



MEMORANDUM

To: Steven Kleppin and Bryan Baker; City of Norwalk

From: Greg Del Rio, PE

Date: January 12, 2023

RE: 1 Cemetery Street Traffic Access and Impact Study Review – Response to Comments

cc: Jim Travers, Garrett Bolella, Matt Edvardsen, Adam Blank, Steve Cipolla, Marissa Tarallo, Sanam Lakhwara, Michael Beattie

This memorandum provides responses to comments received in AKRF's January 12, 2023 review memorandum regarding H&H's Traffic Access and Impact Study report. Comments and responses are summarized below.

1. It is recommended that the Consultant provide verification of the 20 percent transit credit based on any available data from the adjacent 230 Brim & Crown Development (pro-rated based on current occupancy).

Response: There is no available data of this type. The methodology and assumptions reflect standard practices, and has been approved by Norwalk and CDOT in the past. Suggest we discuss how to capture this data and begin to address these concerns in future studies, but would add scope and time to this project. Consider that these impacts will be on a State road and already accepted by CDOT. In addition, this would be a complex effort to capture for this particular development as there are numerous access points, mixed uses, overlapping commuter parking, and is partially occupied.

2. The Consultant should update the Synchro analyses to reflect the heavy vehicle percentages, based on the data provided.

Response: The analysis does reflect Heavy vehicles. The default 2% was maintained for any movements less than 2%. Any heavy vehicle percentages greater than 2% was coded in the analysis.

3. Bus blockages and parking maneuvers should be included in Synchro at respective locations.

Response: The bus locations and any on-street parking are not adjacent to the signalized intersection. Synchro (HCM 6) results for side-street stop-controlled approaches are not impacted by parking maneuvers.

4. The analysis of Alternative 2 should be revised to evaluate Gregory Boulevard as a yield-controlled approach.

Response: HCM 6 does not provide results for yield-controlled approaches. Synchro (and HCM2000) provides similar results for yield-controlled vs Stop-controlled. The stop-control was coded since it provides a conservative result and the findings were no worse than LOS C. Analyzing as a roundabout or micro-simulation would not change the general findings.

5. The Consultant should analyze crashes during the January 1, 2017 through December 31, 2019 pre-pandemic period.

Response: We propose conducting a summary search of crashes for the 2017-2019 period and compare to see if overall rates are significantly different. If significantly higher, then we will update the report to include crashes from this period.

6. The concept plan for Alternative 2 should be further developed as has been completed for Alternative 1 to better identify the limits of work, turning radii, etc.

Response: Alternative 2 design is being advanced and will be submitted when ready, expected next week.