

LONG LIST OF TRANSPORTATION ALTERNATIVE CONCEPTS INITIAL TRANSPORTATION SCREENING

Long List of Transportation Alternative Concepts			Relieve Congestion on VT 2A and at Five Corners	Meet Williston-Essex Mobility Needs	Improve Safety on VT 2A and at Five Corners	Recommended Action
Transportation Demand Management (TDM)						
TDM	(1) Transportation Management Association (TMA) for Route 2A businesses		○	○	-	△
	(2) Ridesharing		○	○	-	△
	(3) Flexible Work Schedules		○	○	-	△
	(4) HOV Lanes		○	-	-	△
	(5) Park and Ride Lots		○	-	-	△
	(6) Congestion Pricing (e.g. tolls)		○	○	-	△
Public Transportation						
Bus	(1) Traditional Fixed Route Service	(a) Increased service on existing routes	○	○	-	△
		(b) New local routes				
		(c) New regional commuter routes				
	(2) Flex-Route Service	(a) Local	○	○	-	
		(b) Regional commuter	○	○	-	
(3) Bus Rapid Transit – Regional Service		○	○	-	△	
(4) Rapid Bus Service – Regional Service		○	○	-		
Rail (commuter rail on existing rail lines)	(5) Charlotte to Montpelier via Burlington & Essex Junction		○	-	-	△
	(6) St. Albans to Burlington via Essex Junction		○	-	-	
Ferry	(7) Charlotte to Burlington on Lake Champlain		-	-	-	✘
Pedestrian/Bicycle						
Pathways	(1) Pathway and crossings along CIRC ROW		-	-	-	◁▷
	(2) Pathway in lieu of CIRC		-	-	-	◁▷
	(3) Pathway along any new or upgraded roadways		-	-	-	◁▷
Freight Movement						
Freight	(1) Rail Freight Improvements		-	-	-	◁▷
	(2) Truck Restrictions		○	-	○	△

● Likely Meets Purpose and Need ○ May Meet Purpose and Need - Does Not Meet Purpose and Need

▲ Advance as a Long List Alternative △ Advance as a Long List Alternative in Combination with Other Concepts

◁▷ May Be Reintroduced as a Complementary Concept with the Short List Alternatives ✘ Eliminate Concept from Further Consideration

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Improve Existing Roadways							
Corridors	(1) VT 2A Corridor	(a) Cross Section Improvements	(i) Boulevard (Landscaped Median, Sidewalks, 2 to 6 Lane Cross Section)	●	●	●	▲
			(ii) 3-Lane/5-Lane				
			(iii) Median/Access Control				
		(b) Intersection Improvements	(i) Signal Optimization	●	●	●	
			(ii) Channelization				
			(iii) Roundabouts				
	(2) VT 117 Corridor	(a) Cross Section Improvements	(i) 2 Lanes with Upgraded Geometry	●	●	○	▲
			(ii) 4 Lanes				
		(b) Intersection Improvements	(i) Signal Optimization	●	●	○	
			(ii) Channelization				
			(iii) Roundabouts				
			(iv) Add Lanes/Capacity				
	(3) North Williston Road Corridor	(a) Cross Section Improvements	(i) 2 Lanes with Upgraded Geometry	○	○	○	△
(ii) 4-Lane Cross Section							
(4) US 2 Corridor	(b) Intersection Improvements	(i) Signal Optimization	-	-	-	✘	
		(ii) Channelization					
		(iii) Roundabouts					
		(iv) Add Lanes/Capacity					
(5) VT 15 Corridor	(a) Five corners to VT 289 segment (3 lane)		-	-	-	✘	
	(b) VT 289 to Underhill segment (3 lane)		-	-	-	✘	
(6) Susie Wilson Road Corridor			○	-	○	◁▷	
(7) Brownell Road Corridor (between I-89 and Industrial Avenue)			○	○	○	△	
Other Locations	(8) I-89 Exit 12	(a) Rebuild Interchange (single point)					
		(b) Roundabouts	○	-	○	△	
		(c) Signal Timing Improvements					

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New Roadways						
CIRC ROW	(1) CIRC A/B – Limited Access Highway (VT117 to I-89) ¹	(a) 4-Lane	●	●	○	▲
		(b) 2-Lane				
	(2) CIRC A/B – Boulevard (VT 117 to I-89) ²	(a) 4-Lane	●	●	○	▲
		(b) 2-Lane				
	(3) CIRC A Partial “CIRC Street” (I-89 to Mountain View Road)	(a) Grade-separated highway	○	▪	○	▲
		(b) Boulevard				
	(4) CIRC Local Road (US 2 to Mountain View Road – 2 lanes)	▪	▪	▪	✕	
	(5) CIRC B – Limited Access (Mountain View Road to VT 289 – 2 lanes)	○	▪	○	▲	
	(6) CIRC A/B Connection to US 2	(a) With interchange	▪	▪	▪	◁▷
		(b) Without interchange				
CIRC “Connection” to I-89 (between CIRC A and I-89).	(7) Conventional Interchange					◁▷
	(8) Interchange with C/D roads connecting to Exit 12		▪	▪	▪	◁▷
	(9) Hurricane Road Tie-in					
Other Locations	(10) New Alignment (VT 289 at VT 117 and I-89 parallel and east of the current CIRC A/B alignment)	(a) Limited Access Highway	●	●	○	▲
		(b) Boulevard	●	●	○	▲
	(11) New Interchange at Oak Hill Road and I-89		○	○	○	△
	(12) New Interchange at Brownell Road and I-89		○	○	○	△
	(13) Mountain View Road Extension (Limited Access Roadway) ³	(a) New bridge with CIRC B	○	▪	○	▲
	(b) New bridge without CIRC B					
	(14) Allen Martin Parkway Extension (Sand Hill Road to VT 289)		▪	▪	▪	◁▷

¹ This alternative would include the construction of a new limited access roadway between the southern terminus of VT 289 at VT 117 and I-89.

² This alternative would include the construction of a new local roadway between the southern terminus of VT 289 at VT 117 and I-89.

³ This alternative would include the construction of a new limited access roadway between the southern terminus of VT 289 at VT 117 and Mountain View Road.

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