Public Engagement Report

West Main Street Corridor Study

Waterbury, Connecticut

December 2021

Naugatuck Valley Council of Governments

146 Hartford Road
Manchester, CT 06040

20191377.A10

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West Main Street Corridor Study
Waterbury, Connecticut

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b. Steve Dwyer – NE Transit
c. Ken Defloria – Meadow Street Automotive
d. Mark Russo – Main Street Insurance
e. Reverend Mike Carroll – St. John's Church
f. Fr. Jim Sullivan – Basilica of the Immaculate Conception
g. Joe Gramando – Green Hub Development
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Task 1: Project Advisory Committee Meetings

Meeting #1 – November 16, 2020

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
ATTENDEEES:	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

Maria Taveras – Owner or 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 is 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

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.

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

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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

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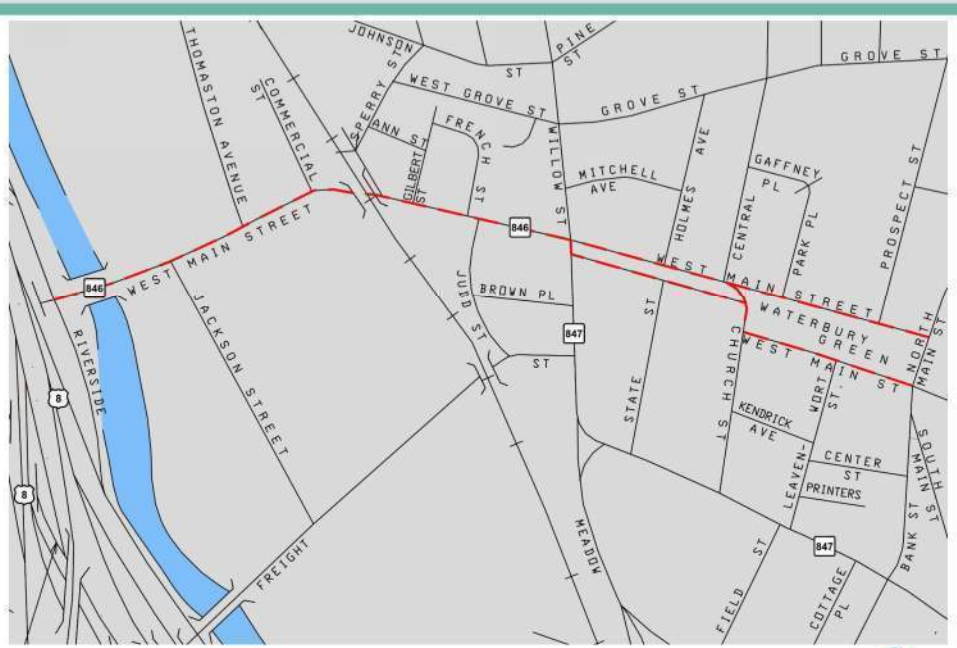
Project Corridor



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Project Team

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

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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
- Funding source
- Objectives
- 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)

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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

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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

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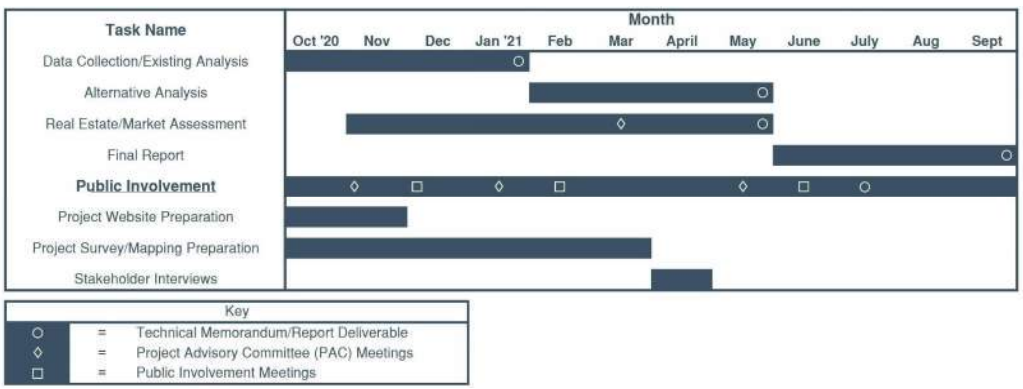
Project Schedule and Deliverables



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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 Feburary 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.

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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

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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.

- Smart Growth America

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Road Diet – West Hartford Example

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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?

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Street Section #1

Between Route 8 and the Railroad Overpass

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Street Section #2

Between Railroad Overpass and Meadow Street

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Street Section #3

Between Meadow Street and Waterbury Green

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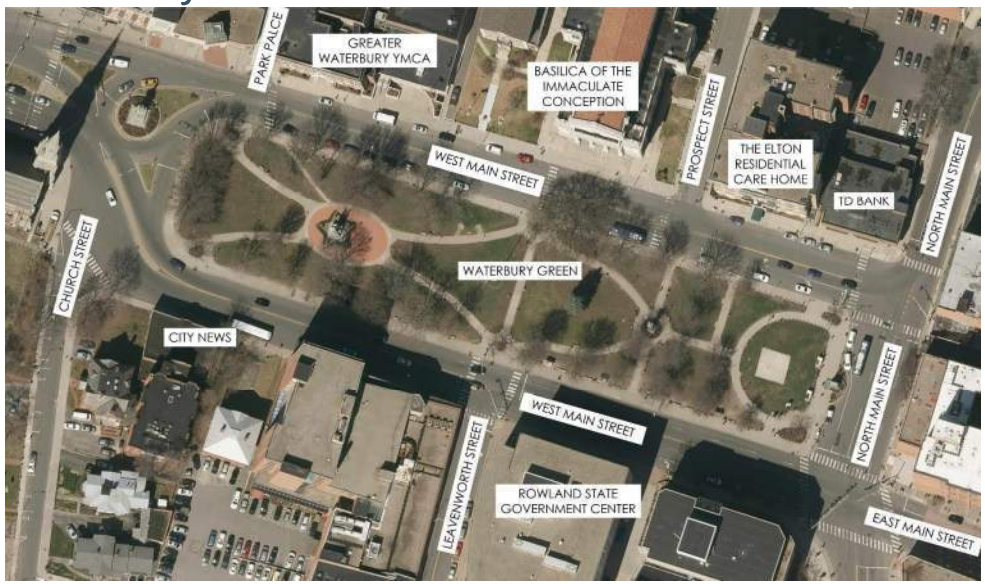
Street Section #4

Waterbury Green



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Discussion

Between Route 8 and Railroad Overpass

Between Railroad Overpass and Meadow St

Between Meadow Street and Waterbury Green

Waterbury Green

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Task 1: Project Advisory Committee Meetings

Meeting #2 – March 29, 2021

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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
ATTENDEEES:	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 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

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 queueing 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

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

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

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West Main Street, Waterbury Corridor Study

Project Advisory Committee Meeting #2

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

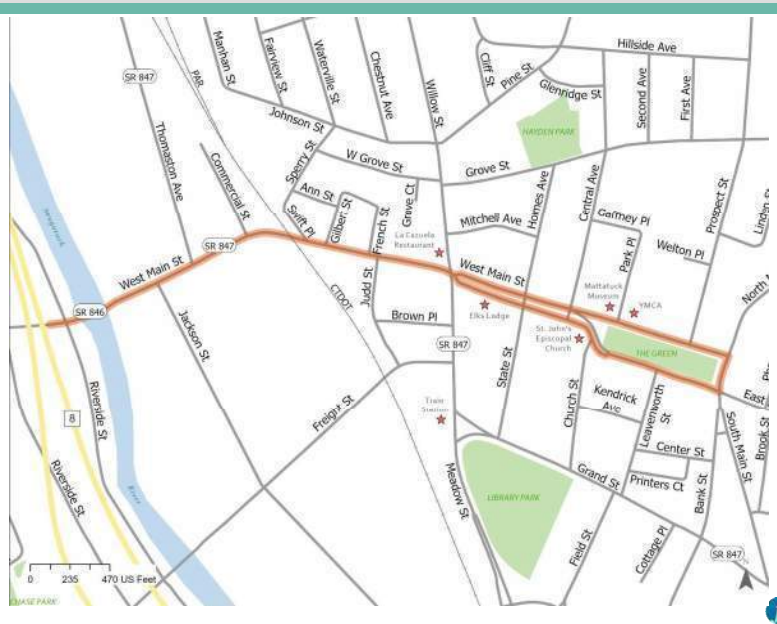
RECAP OF

WORKSHOP #1

PROJECT INTRODUCTION

JANUARY 12, 2021

Project Limits



Workshop #1 – What was discussed?

- Project Background
- Funding Source
- Objectives
- Goals

THE EXISTING CONDITIONS

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

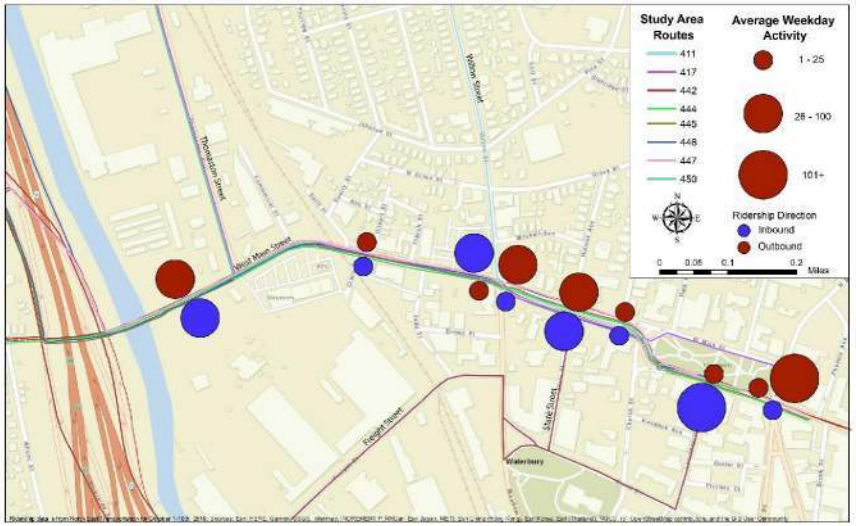
- Bicycle amenities are largely absent throughout the corridor
  - Separated bike lanes
  - Detection at intersections
  - Bike racks
  - Wayfinding signs

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

Transit Findings – Bus Activity

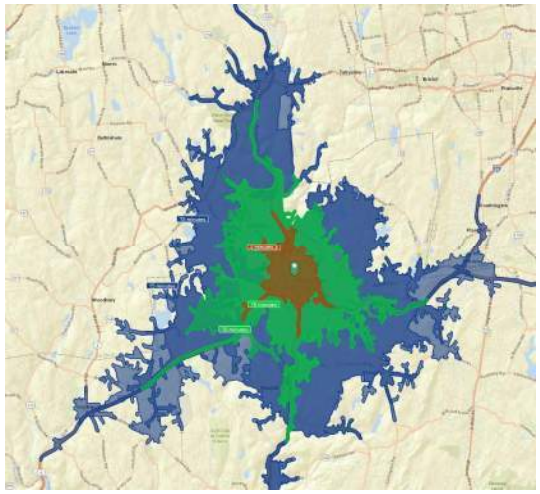
Average Weekday Bus Activity (Ons+Offs)



Market Analysis

Market Capture by Drive Time

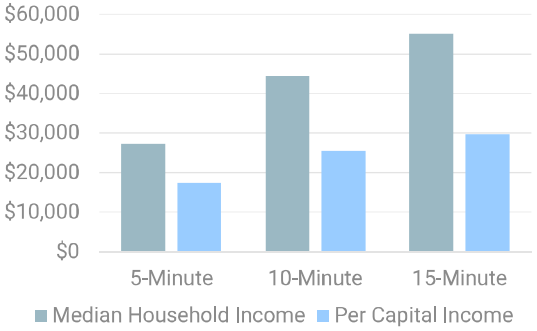
- The project area was analyzed through a drive-time analysis
- The 5, 10, and 15 minute drive time areas used in this analysis are shown on the map at right
- The 15-minute drive time area extends south to Southbury, north to Plymouth, east to Milldale, and south to Beacon Falls



Market Analysis

Summary of Demographic Findings

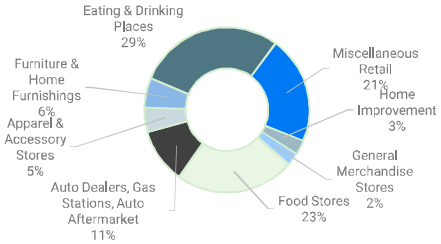
- The Downtown and surrounding area is very low income
- Spending potential is low due to income and net worth
- Educational attainment is low
- Due to these factors, residential areas in proximity of the Downtown are not drivers of economic development

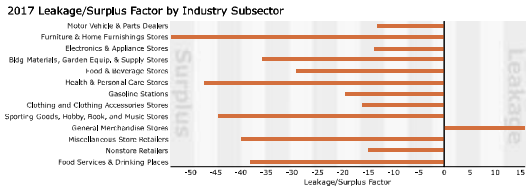


Market Analysis - FHI

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

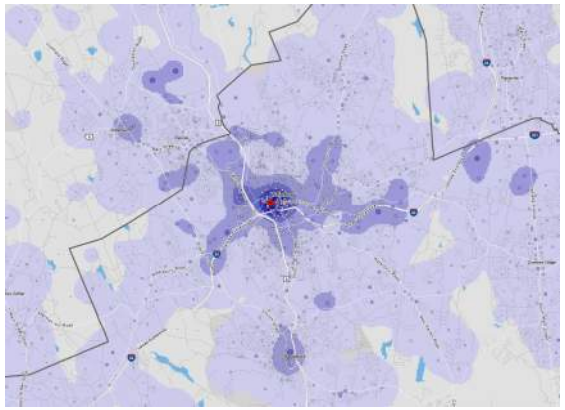




Market Analysis

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

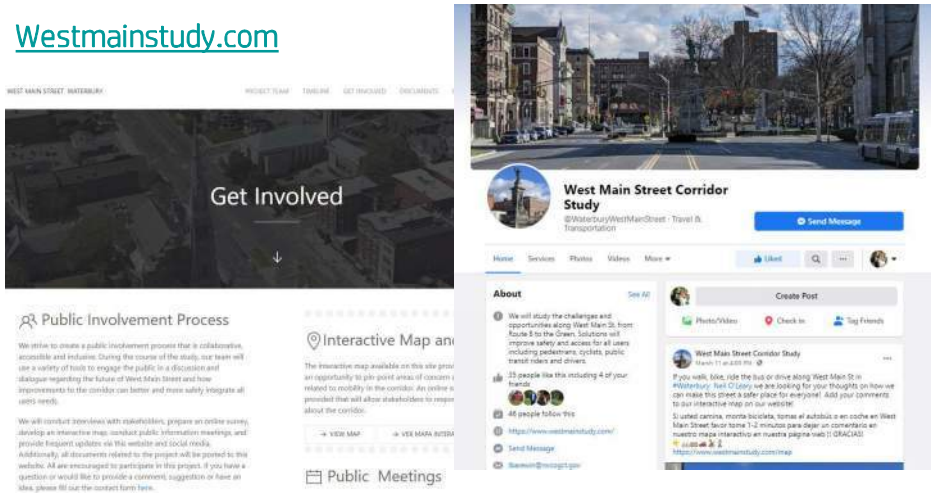
Summary of Commercial Space Findings

- 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

Project Website and Facebook Page

Westmainstudy.com



facebook.com/WaterburyWestMainStreet

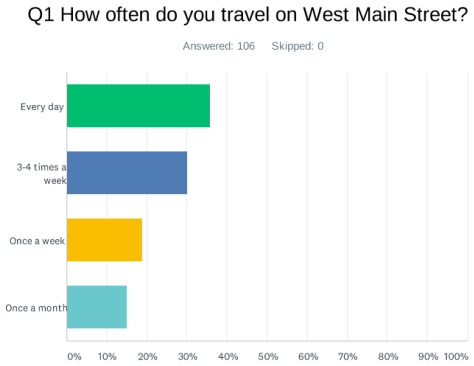
Interactive Map – Westmainstudy.com

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

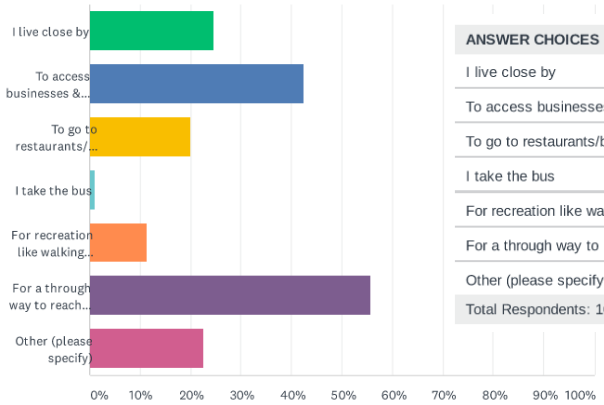
- Survey conducted online
- 106 respondents as of Friday, March 26
- 17 questions
- Add to the public input received from the interactive map, workshops and stakeholder interviews



Survey Responses

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

Answered: 106 Skipped: 0

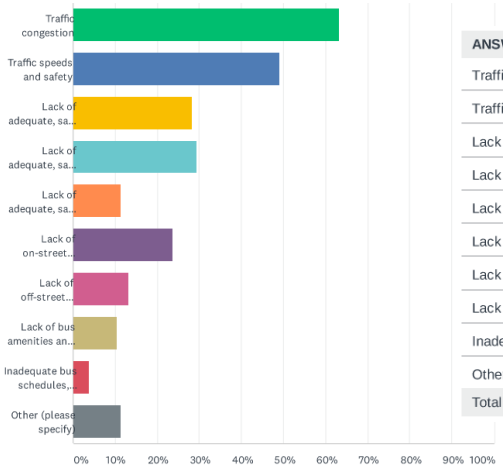


ANSWER CHOICES
I live close by
To access businesses & shopping
To go to restaurants/bars
I take the bus
For recreation like walking, running or biking
For a through way to reach a further destination
Other (please specify)
Total Respondents: 106

Survey Responses

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

Answered: 106 Skipped: 0

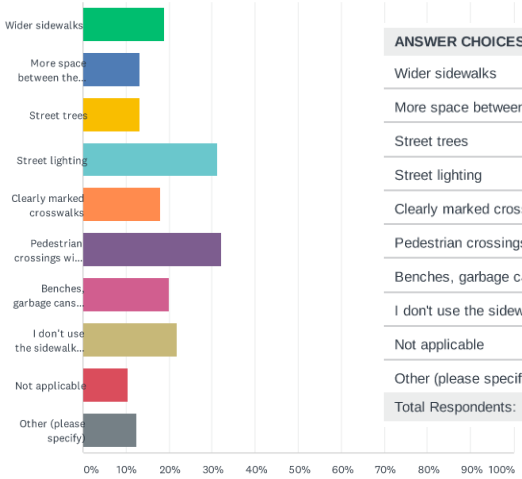


ANSWER CHOICES
Traffic congestion
Traffic speeds and safety
Lack of adequate, safe, or comfortable sidewalks
Lack of adequate, safe, or comfortable crosswalks
Lack of adequate, safe, or comfortable bike lanes/paths
Lack of on-street parking
Lack of off-street parking
Lack of bus amenities and bus shelters 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

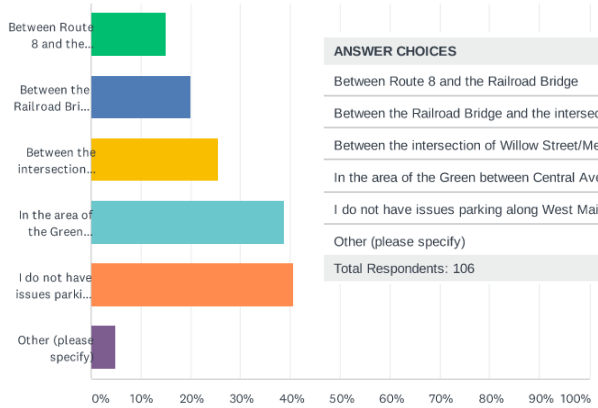


ANSWER CHOICES
Wider sidewalks
More space between the sidewalk and street
Street trees
Street lighting
Clearly marked crosswalks
Pedestrian crossings with flashing beacons and push buttons
Benches, garbage cans and other streetscape amenities
I don't use the sidewalks on West Main Street/I have no opinion
Not applicable
Other (please specify)
Total Respondents: 106

Survey Responses

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

Answered: 106 Skipped: 0



ANSWER CHOICES
Between Route 8 and the Railroad Bridge
Between the Railroad Bridge and the intersection of Willow Street/Meadow Street
Between the intersection of Willow Street/Meadow Street and the Green
In the area of the Green between Central Avenue and North Main Street
I do not have issues parking along West Main Street
Other (please specify)
Total Respondents: 106

