

Scott Gustin

From: Susan Molzon
Sent: Monday, August 10, 2020 3:40 PM
To: 'Conley, Jenn'
Cc: John Caulo; Justin Worthley; Brian Dunkiel; Norm Baldwin; Caleb Manna; Laura Wheelock; Scott Gustin
Subject: RE: [External] Re: Midday impact of Burton Hub project

Follow Up Flag: Follow up
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Hi Jenn,

Norm and I have reviewed the additional information provided by both you and John Caulo. We are still not comfortable with signing off on daytime use of the performing arts venue for 300 people between the hours of 9AM-4PM without a more thorough understanding of the impacts on traffic operations.

In response to John's comments that this is an existing use, we would need to see prior approvals and documentation to confirm there are no new trips as John stated.

In response to your additional traffic analysis, we have concerns about the operation of the Home/Pine intersection. Based on available data in the surrounding area, we know that there are also midday traffic peaks and somewhat consistent volume throughout the day. We would like to better understand how the shift in primary directions of travel and volumes throughout the day impact the operation of the Home/Pine intersection.

Thanks,
Susan

Susan M. Molzon, P.E.
Senior Public Works Engineer

Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
smolzon@burlingtonvt.gov

From: Conley, Jenn <jconley@vhb.com>
Sent: Tuesday, August 4, 2020 2:04 PM
To: Susan Molzon <smolzon@burlingtonvt.gov>
Cc: John Caulo <john.caulo@gmail.com>; Justin Worthley <JustinW@burton.com>; Brian Dunkiel <bdunkiel@dunkielsaunders.com>; Norm Baldwin <nbaldwin@burlingtonvt.gov>; Caleb Manna <cmanna@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>
Subject: RE: [External] Re: Midday impact of Burton Hub project

WARNING: External Message

Thank you Susan.

Jenn Conley
Director of Transportation Systems

From: Susan Molzon <smolzon@burlingtonvt.gov>
Sent: Tuesday, August 4, 2020 2:03 PM
To: Conley, Jenn <jconley@vhb.com>
Cc: John Caulo <john.caulo@gmail.com>; Justin Worthley <JustinW@burton.com>; Brian Dunkiel <bdunkiel@dunkielsaunders.com>; Norm Baldwin <nbaldwin@burlingtonvt.gov>; Caleb Manna <cmanna@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>
Subject: [External] Re: Midday impact of Burton Hub project

Hi Jenn,
We will try to review and provide comments quickly, but I can't guarantee we will have that in the next few hours before DRB. Regarding the Champlain Parkway, the latest information on the progress of the project, as well as recent updates to the City Council, is available on the project website at champlainparkway.com.
Thanks,
Susan

On Aug 4, 2020, at 1:49 PM, Conley, Jenn <jconley@vhb.com> wrote:

WARNING: External Message

Susan,
We are before the DRB again this evening for the Burton Hub project. I wonder if you would be providing them with comments prior to the meeting on either this topic or regarding the status of the Champlain Parkway? (I had emailed you earlier on the neighborhood group's assertion that there had been no change in the status of the Champlain Parkway in the past two years)
Thank you,
Jenn

Jenn Conley
Director of Transportation Systems

From: Conley, Jenn
Sent: Monday, August 3, 2020 10:04 PM
To: Susan Molzon <smolzon@burlingtonvt.gov>
Cc: John Caulo <john.caulo@gmail.com>; Justin Worthley <JustinW@burton.com>; Brian Dunkiel <bdunkiel@dunkielsaunders.com>
Subject: Midday impact of Burton Hub project

Susan,
As discussed on the phone, this email addresses the question of midday events at the Higher Ground location. Please contact me with any questions.

Baseline Traffic Volumes

VTrans automatic traffic recorders collected traffic volume information on Queen City Park Road (Industrial Parkway as it was called at that time) on Thursday, June 14, 2018. The data shows that on that day, the PM peak hour occurred from 3 to 4 pm when 141 vehicles traveled on Queen City Park Road. Earlier in the day, the closest traffic volume to that level was when 108 vehicles traveled on Queen City Park Road. Therefore, the baseline traffic volumes during times outside of the PM peak period are at least 30 percent lower than the PM peak period.

Trip Generation

The trip generation of a maximum 300 person daytime event corresponds to 120 trips using a vehicle occupancy of 2.5 people per car. Following a similar trip distribution to the existing Higher Ground facility (consistent with the Traffic Impact Study) results in 96 trips to and from Home Avenue if everyone arrives or departs during the same hour.

These 96 trips are significantly lower than the trip generation anticipated and analyzed during the PM peak hour. As shown in the Traffic Impact Study, during the PM peak, a total of 173 trips were assigned to Queen City Parkway at its intersection with Home Avenue. Therefore, during the midday peak, the trip generation impact is significantly lower than has been analyzed in the Traffic Impact Study.

Conclusion

Based on the existing traffic patterns on Queen City Park Road, where hourly traffic volumes during the midday hours is 30 percent lower than the PM peak hour, and the Burton Hub trip generation, which during the midday peak hour is 50 percent lower than the PM peak hour, the worst case scenario was analyzed in the Traffic Impact Study. The midday traffic volumes experienced with the traffic associated with a daytime 300 person event will be significantly less than was analyzed for the PM peak hour.

Please contact me with any questions,
Jenn

Jenn Conley, PE, PTOE

Director of Transportation Systems

<image001.gif>

40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771
O 802.497.6191 | M 802.345.2321
jconley@vhb.com

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