

**MEETING NOTES**  
**PROJECT ADVISORY COMMITTEE MEETING #2**  
**Waterbury West Main Street Corridor Study**  
**Monday, March 29, 2021 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

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This meeting was held to update the Project Advisory Committee (PAC) on the findings of our existing conditions analysis and public involvement process completed as part of the study thus far. In addition, a workshop session was held during the second half of the meeting to brainstorm possible improvements and solutions along each segment of the corridor. The following PAC Members, Project Team members, and CTDOT representatives were in attendance:

Anna Bergeron – CTDOT Project Manager, Intermodal Planning  
Bob Burns – Director of Mattatuck Museum  
Bob Nerney – City Planner  
Carl Rosa – Executive Director of Main Street Waterbury  
Clifford Brammer – Land Use Officer, Waterbury City Planning  
Francisco Gomes – FHI Studio, subconsultant on the project team  
Fred Kulakowski – CTDOT Traffic Operations & Safety  
Gabriel Filer - NVCOG  
Gary Sojka – CTDOT Policy and Planning  
Jim O'Rourke – CEO YMCA  
Jon Dean – CTDOT Highway Design  
Joseph McGrath – Economic Development for City of Waterbury  
Judy Mancini – Assistant to Mayor O'Leary, City of Waterbury  
Katherine Patch – Fuss & O'Neill, Prime consultant on the project  
Lesley Barewin – Planner, NVCOG Project Manager  
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  
Sue Smith (caller 1) – Bike Walk CT  
Peter Vaccarelli (caller 1 with Louis) – NE Transportation  
Zack Keith – WDC Urban Historian and Project Manager

The meeting began with the Project Team reviewing the goals, objectives and funding of the study discussed in the first meeting. A discussion of the findings of the existing conditions analysis followed, including areas of traffic congestion, crash history, access management issues, parking issues, pedestrian and bicycle safety concerns, transit operations summary, and initial economic/market analysis summary. A review of the public outreach efforts conducted to date was then presented, including the project

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website, social media pages, stakeholder interviews, and the survey results. Following this summary, a toolbox of possible solutions along the corridor was reviewed with the PAC and a brainstorming session was conducted for each section of the roadway. The full PowerPoint presentation for this meeting is attached.

Following the presentation, a number of comments were received from the PAC Members:

1. Jackson Street Extension
  - i. Connecting this road provides a great asset to West Main Street
  - ii. Left turn restrictions exiting Jackson Street are in place but necessary due to sight distance concerns and queuing at Thomaston Avenue
  - iii. This intersection should not be signalized due to its proximity to the signals at Thomaston and Riverside, but geometric changes could be proposed to further enforce the turning restrictions; count data would need to be gathered before changes are recommended
  - iv. Judy Mancini worked on the TIGER Grant that brought Jackson Street up to West Main Street and emphasized that the current configuration is safest for northbound vehicles during periods of peak congestion as crossing all four lanes in the existing configuration was not safe.
  
2. Route 8 Underpass Area to Thomaston Avenue
  - a. Access management/frequent curb cuts are the result of multiple property owners along this stretch of the corridor. Having multiple property owners makes the coordination of closing driveways a complicated process.
  - b. Vertical and/or visual separation between the travel way and the sidewalks, parking lots, businesses is lacking; the addition of landscape would improve the area
  - c. Parking behind buildings should be encouraged to develop more of an urban downtown sentiment; however a detailed zoning review is not part of this study
  - d. A bus shelter, bus pull-off area, and crossing facilities could be implemented in the vicinity of Jackson Street to avoid buses stopping in the middle of a travel lane, causing congestion and having transit riders cross four lanes of traffic
    - i. Fred K. at CTDOT suggested reviewing the new Connecticut Pedestrian Safety Guide (July 2019) before proposing crossing treatments
    - ii. Vegetated parcel of land on the south side of the corridor, east of Jackson Street, could be a potential location for an established bus stop/pull off but would require a partial property take. The owner of this parcel is currently unknown.
  - e. The westbound queue at Thomaston Avenue often extends past Sperry Street. The Thomaston Avenue signal is State owned. Operational deficiencies and improvement recommendations will be reviewed as part of the next step of this project

