



# **West Main Street, Waterbury Corridor Study Project Advisory Committee Meeting #2**

**Monday, March 29, 2021**

# Project Team

- Naugatuck Valley Council of Governments (NVCOG)

- Lesley Barewin



- Fuss & O'Neill

- Mark Vertucci, PE, PTOE
  - Matthew Skelly, PE, PTOE
  - Katherine Patch, EIT



- FHI Studio

- Francisco Gomes



# Today's Agenda

3:00 – 3:10 pm

Recap of Workshop #1

3:10 – 3:45 pm

Review Existing Conditions and Public Outreach

3:45 – 4:45 pm

Solutions Toolbox

Discuss Section by Section Solutions

4:45 – 5:00 pm

Next Steps



RECAP OF  
**WORKSHOP #1**

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**PROJECT INTRODUCTION**

JANUARY 12, 2021

# Project Limits



# Workshop #1 – What was discussed?

- Project Background
- Funding Source
- Objectives
- Goals



THE  
**EXISTING CONDITIONS**

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# Crash Data 2016 - 2020

- Majority of crashes at intersections occurred at Meadow St/ Willow St, approximately 20%
- Fewest crashes occurred along the north side of the Green
- Two fatalities, both pedestrians crossing the street between Sperry St and Willow St



# Traffic Analysis Findings

- The intersections that operate least efficiently during the afternoon peak hour (4-6pm)
  - Watertown Ave/Riverside St
  - Thomaston St
  - Willow St/Meadow St
- The majority of intersections operate acceptably and may have excess capacity



# Public Parking Amenities Findings



- Existing On-Street/Surface Parking
- - - Future Surface Parking

# Pedestrian Amenities Findings

- West Main Street has limited pedestrian amenities throughout the corridor
  - Crossing locations missing in places like Sperry Street and the west side of the Green
  - Excessive crossing widths throughout the corridor
  - Sidewalks are in poor conditions and lacking ADA accessible routes



# Bicycle Amenities Findings

- Bicycle amenities are largely absent throughout the corridor
  - Separated bike lanes
  - Detection at intersections
  - Bike racks
  - Wayfinding signs

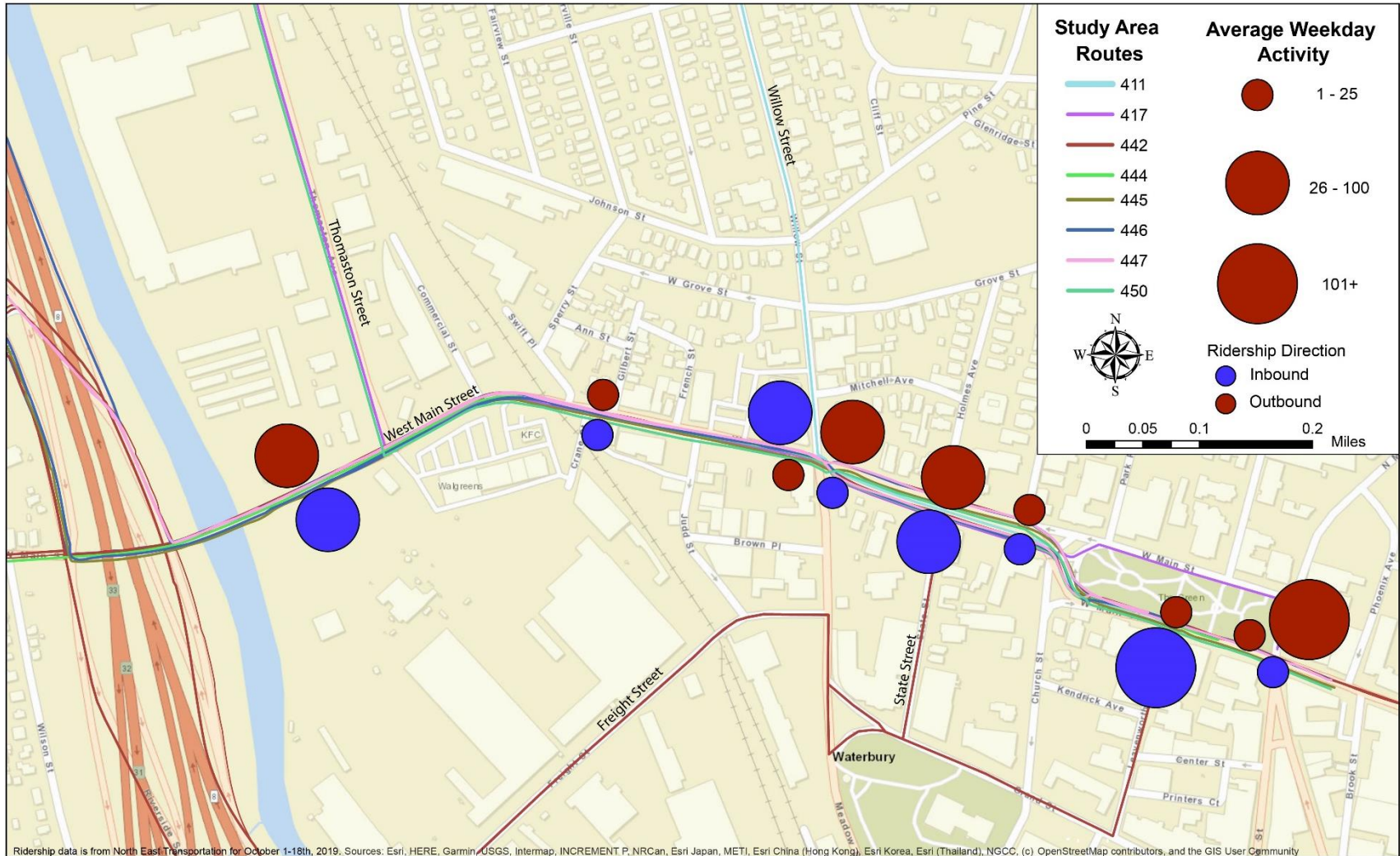


# Transit Findings

- Major corridor for access to the Waterbury Green (CTransit bus hub) from the west
- Connects downtown Waterbury to points across the Naugatuck River
- Buses provide linkages to major industrial corridors and employment points
- Eight bus routes serve 12 different bus stops within the study area
- Significant bus vehicle volumes and ridership activity at stops west of the Waterbury Green



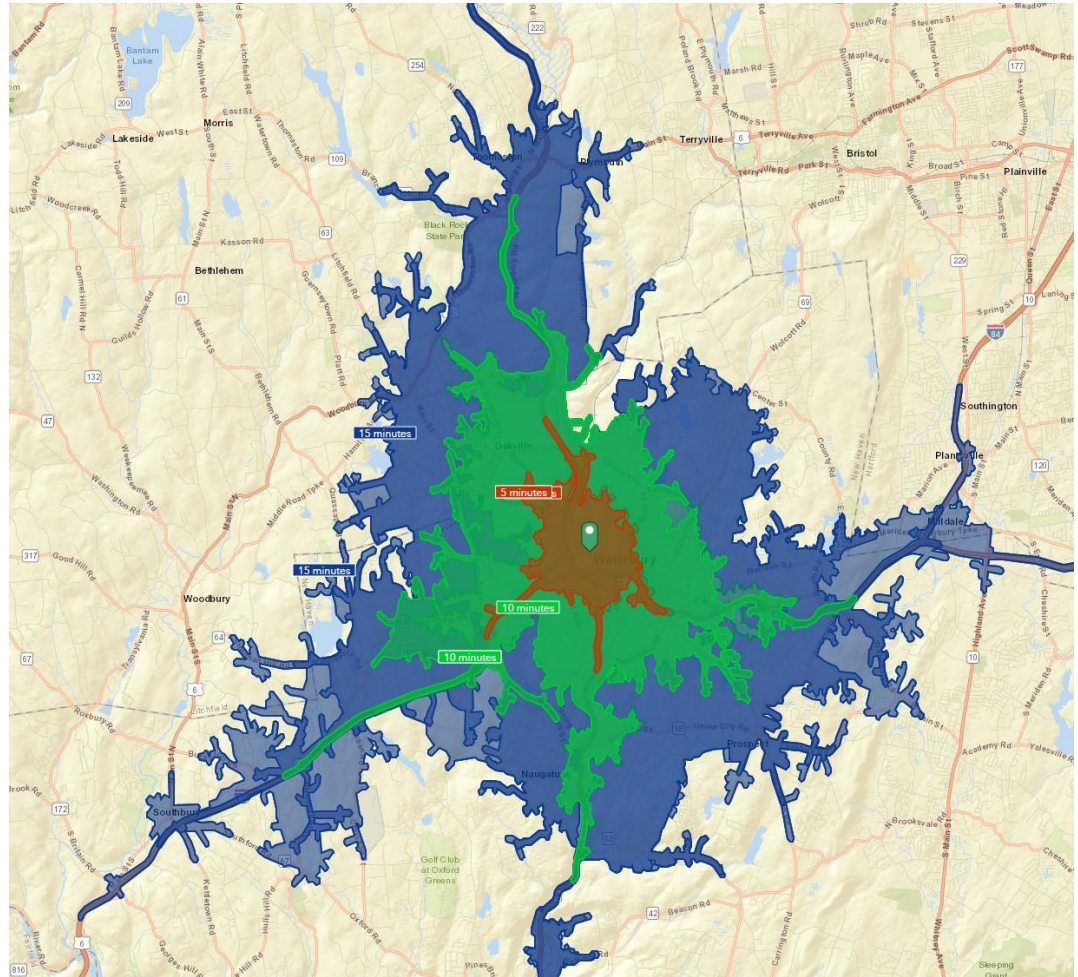
## Average Weekday Bus Activity (Ons+Offs)



