

Middlebury Area Climate Economy Transportation Task Force Meeting
June 4, 2018
Draft Summary Notes

Present: Steve Maier, Bill Cunningham, David Carlson, Laura Asermily, Dorothy Mammen, Josh Donabedian, Minutes: Deb Sachs

Next Meeting: August 6, 3 pm at ACRPC

Triangle Park and Printers Ally

Laura presented a concept drawing of proposed improvement ideas drafted by Fred Dunnington. It was noted that ACTR sees the buses coming down the other way. This feeds into bigger discussion of flow of traffic. ACTR endorses it, in general, as it brings more parking into downtown. This plan, however, takes away the truck loading zone. Trucks are currently pulling up on sidewalk, while ACTR is being asked to stop 20' of the sidewalk. Why are delivery trucks not being held to the same standard?

Good starting point, but how does Middlebury make the downtown more accessible? It was suggested that having more than just a public hearing would encourage a broader conversation.

Printers Ally

Discussion also advanced on Printers Ally, as comments will be invited too. The default, would be to revert back to what we had, or what does the public want. It should be 4' wider and have a sidewalk. The Ally is a great access to Marbleworks. One-way with better walk. Encourage walking. Needs to work with all users. For Marble Works, access has always been important. It would help alleviate traffic off Seymour St.

Conduct a traffic study. A more comprehensive look would be a good idea. UVM TRC has a contract to look at traffic demand modeling. Could we computer model a variety of options for all modes, see what a traffic plan might look like.

Rail Tunnel Mitigation Suggestions

Could the temporary road serving the tunnel improvement (along Water Street) become a multi-use river walk path that could be left behind when it's done? It might be connected to Water Street, to accommodate both pedestrian and bike travel. The interest is to bring people into downtown. Walkways, bridge, Jen Murray is interested in all the groups.

Interest is high on how to combine and coordinate all of the volunteer efforts. Town Planner could play a roll. Or project ombudsman. It was noted that there is a grant out for a downtown specific plan. Could there be seed money for all the volunteer groups to advance public engagement, coordinate and ensure rail improvements are made and leaving the town in better shape, for access and benefiting all modes of travel (i.e., in accordance with performance standards in transit oriented design and complete streets).

Rail Platform Siting Study

Discussion followed on the length of the proposed platform. The committee feels strongly that 300' is unnecessary. David showed a proposed siting platform plan in the Marble Works location. He plans to present the plan on the 19th. Laura agreed to present the statement prepared by Eric Davis for us.

Transportation Task Force Member Ideas

Measures should be taken to address downtown congestion by making the Town more pedestrian friendly,

ensuring the critical connections are made and are attractive need to walking and biking around downtown.

Redirect and use the resources for peripheral parking.

Launch public engagement strategies that get the public on board, not just public hearings. Improvements and measures should reduce congestion, and improve access. Market branding should occur for both congestion period, and after construction.

Let's look ahead to what we want our downtown to be. The emphasis must be to make the downtown attractive. Small improvement efforts can make a big difference, for example, integrating arts and ride the bus campaign, could include ride the train to Middlebury.

Franklin and Weybridge Streets have underutilized parking, combine and connect the circulator and folks to get downtown.

Big idea is a local circulator, often, free reliable. There is a lot more parking in places that is underutilized. Better Middlebury Partnership is interested in this project, look for partnerships to leverage energy and resources.

Discussion followed. Modify ACTR downtown routes, run a circulator, flag it down, can we get that going.

More transit service is needed up to the college. ACTR is willing to shift the schedule time where more college students, faculty and staff will want to ride. More frequent service is planned on campus midday. To get this, ACTR will shave off very infrequently used routes after 6:00 p.m. on Middlebury in-town routes. ACTR recognizes the College wishing to develop a good partnership. Thus, more frequent shuttle service is anticipated when the students return. Downtown merchants want to increase access and reduce congestion, too.

Legacy projects:

- Circulator--The Task Force sees a circulator running during the construction.
- Electric shuttle vehicle--ACTR will think about exploring an electric shuttle bus, as it plans forward, replacement of one vehicle with an electric bus, potentially. One half of ACTR's fleet could be electric. Who is going to write the request for information? Statement of Need, 17 items, list of what is needed including objectives, suitable locations, pilot stage, identify electric bus models, rural versus urban, minimum time for successful pilot. ACTR will consider in the disposition of its vehicles. Some charging infrastructure is anticipated in Middlebury. Bill will talk to Jim tomorrow.

ACTION ITEM: Bill will contact Amy Rast, regarding VW, RFI issued for planning purposes.

Expand Electric charging stations.

Developing public engagement, co-branding, shelters, circulator.

Vermont would like to see all the school buses, electric.

Transportation Task Force recognized that attendance has been down, though discussion remains robust. It seeks a new co-chair to replace Dorothy Mammen, who announced that she needs to step down. It agreed to skip a July meeting and check in on August 6 to see how members want to proceed.