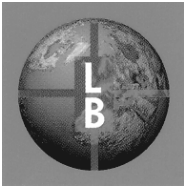


Appendix C
Open House Comments and Suggestions



MEMORANDUM

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Date: 22 March 2005, rev 1 April 2005
To: Richard Ranaldo, Project Manager
CC: Larry Pesesky, Joe McKeever
From: Jim Purdy
Re: VTrans Circ-Williston EIS
Subject: Sorted Open House Flip Chart Content

At the March 15-17, 2005 Scoping Open Houses in Jericho, Williston, and Burlington, the focus of discussion fell into the following categories:

1. Transportation Issues
 - Traffic Congestion
 - Existing Infrastructure
 - Safety
 - Truck Traffic
 - Public Transportation Issues
 - Pedestrian and Bicycle Issues
2. Transportation Alternatives
 - New Roadways
 - Circ Highway Link
 - Other New Roadways
 - Improve existing roadways
 - Roundabouts
 - Other Improvements
 - Public Transportation, Demand Management
 - Pedestrian and Bicycle Facilities
3. Land Use
 - Development patterns

- Housing/Jobs
 - Open Space and Agricultural Land
4. Environmental Issues
 5. Community Quality of Life Issues
 6. Planning and Policies
 7. Funding

The attached pages sort the flip chart content into these categories for all three open houses. Comments are reproduced essentially as recorded at the open houses but grouped by topic. Unsorted lists are also available.

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.
- 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).
- 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.

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.
- 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 127
- 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/Moutnain 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.
- 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.
- 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
- 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

3. LAND USE

Development Pattern

- Should concentrate development in inner core rather than dispersing out.
- Higher density is good; Circ encourages people to move further out.
- Jericho resident: No growth on the 5 miles of Rte 289 (several people concurred). Need better access outside of region without impacting residents of towns inside the region.
- Concern about development pressures along Rte 117. Over 1,000 acres undeveloped in Jericho, several large parcels. If Rte 117 appears more accessible because of transportation improvements (such as the Circ), then development can happen faster.
- Use land use controls to avoid future needs.
- Land use controls
- Existing industrial centers
- What will area look like if development proceeds in past trend?
- Population increased in recent years and will do so in future – need infrastructure to support it
- Any alternative will push growth to outer towns that are not ready for it.
- Transportation would make it easier to focus growth in centers with cluster zoning.
- Highway has provided opportunity to plan where growth should occur.

- Williston resident: New roads lead to sprawl
- Building of Circ will lead to sprawl. Need to focus on development in centers.
- Highway will promote sprawl: Follow route, perceived ease of travel. Talk to real estate agents. I-89 SE of Montpelier.
- Circ may detract from pass-by businesses on Rte 2A and surrounding corridors.
- [Circ] Right of Way bisects development.
- South Burlington resident: Circ is counter to promotion of city center – will cause sprawl
- Circ Highway would not affect land use in short term because development happens slowly in Vermont. Would affect long term.
- Much of past development based on anticipation of Circ.
- Sprawl is happening now. Circ exits would focus growth. Town plans depend on Circ.
- Growth isn't going to stop
- Land use change from cornfields to business development driven by population increase
- Fracture village centers retail by building roads and other retailers move in. Village of Essex not as vital as before built section of Circ.
- Threats – property value goes down with Circ (Williston Residents)
- Commercial vacancy rates are high.
- Look at scenarios related to IBM growth/decline.
- Lack of land to build on in Burlington and Essex
- Evaluate different land use scenarios
- Increased capacity will increase development in Rural Towns
 - Towns may not be prepared
 - Increase demand for service –
 - Pollution and run-off
 - Visual impacts
 - Decline
- Smaller roads will keep speed down
 - Conducive to residential
 - Not as high cost
- Will accessibility improvements adversely affect downtown Burlington?
- Look at Essex Alliance Development (Old Stage Road)

- Development is attracted to interchanges on existing portion [of Rte 289]; development likely to occur at any new interchanges on new highway facilities
- Improving transportation infrastructure in the sprawled areas encourages more sprawl, therefore threatening village centers.
- Sprawl is what you can't see - house on a mountain top, scattered development.
- Modern zoning laws have resulted in very spread out development.
- Concerned about more sprawl happening
- Well-defined village centers an important part of Vermont. In jeopardy because zoning and planning regs/laws don't direct development /building into downtown centers
- Build transportation network to serve what you would like land use to be.
- Interchanges influence growth; what sort of land use policies affect growth outcomes in the surrounding areas.
- Disconnected land uses around interchanges; model should be New England Village not car culture.
- Model of self-sufficient New England - town center
- Look carefully at zoning along roadways – illustrations may help residents visualize change.
- Land Use change related to urban flight.
- Burlington residents: Attraction of Vermont is not high density housing.
- The issue is not about transportation but about good town planning.