# Market Analysis

## Market Capture by Drive Time

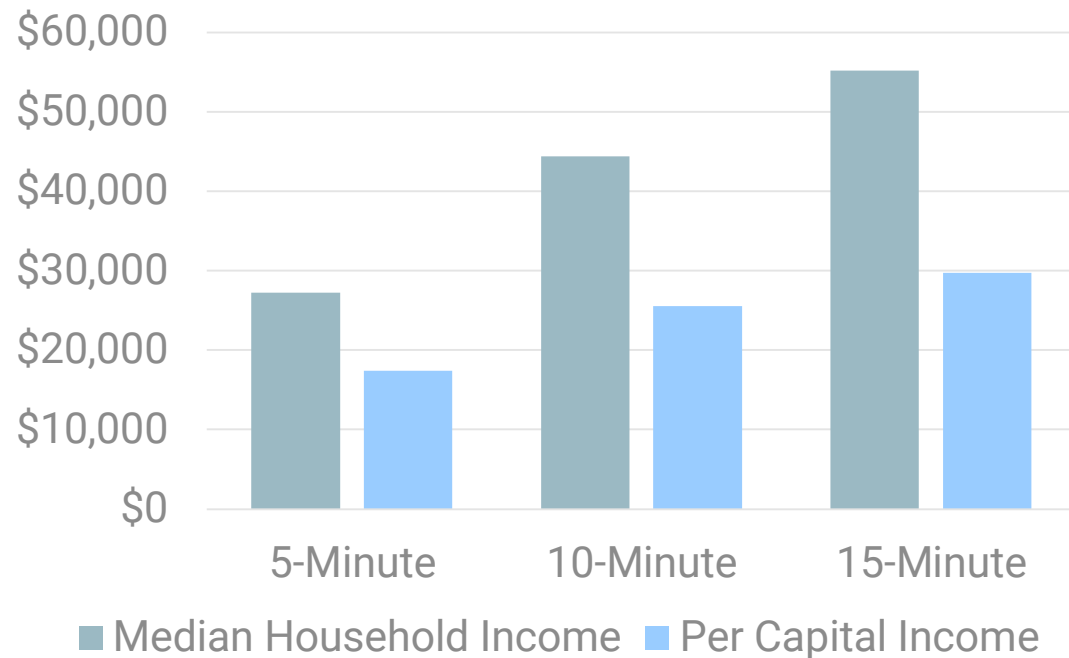
- The project area was analyzed through a drive-time analysis
- The 5, 10, and 15 minute drive time areas used in this analysis are shown on the map at right
- The 15-minute drive time area extends south to Southbury, north to Plymouth, east to Milldale, and south to Beacon Falls



# Market Analysis

## Summary of Demographic Findings

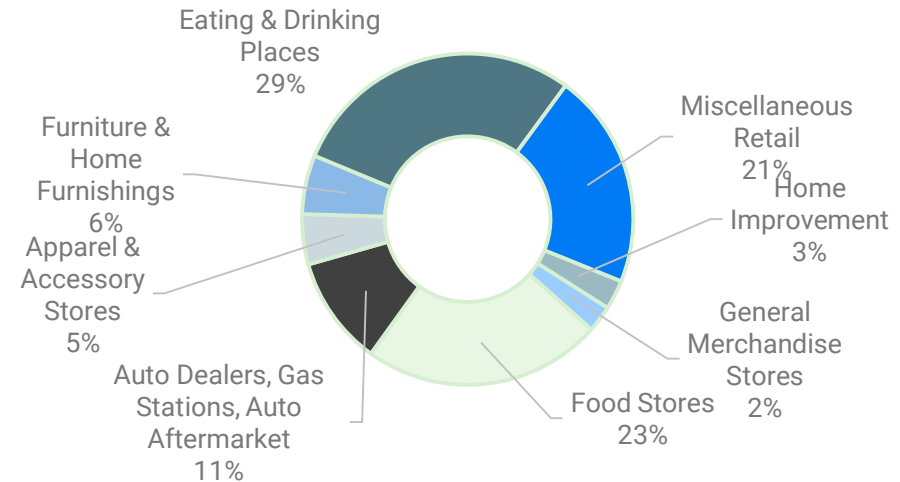
- The Downtown and surrounding area is very low income
- Spending potential is low due to income and net worth
- Educational attainment is low
- Due to these factors, residential areas in proximity of the Downtown are not drivers of economic development



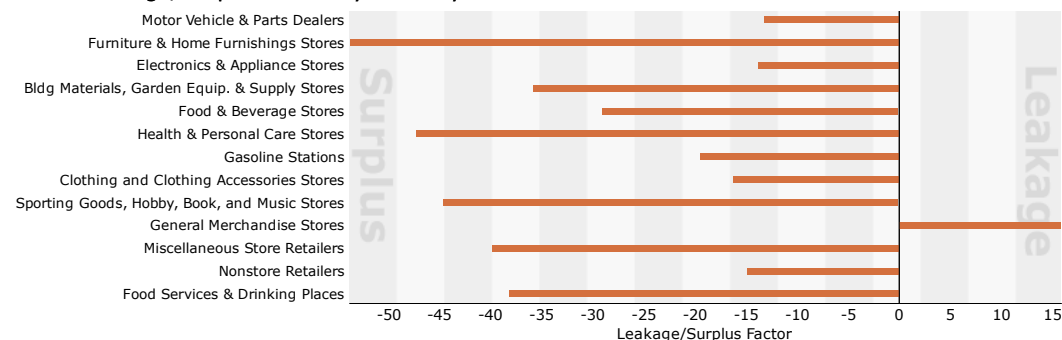
# Market Analysis

## Summary of Business Environment

- The Downtown retail environment is dependent upon a wide market area, with sales that vastly exceed local spending
- There is a spectrum of business types located within the 5-minute drive time area with retail trade, health care and social assistance, and "other" services being the most prevalent
- The largest share of retail, by number of establishments is found in the eating and drinking places, food store, and miscellaneous retailers subsectors
- The largest share of retail sales is attributed to food and beverage stores, motor vehicle and parts dealers, and food services and drinking places



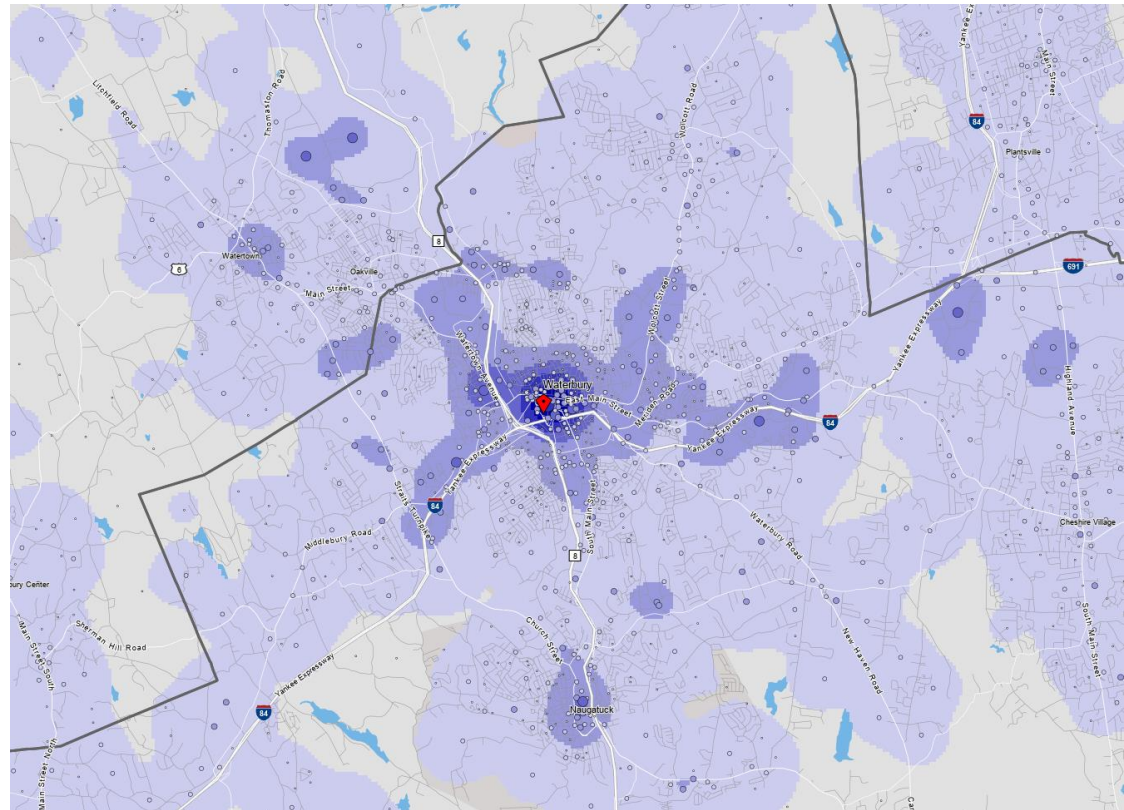
2017 Leakage/Surplus Factor by Industry Subsector



