

MEETING NOTES
PROJECT ADVISORY COMMITTEE MEETING #1
Waterbury West Main Street Corridor Study
Monday, November 16 from 3-5PM

PROJECT NUMBER: 20191377.A10
PROJECT NAME: Waterbury West Main Street Corridor Study
ATTENDEES: Project Advisory Committee (PAC), Project Team Members, and
representatives from CTDOT (see list below)
SUBMITTED BY: Mark Vertucci, PE, PTOE

This meeting was held to introduce the Project Advisory Committee (PAC) and team members, review the project background, objectives, scope and schedule, discuss each of the four Character sections of the corridor, and obtain initial input from the PAC on the strengths and weaknesses of the corridor.

The meeting began with each attendee introducing him/herself and discussing their affiliation as well as their role/interest in the project:

Anna Bergeron – Serving as CTDOT Project Manager, Intermodal Planning,
Bob Burns – Director of Mattatuck Museum, which is located off West Main St and he drives the corridor every day, looking to get people safely to the museum
Bob Nerney – City Planner City of Waterbury great opportunity to address aesthetics and safety issues along the corridor
Carl Rosa – Executive Director of Main Street Waterbury, concerned with the section from the green to the railroad, also lives nearby
Christian Meyer – Transportation Planner, NVCOG, administering the project
Clifford Brammer – Land Use Officer, Waterbury City Planning
Angie Mathis – Executive Director of Greater Waterbury Health Services, drives the corridor every day
Erika Lindeberg – CTDOT Traffic Engineering, will be providing project oversight
Francisco Gomes – Fitzgerald & Halliday (FHI), Subconsultant on the project team
Gary Sojka – CTDOT Policy and Planning – Will review traffic volumes, interested in changes resulting from Covid
Jim O'Rourke – CEO YMCA, runner on the corridor, wants to get people to and from the Y safely
Jon Dean – CTDOT Highway Design, looking at replacement options for the mixmaster
Joseph McGrath – Economic Development for City of Waterbury, project is the next step for enhancing economic development
Judy Mancini – Assistant to Mayor O'Leary, City of Waterbury
Lesley Barewin – Planner, NVCOG, managing project
Matt Skelly – Fuss & O'Neill, Prime consultant on the project
Mark Vertucci – F&O, Prime consultant on the project and Project Manager
Peter Brazaitis – CTDOT Traffic Engineering, technical committee member, will be reviewing from a traffic operations standpoint, Waterbury High graduate and familiar with the area
Sue Smith (caller 2) – Bike Walk CT, also grew up in the Naugatuck Valley
Peter Vaccarelli (caller 1 with Louis) – NE Transportation, has 3 bus routes using the corridor each hour

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Maria Taveras – Owner of Via Al Paraiso Restaurant, provided many comments below

Following introductions and a Powerpoint presentation by the project team (attached), a number of initial comments were received from the PAC Members:

1. Corridor Strengths
 - a. This corridor serves as a Gateway to the City. This project provides the opportunity to knit the community together.
 - b. The road width along many segments of the corridor provides opportunity for improvements to bicycle, pedestrian, and transit accommodations as well as traffic calming measures.
 - c. The corridor has aesthetic features, particularly in the area of the Green and an eclectic mix of uses. We have the opportunity to thread these sections of roadway together as part of a major downtown streetscape improvement program.
 - d. The Waterbury Green is a strength and has aspects that function well. Lights at the Green at Christmas are very nice.
2. Other Corridor Wide comments:
 - a. Peter from Northeast Transit would like us to consider areas for dedicated bus lanes and curb cut outs at bus stops.
 - b. There are many school bus stops along the corridor – these need to be better accommodated.
 - c. Wayfinding/sign improvements are lacking and needed along the entire corridor.
3. Route 8 Underpass Area to Thomaston Avenue
 - a. CTDOT has recently restriped the West Main Street westbound right lane to be an exclusive right turn lane onto Route 8 northbound as part of the VIP 2020 program (plans were forwarded by CTDOT following the meeting). It was noted that many vehicles violate control and continue straight out of the right turn lane into the wide accepting lanes under the overpass.
 - b. CTDOT is now reviewing the lane assignments under Route 8. This whole area is part of the ongoing Mixmaster “Active” Projects work.
 - c. This area is very difficult for pedestrians to cross safely.
 - d. There is lots of volume at the Wendy's/shared access driveway, difficulties enforcing the posted no left turns out from there and from Jackson Street.
4. Sperry Street and Railroad Overpass
 - a. Bypass width does exist for vehicles turning left into Sperry Street.
 - b. Vehicle speeds through this intersection are too fast.
 - c. Awkward intersection geometry and poor sight lines existing coming out of Sperry