LET'S

BRAINSTORM

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

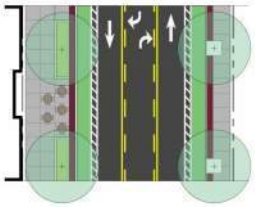
Solutions Toolbox: Pedestrian Amenities

Rectangular Rapid Flashing Beacon (RRFB)

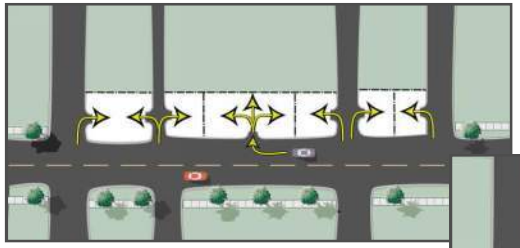
High-Intensity Activated Cross Walk (HAWK) Beacon

Curb Extensions

Solutions Toolbox: Landscape Design

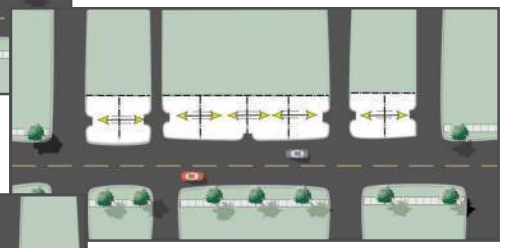


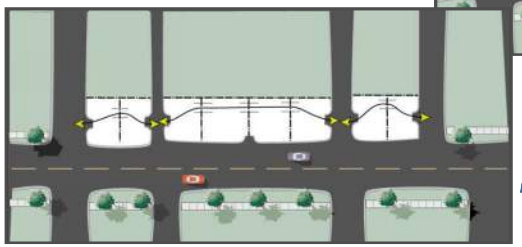
Solutions Toolbox: Access Management



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

Street Section #1

Between Route 8 and the Railroad Overpass

FUSS & O'NEILL

Street Section #2

Between Railroad Overpass and Meadow Street

FUSS & O'NEILL

Street Section #3

Between Meadow Street and Waterbury Green

FUSS & O'NEILL

Street Section #4

The Green

FUSS & O'NEILL

A FEW

EXAMPLES

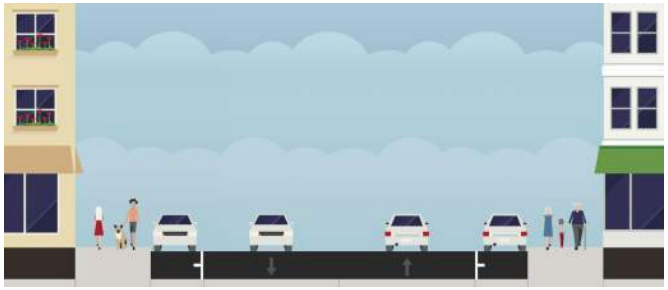
Section #1 – Route 8 to the Railroad Bridge

What it looks like now

What it could look like in the future

Section #2 –Railroad Bridge to Willow/Meadow

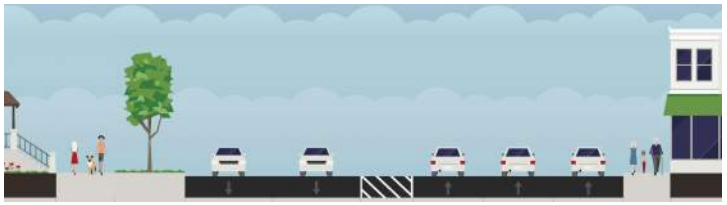
What it looks like now



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

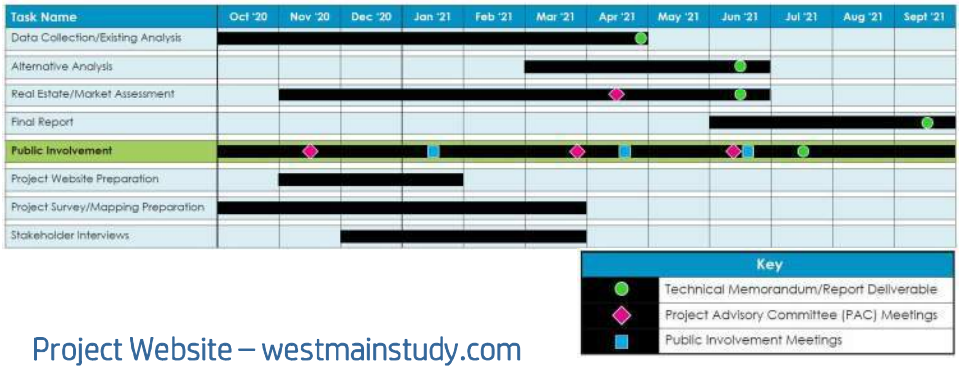
NEXT STEPS

APRIL THROUGH SEPTEMBER 2021

Next Steps

Project Schedule

Waterbury West Street Corridor Study



Project Website – westmainstudy.com

Facebook – facebook.com/WaterburyWestMainStreet

Twitter – @NVCOGct

Task 1: Project Advisory Committee Meetings

Meeting #3 – September 28, 2021

FUSS & O'NEILL

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
ATTENDEEES:	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 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

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.

   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

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West Main Street, Waterbury Corridor Study

Project Advisory Committee Meeting #3

Tuesday, September 28, 2021

Housekeeping

webex by CISCO

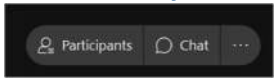
Change the layout of your view using these tools

Mute/unmute yourself, toggle your webcam on/off, and change your speaker, microphone, and webcam using these two buttons

Use the ☺ icon to access the Raise Hand function as well as reactions

Exit the meeting using the red "x"

Use the Chat button to send a message to the group, or see something that we've sent you.



FUSS & O'NEILL

Project Team

- Naugatuck Valley Council of Governments (NVCOG)
  - Josh Lecar – Project Manager
  - Richard Donovan
  - Kevin Ellis, EIT
- Fuss & O'Neill
  - Mark Vertucci, PE, PTOE
  - Matthew Skelly, PE, PTOE
  - Katherine Patch, PE
- FHI Studio
  - Francisco Gomes

FUSS & O'NEILL

Today's Agenda

3:00 – 3:05 pm	Introduction and Agenda
3:05 – 3:15 pm	Workshop 1&2 Recap and Looking Ahead
3:15 – 4:00 pm	Review Recommendations and Concept Plans
4:00 – 4:45 pm	Discussion on Potential Improvements
4:45 – 5:00 pm	Next Steps

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RECAP OF

WORKSHOPS #1&2

PROJECT INTRODUCTION DESIGN CHARETTE

JANUARY 12, 2021

APRIL 14, 2021

Project Limits

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Workshop #1 – What was discussed?

- Project Background
- Funding Source
- Objectives
- Goals

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Workshop #2 – What did we talk about?

- Existing Conditions
- Market Analysis
- Public Outreach
- Solutions Toolbox
- Breakout Sessions

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LOOKING

AHEAD

Looking Ahead

- Alternatives Analysis and Recommendations – in progress
- Economic/Market Analysis – Final Findings and Recommendations
- Public Workshop #3 – October 27, 2021
- Public Involvement Summary Document
- Final Report

Public Outreach Plan	
Mid November 2020	PAC Meeting #1
Mid January 2021	Public Involvement Meeting #1
Late March 2021	PAC Meeting #2
Mid April 2021	Focus Group Discussion
Mid April 2021	Public Involvement Meeting #2
Mid July 2021	Data Collection/Existing Conditions Deliverable Due
Mid August 2021	Real Estate/Market Assessment Deliverable Due
Late September 2021	PAC Meeting #3
Late October 2021	Alternatives Analysis Deliverable Due
Late October 2021	Public Involvement Meeting #3
Late October 2021	Public Involvement Deliverable Due
Late November 2021	Final Report Due

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

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GENERAL

RECOMMENDATIONS

Pedestrian Recommendations

- Crosswalks
  - New locations
  - Shorter crossings with curb extensions
- Widen existing sidewalks
- ADA compliant sidewalk ramps
- Pedestrian actuated crossing devices

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Bicycle Recommendations

- Bicycle lanes
- Shared use path
- Bicycle racks

Vehicle Recommendations

- Minimize dedicated vehicle space through Road Diet and Traffic Calming Measures
  - Narrow lane widths
  - Narrow roadway widths
- Street Trees
- Medians and textured pavement
- Remove Left Turn Restrictions
  - Willow/Meadow Intersection
  - North/South/East /West Main Intersection

Access Management Recommendations

- Consolidate closely spaced driveways
- Close driveways at intersections

Parking Recommendations

- Designated parking lanes with striping and curb extensions
- Wayfinding signs

Placemaking Recommendations

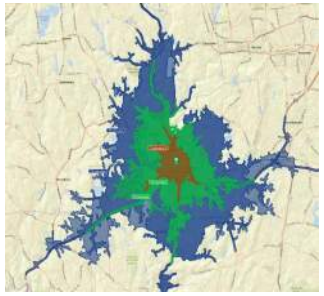
- Streetscape amenities
- Consistency in pavement markings
- Enhance the appeal of the Green

Transit Recommendations

- Bus stop pull off areas, signage and shelter improvements
- Dedicated eastbound bus lane south of the Green
- Ensure ADA accessibility and sidewalk repair at bus stops
- Improve pedestrian safety (e.g., crosswalks, RRFB, etc.)
- Review and advance service recommendations from Waterbury Area Transit Plan (emphasis on span of service)

Market Analysis Recommendations

- Implement a Business Improvement District
  - Additional street/sidewalk cleaning and snow clearing
  - Landscape and décor installation/maintenance
- Establish a pop-up business program
  - Assis emerging, experimental, or seasonal businesses
- Prioritize mixed-use infill development of vacant lots that front West Main Street
- Recruit a shared working space business/operator and provides incentives for the establishment of a shared-working space in Downtown
- Provide pedestrian-oriented wayfinding signage
- Expand upon "Food Truck Friday" event



THE POTENTIAL IMPROVEMENTS

Route 8 to Jackson Street

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Intersection at Thomaston Avenue

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Intersection at Sperry Street

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French Street to Willow Street

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Willow Street at Meadow Street

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Willow Street to State Street/Holmes Avenue

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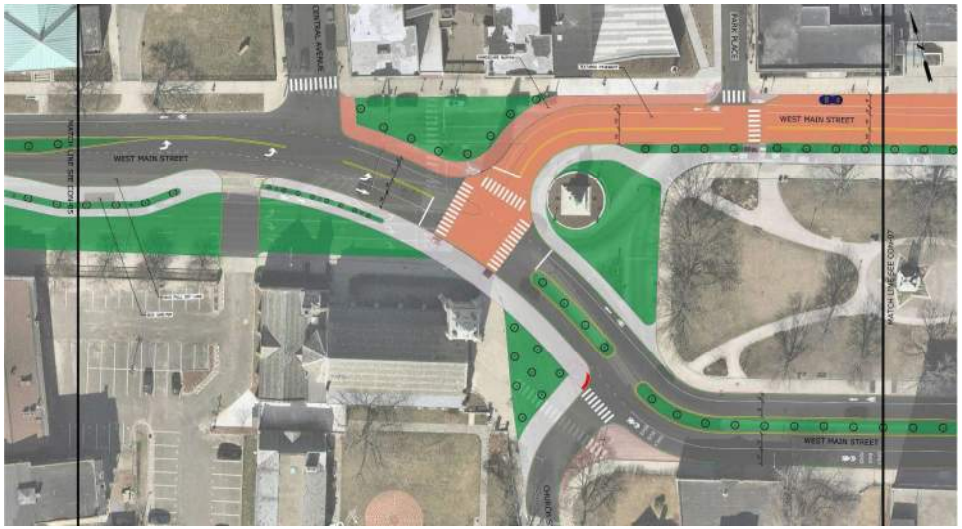
West Main Street at the Waterbury Green

- Option #1



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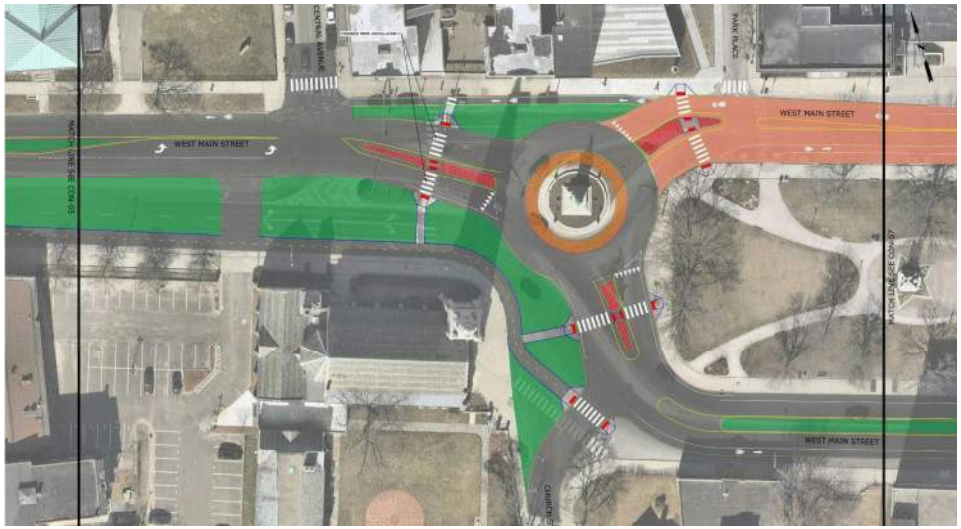
West Main Street at the Waterbury Green

- Option #2

FUSS&O'NEILL

West Main Street at the Waterbury Green

- Option #3



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The Waterbury Green

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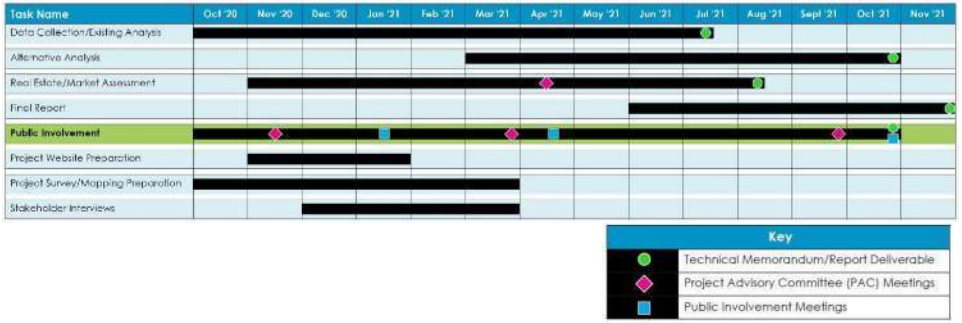
NEXT
STEPS

OCTOBER AND NOVEMBER 2021

Next Steps

Project Schedule
Waterbury West Street Corridor Study



Public Meeting #3 – Wed, October 27, 5-7pm

Project Website – westmainstudy.com

Facebook – facebook.com/WaterburyWestMainStreet

Twitter – @NVCOGct

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Task 2: Public Meetings

Workshop #1 – January 12, 2021

MEETING NOTES
Virtual Workshop #1 – Introduction
Waterbury West Main Street Corridor Study
Tuesday January 12, 2021 via GoToWebinar, 5-7 pm

PROJECT NAME:	Waterbury West Main Street Corridor Study
PANELISTS:	Mark Vertucci (F&O), Matthew Skelly (F&O), Katherine Patch (F&O) Lesley Barewin (NVCOG), Christian Meyer (NVCOG), Judy Mancini (City of Waterbury)
SUBMITTED BY:	Mark G. Vertucci, PE, PTOE

This meeting was held to introduce the public to the project and obtain initial input to inform the study. The meeting began with Mark Vertucci and Matthew Skelly from Fuss and O'Neill, and Lesley Barewin of NVCOG introducing the project goals, objectives, scope and schedule. A moderated conversation followed between the project team and the public during the last half of the meeting. The following is a summary of strengths, weaknesses, and general comments as they relate to the study corridor:

<u>Overall Comments about the Corridor</u>

- General concerns about safety on the roadway and the need for enhanced police enforcement.
- Lighting was brought up as a concern. There are many dark areas along West Main Street. Appropriately scaled lighting should be included in the recommendations of this project as it pertains to traffic/bicycle/pedestrian safety.
- Parking availability (both on and off street) is a concern throughout the corridor.
- Accessibility/ADA requirements on sidewalks and ramps are a concern throughout the corridor.
- Study should recommend street trees where it's possible.
- Fewer driveway curb cuts to businesses are better for safety. Study will look into recommendations for better driveway access management.
- TIGER project has been completed on Freight and Meadow Streets. Recommendations of the West Main Street Study will build off the recent bicycle, pedestrian, roadway and streetscape improvements completed in the area.
- Storm event flooding happens regularly, especially between Route 8 and Thomaston Avenue, and under the railroad overpass.
- Store fronts and facades along the corridor could use an update and better continuity. While largely out of the scope of this study, it was stated that recommendations could be made to businesses from a planning perspective.

<u>Route 8 to Railroad Overpass</u>

Strengths

- A mural should be considered on the Samuel K. Beamon Bridge over the Naugatuck River.
- A mural and lighting should be considered on the Route 8 bridge structure over West Main Street.

Weaknesses

- Queuing related to the eastbound left turns before the traffic signal at Thomaston Avenue.
- Frequent and wide curb cuts.

- Minimal shoulders and snow shelf.
- Sidewalks are in poor condition, not ADA compliant.
- Lacking traffic calming measures and bike lanes.
- Lacking green space/streetscape along the roadway.
- Lacking illumination under the railroad overpass, feels unsafe for pedestrians.
- Railroad overpass aesthetics are poor and should be coordinated with the DOT who are replacing the bridge.
- Storm flooding along the south side of West Main Street, causing drivers to avoid using the right travel lane.
- Homeless population present in the vicinity of Thomaston Avenue is of concern.
    - Response to this comment was given that this is out of the scope of this project. The focus of the study efforts will be on how to improve the design of the roadway within the public right of way.

<u>Railroad Overpass to Meadow Street</u>

Strengths

- Travel lanes are wide enough to potentially support the addition of bike lanes.

Weaknesses

- Parking is hard to find in this area.
    - It was noted that the City is in the process of adding a new municipal surface parking lot on North Main Street, just north of the Green.
- There is a long stretch of road between Thomaston Avenue and the Big Apple Motel that has no crosswalk. A new actuated pedestrian crosswalk with warning lights should be considered between Sperry Street and the motel.
- Queuing and sight distance at the intersection of West Main Street and Sperry Street, this intersection has a history of crashes.
- Railroad bridge has low clearance and the lighting and sight distance is poor.
    - Response to this comment was that the State is in the process of designing a new railroad bridge that will replace the existing structure.
- Drainage concerns under the bridge, ponding turns to ice and creates dangerous areas on the road and sidewalk.

General

- Allowing eastbound left turns onto Willow Street was suggested to eliminate the need for vehicles to turn left onto Sperry and travel up to Johnson Street to get to Willow Street.
- This section was stated to potentially benefit from traffic calming measures such as a decrease of travel lane widths.
- The sign at the former 7-Eleven has been taken down, it is anticipated that a new occupant could soon move into this building.
- There was a comment regarding upgrades to Judd Street between Freight Street and West Main Street. Response was given that improvements to Judd Street were addressed as part of the Freight Street project.

Meadow Street to the Green

Strengths

- Median islands were identified as an opportunity for aesthetic enhancements to the corridor.

Weaknesses

- The Waterbury Baptist Ministries has a very popular food pantry that lines up on the sidewalk, and there's not enough sidewalk space for folks waiting.
- Speeding vehicles eastbound toward the Green.
- Abundance of concrete and striped median islands in the road along with excessive pavement width.
- Crosswalks are weathered and worn; stamped crosswalks would offer higher visibility and an effort towards place making.

General

- Opportunity to link improvements on Freight and Meadow Street.
    - Response to this comment was given that the streetscape and bike lane improvements on Freight and Meadow Streets was completed under the Tiger project. This project will provide an opportunity to extend those improvements onto West Main Street.

The Green

Strengths

- Turn restrictions do not apply to buses at the West Main/East Main/North Main/South Main intersection.

Weaknesses

- Regional bus accommodations are lacking - a shelter with ample seating and a public restroom would be beneficial.
    - Specifically, the bus to New Haven that picks up by St. John's / the old Mattatuck really needs better accommodations.
    - The bus is regularly late by over half an hour, so especially during the winter it can be tough there.
- Crosswalks are weathered and worn; stamped crosswalks would offer higher visibility and an effort towards place making.

Stakeholder/Interview Candidates

- Marc DePietro volunteered to be part of the stakeholder interviews as he is the owner of Boru's Bar and Grill at 357 West Main Street.

