

## **INPUT RECORDED ON FLIP CHARTS**

The following lists were transcribed from the flip chart sheets recorded on March 15, 2005 at the Circ-Williston EIS open house at Jericho. 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!