

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

Session 1

- The project area is not comprehensive enough. There are traffic issues beyond project area.
 - It should include Rte 15.
 - Trips to Burlington
- Need for improvements is urgent. Now A/B alternatives will take years to design and build.

TDM

- Transit systems “Do they break even?”
- Park and Ride is very acceptable to public.
- There is a concern about need for bus lanes for Rte 2A.
- How will funding for alternatives be addressed?
- Lots of study about Mass Transit/ TDM but there has been no serious funding discussion.
- The Bus Lanes, etc for Rte 2A conflict with town plan goals and current use. This would adversely impact neighborhood character and current commercial uses.
- How to change mindset of potential users?
- How to get employers to support time limited Mass Transit?
- Mass Transit must be frequent enough to be useful.
- There is a need for encouragement/ rewards for use of Mass Transit.
- Bus Lanes/ HOV or other expansion of Rte 2A

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

Session 2

TDM/ Mass Transit.

- How silly does it need to get before the alternative or concept gets thrown out (HOV/Tolls)?
- The alternative long list is too long
- People already do all TDM alternatives that are reasonable, such as Rideshare, etc.
- Gas prices will drive people to TDM – agree with the TDM alternatives.
- TDM doesn't save that much time since ride is so short.
- Commuter Van use is already successful outside project area (Shelburne)
- Park/Ride lot and Rideshare great ideas but it takes individual action to use, therefore won't have a big effect.
- Park/Ride and Rideshare cost would mean more taxes.
- There is a need for more Park/Ride facilities.
- Current Vermont Rideshare not commonly used.
- Bike Paths are rarely used – it is weather dependant.
- Bike Path should be part of any new road alternative.
- Where would the trucks go if restricted? Will they be put on the new highway?
- Restricting trucks effect current and future businesses.
- Transit can not be economically feasible.
- Government funding is in short supply. People have no desire to increase taxes.
- Vermont already rejected transit. Champlain Flyer (Commuter Train)
- There are not enough riders in project area.
- Bus is much more cost effective than trains.
- Bus is more feasible and could go to specific locations.
- Current bus trips are adequate.
- Adding more buses will improve ridership
- Suggest smaller bus and more frequent.
- The bus Lanes without A/B won't solve the problem.
- Put bus lane on A/B.
- Hard time adding Bus Lane to Rte 2A and it doesn't solve the 5-Corners problem.

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

Session 3

- These are alternatives to what? TDM/Mass Transit couldn't solve the needs on their own?

Mass Transit

- Waste of money in Vermont as there is not enough population to support mass transit.
- Let's stop wasting money on studies.
- Those with economic needs do rely on mass transit in Vermont.
- Trips to Rte 2A commonly to big box stores to make purchases. Satisfy this need.
- Ride sharing/ Park and Ride is very popular. There is more need than what is currently being provided.
- Add Park and Ride lots.
- Congestion pricing is not going to happen in Vermont.
- TDM great for work trips but does not solve all issues and all trip needs.
- CATMA already does TMA in Burlington area.
- There is a need to add bike path to existing 289 and a must for the new highway.
- TDM is not going to solve problems and it does not make sense.
- HOV Lanes won't work for short trips which are the common trips
- If trucks are restricted how do they get to businesses?
- Keeping trucks off roads during peak hours increases costs to businesses.
- Better hurry if you want to live long enough to use services.

