

INPUT RECORDED ON FLIP CHARTS

The following lists were transcribed from the flip chart sheets recorded on March 15, 16, and 17, 2005 at the Circ-Williston EIS open houses. Recorders at each station wrote down short notations to capture the comments offered by the public and attempted to verify that they had properly done so with the person making the comment. In some cases, words were added or word order revised in transcribing the charts to convey the sense of the comment more clearly. In many cases, the recorders at the open houses added check marks next to a comment when others stated their agreement with a statement, and this concurrence is noted in the transcription.

Jericho 3/15/05

Transportation Issues Station 3/15

- Lack of low cost public transit (bus and train)
- Traffic congestion to Taft Corners from Rte 2A.
- Lack of alternative roadways to Burlington.
- Rte 15 in Jericho is stop and go in morning toward Burlington, the opposite in the afternoon.
- Advance warning is needed if North Williston Rd is closed due to flooding.
- Truck traffic through Jericho Center (town roads)
- Any new construction should also address local roads.
- Stuck at 5 Corners during train crossings.
- Congestion in the Exit 11 area.
- Truck traffic (high volume) using Rte 117 to/from Exit 11.
- Should there be a truck restriction on I-89 west of Exit 11?
- Heavy traffic on Rte 117, a.m. and p.m.
- Conflict between farm equipment and commuting traffic.
- Upgrade local roads to support farms.
- Additional left turn lanes needed for EB South Street at Rte 2A in Essex Jct.
- Access management; reduce curb cuts and driveway access. Access from local roads not main roadway.
- Slow traffic (but not too slow) [at roundabouts] is better than stop at signal.
- Exit 11 congestion.
- Chittenden Solid Waste District: if there is a Circ highway it needs to accommodate fully loaded trash trucks. All trash goes 50+ miles away and all roads in between are impacted.
- Taft Corners lack of planning; aesthetic concerns at this location.
- Widening roadways changes the character of the road.

- Wider roadways for bikes not always needed.
- Consider commuter buses along Rte 15 corridor. LINK bus in Richmond to be accessed. Amtrak connection to Burlington. Consider small cars on RR corridor.
- North Williston Rd experiences traffic at commuting times.
- Rte 15 in Essex and Underhill has had continuing increase in traffic over past years. Left turns off and on Rte 15 are difficult.
- Jericho trash traffic from CSWD impacts local roadways.
- Rte 15/Browns Trace Rd has long left turn queues (others concurred)
- Rte 117 and Sand Hill Rd: left turns in and out are difficult for commuter traffic.
- Shift differentials at large employers would help commuter volumes.
- “Neighborhood” by-passes; impact local roadways.
- Taft Corners: safety problem at Exit 12; another interchange will help congestion in this area.
- Rte 117 site distance concerns at barn; problem would be increased with construction of the Circ.
- East-West Highway in Northern New England is warranted.
- North/south roadway in and out of Burlington is inadequate.
- Safety concerns: EJ Village split in two, and children walk to school. Alternative route is needed.
- Entire Circ needs to be completed at one time; phasing will impact local roadways. Incomplete Circ dumps you with no place to go.
- Roundabout should be considered at Rte 15/Sand Hill Rd.
- Consider connector from Allen martin parkway to Circ; would help the Rte 15/Rte 128 intersection.
- Rte 15 Corridor Study by CCMPO? Park/River/Brown difficult intersections on Rte 15.
- Focus should be on Bike Paths and a park and Ride concentrated development.
- Pedestrians and Bike users are not respected by vehicles. The Circ will not help.
 - Move vehicular traffic
 - Less alternative forms of transportation
 - Limited funding- must spend it wisely; plan for 25-40 years.
 - Other areas could be fixed with funds and Exit 12 should be included in any alternative or as a stand alone project.
- Progression/timing of lights; need to coordinate signals
- Left turn lights sometimes use arrow and sometimes green ball (no consistency?)

- Consider permitted lefts at City of Burlington signals.
- Consider central turning lanes at congested locations, e.g., Rte 2.
- On interstates speed limit of 55 mph is too low.

Transportation Alternatives Station 3/15

Note: numbers in [brackets] are the number of people supporting the statement/alternative, including the person who initially proposed it.

- Not in favor of roundabouts (10)
- Single point diamond interchange at Exit 12.
- Evaluate reasonable alternatives.
- Roundabouts alternative on Rte 2A. (3)
- Complete Circ Highway as currently designed (19)
- Maintainable solution.
- Redirect traffic out of 5 Corners (3)
- Roundabout at Exit 11/US2/VT 117
- Use roundabouts where they work rather than signals (4)
- Widen Rte 2A and improve (3)
- Smart growth Alternative (2)
- Green belt along Circ with bicycle access/multi-use recreation.
- Depressed roadways
- Roundabout at Rte 2A/Moutnain View/Industrial Ave (2)
- Commuter rail using Essex Station
- Need roundabout education/experience.
- Roundabouts with pedestrian signals.
- Alternative route to Rte 2A corridor – safety (3)
- Pedestrian-friendly alternatives
- Alternatives need to be sensitive to context – e.g., Essex Jct Historic District.
- Need solution with immediate relief, not just long-term.
- Put trains underground at Essex Jct.
- Provide Circ access at Rte 2.
- Bike accessibility/capacity on existing routes (2)
- Use land use controls to avoid future needs.

