

2. TRANSPORTATION ALTERNATIVES

Note: numbers in [brackets] are the number of people supporting a statement/alternative already on the flip chart at each open house, including the person who initially proposed it.

- Evaluate reasonable alternatives.
- Maintainable solution.
- Need information to assess alternatives.
- Look at all alternatives and give them a fair shake.
- Need alternatives
- Transportation solutions will impact region
- Colchester resident: No-build will result in environmental impacts.
- Suggest EIS look at successful beltways and unsuccessful beltways in other locales.
- Estimates for vehicle-miles traveled – crucial to look at trends and recent breaks; watch for inflated forecasts
- Problem with future analysis:
 - Traffic projections are over estimated
 - Increased future fuel costs
 - Economic slowdown/ housing bubble will burst

New Roadways

- Another Winooski River crossing needed.
- Adding capacity will add more trips – too many single occupant vehicles
- What is the need? Is the highway necessary because the existing corridors are at capacity?

Circ Highway Link

- Complete Circ Highway as currently designed [Jericho-19]
- Entire Circ needs to be completed at one time; phasing will impact local roadways. Incomplete Circ dumps you with no place to go.
- [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.
- Remainder of Circ Highway in Colchester also needed.
- Underhill resident: we need the road!
- Thinks Circ should be built; get on with it and stop spending money on studies.

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- The Circ is a necessity – safety issues, emergency management.
- Provide Circ access at Rte 2.
- Depressed roadways
- 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.
- Need roundabouts on Rte 2A plus [a] Circ Highway [alternative].
- Circ as proposed [Williston-22]
- Circ thru Colchester [Williston-6]
- 2-Lane Circ [Williston-4]
- Look at other Circ alignments with less impact.
- Lack of full Circ inhibits village center in Essex town. Look at traffic without A/B and with full Circ.
- How much of an improvement will Circ have, and is it worth the cost in terms of environmental impacts.
- 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?
- Need Circ to build landfill.
- Circ to help move truck traffic – a help to businesses.
- 5 Corners needs Circ.
- Rte 2A, Rte 15, Industrial Ave., Taft 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 Circ because county population has doubled – growth in a central location-improve infrastructure. Finish Southern Connector.
- Need to get traffic off of Rte 2A – Need Circ
- Backups on Rte 2A NB in PM from Rte 2 blocks side streets - need Circ.
- Need the entire Circ
- The Circ (all segments) will help to relieve congestion on many roads
- Transportation study area must include entire Circ (northern segment)
- Need Circ to develop landfill
- Circ connection to I-89 – move further west.
- Not 4-lane Circ
- Circ A/B would be best use of land and relieve traffic into Burlington.

- Build Circ to avoid gridlock/congestion
- No Circ [Williston-5]
- No Circ = designated growth can't be achieved.
- Is saving a few minutes worth all this?
- "Circ Street" will not address the traffic from points north; crossing of river needed; this will help new landfill.
- Not in favor of Circ going only to Mountain View Rd.
- Circ Street would allow at-grade crossing for bike path in Williston (culvert or flyover not preferable)
- Williston resident: Circ will increase commuting distances and increase traffic
- Safety concerns about proximity of Circ to Allen Brook School
- Safety concerns with proximity of Circ to school/neighborhood/golf course
- Circ as proposed (3)
- Evaluate various Circ configurations – 2 Lanes/4 Lanes/2 lanes plus 2 Lanes
- Take a hard look at other Circ highways throughout the country.
- The scale of the Circ is out of scale with the needs
- Concerned with what new road would do to town centers
- Concern with size- 4 lane limited access road
- Not in favor of 4-Lane highway [Burlington-3]
- 2-Lane configuration for new highway (Circ)
- Construct new bridge over river
- Parkway style Circ like Metroparks in Cleveland
- Human-scale roadway, not limited access
- I-89 intersection with proposed Circ corridor would block existing flows; existing corridor between I-89 and Rte 2 would be cut off.
- Without a connection to I-89 (through Colchester) the additional traffic would overwhelm local capacity in Colchester
- Essex Junction resident : Concern that Circ is not a continuation of I-89.
- Essex Junction resident : Pro Circ new roadway.
- Colchester resident : Circ would alleviate the problem by at least 50%
- Burlington residents : Risk of project not solving problem in long term