Housing/Jobs

- Lack of housing close to employment is a problem.
- Put housing where people work; more housing in Burlington.
- Jericho resident: Cost of housing in central core of the county increasing, while employment is in the core. Many people moving further out and need to commute. Retail destinations are attractors for weekday and weekend traffic. Roadway solution needed.
- Housing developments along Rte 15 have only one way out – leads to traffic congestion and is a concern in terms of emergency evacuation.
- Access to surrounding communities (lower cost housing) is needed.
- Lack of affordable housing pushing development out.
- Jericho/Underhill are bedroom communities attractive to development, with or without road improvements
- Housing moving out – development will happen with or without the highway (Circ). Pricing of houses.

- 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.
- Look at jobs/housing imbalance. Move jobs out.
 - Retail works best with streets to slow people down – walkable community.
 - Single/multiple metrics. Land use indicators. Define sprawl before. VT Forum on Sprawl.
 - Look at existing roads first.
 - Where are the numbers to justify need?
- Jobs and employment – primary factors in Chittenden County
- Road improvements necessary to keep IBM where it is
- People and business issues need to be considered. Attract jobs/need infrastructure.
- Exit 17 has the potential to provide space for manufacturing and R & D space. The highway and the connectivity it provides will have economic development implications for IBM and the development of related industries.
- Look at major employers and prospects
- Roundabouts may have negative impact on businesses as traffic keeps flowing – less stops.
- Jobs moving into suburbs, out of Burlington.
- In recent years loss of businesses and range of business types has occurred
- Threat of loss of downtown economy, move to tourist focus downtown
- Burlington Old North End: how might redirected traffic affect the neighborhood, e.g., mom-and-pop stores (and jobs many residents have in these local businesses). Old North End neighborhood has generally slow-moving local traffic. Would there be a change?
- Richmond resident : Concerned with development that may come after [if highway is built].

Open Space/ Recreation/Agricultural Land

- Essex resident: preserve natural areas. Keep Rte 15 moving.
- Jericho resident: existing rural natural character very important. Any road design should include habitat and recreational component as integral part – a “greenbelt”
- Compact settlements surrounded by open countryside, includes working landscapes, healthy habitat (wet/dry)
- Brennan Woods Resident: Want to have access to golf course for recreation (snowshoeing, hiking, golfing)
- Don’t assume project won’t influence overall county growth

- Corridor development encourages residential in non-growth centers (i.e., farmland conversion to residential)
- Loss of farmland – value of land, less agricultural activity
- Burlington residents: Major recreational use within former Circ right of way
- Check on map’s hiking trails, esp. in Essex Town.
- Encourage dense development and preserving open space
- Essex Junction residents: Parkway - lower speed, integration of recreation, wildlife, etc.
- Land use change happening in Jericho & Underhill – agricultural lands converting to residential.
- Different land use types have different costs to towns, e.g., farm use costs less in services than residential. As farms are lost to housing, this impacts taxes.

4. ENVIRONMENT

- Preserve corridors for wildlife and recreation. Zoning doesn’t do it – it’s transitory.
- Pollution due to congestion.
- Bringing Lake Champlain water to Williston influenced growth; the need for more wastewater treatment is limiting growth. (others concur)
- Champlain Valley west slope under appreciated wildlife habitat. Stage Road.
- SUVs should be discouraged (health, conservation, pollution, dependency on foreign oil, etc.)
- Air quality will be compromised without Circ (free-flowing traffic)
- Exhaust gases from vehicles – fewer with new roadway improvements. Move people through the area.
- Brennan Woods Resident: Concerned about noise, air, light pollution
- Comprehensive wildlife issues need to be considered.
- Williston resident : Preserve natural areas
- Concerned over impacts to deer yarding.
- South Burlington resident: Eastern area – bear habitat, undeveloped land – could be threatened by Circ
- Need to break out wetlands, forest blocks, natural communities, deer wintering yards, and bear habitat on separate maps.
- Williston Residents: Concern that mitigation such as noises barriers wont be implemented
- Noise barriers

- Increased population encroaches on the environment.
 - Concerns of noise and pollution relative to Circ
 - Air quality/water quality impacts (salt and other pollutants)
- Richmond resident: Concerned about habitat loss
- Fragmentation of habitats, wildlife corridors; green ways.
- The Circ plan would create a barrier for non-vehicular travel (e.g.; wildlife and pedestrians)
- Resident of Williston: Habitat fragmentation – open space habitat already fragmented. Wildlife corridors/natural systems [should] not be further impacted by the project.
 - Archaeology – see UVM.

