Gmail

John Caulo <john.caulo@gmail.com>

# Midday impact of Burton Hub project

1 message

**Conley, Jenn** <jconley@vhb.com> Mon, Aug 3, 2020 at 10:03 PM
To: Susan Molzon <smolzon@burlingtonvt.gov>
Cc: John Caulo <john.caulo@gmail.com>, Justin Worthley <JustinW@burton.com>, Brian Dunkiel <bdunkiel@dunkielsaunders.com>

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