GROUP B: EXISTING ROADWAY IMPROVEMENTS**Session 1**

- Initial transportation screening: generic limited concepts for screening insufficient to meet objectives.
- Are we starting fresh?
- Do we want opinions on what was done before? We may come to the same conclusion.
- Should we pretend interstate wasn't built?
- Is the old data being used? Multiple traffic studies.
- It might help if the study area is explained.
- [Look at] context of [existing roadway improvements]. If evaluate North Williston Road then verify impacts on Jericho.
- Study Area is broader than Rte 2A.
- Trying to understand the matrix.
- Vermont 2A intersection improvements. What are the areas to be improved? Who decides to fill in the circle [make the assessment of whether it meets evaluation criteria]. Confused on what basis to conclude it meets purpose and need- was there any public input? [Input from this forum will be considered.]
- Asking to agree or disagree – Public input.
- On existing Roadways, why is current Circ not shown because of safety, several deaths, high speed traffic?
- The goal is to get input on alternatives.
- 200-300 garbage trucks in Essex Junction too much impact
- Neutral about roundabouts
- Roundabout was “scary” needed lights, made U-turns.
- One resident said tow trucks wait for accidents at Five Corners.
- What does Channelization mean?
- 5-Corners concern – assessing impacts on historic nature buildings and park should be done in the beginning instead of getting to the end and realizing it can't be done.
- Roundabouts take a lot of area and the only ones that work are large.
- Property around intersections would have to be taken.
- All of the items in the alternative list will occur in the future, some will help when Circ gets built.
- There are only two bridges crossing Winooski.
- Interchange on I-89 – at the one in Williston [Exit 12], 2 lanes back up on interstate which they plan to make 3 lanes. How big would it have to be?
- Alternative for North Williston Road Corridor (Cross Section Improvements) is too narrow for project purpose; purpose is broader.
- Criteria looking at 2A Corridor improvements.
- Broaden purpose - include other major roads with safety issues
- [N. Williston Rd] should be left as it is.

- Printed tables doesn't reduce time if Circ built, discouraging from previous study.
- If Circ finished it would be easy to get to IBM [from Rte 15]. [Currently] need to make left turn on Sand Hill Road to North Williston Rd, versus making right turn to Circ.
- Alternative VT 15 Corridor (VT 289 to Underhill segment (3 Lane) should be taken off the table as it has to come back with the final alternatives. Jericho prefers to see traffic on Rte 15.
- Use existing roads, dedicated truck routes.

GROUP B: EXISTING ROADWAY IMPROVEMENTS**Session 2**

- Cross- Section improvements. Symbol for “likely meets purpose and need” - who came up with that for Rte 2A? Does it mean slightly improve?
- [Rte 2 upgrade] definitely would improve safety.
- Safety – for vehicles? Pedestrians?
- When study uses database on accidents, won’t get pedestrian accidents (pedestrian accidents are missing).
- Williston Town plans Rte 2A, Essex Junction need to be looked at. Number of lanes contradicts town plans for Rte 2A.
- Time is not addressed which is a critical problem. Any alternative other than Circ will take 8-10 years.
- Nobody knows who has the right-of-way. People take it anyway.
- Rte 2A corridor is very dangerous as there is limited right-of-way, and what about utilities? Town will not allow construction without utilities being replaced.
- Wetlands, storm water runoff, no room for retention ponds.
- There is heavy truck traffic, at least 25 to 40 (per hour).
- Plans to put in landfill, transporting trash out of Chittenden County. 22-Wheeler trucks through Essex junction, 44 truck trips.
- Turning lanes don’t accommodate trucks. How do you get large trucks through roundabouts?
- Rte 2A goes into gridlock. If there is accident during peak periods traffic often backs up beyond 5 Corners.
- There are [weight] restrictions getting across Winooski River.
- Rte 2A – connector road. [North Williston Road] Bridge is new, which is capable of handling any weight but Town restricted to 24000 lbs.
- Can’t get to [North Williston Road] bridge when the remainder of roads are flooding.
- To get to Burlington going out through Five Corners takes longer than with Circ. Five Corners is the route to avoid.
- People have been hearing about the Circ since 1970’s.
- Get people off of Rte 15 without using Rte 2A.
- From East to West, not looking far enough east [should look further east on Rte 15 corridor] for improvements.
- Traffic study showed almost half the traffic is outside of project area.
- People who oppose may say there is a need to expand study.
- Concentrate on Rte 2A, 117, amount of development already there- need the improvements. Developments based on 289 occurring. If on 2A going to Essex Junction, can wait in traffic for 1 hour. Exit 15 is a choke point, and has a lot of accidents.
- Another bridge across the river, need another roadway.