# Market Analysis

## Summary of Job Findings

- The Downtown has the greatest concentration of jobs in the region
- There are very few residents in the Downtown who work in the Downtown – few people who walk to work
- Downtown workers come from many communities across western CT
- Commuting workers likely play a strong role in supporting local businesses



# Market Analysis

## Summary of Commercial Space Findings

- The Downtown lacks available Class A office space
- There is no available medical space in the Downtown
- Lease rates are low when compared to other cities in CT
- Approximately 123,400 sf of commercial space is currently available for lease

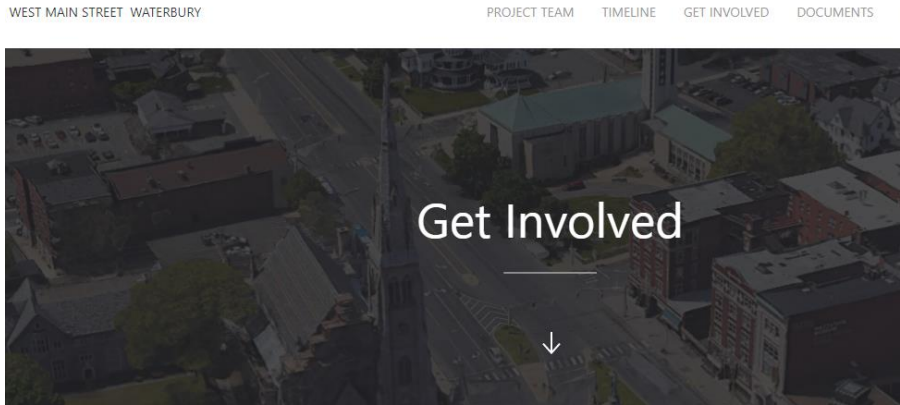


# THE PUBLIC OUTREACH

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# Project Website and Facebook Page

[Westmainstudy.com](https://www.westmainstudy.com)



## Public Involvement Process

We strive to create a public involvement process that is collaborative, accessible and inclusive. During the course of the study, our team will use a variety of tools to engage the public in a discussion and dialogue regarding the future of West Main Street and how improvements to the corridor can better and more safely integrate all users needs.

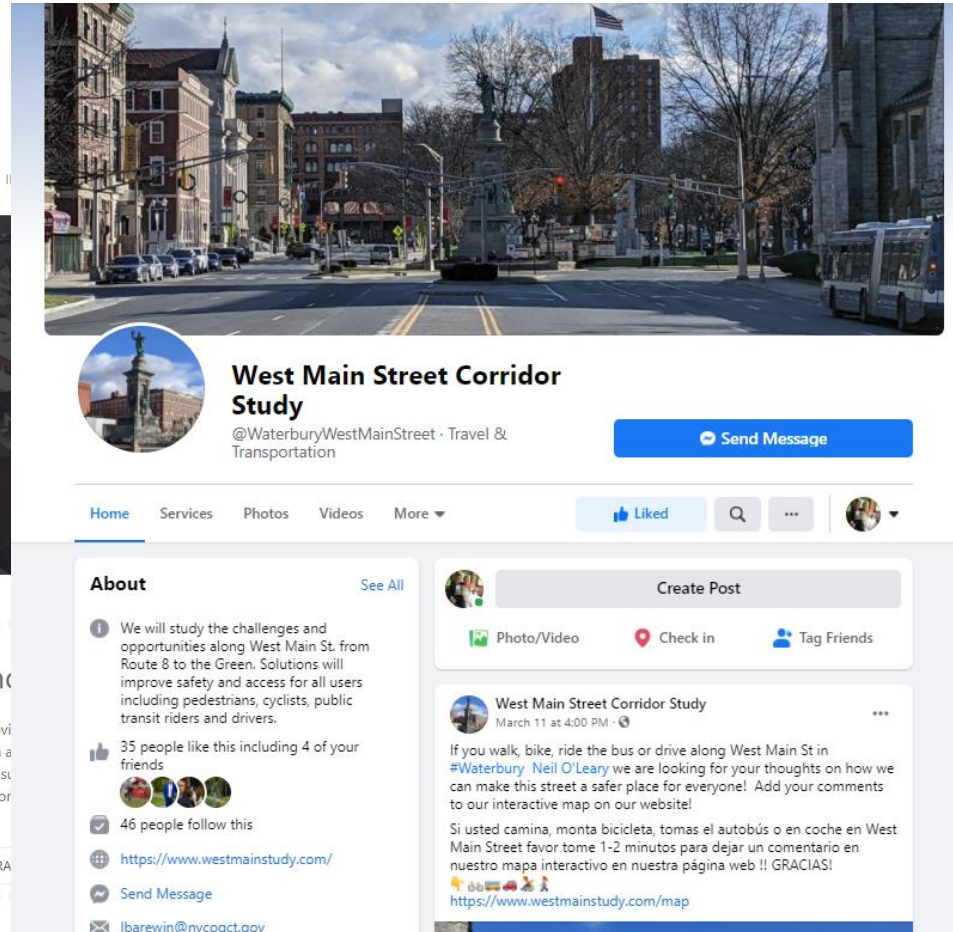
We will conduct interviews with stakeholders, prepare an online survey, develop an interactive map, conduct public information meetings, and provide frequent updates via this website and social media. Additionally, all documents related to the project will be posted to this website. All are encouraged to participate in this project. If you have a question or would like to provide a comment, suggestion or have an idea, please fill out the contact form [here](#).

## Interactive Map and

The interactive map available on this site provides an opportunity to pin-point areas of concern related to mobility in the corridor. An online survey provided that will allow stakeholders to respond about the corridor.

[→ VIEW MAP](#) [→ VER MAPA INTERACTIVO](#)

## Public Meetings



[facebook.com/WaterburyWestMainStreet](https://facebook.com/WaterburyWestMainStreet)

# Interactive Map – Westmainstudy.com

## Comment:

Traffic jams caused by cars waiting to turn left onto Commercial Street.

## Comment:

cars driving westbound often turn left into the oncoming traffic lane and don't realize it until they are confronted by a car coming toward them.

## Selected Categories:



Need a turn lane

## Comment:

Crazy Traffic here!

## Selected Categories:



Confusing intersection

## Comment:

Can we get a better bus shelter here?

## Selected Categories:



Bus Stop/Shelter in Poor Condition



Difficulty Accessing Bus Stop

## Selected Categories:



Traffic signal problems



Street markings unclear/worn out



Light needs a turn arrow



Traffic signage unclear/confusing

## Selected Categories:



Bus Shelter Needed



Difficult Transfer

## Comment:

Lanes need to be clearly marked driving from the light at the bridge to up the hill.

## Selected Categories:



Street markings unclear/worn out



Confusing intersection

## User Comments:

Agreed! Traveling eastbound under Route 8 the markings are terrible and it is not clear that there are 2 lanes that travel straight and 1 left and turn lane. Lanes traveling straight are misaligned to so when the paint lines are worn out it becomes a dangerous intersection.

## Comment:

Sidewalk can get very crowded here. Road is too wide, feels unsafe for pedestrians. Opportunity to widen the sidewalk and make room for bus shelters along this side of West Main Street.