- Travel patterns from outside the study area to internal destinations should be included.
- Need Allen Martin Parkway connection, with or without Circ.
- VT 117/River road improvements.
- Alternate route to Sand Hill Road.
- More park-and-rides needed further out on Rte 15 – Jericho/Underhill.
- Need roundabouts on Rte 2A plus [a] Circ Highway [alternative].
- Bridges or tunnels for pedestrians and bikes at roundabouts.
- Design roundabouts for trucks.
- Use tolls on Circ/ I-89 and ferries to help fund projects (discounts for VT residents).
- Rail from St. Albans to Burlington and from Burlington to Montpelier; expand from there.

Land Use Station 3/15

- Need more affordable public transportation. More direct routes for commuters beyond Essex Jct.
- Speed limit should be lowered in Jericho (25 mph in school zone)
- He feels what has been started should be finished; the completed segment [Rte 289] is not as effective as it would be if Circ Highway were completed.
- Congestion at 5 Corners is dangerous because traffic is not flowing.
- Traffic lights at 5 Corners work fine; cycling through works.
- Housing developments along Rte 15 have only one way out – leads to traffic congestion and is a concern in terms of emergency evacuation.
- Should have parallel access roads directly from residential areas to the school, so don't need to use main road.
- Too bad ROW for railroad was lost for potential future use; was a good network.
- Thinks Circ should be built; get on with it and stop spending money on studies.
- Need to get through traffic out of Essex Jct (5 Corners)
- Difficult to travel Rte 15 – so many traffic lights.
- The money could be better spent on railroad service.
- The Circ is a necessity – safety issues, emergency management.
- Need local roads back for local traffic.
- Roads not safe for farm equipment; farmers in the area have to cut work days short because of too much commuter traffic on the roads. If farmers are impeded

to the point where they can't continue, farmer will have to sell to developers- this is a land use impact.

- Commuters from Essex to Burlington stuck in traffic. With a new highway it would be a more efficient commute; less travel time means less pollution.
- Concerned about safety issues in Rte 2A corridor in Essex Jct; children walk across to school.
- Widening of streets at 5 Corners would impact historic character. Also concerned about impacts on Veterans Memorial Park.
- Traffic at 5 corners impedes emergency vehicle access. No alternate route between Mountain View Rd and the village.
- Different land use types have different costs to towns, e.g., farm use costs less in services than residential. As farms are lost to housing, this impacts taxes.
- Preserve corridors for wildlife and recreation. Zoning doesn't do it – it's transitory.
- Should concentrate development in inner core rather than dispersing out.
- Our policies say anyone can live anywhere and pay same rates for services despite higher cost of services in outlying areas. There are no incentives not to move out further. People should pay the real costs for power, gasoline, etc.
- Any road that is built should have wide shoulders for bicycles.
- As growth occurs, new areas contiguous to existing – infill concept.
- Communities should do proactive planning. Zoning and infrastructure should reflect where they want growth to happen, i.e., encourage growth where we want it.
- Need stronger local planning – must have ability to take in change.
- Need to look long-term.
- Is glad the agency is doing this study and the public is involved – being heard instead of herded.
- Concern about development pressures along Rte 117. Over 1,000 acres undeveloped in Jericho, several large parcels. If Rte 117 appears more accessible because of transportation improvements (such as the Circ), then development can happen faster.
- This is a secondary impact. This problem will have to be dealt with – who is going to pay for it?
- How to get developers to pay for these impacts?
- Towns don't all have the will or knowledge to do the needed planning. Outlying towns need help in dealing with growth.
- Land use change happening in Jericho & Underhill – agricultural lands converting to residential.