Strength

Weakness

Route 8 to Railroad Overpass

Complete Streets/Traffic Calming

frequent and wide curb cuts

minimal to no snow shoulder

sidewalks are in poor condition, ADA deficient, very little greenery

Need illumination under the railroad overpassd

RR underpass lacks lighting

Possibility for mural on the the Samuel K. Beamon Bridge

recommending a mural and lighting for bridge in the vicinity of Route 8

Congestion Issues

Sperry St intersection backs up and also has poor sight distance

Lot of EB left turns before Thomaston that causes congestion

Rain flooding along the south side of West Main Street

Railroad Overpass to Meadow St

Parking

No commuter lot near Naugatuk Communiy College; parking is in the process of being added by the City along North Main, north of the Green

Bike and Ped

not enough sidewalk space in the vicinity of the food pantry - churches have similar problems

RR brights area is low clearance, lighting and sight distance is very poor

Complete Streets/Traffic Calming

Thomaston to Big Apple Motel has no crossing

would benefit from traffic calming and decrease of roadway width

drainage issues under the bridge, ponding turns to ice and creates dancer on road and sidewalk

might be a good spot for bike lanes

Might consider allowing left turns up willow to eliminate the work around to Willow up Sperry street from the west

sign came down a 7/11 so maybe a new occupant there soon

state is looking at replacing the RR bridge

connecting Judd Street? might be out of scope but could be a recommendation had hoped there was a connection of the two projects

Lot of homeless at Thomaston - we're focusing on how best to design the public right of way

Meadow Street to the Green

Complete Streets/Traffic Calming

island are an opportunity for aesthetic enhancements

this area becomes a speedway EB

lots of concrete and striped islands in the road

opportunity to link improvements on Freight up to Meadow

no current plans to link these-Judy

Bike and Ped

crosswalks are worn - would be nice to have them stamped

The Waterbury Baptist Ministries there has a very popular food pantry that lines up on the sidewalk, and there's not enough sidewalk space for folks waiting. The churches would be good to speak to

The Green

Transit

Turn restrictions do not apply to buses

regional bus accommodations are lacking - a shelter/ restroom would be beneficial

more places to sit while waiting for the bus

For the green area, the bus to New Haven that picks up by St. John's / the old Mattatuck *really* needs better accommodations. The bus is regularly late by over half an hour, so especially during the winter it can be tough there. A public restroom would be ideal, though perhaps outside the scope.

Bike and Ped

crosswalks are worn - would be nice to have them stamped

Safety issues and more police enforcement

General/Overall Comments

Lighting will be included as it pertains to traffic and bike/ped safety

Store fronts and facades along the corridor - out of scope but recommensations may be made to business from a planning POV

more concerns about parking throughout the corridor

ADA-Accessibility

Acccomdate street trees where its possible

Street lighting at pedestrian scale

Less curb cuts are better

TIGER project has been completed

Storm event flooding

Stakeholder interview candidates?

Marc DePietro-- I am an owner of Boru's Bar and Grill @ 357 W. Main St. I'd be hapy to get involved with the interviews.

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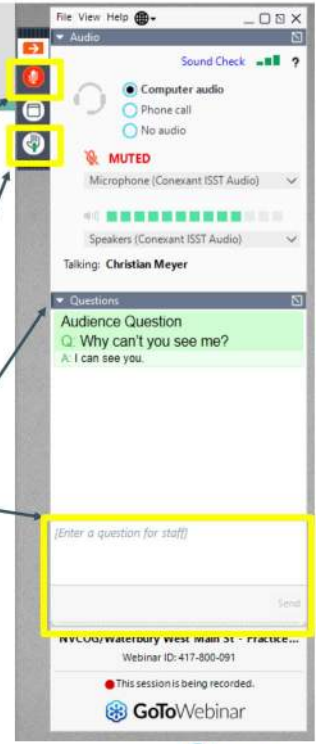
West Main Street, Waterbury Corridor Study

Public Meeting #1 - Introduction

January 12, 2021

Quick Housekeeping Items

- You're all currently muted, we will unmute you when you raise your hand when we get to the discussion part of our program, around 5:30pm
- You can raise your hand using this button
- You can type in questions using the question feature to ask questions to the organizer or the whole group



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Today's Agenda

5:00 – 5:10 pm	Welcome and Introductions
5:10 – 5:20 pm	Review Project Specific Materials
5:20 – 5:30 pm	Overview of Street Sections
5:30 – 6:45 pm	Discussion of Corridor Existing Conditions
6:45 – 7:00 pm	Next Steps
7:00 pm	Adjourn

Project Team

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

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Project Corridor

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Project Background

- Background
- Funding source
- Objectives
- Goals

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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

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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

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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)

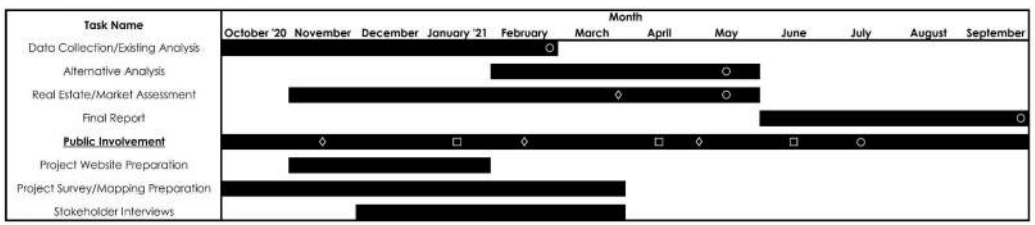
Scope of Work

- 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

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

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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.

- Smart Growth America

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Road Diet – West Hartford Example

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Strengths vs. Weaknesses

- Strengths

  What is this corridor doing well?

  What is your favorite area along the corridor?

- Weaknesses

  What are existing flaws with this corridor?

  What are some limitations when rethinking the corridor?

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Street Section #1

Between Route 8 and the Railroad Overpass

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Street Section #2

Between Railroad Overpass and Meadow Street

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Street Section #3

Between Meadow Street and Waterbury Green

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Street Section #4

Waterbury Green

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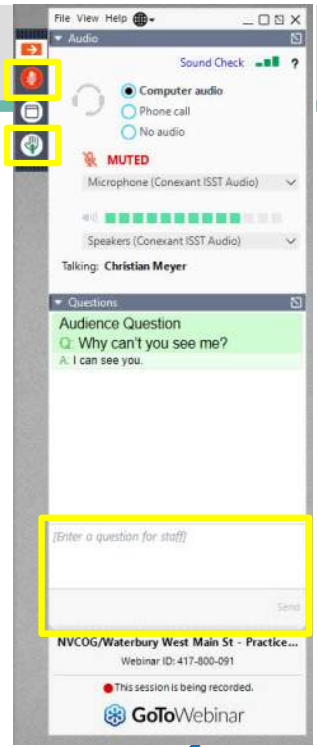
Ground Rules for Discussion

- Speak your own truth
- Listen to others with full attention
- Share the floor – allow everyone the chance to have their voices heard
- Assume the community is seeking honest input from each other.
- Assume that no one has the entire answer, but rather everyone has part of the answer.
- The workshop is about hearing and documenting your opinions on the overall project.
- Express opinions and disagree with civility. No personal attacks.
- Speak concisely – 2-3 minutes per speaker is the goal so all can be heard.



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Discussion

- What part(s) would you want to preserve?
- What is your favorite area along the corridor?
- What are existing flaws in the corridor?
- In what ways can this corridor improve?
- What are some potential limitations when rethinking the corridor?

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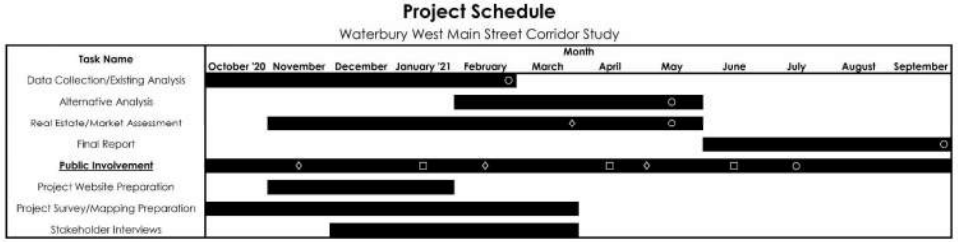
Next Steps

- Project Website www.westmainstudy.com
  - Interactive Map Feature
- Facebook https://www.facebook.com/NaugatuckValleyCOG
- Twitter @NVCOGct
- Remaining Project Schedule

Project Schedule

Waterbury West Main Street Corridor Study



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□	=	Public Involvement Meetings

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You Are Invited!

To the West Main Street Workshop

Tuesday, January 12th, 2021 at 5:00 pm

On behalf of the City of Waterbury, the Naugatuck Valley Council of Governments is conducting a public workshop to discuss improvements that are needed to West Main Street in Waterbury between Route 8 and the Green.

Please join us for an online discussion to learn about the goals and objectives of the West Main Street Corridor Study and to share your thoughts on how traffic, walking, biking, and bus access can be improved along the corridor.

Register at this link to participate: https://attendee.gotowebinar.com/register/6871735879652304143

Or join by audio at the following number :

1-631-992-3221 Access Code: 942-527-244

-OR-

Scan this code to register for the workshop

NVCOG

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Innovative Planning, Better Communities

WATERBURY

Task 2: Public Meetings

Workshop #2 – April 14, 2021

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MEETING NOTES
Virtual Workshop #2 – Design Charrette
Waterbury West Main Street Corridor Study
Wednesday, April 14, 2021 via Zoom, 5-7 pm

PROJECT NAME: Waterbury West Main Street Corridor Study
PANELISTS: Mark Vertucci (F&O), Matthew Skelly (F&O), Katherine Patch (F&O), Francisco Gomes (FHI), Lesley Barewin (NVCOG), Judy Mancini (City of Waterbury)
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

This meeting was held to update the public on the findings of the existing conditions analysis and public involvement process completed as part of the study thus far. In addition, an interactive 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 is a summary of comments as they relate to the study corridor:

Route 8 to Railroad Overpass

- The new Jackson Street extension has begun to cause additional congestion during both the morning and afternoon peak hours. It was mentioned that many people traveling northbound ignore the left turn restriction and it led to a crash recently.
    - Geometric changes to the intersection to prohibit the left turn out were noted as a possible solution and it was also noted that any changes would need to be coordinated through CTDOT.
- The westbound right turn at Riverside Street was reported to have extensive queuing that can extend as far back at Jackson Street, causing further congestion at the new intersection.
    - Coordination with CTDOT and potential signal timing changes were noted as possible solutions.
- The bus stop at the fish market sees a lot of ridership. People do not have a space to queue and cross the street, nor do buses have a place to pull out of traffic to pick up and drop riders off.
    - A curb recession here could provide a bus pull off and a bus shelter would provide space for riders to queue. Crosswalks and ADA compliant curb ramps would make this stop more accessible.
- Drivers traveling westbound under the railroad bridge towards Thomaston Avenue often create two lanes of travel/queueing. The expansive pavement width and lack of pavement markings causes driver confusion.
    - Better lane definition, using pavement markings, curbing, and other vertical elements, were noted as a possible solution in this area.
- This area was noted to be too heavily traveled to be suitable for a road diet. All intersection approach lanes at the Thomaston Avenue intersection are needed.
- It was noted by residents, as well as a Google maps image, that a crosswalk should be considered west of the railroad bridge, in the vicinity of Commercial Street. There are currently no crosswalks available for pedestrians in a long stretch between Thomaston Avenue and the Apple Motel.

    - A crosswalk, potentially an actuated crosswalk to increase visibility for eastbound vehicles, was noted as a possible solution.
- It was noted that drivers have difficulty making a right turn out of the eastern access driveway of the Walgreens plaza. Landscaping and parked cars along the property frontage were reported to obstruct driver's sight distance.
    - A potential solution to this issue would be having the City reach out to the owner of the plaza to alter landscape and potentially restrict parking along the property frontage.

Railroad Overpass to Meadow Street/Willow Street

- It was noted that the railroad bridge is an eye sore and trucks have gotten stuck under it a few times over the years.
    - It was noted by Jonathan Dean of CTDOT that in the rehabilitation of the bridge, the height will remain the same due to the impact of the rail line and aesthetic improvements can potentially be incorporated, if recommended.
- It was noted that the westbound travel lane that traverses under the railroad bridge is confusing as it "goes from two lanes to one lane". In actuality, West Main Street from Willow Street/Meadow Street to the railroad bridge provides one westbound travel lane.
    - A potential solution to this confusion would be more/refreshed pavement markings to delineate the space between the travel lane, parking lane, and potential bicycle lanes.
- Eastbound left turns are not permitted, except for buses, at the Willow Street/Meadow Street intersection; however it was noted that drivers often make this left turn illegally.
    - A potential solution to this was noted to be increased police enforcement
    - A capacity/safety analysis should also be conducted to determine if this left turn can be allowed in the future.
- With regard to the recently closed 7-Eleven at Willow/Meadow Street, the central business district does not support their new store model so it is unlikely that they will reopen. A new occupant will need to be permitted through the City of Waterbury who can then coordinate the closure of the parcel's southern driveway on West Main Street. Combining the 7-11 property with the adjacent property to the east would be helpful for the future developer of this parcel as it would enable the construction of a driveway on West Main Street further east of the intersection.
- It was noted that improvements should be considered for the vehicles that travel this area currently, before multi-modal considerations are brought to West Main Street. A "wider space" is needed at the intersection of West Main Street/Willow Street/Meadow Street.

Meadow Street/Willow Street to the Green

- This section of the corridor has been nicknamed "the runway" due to its expansive width and long straight section.
    - It is anticipated that three travel lanes in each direction will not be warranted based on the capacity analysis and this section could be reallocated to incorporate dedicated bus lanes, bike lanes, street trees, and/or wider sidewalks.
- It was noted that crossing so many lanes makes it difficult to turn left out of the properties and the Central Avenue left turn restriction restricts movement to the east, inadvertently promoting the Sperry Street "cut through".

- A potential solution to this was noted to be to create safer turns onto West Main Street for pedestrians and motorists from Central Avenue as well as St. John's Church. This will be something to note in the analysis.
- It was noted that on street parking in this six lane section of roadway would be a better use of the space than bus lanes.

<u>The Green</u>

- It was noted that parking is limited around The Green.
  - A solution in this area will be the public surface lot currently planned by the City between Prospect Street and North Main Street.
  - Angled parking spaces along The Green were also discussed as a potential solution.
  - Support for bicycle lanes was expressed but it was noted that they should not be implemented at the expense of on-street parking around The Green.
- It was noted that turn restrictions at the intersections and buses traversing The Green increases confusion and congestion. It was also noted that the turn restrictions are often violated at both the northeast and southeast intersections along The Green.
  - Turn restrictions throughout this section will be evaluated as part of the analysis and recommendations will be made regarding their rationality.
  - Wide sections of roadway were identified as placed where bus pull off locations could be implemented.
  - One-way circulation around The Green was also offered as a potential solution to provide order, as well as the potential to allocate existing space to bicycle lanes, bus lanes, bus shelters, parking, etc.
- It was noted that the circulation around the west side of The Green, in the vicinity of the monument, is less confusing with the amount of signalization and curb islands to direct traffic. Turning radii were noted to be tight for buses in this area and it was also noted to be unfriendly to a pedestrians due to the lack of crossing locations in this area.
  - A potential reconfiguration of this space was discussed including extending The Green west to provide access to the monument as was once proposed in the past. Vehicle traffic would then be routed around the west side of the monument. A wider Green would also provide more space for community events.

Problems

Solutions

Route 8 to Railroad Overpass

Jackson St intersection causes congestion during peaks; NBLT crash recently

Geometric change - needs to be coordinated with DOT

Left turn restriction sign doesn't deter people from making illegal left

Bus stop at fish market with nowhere for people to queue/cross

Bus pulloff, better pedestrian facilities

People make their own lane

Better lane definition with curbs and other physical elements

WBRT at Riverside causes queues that also interfere with Jackson St

Need to coordinate with DOT project in the vicinity to make changes

Traffic backs up from Route 8

Too congested for a road diet

No good place to cross at Commercial Street

Adding a crosswalk near the Walgreens

Crosswalk at apple motel is the nearest crosswalk to this section

Difficult taking a right turn out of Walgreens

Could be better if there was only one lane of travel to contend with

Sightline from the walgreens driveway

Could help to restrict parking in the sight line

Railroad Overpass to Meadow St/Willow St

Trucks get stuck under the bridge

Probably difficult to lift the bridge, but maybe some aesthetic treatment

CBD Zone prevents gas stations so it prohibits certain types of development

coordinate with waterbury to deal with driveway from 7-11

Lanes merge into one lane under bridge going west and creates confusion

No need for trees or bike paths for intersection, traffic, turns and pedestrian crossing (at the intersection); improve the traffic conditions before improving for other modes of travel

Ilegal left turns happen all the time at Willow/ Meadow

They should be allowed safely, since they're happening anyway with buses

Meadow Street to the Green (The Runway)

this section is so wide you could land a plane on here! wider than any road should be in a downtown setting

dedicated bus lanes, bike lanes, street trees, wider sidewalks

more on street parking needed in this area

reason why area not utilized as much could be of the street configuration and might be a reason because its too complicated

addressing circulation on the green and the general area could improve the use of the area

central ave turn right only restricts movement to the west

Create safer turns onto West Main from Central either for car or ped.

circulation with Central/WBLT into Church could be helped with reconfiguration of lanes

The Green

Parking is limited on street,

keep parking on N side of Green for chuch/event space and parking

circulation issues

LT at East Main

yes to bike lanes but not at the expense of on-street parking - angled spaces would create more in a different layout

Dont want to reduce parking on the street for bike lanes

bus stop on both sides of N Ma on the east si of the Green

wide section potentially could accommodate a bus pull off

West Main and Bank- always a bus causes congestion- across from the horse (pick up and drop off)

monument circulation/turn restrictions

extend the Green and have all vehicles on the west side of the monument - extending the Green to the monument would make the monument more accessible

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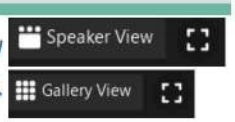
West Main Street, Waterbury Corridor Study

Public Workshop #2 – Design Charrette

April 14, 2021

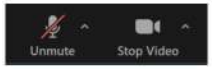
Housekeeping

Toggle between speaker view and gallery view using one of these two buttons.



zoom

Mute/unmute yourself, toggle your webcam on/off, and change your speaker, microphone, and webcam using these two buttons



Use the Chat button to send a message to the group, or see something that we've sent you.

Raise your hand in the Reactions menu

Exit the meeting using this button

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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

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Today's Agenda

5:00 – 5:30 pm	Recap of Workshop #1
	Review Existing Conditions and Public Outreach
	Solutions Toolbox and Brainstorm Introduction
5:30 – 6:00 pm	Brainstorm Session #1
6:00 – 6:30 pm	Brainstorm Session #2
6:30 – 6:55 pm	Review of Brainstorm Sessions
6:55 – 7:00 pm	Next Steps

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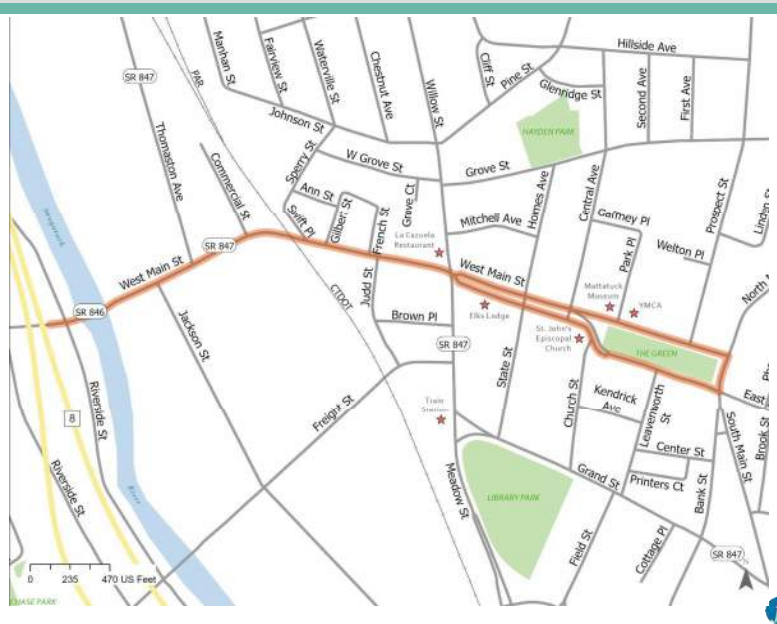
RECAP OF

WORKSHOP #1

PROJECT INTRODUCTION

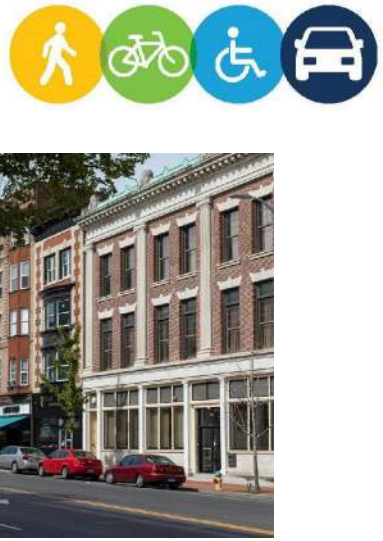
JANUARY 12, 2021

Project Limits



Workshop #1 – What was discussed?