# Stakeholder Interviews

- Alignment of Meadow Street/Willow Street is dangerous for cars and pedestrians
- Turning restrictions/illegal turns are common
- Lack of enforcement on restricted turning movement/parking regulations
- Lack of bus shelters and other amenities
- Lack of bicycle amenities connecting to Freight Street

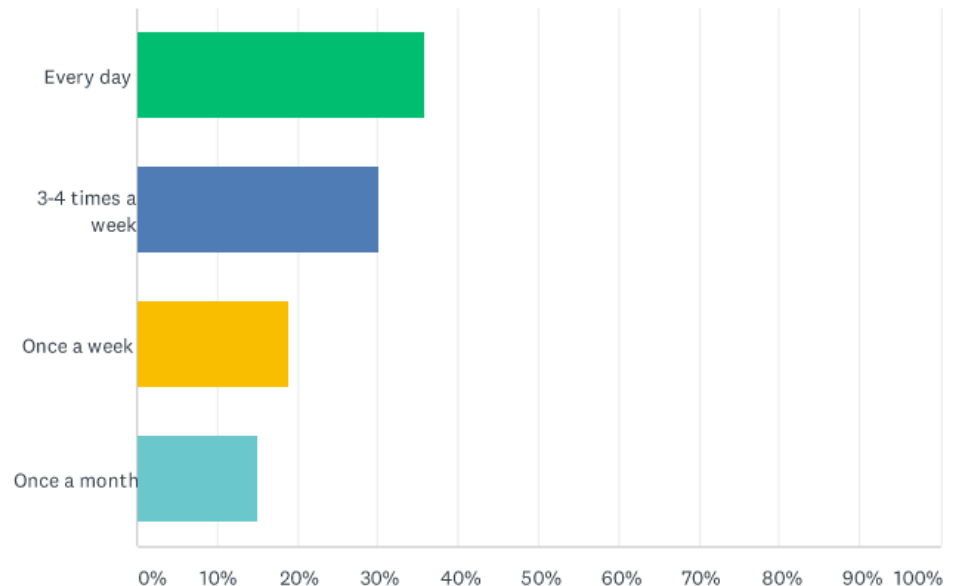


# Survey Responses

- Survey conducted online
- 106 respondents as of Friday, March 26
- 17 questions
- Add to the public input received from the interactive map, workshops and stakeholder interviews

Q1 How often do you travel on West Main Street?

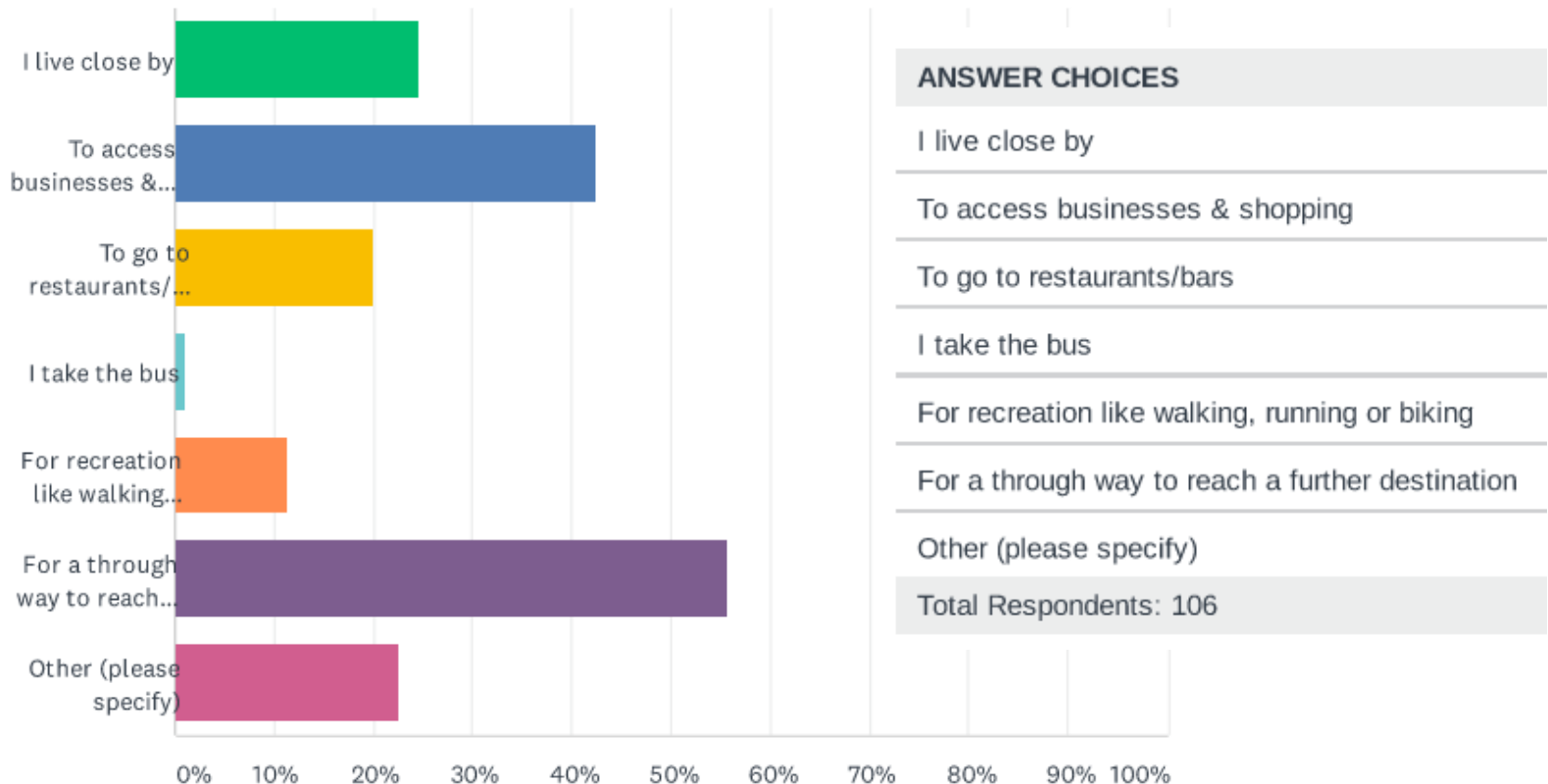
Answered: 106 Skipped: 0



# Survey Responses

Q2 Why do you most often use West Main Street? Choose all that apply:

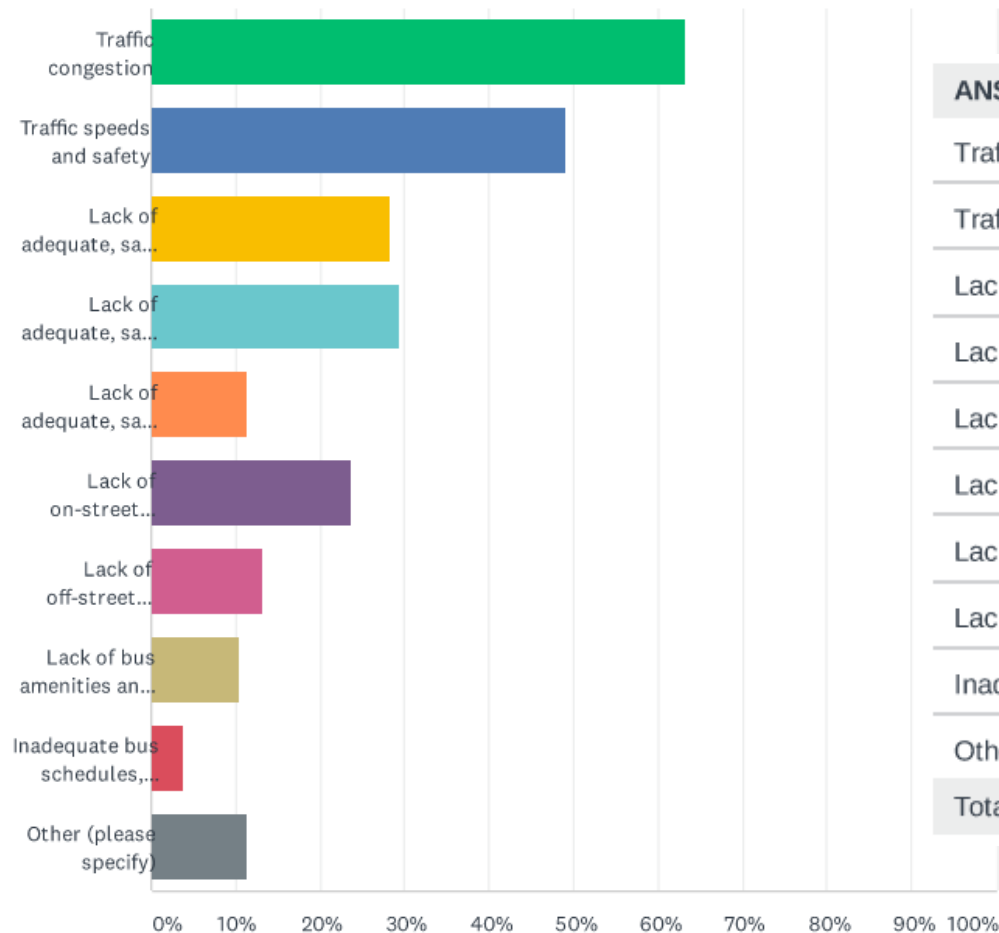
Answered: 106 Skipped: 0



# Survey Responses

Q5 What are the biggest challenges facing the West Main Street area?  
Select up to three:

Answered: 106 Skipped: 0



## ANSWER CHOICES

Traffic congestion

Traffic speeds and safety

Lack of adequate, safe, or comfortable sidewalks

Lack of adequate, safe, or comfortable crosswalks

Lack of adequate, safe, or comfortable bike lanes/paths

Lack of on-street parking

Lack of off-street parking

Lack of bus amenities and bus shelters at bus stops

Inadequate bus schedules, frequency or timeliness

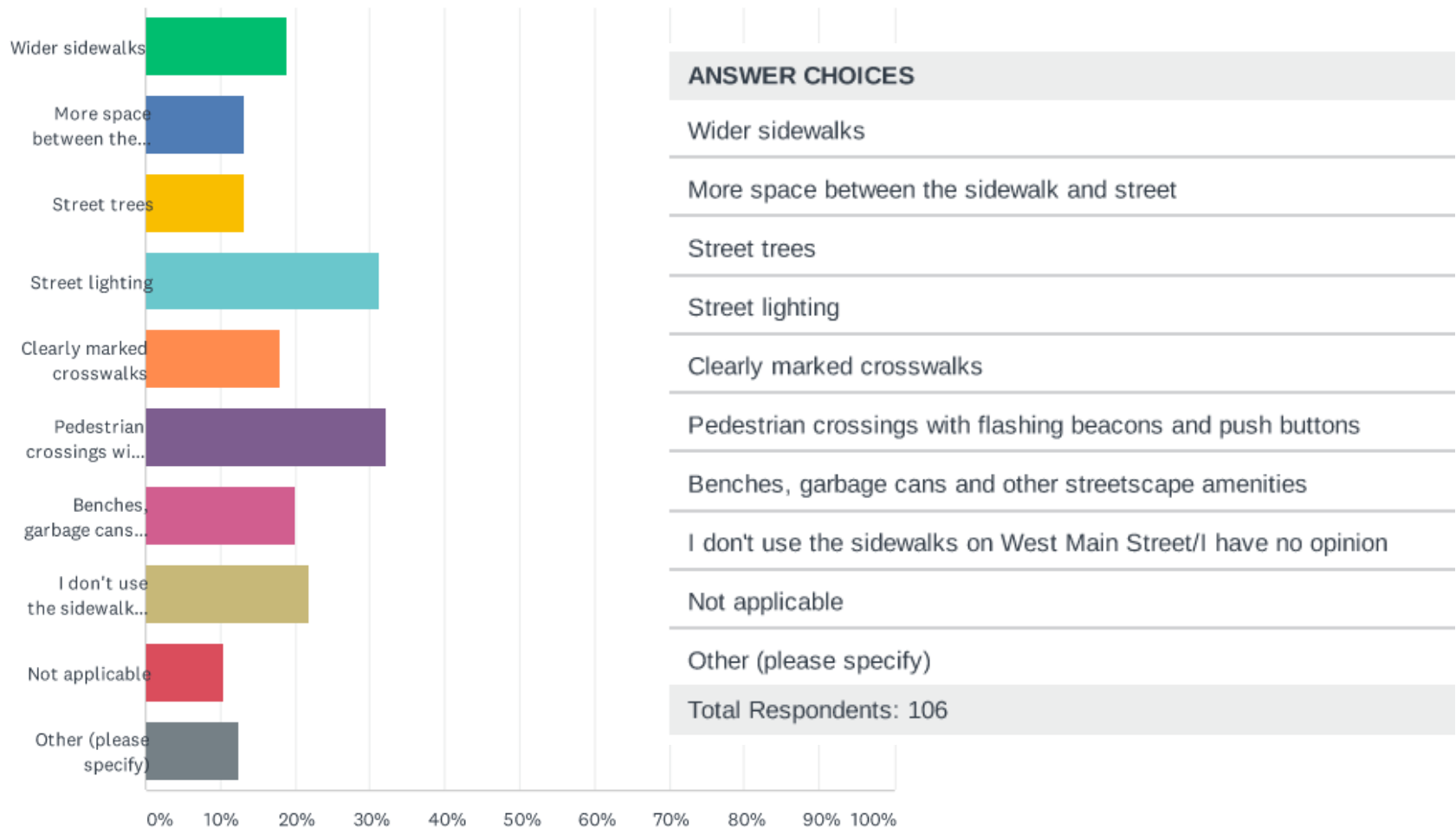
Other (please specify)

Total Respondents: 106

# Survey Responses

Q8 Which of the following would make you feel more comfortable walking along West Main Street? Select up to three:

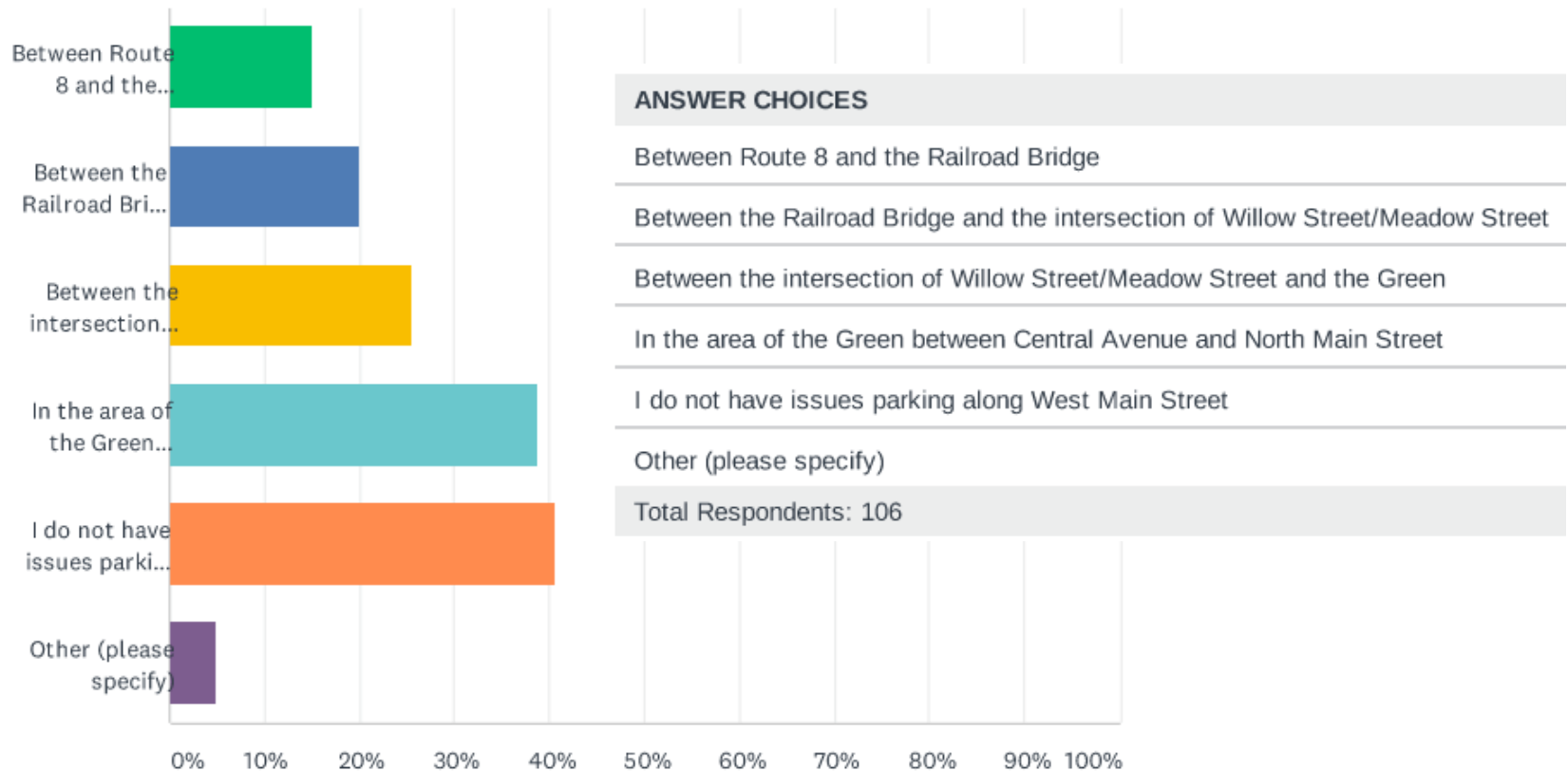
Answered: 106 Skipped: 0



# Survey Responses

Q10 Where do you find a shortage of parking on a regular basis? Choose all that apply:

Answered: 106 Skipped: 0



LET'S  
**BRAINSTORM**

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# Solutions Toolbox: Road Diet

## West Hartford Example

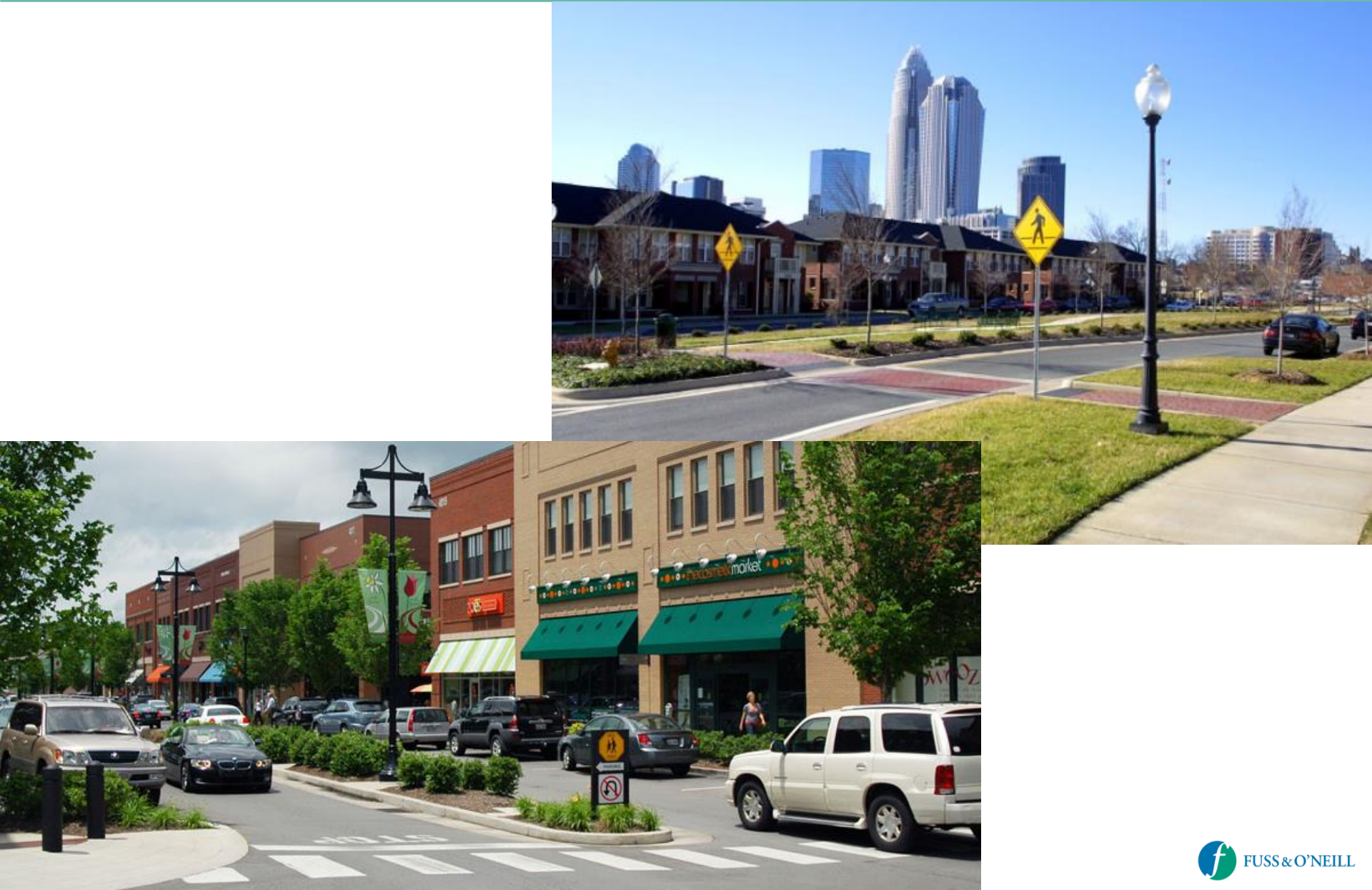


# Solutions Toolbox: Road Diet

## West Hartford Example



# Solution Toolbox: Boulevard Concept



# Solutions Toolbox: Pedestrian Amenities



**Raised Crossing Islands  
at Mid-block Crossings**



# Solutions Toolbox: Pedestrian Amenities

## Rectangular Rapid Flashing Beacon (RRFB)



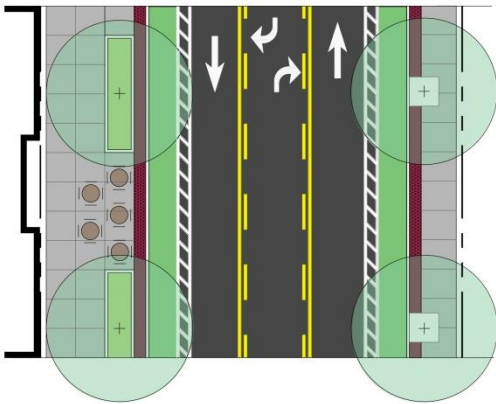
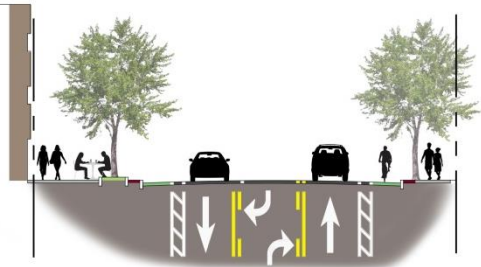
High-Intensity  
Activated Cross  
Walk (HAWK)  
Beacon