Other New Roadways

- Suggest: Allen Martin Parkway could alleviate [lack of connectivity]
- Congestion in Burlington; maybe relieved with better connection to the North/Rte

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- Smart Growth Alternative [At-grade Circ Street to Mountain View and improvements to Rte 2A] [Jericho-2]
- Consider connector from Allen Martin Parkway to Circ; would help the Rte 15/Rte 128 intersection.
- Need Allen Martin Parkway connection, with or without Circ.
- Alternate route to Sand Hill Road.
- Other areas could be fixed with funds and Exit 12 should be included in any alternative or as a stand alone project.
- Single point diamond interchange at Exit 12.
- Circ from Rte 289 in Essex to IBM, but not I-89
- Brennan Woods Resident : Extend Rte 289 to the south to Mountain View
- Circ Highway utilizing roundabouts instead of interchanges.
- [Circ] Right of Way may be good location for road. Interstate too large scale. Grade is a question.
- Allen Martin parkway extension.
- Allen Martin Parkway connection to Rte 289 with or without Circ in Williston [Williston-3]
- Allen Martin should connect to existing Rte 289.
- Additional interchange west of Exit 12 should be investigated.
- Additional routes out of Burlington.
- Additional I-89 exit for Wal-Mart/Home Depot area.
- Exit 12A at Rte 116 should be constructed due to the heavy industrial development in the area.

Improve Existing Roadways

Roundabouts

- Use roundabouts where they work rather than signals [Jericho-4]
- Roundabouts alternative on Rte 2A. [Jericho-3]
- Roundabout at Rte 2A/Mountain View/Industrial Ave [Jericho-2]
- Roundabout at Exit 11/US2/VT 117
- Roundabout should be considered at Rte 15/Sand Hill Rd.
- Not in favor of roundabouts [Jericho-10]
- Slow traffic (but not too slow) [at roundabouts] is better than stop at signal.
- Need roundabout education/experience.
- Roundabouts with pedestrian signals.
- Design roundabouts for trucks.

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- In favor of roundabouts [Williston-4]
- Not in favor of roundabouts [21]
- Like roundabouts, but unsure of their use here [Williston-3]
- Roundabouts not practical for Rte 2A [Williston-5]
- Constant flow on Rte 2A (i.e., roundabouts) will make it difficult to access Rte 2A from adjacent communities
- No roundabouts on Rte 2A- Maple Tree Place roundabout is bad –need Circ.
- Bad roundabout in Maple Tree Place
- Maple Tree circle does not work (suggest 4-way stop)
- Need to eliminate the roundabout in Maple Tree Place – Williston Town doesn't want to adopt this road.
- 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
- Roundabouts could cost more
- Roundabouts only a short-term fix
- Roundabouts won't serve the same purpose as a ring road.
- Concern that roundabouts will result in buildings being condemned to build them.
- Roundabout alternatives worse for village centers
- 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
- Roundabouts are alternatives that may work
- In favor of roundabouts [Burlington-7]
- Not in favor of roundabouts [Burlington-2]
- Rte 2A upgrade with roundabouts [Burlington-3]
- Doubts about the success of roundabout at 5 Corners, especially pedestrian traffic and RR crossings
- Roundabouts reduce delay for all modes; induce densities (look at examples Brattleboro – change in land values and pedestrian activity)
- Essex Junction resident: Essex Veterans Memorial Park (new) concerns that it may be impacted by roundabouts.
- Concerned with homeowners getting on the road (roundabouts will not allow this).

- Essex Junction resident : Concerned about pedestrian safety and retail industry in Essex Junction if roundabout built.
- [Roundabouts have] small benefits to traffic flow and force traffic flow on Rte 2A in Williston

Other Improvements to Existing Roadways

- Widen Rte 2A and improve [Jericho-3]
- Additional left turn lanes needed for EB South Street at Rte 2A in Essex Jct.
- Consider central turning lanes at congested locations, e.g., Rte 2.
- Progression/timing of lights; need to coordinate signals
- Consider central turning lanes at congested locations, e.g., Rte 2.
- VT 117/River road improvements.
- Upgrade local roads to support farms.
- Consider permitted lefts at City (Burlington) signals.
- Widen Rte 2A to 3 lanes to allow refuge for left turns
- Upgrade Rte 117 with access at Exit 11 [Williston-4]
- Brennan Woods Resident : Rte 2A expansion or Rte 117
- Improve Exit 12 [Williston-3]
- Exit 12 is a problem – need double left turn from WB off ramp to SB Rte 2A
- Upgrade North Williston Rd.
- Williston resident: Increase capacity of Rte 2A and North Williston Road. Already impacted areas.
- Brennan Woods Resident : Expand existing roads vs. new roads