- Project Background
- Funding Source
- Objectives
- Goals



THE

EXISTING CONDITIONS

POLL QUESTION #1

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 Conditions

- 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 Conditions

Existing On-Street/Surface Parking

Future Surface Parking

Sidewalk and Crossing Conditions

- 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 Conditions

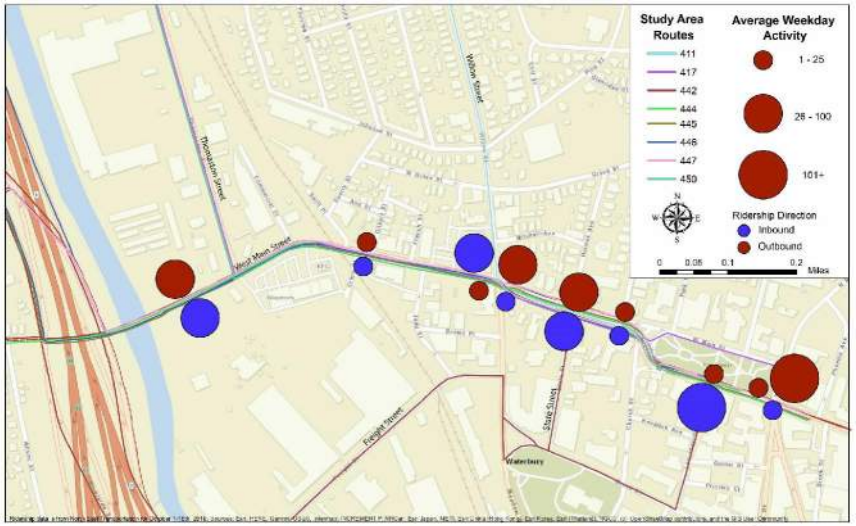
- Bicycle amenities are largely absent throughout the corridor
  - Separated bike lanes
  - Detection at intersections
  - Bike racks
  - Wayfinding signs

Transit Conditions

- 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

Transit Conditions – Bus Activity

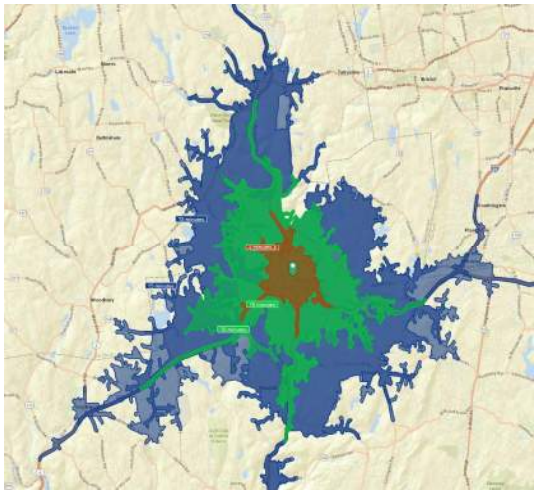
Average Weekday Bus Activity (Ons+Offs)



Market Analysis

Market Capture by Drive Time

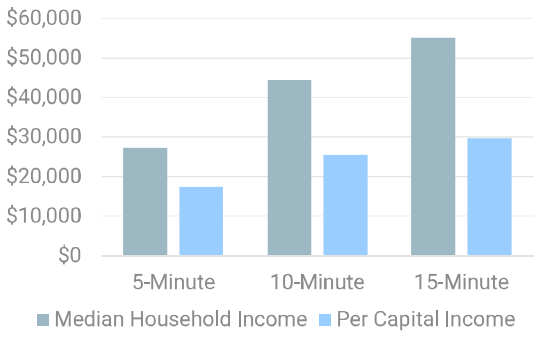
- The project area was analyzed through a drive-time analysis
- The 5, 10, and 15 minute drive time areas used in this analysis are shown on the map at right
- The 15-minute drive time area extends south to Southbury, north to Plymouth, east to Milldale, and south to Beacon Falls



Market Analysis

Summary of Demographic Findings

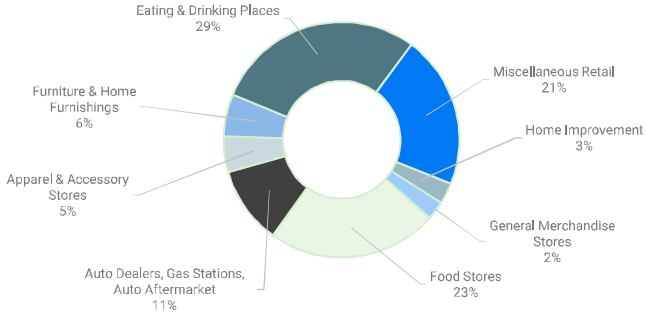
- The Downtown and surrounding area is very low income
- Spending potential is low due to income and net worth
- Educational attainment is low
- Due to these factors, residential areas in proximity of the Downtown are not drivers of economic development



Market Analysis

Summary of Business Environment

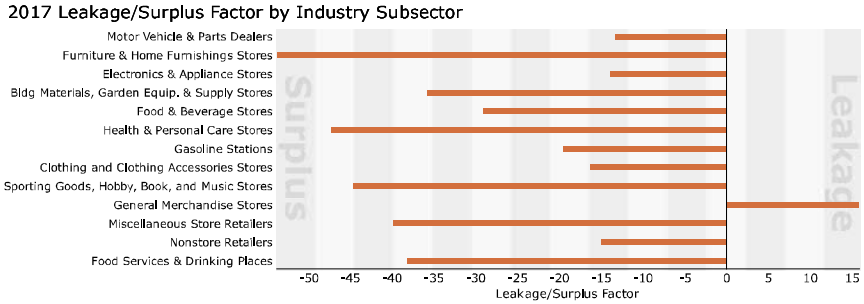
- The Downtown retail environment is dependent upon a wide market area, with sales that vastly exceed local spending
- There is a spectrum of business types located within the 5-minute drive time area with retail trade, health care and social assistance, and "other" services being the most prevalent



Market Analysis

Summary of Business Environment

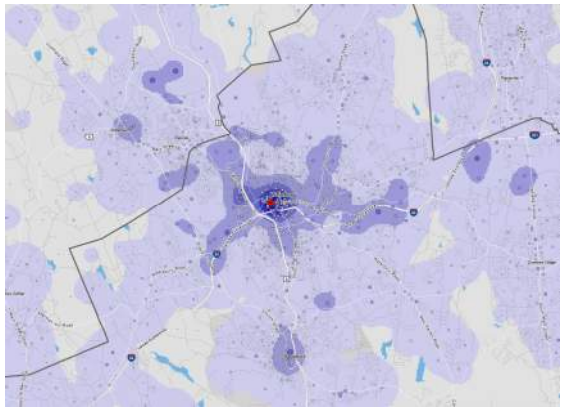
- The largest share of retail, by number of establishments is found in the eating and drinking places, food store, and miscellaneous retailers subsectors
- The largest share of retail sales is attributed to food and beverage stores, motor vehicle and parts dealers, and food services and drinking places



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

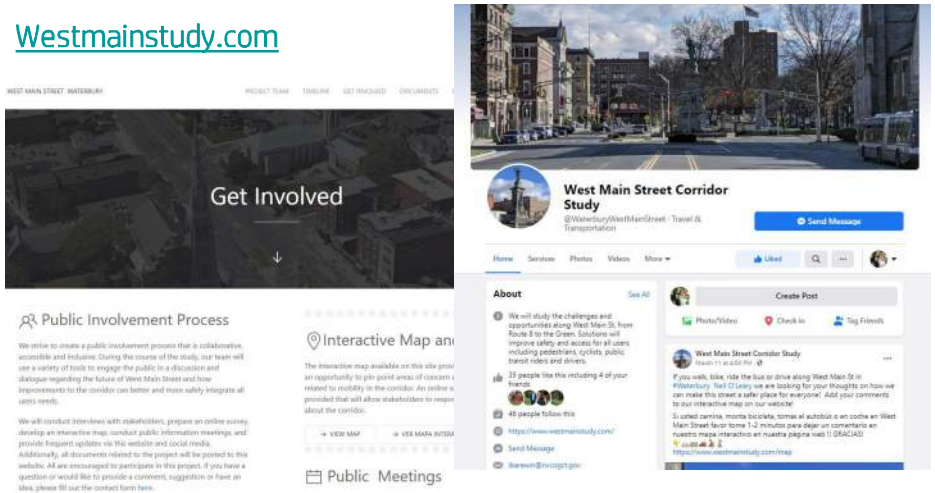
Summary of Commercial Space Findings

- 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

Project Website and Facebook Page

Westmainstudy.com



facebook.com/WaterburyWestMainStreet

Interactive Map – Westmainstudy.com

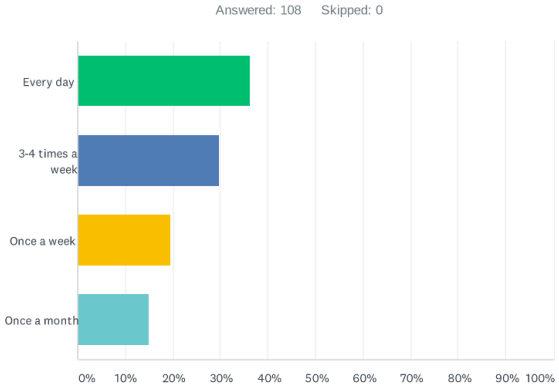
Stakeholder Interviews

- 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

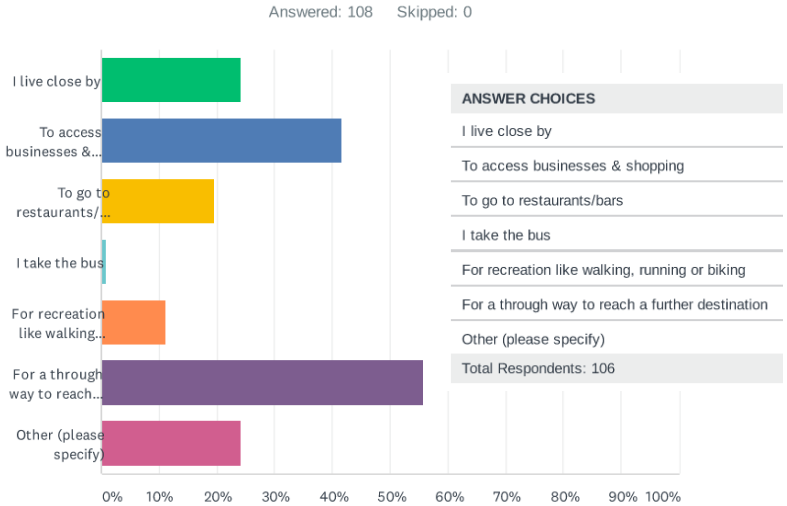
- Survey conducted online
- 107 respondents as of today, April 14
- 17 questions
- Add to the public input received from the interactive map, workshops and stakeholder interviews

Q1 How often do you travel on West Main Street?



Survey Responses

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

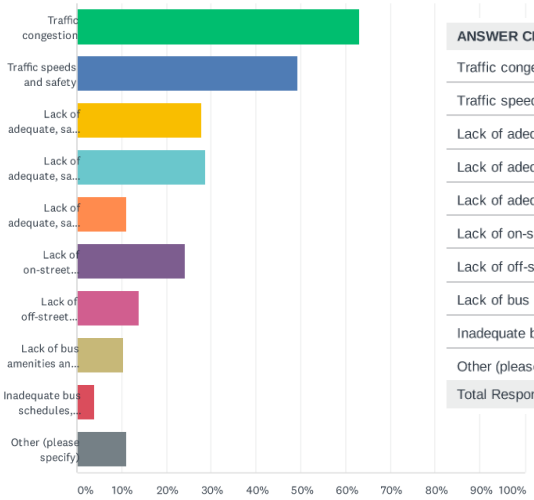


POLL QUESTION #2

Survey Responses

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

Answered: 108 Skipped: 0

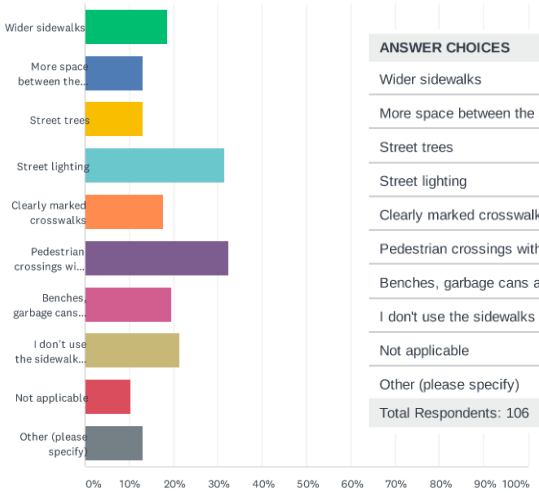


ANSWER CHOICES
Traffic congestion
Traffic speeds and safety
Lack of adequate, safe, or comfortable sidewalks
Lack of adequate, safe, or comfortable crosswalks
Lack of adequate, safe, or comfortable bike lanes/paths
Lack of on-street parking
Lack of off-street parking
Lack of bus amenities and bus shelters 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: 108 Skipped: 0

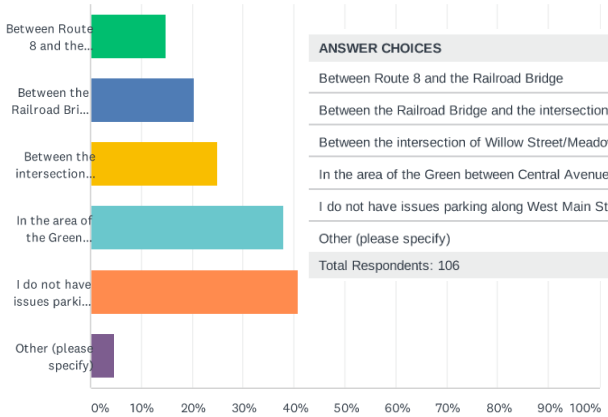


ANSWER CHOICES
Wider sidewalks
More space between the sidewalk and street
Street trees
Street lighting
Clearly marked crosswalks
Pedestrian crossings with flashing beacons and push buttons
Benches, garbage cans and other streetscape amenities
I don't use the sidewalks on West Main Street/I have no opinion
Not applicable
Other (please specify)
Total Respondents: 106

Survey Responses

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

Answered: 108 Skipped: 0



ANSWER CHOICES
Between Route 8 and the Railroad Bridge
Between the Railroad Bridge and the intersection of Willow Street/Meadow Street
Between the intersection of Willow Street/Meadow Street and the Green
In the area of the Green between Central Avenue and North Main Street
I do not have issues parking along West Main Street
Other (please specify)
Total Respondents: 106

OUR WEST MAIN STREET
SOLUTIONS TOOLBOX

Solutions Toolbox: Road Diet

West Hartford Example

Solutions Toolbox: Road Diet

West Hartford Example

Solution Toolbox: Boulevard Concept

Solutions Toolbox: Crossing Improvements

Raised Crossing Islands at Mid-block Crossings

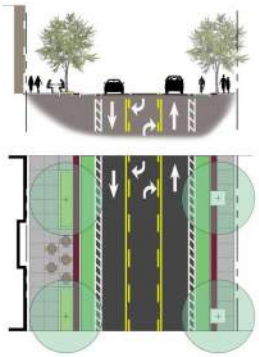
Solutions Toolbox: Crossing Improvements

Rectangular Rapid Flashing Beacon (RRFB)

High-Intensity Activated Cross Walk (HAWK) Beacon

Curb Extensions

Solutions Toolbox: Landscape Design



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 Improvements

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

POLL QUESTION #3

LET'S

BRAINSTORM

HOW CAN WEST MAIN STREET BE

IMPROVED?

What's my role?

- Facilitators will walk you through each section of the corridor and establish a safe space for everyone to participate in determining the opportunities along West Main Street
  - Group 1 – Francisco, Lesley, and Matt
  - Group 2 – Judy, Katherine and Mark
- Participants will be active members of the group contributing their knowledge and experience of West Main Street
  - All of you!

Ground Rules

- Listen actively and respectfully
- Respectful dialogue, forthright, constructive
- Balance speaking times
- No one dominates
- Be concise and stay on topic
- Avoid cross-talking
- No personal attacks

BREAKOUT

SESSION #1

5:30 PM – 6:00 PM

BREAKOUT

SESSION #2

6:00 PM – 6:30 PM

REVIEW OF

BRAINSTORMING

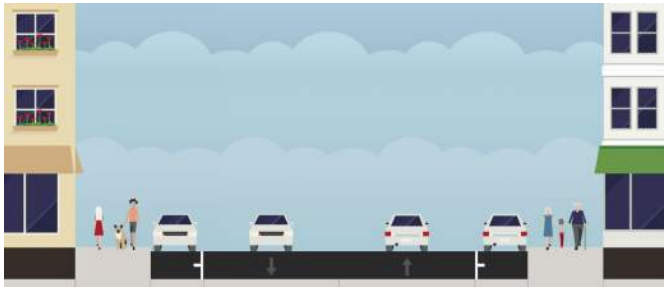
Section #1 – Route 8 to the Railroad Bridge

What it looks like now

What it could look like in the future

Section #2 –Railroad Bridge to Willow/Meadow

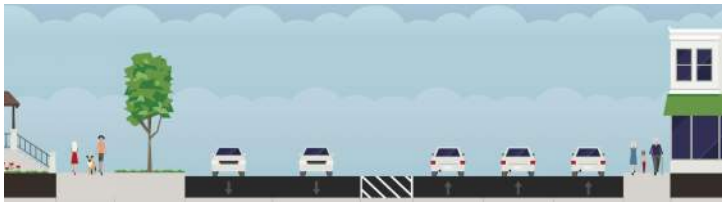
What it looks like now



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

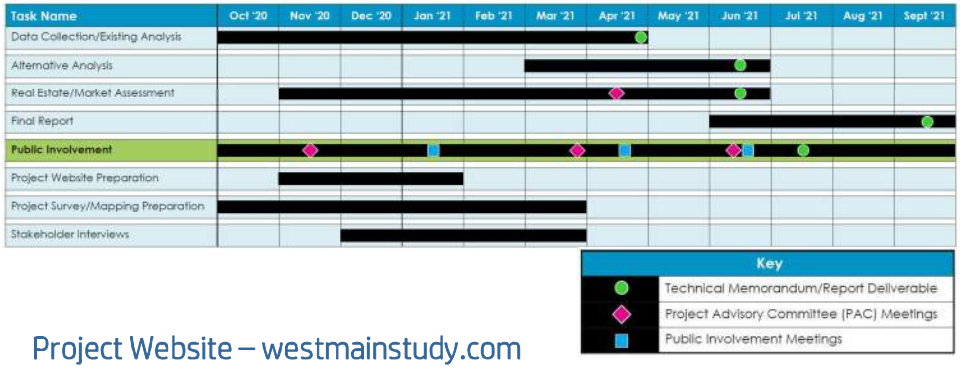
STEPS

APRIL THROUGH SEPTEMBER 2021

Next Steps

Project Schedule

Waterbury West Street Corridor Study



Project Website – westmainstudy.com

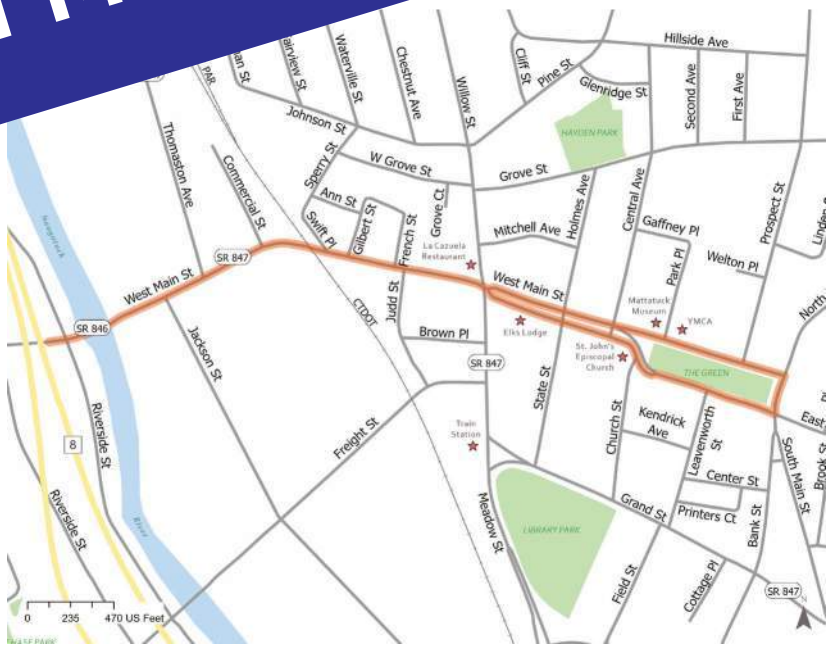
Facebook – facebook.com/WaterburyWestMainStreet

Twitter – @NVCOGct

FUSS & O'NEILL

You Are Invited!

