

1. TRANSPORTATION ISSUES

Traffic Congestion

Taft Corners

- Traffic congestion to Taft Corners from Rte 2A.
- Taft Corners congestion.
- Taft Corner is even more of a problem than 5 Corners – Rte 2A is overcrowded and avoid Taft Corners.
- Taft Corners is congested during peak hours.
- Congestion concerns on Rte 2A in vicinity of Taft Corners
- Taft Corners congestion
- Rte 2 and Rte 2A are always congested (Taft Corners)

5 Corners

- Stuck at 5 Corners during train crossings.
- Congestion at 5 Corners is dangerous because traffic is not flowing.
- Altered travel behavior due to congestion (5 Corners)
- Traffic volumes at 5 Corners are large; must be a way to reduce/remove traffic.
- 5 Corners is a nuisance; not a significant concern
- Trains in 5 Corners cause back-up on roads
- Existing Rte 289 doesn't relieve congestion in 5 Corners

Route 2A

- 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.
- Rte 2A Taft Corners towards 5 Corners.
- Rte 2A is packed when IBM lets out –avoid Rte 2A
- Entering Rte 2 between Rte 2A and North Williston Rd. is difficult during peaks.
- 5 Corners/Rte 2A: very busy intersection and main highway
- Congestion on Rte 2A between Exit 12 and Rte 2.
- Congestion at Industrial Ave/Rte 2A is bad.
- 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.
- Mountain View resident: Rte 2A traffic congestion/backup [others concur];
- Congestion concerns on Rte 2A during PM commute
- Congestion on Industrial heading towards 5 Corners
- Industrial Ave and Rte 2A congestion.

Route 2

- Rte 2 while coming out of Taft Farms

Route 15

- Rte 15 in Jericho is stop and go in morning toward Burlington, the opposite in the afternoon.
- Rte 15 in Essex and Underhill has had continuing increase in traffic over past years. Left turns off and on Rte 15 are difficult.
- Rte 15 traffic has increased over the years (many people concurred).
- Rte 15/Browns Trace Rd has long left turn queues (others concurred)
- Concern Rte 15 becoming a parking lot during rush hours between Essex Town and Williston. Need to divert traffic off of Rte 15.
- Rte 15 corridor – 5 corners towards St. Mike's College.
- Evening commute [on Rte] 15 worse than the morning commute

Exit 11/Rte 117

- Heavy traffic on Rte 117, a.m. and p.m.
- Rte 117 and Sand Hill Rd: left turns in and out are difficult for commuter traffic.
- Jericho to Williston journey- use local roads to 117 to North Williston Rd to local roads. Congestion around Williston
- Exit 11 backup Southbound on Rte 117
- Exit 11 congestion during peaks.
- Congestion in the Exit 11 area.
- Exit 11 congestion.

Exit 12

- Exit 12 congestion
- Congestion at Exit 12.

Susie Wilson Road

- Susie Wilson Road experiences queues at commute times. [several concur]
- Congestion due to development (concentrated) at Susie Wilson Rd. Ped/bike/safety concerns.
- Susie Wilson/Kellogg intersection – high congestion during peaks

Burlington

- Burlington resident : Making roads bigger will not help congestion – encourage more travelers.
- Exit 14 in Burlington will experience congestion at commutes

Colchester

- Colchester resident : Mallett's Bay traffic congestion limits access by peds and bikes
- Colchester resident : Need way to remove 17,000 daily traffic journeys past lake.

Other

- North Williston Rd experiences traffic at commuting times.
- Need solution with immediate relief, not just long-term.
- Farmer: 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.
- General congestion throughout the County
- Lack of problem/congestion – don't experience significant problems.
- North Williston Rd. Traffic is increasing due to development from Jericho and points North/East
- Left turns on North Williston from Mountain View Rd/Gov. Chittenden Rd. is difficult during rush hour.
- Peak hour congestion – how do we spread out the commute?
- No significant concerns with traffic in Williston; not worth spending large \$\$.
[two others concur]
- Traffic congestion Colchester (all routes) – thoroughfare for people going west to east.
- Traffic in and out of Burlington worse than project area.
- Rte 289/ Rte 2A congestion during peaks – Southbound in AM
- Williston resident : Travelers are winding off main roads in into neighborhoods due to congestion on existing roads.
- Congestion, particularly AM commute. Caused by lack of signal coordination and too many driveways and additional development.
- Altered [his] commute schedule to off-peak.
- 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 – Marshall Ave has relieved Rte 2 traffic.
- Congestion not that bad (relative) [to] (DC and Atlanta)

Existing Infrastructure

- Move vehicular traffic
- Lack of alternative roadways to Burlington.
- Conflict between farm equipment and commuting traffic.