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3. Sperry Street and Railroad Overpass
  - a. The radius on the northeast corner of the West Main Street/Sperry Street intersection is excessively large and pedestrians/cyclists have had near misses with westbound right turning vehicles where motorists do not look before “turning” up Sperry Street
    - i. Potential for curb extension here and/or other geometric changes to shorten the crossing distance and make the turn for motorists more deliberate
  - b. The railroad overpass is in the process of being redesigned and has the potential to be more of a “gateway” to downtown. This project is in the early-mid stages of design and CTDOT will put F&O in touch with the railroad design team to coordinate on design elements and schedule.
  - c. A midblock crossing of West Main Street in this area would need to be east of the railroad bridge and Sperry Street to improve sight lines and lighting. Push buttons and flashing beacons would also be recommended
4. Sperry Street to Meadow Street
  - a. This section looks wide enough to support four lanes but is designated as one lane of travel in each direction with parking along the majority of both sides of the street.
  - b. Crosswalk at the Apple motel is worn. The crosswalk length, location and striping maintenance will be evaluated. This is likely a great candidate for a curb extension to shorten the current 50+ foot crossing distance and provide protection for the parking lanes.
  - c. Bike lanes would be a great addition to this wide section of road and would provide some connectivity to the cycle track along Freight Street
5. Meadow Street to the Green:
  - a. Bus lanes could be an option here allowing buses direct access to the Green and reducing congestion for through vehicles
  - b. Willow Street/Meadow Street
    - i. Parking and turning restrictions are not obeyed
    - ii. Parking lot at Boru's is tricky to navigate – narrow lot and queueing for eastbound right turn at Willow Street/Meadow Street often extends past the curb cut
    - iii. Intersection alignment/through movements are an issue but are difficult to fix without property impacts on the southwest and northeast corners of the intersection.
    - iv. The new 7-Eleven store model requires a gas station so the northeast corner parcel is no longer viable for them, but the site has not yet been placed on the market. Any redevelopment of this parcel would need to go through City Planning & Zoning, which could mandate the removal of the driveway on West Main Street (in the center of the intersection) for better access management. This parcel also has potential to be combined with the vacant lot

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to the east, which would allow for a driveway on West Main Street much further away from the intersection.

- v. Median on eastern leg causes confusion and property damage collisions (because of its alignment for eastbound through vehicles)
- vi. The westbound through movement on West Main Street has a 3 to 1 lane drop in a matter of seconds that is confusing to drivers.
- vii. Meadow Street Automotive experiences some cut through traffic and would not be averse to closing a curb cut.

6. Waterbury Green:

- a. Western intersection (with monument) is difficult to navigate – lack of wayfinding, narrow lanes/corners for buses, circulation concerns due to turning restrictions, lack of pedestrian crossings. A roundabout could be one of several alternatives to explore here.
- b. Inadequate bus facilities leave people wandering waiting for transit
- c. The north side of the Green has less travel lane capacity and Father Sullivan (Basilica) had mentioned a need for funeral parking within the travel way during large services
- d. YMCA has a parent drop-off area along their site frontage every morning for daycare services
- e. Expanding ped space on the north side of the Green could be considered as well as providing a woonerf (Dutch festival street) where pedestrian walkways, parking and travel lanes all share the same place. Temporary street closures (or an “open” street) could be a great opportunity to bring more people to the Green with live events and/or food trucks
- f. A City parking lot is proposed between Prospect Street and North Main Street – vehicle access will need to be maintained on West Main Street and Prospect Street to access the lot.

Attachments:

PowerPoint presentation