To the West Main Street Meeting
Wednesday, April 14th, 2021 at 5:00 pm



On behalf of the City of Waterbury, the Naugatuck Valley Council of Governments is conducting a public meeting to review preliminary findings from the Study Team that is working on West Main Street in Waterbury between Route 8 and the Green.

Please join us for an online discussion to learn about the early findings of the West Main Street Corridor Study and to share your thoughts on how the findings line up with your perspective on traffic, walking, biking, and bus access along the corridor.

Register at this link to participate:
https://us02web.zoom.us/meeting/register/tZUocOmurzwqG9F2RwxgoXCpQUfuIEvihFJd

Or join by audio at the following number: 929-205-6099
Meeting ID: 81570617015
Passcode: 943766

-OR- Scan this code to register

NVCOG

FUSS & O'NEILL

FHI studio

WATERBURY

Task 2: Public Meetings

Walk Audit – June 28, 2021

WEST MAIN STREET WALK AUDIT
Monday, June 28, 2021
4pm – 6pm

ATTENDEE NAME (please print clearly)	EMAIL ADDRESS	ORGANIZATION
Judy Mancini	jmancini@waterburyct.org	Mayor's Office
Michael Salvio	msalvio1@yahoo.com	Alderman
Lesley Barcwin	lbarcwin@nvcogct.gov	NVCOG
Gabe Filer	gfiler@nvcogct.gov	NVCOG
Josh Lecar	jlec2362@nvcog.ct.gov	NVCOG
Rich Donovan	Rdonovan@nvcogctgov	NVCOG
Susan Smith	blackdog.smith@yahoo.com	CTBPAB
MARK VERTUCCI	mvertucci@fanlo.com	Fuss & O'Neill
MATT SKELLY	mskelly@fanlo.com	" "
Mike Iacoviello	~~Mikeiacoviello~~ Mikeiice646@Gmail	WALF/WTBY Res
Peter Vaccarelli	RDSOX80@comcast.net	N.E.T
Luis Martinez	LuisM1282@He.com	N.E.T.
Carl Rosa	crosa@mainstreetwaterbury.com	Main Street Waterbury
Amy Watkins	awatkins@ieconnection	Waterbury Children's Dis
Bob Nerney	rnerney@waterburyct.org	City Plan
Antonio C. McLendon Jr.	backtothemusic88@gmail.com	A
Marilal Rodriguez	Mari116844@yahoo.com	WAtf
Anna Bergeron	anna.Bergeron@ct.gov	CTDOT
Robert Bell	robert.e.bell@ctgov	CTDOT
Micnaela Barratt	mbarratt@racce.com	RACCE

Antonio McLendon Jr

The WALK AUDIT

Review the walk audit documents and checklists before you head out, and as you walk note the locations of streets, sidewalks and any problems you would like to see solved. Take photographs of problem areas as well as good features you would like to see more often.

Suggestions for the types of photographs to take include:

- Crossing signals
- Overhead traffic lights
- Turning lanes
- Curb cuts
- Sidewalks
- Crosswalk lines and vehicle stop lines
- Important signage

The tool kit contains the following sections to help guide and record your observations:

- Mapping the Walk Audit
- Crossing Streets and Intersections
- Sidewalks
- Driver Behavior
- Safety
- Comfort and Appeal
- Overall Ratings and Observations

Each section asks you to rate your streets or intersections. Here's what each rating means:

Excellent	The area is very pedestrian-friendly and safe
Good	The area is moderately pedestrian-friendly and safe
Fair	The area is somewhat pedestrian-friendly and safe
Poor	The area is not pedestrian-friendly or safe

TIP: ***You can bring the pages for Assignments #1 through #6 with you during the actual walk audit and leave the rest of this guide behind.***

"Bicycle"

NOTES: Bike lane is necessary for the area from "the Green" up to urgent care (West Main) *

– Westmain + Willow needs a clear and safe crossing, and cycling lane.

▶ CROSSING STREETS and INTERSECTIONS

Complete one set of the Assignment #1 sheets for each intersection you observe.

TIP: ***We suggest allowing 20 to 30 minutes per intersection.***

Intersection observed: West MAIN (Street Name 1) and Sperry St. (Street Name 2)

Day and Date of week: Monday

Time observations began: 5:30 AM | PM (PM circled) **Time observations ended:** 6:00 AM | PM (PM circled)

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
✔ The crossing doesn't have a pedestrian signal or audible signal	No cross
✔ The pedestrian signal doesn't give people walking at an average speed enough time to cross	Cross walks
Time allowed for crossing:	_____ (Minutes) _____ (Seconds)
✔ The signal doesn't give slow walkers enough time to cross	
✔ The traffic signal makes pedestrians wait too long before crossing	
✔ The location needs a traffic signal or crosswalk	
✔ A Push-to-Walk signal is not available/operating/accessible	
✔ The crosswalk is not marked or is poorly marked	
✔ People need to walk >300 feet for a safe place to cross the street	
✔ The road is too wide to safely cross	
✔ There's no median on a street with four or more lanes	
✔ Parked cars or utility poles block the pedestrian view of traffic	
○ Other issues and observations:	Dangerous Left & Right TURNS

▶ CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED *(use hash marks 𝍸 for counting)*	TOTAL #
People walking at an average speed	No one crosses	
People walking slowly	at crosswalks	
People with children or baby strollers		
People crossing against the signal		
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists		
Skateboarders		
Other		

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

▶ CROSSING STREETS and INTERSECTIONS

Complete one set of the Assignment #1 sheets for each intersection you observe.

TIP: ***We suggest allowing 20 to 30 minutes per intersection.***

Intersection observed: Meadow St (Street Name 1) and Willow St. (Street Name 2)

Day and Date of week: Monday

Time observations began: 5:00 AM | PM (PM circled) **Time observations ended:** 6:00 AM | PM (PM circled)

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
✔ The crossing doesn't have a pedestrian signal or audible signal	Some
✔ The pedestrian signal doesn't give people walking at an average speed enough time to cross	
Time allowed for crossing: _____ (Minutes) _____ (Seconds)	
✔ The signal doesn't give slow walkers enough time to cross	
✔ The traffic signal makes pedestrians wait too long before crossing	
○ The location needs a traffic signal or crosswalk	
○ A Push-to-Walk signal is not available/operating/accessible	Curb Extinsions
✔ The crosswalk is not marked or is poorly marked	
✔ People need to walk >300 feet for a safe place to cross the street	
✔ The road is too wide to safely cross	NO Signals
○ There's no median on a street with four or more lanes	At Anthony's Auto
○ Parked cars or utility poles block the pedestrian view of traffic	
○ Other issues and observations:	Bus Left turn only not marked.

▶ CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED *(use hash marks 𝍸 for counting)*	TOTAL # 0
People walking at an average speed	all across not at	
People walking slowly	crosswalks	
People with children or baby strollers	too far apart	
People crossing against the signal		
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists		
Skateboarders		
Other		

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

▶ CROSSING STREETS and INTERSECTIONS

Complete one set of the Assignment #1 sheets for each intersection you observe.

TIP: ***We suggest allowing 20 to 30 minutes per intersection.***

Intersection observed: West main St. (Street Name 1) and Green (Street Name 2)

Day and Date of week: Monday

Time observations began: 4:30 AM / PM **Time observations ended:** 5:00 AM / PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
❍ The crossing doesn't have a pedestrian signal or audible signal	
✔ The pedestrian signal doesn't give people walking at an average speed enough time to cross	
Time allowed for crossing: _____ (Minutes) _____ (Seconds)	
✔ The signal doesn't give slow walkers enough time to cross	
✔ The traffic signal makes pedestrians wait too long before crossing	
✔ The location needs a traffic signal or crosswalk	
✔ A Push-to-Walk signal is not available/operating/accessible	
✔ The crosswalk is not marked or is poorly marked	
❍ People need to walk >300 feet for a safe place to cross the street	
✔ The road is too wide to safely cross	
❍ There's no median on a street with four or more lanes	
❍ Parked cars or utility poles block the pedestrian view of traffic	
✔ Other issues and observations:	

▶ CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED *(use hash marks 𝍸 for counting)*	TOTAL # 0
People walking at an average speed		
People walking slowly		
People with children or baby strollers		
People crossing against the signal		
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists		
Skateboarders	NO ON Crosswalks	
Other	all crossed in the middle of the Road	

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations:

CROSSING STREETS and INTERSECTIONS

Complete one set of the Assignment #1 sheets for each intersection you observe.

TIP: ***We suggest allowing 20 to 30 minutes per intersection.***

Intersection observed: W Main (Street Name 1) and _____ (Street Name 2)

Day and Date of week: Mon

Time observations began: 4:30 AM | PM **Time observations ended:** 5:45 AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

blocks of info don't necessarily correspond to rows

PROBLEMS FOR PEDESTRIANS	LOCATION		
✔ The crossing doesn't have a pedestrian signal or audible signal	W Main + Park	W Main + State	
○ The pedestrian signal doesn't give people walking at an average speed enough time to cross		E Main + W Main ~~20~~ seconds 5 lanes	Meadow + W.M ~15 seconds glare can't see display giving east a 5 pm
Time allowed for crossing:		- 5 (Minutes)	(Seconds)
✔ The signal doesn't give slow walkers enough time to cross	W Main + N Main (15 seconds)	✓	
○ The traffic signal makes pedestrians wait too long before crossing			
✔ The location needs a traffic signal or crosswalk			
✔ A Push-to-Walk signal is not available/operating/accessible	Church + W. Main - middle ped signal had to see display		
✔ The crosswalk is not marked or is poorly marked	W Main + Prospect		
✔ People need to walk >300 feet for a safe place to cross the street			
✔ The road is too wide to safely cross	E Main + W Main		
✔ There's no median on a street with four or more lanes	E Main + W Main	W M + State	
✔ Parked cars or utility poles block the pedestrian view of traffic	Meadows WM, cars turning right from traveling east		
✔ Other issues and observations:	broken up ramp E Main + W Main		

no number countdown

Waterburn + WM - Dangerous!! - no walking ped, etc

W Main + Leavenworth - no ADA ramp crossing W Main on each corner

French St/ Big Apple Motel crossing WM - no light up at crosswalk - no ped signal - Nail fading & Ped sign covered up

Sperry + WM - ~~dangerous~~ walking east ~~no~~ crossing - 3 1/2 way intersection - no other crossing nearby - bus stop 20' away

Waterburn West - no ped button at 5 lanes WM + Century Plaza - no crosswalks on 2 sides, + no signals coming from Plaza - huge +

▶ CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED *(use hash marks ~~////~~ for counting)*	TOTAL #
People walking at an average speed	~ 10	
People walking slowly		
People with children or baby strollers	1	
People crossing against the signal		
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists	1	
Skateboarders		
Other	postman - says Meadow + WM most dangerous intersection	

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

Not many people crossing tho many on sidewalks

▶ SIDEWALKS

Complete one sheet for each sidewalk-equipped street within your walk area.

Street observed: West Main st (Street Name) between Park (Cross Street 1) and Watertown Ave (Cross Street 2)

Day and Date of week: Monday 6-28-21

Time observations began: 4:30p AM (PM) **Time observations ended:** 5:50 AM (PM)

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
☒ There are no sidewalks, paths or shoulders.	No Walk way to Statue
☒ The sidewalks are not continuous (i.e., segments are missing).	Willow & W. Main
❍ The sidewalk isn't wide enough for two people to walk together side-by-side (minimum width needed: 5 feet).	
☒ The sidewalk is broken or cracked.	French & W. Main — Sperry st
❍ There's no buffer between traffic and the sidewalk.	
☒ The sidewalks are interrupted by driveways.	Willow & W. Main (DCF)
❍ There are no ramps (i.e., curb cuts) or they're misplaced. *(Note: There should be two curb cuts per corner.)*	
❍ The curb cuts aren't textured or marked for people with visual impairments.	
❍ The sidewalk is blocked or interrupted by poles, signs, shrubs, dumpsters, low-hanging trees, etc.	
❍ Cars, trucks, vendors are blocking the sidewalk.	
☒ Other issues and observations:	No Xwalk Sperry st

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

DRIVER BEHAVIOR

Complete one sheet for the entire walkable area on your walk audit map.

Day and Date of week: June 28, 2021

Time observations began: 4:32 AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
❍ Drivers do not stop at stop signs	
✔ Drivers do not obey traffic signals	people proceed unred light
✔ Drivers appear to be speeding	West Main + Park Pl, most places
❍ Drivers don't yield to pedestrians, especially at right turns	
❍ Drivers do not stop behind the crosswalk	
❍ Drivers don't look when leaving or backing out of driveways	
❍ Drivers make unexpected turns/maneuvers	

❍ Other issues and observations: Speeding is a major problem overall, even at intersections.

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☒ Poor

Additional observations:

Sidewalk marks are need of being repainted. Road needs resurfacing, Street crossing signals need upgrade.

DRIVER BEHAVIOR

Complete one sheet for the entire walkable area on your walk audit map.

Day and Date of week: MONDAY JUNE 28 2021

Time observations began: 4:45 AM PM **Time observations ended:** _____ AM PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
○ Drivers do not stop at stop signs	
○ Drivers do not obey traffic signals	
✔ Drivers appear to be speeding	speeding West bound @ Central
○ Drivers don't yield to pedestrians, especially at right turns	
✔ Drivers do not stop behind the crosswalk	① @ 178 W.M. ② @ willow
○ Drivers don't look when leaving or backing out of driveways	
○ Drivers make unexpected turns/maneuvers	
○ Other issues and observations:	- Noisy motorcycle @ Museum
	- bicyclist in road @ Museum (no other option)
	- illegal U-Turn @ State (East bound reverse to west bound)

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations: speeding exiting Willow

Driver smoking marijuana
jaywalker @ 450 WM
jaywalkers @ 411 WM
More driver marijuana smoking @ bridge tresse
Driver failed to yield to peds @ Commercial
Lane weaving @ Thomas
Passing on right @ Thomas

SAFETY

Complete one sheet for the entire walkable area on your survey map.

Day and Date of week: Monday 28 June 2021

Time observations began: 430 AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
People don't feel safe walking here.	
❍ Car speeds are too fast	
❍ There's too much traffic	
❍ Drivers are distracted (e.g., they're using cellphones)	
❍ There's loitering or suspicious/criminal activity	
❍ There are unleashed dogs	
✔ The signage or directions for drivers/pedestrians are confusing	Anthony Auto Sales
✔ Other issues and observations:	no Cross walk Signal Increase Signage, visability Curb extention

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☐ **Poor**

Additional observations:

Cross walks do not level off well to The cross walk Trip Hazard
Minor Graffiti / Illegaly Parked Cars / no cross walk Button in front of
M+M market / unsafe Merge w Main and Meadow, Side walk Repair
Crossing short cross walk (J-walking) at French ST
Bennies Mini Mart (see photo side walk Door)

SAFETY

Complete one sheet for the entire walkable area on your survey map.

Day and Date of week: 06/28/21

Time observations began: 4:30 AM | PM **Time observations ended:** 5:30 AM | PM

DIRECTIONS: Place a ✔ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS	LOCATION
People don't feel safe walking here.	
✔ Car speeds are too fast next to KFC/AutoZone	West Main / Willow
✔ There's too much traffic	State / West Main & Willow
✔ Drivers are distracted (e.g., they're using cellphones)	
○ There's loitering or suspicious/criminal activity	Alleyway before Sperry
○ There are unleashed dogs	
○ The signage or directions for drivers/pedestrians are confusing	Thomanson Ave / W. Main

○ Other issues and observations: Lamenwan / West main: Sidewalk not wide enough for wheelchairs. Pedestrian traffic signals move too fast. Building

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ **Excellent** ☐ **Good** ☐ **Fair** ☑ **Poor**

Additional observations:

Turkey area could be expanded. Pedestrian traffic signal on W. Main / ~~Willo~~ State. More crosswalks between French & Willow. Sperry / West Main needs a crosswalk. Sidewalk too small "Walgreens onward".

Task 2: Public Meetings

Workshop #3 – October 27, 2021

FUSS & O'NEILL

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:

<u>Route 8 to Jackson Street</u>

- 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

<u>Commercial Drive between Jackson Street and Thomaston Avenue</u>

- 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.

<u>Sperry Street Intersection</u>

- 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
    - 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?
    - Stop line being so far back and the necessary turn lanes impact space available for parking
    - 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
    - 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
    - This option was preferred by all who participated in this meeting.
    - 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.
    - 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.

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.

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West Main Street, Waterbury Corridor Study

Public Workshop Meeting #3

Wednesday, October 27, 2021

Housekeeping – In Person Participants

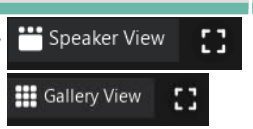
Welcome to Veterans Memorial Hall!

Silence all cell phones

Raise your hand if you have a question

Housekeeping – Virtual Participants

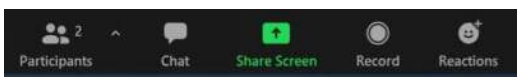
Toggle between speaker view and gallery view using one of these two buttons.



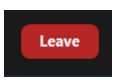
Mute/unmute yourself, toggle your webcam on/off, and change your speaker, microphone, and webcam using these two buttons

Use the Chat button to send a message to the group, or see something that we've sent you.

Raise your hand in the Reactions menu



Exit the meeting using this button



Project Team

- Naugatuck Valley Council of Governments (NVCOG)
  - Josh Lecar – Project Manager
  - Richard Donovan
  - Kevin Ellis, EIT
- Fuss & O'Neill
  - Mark Vertucci, PE, PTOE
  - Matthew Skelly, PE, PTOE
  - Katherine Patch, PE
- FHI Studio
  - Francisco Gomes

Today's Agenda

5:00 – 5:05 pm	Introduction and Agenda
5:05 – 5:15 pm	Workshop 1&2 Recap and Looking Ahead
5:15 – 6:00 pm	Review Recommendations and Concept Plans
6:00 pm	Open Discussion on Potential Improvements and Next Steps

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RECAP OF

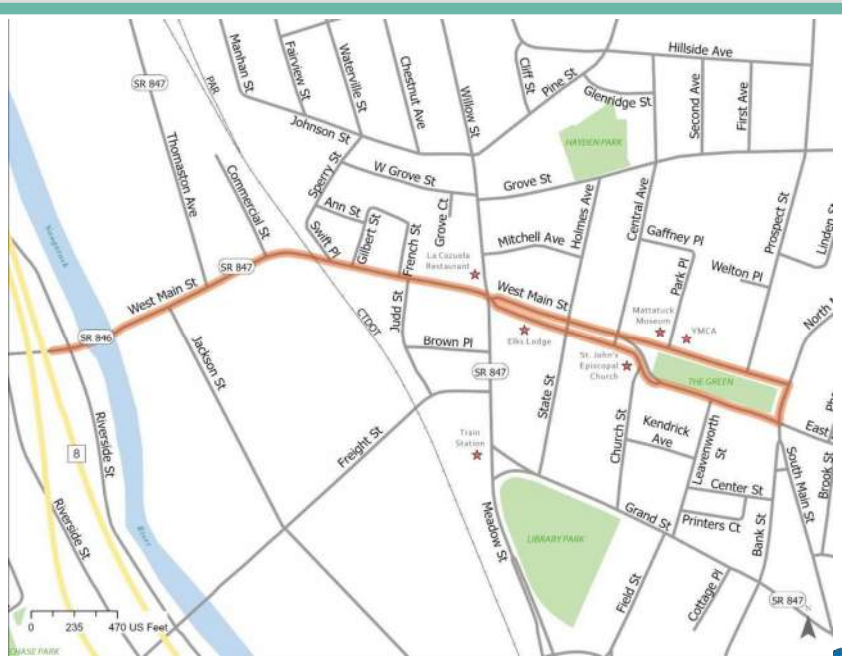
WORKSHOPS #1&2

PROJECT INTRODUCTION DESIGN CHARETTE

JANUARY 12, 2021

APRIL 14, 2021

Project Limits



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Workshop #1 – What was discussed?

- Project Background
- Funding Source
- Objectives
- Goals

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Workshop #2 – What did we talk about?