- There has been tremendous amount of growth over the years, sprawl has already happened. Not having Circ creates gridlock on Rte 2A.
- People think it will be 20-25 years until something is built. In 20 years all alternatives will be required.
- Using TDM, signalization [improvements] can be used – but does not provide immediate relief
- Susie Wilson Road/Rte 15 signal is a problem.

GROUP B: EXISTING ROADWAY IMPROVEMENTS**Session 3**

- Are there any estimates about how much the traffic will flow with roundabouts?
- What would an upgraded geometry be if there is already a two-lane road?
- In Jericho: can't see how there is an alternative other than the Circ that will help. Has to make all of other routes [better].
- Good job of identifying [concepts], almost too much. Fan of roundabouts.
- At 5 Corners, roundabouts are impractical; they would destroy the village, many lawsuits.
- I-89 exit 12 example of rebuilding interchange vs. roundabouts.
- Can see time when may need [upgrades], but wants Circ first.
- Like Brownell Road upgrade, a lot of truck traffic to avoid Tafts Corners, get back door to Home Depot.
- Use Brownell
- Lives in Essex Junction and wants to link up with I-89; it's easier to avoid Taft Corners.
- Coming from Jericho going to Rte 15 in Essex, nice driving through Essex Junction years ago, but now backed up.
- Something needs to be done to get people moving.
- Five Corners [roundabout] does not [provide] multiple pedestrian breaks. [Also] trains are an issue.
- Any thought to submerging train rail?
- Will Circ help 5 Corners? – People think it will.
- There is a need for pedestrian improvements at 5 Corners.
- Bridges over Winooski River, , and number of bridges affect flow of traffic.
- North Williston Road new bridge not rated for trucks; Rte 2A is needed for truck rated bridge.
- To get to Williston, need to go through Essex Junction
- Improve North Williston Bridge to carry heavier traffic.
- Need local roads, need to harvest crops in Essex and bring to Williston.
- Put a cross on North Williston Road [i.e., eliminate the option]; need local roads. Don't want to turn into a road that handles truck traffic.
- 40 years of driving on [existing] roads, need additional upgrade besides existing roads.
- Circ would get cars to IBM.
- Rte 2A corridor: don't like black circles prefer open circles [i.e., may meet purpose and need rather than likely to meet purpose and need].
- Relieving congestion will improve flow of cars, more cars at Five Corners. No bias, listening to input from the public.
- Alternative for Mountain View Road Extension (concept 13) should be merged with Conventional Interchange (concept 7- Brownell Road with new interchange on I-89)

- Bike paths should be provided along any improvements.
- Would also like to see bike paths, personal, get in car to get something, ride for exercise.
- At UVM many people ride bikes.
- Roundabouts are scary and he will not drive on it (Rte 2A)
- Got rid of roundabouts where he grew up.
- Drawback for roundabouts: Drainage in winter, freeze/thaw cycles. It is a big concern and terrain is a challenge.

GROUP C: NEW ROADWAYS

Session 1

- Mountain View Connection with 289 still dumps traffic onto Rte 2A. Wasn't this stuff looked [studied] at in 1980's?
- Why are we spending construction money on surveys?
- Alternative Circ A partial "Circ Street" (I-89 to Mountain View Road) should be eliminated from list as it doesn't do any good nor solve the problem
- Brownell Road connection would increase traffic problems, puts trucks in residential area.
- People are using Brownell to avoid Rte 2A right now.
- 2-lane road is running at capacity what other improvements would have to be made?
- Existing Circ keeps people out of 5 Corners, only go to 5 Corners if have to.
- Would like to get from North End of Burlington to Essex without going through neighborhoods.
- Would like to see "whole" Circ built.
- 1st Leg was built to protect business/Houses in New North End of Burlington.
- Doesn't FHWA want money back from previous studies if highway is not built?
- Contract work has increased (EIS cost). Why do this when the ROW has been purchased. Are we wasting money on this study?
- Each intersection improvement is good but doesn't solve regional problem.
- Allen Martin Parkway needs to be re-introduced.