CIRC-WILLISTON EIS: Comments recorded at Scoping Open Houses, March 15-17, 2005

- 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.
- Rte 15 Corridor Study by CCMPO? Park/River/Brown difficult intersections on Rte 15.
- Left turn lights sometimes use Arrow and sometimes “Green” ball (no consistency?)
- On interstates speed limit of 55 mph is too low.
- Access management; reduce curb cuts and driveway access. Access from local roads not main roadway.
- Shift differentials at large employers would help commuter volumes.
- “Neighborhood” by-passes; impact local roadways.
- Any new construction should also address local roads.
- Advance warning is needed if North Williston Rd is closed due to flooding.
- Redirect traffic out of 5 Corners (3)
- Travel patterns from outside the study area to internal destinations should be included.
- Speed limit should be lowered in Jericho (25 mph in school zone)
- Traffic lights at 5 Corners work fine; cycling through works.
- Need to get through traffic out of Essex Jct (5 Corners)
- Difficult to travel Rte 15 – so many traffic lights.
- Need local roads back for local traffic.
- Traffic at 5 corners impedes emergency vehicle access. No alternate route between Mountain View Rd and the village.
- Residential and School: Should have parallel access roads directly from residential areas to the school, so don’t need to use main road.
- 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.
- Feeder road improvements are needed.
- Need better roads from outlying communities to central core.
- Essex Junction resident/Trustee: growth is expected, need alternate route for Rte 2A corridor
- It is easier to travel on local roads than to stay on Rte 15 (many concurred).

CIRC-WILLISTON EIS: Comments recorded at Scoping Open Houses, March 15-17, 2005

- River Cove Rd and Rte 2A needs a traffic light unless Circ is built.
- Need bypass to remove cars off at Rte 2A
- Rte 2A from Taft Corner to 5 Corners –Remove the pass-through traffic and keep the destination traffic
- Limited River Crossings
- Through traffic on Rte 2A needs alternative roadway. Must include additional river crossing.
- He travels Williston to Milton on Rte 2A each day with little difficulty
- Rte 2A and 5-Corners are bottlenecks (PM)
- Not fully utilizing current infrastructure
- Rte 2A can't handle more through traffic. It should not be the major through-way.
- Lack of access to Rte 16 industrial area; this will help Exit 12 problems.
- Long term planning necessary to ensure congestion [is] not issue in future.
- 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.
- More police patrols/enforcement.
- Signals on Rte 2A provide gaps for side street entry
- Alternate route to Rte 2A
- Factor in the Southern Connector.
- Solution that reduces traffic volume at 5 Corners and thru Essex [3]
- More overpasses needed, less at-grade intersections with lights.
- State needs to look at more overpasses/underpasses.
- Need an alternative to Rte 15.
- Rte 117/Sandhill: fix [is] currently proposed by Vtrans.
- Resident of Essex Town : Divert traffic off Rte 15
- Don't focus on convenience.
- 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.
- Bypass traffic around village centers and residential areas
- Problem in Essex Village/ Sand Hill area of Essex town – lack of connectivity – only Rte 15 services this and Rte 117.
- Commuting/ lack of connection from Jericho to Burlington
- Left turns exiting Maple Tree Place

- Main St/ East St jug-handle – Timing of lights

Safety

- Taft Corners: safety problem at Exit 12; another interchange will help congestion in this area
- Safety concerns: EJ Village split in two, and children walk to school. Alternative route is needed.
- Concerned about safety issues in Rte 2A corridor in Essex Jct; children walk across to school.
- Alternative route to Rte 2A corridor – safety (3)
- Look at safety problems in turns. Rte 2A intersections. Get people off Rte 2A. Exit 12 backups conflict with high speed travel.
- 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.
- One ingress/egress to subdivisions is unsafe.
- Driveways are dangerous at 5 Corners
- [Exit 12 safety concern is] independent of traffic congestion at intersection
- Safety concerns: Exit 12 [others concur]\
- Safety issue at Exit 12 [others concur] –
- Safety issues associated with Rte 2A congestion, especially Exit 12. Rte 2A access onto roadway very difficult, approaching a safety issue.
- Exit 12 queues stretch onto I-89.
- Accidents at Taft Corners
- Resident of Essex Town : Pedestrian safety
- Safety concerns on Rte 2A in vicinity of Taft Corners
- Safety concerns along Rte 117
- Safety concerns at Exit 12

Truck Traffic

- Truck traffic through Jericho Center (town roads)
- Truck traffic (high volume) using Rte 117 to/from Exit 11.
- Should there be a truck restriction on I-89 west of Exit 11?
- 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.
- Jericho trash traffic from CSWD impacts local roadways.
- Safety is a key issue in Rte 2A corridor, especially for children. Many trucks.

- Remove commercial traffic (super loads) off of local roads

Public Transportation

- Lack of low cost public transit (bus and train).
- Existing bus service to Williston should be maintained.
- Buses don't go where people live – look at routes.
- Poor bus service in project area.
- Need for improved transit frequency
- There is a lack of regular mass transit, e.g.: buses – Need more frequency and routes.
- But, people rely on cars – not enough urban areas [for transit].
- Lack of fast transit (alternative) to Burlington
- Lack of Williston-Burlington bus routes and Essex-Williston
- Need more park and rides (Exit 12 and also within 1000 feet of other exits)
- Lack of bus transit; service ends too early in evenings
- Car culture is a threat – [but] need car for daily chores [because transit inadequate].
- Lack of transportation alternatives
- Multimodal approach to planning
 - Transit (bus)
 - Convenience – branches in network (flexible)
 - Predictable – Travel time, frequency, schedule

Pedestrian and Bicycle

- Pedestrians and Bike users are not respected by vehicles. The Circ will not help.
- Bike accessibility/capacity on existing routes (2)
- 5 Corners is not pedestrian friendly
- 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
- Richmond resident : Bicycle and pedestrian safety and access
- Williston resident : Pedestrian and bicycle safety concerns need to be addressed.

Residents of Burlington who could have walked/biked/bused to open house generally drove.