- Existing Conditions
- Market Analysis
- Public Outreach
- Solutions Toolbox
- Breakout Sessions

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LOOKING
AHEAD

Looking Ahead

- Alternatives Analysis and Recommendations – in progress
- Economic/Market Analysis – Final Findings and Recommendations
- Public Involvement Summary Document
- Final Report

Public Outreach Plan		
◆	Mid November 2020	PAC Meeting #1
■	Mid January 2021	Public Involvement Meeting #1
◆	Late March 2021	PAC Meeting #2
◆	Mid April 2021	Focus Group Discussion
■	Mid April 2021	Public Involvement Meeting #2
●	Mid July 2021	Data Collection/Existing Conditions Deliverable Due
●	Mid August 2021	Real Estate/Market Assessment Deliverable Due
◆	Late September 2021	PAC Meeting #3
●	Late October 2021	Alternatives Analysis Deliverable Due
■	Late October 2021	Public Involvement Meeting #3
●	Late October 2021	Public Involvement Deliverable Due
●	Late November 2021	Final Report Due

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

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GENERAL
RECOMMENDATIONS

Pedestrian Recommendations

- Crosswalks
  - New locations
  - Shorter crossings with curb extensions
- Widen existing sidewalks
- ADA compliant sidewalk ramps
- Pedestrian actuated crossing devices

Bicycle Recommendations

- Bicycle lanes
- Shared use path
- Bicycle racks

Vehicle Recommendations

- Minimize dedicated vehicle space through Road Diet and Traffic Calming Measures
  - Narrow lane widths
  - Narrow roadway widths
- Street Trees
- Medians and textured pavement
- Remove Left Turn Restrictions
  - Willow/Meadow Intersection
  - North/South/East /West Main Intersection

Access Management Recommendations

- Consolidate closely spaced driveways
- Close driveways at intersections

Parking Recommendations

- Designated parking lanes with striping and curb extensions
- Wayfinding signs

Placemaking Recommendations

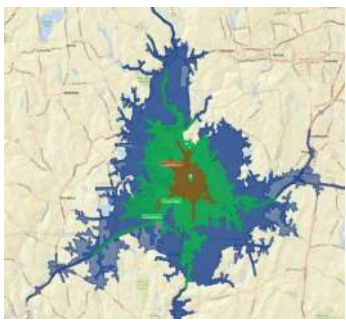
- Streetscape amenities
- Consistency in pavement markings
- Enhance the appeal of the Green

Transit Recommendations

- Bus stop pull off areas, signage and shelter improvements
- Dedicated eastbound bus lane south of the Green
- Ensure ADA accessibility and sidewalk repair at bus stops
- Improve pedestrian safety (e.g., crosswalks, RRFB, etc.)
- Review and advance service recommendations from Waterbury Area Transit Plan (emphasis on span of service)

Market Analysis Recommendations

- Implement a Special Services District
  - Additional street/sidewalk cleaning and snow clearing
  - Landscape and décor installation/maintenance
- Establish a pop-up business program
  - Assis emerging, experimental, or seasonal businesses
- Prioritize mixed-use infill development of vacant lots that front West Main Street
- Recruit a shared working space business/operator and provides incentives for the establishment of a shared-working space in Downtown
- Provide pedestrian-oriented wayfinding signage
- Expand upon "Food Truck Friday" event



THE

POTENTIAL IMPROVEMENTS

Route 8 to Jackson Street

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Intersection at Thomaston Avenue

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Intersection at Sperry Street

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French Street to Willow Street

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Willow Street at Meadow Street

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Willow Street to State Street/Holmes Avenue

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West Main Street at the Waterbury Green

- Option #1

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West Main Street at the Waterbury Green

- Option #2

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West Main Street at the Waterbury Green

- Option #3

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The Waterbury Green

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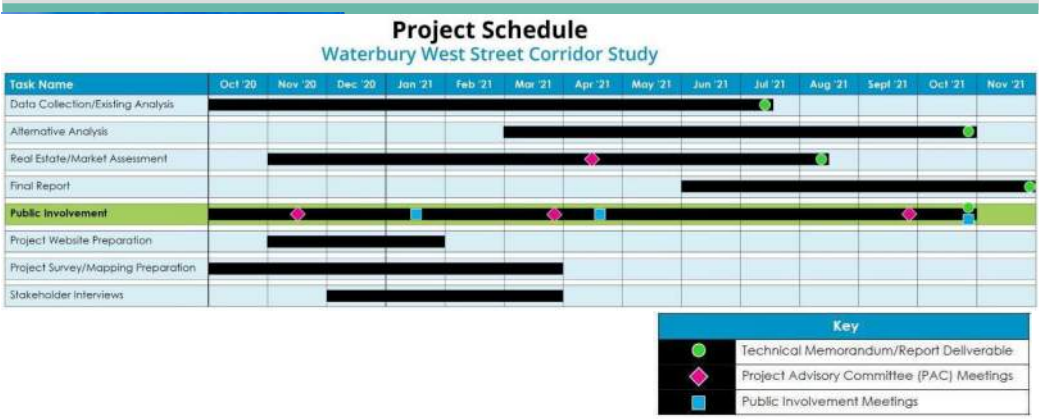
NEXT
STEPS

OCTOBER AND NOVEMBER 2021

Next Steps



Project Website – westmainstudy.com

Facebook – facebook.com/WaterburyWestMainStreet

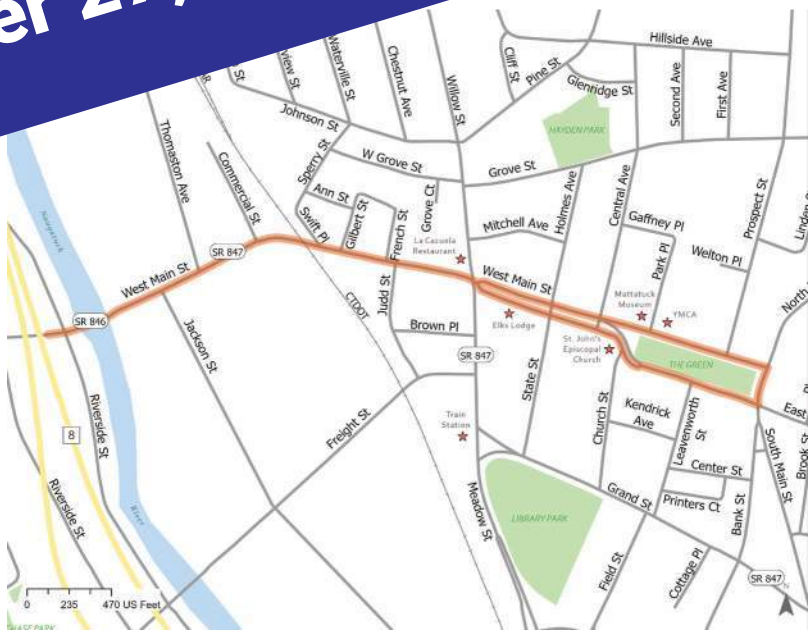
Twitter – @NVCOGct

FUSS & O'NEILL

You Are Invited!

To the West Main Street Workshop

Wednesday, October 27, 2021 at 5:00 pm



On behalf of the City of Waterbury, the Naugatuck Valley Council of Governments is conducting our final public workshop to review recommendations from the Study Team that is working on West Main Street in Waterbury between Route 8 and the Green.

Please join us for a workshop to hear the initial recommendations of the West Main Street Corridor Study and to share your thoughts on how the solutions line up with your perspective on traffic, walking, biking, and bus access along the corridor.

This meeting will be held in person at the Veterans Memorial Hall on the 2nd floor of City Hall, 235 Grand Street and also online via Zoom. Please click on the link below to register for Zoom: https://us02web.zoom.us/meeting/register/tZElcO-orj8sHNclx5ww_EjnHws0EIuw0qDG

Or join by audio at the following number: 929-205-6099
Meeting ID: 858 7600 4663

-OR- Scan this code to register

NVCOG

FUSS & O'NEILL

FHI studio

WATERBURY

Task 3: Stakeholder Interviews

Mayor Neil M. O'Leary – Mayor of Waterbury

MEETING NOTES
Stakeholder Interview with Mayor O'Leary
Waterbury West Main Street Corridor Study
Tuesday February 8, 2020 via Zoom

PROJECT NUMBER:	20191377.A10
PROJECT NAME:	Waterbury West Main Street Corridor Study
ATTENDEEES:	Mark Vertucci, Matt Skelly, Lesley Barewin, Christian Meyer, Judy Mancini, Mayor O'Leary
SUBMITTED BY:	Mark G. Vertucci, PE, PTOE

This meeting was held to introduce the project to Mayor O'Leary and obtain initial feedback. Mark Vertucci reviewed the project scope and objectives, and then the Mayor offered the following comments:

- He thinks this is a great project and is excited about what we're going to learn about the corridor.
- Exchange Place (intersection of West Main/East Main/North Main/South Main) – does not understand why we have turn restrictions on all the approaches. If you're approaching the intersection from any direction, you should be able to take left turns. Would like us to look into making left turn movements permissible throughout the intersection.
- The City is doing a traffic signalization project with CTDOT right now and we will want to make sure we are coordinating with that design process. We would like to do it all right the first time.
- Waterbury currently has a void in the engineering office and is using Milone & MacBroom (Tony Cirello) to interface with the DOT on the signals project. F&O can reach out to MMI for information on this project. Mark V. mentioned VN worked on this project as well and may have additional information.
- Likes the idea of identifying potential funding sources the City can pursue for the improvements we propose.
- It would be great if we could entertain narrowing the lanes or removing the number of lanes if it works with the traffic flow. Very curious to hear what the experts have to say.
- Jackson Street is a great connection south to Freight Street, but it's really scary to try and take a left out and head towards Route 8 northbound. Left turn out signage has been installed.
- Left turns by the Mattatuck Museum are tricky as well.
- The City is building a 120 space parking lot at Prospect Street and North Main Street beginning in the spring. This site used to be a garage but will function as surface parking in the future. It will be well lit and secure so that people will feel comfortable parking there. Parking at the YMCA was a nightmare before Covid. This will help alleviate the situation and improve parking downtown.

Task 3: Stakeholder Interviews

Steve Dwyer – NE Transit

MEETING NOTES
Stakeholder Interview with Steve Dwyer
Waterbury West Main Street Corridor Study
Tuesday February 23, 2021 via GoToMeeting

PROJECT NUMBER:	20191377.A10
PROJECT NAME:	Waterbury West Main Street Corridor Study
ATTENDEES:	Matt Skelly, Katherine Patch, Katherine O'Shea, Lesley Barewin, Steve Dwyer
SUBMITTED BY:	Mark G. Vertucci, PE, PTOE

Steve Dwyer of New England Transportation has been a bus driver in Waterbury for 37 years. The intent of this meeting was to have him identify existing deficiencies on the corridor that he observes as a bus driver, and seek his input on any potential improvements. Matt Skelly and Leslie Barewin asked a series of questions, and Steve's responses are summarized below:

- When asked about locations where collisions are frequent, Steve cited the intersection of Church Street and West Main Street as a place where narrow lanes lead to clipped mirrors. He noted that corner as a tight eastbound right turn to make on a bus. He also mentioned the curb islands around the monument in this area make maneuvering in a bus difficult. He did not mention any other types of collisions as an issue.
- Mentions that most buses typically travel on the south side of The Green, with the exception of a few Watertown buses. Sometimes the buses can be rerouted to the north side of The Green but that is limited to inclement weather events.
- Believes that parking associated with the surrounding churches does not impact the maneuverability or timing of the buses around The Green.
- Believes the pulse point bus scheduling system works well for connections. He likes that the pulse point is located at The Green.
- Strongly prefers the previous bus parking locations at The Green, when eastbound and westbound buses parked directly across The Green from each other near the Rowland Center. He has noticed that the increased distance between eastbound and westbound buses has resulted in individuals missing connections. This particularly impacts seniors and people with disabilities who cannot traverse the additional distance as quickly.
- Believes there used to be more benches, shelters and places for people to sit down throughout The Green to wait for their connections.
- Indicates that littering is a problem on The Green.
- The bus stop on West Main Street at the intersection of Willow Street, as well as the bus stop on West Main Street in front of Js Ocean Fish Market (744 West Main Street) are popular bus stops, and recommends adding shelters at both.
- Observes pedestrians trying to cross the street where there is no existing crosswalk at the fish market bus stop. The nearest crosswalk is located ~240 feet east at Thomaston Avenue.
- Another high risk pedestrian crossing is at the intersection of Leavenworth Street and West Main Street. Pedestrians cross when they see a red light on one approach, but due to the delayed red in the signal timing, vehicles on the opposite approach are usually speeding up to try to

make it through the yellow light and pedestrians step into the crosswalk. Steve mentions that this is a location with several near misses.

- Pedestrians jaywalking and not using the signals properly.
- The southbound right turn at the intersection of North Main Street and West Main Street is intended to be bus only, but many vehicles make the turn illegally. He has also observed illegal turns all over the city.
- Indicates that vehicles illegally parking at bus stops is an issue, also vehicles double parking and occupying travel lanes is an issue.
    - Curb bump outs was offered as a potential solution to better define parking areas from bus stops.
- Sometimes it can be difficult to pick up passengers that are disabled- the drivers always make it work but often they need to pull over at a clearer spot, sometimes blocking a driveway for a minute or so. This can be time consuming and has the potential to cause queuing behind the bus.
- An ideal solution would be bus stop cutouts, particularly on West Main Street at Willow Street and on both sides of West Main Street at Js Ocean Fish Market. Factors that cause delay and buses to be late include congestion, weather, and collisions. More specifically, congestion downtown sometimes results from congestion on I-84 that prompts vehicles to use downtown Waterbury as a cut-through.
- Liquor deliveries to Boru Bar on the corner of West Main Street and Meadow Street occupy an entire travel lane which causes queuing and congestion that can also delay the buses.

Task 3: Stakeholder Interviews

Ken Defloria – Meadow Street Automotive

FUSS & O'NEILL

MEETING NOTES
Stakeholder Interview with Mayor O'Leary
Waterbury West Main Street Corridor Study
Tuesday February 8, 2020 via Zoom

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- He thinks this is a great project and is excited about what we're going to learn about the corridor.
- Exchange Place (intersection of West Main/East Main/North Main/South Main) – does not understand why we have turn restrictions on all the approaches. If you're approaching the intersection from any direction, you should be able to take left turns. Would like us to look into making left turn movements permissible throughout the intersection.
- The City is doing a traffic signalization project with CTDOT right now and we will want to make sure we are coordinating with that design process. We would like to do it all right the first time.
- Waterbury currently has a void in the engineering office and is using Milone & MacBroom (Tony Cirello) to interface with the DOT on the signals project. F&O can reach out to MMI for information on this project. Mark V. mentioned VN worked on this project as well and may have additional information.
- Likes the idea of identifying potential funding sources the City can pursue for the improvements we propose.
- It would be great if we could entertain narrowing the lanes or removing the number of lanes if it works with the traffic flow. Very curious to hear what the experts have to say.
- Jackson Street is a great connection south to Freight Street, but it's really scary to try and take a left out and head towards Route 8 northbound. Left turn out signage has been installed.
- Left turns by the Mattatuck Museum are tricky as well.
- The City is building a 120 space parking lot at Prospect Street and North Main Street beginning in the spring. This site used to be a garage but will function as surface parking in the future. It will be well lit and secure so that people will feel comfortable parking there. Parking at the YMCA was a nightmare before Covid. This will help alleviate the situation and improve parking downtown.

Task 3: Stakeholder Interviews

Mark Russo – Main Street Insurance

FUSS & O'NEILL

MEETING NOTES
Stakeholder Interview with Mark Russo
Waterbury West Main Street Corridor Study
Thursday March 4, 2021 via GoToMeeting

PROJECT NUMBER: 20191377.A10
PROJECT NAME: Waterbury West Main Street Corridor Study
ATTENDEES: Matt Skelly, Katherine Patch, Katherine O'Shea, Lesley Barewin, Mark Russo
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

Mark Russo has owned and operated Main Street Insurance at 345 West Main Street for approximately 30 years. The intent of this meeting was to have him identify existing deficiencies on the corridor that he observes as a business owner, and seek his input on any potential improvements. Mark's thoughts are summarized below:

- Thinks that available parking is more of an issue on the corridor than congestion
- Mark's business has two parking spots in the narrow parking lot at Boru's, and leases two spots at Meadow Street Auto- this is the only parking reserved for their business.
- It is difficult for his customers to find nearby parking- many park in the metered municipal lot across the street; many surface lots are located nearby, but parking is reserved for other businesses (DCF and AT&T)- his customers sometimes park in reserved spaces unknowingly
- He would like to see more metered parking or surface parking with an associated parking pass
- Mentions that Meadow Street used to offer on-street parking but now it provides two travel lanes, he would prefer to see one of the travel lanes converted to on-street parking.
- Recalls collisions at the Meadow Street/Willow Street at West Main Street intersection & discusses the misalignment of the intersection- the southbound lane on Willow Street is closely aligned with his building
- Indicates that the "No Parking" signs on the north side of West Main Street are not practical- rules are not enforced and people still park illegally in what is intended to be a westbound travel lane, causing queuing at the intersection
- Mentions that it is difficult to cross Meadow Street as a pedestrian- "takes his life in his hands" to get to his car parked at Meadow Automotive
- Vehicles do not obey the traffic lights and travel quickly around corners, which means the pedestrian has to look in many different directions to cross safely.
- Believes the "blight" to the west on West Main Street makes the area less appealing to businesses- lots of vacant and dilapidated buildings
- He wants to invest in Waterbury, mentions interest in purchasing the vacant 7-Eleven lot, but it's hard to do because of the high property taxes
- Specifically mentions the Big Apple Motel as a place that takes away from the overall character of downtown Waterbury
- Mentions that some people do take the bus to his business but he does not believe that any stops are located near him. Specifically if there are stops near him they are hard to identify because they don't have appropriate signage or shelters.

Task 3: Stakeholder Interviews

Reverend Mike Carroll – St. John's Church

FUSS & O'NEILL

MEETING NOTES
Stakeholder Interview with St. John's Episcopal Church
Waterbury West Main Street Corridor Study
Thursday March 4, 2021 via GoToMeeting

PROJECT NUMBER: 20191377.A10
PROJECT NAME: Waterbury West Main Street Corridor Study
ATTENDEES: Matt Skelly, Katherine Patch, Katherine O'Shea, Lesley Barewin, Rev. Michael Carroll, Ken Baranoski
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

St. John's Church is a building of historical significance to the city of Waterbury and is located at the western side of the Waterbury Green. Reverend Mike Carroll and Senior Warden of the Church Ken Baranoski joined us for the meeting to speak on behalf of the Church. Rev. Mike was born and raised in Waterbury, and Ken and his family have been members of the Church for Ken's entire life. The intent of this meeting was to gain an understanding of how the Church and its parishioners utilize the corridor, identify any existing deficiencies, and seek input on any potential improvements. Rev. Mike's and Ken's thoughts are summarized below:

- The church has never had an issue providing parking to its parishioners. Parking is provided in a lot behind the church, and metered on-street parking is provided on Church Street.
- The church parking lot is difficult to access from the east because of the dangerous left turn movement into the lot. Vehicles need to either loop around and access it from the west or cut across the painted island just west of the monument at the Green.
- Similarly, it is difficult to take a left turn out of the church parking lot. Vehicles must cross four eastbound travel lanes: two left turn lanes, and two right turn lanes.
- Rev. Mike mentions that the Holmes Avenue and West Main Street intersection has recently been improved and operates better. Previously, it was difficult for vehicles on West Main Street to see the traffic signals, but visibility has been improved.
- The church would like to see design that favors other modes of transportation such as walking and biking, but pedestrian safety is paramount.
- Rev. Mike mentions a fatal crash between a vehicle and a pedestrian that took place in front of the church just 6 weeks ago.
- Rev. Mike also mentions that lighting in the area is inadequate at night, and he believes that improved lighting would improve security in the area
- Rev. Mike notes that many pedestrians cross the street between the municipal parking lot and the DCF building (395 West Main Street), but no crosswalk is provided there.
- Rev. Mike indicates that the Big Apple Motel serves as temporary housing and is indicative of a larger social services issue.
- Re. Mike mentions that Waterbury and the Green get a bad reputation, but it's safer than other parts of the city. Rev. Mike believes that better lighting would improve security but does indicate that the area has its issues, many of which are social service issues.
- The church is being considered as a location for a potential housing development as part of a broader downtown revitalization plan. Rev. Mike suggests we contact Joe Gramando, a major

real estate developer in Waterbury, to inquire further about other developments planned for downtown.

- Multimodal accommodation ties into that downtown revitalization plan. Rev. Mike is enthusiastic about the proposed bike trail along the river, but notes that people will need a way to get to the trail via bicycle and stresses the importance of bike connectivity.