Communities and Environment Station 3/15

- Jericho to Williston journey- use local roads to 117 to North Williston Rd to local roads. Congestion around Williston
- Circ anticipated for years; no real impacts on community character
- Journey from Jericho to Shelburne Rd is too long; easier to go to Stowe or Waterbury
- Milton Road traffic circle is the best
- Greatest threat is not solving transportation problem. Use local roads for local traffic.
- Safety is a key issue in Rte 2A corridor, especially for children. Many trucks.
- Essex Jct resident/Trustee: growth is expected, need alternate route for Rte 2A corridor
- Jericho resident:
 - Beltway not as good an investment as bikeways/paths. Congestion not severe.
 - TDM useful.
 - Put housing where people work; more housing in Burlington.
 - Higher density is good; Circ encourages people to move further out.
- Jericho resident: existing rural natural character very important. Any road design should include habitat and recreational component as integral part – a “greenbelt”
- Jericho resident: No growth on the 5 miles of Rte 289 (several people concurred). Need better access outside of region without impacting residents of towns inside the region. Rte 15 traffic has increased over the years (many people concurred). Another Winooski River crossing needed.
- Essex Jct resident:
 - This is an opportunity to increase recreation, paths, bike trails. Funding is a key issue.
 - EJ is an urban area rather than rural, so rural quality is not a primary issue.
 - Public transportation in a reasonable time period is important.
- Transit not feasible/practical – cars are the essential mode in Vermont.
- Jericho resident:
 - Cost of housing in central core of the county increasing, while employment is in the core.
 - Many people moving further out and need to commute.
 - Retail destinations are attractors for weekday and weekend traffic.

- Roadway solution needed.
- Remainder of Circ Highway in Colchester also needed.
- It is easier to travel on local roads than to stay on Rte 15 (many concurred).
- Lack of housing close to employment is a problem.
- Taft Corners congestion.
- Feeder road improvements are needed.
- Westford resident:
 - The time it takes to reach I-89 is too long. He commutes to Colchester (25 minutes).
 - Design of route should include noise and visual mitigation – banks along roadway, sunken roadway [profile]
 - Need better roads from outlying communities to central core.
- Underhill resident:
 - Going out from Burlington, the character is primarily urban until one reaches Essex.
 - Could utilize state owned railroads no longer in use for car traffic in peak periods. Make use of railroad.
 - Buses need more frequent service, and integrate between services for efficiency.
 - Park and rides needed.
- Essex resident: preserve natural areas. Keep Rte 15 moving.
- Underhill resident: we need the road!

Williston 3/16/05

Transportation Issues Station 3/16

- Rte 2A congestion between 5 Corners and Interstate. Rte 2A is a major corridor. Likes the Circ to shift cars and trucks off of Rte 2A.
- River Cove Rd and Rte 2A needs a traffic light unless Circ is built.
- Need Circ to build landfill.
- Circ to help move truck traffic – a help to businesses.
- Need an alternative to Rte 15.
- Existing bus service to Williston should be maintained.
- Need Circ because county population has doubled – growth in a central location- improve infrastructure. Finish Southern Connector.

- More police patrols/enforcement.
- Is saving a few minutes worth all this?
- Allen Martin parkway extension.
- Remove commercial traffic (super loads) off of local roads
- Altered travel behavior due to congestion (5 Corners)
- 5 Corners needs Circ.
- Rte 2A, Rte 15, Industrial Ave., Tafts Corners, and Susie Wilson Road need full Circ.
 - Add 10 minutes to trip from Hinesburg to Essex in last 10 years.
 - Air quality issues /congestion
- Need bypass to remove cars off at Rte 2A
- Need to get traffic off of Rte 2A – Need Circ
- Rte 2A is packed when IBM lets out –avoid Rte 2A
- Tafts Corner is even more of a problem than 5 Corners – Rte 2A is overcrowded and avoid Tafts Corners.
- There is a lack of regular mass transit, e.g.: buses – Need more frequency and routes.
- Rte 2A from Tafts Corner to 5 Corners –Remove the pass-through traffic and keep the destination traffic
- General congestion throughout the County
- Lack of problem/congestion – don't experience significant problems.
- Need information to assess alternatives.
- No roundabouts on Rte 2A- Maple Tree Place roundabout is bad –need Circ.
- One ingress/egress to subdivisions is unsafe.
- Need for improved transit frequency
- Backups on Rte 2A NB in PM from Rte 2 blocks side streets - need Circ.
- Left turns on North Williston from Mountain View Rd/Gov. Chittenden Rd. is difficult during rush hour.
- Entering Rte 2 between Rte 2A and North Williston Rd. is difficult during peaks.
- He does not use the interstate I-89 Southbound during evening rush hour because getting off at Exit 12 appears too dangerous because of backups.
- Concern Rte 15 becoming a parking lot during rush hours between Essex Town and Williston. Need to divert traffic off of Rte 15.
- Taft Corners is congested during peak hours.
- Congestion:

- Rte 15 corridor – 5 corners towards St. Mike’s College.
- Rte 2 while coming out of Tafts Farms
- Rte 2A Taft Corners towards 5 Corners.
- 5 Corners is not pedestrian friendly
- Vehicle noise from Rte 2 and I-89
- Bad roundabout in Maple Tree Place
- Exit 12 congestion
- Driveways are dangerous at 5 Corners
- Exit 12 is a problem – need double left turn from WB off ramp to SB Rte 2A
- North Williston Rd. Traffic is increasing due to development from Jericho and points North/East
- Limited River Crossings
- Need the entire Circ
- Need to eliminate the roundabout in Maple Tree Place – Williston Town doesn’t want to adopt this road.
- He travels Williston to Milton on Rte 2A each day with little difficulty
- Prefer transit, bikes, TDM and improvement to existing infrastructure (including roundabouts) instead of new highways (like Circ) to encourage SOVs (single occupant vehicles).
- Improving local roads to make them safer for bikes (not new bike paths)
- SOVs should be discouraged (health, conservation, pollution, dependency on foreign oil, etc.)
- Rte 2A and 5-Corners are bottlenecks (PM)
- Safety concerns about proximity of Circ to Allen Brook School [others concur]
- Pollution due to congestion
- Congestion at Exit 12.
- Rte 117/Sandhill: fix [is] currently proposed by VTrans
- 5 Corners/Rte 2A: very busy intersection and main highway
- Maple Tree circle does not work (suggest 4-way stop)
- Allen Martin should connect to existing Rte 289.
- The Circ (all segments) will help to relieve congestion on many roads
- Exit 12A at Rte 116 should be constructed due to the heavy industrial development in the area.
- Exit 12 queues stretch onto I-89.

- Congestion on Rte 2A between Exit 12 and Rte 2.
- Peak hour congestion – how do we spread out the commute?
- Transit (all modes) should be encouraged/promoted/developed/
- Not fully utilizing current infrastructure
- Constant flow on Rte 2A (i.e., roundabouts) will make it difficult to access Rte 2A from adjacent communities
- Rte 2A can't handle more through traffic. It should not be the major throughway.
- Access to surrounding communities (lower cost housing) is needed.
- Susie Wilson Road experiences queues at commute times. [several concur]
- Rte 2A corridor traffic will not be helped by roundabouts:
 - 5 Corners- many pedestrians/bikes – roundabout not conducive
 - Industrial Ave – grade concerns
 - Trucks must navigate the intersection
- “Circ Street” will not address the traffic from points north; crossing of river needed; this will help new landfill.
- Traffic volumes at 5 Corners are large; must be a way to reduce/remove traffic from intersection
- No significant concerns with traffic in Williston; not worth spending large \$\$.
[two others concur]
- Safety concerns with proximity of Circ to school/neighborhood/golf course
- Lack of access to Rte 16 industrial area; this will help Exit 12 problems.
- Through traffic on Rte 2A needs alternative roadway. Must include additional river crossing.
- Congestion due to development (concentrated) at Susie Wilson Rd.
Ped/bike/safety concerns.
- Long term planning necessary to ensure congestion [is] not issue in future.
- Transportation study area must include entire Circ (northern segment)
- Safety concerns: Exit 12 [others concur]\
- Rte 2A access onto roadway very difficult, approaching a safety issue.
- Congestion at Industrial Ave/Rte 2A is bad.
- Lack of fast transit (alternative) to Burlington
- Lack of Williston-Burlington bus routes and Essex-Williston
- The perception of what is traffic in Vermont is different than traffic in ultra-urbanized areas. VT tolerance very low.

- Need to understand traffic patterns on an hourly basis for roads in project area. Without this can't understand problem.
- Accidents at Taft Corners
- Traffic in and out of Burlington worse than project area.
- Building Circ as designed would reduce quality of life for residential communities that border it. Also will affect quality of Allen Brook School.
- Safety issue at Exit 12 [others concur] –
- [Exit 12 safety concern is] independent of traffic congestion
- 5 Corners is a nuisance; not a significant concern
- Rte 2A experiences congestion a couple of times a day. Alternative routes area available.
- Congestion at Rte 2A is caused by industrial area north of I-89.
- Additional interchange west of Exit 12 should be investigated.
- Additional routes out of Burlington.

Transportation Alternatives 3/16

Note: numbers in [brackets] are the number of people supporting the statement/alternative, including the person who initially proposed it.

- Circ as proposed [22]
- Not in favor of roundabouts [21]
- Roundabouts could cost more
- Roundabouts only a short-term fix
- Widen Rte 2A to 3 lanes to allow refuge for left turns
- Bike paths [5]
- Rail service St Albans to Montpelier to Randolph with buys service from stations [3]
- Circ thru Colchester [6]
- Increase bus service throughout the region [3]
- Intelligent Travel Systems (ITS)
- Need Circ to develop landfill
- Roundabouts not practical for Rte 2A [5]
- Signals on Rte 2A provide gaps for side street entry
- Widening Rte 2A would impact adjacent properties and utilities

