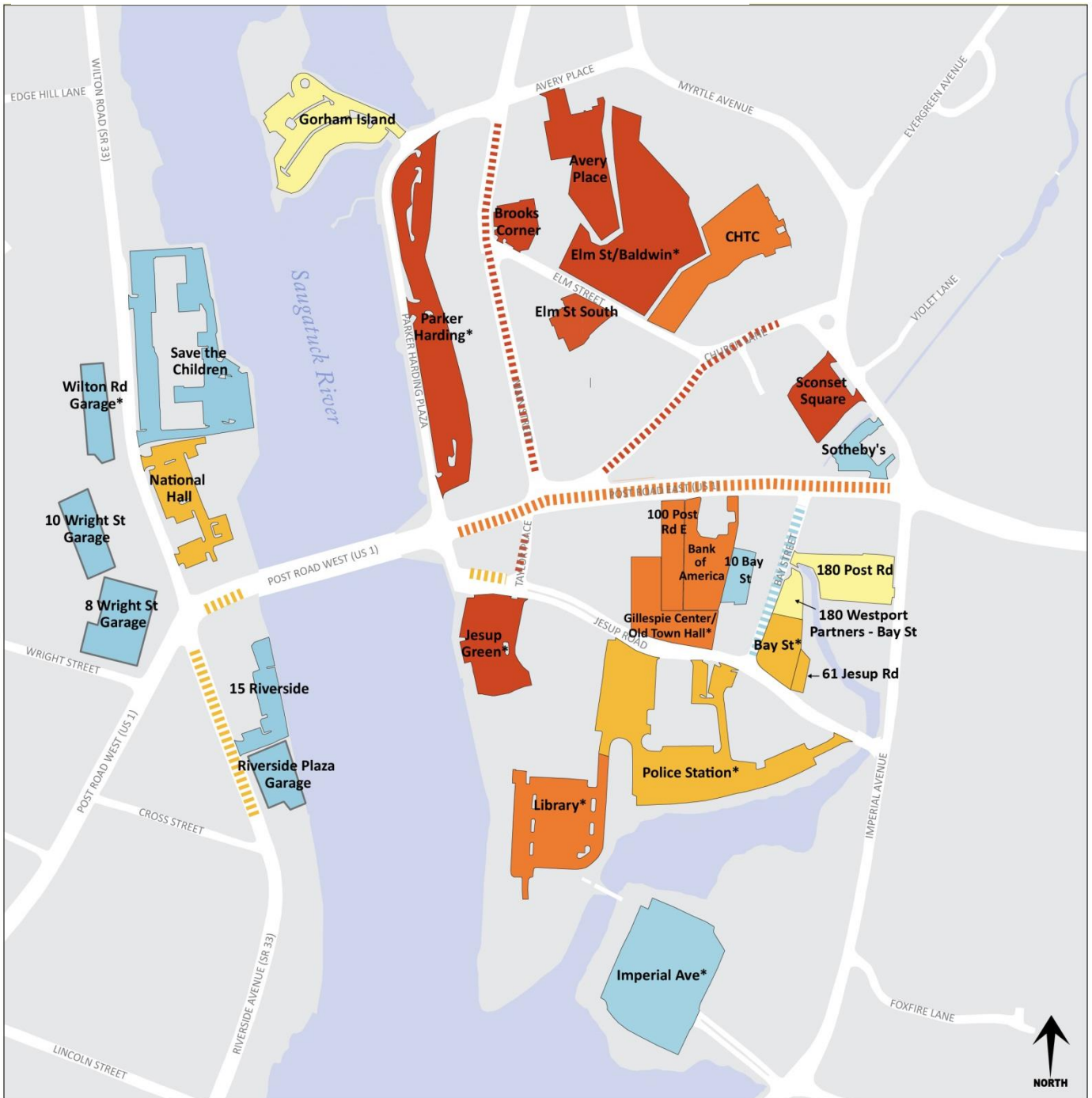


LEGEND	Off Street		On Street		0 200 Feet
	Color	Pattern	Color	Pattern	
95 to 100% occupied	Dark Red	Vertical Lines	Dark Red	Vertical Lines	* = Publicly-owned parking lot or garage
80 to 94% occupied	Orange	Vertical Lines	Orange	Vertical Lines	
50 to 79% occupied	Yellow	Vertical Lines	Yellow	Vertical Lines	
20 to 49% occupied	Light Yellow	Vertical Lines	Light Yellow	Vertical Lines	
0 to 19% occupied	Light Blue	Vertical Lines	Light Blue	Vertical Lines	

DATA SOURCES: Field Survey (December 2013), Westport GIS (shapes)



Figure 21 – Existing Saturday Midday Peak Hour (2-3PM) Parking Utilization



LEGEND	Off Street	On Street	
95 to 100% occupied			0 200 Feet
80 to 94% occupied			
50 to 79% occupied			
20 to 49% occupied			
0 to 19% occupied			

\* = Publicly-owned parking lot or garage

DATA SOURCES: Field Survey (December 2013), Westport GIS (shapes)



Figure 22 - Existing Saturday Evening Peak Hour (7-8PM) Parking Utilization



<b>LEGEND</b>		<i>Off Street</i>	<i>On Street</i>	
	95 to 100% occupied			 * = Publicly-owned parking lot or garage
	80 to 94% occupied			
	50 to 79% occupied			
	20 to 49% occupied			
0 to 19% occupied				

DATA SOURCES: Field Survey (December 2013), Westport GIS (shapes)

**PARKING UTILIZATION DURING SATURDAY EVENING PEAK HOUR (7-8pm)**  
 Downtown Westport Master Plan Town of Westport, CT



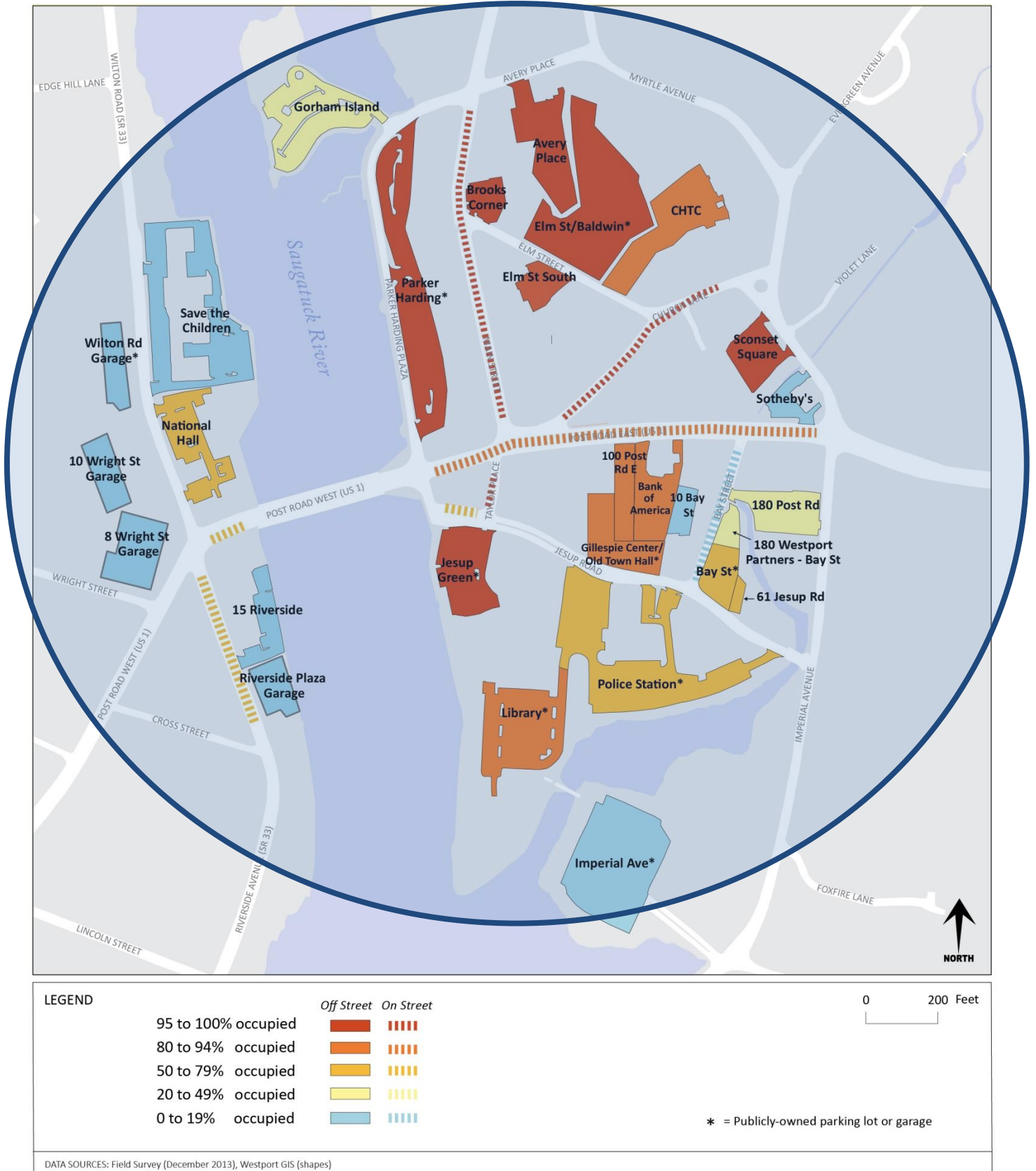
### **Parking Availability Adjacent to Downtown**

As noted above, and shown in *Figures 19* through *22*, the utilization of a parking facility varies depending upon the distance from downtown as well as the ownership. It is worth noting that although the utilization is clearly clustered in the downtown, there is still sufficient parking supply within a quarter-mile radius of the downtown area. A quarter-mile radius is generally accepted by planners, engineers and architects as corresponding to an approximately five-minute walk. It is used to define a reasonable walking distance based on a willingness among the general public to walk 5-10 minutes to or from a parking space or transit stop to a destination. A five-minute walk is also used as a standard to describe the average distance that a pedestrian is willing to walk before opting to drive.