Other Existing Roadway Improvements

- Three lane roadways work very well.
- 3-Lane configuration (Rte 2A, Rte 15)
- Minimum lane widths are better

Public Transportation/Demand Management

- There are less alternative forms of transportation [available]
- Need more affordable public transportation. More direct routes for commuters beyond Essex Jct.
- Essex Junction resident: Public transportation in a reasonable time period is important.
- The money could be better spent on railroad service.
- Transit not feasible/practical – cars are the essential mode in Vermont.

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- Consider commuter buses along Rte 15 corridor. LINK bus in Richmond to be accessed. Amtrak connection to Burlington. Consider small cars on RR corridor.
- Commuter rail using Essex Station
- Put trains underground at Essex Jct.
- Rail from St. Albans to Burlington and from Burlington to Montpelier; expand from there.
- 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.
- Too bad ROW for railroad was lost for potential future use; was a good network.
- More park-and-rides needed further out on Rte 15 – Jericho/Underhill.
- Use tolls on Circ/ I-89 and ferries to help fund projects (discounts for VT residents).
- Park and rides needed.
- TDM useful.
- Transit (all modes) should be encouraged/promoted/developed/
- Prefer transit, bikes, TDM and improvement to existing infrastructure (including roundabouts) instead of new highways (like Circ) to encourage SOVs (single occupant vehicles).
- Increase bus service throughout the region [Williston-3]
- Intelligent Travel Systems (ITS)
- Transit – bus routes
- Transit
- Better improvement to bus service
- Mass transit not feasible – not dense development
- Rail service St Albans to Montpelier to Randolph with bus service from stations [Williston-3]
- More park and rides
- Congestion problems – best solved by alternatives to single occupant vehicle
- Public transit (buses/vans) should be increased – destination –based trips, convenient times, ease of use for non-users.
- Bus service [should run] later – does not necessarily need to be every 10 minutes (at night)
- Combine better bus service with parking fees/ limits on available parking
- More bus service (destination based and regional)
- Personal Rapid Transit (www.sywebexpress.com) with on-demand bus service
- Research latest technology

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- Light density commuter rail – between St. Albans and Burlington, and Burlington and Montpelier
- Light rail in Circ corridor with busway for internal distribution
- Express bus service; realistic alternative for autos
- Find ways to encourage mass transit/alternative modes
- Take a long range view and allow for light rail in the future as conditions warrant.
- Burlington resident : Other forms of public transit
- Burlington resident: Mass transportation/ light rail/ low cost buses.
- Increase gas prices to \$3 to reduce trips
- Consider mass transportation – Park and Rides, bus, and train.

Pedestrian and Bike Facilities

- Wider roadways for bikes not always needed.
- Focus should be on Bike Paths and a Park and Ride; concentrated development.
- Pedestrian-friendly alternatives
- Any road that is built should have wide shoulders for bicycles
- Green belt along Circ with bicycle access/multi-use recreation.
- Essex Junction resident: this is an opportunity to increase recreation, paths, bike trails.
- Beltway not as good an investment as bikeways/paths. Congestion not severe.
- Bridges or tunnels for pedestrians, and bikes at roundabouts.
- Bike paths [Williston-5]
- Bike paths separated from roadway.
- Ped/bike access on existing routes [Williston-3]
- Improving local roads to make them safer for bikes (not new bike paths).
- Bikes and vehicles to share roads safely
- Alts should include accommodation for bicycles (i.e., wide shoulders/bike lanes)
- Non-vehicular (gas powered) friendly infrastructure (more bike commuting options and safer)
- Bike and pedestrian facilities should be off road
- Suggest: bikeway crossing over existing Rte 289 could alleviate [lack of connectivity]
- Improved bicycle and pedestrian facilities – [need] information on benefits from alternatives