- Alternate route to Rte 2A
- Roundabouts won't serve the same purpose as a ring road.
- Allen Martin Parkway connection to Rte 289 with or without Circ in Williston [3]
- Look at all alternatives and give them a fair shake.
- No Circ [5]
- In favor of roundabouts [4]
- Factor in the Southern Connector.
- Upgrade Rte 117 with access at Exit 11 [4]
- Improve Exit 12 [3]
- Solution that reduces traffic volume at 5 Corners and thru Essex [3]
- Not in favor of Circ going only to Mountain View Rd.
- Like roundabouts, but unsure of their use here [3]
- Upgrade North Williston Rd.
- Bike paths separated from roadway.
- Circ Highway utilizing roundabouts instead of interchanges.
- Transit – bus routes
- 2-Lane Circ [4]
- Sound walls/berms where needed.
- Additional I-89 exit for Wal-Mart/Home Depot area.
- Circ from Rte 289 in Essex to IBM, but not I-89
- Circ connection to I-89 – move further west.
- Look at other Circ alignments with less impact.
- Ped/bike access on existing routes [3]
- Not 4-lane Circ
- Non-vehicular (gas powered) friendly infrastructure (more bike commuting options and safer)
- Alts should include accommodation for bicycles (i.e., wide shoulders/bike lanes)
- Bikes and vehicles to share roads safely
- Mass transit not feasible – not dense development
- Signals on flash or off, except peak periods
- Land use controls
- Transit
- More park and rides

Land Use 3/16

- Need more park and rides (Exit 12 and also within 1000 feet of other exits)
- Land use change from cornfields to business development driven by population increase
- Chittenden County towns have enacted zoning to prevent sprawl with or without transportation change.
- Buses don't go where people live – look at routes.
- But, people rely on cars – not enough urban areas.
- Concern that roundabouts will result in buildings being condemned to build them.
- Hope Williston will continue strict land use controls.
- Trains in 5 Corners cause back-up on roads
- Circ A/B would be best use of land and relieve traffic into Burlington.
- Jericho/Underhill are bedroom communities attractive to development, with or without road improvements
- Circ Highway would not affect land use in short term because development happens slowly in Vermont. Would affect long term.
- Building of Circ will lead to sprawl. Need to focus on development in centers.
- Retail works best with streets to slow people down – walkable community.
- Lack of full Circ inhibits village center in Essex town. Look at traffic without A/B and with full Circ.
- Sprawl is happening now. Circ exits would focus growth. Town plans depend on Circ.
- Growth isn't going to stop
- Bringing Lake Champlain water to Williston influenced growth; the need for more wastewater treatment is limiting growth. (others concur)
- Zoning and sewer service areas control pattern of growth.
- Land use plan in Williston allows growth too close to [Circ] ROW, especially school.
- Highway has provided opportunity to plan where growth should occur.
- Highway will promote sprawl: Follow route, perceived ease of travel. Talk to real estate agents. I-89 SE of Montpelier.
- Look at safety problems in turns. Rte 2A intersections. Get people off Rte 2A. Exit 12 backups conflict with high speed travel.
- Single/multiple metrics. Land use indicators. Define sprawl before. VT Forum on Sprawl.

- Champlain Valley west slope underappreciated wildlife habitat. Stage Road.
- Lack of affordable housing pushing development out.
- Transportation would make it easier to focus growth in centers with cluster zoning.
- Look at existing roads first.
- Look at jobs/housing imbalance. Move jobs out.
- What will area look like if development proceeds in past trend?
- ROW may be good location for road. Interstate too large scale. Grade is a question.
- ROW bisects development.
- Where are the numbers to justify need?
- Circ may detract from pass-by businesses on Rte 2A and surrounding corridors.
- Much of past development based on anticipation of Circ.
- Need to break out wetlands, forest blocks, natural communities, deer wintering yards, and bear habitat on separate maps.
- More overpasses needed, less at-grade intersections with lights.
- Commercial vacancy rates are high.
- Look at scenarios related to IBM growth/decline.
- Circ Street would allow at-grade crossing for bike path in Williston (culvert or flyover not preferable)
- How much of an improvement will Circ have, and is it worth the cost in terms of environmental impacts.

Communities and Environment 3/16

- Essex resident: Resources at risk – walkable communities under threat; neighborhoods, village centers; pleasant commuting
- Roundabout alternatives worse for village centers
- Build Circ to avoid gridlock/congestion
- Existing industrial centers
- No Circ = designated growth can't be achieved.
- Sense of community in Williston
- Roundabout alt will threaten communities/neighborhoods. Need to disperse traffic
- Roundabout at 5 Corners helps traffic flow but diminishes ability of people to walk in [the]area