*Figure 23* is identical to *Figure 21*—which showed the highest hour of parking utilization identified in the survey—with a quarter-mile radius overlaid on it, centered on the downtown area. Since *Figure 21* showed the period of highest demand, *Figure 23* shows how even during this worst case scenario, there is still available parking supply within a quarter-mile radius of the downtown. In other words, the figure illustrates that there is available parking supply within walking distance of downtown even during the most saturated periods.

The parking survey data and analysis can be found in *Appendix D*.

Figure 23 - Highest Peak Parking Utilization in Downtown with Quarter-Mile Radius Overlay



## D. Safety Analysis

Accident summary data were obtained from Connecticut Department of Transportation (CTDOT) for the Westport downtown area for the period from January 1, 2010 through December 31, 2012, the most recent three-year period for which data are available. The following eleven downtown intersections were analyzed as part of the safety evaluation:

- Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)
- Post Road (US 1)/ Parker Harding Plaza
- Post Road (US 1)/ Main Street
- Post Road (US 1)/ Church Lane
- Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue
- Post Road (US 1)/ Playhouse Square Driveway
- Post Road (US 1)/ Compo Road (SR 136)
- Elm Street/ Church Lane
- Elm Street/ Main Street
- Main Street/ Avery Place
- Main Street/ Myrtle Avenue/ Kings Highway North

The data are summarized in *Tables 4 through 7*.

### *Frequency & Severity*

*Table 4* summarizes the total number of crashes (accident frequency) at each location during the 3-year period, as well as the number of fatal, injury, and property damage only (PDO) crashes (accident severity). PDO crashes are those in which there are no injuries or fatalities, but in which there is property damage valued at \$1,000 or greater.

Of the 233 total crashes in the downtown area over the three-year period, there was 1 fatal crash (0.4 percent), 55 crashes with injuries (23.6 percent), and 177 PDO crashes (76.0 percent).

### *Pedestrians & Bicycles*

A detailed review of the data was also conducted to determine the number of pedestrian and bicyclist crashes per year. *Table 5* summarizes the pedestrian and bicyclist crashes at each location by year. There were a total of six crashes involving pedestrians or bicycles throughout the study area over the three-year period.



**Table 4 – Crashes by Frequency and Severity**

Intersection Location	Fatal	Injury	PDO <sup>1</sup>	Total Crashes
Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)	0	14	54	68
Post Road (US 1)/ Parker Harding Plaza	0	8	24	32
Post Road (US 1)/ Main Street	0	5	14	19
Post Road (US 1)/ Church Lane	1	5	7	13
Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue	0	4	27	31
Post Road (US 1)/ Playhouse Square Driveway	0	8	6	14
Post Road (US 1)/ Compo Road (SR 136)	0	8	29	37
Elm Street/ Church Lane	0	1	2	3
Elm Street/ Main Street	0	0	4	4
Main Street/ Avery Place	0	1	8	9
Main Street/ Myrtle Avenue/ Kings Highway North	0	1	2	3
<b>Total</b>	<b>1</b>	<b>55</b>	<b>177</b>	<b>233</b>
<b>Percent of Total</b>	<b>0.4%</b>	<b>23.6%</b>	<b>76.0%</b>	<b>100.0%</b>

Notes:

1. PDO = Property Damage Only
2. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

**Table 5 – Pedestrian & Bicyclist Crashes**

Intersection Location	2010 Pedestrian / Bicyclist Crashes	2011 Pedestrian / Bicyclist Crashes	2012 Pedestrian / Bicyclist Crashes	Total Pedestrian / Bicyclist Crashes
Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)	0	0	0	0
Post Road (US 1)/ Parker Harding Plaza	0	1	0	1
Post Road (US 1)/ Main Street	0	1	0	1
Post Road (US 1)/ Church Lane	1	0	0	1
Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue	0	0	0	0
Post Road (US 1)/ Playhouse Square Driveway	1	0	1	2
Post Road (US 1)/ Compo Road (SR 136)	0	0	0	0
Elm Street/ Church Lane	0	0	0	0
Elm Street/ Main Street	0	0	0	0
Main Street/ Avery Place	1	0	0	1
Main Street/ Myrtle Avenue/ Kings Highway North	0	0	0	0
<b>Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>6</b>

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

*Collision Types*

Crashes were classified into ten different categories by type, which describes the manner in which the collision took place. Of the 233 total crashes reported in the downtown area over the three-year period, 118 were rear end (50.7 percent), 44 were overtaking (18.9 percent), 22 were left turn (9.4 percent), with the remaining 49 crashes (21.0 percent) split between right turn, right angle, fixed object, backing, head-on, side swipe, and other. The collision types are summarized in *Table 6*.

*Contributing Factors*

The crash data provided by CT DOT lists the primary contributing factor for each accident. These factors can be useful in developing measures to improve future safety conditions. Of the 233 total crashes, the most common contributing factors were following too closely with 111 of the total (47.6 percent), followed by failure to grant right of way with 33 of the total (14.2 percent), improper lane changing with 24 of the total (10.3 percent), and driver losing control with 16 of the total (6.9 percent). The remaining 49 crashes (21.0 percent) are split among other contributing factors. The contributing factors are summarized in *Table 7*.

In addition to the detailed accident data provided in the tables, the frequency of accidents at each intersection is shown graphically in *Figure 24*.

The detailed accident summary data are provided in *Appendix E*.

**Table 6 – Collision Types**

Intersection	Overtaking	Rear End	Right Angle	Left Turn	Fixed Object	Head-On	Side Swipe	Right Turn	Backing	Other	Total
Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)	9	45	0	6	2	0	0	5	0	1	68
Post Road (US 1)/ Parker Harding Plaza	5	18	3	3	0	0	0	1	1	1	32
Post Road (US 1)/ Main Street	9	5	0	0	0	1	0	1	0	3	19
Post Road (US 1)/ Church Lane	5	6	0	0	0	0	0	0	0	2	13
Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue	7	14	3	5	0	0	0	1	1	0	31
Post Road (US 1)/ Playhouse Square Driveway	3	4	0	4	0	0	0	1	0	2	14
Post Road (US 1)/ Compo Road (SR 136)	3	23	1	1	0	1	1	4	2	1	37
Elm Street/ Church Lane	0	0	0	3	0	0	0	0	0	0	3
Elm Street/ Main Street	1	0	0	0	1	0	0	0	0	2	4
Main Street/ Avery Place	1	2	1	0	0	0	0	2	0	3	9
Main Street/ Myrtle Avenue/ Kings Highway North	1	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>44</b>	<b>118</b>	<b>8</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>233</b>
<b>Percent of Total</b>	<b>18.9%</b>	<b>50.6%</b>	<b>3.4%</b>	<b>9.4%</b>	<b>1.7%</b>	<b>0.9%</b>	<b>0.4%</b>	<b>6.4%</b>	<b>1.7%</b>	<b>6.4%</b>	<b>100.0%</b>

