

MEETING NOTES
Hybrid Workshop #3
Waterbury West Main Street Corridor Study
Wednesday, October 27, 2021, 5-7 pm
via Zoom and live from Veterans Memorial Hall

PROJECT NAME: Waterbury West Main Street Corridor Study
PROJECT TEAM: Mark Vertucci (F&O), Matthew Skelly (F&O), Katherine Patch (F&O), Francisco Gomes (FHI), Josh Lecar (NVCOG), Rich Donovan (NVCOG), Kevin Ellis (NVCOG) Judy Mancini (City of Waterbury)
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

This meeting was held to update the public on the initial findings of the study and present the preliminary alternative concepts prepared for the West Main Street Corridor Study. In addition, an interactive session was held during the second half of the meeting to hear feedback on the alternatives and how they align with the public's perspective on traffic, walking, biking, and bus access along each segment of the corridor. The following is a summary of comments as they relate to the study corridor:

Route 8 to Jackson Street

- Westbound right turn lane at the Riverside intersection is not well marked and some people in the right lane still proceed straight where there is only one receiving lane on the other side of the intersection.
- Signal head alignment approaching the Riverside intersection heading westbound is also poor.
- This intersection is proposed for improvements as part of the Mixmaster project and we will pass this information along to that team to address

Commercial Drive between Jackson Street and Thomaston Avenue

- Vehicles turning left out of this unsignalized intersection have difficulties during the peak hours. A similar No Left Turn restriction as to what is proposed at Jackson Street should be considered here.

Sperry Street Intersection

- The type of sidewalk and hardscape proposed on the northeast corner of Sperry was questioned. Proposed brick areas would need a budget for maintenance. Brick pavers were used near the Palace and were not maintained
 - o F&O clarified that this is a planning study and we have not specified materials for construction/maintenance. There is potential for this space to be textured pavement, landscape, grass, etc. depending on City preference.
- Brick areas are "unsightly" and deteriorate over time. It was generally agreed that brick pavers were not preferred here.
- F&O clarified that the northeast corner curb extension will be raised as an extension of the sidewalk, not flush with the street level

French Street to Willow Street – no comments

Willow Street at Meadow Street

- Can parking be restored along the west side of Meadow Street?
 - o Stop line being so far back and the necessary turn lanes impact space available for parking
 - o Options here may include parking south of the turn lanes on Meadow Street and/or parking along the south side of West Main
- It was commented that the southeast corner radius appeared too sharp for northbound right turning vehicles
 - o F&O concurred that when design plans are advanced, truck turning movements will need to be run here to finalize an appropriate corner radius. There is a balancing act between keeping the crosswalks as short as possible while at the same time allowing comfortable turning movements.

Willow Street to State Street/Holmes Avenue

- With the plethora of green space added on the south side, there is the potential to add some on-street parking or angled bus "bays" for improved pickup/drop off of passengers.

West Main Street at the Waterbury Green

- Option #1
 - o This option was preferred by all who participated in this meeting.
 - o There was some concern that parking has been eliminated on the south side of West Main Street (north), even with the new public lot planned by the City one block north on Prospect Street.
 - o Central Avenue southbound left turn restriction can likely be eliminated with this layout, now that vehicles turning would only need to cross one lane as opposed to three or four, like what exists today.
- Option #2 – no comments
- Option #3 – no comments

The Waterbury Green

- Potential for textured pavement/curb extension on North Main Street, east side of the Green, where there is existing excess pavement in the southbound right lane. This presents the opportunity to extend the Green a bit farther east.

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NEXT STEPS:

- F&O indicated that the design team would be wrapping up their public engagement, alternatives analysis, and market analysis deliverables in the coming weeks and beginning work on the final report.
- Final report will be issued in early 2022.
- The public was encouraged to check the project website for additional updates and posting of documents, and to reach out to the design team with any comments or questions.