

INPUT RECORDED ON FLIP CHARTS

The following lists were transcribed from the flip chart sheets recorded on March 16, 2005 at the Circ-Williston EIS open house at Williston. 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.

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 through-way.
- 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 are 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.

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 bus 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 noises barriers wont 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.