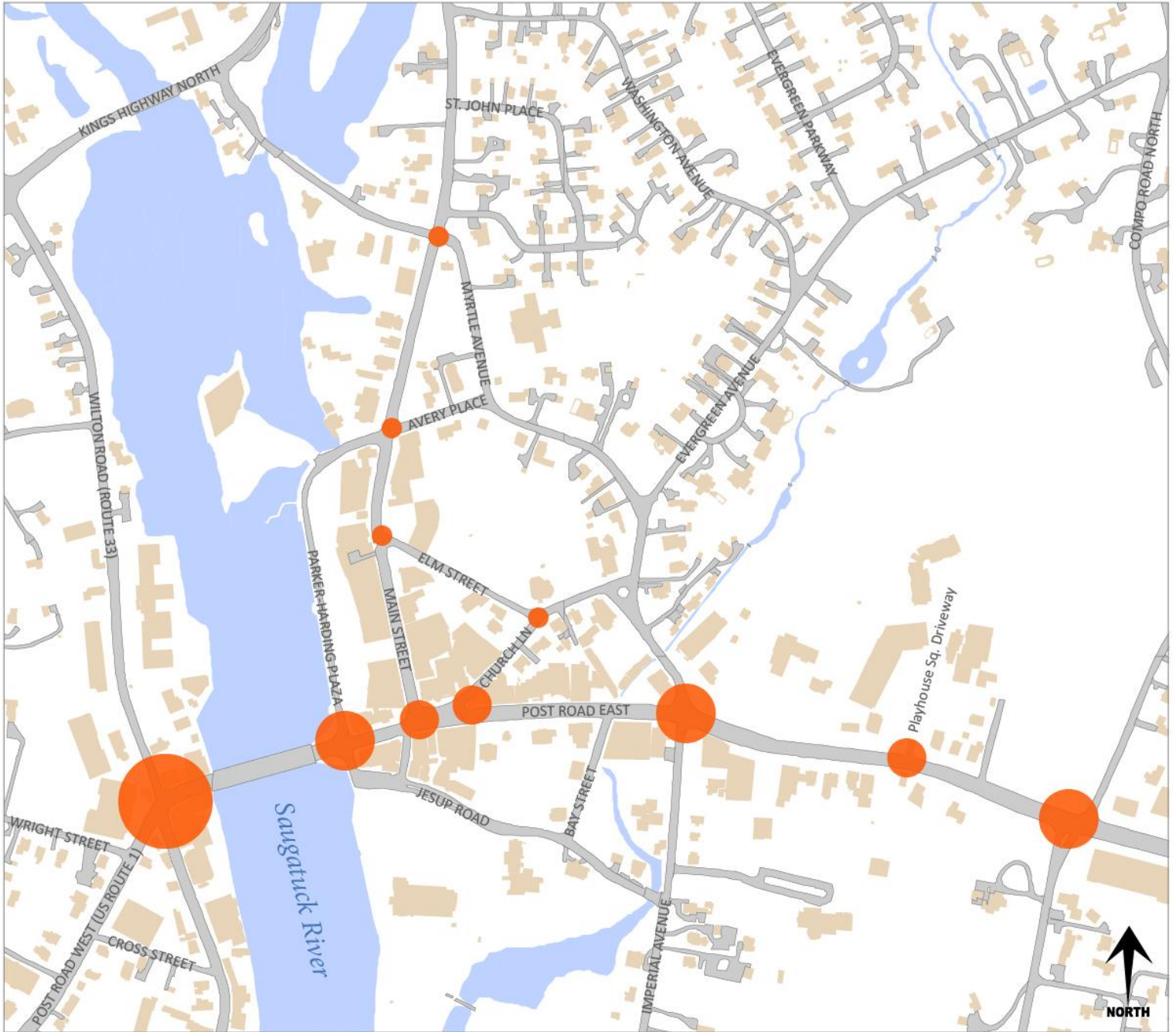
1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

**Table 7 – Crash Contributing Factors**

Intersection	Speed Too Fast	Violated Traffic Control	Failed To Grant Right Of Way	Improper Passing	Improper Lane Change	Following Too Closely	Driver Lost Control	Improper Turn	Unsafe Backing	Defective Equipment	Other	Total
Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)	1	2	6	2	4	44	5	4	0	0	0	68
Post Road (US 1)/ Parker Harding Plaza	1	3	6	0	5	15	0	1	1	0	0	32
Post Road (US 1)/ Main Street	0	1	3	1	5	4	4	0	0	1	0	19
Post Road (US 1)/ Church Lane	0	0	3	0	2	5	1	0	0	1	1	13
Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue	0	1	5	1	4	13	1	2	1	0	3	31
Post Road (US 1)/ Playhouse Square Driveway	0	0	6	1	1	4	0	0	0	0	2	14
Post Road (US 1)/ Compo Road (SR 136)	0	3	3	1	2	23	1	1	1	0	2	37
Elm Street/ Church Lane	0	0	0	0	0	0	0	2	0	0	1	3
Elm Street/ Main Street	0	0	0	1	0	0	2	1	0	0	0	4
Main Street/ Avery Place	0	1	1	0	1	2	2	2	0	0	0	9
Main Street/ Myrtle Avenue/ Kings Highway North	1	0	0	1	0	1	0	0	0	0	0	3
<b>Total</b>	<b>3</b>	<b>11</b>	<b>33</b>	<b>8</b>	<b>24</b>	<b>111</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>233</b>
<b>Percent of Total</b>	<b>1.3%</b>	<b>4.7%</b>	<b>14.2%</b>	<b>3.4%</b>	<b>10.3%</b>	<b>47.6%</b>	<b>6.9%</b>	<b>5.6%</b>	<b>1.3%</b>	<b>0.9%</b>	<b>3.9%</b>	<b>100.0%</b>

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Figure 24 – Accident Frequency Map



**FREQUENCY OF TRAFFIC ACCIDENTS AT INTERSECTIONS**  
 Downtown Westport Master Plan Town of Westport, CT





## IV. FUTURE CONDITIONS: 2016

To assess potential impacts of the proposed roadway improvements across the greater study area, it was necessary to determine future No-Build conditions. The No-Build conditions include planned developments and other roadway improvements, and serve as the baseline to which future conditions with proposed roadway improvements will be compared. To evaluate how any proposed design alternatives for the study area would work in the long term, conditions were assessed for a future No-Build analysis year. 2016 was chosen as the No-Build analysis year.

### A. No-Build Traffic Forecasts

#### Background Growth

To project background traffic growth, a growth rate of .75 percent per year was used as directed by CTDOT. This growth rate yielded a growth factor of 1.023 for the 2016 analysis year.

#### Projected No-Build Development

Any projected developments that have been approved by Westport Planning and Zoning and are anticipated to impact the study area were included in the analysis of future No-Build Conditions. It was determined that six sites could contribute additional traffic volumes to the study area, all of which are anticipated to be completed by 2016. These sites include the following:

- 24 Ludlow Road – Beit Chaverim Synagogue
- National Hall
- 325 (321-329) Riverside Avenue Medical Offices
- Bedford Square
- Relocation of Westport YMCA (Mahackeno)
- Sasco Creek Village (1655 Post Road East)

The traffic impact studies associated with each of these sites were used to determine the projected traffic volumes to be included in the 2016 No-Build Conditions analysis.

#### Planned Transportation Improvements

CTDOT is in the process of planning several roadway capital projects to implement traffic signal improvements along Post Road (US 1). According to CTDOT staff, there are no significant geometric improvement projects by 2016 that would affect the study intersections. Safety improvements are planned at three intersections along Post Road under CTDOT Project No. 158-193, but these have not yet reached the preliminary design phase, so no definitive plans are available, and would not be expected to be constructed until 2017 or later. There are also several signal upgrade projects planned for intersections along Post Road under several CTDOT contracts. Some of these projects are still being developed so no definitive plans are available. For the remaining projects for which plans were available, there were no changes that would affect the analysis.

The background-grown traffic volumes and the additional trips due to the projected No-Build sites were combined to create the Weekday AM, Midday, and PM, and Saturday Midday and PM peak-hour traffic volumes. The resulting 2016 No-Build traffic volume flow maps can be found in *Appendix H*.

## B. Future No-Build Traffic (Level of Service) Analysis

The future “No-Build” condition represents traffic operations as they are projected to be in the future without any improvements—or “Build” scenarios—recommended by the master plan. Future No-Build conditions traffic analyses were performed for the Weekday AM, Midday, and PM, and the Saturday Midday and PM peak hours. Results of the capacity analyses during these peak hours for the 31 study intersections are shown below in *Table 8*. As shown in the table, the future 2016 No-Build level of service (LOS) is projected to generally degrade from the Existing Conditions. *Figures 25 through 29* graphically display the overall LOS at each intersection across a map of the study area.

As shown in *Table 8*, the overall LOS at the study intersections under the No-Build Condition is projected to generally degrade slightly when compared to the Existing Conditions. All intersections are projected to operate at LOS D or better, with the exception of the intersections of Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33), and Wilton Road (SR 33)/ Kings Highway North (SR 57). The intersection of Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33) is projected to degrade from LOS D or C overall during the Weekday PM and Saturday Midday peak hours, respectively, to LOS E overall during both peak hours. The intersection of Wilton Road (SR 33)/ Kings Highway North (SR 57) is projected to degrade from a LOS E overall during the Weekday AM and Midday, and LOS D overall during the Saturday Midday peak hours, to LOS F overall during all three peak hours. In addition to the degradation in overall LOS at these study intersections, the individual lane groups mentioned as operating poorly under Existing Conditions are projected to degrade in accordance with the projected background growth.

Traffic volume flow maps can be found in *Appendix H*. Detailed 2016 No-Build Conditions *Synchro* analysis results are provided in *Appendix G*.