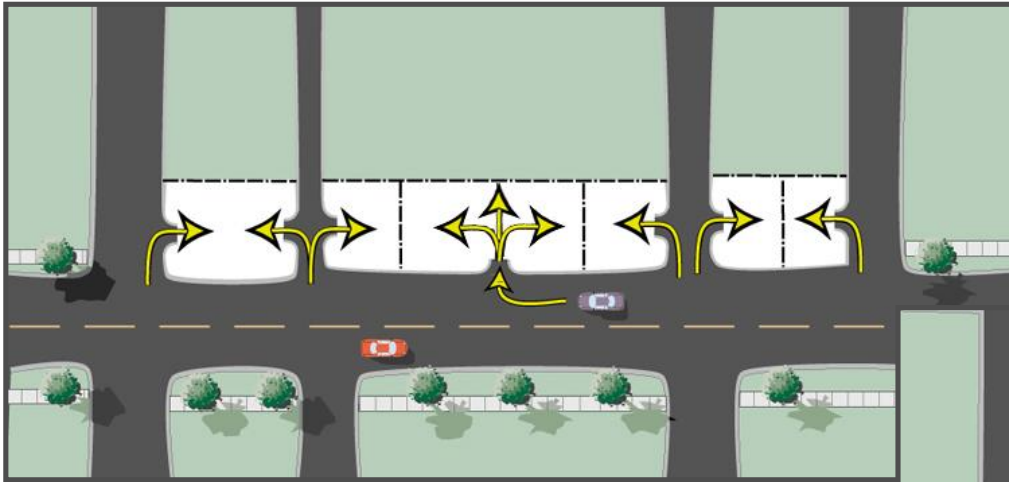
Curb  
Extensions



# Solutions Toolbox: Landscape Design

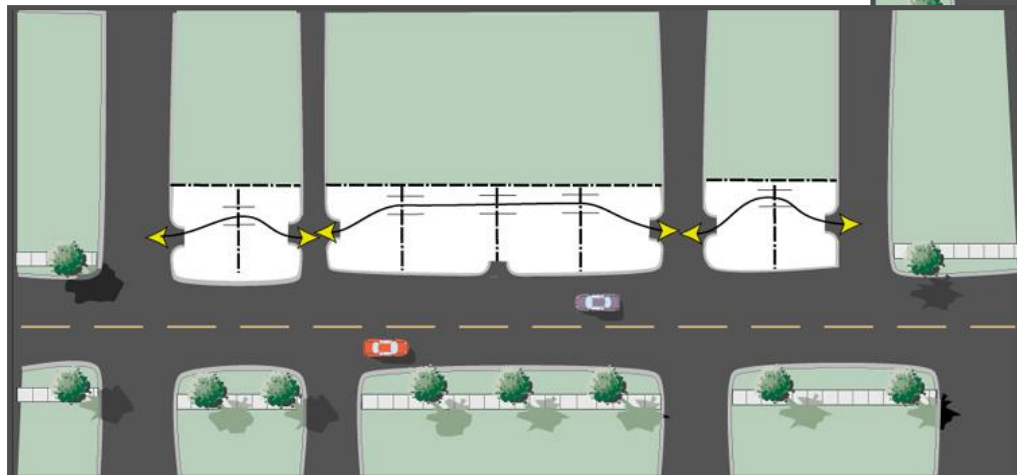
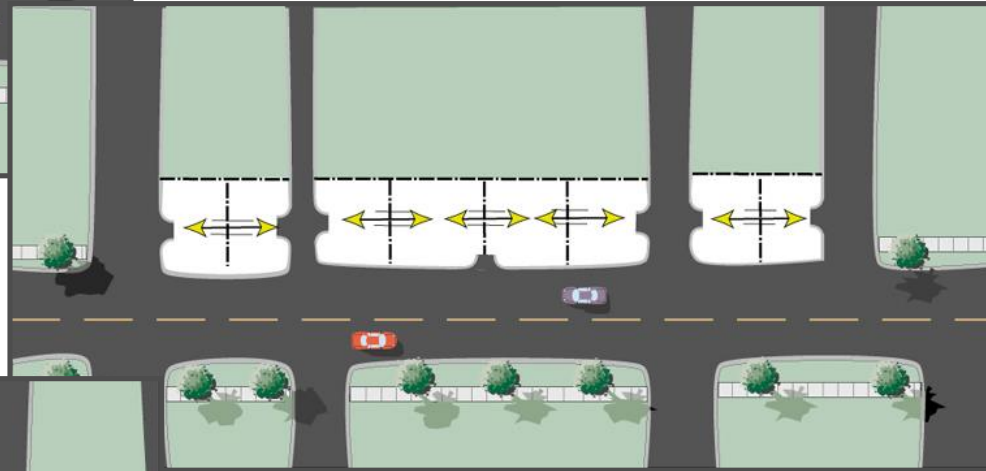


# Solutions Toolbox: Access Management



Shared Driveways

Cross Access Easements



Access Roads

# Solutions Toolbox: Access Management

## Poor Example

- Nine driveways (curb cuts) for one property
- Driveways very close to intersection
- Some driveways are excessively wide



# Solutions Toolbox: Access Management

## Good Example

- One driveway to access many businesses
- Additional, right turn only, outlet driveway
- Additional driveway onto a side street (Crane Street)



# Solutions Toolbox: Bicycle Amenities

## Shared Lanes

- Most appropriate for streets with speed limits less than 25 mph
- Typically installed in the middle of vehicle lanes



## Bike Lanes

- 5-6' wide
- Between vehicles lanes & parking lanes

*Images from NACTO Urban Bikeway Design Guide*

OUR CORRIDOR

# WEST MAIN STREET

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# 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

## The Green



A FEW  
**EXAMPLES**

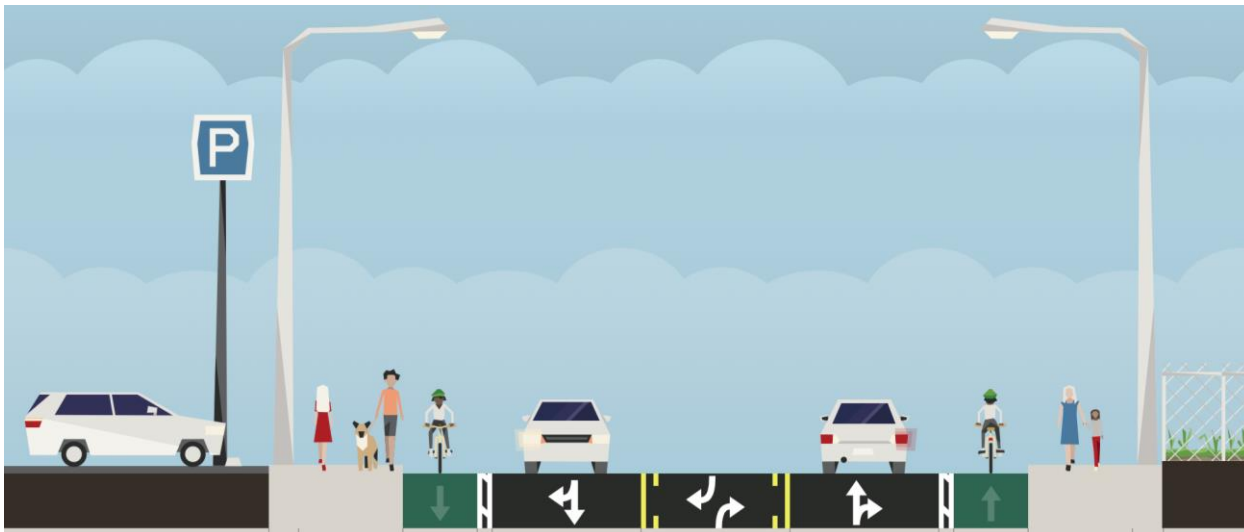
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# Section #1 – Route 8 to the Railroad Bridge

