

MEETING NOTES  
PROJECT ADVISORY COMMITTEE MEETING #3  
Waterbury West Main Street Corridor Study  
Tuesday, September 28, 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 present the design team's preliminary recommendations and concept plan alternatives for the corridor based on the analysis and public involvement that have been completed as part of the study to date. In addition, a workshop session was held during the second half of the meeting to gather feedback on the proposed recommendations. The following PAC Members, Project Team members, and CTDOT representatives were in attendance:

Carl Rosa – Executive Director of Main Street Waterbury  
David Schweitzer – CTDOT (Mixmaster Project)  
Francisco Gomes – FHI Studio, subconsultant on the project team  
Fred Kulakowski – CTDOT Traffic Operations & Safety  
Jim O'Rourke – CEO YMCA  
Joe Belrose – CTDOT (Mixmaster Project)  
Joseph McGrath – Economic Development for City of Waterbury  
Joshua Lecar – Project Manager, NVCOG  
Judy Mancini – Assistant to Mayor O'Leary, City of Waterbury  
Katherine Patch – Fuss & O'Neill, Prime consultant on the project  
Kevin Ellis – NVCOG  
Luis – NE Transportation  
Matthew Skelly – Fuss & O'Neill, Prime consultant on the project  
Mark Vertucci – F&O, Prime consultant on the project and Project Manager  
Obesebea Aye-Addo – CTDOT Traffic Engineering  
Peter Vaccarelli (caller 2) – NE Transportation  
Rich Donovan – Transportation Planner, NVCOG  
Sara Radacsi – NVCOG Coordination Unit  
Scott Roberts – Project Manager, CTDOT (Mixmaster Project)  
Zach Keith – WDC Urban Historian and Project Manager

The meeting began with the Project Team reviewing the completed analysis and public engagement efforts thus far as well as looking ahead to the final steps for this project to wrap up in the coming months. Following this summary, the presentation continued with the general recommendations for the corridor as they pertain to pedestrians, bicycles, vehicles, access management, parking, placemaking, transit and the economic/market analysis. Once the general recommendations were established, the

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Project Team reviewed the draft concept improvement plans with the PAC and feedback was provided on each section of roadway.

The full PowerPoint presentation for this meeting is attached.

Following the presentation, several comments were received from the PAC Members:

1. Route 8 to Jackson Street – no comments
2. Intersection at Thomaston Avenue
  - a. The westbound left turn lane at Thomaston Avenue has the potential to be “back to back” with the eastbound left turn lane at Commercial Street. It was noted that the eastbound left turn does not have a high volume so the median was added to break up the pavement area.
3. Intersection at Sperry Street
  - a. Bus pull offs are noted as a great asset to the corridor and bus lanes are a potential as well. West Main Street west of Sperry Street has limited space, which is why the pull offs were added near Jackson Street. East of Sperry Street has the potential for bus lanes or pull offs and could be incorporated as an alternative in lieu of on street parking.
  - b. The crosswalk at West Main Street/Sperry Street should be evaluated for some type of pedestrian actuated crossing device given the geometry/sight distance constraints.
  - c. Fred Kulakowski noted that the proposed eastbound striping at Sperry Street needed to be revised to provide sufficient width for queue space for left turning vehicles in the middle of the intersection.
4. French Street to Willow Street
  - a. NE Transportation would like to relocate the eastbound bus stop west of Willow/Meadow to the east side of the Willow/Meadow intersection to avoid the wider portion of the roadway. This would be a great place for another bus pull off while still being able to maintain the proposed landscaped area on the south side of the roadway east of the intersection. Bus stop westbound is in the vicinity of 7-Eleven is in a good place – we could potentially move this east and provide a pull off and a bus shelter in this direction as well.
5. Willow Street at Meadow Street
  - a. Methodology for the revised traffic analysis at this intersection was presented. Volumes from the recent Mixmaster project and East Main Street project were used and grown to the design year in lieu of the Streetlight volumes which were overly conservative. This enabled us to reduce lanes at the intersection.
  - b. Design vehicles and turning radii need to be confirmed, especially the eastbound right turn to Meadow Street southbound. May need to move the stop bar back on the northbound approach.

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- c. Realigning the intersection to provide better sight distance for vehicles and pedestrians was well received.
6. Willow Street to State Street/Holmes Avenue – no comments
7. West Main Street at the Green – Option #1
  - a. The proposed shared street on the northern portion of West Main Street along the Green and extending the Green to include the monument was very well received. This also improves circulation getting to the museum and YMCA.
  - b. Providing one through lane eastbound and westbound on West Main Street will ease the “speedway” feeling along this portion of the Green and make navigation easier for buses and other large vehicles.
  - c. Maintenance and snow removal concerns were mentioned as a potential issue with regard to the curb extensions and bike lanes. It was noted that the bike lanes will not be used in the winter and could provide snow storage. The curb extensions can be demarcated to make them visible to plow drivers and/or be designed as mountable. These would both be considered at a later phase of design.
8. West Main Street at the Green – Option #2
  - a. Not preferred; Option #1 of “T’ing” the northern portion of West Main into the southern portion makes more sense.
9. West Main Street at the Green – Option #3 – Roundabout concept
  - a. Plowing was noted to be a concern with this concept.
  - b. Downside is that monument remains surrounded by vehicular traffic and disconnected from the Green.
10. The Waterbury Green
  - a. Many of the City’s events are moving to Library Park and the Green will continue to be utilized as event space for the entities around it (YMCA, churches, community events, etc.)

It was noted that many new apartments are planned to be built Downtown over the next 5-7 years (Waterbury NEXT) and it was confirmed that the market analysis takes this into account.

The signalization upgrade project underway by VN has been considered in our planning study efforts. Several intersection signals along the corridor are currently being designed and this study is still conceptual. VN will be made aware of the final study recommendations and changes will be incorporated into the signal designs where possible.

The PAC, including CTDOT, will have the opportunity to comment on the concept plans. The plans will be revised based on feedback received today and shared with the PAC in advance of the Public Meeting on October 27.

Attachment: PowerPoint presentation