Table 8a – Year 2016 Future No-Build Traffic Conditions

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday MD Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour			Saturday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
<b>SIGNALIZED INTERSECTIONS</b>																	
1. Post Road (US 1)/ Riverside Avenue/ Wilton Road (SR 33)	EB	L	0.71	41.5	D	0.35	7.3	A	0.61	16.5	B	0.83	61.3	E	0.28	9.5	A
		TR	0.58	18.5	B	0.59	10.1	B	0.88	32.1	C	0.87	24.7	C	0.50	15.0	B
	WB	L	<b>0.98</b>	50.8	D	0.57	18.0	B	0.91	52.6	D	0.83	41.5	D	0.56	12.5	B
		TR	<b>1.06</b>	65.0	E	0.69	26.1	C	0.64	24.0	C	0.94	40.8	D	0.70	18.1	B
	NB	LTR	0.92	54.7	D	0.85	44.6	D	<b>1.02</b>	74.8	E	0.77	36.1	D	0.86	46.0	D
	SB	LTR	<b>0.97</b>	61.3	E	0.88	54.8	D	<b>1.21</b>	154.7	F	<b>1.35</b>	205.7	F	0.78	41.9	D
<b>Overall</b>			*	<b>52.5</b>	D	*	<b>28.2</b>	C	*	<b>57.1</b>	E	*	<b>65.0</b>	E	*	<b>25.5</b>	C
2. Post Road (US 1)/ Parker Harding Plaza	EB	L	0.28	9.6	A	0.20	4.6	A	0.16	1.4	A	0.29	5.8	A	0.18	4.2	A
		TR	0.43	11.4	B	0.49	6.1	A	0.67	5.0	A	0.71	10.5	B	0.43	5.1	A
	WB	LTR	0.57	7.1	A	0.33	8.4	A	0.31	9.8	A	0.58	7.5	A	0.36	7.4	A
		LTR	0.65	46.6	D	0.69	49.2	D	0.56	44.5	D	0.66	46.9	D	0.70	46.0	D
	SB	LT	0.30	32.7	C	0.51	39.9	D	0.42	40.0	D	0.64	44.9	D	0.41	34.7	C
		R	0.43	8.2	A	0.45	8.6	A	0.56	10.2	B	0.49	8.1	A	0.47	7.5	A
<b>Overall</b>			*	<b>12.1</b>	B	*	<b>12.7</b>	B	*	<b>10.4</b>	B	*	<b>13.3</b>	B	*	<b>12.0</b>	B
3. Post Road (US 1)/ Main Street	EB	L	0.17	1.2	A	0.16	2.2	A	0.11	1.0	A	0.28	3.5	A	0.17	2.5	A
		T	0.26	1.3	A	0.37	3.4	A	0.55	2.4	A	0.50	4.7	A	0.30	3.2	A
	WB	T	0.40	3.7	A	0.25	5.9	A	0.22	2.3	A	0.30	4.0	A	0.26	3.8	A
		R	0.07	1.5	A	0.13	3.4	A	0.15	0.3	A	0.30	1.7	A	0.16	1.7	A
	NB	LTR	0.12	25.9	C	0.41	34.4	C	0.35	31.9	C	0.45	31.1	C	0.49	36.4	D
	<b>Overall</b>			*	<b>3.2</b>	A	*	<b>6.0</b>	A	*	<b>3.4</b>	A	*	<b>5.0</b>	A	*	<b>5.5</b>
4. Post Road (US 1)/ Imperial Avenue/ Myrtle Avenue	EB	LTR	0.23	9.3	A	0.38	12.3	B	0.52	12.9	B	0.46	11.5	B	0.29	8.1	A
		LT	0.67	8.4	A	0.50	7.9	A	0.52	10.3	B	0.52	13.5	B	0.35	6.3	A
	WB	R	0.33	6.2	A	0.33	6.7	A	0.32	8.0	A	0.30	13.1	B	0.24	6.5	A
		LTR	0.63	43.0	D	0.73	41.9	D	0.80	43.8	D	0.71	42.1	D	0.65	42.8	D
	SB	L	0.93	73.3	E	0.83	47.3	D	<b>1.22</b>	151.2	F	<b>1.28</b>	178.7	F	<b>1.24</b>	165.3	F
		TR	0.36	23.2	C	0.15	20.1	C	0.20	13.8	B	0.25	11.2	B	0.19	13.9	B
<b>Overall</b>			*	<b>17.9</b>	B	*	<b>18.1</b>	B	*	<b>34.8</b>	C	*	<b>38.7</b>	D	*	<b>37.3</b>	D
5. Main Street/ Avery Place	EB	LT	0.15	23.4	C	0.39	27.3	C	0.58	32.4	C	0.46	28.9	C	0.47	29.3	C
		R	0.03	13.2	B	0.05	12.6	B	0.07	13.9	B	0.17	12.2	B	0.06	12.9	B
	WB	LTR	0.15	23.0	C	0.16	23.2	C	0.10	22.2	C	0.17	23.4	C	0.12	22.7	C
		LTR	0.20	9.3	A	0.33	10.9	B	0.30	11.1	B	0.50	13.7	B	0.37	11.6	B
	SB	LT	0.05	4.1	A	0.10	4.4	A	0.10	4.5	A	0.17	4.8	A	0.07	4.2	A
		R	0.17	1.2	A	0.14	1.2	A	0.12	1.2	A	0.15	1.2	A	0.09	1.3	A
<b>Overall</b>			*	<b>8.8</b>	A	*	<b>11.9</b>	B	*	<b>14.2</b>	B	*	<b>12.7</b>	B	*	<b>13.7</b>	B
6. Wilton Road (SR 33)/ Kings Highway North (SR 57)	EB	LTR	<b>1.28</b>	192.8	F	0.74	40.1	D	<b>1.09</b>	109.7	F	<b>1.00</b>	78.3	E	0.83	45.2	D
		L	0.59	21.4	C	0.23	16.5	B	0.13	23.1	C	0.18	15.0	B	0.33	16.2	B
	WB	TR	<b>1.01</b>	57.0	E	0.56	18.1	B	0.56	28.5	C	0.66	20.9	C	0.50	15.0	B
		LTR	0.84	42.8	D	0.64	25.1	C	<b>0.97</b>	60.0	E	0.69	29.8	C	0.75	31.7	C
	SB	LTR	<b>1.34</b>	192.1	F	0.73	24.9	C	<b>1.36</b>	202.1	F	<b>1.33</b>	183.1	F	0.61	21.3	C
		Overall			*	<b>97.5</b>	F	*	<b>25.3</b>	C	*	<b>99.7</b>	F	*	<b>90.8</b>	F	*
7. Post Road (US 1)/ Compo Road (SR 136)	EB	L	0.46	56.2	E	0.50	42.1	D	0.50	42.7	D	0.51	44.5	D	0.49	50.6	D
		TR	0.37	18.7	B	0.75	32.5	C	0.85	33.6	C	0.85	32.3	C	0.59	25.6	C
	WB	L	0.51	53.9	D	0.50	52.4	D	0.50	54.3	D	0.49	51.4	D	0.49	50.7	D
		TR	0.82	25.8	C	0.69	31.4	C	0.58	19.7	B	0.74	31.5	C	0.48	20.5	C
	NB	L	<b>1.00</b>	129.9	F	0.76	72.1	E	0.62	66.2	E	0.82	78.6	E	<b>0.98</b>	128.3	F
		TR	0.64	37.6	D	0.85	57.4	E	<b>1.00</b>	88.8	F	0.86	57.8	E	0.87	63.2	E
SB	L	<b>1.25</b>	203.6	F	<b>1.25</b>	193.2	F	<b>1.17</b>	178.1	F	<b>1.27</b>	200.1	F	<b>1.37</b>	247.3	F	
	TR	<b>1.11</b>	117.5	F	0.79	51.4	D	0.68	42.4	D	0.91	68.5	E	0.61	38.2	D	
<b>Overall</b>			*	<b>51.4</b>	D	*	<b>48.5</b>	D	*	<b>44.6</b>	D	*	<b>50.7</b>	D	*	<b>48.9</b>	D
8. Post Road (US 1)/ Kings Highway South	EB	LTR	0.01	0.0	A	0.11	18.2	B	0.35	36.0	D	0.05	19.3	B	0.03	31.5	C
		LTR	0.79	42.0	D	0.74	46.5	D	0.82	52.3	D	0.78	48.6	D	0.68	37.4	D
	WB	LTR	0.28	6.1	A	0.38	5.6	A	0.45	5.3	A	0.48	7.0	A	0.32	3.8	A
		LTR	0.63	11.2	B	0.39	9.2	A	0.42	6.6	A	0.45	9.8	A	0.29	7.0	A
	SB	LTR	0.63	11.2	B	0.39	9.2	A	0.42	6.6	A	0.45	9.8	A	0.29	7.0	A
		Overall			*	<b>13.6</b>	B	*	<b>11.2</b>	B	*	<b>11.5</b>	B	*	<b>12.3</b>	B	*
9. Post Road (US 1)/ Sylvan Road	EB	LTR	<b>1.18</b>	140.4	F	0.63	38.1	D	0.64	38.6	D	0.55	34.7	C	0.62	38.8	D
		LTR	<b>1.02</b>	89.9	F	0.84	58.8	E	0.89	63.2	E	0.81	52.9	D	0.78	51.9	D
	NB	L	0.18	13.0	B	0.11	11.1	B	0.11	6.0	A	0.12	11.6	B	0.09	9.2	A
		TR	0.26	9.0	A	0.35	11.1	B	0.46	8.5	A	0.43	13.6	B	0.30	8.3	A
	SB	L	0.09	5.2	A	0.13	6.9	A	0.16	11.2	B	0.24	7.9	A	0.14	2.9	A
		TR	0.54	7.1	A	0.28	6.8	A	0.28	10.2	B	0.34	5.4	A	0.24	2.7	A
<b>Overall</b>			*	<b>36.3</b>	D	*	<b>16.9</b>	B	*	<b>17.6</b>	B	*	<b>15.7</b>	B	*	<b>13.9</b>	B
10. Post Road (US 1)/ Kings Highway North	EB	LT	0.45	49.0	D	0.22	39.0	D	0.15	37.2	D	0.22	39.8	D	0.08	35.8	D
		R	0.87	35.1	D	0.43	6.2	A	0.37	3.7	A	0.49	10.1	B	0.34	4.3	A
	WB	LTR	0.11	35.6	D	0.36	43.3	D	0.38	43.1	D	0.12	36.8	D	0.02	34.0	C
		L	0.29	32.6	C	0.65	44.2	D	0.67	31.3	C	0.68	43.1	D	0.69	45.7	D
	SB	TR	0.21	2.3	A	0.22	1.8	A	0.29	1.3	A	0.26	0.9	A	0.16	1.5	A
		LTR	0.52	7.8	A	0.31	12.7	B	0.31	7.4	A	0.34	16.3	B	0.22	8.2	A
<b>Overall</b>			*	<b>16.2</b>	B	*	<b>13.1</b>	B	*	<b>9.8</b>	A	*	<b>14.2</b>	B	*	<b>12.5</b>	B
11. Post Road (US 1)/ Ludlow Road/ Lincoln Street	EB	LTR	0.60	47.3	D	0.40	42.7	D	0.46	43.7	D	0.36	41.3	D	0.18	38.0	D
		LTR	0.15	34.3	C	0.18	36.5	D	0.14	35.2	D	0.10	35.2	D	0.11	36.4	D
	WB	LTR	0.29	5.3	A	0.23	1.9	A	0.35	3.7	A	0.31	1.5	A	0.18	1.2	A
		LTR	0.31	9.6	A	0.19	4.9	A	0.18	0.8	A	0.22	5.9	A	0.18	4.3	A
	SB	LTR	0.31	9.6	A	0.19	4.9	A	0.18	0.8	A	0.22	5.9	A	0.18	4.3	A
		Overall			*	<b>11.8</b>	B	*	<b>6.5</b>	A	*	<b>5.7</b>	A	*	<b>5.5</b>	A	*