What it  
looks like  
now

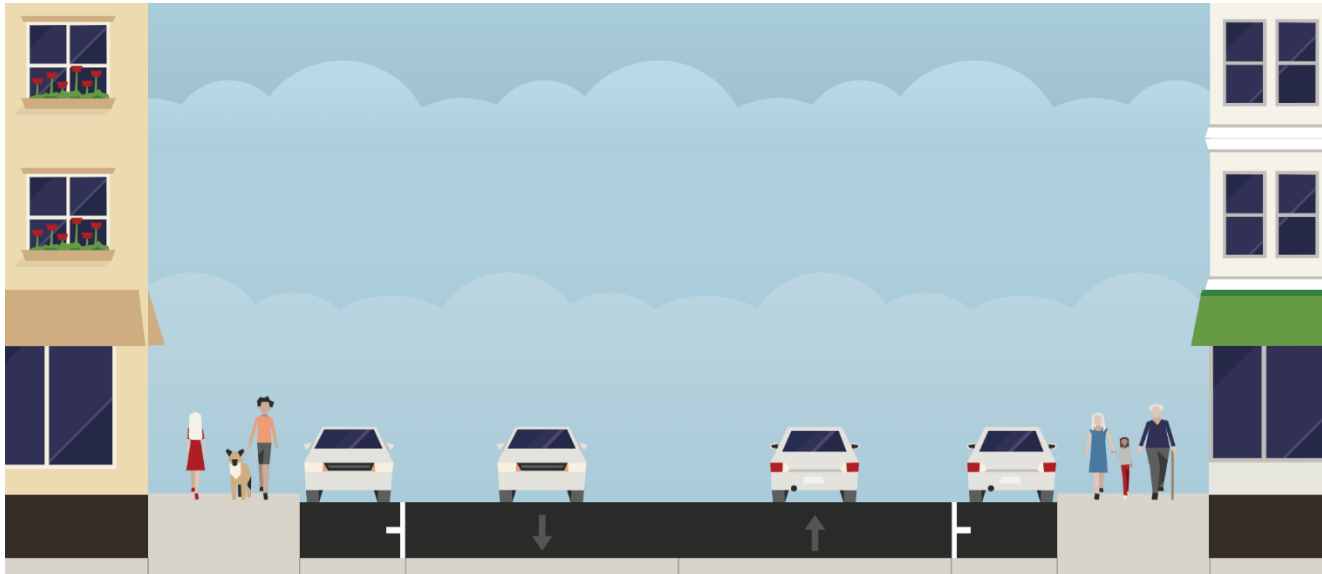


What it  
could look  
like in the  
future



# Section #2 –Railroad Bridge to Willow/Meadow

What it  
looks like  
now

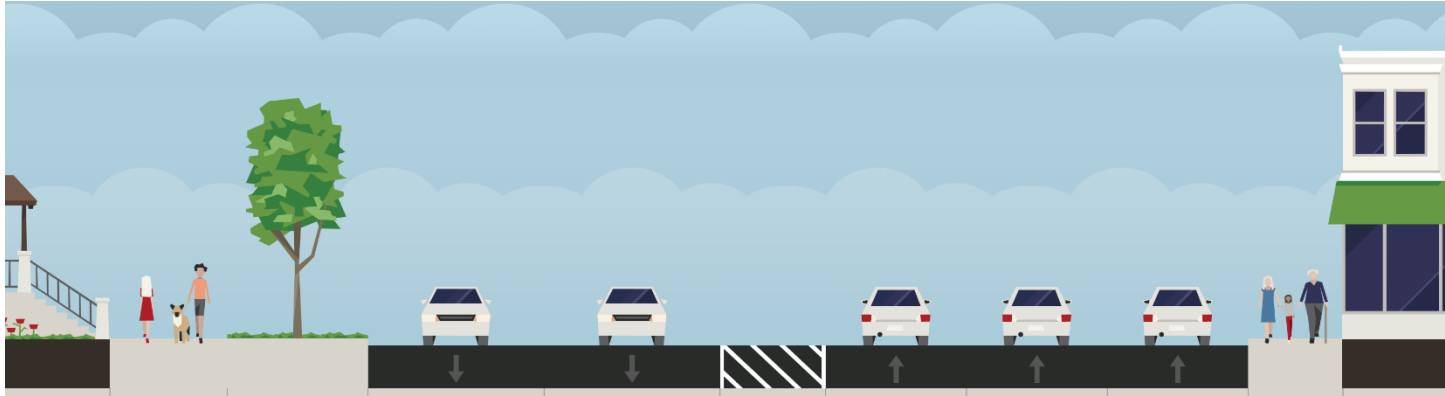


What it  
could look  
like in the  
future

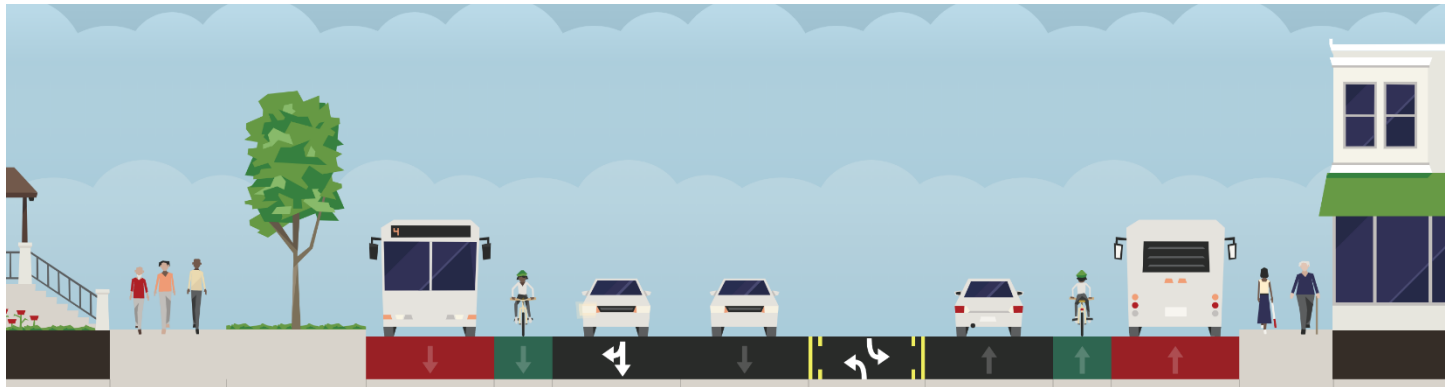


# Section #3 – Willow/Meadow to the Green

What it  
looks like  
now

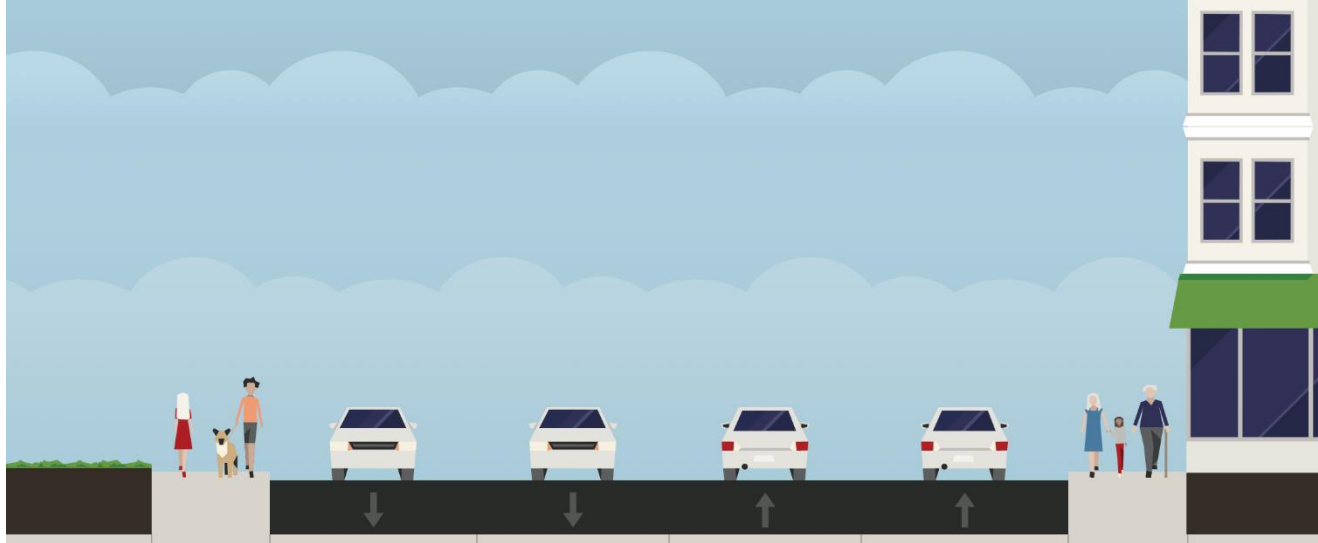


What it  
could look  
like in the  
future

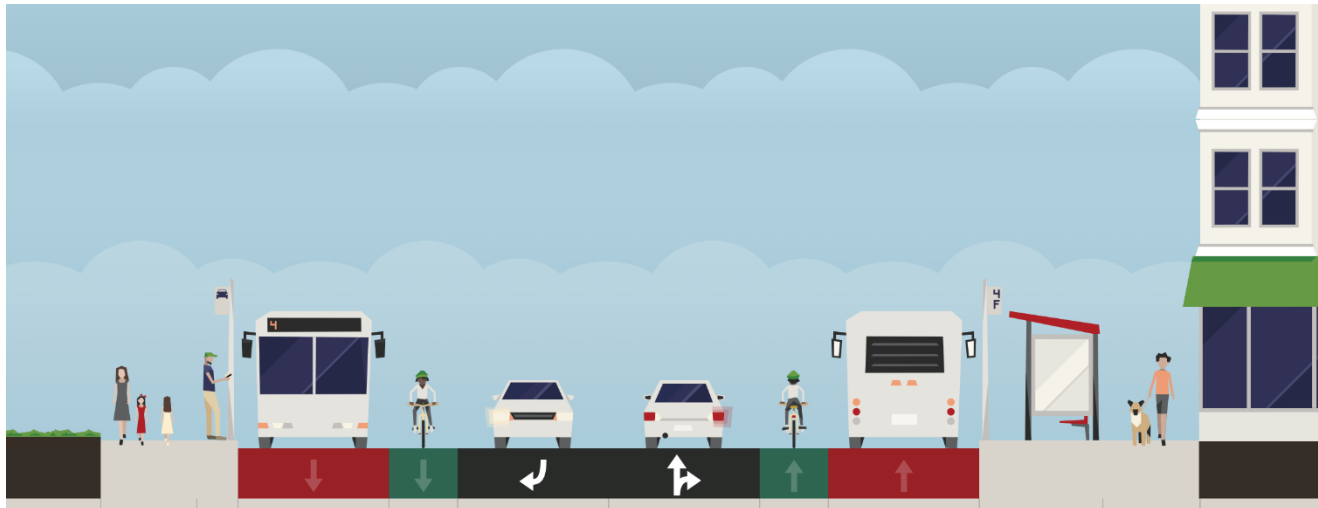


# Section #4 – South Side of the Green

What it  
looks like  
now



What it  
could look  
like in the  
future



# NEXT STEPS

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APRIL THROUGH SEPTEMBER 2021

# Next Steps

## Project Schedule Waterbury West Street Corridor Study

| Task Name                          | Oct '20 | Nov '20 | Dec '20 | Jan '21 | Feb '21 | Mar '21 | Apr '21 | May '21 | Jun '21 | Jul '21 | Aug '21 | Sept '21 |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|
| Data Collection/Existing Analysis  |         |         |         |         |         |         |         |         |         |         |         |          |
| Alternative Analysis               |         |         |         |         |         |         |         |         |         |         |         |          |
| Real Estate/Market Assessment      |         |         |         |         |         |         |         |         |         |         |         |          |
| Final Report                       |         |         |         |         |         |         |         |         |         |         |         |          |
| Public Involvement                 |         |         |         |         |         |         |         |         |         |         |         |          |
| Project Website Preparation        |         |         |         |         |         |         |         |         |         |         |         |          |
| Project Survey/Mapping Preparation |         |         |         |         |         |         |         |         |         |         |         |          |
| Stakeholder Interviews             |         |         |         |         |         |         |         |         |         |         |         |          |

| Key                                                                                  |                                           |
|--------------------------------------------------------------------------------------|-------------------------------------------|
|   | Technical Memorandum/Report Deliverable   |
|   | Project Advisory Committee (PAC) Meetings |
|  | Public Involvement Meetings               |

Public Meeting #2 – Wed, April 14, 5-7pm

Project Website – [westmainstudy.com](http://westmainstudy.com)

Facebook – [facebook.com/WaterburyWestMainStreet](https://facebook.com/WaterburyWestMainStreet)

Twitter – @NVCOGct