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- d. Very hard for pedestrians to cross here. No other crosswalks nearby in either direction. New crosswalk and wider sidewalks should be considered here.
- e. On Street parking is good east of Sperry and does serve to calm traffic more.
- f. Railroad overpass is an eyesore with an unsightly and neglected advertisement banner. This would be a good spot for some artwork to provide a nice Gateway into the City.
- g. A State project is in the works to replace the railroad bridge (currently at 30% design)
- h. Puddling/ponding frequently occurs under the overpass and ices over in the winter
- i. There are school bus stops between Sperry and Meadow Street.

5. Sperry Street to Meadow Street

- a. There are several City and State lots in this area but the general public cannot park in the State DCF lot and you need to pay to park in the City lot. The City has a parking website with information, inventory and rates for each lot (waterburyparking.com)
- b. It is hard to park and pull out of the lots this area with too much crossing traffic on West Main Street.
- c. On the north side of West Main Street, west of Meadow Street, no on street parking is signed in front of Maria's Restaurant. Two westbound travel lanes merge into one in this area, and buses use it for a pull off. It is a challenging area.
- d. Many crashes at the West Main Street/Meadow intersection. Intersection is offset and there're are several confusing crossings and lane configurations. There was also a pedestrian fatality near the Apple Motel.
- e. 7-11 driveway is in the middle of the intersection creating additional vehicle conflicts. Very hard to pull out of the 7-11 driveway. People use the site as a cut through as well.
- f. Left turns and right turns are restricted at the intersection but there are constant violations.
- g. Many people parking on street get ticketed.
- h. People do not feel safe not only due to traffic but also crime in the vicinity of the Apple Motel.
- i. More visible signage is needed.
- j. A bulb out/curb extension with capability for outdoor seating is not something that Maria would be interested in at this time. Feels the wider sidewalks would promote more crime.
- k. There has been little police enforcement in this area to address all the violations.
- l. A CMAQ signalization upgrade project is being completed at several intersections in this area. These improvements should be accounted for in our study. VN Engineers is designing the signal and should have the latest plans.

6. Meadow Street to the Green:

- a. Trees in the median east of Meadow/Willow Street are a strength and look nice.
- b. Left turns are prohibited at Central Avenue but there are many violations.

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- c. A traffic calming study was done at the intersection with West Main, Church and Park Place. Looking at changing the eastbound lane arrangement approaching the monument to a left, through, and right turn lane as opposed to the double rights that currently exist.
- d. There are several churches along this segment of road. Visitors often park in the right turn lanes and right travel lanes on Sundays. There is some private parking but not enough. If the Churches have weeknight events, police control is typically provided.
- e. Bike lanes are being installed on Meadow Street as part of the TIGER project. Providing bike facilities on West Main Street would be a logical connection and extension of the new bike route on Meadow Street.