**Table 8b – Year 2016 Future No-Build Traffic Conditions**

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday MD Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour			Saturday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
12. Post Road (US 1)/ Playhouse Square Driveway	EB	LT	0.29	2.3	A	0.53	5.6	A	0.49	3.7	A	0.58	7.7	A	0.33	4.0	A
	WB	TR	0.50	2.9	A	0.42	11.4	B	0.32	7.0	A	0.39	10.0	A	0.28	5.2	A
	SB	LR	0.23	22.1	C	0.71	40.9	D	0.50	31.2	C	0.64	38.2	D	0.40	25.2	C
	<b>Overall</b>		<b>*</b>	<b>3.2</b>	<b>A</b>	<b>*</b>	<b>11.6</b>	<b>B</b>	<b>*</b>	<b>6.6</b>	<b>A</b>	<b>*</b>	<b>11.1</b>	<b>B</b>	<b>*</b>	<b>5.7</b>	<b>A</b>
13. Post Road (US 1)/ Compo Shopping Center Driveway/ Compo Acres Driveway	EB	L	0.17	4.3	A	0.24	2.2	A	0.26	2.7	A	0.30	4.4	A	0.18	1.6	A
		TR	0.25	4.7	A	0.41	3.3	A	0.47	2.9	A	0.46	3.4	A	0.33	2.0	A
	WB	L	0.05	2.3	A	0.19	2.3	A	0.17	3.6	A	0.20	2.9	A	0.15	2.1	A
		TR	0.54	5.4	A	0.39	3.1	A	0.36	7.0	A	0.44	4.3	A	0.34	3.3	A
	NB	LTR	0.17	22.2	C	0.45	31.1	C	0.48	39.4	D	0.48	32.6	C	0.49	35.9	D
	SB	LTR	0.21	30.8	C	0.53	25.6	C	0.40	29.1	C	0.57	30.6	C	0.49	28.8	C
<b>Overall</b>		<b>*</b>	<b>6.0</b>	<b>A</b>	<b>*</b>	<b>6.2</b>	<b>A</b>	<b>*</b>	<b>7.3</b>	<b>A</b>	<b>*</b>	<b>7.1</b>	<b>A</b>	<b>*</b>	<b>6.3</b>	<b>A</b>	
14. Post Road (US 1)/ Westport Fire Headquarters Driveway	EB	LT	0.18	0.1	A	0.34	1.2	A	0.39	1.8	A	0.39	1.6	A	0.26	0.6	A
	WB	TR	0.47	1.1	A	0.32	0.4	A	0.28	0.7	A	0.37	0.7	A	0.28	0.4	A
	SB	LR	0.05	0.5	A	0.14	30.6	C	0.10	34.5	C	0.13	29.2	C	0.01	0.0	A
	<b>Overall</b>		<b>*</b>	<b>0.8</b>	<b>A</b>	<b>*</b>	<b>1.1</b>	<b>A</b>	<b>*</b>	<b>1.5</b>	<b>A</b>	<b>*</b>	<b>1.3</b>	<b>A</b>	<b>*</b>	<b>0.4</b>	<b>A</b>
15. Post Road (US 1)/ Fresh Market Driveway/ The Village Center Driveway	EB	LTR	0.25	2.4	A	0.45	3.8	A	0.54	5.1	A	0.52	4.2	A	0.40	3.0	A
	WB	LTR	0.71	3.1	A	0.46	5.2	A	0.44	5.3	A	0.58	5.7	A	0.39	5.1	A
	NB	LTR	0.58	54.2	D	0.59	43.9	D	0.36	31.5	C	0.67	56.0	E	0.52	39.5	D
		L	0.11	38.1	D	0.47	49.7	D	0.34	34.8	C	0.45	47.2	D	0.48	49.2	D
	SB	TR	0.22	19.6	B	0.30	15.0	B	0.20	1.1	A	0.38	13.5	B	0.33	2.1	A
	<b>Overall</b>		<b>*</b>	<b>5.1</b>	<b>A</b>	<b>*</b>	<b>7.5</b>	<b>A</b>	<b>*</b>	<b>6.5</b>	<b>A</b>	<b>*</b>	<b>8.2</b>	<b>A</b>	<b>*</b>	<b>6.6</b>	<b>A</b>
16. Post Road (US 1)/ Roseville Road	EB	LTR	0.85	32.1	C	0.89	22.6	C	0.94	29.6	C	1.07	61.6	E	0.75	15.0	B
		L	0.71	50.2	D	0.78	72.2	E	0.49	34.1	C	0.81	73.9	E	0.65	53.6	D
		TR	1.00	44.5	D	0.56	12.5	B	0.43	7.1	A	0.57	11.4	B	0.47	8.4	A
	NB	LTR	0.48	28.8	C	0.45	35.6	D	0.59	39.2	D	0.67	47.0	D	0.34	34.5	C
		R	0.19	22.9	C	0.17	30.5	C	0.45	33.9	C	0.39	37.0	D	0.18	31.0	C
	SB	LTR	0.96	65.5	E	0.93	71.2	E	1.13	129.0	F	1.30	196.2	F	0.80	52.9	D
<b>Overall</b>		<b>*</b>	<b>43.5</b>	<b>D</b>	<b>*</b>	<b>26.0</b>	<b>C</b>	<b>*</b>	<b>32.9</b>	<b>C</b>	<b>*</b>	<b>52.0</b>	<b>D</b>	<b>*</b>	<b>17.9</b>	<b>B</b>	
17. Post Road (US 1)/ Sherwood Island Connector/ Bertucci's Driveway	EB	L	0.12	51.5	D	0.31	50.9	D	0.18	34.6	C	0.27	44.9	D	0.25	53.3	D
		T	0.35	18.3	B	0.60	13.6	B	0.62	11.7	B	0.72	19.4	B	0.53	12.8	B
		R	0.19	0.2	A	0.20	0.2	A	0.17	0.1	A	0.22	0.0	A	0.19	0.2	A
	WB	L	0.80	53.2	D	0.78	62.2	E	0.75	59.1	E	0.82	68.6	E	0.75	65.3	E
		TR	0.58	7.0	A	0.41	8.6	A	0.31	5.6	A	0.48	7.7	A	0.36	6.8	A
	NB	L	0.91	64.8	E	0.89	61.5	E	0.95	74.7	E	0.93	70.3	E	0.83	53.2	D
		TR	0.40	6.5	A	0.50	7.7	A	0.55	8.9	A	0.50	7.1	A	0.46	7.8	A
	SB	LTR	0.09	15.6	B	0.27	17.8	B	0.30	20.3	C	0.37	20.2	C	0.20	17.7	B
	<b>Overall</b>		<b>*</b>	<b>19.2</b>	<b>B</b>	<b>*</b>	<b>19.6</b>	<b>B</b>	<b>*</b>	<b>19.3</b>	<b>B</b>	<b>*</b>	<b>21.6</b>	<b>C</b>	<b>*</b>	<b>18.3</b>	<b>B</b>
	18. Post Road (US 1)/ Cedar Road/ West Parish Road	EB	LTR	0.29	4.3	A	0.45	3.8	A	0.49	5.0	A	0.60	8.3	A	0.36	2.2
WB		LTR	0.63	4.4	A	0.34	4.4	A	0.33	1.9	A	0.45	6.3	A	0.36	4.5	A
NB		LTR	0.28	28.6	C	0.32	26.8	C	0.31	23.6	C	0.31	20.5	C	0.28	23.5	C
SB		LTR	0.61	30.4	C	0.36	20.1	C	0.40	20.8	C	0.61	29.3	C	0.49	23.2	C
<b>Overall</b>		<b>*</b>	<b>6.8</b>	<b>A</b>	<b>*</b>	<b>5.3</b>	<b>A</b>	<b>*</b>	<b>5.3</b>	<b>A</b>	<b>*</b>	<b>9.1</b>	<b>A</b>	<b>*</b>	<b>5.2</b>	<b>A</b>	
19. Post Road (US 1)/ Church Street	EB	TR	0.19	2.8	A	0.37	2.0	A	0.39	3.4	A	0.45	3.6	A	0.30	1.5	A
	WB	LT	0.57	1.9	A	0.32	3.0	A	0.27	1.1	A	0.38	2.6	A	0.34	2.7	A
	NB	LTR	0.24	23.8	C	0.65	46.4	D	0.38	25.8	C	0.64	45.1	D	0.53	38.3	D
	SB	LTR	0.40	23.0	C	0.30	14.5	B	0.27	20.3	C	0.30	18.5	B	0.16	20.2	C
<b>Overall</b>		<b>*</b>	<b>3.5</b>	<b>A</b>	<b>*</b>	<b>5.9</b>	<b>A</b>	<b>*</b>	<b>4.3</b>	<b>A</b>	<b>*</b>	<b>6.1</b>	<b>A</b>	<b>*</b>	<b>4.8</b>	<b>A</b>	
20. Post Road (US 1)/ Morningside Drive	EB	LTR	0.32	2.5	A	0.44	1.7	A	0.49	1.5	A	0.55	3.4	A	0.38	1.9	A
	WB	LTR	0.66	3.8	A	0.32	1.7	A	0.30	2.1	A	0.39	1.9	A	0.35	3.0	A
	NB	L	0.56	47.4	D	0.27	37.9	D	0.30	30.6	C	0.29	37.8	D	0.21	36.5	D
		R	0.43	40.4	D	0.15	34.6	C	0.19	28.2	C	0.10	33.6	C	0.10	34.0	C
	SB	LTR	0.44	33.8	C	0.47	29.9	C	0.40	25.2	C	0.48	28.8	C	0.39	31.4	C
<b>Overall</b>		<b>*</b>	<b>8.0</b>	<b>A</b>	<b>*</b>	<b>4.4</b>	<b>A</b>	<b>*</b>	<b>4.4</b>	<b>A</b>	<b>*</b>	<b>4.8</b>	<b>A</b>	<b>*</b>	<b>4.5</b>	<b>A</b>	
21. Post Road (US 1)/ Turkey Hill Road	EB	LTR	0.25	5.7	A	0.43	5.2	A	0.57	7.2	A	0.55	8.6	A	0.40	5.6	A
	WB	LTR	0.73	15.7	B	0.44	11.1	B	0.39	16.6	B	0.56	17.9	B	0.41	9.3	A
	NB	LTR	0.28	25.1	C	0.57	28.3	C	0.49	25.6	C	0.63	33.0	C	0.60	37.9	D
	SB	LTR	0.77	45.9	D	0.75	50.6	D	0.61	34.9	C	0.82	54.6	D	0.68	45.9	D
<b>Overall</b>		<b>*</b>	<b>17.1</b>	<b>B</b>	<b>*</b>	<b>12.8</b>	<b>B</b>	<b>*</b>	<b>13.3</b>	<b>B</b>	<b>*</b>	<b>17.7</b>	<b>B</b>	<b>*</b>	<b>12.4</b>	<b>B</b>	
22. Post Road (US 1)/ Maple Avenue	EB	L	0.38	37.9	D	0.34	35.0	C	0.52	39.3	D	0.40	34.4	C	0.43	38.8	D
		TR	0.22	12.9	B	0.45	17.7	B	0.58	15.4	B	0.49	19.6	B	0.37	13.1	B
	WB	L	0.27	44.4	D	0.31	45.1	D	0.32	37.6	D	0.29	44.8	D	0.11	42.0	D
		TR	0.78	20.2	C	0.40	10.0	A	0.38	12.2	B	0.57	14.2	B	0.37	10.3	B
	NB	LTR	0.44	28.1	C	0.65	40.1	D	0.55	28.2	C	0.50	32.3	C	0.46	31.0	C
	SB	LTR	0.90	61.4	E	0.79	52.4	D	0.82	49.1	D	0.89	66.0	E	0.75	46.2	D
<b>Overall</b>		<b>*</b>	<b>25.1</b>	<b>C</b>	<b>*</b>	<b>20.0</b>	<b>B</b>	<b>*</b>	<b>19.9</b>	<b>B</b>	<b>*</b>	<b>22.9</b>	<b>C</b>	<b>*</b>	<b>16.9</b>	<b>B</b>	
23. Post Road (US 1)/ Bulkley Avenue	EB	LTR	0.31	10.9	B	0.58	17.0	B	0.74	19.5	B	0.76	21.4	C	0.57	16.1	B
	WB	LTR	0.84	21.5	C	0.61	17.6	B	0.42	13.1	B	0.70	19.7	B	0.46	14.1	B
	NB	L	0.37	32.1	C	0.74	42.5	D	0.77	50.5	D	0.76	43.6	D	0.70	40.9	D
		TR	0.24	27.1	C	0.33	23.7	C	0.55	32.9	C	0.42	25.3	C	0.40	26.5	C
SB	LTR	0.74	39.7	D	0.77	37.1	D	0.83	49.1	D	0.77	38.6	D	0.53	27.5	C	
<b>Overall</b>		<b>*</b>	<b>21.8</b>	<b>C</b>	<b>*</b>	<b>21.6</b>	<b>C</b>	<b>*</b>	<b>23.4</b>	<b>C</b>	<b>*</b>	<b>24.2</b>	<b>C</b>	<b>*</b>	<b>18.9</b>	<b>B</b>	
25. Bridge Street/ Compo Road South/ Greens Farms Road	EB	L	0.26	5.7	A	0.16	5.8	A	0.27	6.4	A	0.23	6.1	A	0.16	5.9	A
		TR	0.27	4.9	A	0.23	5.8	A	0.63	11.3	B	0.37	6.6	A	0.27	5.4	A
	WB	LTR	0.95	39.5	D	0.31	13.0	B	0.44	15.5	B	0.57	18.0	B	0.47	15.1	B
	NB	L	0.81	39.0	D	0.34	18.9	B	0.49	25.3	C	0.47	24.8	C	0.39	19.8	B
		TR</															