GROUP C : NEW ROADWAYS
Session 2

- Are you looking at At-Grade [intersection], Grade Separated [over cross streets], Roundabouts?
- Need to look at Circ A/B – Limited Access Highway only (VT117 to I-89).
- Do the A/B- stay within existing alignment?
- Boulevard has curb cuts and at grade intersections which defeats purpose of moving traffic
- Could a boulevard have an intersection with US 2 or roundabout? - Yes
- Alternative Circ B – Limited Access (Mountain View Road to VT 289 – 2 lanes) has bridge [over river], no I-89 connection, need to look at local roads, improvements.
- Taft’s Corner is a problem without a US 2 connection [to new highway].
- Why is Circ A partial “Circ Street” (I-89 to Mountain View Road) even considered, it doesn’t solve anything and can’t pay for it.
- Alternative Circ A partial “Circ Street” (I-89 to Mountain View Road) doesn’t cross river that’s a problem.
- Alternative Circ A/B connection to US 2 Williston: he doesn’t want it, ACT 250 won’t permit it.
- How do you define Green Zone [area from Rte 2A to North Williston Road where new alignments are to be considered]?
- If too far east, it would tie in to VT 117 corridor. Opponents may ask why green area is not expanded.
- Expanding Green Zone runs into problems, development, away from IBM.
- Scoping asked to look at alternative alignments
- [On boulevard options] are there signals?
- Dorset Street [example of boulevard] has curb cuts.
- Boulevard means City Street.
- 2 Lanes is going to be enough for 50 years.
- 2 Lanes is unsafe, prefer divided – 4 Lanes. Worried about the future.
- What happens to traffic on Mountain View Road if the Circ Street is built?
- Circ Street doesn’t do anything about Rte 2A between Mountain View to Essex Junction.
- Don’t agree with conclusion on Circ “A” [recommended for further screening] - doesn’t address 5 Corners
- Alternative Circ A partial. “Circ Street” (I-89 to Mountain View Road) should not be on the long list of alternatives. It doesn’t help 5 Corners. Doesn’t meet criteria of EIS.
- If Brownell interchange is done, what are the issues?
- Brownell interchange needs to be done to help exit 12 issues. Can exit 12 be fixed sufficiently?
- Strongly support alternative for a New Interchange at Oak Hill Road and I-89.

- Take exception to looking at alternatives in Green Zone → Neighborhoods are already built there.
- Need to look at other alignment.
- Wants Circ A-B alignment
- Local Planning was done [assuming Circ A/B] and needs to be activated.
- It is time to build the highway.
- All the [Circ] right-of-way has been purchased; why are we looking at other alignments?
- History of Circ Highway
 - 1st Leg – Northern Connector
 - 2nd Leg- Southern Connector
- Circ has not just affected Williston.

GROUP C: NEW ROADWAYS

Session 3

- 289 is serving its purpose. What is wrong with it? Nothing.
- Repeating same study all over again from 1986.
- 84.2 Million to date and one roadway so far.
- Still have to go through the process.
- Judge gave option to update 1986 document. Fresh look was chosen.
- Essex [section of Circ] built as 2 Lane – provision for 4 Lane.
- Boulevard – Like Dorset Street.
- No Development along Circ Street - would defeat its purpose.
- How would Circ Street Improve Safety on 2A and 5 Corners when it doesn't cross river?
- If you don't cross river it doesn't help 5 Corners safety, congestion.
- Break in Circ at Rte 2A [i.e., north end of VT 289 in Essex] -until Colchester segments built, it is unsafe.
- [Also should] improve Rte 2A if Circ is built.
- Landowners [in "Green Area" where new alignments will be considered] don't think flexibility with alignment is a great option.
- Bridge over River- make some we have bike lanes.
- People don't like boulevard aesthetics.
- Bikes would have to have separate corridors.
- North Brownell is a residential street.