7. Waterbury Green:

- a. Flow around the Green is confusing. If you miss a turn, you are "screwed" and have to drive all the way around. Need better defined lanes and signage.
- b. There is a lack of signage at the west end of the Green. Very confusing.
- c. Need wayfinding signage and uniformity of new signage along the corridor. There are a few small blue signs out there now but in general, no uniformity of signs in the downtown area.
- d. Plenty of right of way exists and provides the opportunity for traffic calming improvements.
- e. Streetscape and road diet improvements are coming along East Main Street which provides a nice transition into this project.
- f. Coordination with NE Transportation needed here with all the bus hub activity. The perimeter of the green is being used for bus staging - NET's main bus hub is normally on East Main Street, but it's temporarily been relocated to the Green.
- g. A study was completed in 2012 by TO for the renovation of the Green. This study looked at making the north side of the Green two-way traffic with angled parking. This design did not work as the angled parking presented problems for school buses. Turns onto and off of Park and Prospect Street would also be problematic with the presence of on street parking.

Attachments:

Powerpoint presentation
Meeting agenda



**West Main Street, Waterbury Corridor Study
Project Advisory Committee
Meeting #1 – Go To Meeting**

**November 16, 2020
3:00 PM – 5:00 PM**

Meeting called by: Fuss & O'Neill, on behalf of NVCOG
Attendees: Project Team, Project Advisory Committee (PAC)
Please Prepare: Be familiar with the West Main Street Corridor Study Area
Please Bring: Thoughts and enthusiasm!

3:00 PM – 3:15 PM

Welcome and Introductions

1. Introduce the Project Team and the PAC
 - a. Name, affiliation, and how each person interacts with the corridor

3:15 PM – 3:45 PM

Review Project Specific Material

1. Study limits and current use of City-owned space
2. Goals and objectives
3. Review of Project Scope and Schedule
4. Review Public Engagement Plan
5. Overview of Street Sections

3:45 PM – 4:45 PM

Discussion of Corridor Existing Conditions

1. S.W.O.T. Analysis (Strengths, Weaknesses, Opportunities, Threats)

4:45 PM – 5:00 PM

Preview WMSCS Introduction Meeting

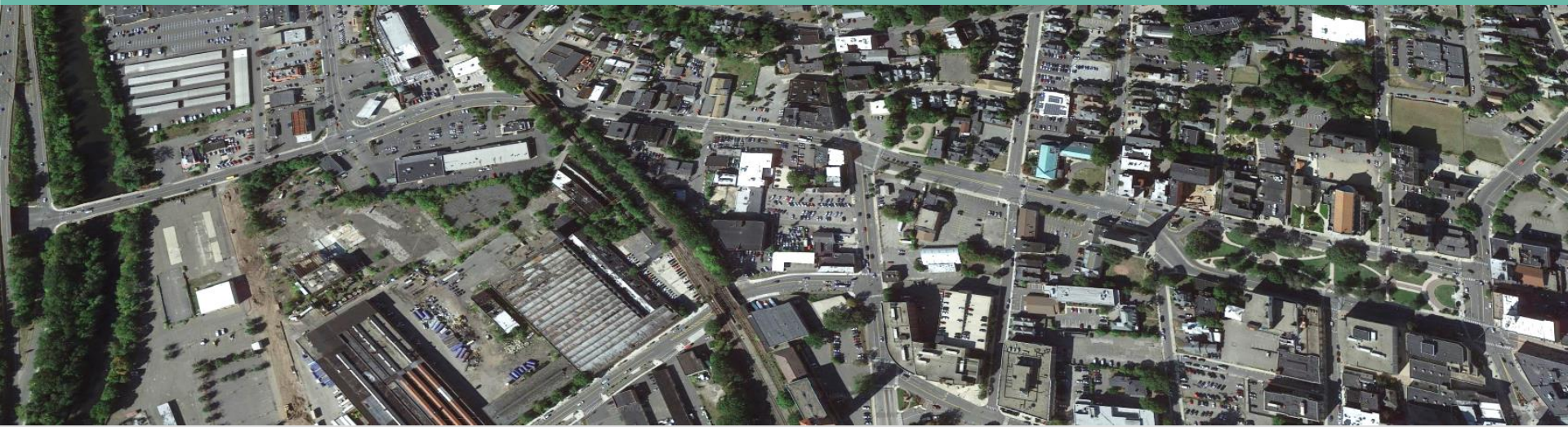
1. December 2020
2. Review prototype of project website
3. Next Steps for West Main Street Corridor Study

5:00 PM

Adjourn

Additional Notes:

- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas. Keep in mind that respect for others' opinions are key elements to the success of the overall study process.
- Before attending this introductory meeting, the project team and PAC members are encouraged to drive and walk the corridor in its entirety, paying special attention to the way the corridor feels as a user and making note of the ways that the area could be improved.