Table 8c – Year 2016 Future No-Build Traffic Conditions

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday MD Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour			Saturday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
30. Main Street/ Myrtle Avenue/ Kings Highway North	EB	LTR	0.29	4.0	A	0.27	4.2	A	0.33	4.6	A	0.39	4.7	A	0.17	5.1	A
	WB	L	0.04	6.4	A	0.07	6.5	A	0.06	6.5	A	0.05	6.9	A	0.00	6.0	A
		T	0.29	9.2	A	0.16	8.0	A	0.11	7.7	A	0.13	8.3	A	0.10	7.9	A
		R	0.07	2.8	A	0.13	2.1	A	0.19	2.0	A	0.12	2.4	A	0.14	2.2	A
	NB	LT	0.61	30.4	C	0.47	22.5	C	0.62	25.4	C	0.68	29.7	C	0.65	26.8	C
	SB	TR	0.61	24.0	C	0.37	19.7	B	0.31	19.1	B	0.50	21.7	C	0.30	18.8	B
<b>Overall</b>			*	<b>16.2</b>	<b>B</b>	*	<b>12.8</b>	<b>B</b>	*	<b>13.8</b>	<b>B</b>	*	<b>15.8</b>	<b>B</b>	*	<b>16.5</b>	<b>B</b>
31. Treadwell Avenue/ Saugatuck Avenue (SR 33)/ Riverside Avenue (SR 33)	EB	LTR	0.82	79.5	E	0.71	69.0	E	0.83	78.1	E	0.94	96.7	F	0.68	67.9	E
	WB	LT	<b>1.16</b>	<b>173.1</b>	<b>F</b>	0.70	73.3	E	<b>1.23</b>	<b>217.7</b>	<b>F</b>	<b>0.97</b>	<b>116.9</b>	<b>F</b>	0.73	76.2	E
		T	0.58	26.8	C	0.33	23.0	C	0.31	17.1	B	0.40	23.0	C	0.37	23.5	C
	NB	LTR	0.84	39.5	D	0.59	32.4	C	<b>0.97</b>	71.0	E	0.66	36.4	D	0.57	31.8	C
	SB	L	0.74	59.7	E	0.71	74.2	E	0.71	50.9	D	0.83	78.7	E	0.81	79.1	E
		TR	0.59	19.4	B	0.49	19.2	B	0.57	18.5	B	0.52	19.4	B	0.41	16.4	B
<b>Overall</b>			*	<b>48.8</b>	<b>D</b>	*	<b>38.0</b>	<b>D</b>	*	<b>55.0</b>	<b>D</b>	*	<b>49.8</b>	<b>D</b>	*	<b>38.9</b>	<b>D</b>
<b>UNSIGNALIZED INTERSECTIONS</b>																	
24. Bridge Street (SR 136)/ Imperial Avenue	EB	LT	0.16	4.2	A	0.11	3.3	A	0.17	4.1	A	0.09	2.4	A	0.08	2.6	A
	SB	LR	<b>1.02</b>	98.3	<b>F</b>	0.26	14.8	B	0.56	31.4	D	0.29	15.0	B	0.23	14.6	B
26. Imperial Avenue/ Thomas Road	EB	LTR	0.02	16.4	C	0.21	14.2	B	0.04	14.1	B	0.01	11.5	B	0.01	10.0	A
	WB	LTR	0.20	10.7	B	0.11	10.0	A	0.08	10.1	B	0.07	10.1	B	0.06	9.4	A
	NB	LTR	0.01	0.5	A	0.01	0.8	A	0.00	0.2	A	0.00	0.0	A	0.00	0.0	A
	SB	LTR	0.03	1.8	A	0.04	2.4	A	0.05	2.7	A	0.04	2.6	A	0.02	2.0	A
27. Imperial Avenue/ Jesup Road	EB	LTR	0.18	8.9	A	0.29	10.0	A	0.32	9.8	A	0.27	9.3	A	0.20	8.4	A
	NB	LTR	0.39	10.6	B	0.38	10.6	B	0.26	9.5	A	0.20	8.9	A	0.17	8.4	A
	SB	LTR	0.25	8.9	A	0.24	9.1	A	0.23	8.9	A	0.21	8.5	A	0.11	7.8	A
28. Elm Street/ Church Lane	EB	LR	0.20	8.4	A	0.22	8.3	A	0.26	8.7	A	0.60	13.5	B	0.37	9.5	A
	SB	TR	0.22	8.1	A	0.14	7.6	A	0.23	8.3	A	0.30	9.7	A	0.14	8.0	A
29. Elm Street/ Main Street	WB	R	0.07	7.1	A	0.09	7.6	A	0.10	7.7	A	0.16	9.0	A	0.14	7.9	A
	NB	TR	0.17	7.8	A	0.32	8.9	A	0.33	8.9	A	0.59	13.2	B	0.36	9.3	A
	SB	L	0.10	8.0	A	0.17	8.5	A	0.17	8.5	A	0.37	10.8	B	0.14	8.4	A

Notes:

v/c = volume-to-capacity ratio, LOS = Level-of-Service

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

L = left-turn, R = right-turn, T = through movement, LTR = left/through/right, TR = through/right-turn, LT = left-turn/through, LR = left-turn/right-turn

\* Synchro does not provide overall v/c ratio for signalized intersections.

