

INPUT RECORDED ON FLIP CHARTS

The following lists were transcribed from the flip chart sheets recorded on March 17, 2005 at the Circ-Williston EIS open house at Burlington. 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.

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?