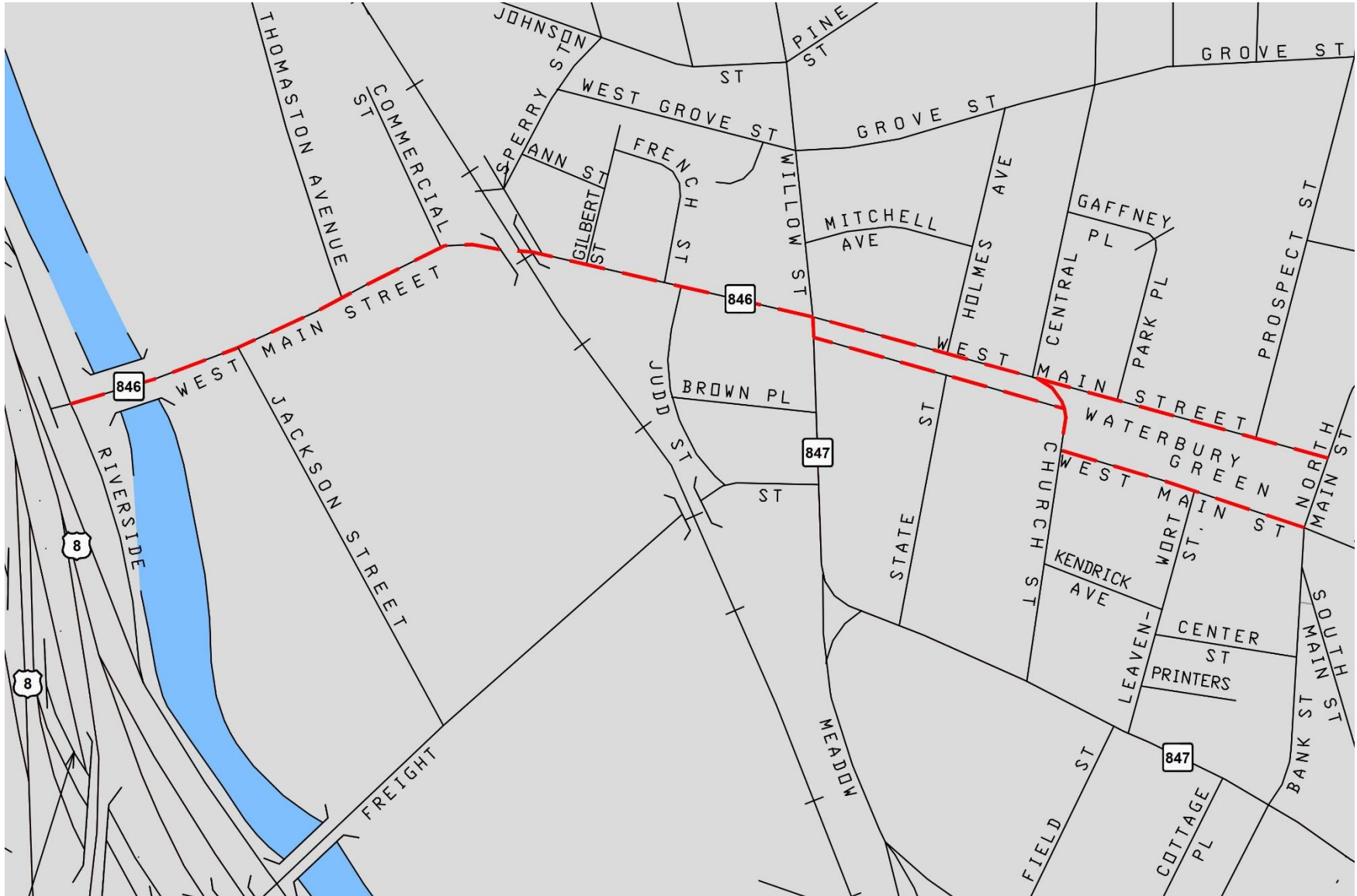
West Main Street, Waterbury Corridor Study PAC Meeting #1