Figure 25 - Year 2016 No-Build Overall AM Level of Service

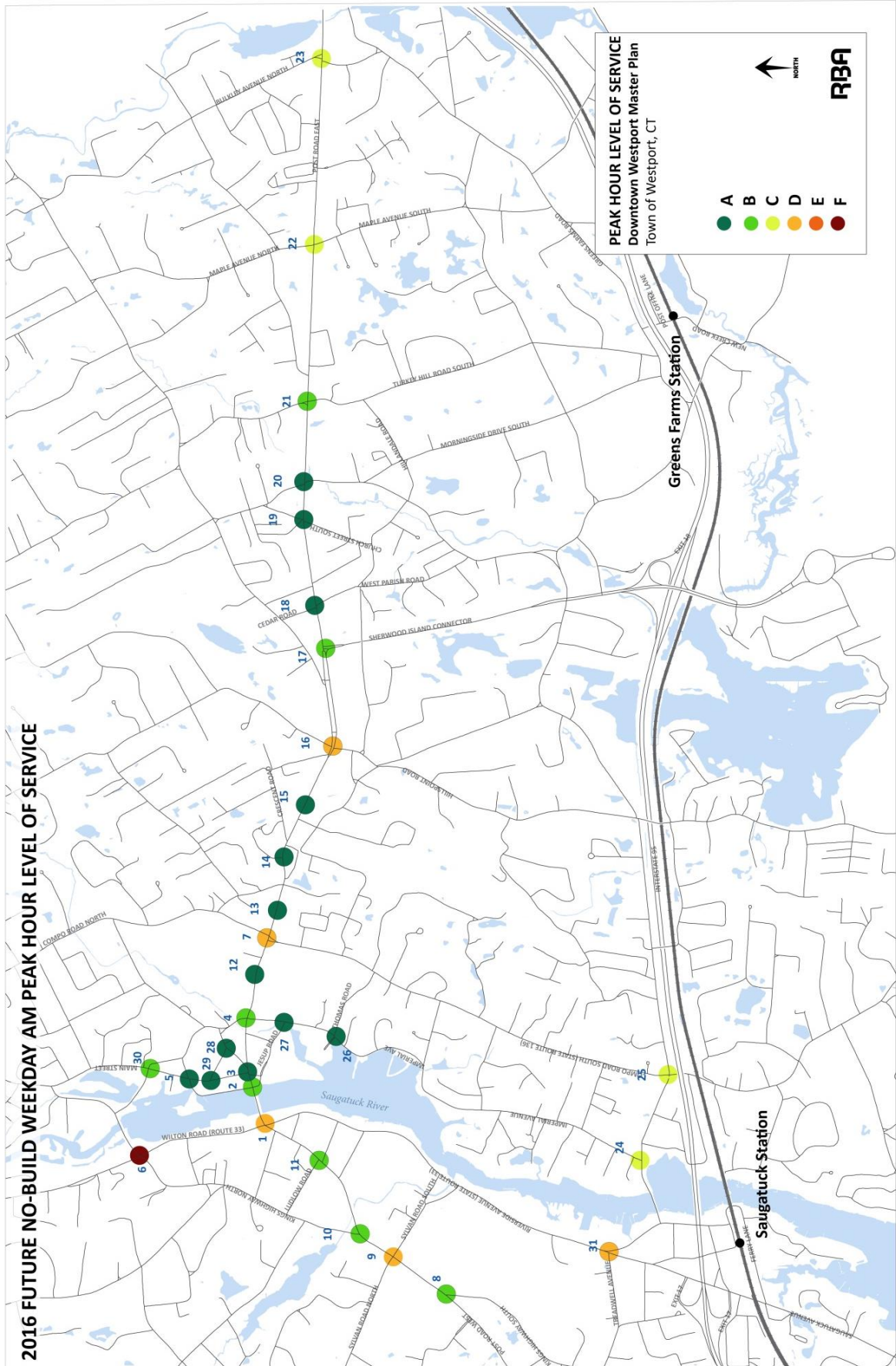


Figure 26 - Year 2016 No-Build Overall Midday Level of Service

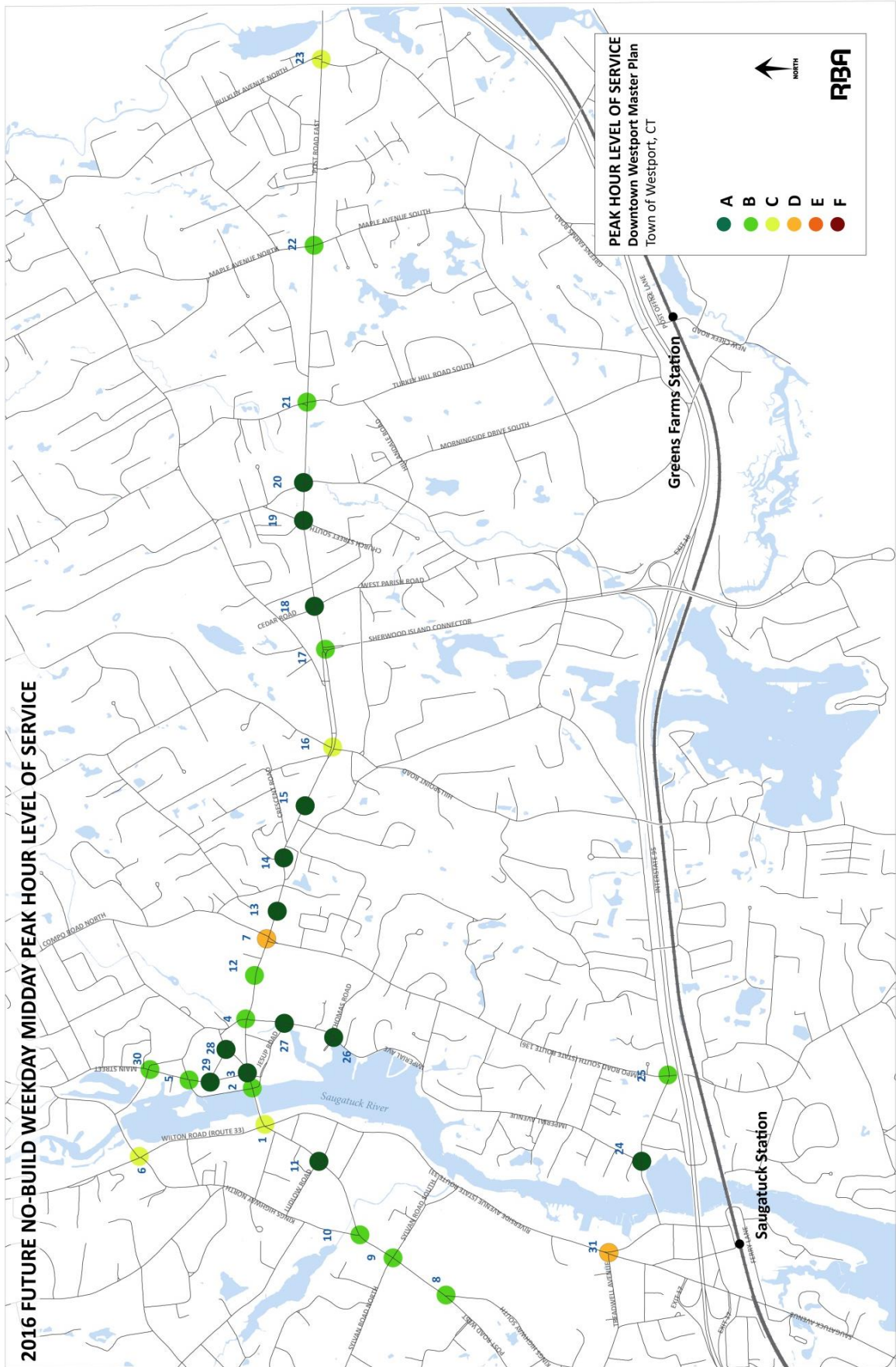








Figure 28 – Year 2016 No-Build Overall Saturday Midday Level of Service

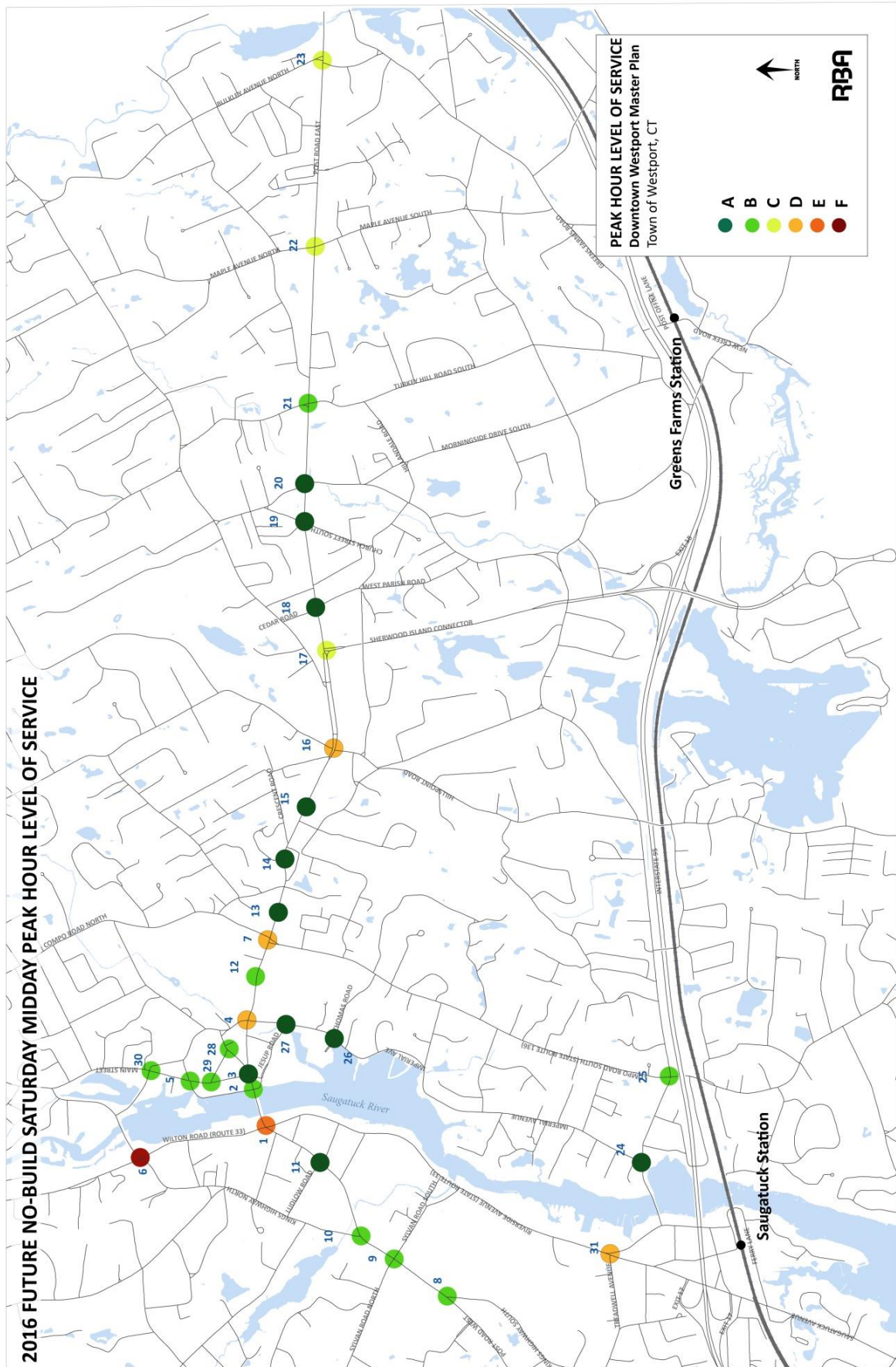
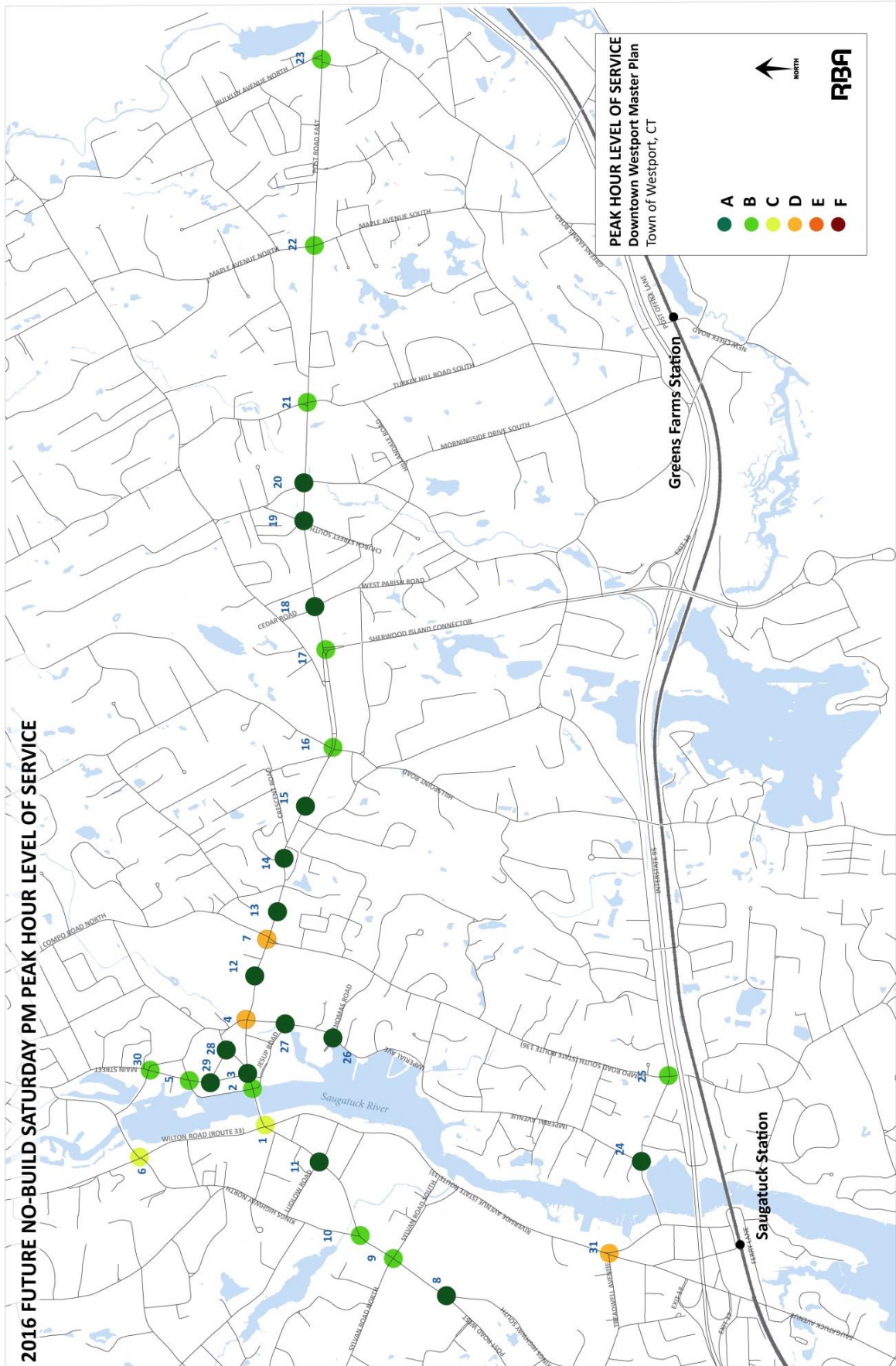


Figure 29 – Year 2016 No-Build Overall Saturday PM Level of Service



### **C. Parking Considerations**

It is not anticipated that the assumed background growth or any of the approved 2016 No-Build future developments would significantly affect parking demand in the downtown.

### **D. Safety Considerations**

As traffic and pedestrian volumes increase in the future, it is possible that crash frequency could increase in the vicinity of the study area under future 2016 No-Build conditions, although no significant changes to crash frequency are projected.

## VI. CONCLUSION

This Technical Memorandum provides an evaluation of traffic, parking, and safety conditions within downtown Westport that were conducted as part of Phase I of the master plan process. The focused safety analysis provides an overview of the frequency of traffic accidents at downtown intersections. The detailed traffic analysis provides level of service and other measures of effectiveness for key intersections located downtown, along Post Road (US 1), and in the surrounding area. Moreover, the traffic analysis at these intersections was performed using *Synchro* software in order to establish a baseline traffic model which the Town of Westport can use to directly evaluate the traffic impacts of future development.

The parking analysis shows that, although parking utilization at downtown parking facilities varies significantly on a location by location basis depending upon the distance from downtown and the ownership of the facility, the overall parking supply throughout the downtown area is sufficiently greater than parking demand even during the highest peak hour. An examination of the relative locations of the highest demand for parking revealed that all of the available parking supply exists within a commonly-accepted walking distance. This information will prove useful as the master plan process proceeds.

The technical appendices to this report contain a wealth of traffic and transportation data, including vehicular, pedestrian, and bicycle traffic counts, accident history data for downtown intersections, downtown parking accumulation and utilization data, peak hour traffic volume flow maps at the 31 study intersections, geometric and signal information at these study intersections, and detailed *Synchro* capacity analysis reports for each of these intersections.