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

Session 1

- Transit – participants concerned about how to pay for it.
- Like the idea but concerned about the rail and bus rapid transit not having flexibility to serve others outside from Colchester and northeast part of the county.
- But it deserves further study.
- Concerned about people having to transfer: will reduce interest in using public transportation.
- Marin County. CA system is good model for design. Different buses have different routes- can be express depending on destination. There is less need for transfer.
- People in general like this approach.
- Use existing ROW and roads.

TDM, Ped/Bike, and Trucks

- Trucks – Look at more in terms of providing truck routes - giving them access but reducing the conflict.
- Freight – there will be changes in rail freight over the next few years. Need for legislative initiatives.
- Don't see need for mass transit. Are the problems really that significant?
- Need to include bikeways in the alternatives being considered.
- These alternatives seem bigger in scope than building one highway.

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

Session 2

- Existing routes cumbersome. Participants liked the flexible route concept.
- Concerned how long service would run into evening. Don't want to exclude commuters that work at non-traditional shifts.
- Concerned about using transit for shopping. People go from store to store and not just one store.
 - How will people do grocery shopping by transit and combine with buying big ticket items at big Box stores?
- Mass [population] to support transit a concern
- Concern for Funding mechanism
- Concern for connections
- Headways need to be reduced [i.e., more frequent service].
- Need to look at these issues now – Do a better job with transit than we do now.
- Use of smaller buses.
- Consider trolleys
- Consider bus services instead of rail on Rte 7 South.

TDM etc

- There is a need for Park and Ride in Williston.
- Likes notion of TMAs – should be incentive-based programs.
- Need to join bike routes between towns into a system.
- Look at Rte 117 re: truck routes issue
- Can we use these methods to reduce traffic enough so can get by with 2-lane road instead of 4 –lane road?
- Definitely wants these to be looked at to see how much traffic can be reduced.
- There are other benefits too. Especially for limited income people who cannot afford cars.
 - Rte 7- reduce truck traffic and keep 2-lane
- Failure of commuter rail – need expanded service.

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

Session 3

- Park and Rides (transit parking lots) should be “likely meets purpose and need” which is very effective in Vermont. It would also help get critical mass to make transit work. But would be a challenge siting them along 2A. Park and Ride will help employees with establishing car pools/ van pools.
- HOV lanes – have seen them implemented and then dropped, in other states.
- Toll roads – haven’t worked in Vermont. They also would impact commuting time and also tourists would be impacted.
- Bike lanes – Quality of life issue. Should be considered even if doesn’t reduce congestion. Important for healthy life style. It is a basic principle for Vermonters.
- Re: Trucks – these are necessary to support commerce- shouldn’t think about restricting them. The system must support the economy. Trucks are not bad. Rail freight would help take truck traffic off roads but need huge commitment to improve the rail system.
- Concern with Vermont being so rural that these alternatives will not make that much impact.

GROUP B: EXISTING ROADWAY IMPROVEMENTS**Session 1**

- Long list is confusing. Circ vs. not building Circ- haven't presented viable alternatives to Circ.
- Smart Growth [proposals should be considered.]
- Opposite opinion, start with everything then narrow as required in EIS, has to withstand court scrutiny.
- Does the state decide that the chosen alternative is implemented? Yes, VTrans and Federal Highway Administration.
- In favor of taking steps to evaluate alternatives, look at intersections. Improvements, phased approach, Many intersections need to be improved (add lanes).
- Is Exit 12 included? Major problem with Rte 2A is cars that need to go elsewhere. Need alternatives to avoid/ go around.
- Rte 2A corridor, improved safety: question "suicide lanes" [center left turn lane] – surprised to see dark circle [Likely to meet purpose and needs]. .
- Retaining 2-lane road with roundabouts may impact character of the neighborhoods. Particularly [north of] Rte 2A bridge into Essex Junction, [there would be] impact on neighborhoods.
- Truck traffic: question 2-lane. If expanded to 4-lane: the houses would be impacted.
- Roundabouts – trucks making turns could be a problem.
- Not Jericho village – It's Jericho corners.
- Don't think of roundabouts as rotaries or traffic circles.
- Montpelier roundabout is an example.
- Look at air quality impacts.
- Look at trucks on Rte 2A.
- Can do traffic flow analysis? –Yes.
- Can comments be made on website if comments [made here are] not addressed? Yes.
- Rte 117 – Improvements would not address traffic from northern counties.
- Not sure if room for four lanes [on 117], need to move river.
- If looking at Susie Wilson Road then look at Essex [traffic] information, see if it can carry through traffic as well as local traffic.
- [Metropolitan] Transportation improvement plan includes Exit 12B on I-89 at Hinesburg Road.
- Rte 117 Corridor – would (new) bridge be eliminated?
- Concerned about South Brownell option to serve commercial and industrial uses. North Brownell is residential, attempting to keep it residential.
- Exit 12, roundabout would have to be grade separated or it would not work well.
- Interstate goes above and roundabout below.
- Are the changes being made at exit incorporated? Another ramp lane.