- Recent development (1) school (2) golf course in project area. Would 4-lane Circ be considered as a reasonable alternative today?
- What mitigation measures would be used if Circ goes ahead.
- Does Circ need to be 4 lanes – would 2 suffice?
- Williston resident:
 - Qualities – quiet, peaceful, rural
 - Threats – property value goes down with Circ
 - Stormwater runoff
 - Major road through residential areas – impacts on community qualities
 - Concern that mitigation such as noise barriers won't be implemented
 - If problem is quantified, does solution achieve enough to be worthwhile?
- Population increased in recent years and will do so in future – need infrastructure to support it
- Jobs and employment – primary factors in Chittenden County
- Character not rural – changed in recent years – now more suburban.
- Mountain View resident: Rte 2A traffic congestion/backup [others concur]; safety issues associated with Rte 2A congestion, especially Exit 12.
- South Burlington resident:
 - Circ is counter to promotion of city center – will cause sprawl
 - Eastern area – bear habitat, undeveloped land – could be threatened by Circ
 - Cost of housing, quality of life – suffering by not building Circ
 - Clustering important – higher level density of population, housing, transit within Circ`
 - Burlington needs to be key focus.
- Williston resident: Circ will increase commuting distances and increase traffic
- Qualities: quiet, air quality
- Air quality will be compromised without Circ (free-flowing traffic)
- Best way to maintain character is to build Circ - towns and region have developed plans around this assumption
- Build a roadway network to match development which has already been built.
- Brennan Woods Resident:
 - No road behind development (old proposal)

- Expand existing roads vs. new roads
- Rte 2A expansion or Rte 117
- Extend Rte 289 to the south to Mountain View
- Maintain privacy
- Concerned about noise, air, light pollution
- Want to have access to golf course for recreation (snowshoeing, hiking, golfing)
- Experimental pavement to reduce noise
- Noise barriers
- Resident of Essex Town:
 - Maintain existing historic districts (5 Corners area)
 - More traffic pushes people to seek alternate routes in communities
 - Pedestrian safety
 - Divert traffic off Rte 15
- Develop a vision of a community and build transportation network to make it a reality.
- Road improvements necessary to keep IBM where it is
- Better improvement to bus service
- Traffic congestion Colchester (all routes) – thoroughfare for people going west to east
- Compact settlements surrounded by open countryside, includes working landscapes, healthy habitat (wet/dry)
- Comprehensive wildlife issues need to be considered.
- Exhaust gases from vehicles – fewer with new roadway improvements. Move people through the area.
- Housing moving out – development will happen with or without the highway (Circ). Pricing of houses.
- Lack of land to build on in Burlington and Essex
- People and business issues need to be considered. Attract jobs/need infrastructure.
- Any alternative will push growth to outer towns that are not ready for it.
- Fracture village centers retail by building roads and other retailers move in. Village of Essex not as vital as before built section of Circ
- Don't focus on convenience.
- Increased population encroaches on the environment.

- Concerned over impacts to deer yarding.
- Poor bus service in project area.
- Earth berms for noise control in residential area. Use stumps and fill over.
- Asphalt thickness of 4-5 inches max. prevents heat sink effect.
- Repair only the sections of road that are bad. Do not pave one end to the other.
- Single family homes – Town of Essex new homes built in last four years. In previous year only 7 new homes built in a community of 10,000 people.
- State needs to look at more overpasses/underpasses.
- Williston resident:
 - New roads lead to sprawl
 - Preserve natural areas
 - Increase capacity of Rte 2A and North Williston Road. Already impacted areas.

Burlington 3/17/05

Transportation Issues 3/17

- Exit 11 congestion during peaks
- Industrial Ave and Rte 2 congestion
- Congestion – particularly AM commute. Caused possibly by lack of signal coordination and too many driveways and additional development
- Altered commute schedule to off-peak
- Multi-model approach to planning
 - Transit (bus)
 - Convenience – branches in network (flexible)
 - Predictable – Travel time, frequency and schedule.
 - Burlington to Montpelier light rail? Median of I-89?
 - Bike routes: build planned routes – system is not incomplete or fragmented
- Network approach to traffic congestion relief – all burden on a select few roads. [Need] more redundancy in system, for example more river crossings and more connector routes – Marshal Ave has relieved Rte 2 traffic
- Problem in Essex Village/ Sand Hill area of Essex Town – lack of connectivity – only Rte 15 services this and Rte 117
- Suggest: Allen Martin Parkway could alleviate; bikeway crossing over existing 289 could alleviate