5. COMMUNITY QUALITY OF LIFE

- Widening roadways changes the character of the road.
- Circ anticipated for years; no real impacts on community character
- Taft Corners lack of planning; aesthetic concerns at this location.
- Essex Junction resident: Essex Junction is an urban area rather than rural, so rural quality is not a primary issue.
- Alternatives need to be sensitive to context – e.g., Essex Jct Historic District.
- Underhill resident: going out from Burlington, the character is primarily urban until one reaches Essex.
- Widening of streets at 5 Corners would impact historic character. Also concerned about impacts on Veterans Memorial Park.
- Westford resident: The time it takes to reach I-89 is too long. He commutes to Colchester (25 minutes). Design of route should include noise and visual mitigation – banks along roadway, sunken roadway [profile]
- Sense of community in Williston.
- Williston Residents: Qualities – quiet, peaceful, rural, Storm water runoff
- Qualities: quiet, air quality
- Resident of Essex Town: Maintain existing historic districts (5 Corners area)
- Essex resident: Resources at risk – walkable communities under threat; neighborhoods, village centers; pleasant commuting.
- Widening Rte 2A would impact adjacent properties and utilities
- Vehicle noise from Rte 2 and I-89
- Experimental pavement to reduce noise
- Sound walls/berms where needed.

- Earth berms for noise control in residential area. Use stumps and fill over.
- Character not rural – changed in recent years – now more suburban.
- Williston resident:
 - Major road through residential areas – impacts on community qualities
 - If problem is quantified, does solution achieve enough to be worthwhile?
- Resident of Essex Town : More traffic pushes people to seek alternate routes in communities
- Brennan Woods Resident : No road behind development (old proposal)
- Brennan Woods Resident : Maintain privacy
- Building Circ as designed would reduce quality of life for residential communities that border it. Also will affect quality of Allen Brook School.
- South Burlington resident: 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.
- Best way to maintain character is to build Circ - towns and region have developed plans around this assumption
- Access to [Mallett's] Bay requires travel through residential neighborhoods
- Sprawl, box stores, decentralized development greatest threats to character.
- Essex Junction residents: Land/space is valued as quality of life.
- Concerned about Allen Brook School – noise pollution near school. If new roadway is chosen, at minimum a berm is needed.
- Colchester resident: Issue of impacts outside the Project Area.
- Accounting for tangibles and intangibles.
- Brennan Woods resident : Issues need to be evaluated: noise mitigation, visual impacts, Allen Brook School, impacts on pedestrians if Circ built
- Williston resident: If new roadway is build, [need] better protection from noise and light [headlight glare].
- Roadways should be integrated with topography/landscape, limited access or not.
- Four-lane divided roadways are not in keeping with the character of the area
- New roadway alignments could divide Williston
- Burlington residents:
 - Walkability of Burlington an attraction to live here
 - Livable community with diversity of businesses
 - Sprawl- loss of downtown businesses/ diverse businesses

- Essex Junction residents
 - [get] traffic out of residential areas or stop development in Chittenden County
- Aesthetics of viewsheds

6. PLANNING AND POLICIES

- Communities should do proactive planning. Zoning and infrastructure should reflect where they want growth to happen, i.e., encourage growth where we want it.
- Interviewer was glad that the agency is doing this study and the public is involved – being heard instead of herded.
- Need to look long-term.
- Need stronger local planning – must have ability to take in change.
- Towns don't all have the will or knowledge to do the needed planning. Outlying towns need help in dealing with growth.
- As growth occurs, new areas contiguous to existing – infill concept.
- Our policies say anyone can live anywhere and pay same rates for services despite higher cost of services in outlying areas. There are no incentives not to move out further. People should pay the real costs for power, gasoline, etc.
- Chittenden County towns have enacted zoning to prevent sprawl with or without transportation change.
- Land use plan in Williston allows growth too close to [Circ] ROW, especially school.
- Hope Williston will continue strict land use controls.
- Zoning and sewer service areas control pattern of growth.
- Build a roadway network to match development which has already been built.
- Develop a vision of a community and build transportation network to make it a reality.
- Essex Junction resident: Integration of uses, for example Kancamagus Highway in New Hampshire.
- Decide how we want Vermont to look in the future.
- CCMPO [should] use more smart growth approaches.
- Quality of life impacted by poor regional planning, leapfrogging effect
- Public input [needed].

7. FUNDING

- Limited funding- must spend it wisely; plan for 25-40 years.
- This is a secondary impact. This problem will have to be dealt with – who is going to pay for it?
- How to get developers to pay for these impacts?
- Essex Junction resident: Funding is a key issue.
- Smaller Right-of-Way costs less dollars.
- Funding should be directed towards existing roads; transportation funding will be scarce