GROUP B: EXISTING ROADWAY IMPROVEMENTS

Session 2

- Rte 2A and Marshal Ave. take forever to get through intersection, trucks are a problem. Marshall Ave initially a truck route.
- Rte 2A corridor. Roundabouts will keep traffic flowing at stops, not help people (on side streets) enter Rte 2A.
- Don't make traffic flow faster on residential street, but get traffic out of villages. Goals have been lost. Protect existing neighborhoods.
- Bypass is a good concept.
- Portion of Circ highway that was built is successful.
- Car pooling and buses cut down the number of vehicles and make things far better. Not use as much gas, balance options.
- Need to look at pedestrian issues.
- Exit 11 and Rte 117 – like the idea that less residential streets going to Essex Junction [carry more of the traffic]. Go to IBM from there. Fewer neighborhoods than Rte 2A.
- Proposed Circ near school [is a concern].
- Rte 117/2A- lots of traffic on Rte 2A.
- North Williston Road floods every year. Covers a lot of the road.
- Bridge at North Williston Road and IBM are the best in town.
- North of Rte 117, traffic uses Circ [VT 289].
- People find quickest way to travel
- Expansion of lanes will help
- Plan in progress for improvement at Rte 117 and Exit 11.
- How much traffic passing through (has it been looked at)? Yes.
- Look at Rte 2A and 15.

GROUP B: EXISTING ROADWAY IMPROVEMENTS

Session 3

- Obvious to include Five Corners, all options make sense.
- Rte 2A going into village, 40 mph. In village 25 mph.
- Recommend installing stop signs (all way stops) south of River.
- Trying to leave Agway is difficult.
- [If roundabouts used] make stop light go red on Rte 2A if someone is trying to turn onto road.
- Commercial land south of 2A.
- A lot of traffic on Williston Road
- Need a median with signals
- If a person is turning on Rte 2A [activated signal should]remain green for another driver.
- Marshall Ave. corridor is used to get to Taft Corners. It is really busy. Sometimes quicker to go through Taft Corner than Marshal Ave.
- Is objective to get traffic through? Signal optimization would help. Why is it not standard to be considered?
- Five Corners depends on queuing? Signals only let certain number through. Evening timings should change.
- To relieve I-89, Rte 116 should be considered.
- North of I-89 from Rte 2A west commercial and industrial uses needs to be relieved.
- Need to look at truck routes.
- Worry about good ideas that might not make it because of existing ROW
- May add other alternatives to built Circ.
- North Williston Road is bad alternative.
- Is there a lot of truck traffic? A lot from Five Corners to Exit 11
- Don't have a lot of trucks because of hills.
- Rte 117 route to interstate needs to be improved.
- People on Sand Hill Road take cut through to North Williston Road
- North Williston Bridge is better but floods.
- Need signal at North Williston/US 2 intersection, 4-way stop now.
- Need to look at North Williston Road
- Mountain View and Rte117, speeds 40 mph.
- Lots of bicycles, not enough room.
- In Williston there is a bike path but nobody uses it.
- It is heavily used for recreational.
- Need for 'keep kids safe' type of bike paths.
- Shoulder is not large, 9-15", which is not safe for cyclists.
- Want to encourage bicycles.
- Roundabouts – participant feels uncomfortable with the idea, “scared to death”.
- Some roundabouts have worked, some have not.