- Need alternatives
- Congestion problems – best solved by alternatives to single occupant vehicle.
- Improved bicycle and pedestrian facilities → [need] information on benefits from alternatives
- Increase gas prices to \$3 to reduce trips
- Evaluate different land use scenarios
- Evaluate various Circ configurations – 2 Lanes/4 Lanes/2 Lanes plus 2 Lanes
- Evaluate maintenance costs for alternatives
- Susie Wilson/Kellogg intersection- high congestion during peaks
- Rte 289/ Rte 2A congestion during peaks – Southbound in AM
- Exit 11 backup Southbound on Rte 117
- Congestion not that bad (relative) (DC and Atlanta)
- Transportation solutions will impact region
- The scale of the Circ is out of scale with the needs
- Concerns of Noise and pollution relative to Circ
- Congestion concerns on Rte 2A during PM commute
- Evening commute [on Rte] 15 worse than the morning commute
- Congestion on Industrial heading towards 5 Corners
- Lack of bus transit; service ends too soon in evenings
- Smaller R.O.W costs less dollars
- Three lane roadways work very well
- Minimum lane widths are better
- Bike and Pedestrian facilities should be off-road
- Roundabouts are alternatives that may work
- Four-Lane divided roadways are not in keeping with the character of the area
- Adding capacity will add more trips – too many single occupancy vehicles
- Public transit (buses/vans) should be increased - destination based trips, convenient times, ease of use for non-users
- Problem with future analysis:
 - Traffic projections are over estimated
 - Increased future fuel costs
 - Economic slowdown/housing bubble will burst
- Funding should be directed towards existing roads

- Transportation funding will be scarce.
- Rte 2 and Rte 2A are always congested (Taft Corners)
- Commuting/Lack of connection from Jericho to Burlington
- Taft Corners shopping shuttle between stores and to Essex Junction
- Existing 289 doesn't relieve congestion in 5 corners
- Access to bay requires travel through residential neighborhoods
- Congestion/safety concerns on Rte 2A in vicinity of Taft Corners
- Congestion in Burlington; maybe relieved with better connection to the North/Rte 127
- Left turns exiting Maple Tree Place
- Safety concerns along Rte 117
- Link to Burlington (Park & Ride at Exit 11) → would like to see bike lockers and more frequency
- More capacity on bus bike racks is needed
- Safety concerns at Exit 12
- Taft Corner congestion
- Exit 14 in Burlington will experience congestion at commutes
- Main/East Ave jug handle-- Timing of lights.

Transportation Alternatives 3/17

Note: numbers in [brackets] are the number of people supporting the statement/alternative, including the person who initially proposed it.

- Bus service later – does not necessarily need to be every 10 minutes (at night)
- Combine better bus service with Parking fees/ limits on available parking
- 3-Lane configuration (VT Rte 2A, VT Rte 15)
- Not in favor of 4-Lane highway (3)
- In favor of roundabouts (7)
- More bus service (destination-based and regional)
- 2-Lane configuration for new highway (Circ)
- Personal rapid transit (www.skywebexpress.com) with on-demand bus service
- Research latest technology
- VT Rte 2A upgrade with roundabouts (3)
- Circ as proposed (3)

- Light density commuter rail – Between St. Albans and Burlington, and Burlington and Montpelier
- Not in favor of roundabouts (2)
- Light Rail in Circ corridor with Broadway for internal distribution
- Construct new bridge over river
- Parkway-style Circ – like Metroparks in Cleveland
- Human scale roadway – not limited access
- Express bus service; realistic alternative for autos.
- Doubts about the success of a roundabout at 5 Corners, especially pedestrian traffic and business impact, RR crossings
- Find ways to encourage mass transit/alternative modes

Land Use Issues 3/17

- Increased capacity will increase development in Rural Towns
 - Towns may not be prepared
 - Increase demand for service –
 - Pollution and run-off
 - Visual impacts
 - Decline
- Smaller roads will keep speed down
 - Conducive to residential
 - Not as high cost
- Will accessibility improvements adversely affect downtown Burlington?
- Look at Essex Alliance Development (Old Stage Road)
- What is the need? Is the highway necessary because the existing corridors are at capacity?
- Development is attracted to interchanges on existing portion [of Rte 289]; development likely to occur at any new interchanges on new highway facilities
- Lack of transportation alternatives
- The Circ plan would create a barrier for non-vehicular travel (e.g.; wildlife and pedestrians)
- I-89 intersection with proposed Circ corridor would block existing flows; existing corridor between I-89 and Rte 2 would be cut off.
- Don't assume project won't influence overall county growth

- Corridor development encourages residential in non-growth centers (i.e., farmland conversion to residential)
- Without a connection to I-89 (through Colchester) the additional traffic would overwhelm local capacity in Colchester
- Take a long range view and allow for light rail in the future as conditions warrant.
- Exit 17 has the potential to provide space for manufacturing and R & D space. The highway and the connectivity it provides will have economic development implications for IBM and the development of related industries.
- Look at major employers and prospects
- Estimates for vehicle-miles traveled – crucial to look at trends and recent breaks; watch for inflated forecasts
- Roundabouts reduce delay for all modes; induce densities (look at examples Brattleboro – change in land values and pedestrian activity)
- Loss of farmland – value of land, less agricultural activity
- Sprawl is what you can't see - house on a mountain top, scattered development.
- Roundabouts may have negative impact on businesses as traffic keeps flowing – less stops.
- Look carefully at zoning along roadways – illustrations may help residents visualize change.
- Land Use change related to urban flight.
- Roadways should be integrated with topography/landscape, limited access or not.
- Build transportation network to serve what you would like land use to be.
- Interchanges influence growth; what sort of land use policies affect growth outcomes in the surrounding areas.
- Disconnected land uses around interchanges; model should be New England Village not car culture.
- Consider mass transportation – Park and Rides, bus, and train.
- Fragmentation of habitats, wildlife corridors; green ways.