Task 3: Stakeholder Interviews

Fr. Jim Sullivan – Basilica of the Immaculate Conception

FUSS & O'NEILL

MEETING NOTES
Stakeholder Interview with Father Jim Sullivan
Waterbury West Main Street Corridor Study
Thursday March 15, 2021 via GoToMeeting

PROJECT NUMBER: 20191377.A10
PROJECT NAME: Waterbury West Main Street Corridor Study
ATTENDEES: Matt Skelly, Katherine Patch, Katherine O'Shea, Father Jim Sullivan
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

Father Jim Sullivan grew up in Waterbury and has been a priest at the Basilica of the Immaculate Conception since January of 2019. The Basilica is an important location in downtown Waterbury that draws significant traffic on weekends for mass. The intent of this meeting was to gain an understanding of how the church and its parishioners utilize the corridor and The Green, identify any existing deficiencies, and seek input on any potential improvements. Father Sullivan's thoughts are summarized below:

- The Basilica has a major impact on traffic during large funeral services. When a prominent/popular figure passes away in Waterbury, their funeral service is held at The Basilica, and West Main Street on the north side of The Green is closed to traffic and used for parking.
- Large funeral services are typically held on Saturdays, but the dates ultimately depend on when the person passes away.
- Parishioners regularly park on the west side of Prospect Street, even though signage indicates parking is prohibited. Signage is generally ignored during church services without consequence.
- On-street parking for the church is available along West Main Street and off-street parking is also provided in a surface lot behind the church. Additionally, a parking lot on Prospect Street is under construction, and parishioners are expected to utilize that lot as well, particularly during larger events such as funerals and weddings.
- The sidewalk width in front of the church was recently reconstructed to be 10 feet wide and is sufficiently wide for parishioners and church events.
- Snow removal on the street and sidewalk in front of The Basilica has been an issue in the past. In recent years, The Basilica and the YMCA work together on snow removal along the sidewalk.
- Father Sullivan loves the Waterbury Green, sees it as a major community gathering point for the City.
- A public restroom facility on The Green would be an asset to the City. The restroom within The Basilica is the only "public" restroom facility downtown and it has become too difficult to maintain the restroom, particularly since the onset of the COVID-19 pandemic
- The Pope Francis Center for Renewal is located near St. Mary's Hospital, but Father Sullivan is hoping to speak to Mayor O'Leary to evaluate the potential to relocate the services closer to the downtown area.
- Safety and security are somewhat of an issue downtown; he always feels safe, but he could see how some people might not feel safe.

- The space between The Green and The Basilica could be better utilized. Father Sullivan does not think it would be feasible to prohibit vehicular access entirely, and values the parking available along West Main Street and The Green, but is open to the idea of a shared space.
- He has observed that pedestrians are generally able to cross the north side of West Main Street safely in front of the church, and generally cross at the crosswalks. He believes the crosswalks are appropriately located.
- The basement of the church is undergoing a renovation process expected to be complete on December 8 of this year. Father Sullivan believes it will attract people to the church, and believes guests will be able to utilize the newly constructed parking lot on Prospect Street.
- He notes that West Main Street is congested at times and that it takes a long time to get to Route 8 on West Main Street. He does not offer comment on other specific deficiencies along the corridor.
- He often enjoys riding his bike around the downtown area, but comments that it is hard to get anywhere from The Basilica safely where he would feel comfortable biking.
- He recommends we speak with Kevin Zak of the Naugatuck River Revival Group.
- He is also working on a project aimed at improving/reviving Holy Land, and is hoping that will be a site of community gathering in the future.

Task 3: Stakeholders Interviews

Joe Gramando – Green Hub Development

MEETING NOTES
Stakeholder Interview with Joe Gramando
Waterbury West Main Street Corridor Study
Friday March 19, 2021 via GoToMeeting

PROJECT NUMBER:	20191377.A10
PROJECT NAME:	Waterbury West Main Street Corridor Study
ATTENDEES:	Matt Skelly, Katherine Patch, Katherine O'Shea, Lesley Barewin, Joe Gramando
SUBMITTED BY:	Mark G. Vertucci, PE, PTOE

Joe Gramando is a prominent real estate developer in the downtown Waterbury area. The intent of this meeting was to have him identify existing deficiencies on the corridor that he observes as developer, and gain insight into any upcoming developments and potential opportunities for improvement. Joe's thoughts are summarized below:

- Recommended improvements to the sidewalk and thinks that poor sidewalks make the area immediately unappealing.
- Dislikes The Green as the bus hub location and believes the buses congregating at The Green causes a traffic problem. He would ideally like to see the bus hub moved somewhere else, such as the train station.
- Believes that the existing bus facilities on The Green are not sufficient for people waiting for buses. Would like to see more amenities, such as bus shelters and benches where people can sit while they wait for the bus.
- At the intersection of North Main/South Main/East Main/West Main each approach has turning restrictions for passenger vehicles. Turn restrictions aren't obeyed or enforced.
- Notes the lack of garbage cans on The Green which leads to littering.
- Believes lack of parking is an issue and part of the reason the downtown area cannot retain businesses.
- Other downtown developments include: 14 apartments proposed for the rectory at St. John's church; 36 North Main Street—classrooms, dorms, student union for the UConn campus. No associated parking, but potential to use the proposed lot on Prospect Street
- Notes that the Mayor's development focus has been in the area of The Green, less so further west on West Main Street
- Notes that people don't really walk west of the intersection of West Main Street/Willow Street/Meadow Street even though it's not that far to walk, and comments that the corridor lacks cohesion
- Acknowledges that walkability of the corridor is hugely important in addition to vehicular accessibility
- Notes the shopping center just east of Route 8 and the Naugatuck River is vastly underutilized. Businesses have had to close in that plaza due to lack of customers.
- Suggests we speak to the owner of San Marino restaurant, which is located in the shopping plaza.

Task 3: Stakeholder Interviews

Tony D'Elia – San Marino Ristorante Italiano

FUSS & O'NEILL

MEETING NOTES
Stakeholder Interview with Tony D'Elia
Waterbury West Main Street Corridor Study
Thursday, April 1, 2021 via GoToMeeting

PROJECT NUMBER: 20191377.A10
PROJECT NAME: Waterbury West Main Street Corridor Study
ATTENDEES: Matt Skelly, Katherine Patch, Katherine O'Shea, Tony D'Elia
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

Tony D'Elia owns San Marino restaurant in the shopping plaza located on West Main Street just east of the Naugatuck River The intent of this meeting was to have him identify existing deficiencies on the corridor that he observes as a business developer and roadway user, and gain insight into any potential opportunities he sees for improvement. Tony's thoughts are summarized below:

- Congestion on West Main Street in the vicinity of the plaza access road on West Main Street can make it difficult to get in and out of the plaza.
- When collisions occur on West Main Street it is nearly impossible to access the restaurant.
- Seems like people are always seeking a cut through to avoid congestion on West Main Street or to avoid the intersection of West Main Street and Thomaston Avenue. Vehicles used to use the driveway at J's Ocean Fish Market, but it's now blocked off.
- The nearby car wash at the gas station generates significant vehicle traffic that queues onto the roadway
- Jackson Street has become a way to get downtown while avoiding the traffic on West Main Street. It can be difficult to turn left onto Jackson Street because the intersection is not signalized.
- The restaurant has been occupying the same location for 52 years. The plaza used to be more of a hub/destination than it is now. Over time, congestion has worsened as the south side of West Main Street has grown more developed.
- Improved vehicular access would be the best solution for better business because the area is auto oriented.
- Many people use Uber or other ride share apps to get to the site.
- Access to the rest of downtown from the restaurant is desirable- when the palace theater was open, San Marino and several other restaurants operated a shuttle to the theater that was popular and worked well.
- Enhanced walkability may improve business as well and generate more foot traffic, but Tony emphasizes that the overall walking experience would need to be improved—it would need to feel safe.
- Notes that people do not always obey traffic rules and tend to drive erratically. This can make pedestrians feel unsafe walking along the corridor. It is particularly difficult to cross Thomaston Avenue on foot.
- Discusses how small improvements such as bus shelters can make a difference in creating a sense of order along the corridor.

Task 3: Stakeholder Interviews

Chief Fernando Spagnolo – Waterbury Police Department

FUSS & O'NEILL

MEETING NOTES
Stakeholder Interview with Chief Fernando Spagnolo
Waterbury West Main Street Corridor Study
Tuesday, April 20, 2021 via GoToMeeting

PROJECT NUMBER: 20191377.A10
PROJECT NAME: Waterbury West Main Street Corridor Study
ATTENDEES: Matt Skelly, Katherine Patch, Katherine O'Shea, Fernando Spagnolo
SUBMITTED BY: Mark G. Vertucci, PE, PTOE

Fernando Spagnolo is the Waterbury Chief of Police. The intent of this meeting was to have him identify existing deficiencies on the corridor that he observes as a police officer and roadway user, and gain insight into any potential opportunities he sees for improvement. Chief Spagnolo's thoughts are summarized below:

- The vacant industrial buildings that formerly housed Anamet manufacturing have been demolished, and that area is now a potential area for development.
- He is concerned about the newly opened Jackson Street Extension at its intersection with West Main Street. The intersection is unsignalized and located in close proximity to the signalized intersection of Thomaston/West Main and the access driveway to the plaza. He believes this intersection configuration could be a safety concern.
- He notes that congestion is particularly bad for westbound traffic between the railroad bridge and the Route 8 overpass, but it seems to clear up just west of Watertown Avenue.
- Sperry Street is used primarily as a cut-through.
- Crane Street is effectively a dead end roadway with no vehicle volumes. The now vacant land previously occupied by the Anamet buildings may be developed and generate significant vehicle traffic, in which case Crane Street has the potential to become a site driveway or access road.
- A better pedestrian crossing should be provided at the municipal parking lot used by DCF. Many people cross at the parking lot driveway instead of walking to the nearest crosswalk, and the crossing distance is approximately 50 feet.
- The right turn on red from Meadow Street onto West Main Street is permitted, but sight distance is limited due to the roadway alignment, and eastbound vehicles speed through the intersection. This creates a safety concern.
- He notes that congestion at Meadow Street/Willow Street is not particularly significant. People generally obey the eastbound left turn restriction, but it's possible that permitting an eastbound left would alleviate some of the vehicle cut-through traffic on Sperry Street.
- He notes that although the intersection layout at the monument is irregular, it functions well and the islands help guide vehicles where they need to go and having each approach be signalized eliminates confusion on who has the right-of-way. He has wondered about The Green having one-way circulation and would be open to that idea.
- People often violate the turning restrictions at the intersection of at the east end of The Green. He believes this is caused by a confusing intersection geometry.
- He notes that the intersections east of The Green have considerable foot traffic because it is located in close proximity to UConn Waterbury and other residential developments.

- Congestion at this intersection can be a problem when events are held at The Palace.
- The buses now stage east of The Green on East Main Street, which is preferable to when they were staged at the Green but not perfect.

Task 4: Data Collection

Interactive Survey Map Comments

West Main Street Waterbury
Interactive Map Survey Results

There were a total of 55 tags placed on the interactive map. Tags were placed by visitors to the map to indicate areas of need. These tags were viewed a total of 988 times by various users, resulting in each tag being viewed an average of 18 different times. The tags were categorized into five distinct categories:

- Bike
- Driving
- Parking
- Pedestrian
- Transit

Users identified areas that could be improved by the implementation of safer pedestrian facilities, increased bus stop amenities, and a reduction in traffic due to confusing, illegal, and unclear maneuvers throughout the corridor. In addition, users also noted poor pavement conditions and deteriorated pavement markings and a lack of sidewalks as issues needing attention. The number of unique tags per category are displayed in Table 1.

Table 1: Number of Tags per Category

	Bike	Driving	Parking	Pedestrian	Transit
Tags	1	5	1	3	1

The number of total views for each category is identified is shown in Table 2. Likes and dislikes were enabled for the interactive map, but due to the low interaction rate (11 likes out of a total of 988 views) the likes and dislikes were not used for this analysis.

Table 2: Views per Type

	Bike	Driving	Parking	Pedestrian	Transit
Views	55	159	42	79	33

Participants were able to leave comments related to specific tags and locations, and of the five categories available, driving and pedestrian recommendations generated the majority of comment responses collected (21 of 31 or 68%). Table 3 displays a breakdown of comments by category.

Table 3: Comments per Category

	Bike	Driving	Parking	Pedestrian	Transit	No Comment
Comments	3	13	2	9	5	23

Responses from viewers commenting on driving tags focused primarily on the following themes:

- Congestion at various locations due to left turning vehicles
- Illegal turning movements due to poor lane markings/signage

Participants left nine comments on tags related to pedestrian safety and concerns in the corridor. Those comments focused on the following:

- Expanding the sidewalk network where none exists
- Decreasing the crossing distances for streets
- Increase lighting/safety measures to enhance comfort for users

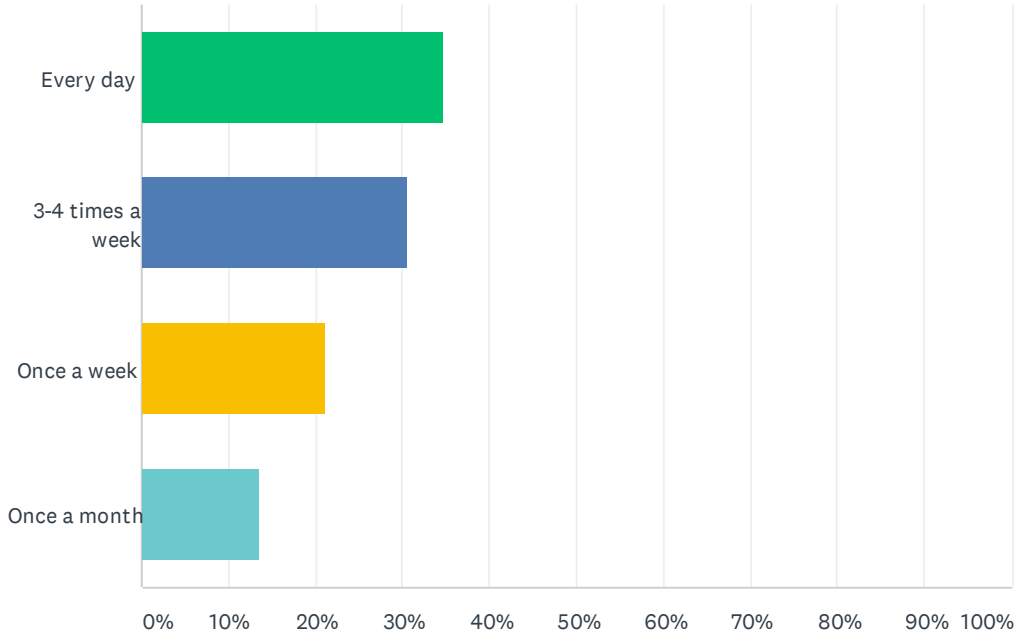
In addition, three participants highlighted the need for additional bus shelters along West Main, two noted that high traffic volumes reduce the ability to bike comfortability, one identified parking signage as problematic, and one stated a desire for more street parking. In summary, 55 different tags were placed on the website and each tag was viewed an average of 18 times. These tags focused on a variety of issues affecting the West Main project area and highlights the public's desire for improvements to traffic congestion, pedestrian and cyclist accessibility, and the need for additional transit amenities.

Task 4: Data Collection

Survey Results and Comments

Q1 How often do you travel on West Main Street?

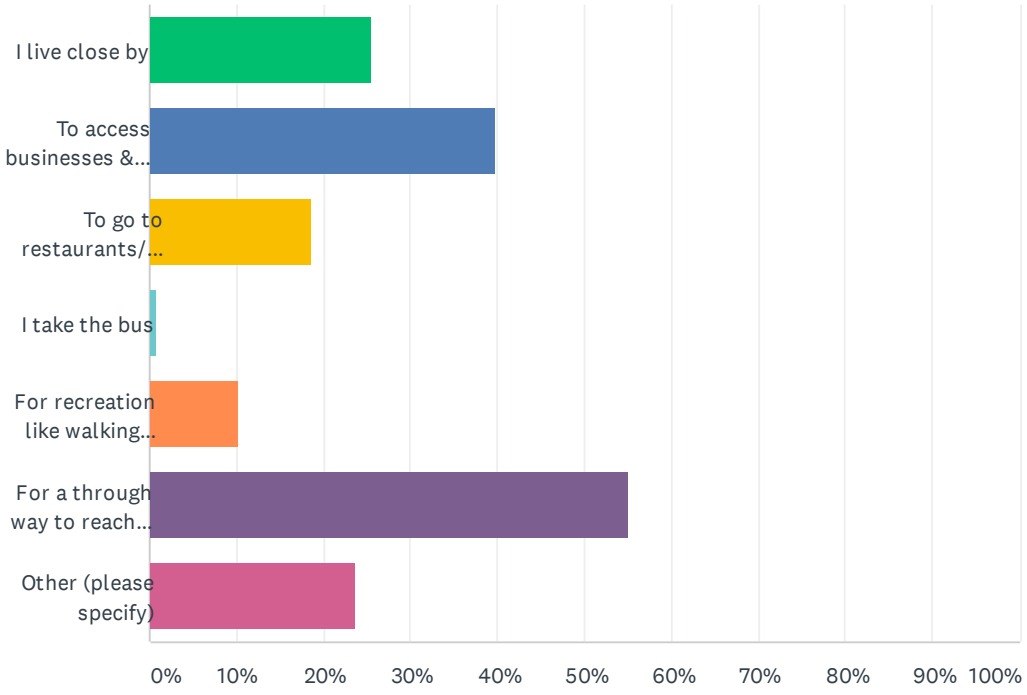
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	34.75%	41
3-4 times a week	30.51%	36
Once a week	21.19%	25
Once a month	13.56%	16
TOTAL		118

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

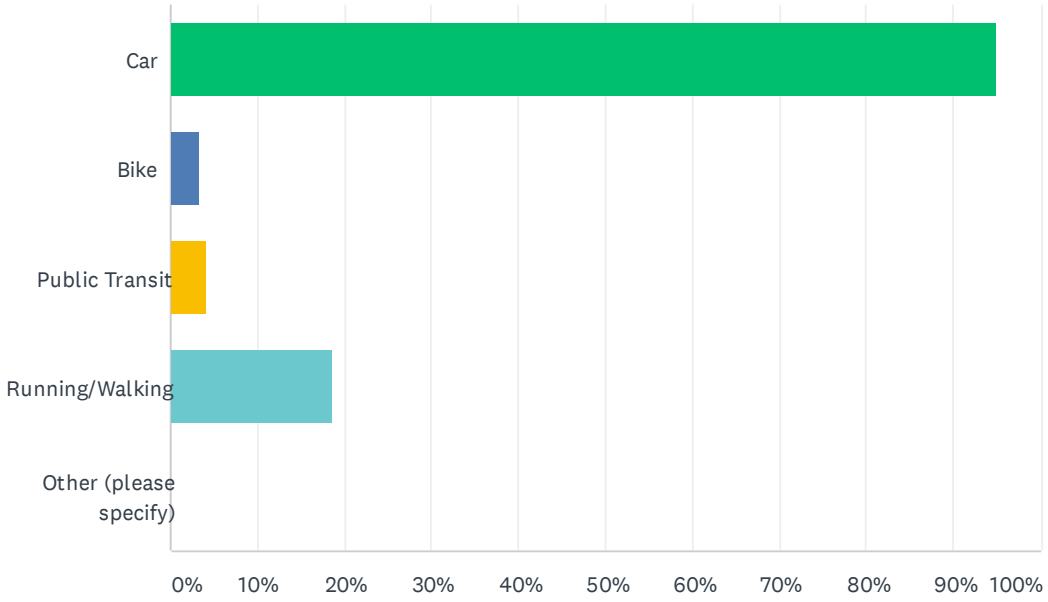
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live close by	25.42%	30
To access businesses & shopping	39.83%	47
To go to restaurants/bars	18.64%	22
I take the bus	0.85%	1
For recreation like walking, running or biking	10.17%	12
For a through way to reach a further destination	55.08%	65
Other (please specify)	23.73%	28
Total Respondents: 118		

Q3 How do you typically travel on West Main Street? Check all that apply:

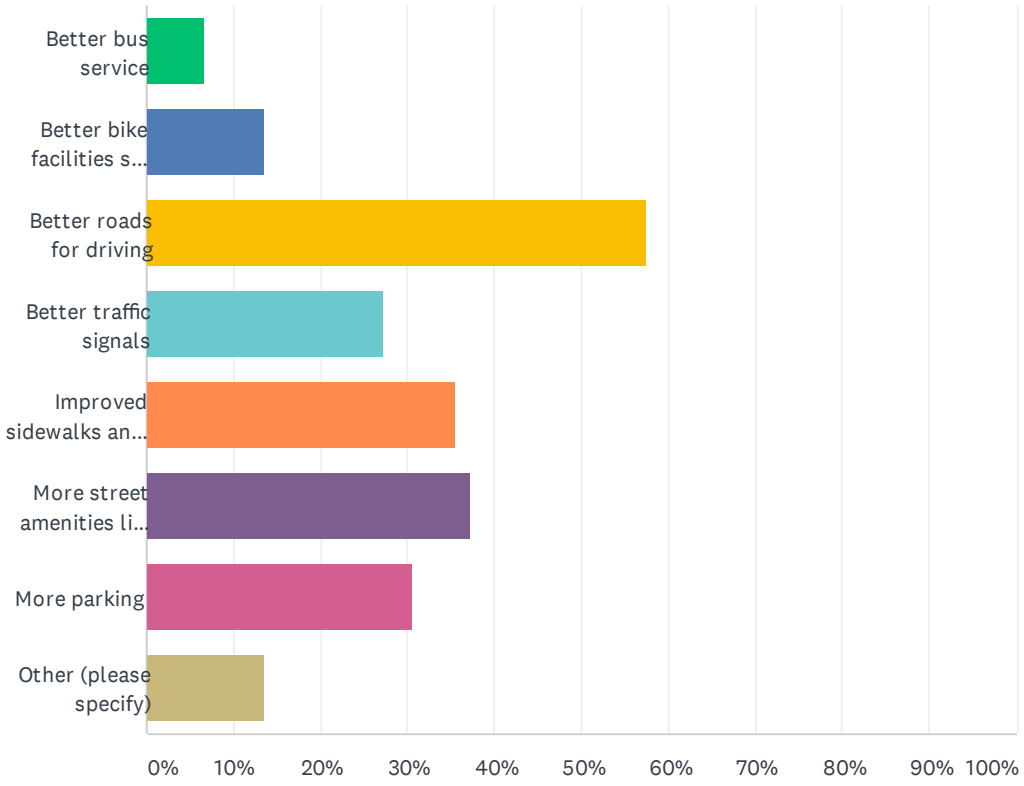
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	94.92%	112
Bike	3.39%	4
Public Transit	4.24%	5
Running/Walking	18.64%	22
Other (please specify)	0.00%	0
Total Respondents: 118		