November 16, 2020

Today's Agenda

3:00 – 3:15 pm	Welcome and Introductions
3:15 – 3:45 pm	Project Specific Material , Scope, and Schedule
3:45 – 4:45 pm	S.W.O.T. Analysis and Open Discussion
4:45 – 5:00 pm	Next Steps and First Workshop
5:00 pm	Adjourn

Project Corridor



Project Team

- NVCOG
 - *Lesley Barewin*
 - *Christian Meyer*
- Fuss & O'Neill
 - *Mark Vertucci, PE, PTOE*
 - *Matthew Skelly, PE, PTOE*
- FHI
 - *Francisco Gomes*

Public Advisory Committee (PAC)

Anna Bergeron	CTDOT Planning
Cliff Brammer	Waterbury, Land Use Officer
Bob Burns	The Mattatuck Museum, CEO
Jonathan Dean	CTDOT Engineering
Zack Keith	WDC Urban Historian/ Project Manager
Judy Mancini	Waterbury Mayor's Office
Angie Matthis	Greater Waterbury Health Partnership
Joe McGrath	Waterbury Director of Economic Development
Bob Nerney	Waterbury City Planner
Jim O'Rourke	CEO, YMCA
Carla Rosa	Main Street Waterbury, CEO
Sue Smith	Bike Walk CT
Maria Tavares	LaCazuela Restaurant Owner
Peter Vaccarelli	NE Transportation

Project Background

- Background
- Objectives
- Funding source
- Goals



Scope of Work

- Public Outreach & Engagement
 - Public Meetings:
 - Gauge public opinion existing corridor
 - Workshop to brainstorm recommendations
 - Public input on final recommendations
 - Key Stakeholder Interviews
 - Website Development
 - Interactive mapping tool for geographic based comments
 - Online input survey



Scope of Work

- Data Collection & Analysis of Current Conditions
 - Field visit
 - Review of previous studies of nearby areas and potential proposed changes
 - List of bus and train services in the area
 - Vehicle and pedestrian counts at key intersections
 - Analysis of current/projected traffic levels to determine problem areas
 - Grow traffic volumes to model a future year analysis
 - Crash analysis



Scope of Work

- Analysis of Potential Changes:
 - Explore the possibility reducing the number of lanes
 - Recommend changes to intersections and/or adjoining streets
 - Develop a plan for better sidewalks/crosswalks and bus stops
 - Develop a plan for safer and more comfortable bicycling
 - Develop a plan to make getting into and out of properties safer
 - Perform traffic analysis on any proposed road improvements projected to 2035
 - Provide concept drawings for each potential change scenario (up to 10 total)



Scope of Work

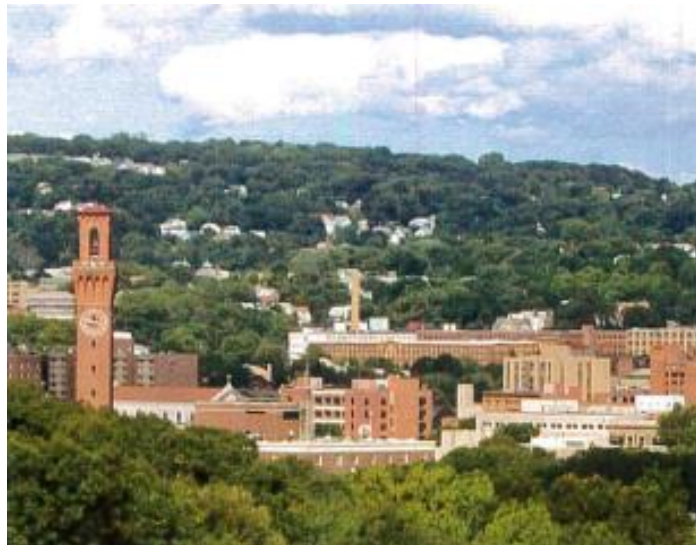
- High Level Market Analysis
 - Summarize how roadway design recommendations can enhance economic developments
 - Analysis of economic and demographic trends in the study area
 - Analysis of markets that shape the demand for retail and commercial development in the study area
 - Real estate analysis to determine the potential for increase in travel demand
 - Case studies of comparable communities with complete street components
 - Focus group to present market conclusions to the PAC



