

CIRC- WILLISTON TRANSPORTATION PROJECT EIS

Public Forums on Alternatives Screening June 28-30, 2005

Format of the workshops:

- 1) Tuesday June 28 - Essex Junction (three sessions per topic)
 - A. Travel Demand Management and Public Transportation
 - B. Existing Roadway Improvements
 - C. New Roadways

- 2) Wednesday June 29 - South Burlington (three sessions per topic)
 - A. Travel Demand Management and Public Transportation
 - B. Existing Roadway Improvements
 - C. New Roadways

- 3) Thursday June 30 – Richmond (one session per topic)
 - A. Travel Demand Management and Public Transportation
 - B. Existing Roadway Improvements
 - C. New Roadways

GROUP A: TRANSPORTATION DEMAND MANAGEMENT (TDM), PUBLIC TRANSPORTATION, BIKE/PED, AND FREIGHT

- Expanding roads for bus lane (e.g. Rte 2A) could be problematic.
- Pine Street Barge Canal site [in Burlington] would also be difficult to expand for bus rapid transit route.
- Bus – via Circ Street to Essex should be looked at which could be more cost effective.
- Rail – Champlain Flyer didn't seem to work- concerned that in general rail might not be realistic.
- Like the idea of a transit system that loops- include express buses – direct routes.
- Concern about time it would take to go from one location to another.
- Concern about density of population to support transit. Need to make sure the numbers are accurate.
- Rail – concern about need to upgrade line.
- Concern about widening for bus lanes on Rte 15.
- Coordination of transit with land use and growth centers- go hand in hand
- How [transit] analysis plays out affects ridership and viability.
- Concern about public transportation solution focusing on 5-Corners. Need to look more on a country wide basis.
- Should consider having feeders into transit stops. Would be convenient with feeders, and people will use the system.
- Need to coordinate with Burlington and South Burlington.
- Need to look at the big picture.
- Multi-modal usage: Coordinate with other projects in the area.
- Need to make sure [study team] work with accurate growth projections (population and employment).
- Transit system seems focused on journey-to-work trips.
- Don't focus just on IBM.
- Not just major employers:
 - Burgeoning of many smaller businesses.
 - Need to understand changing economic basis of Chittenden County
- Traffic issue is not just IBM and jobs will probably be in different locations.

TDM

- Explore free/reduced bus passes.
- Incentive programs for Car Poolers
- Look at combining incentive programs with congestion tolls.

GROUP B: EXISTING ROADWAY IMPROVEMENTS

- Missing James Brown Drive intersection improvements. James Brown drive met warrants for traffic signals.
- Strong feelings voiced at meeting for Rte 2 if Circ built, how much traffic reduced at exit 12?
- Instead of fixing exit 12 put one at Brownell Road. Instead of looping at Tafts Corners.
- Williston and South Burlington density affecting Rte 2A- most business developed, trying to get through narrow “tunnel”.
- Town of Williston planning contradicts using Rte 2A as major corridor instead of Circ.
- Coordinate [signals from] Five Corners to Exit 12, move a lot more traffic.
- Exit 12, try butterfly – Cloverleaf, traffic able to merge no need for lights
- Agree [with earlier comment] about Rte 2A and demand created by businesses.
- Five lanes, left hand turns, don’t like idea of [using] Shelburne Rd [design], which has median; have to do U-turn, plan turn in advance.
- Create center lane, plus 2 lanes in either direction.
- Susie Wilson Road has impact on traffic through Five Corners, [improvements there] helps fix Essex Junction.
- Roundabouts: concerned, trucks are unable to negotiate typical roundabout.
- Huge trucks: Rte 2A heavily traveled by large trucks; trucks in Europe are articulated, can maneuver around roundabouts there.
- Studies can be done quickly to see if roundabouts work or not. How big will they be and what will be impacted?
- Echo previous comment; Essex Junction does not want roundabouts as they affect buildings and pedestrians both.
- Walking community, pedestrians are competing with trucks in Essex Junction.
- Route 15, Old Stage Road renovation, added light; still a problem. This intersection is good place to have roundabout, light not efficient. Perfect location to try it. Enough space.
- Rte 2A Airport Parkway, and North Williston Road are only other river crossings, viable alternative to Rte 2A is needed.
- Brownell Road North of Rte 2 is residential, should be closed to trucks. Town adding new cross street, where fitness center is. Town is focusing on that area.
- Rte 117 doesn’t serve same purpose as Circ does. That traffic going in different directions, curving road, would need to be made straight.
- Exit 11 – Is Vtrans doing a project there? [Yes, design of improvements in progress.]
- Roundabouts: find places where they would work with other options, including public transportation.
- Earlier reports show that everything [i.e., all types of improvements] will be needed; timing is the issue. Timing influences growth patterns. Money is a factor- can only do so much. Get the most for the money.
- Long-term planning, what makes sense is keeping land to accomplish in future.

GROUP C- NEW ROADWAYS

- The “Circ Street” (I-89 to Mountain View Road): boulevard doesn’t fix safety hazards on 2A between Mountain View and Five Corners.
- Need for emergency vehicle access to and from Essex Junction. It was not in the 1st presentation
- Boulevard creates problems for left turns; possibly use center turn lane on Boulevard.
- Need an interchange at US2 to relieve congestion at Taft Corners and Exit 12.
- Should consider interchange at US2 for backup [alternate route] when [Circ] road is closed for emergency.
- US 2 Interchange allows businesses and residential traffic to split
- Circ would alleviate Taft Corners, but is concerned about berm near Allen Brook School. Berm is too small.
- No roundabouts as alternatives.
- Put roundabouts anywhere they can be.
- Is it a goal to alleviate Exit 12 traffic? Yes. This should be one of the needs for the 2A corridor
- Almost impossible to move location of Circ (ROW issues)
- When will the long term impacts be compared?
 - Farmland impacts – development away from town centers.
- Where are pedestrian impacts discussed?
 - Connectivity between towns?
 - People impact?
- Important to remember that our behavior is not easy to change. Land is a commodity that can be used up. Somebody needs to have discussion about values.
- Need to look at values as part of the EIS discussion. Not only mobility issues.
- Looking at this is very narrow. [Broader] scoping required for a large investment
- Expand purpose of EIS so that it meets goals about growth and policy concerns.
- Need to keep community desirable. There is a need for more dense housing.
- [Should be] trying to put Highway where already developed.
- If Circ had been built, communities could have developed better around it as they planned to do.
- Can never improve Rte 2A enough to handle traffic. Development is already there.
- Let process of solution keep communities desirable.