- At roundabouts, dominant people get in while others can't get on or off.
- Don't like the roundabouts in Concord NH.
- Is Rte 15 being worked on by someone else?
- Rte 2A speeds should be reduced.
- Concerned about Exit 12.
- Build Circ- eliminates people who are trying to get to Essex from other roads.
- 50 percent of people getting off at Exit 12 are going to Essex.
- At major intersections, ask people/drivers where they are going

GROUP C: NEW ROADWAYS

Session 1

- Initial ratings of alternatives are only best judgment right now.
- Does a boulevard have cross streets- Yes, at grade
- Boulevard would be different than the existing Circ [VT 289].
- Lights would cause traffic to be slower than the existing Circ [VT 289].
- Alternative Circ A/B – Limited Access Highway has no intersections.
- Boulevard would have left turn lanes.
- Couldn't understand matrix without a map.
- Don't think boulevard would work – need for signals.
- Limited access would work to alleviate Rte 2A traffic.
- Exits at VT 116 and Brownell Road should be looked at for trucks. To service the area, keep trucks off 2A as much as possible.
- Essex Center trucks can bypass Vermont Route 2A via Circ.
- Can we look at combination of boulevard and limited access. NC example – controlled Left/Right. Turn (Apex North Carolina).
- Circ street would be a poor choice, . Defeats purpose of whole thing.
- Circ Street serves IBM. It doesn't get people to Jericho.
- Circ Street creates circles and traffic burdens, does not solve the Vermont 2A problems.
- Rte 2A backs up to Essex Village during the rush hour.
- Can't get on Rte 2A at rush hour from Agway.
- Congestion due to population growth in last 10 years.
- Get traffic off the local roads
- Have you found a new alignment for the Circ?
- What does the court require? Hard Look – human, environment, land use impacts
- I hate roundabouts.
- Sagamore bridge roundabout [Cape Cod; actually a traffic circle] is a problem – are roundabouts safe?

GROUP C: NEW ROADWAYS

Session 2

- Why do some alternatives have open circle yet continues to be studied? [Initial judgment is preliminary; revisit with results from travel demand model.]
- Concerned that the study would last forever and there would be no end date.
- Taxpayer money is being used. Can we be more efficient with the study? Will have short list by September 2005.
- What about effects if Allen Martin Parkway is built. Take into account its effect outlying towns. It will have negative impact on Jericho.
- New alignment for Circ: requires new right-of-way, will take forever to build.
- Solution needs to have a time frame. Should be part of evaluation process.
- Alternatives, Circ A partial "Circ Street" (I-89 to Mountain View Road), Circ local road (US2 to Mountain View Road), and Mountain View Road Extension should not go forward.
- Alternative Circ location at school should be looked at.
- In Williston alternative New Alignment east of the current CIRC A/B alignment should be considered.

GROUP C: NEW ROADWAYS

Session 3

- Makes no sense to do only Circ A or Circ B, both are needed.
- Limited access highway is better to help Rte 2A problems.
- Why a boulevard rather than a 4 lane road.?
- There should not be a major highway to dividing Williston (Circ Street vs. Limited Access). Boulevard would permit crossing.
- Boulevard could have roundabouts.
- Original plan segment A – 4-lane, segment B-2 lanes with truck climbing lanes on hills.
- Original Circ – US 2 Connection: Williston wanted taken out.
- If you place intersection at Route 2 then it would become another Taft's Corner.
- Consider the VT 117 corridor as Circ Route.
- Consider 2-Lane through the corridor.
- No Brownell interchange. It is now a residential area.
- Plan from South Burlington to put interchange at VT 116. To put another at Brownell maybe too much.
- Do the people (Smart Growth) that proposed roundabout work with Vtrans?
- Smart Growth didn't look beyond Winooski River.

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.