Scope of Work

- Final Report

- Short and long term recommendations with implementation strategies
- Design conceptual layout options
- Recommendations for how to improve the street for many types of users (cyclists, pedestrians, transit users, etc)
- Cost estimates to implement conceptual layout options and potential funding sources



Project Schedule and Deliverables



Key		
○	=	Technical Memorandum/Report Deliverable
◇	=	Project Advisory Committee (PAC) Meetings
□	=	Public Involvement Meetings

Public Outreach Plan

Early November 2020	PAC Meeting #1
Early December 2020	Public Involvement Meeting #1
Mid January 2021	PAC Meeting #2
Late January 2021	Data Collection/Existing Conditions Deliverable Due
Early February 2021	Public Involvement Meeting #2
Mid March 2021	Focus Group Discussion
Early May 2021	PAC Meeting #3
Mid May 2021	Alternatives Analysis Deliverable Due
Mid May 2021	Real Estate/Market Assessment Deliverable Due
Mid June 2021	Public Involvement Meeting #3
Mid July 2021	Public Involvement Deliverable Due
Mid September 2021	Final Report Due

*The overall schedule is subject to change based on the evolving COVID-19 situation.

Fundamental Challenge

- Street vs. Road
- Make the best use of the City owned space for all users
- Comfortable and safe feeling for all roadway users
- All users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities



Complete Streets



Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Road Diet – West Hartford Example



S.W.O.T. Analysis

- Strengths

What is this corridor doing well?

- Weaknesses

What are existing flaws with this corridor?

- Opportunities

In what ways can this corridor improve?

- Threats

What are some potential limitations when rethinking this corridor?