Community and Environment 3/17

- Essex Junction residents: [get] traffic out of residential areas or stop development in Chittenden County
- Burlington residents:
 - Walkability of Burlington an attraction to live here
 - Livable community with diversity of businesses
 - Sprawl- loss of downtown businesses/ diverse businesses

- In recent years loss of businesses and range of business types has occurred
- Threat of loss of downtown economy, move to tourist focus downtown
- Suggest EIS look at successful beltways and unsuccessful beltways in other locales.
- Risk of project not solving problem in long term
- Major recreational use within former Circ right of way
- Brennan Woods resident:
 - concern with size – lane limited access road
 - Issues need to be evaluated: noise mitigation, visual impacts, Allen Brook School, impacts on pedestrians if Circ built
- Burlington resident:
 - Well-defined village centers an important part of Vermont. In jeopardy because zoning and planning regs/laws don't direct development /building into downtown centers
 - Modern zoning laws have resulted in very spread out development.
 - Improving transportation infrastructure in the sprawled areas encourages more sprawl, therefore threatening village centers.
 - The issue is not about transportation but about good town planning.
- Habitat fragmentation – open space habitat already fragmented. Wildlife corridors/natural systems [should] not be further impacted by the project.
- Richmond resident:
 - Concerned about habitat loss
 - Concerned with development that may come after.
 - Bicycle and pedestrian safety and access
- Burlington resident
 - Quality of life impacted by poor regional planning, leapfrogging effect
 - CCMPO [should] use more smart growth approaches.
- Check on map's hiking trails, esp. in Essex Town.
- Burlington resident:
 - Model of self-sufficient New England - town center
 - Encourage dense development and preserving open space
 - Sprawl, box stores, decentralized development greatest threats to character.
 - Car culture is a threat – need car for daily chores.
 - Concerned with what new road would do to town centers

- Take a hard look at other Circ highways throughout the country.
- Decide how we want Vermont to look in the future.
- Public input [needed].
- Accounting for tangibles and intangibles.
- Mass transportation/ light rail/ low cost buses.
- Burlington resident:
 - Concerned about more sprawl happening
 - Air quality/water quality impacts (salt and other pollutants)
 - Aesthetics of viewsheds
 - Other forms of public transit
 - Making roads bigger will not help congestion – encourage more travelers.
- Resident of Williston:
 - Ditto to above points.
 - New roadway alignments could divide Williston
 - Small benefits to traffic flow and force traffic flow on Rte 2A in Williston
 - Concerned about Allen Brook School – noise pollution near school. If new roadway is chosen, at minimum a berm is needed.
- Burlington resident: Jobs moving into suburbs, out of Burlington.
- Williston resident:
 - Travelers are winding off main roads in into neighborhoods due to congestion on existing roads.
 - Bypass traffic around village centers and residential areas
 - Pedestrian and bicycle safety concerns need to be addressed.
 - Concerned with homeowners getting on the road (roundabouts will not allow this).
 - If new roadway is build, [need] better protection from noise and light [headlight glare]
- Essex Junction resident:
 - Concerned about pedestrian safety and retail industry in Essex Junction if roundabout built.
 - Pro Circ new roadway.
 - Essex Veterans Memorial Park (new) concerns that it may be impacted by roundabouts.
- Don Dickson, local photographer, did sequence of Circ right of way photos. Info on key locations.

- Archaeology – see UVM.
- Parkway - lower speed, integration of recreation, wildlife, etc. Integration of uses, for example Kankamaugus Highway in New Hampshire.
- Concern that Circ is not a continuation of I-89.
- Colchester resident:
 - Issue of impacts outside the Project Area.
 - Mallett's bay traffic congestion limits access by peds and bikes
 - Need way to remove 17,000 daily traffic journeys past lake.
 - Circ would alleviate the problem by at least 50%
 - No-build will result in environmental impacts.
 - Residents of Burlington who could have walked/biked/bused to open house generally drove.
- Attraction of Vermont is not high density housing.
- Land/space is valued as quality of life.
- Burlington Old North End: how might redirected traffic affect the neighborhood, e.g., mom-and-pop stores (and jobs many residents have in these local businesses). Old North End neighborhood has generally slow-moving local traffic. Would there be a change?