Street Section #1

Between Route 8 and the Railroad Overpass



Street Section #2

Between Railroad Overpass and Meadow Street



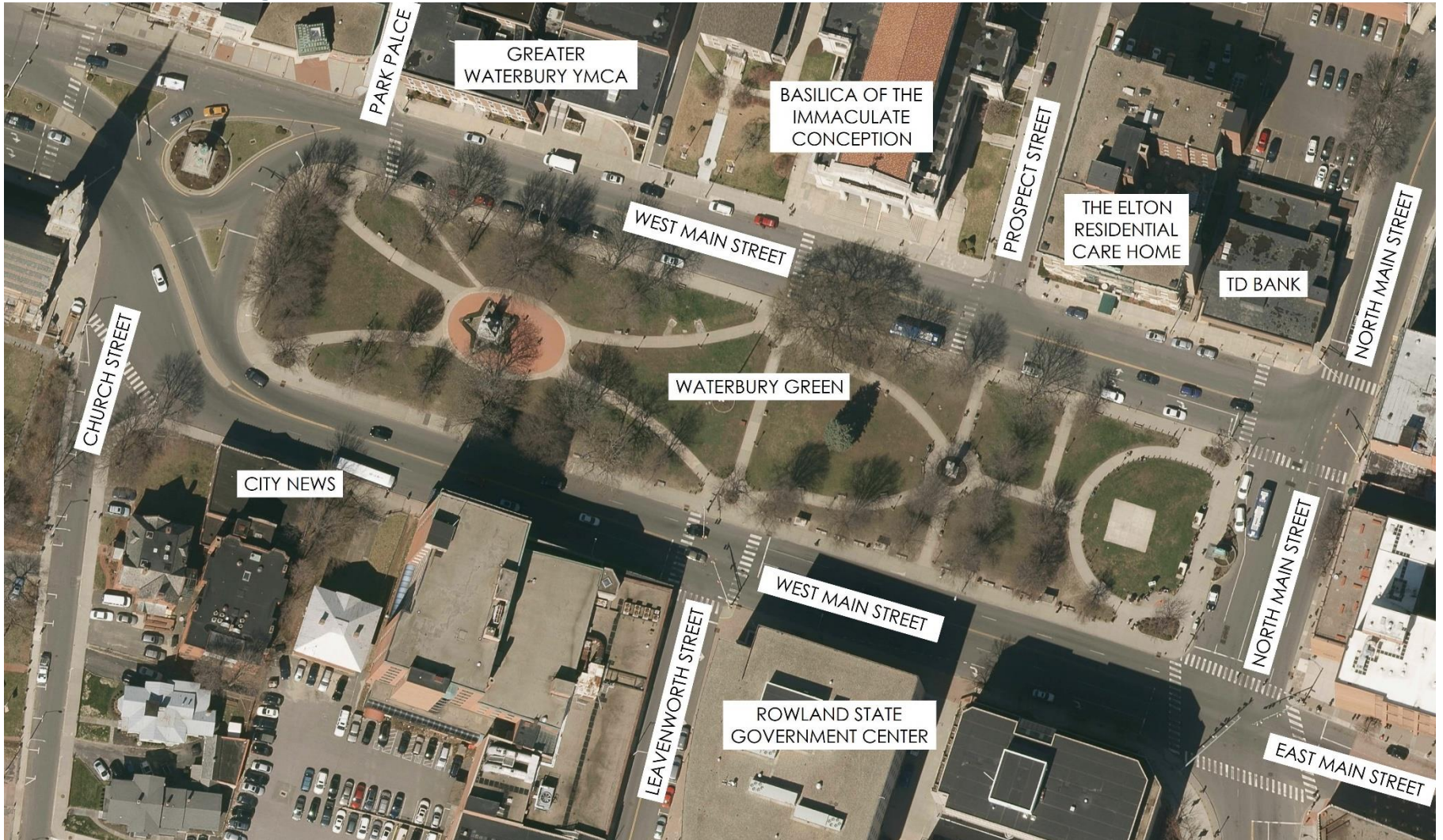
Street Section #3

Between Meadow Street and Waterbury Green



Street Section #4

Waterbury Green



Discussion



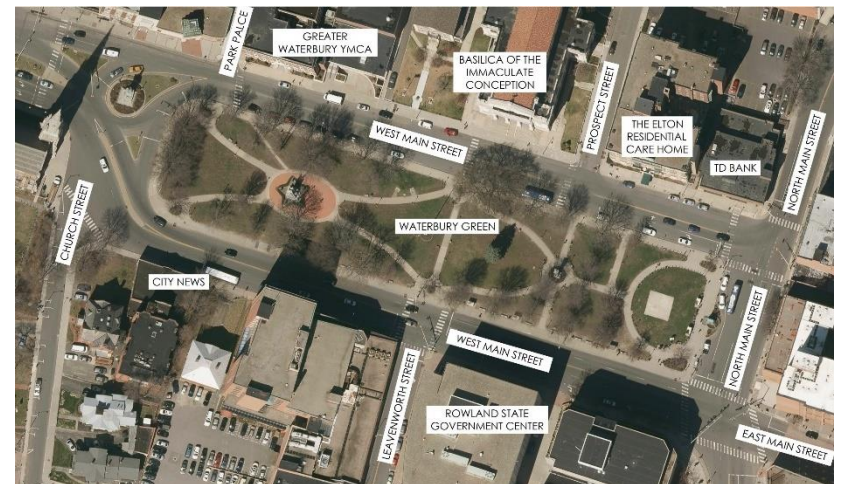
Between Route 8 and Railroad Overpass



Between Railroad Overpass and Meadow St



Between Meadow Street and Waterbury Green



Waterbury Green