Q4 If you could add something new to West Main Street, what would it be? Select up to three:

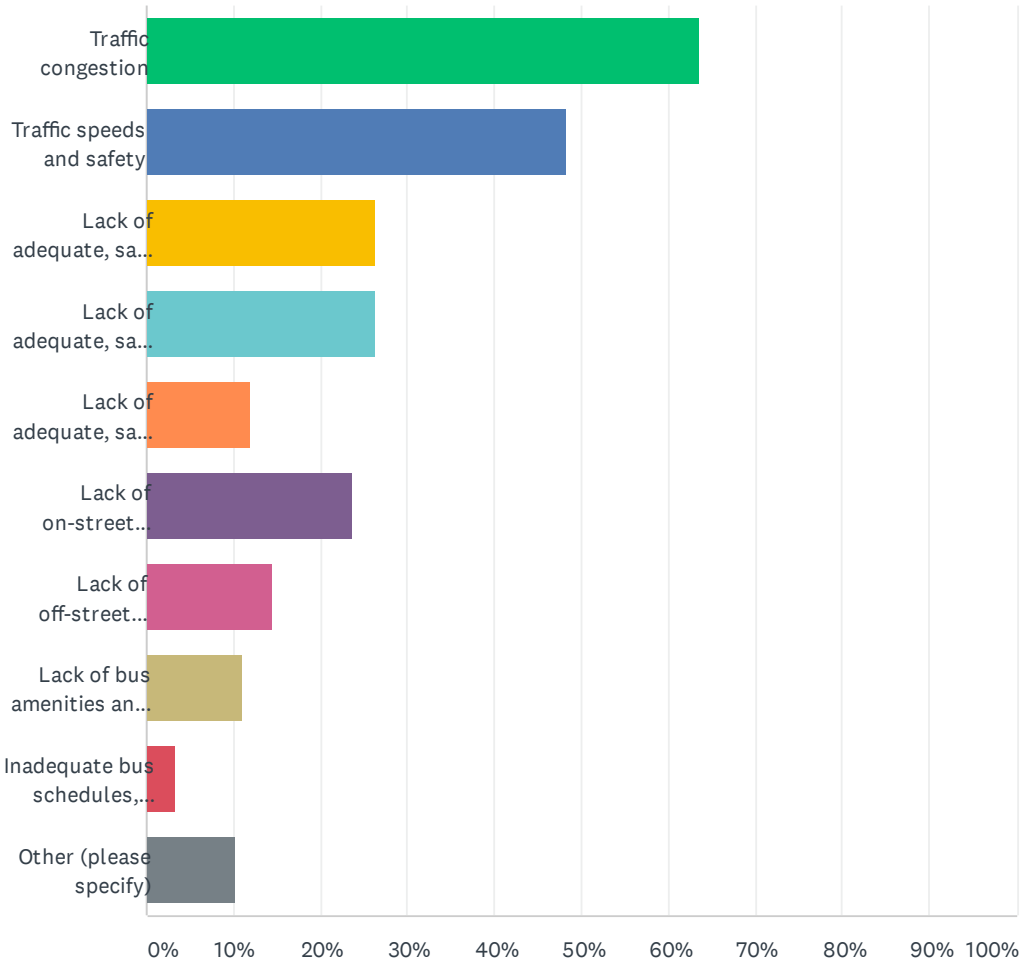
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Better bus service	6.78%	8
Better bike facilities such as bike lanes	13.56%	16
Better roads for driving	57.63%	68
Better traffic signals	27.12%	32
Improved sidewalks and crosswalks for walking	35.59%	42
More street amenities like street lighting, street trees and benches	37.29%	44
More parking	30.51%	36
Other (please specify)	13.56%	16
Total Respondents: 118		

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

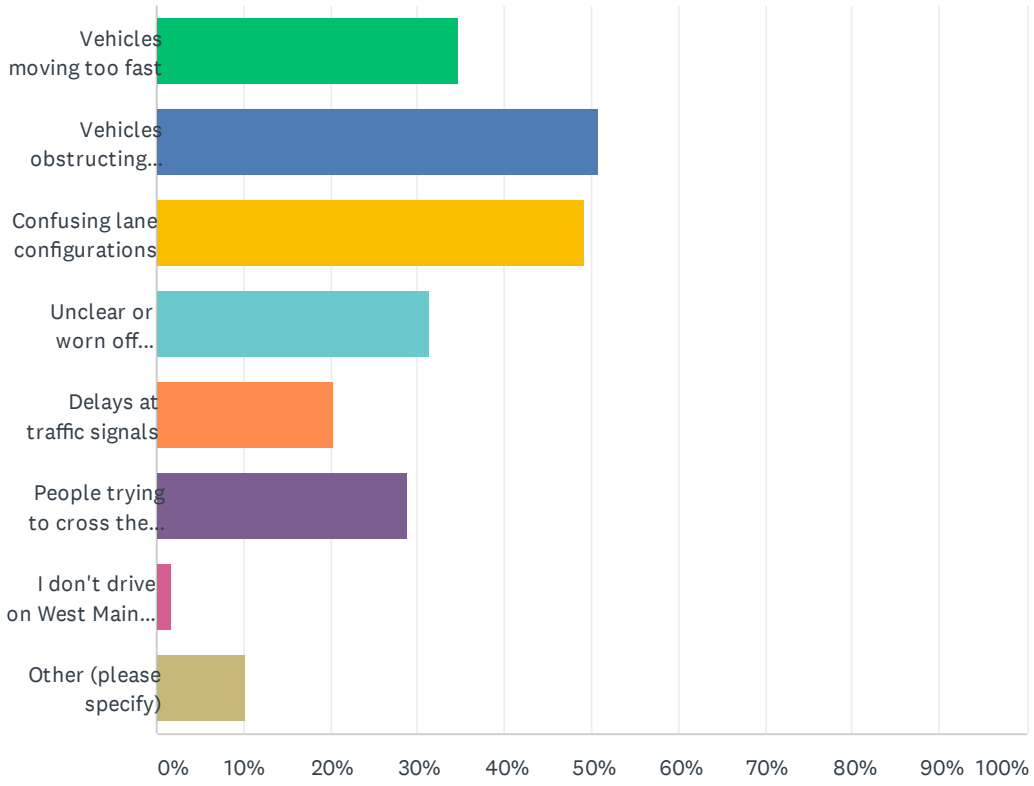
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traffic congestion	63.56%	75
Traffic speeds and safety	48.31%	57
Lack of adequate, safe, or comfortable sidewalks	26.27%	31
Lack of adequate, safe, or comfortable crosswalks	26.27%	31
Lack of adequate, safe, or comfortable bike lanes/paths	11.86%	14
Lack of on-street parking	23.73%	28
Lack of off-street parking	14.41%	17
Lack of bus amenities and bus shelters at bus stops	11.02%	13
Inadequate bus schedules, frequency or timeliness	3.39%	4
Other (please specify)	10.17%	12
Total Respondents: 118		

Q6 What causes you the most frustration while driving on West Main Street? Select up to three:

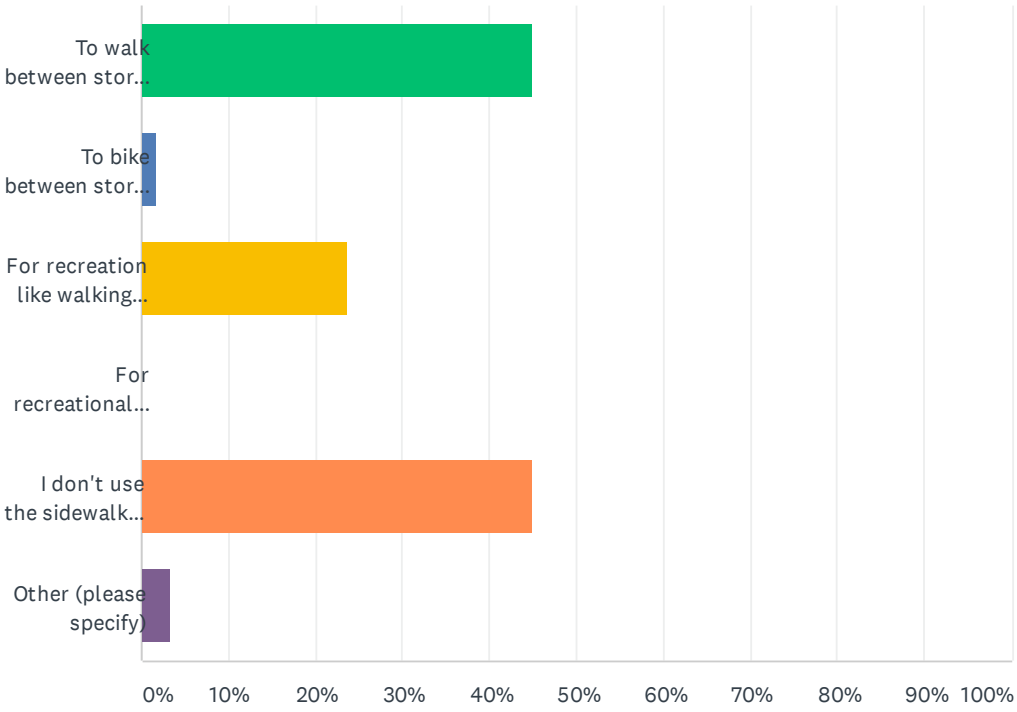
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Vehicles moving too fast	34.75%	41
Vehicles obstructing lanes because they're waiting to turn	50.85%	60
Confusing lane configurations	49.15%	58
Unclear or worn off pavement markings	31.36%	37
Delays at traffic signals	20.34%	24
People trying to cross the street	28.81%	34
I don't drive on West Main Street/I have no opinion	1.69%	2
Other (please specify)	10.17%	12
Total Respondents: 118		

Q7 How do you use the sidewalks on West Main Street? Select up to three:

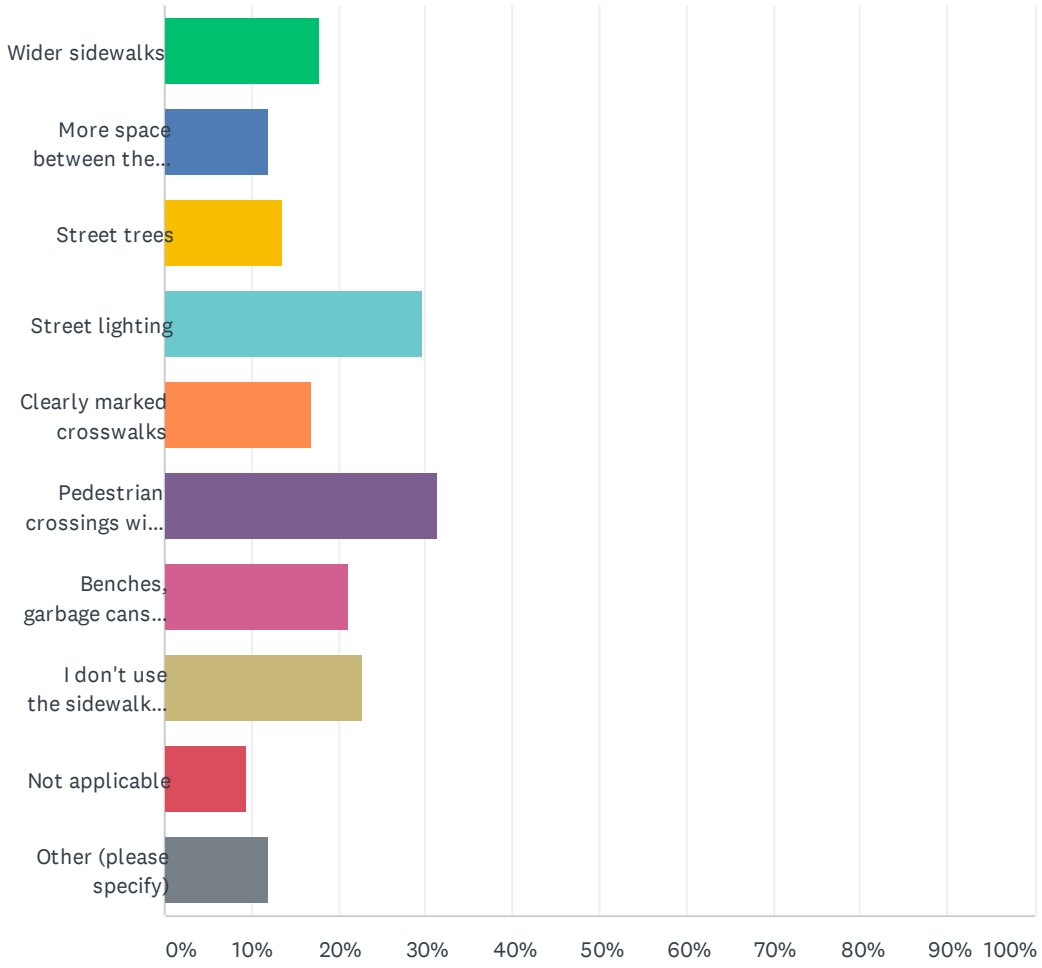
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
To walk between stores and businesses along the corridor	44.92%	53
To bike between stores and businesses along the corridor	1.69%	2
For recreation like walking and/or running	23.73%	28
For recreational biking	0.00%	0
I don't use the sidewalks on West Main Street	44.92%	53
Other (please specify)	3.39%	4
Total Respondents: 118		

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

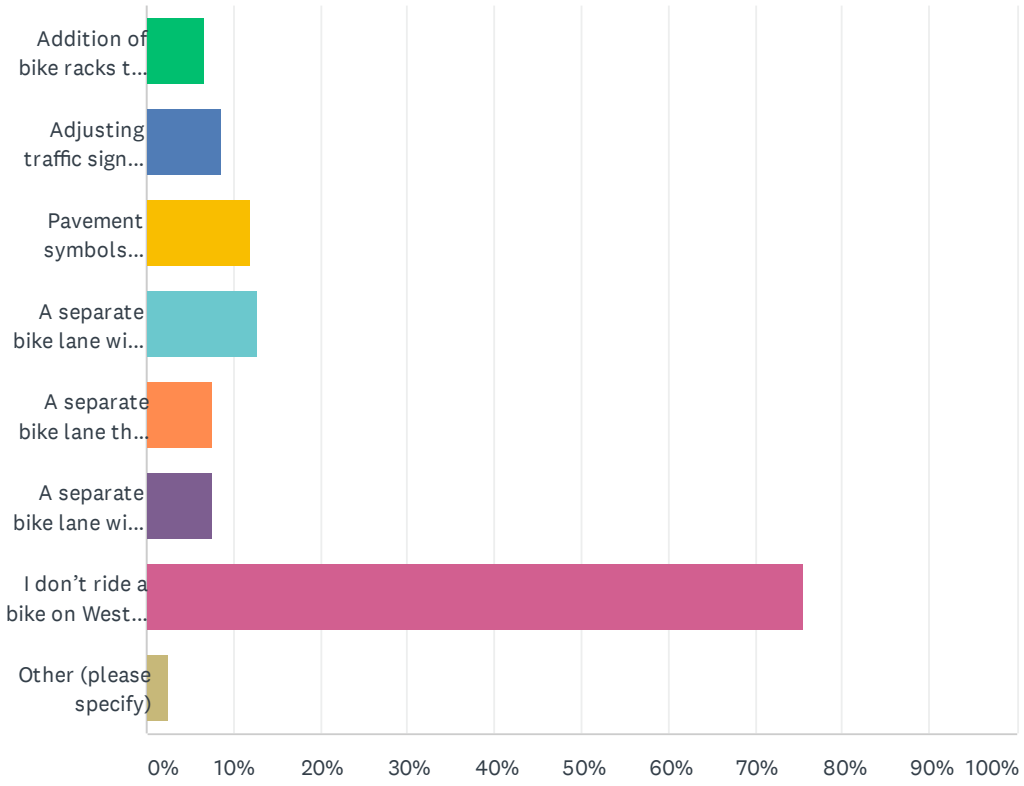
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Wider sidewalks	17.80%	21
More space between the sidewalk and street	11.86%	14
Street trees	13.56%	16
Street lighting	29.66%	35
Clearly marked crosswalks	16.95%	20
Pedestrian crossings with flashing beacons and push buttons	31.36%	37
Benches, garbage cans and other streetscape amenities	21.19%	25
I don't use the sidewalks on West Main Street/I have no opinion	22.88%	27
Not applicable	9.32%	11
Other (please specify)	11.86%	14
Total Respondents: 118		

Q9 Which of the following would make you feel safer riding your bicycle on West Main Street? Select up to three:

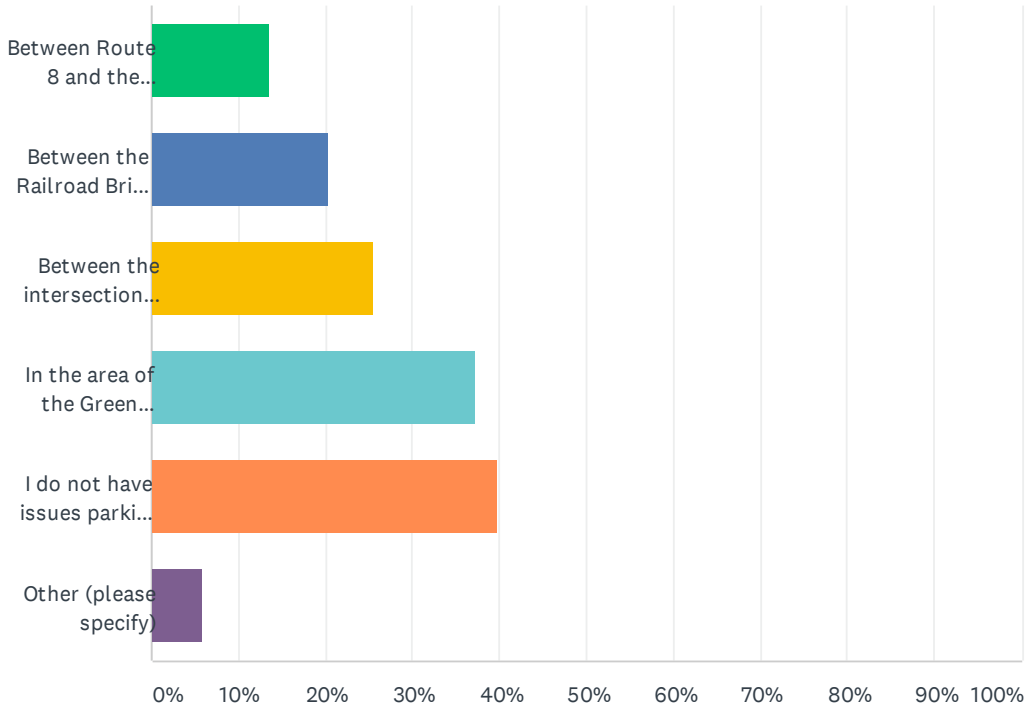
Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Addition of bike racks to secure bikes once arriving at a destination	6.78%	8
Adjusting traffic signals to recognize cyclists	8.47%	10
Pavement symbols designating that the lanes are to be shared between cars and bikes	11.86%	14
A separate bike lane with a painted buffer zone between vehicle traffic and bike traffic	12.71%	15
A separate bike lane that is colored to distinguish it from the rest of the travel lanes	7.63%	9
A separate bike lane with a textured stripe between vehicle traffic and bike traffic	7.63%	9
I don't ride a bike on West Main Street/I have no opinion	75.42%	89
Other (please specify)	2.54%	3
Total Respondents: 118		

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

Answered: 118 Skipped: 0



ANSWER CHOICES	RESPONSES	
Between Route 8 and the Railroad Bridge	13.56%	16
Between the Railroad Bridge and the intersection of Willow Street/Meadow Street	20.34%	24
Between the intersection of Willow Street/Meadow Street and the Green	25.42%	30
In the area of the Green between Central Avenue and North Main Street	37.29%	44
I do not have issues parking along West Main Street	39.83%	47
Other (please specify)	5.93%	7
Total Respondents: 118		

Q11 Overall, what would help you feel safer in your travels along West Main Street?

Answered: 55 Skipped: 63

#	RESPONSES	DATE
1	A cop	5/27/2021 8:37 AM
2	A new traffic light	5/26/2021 3:42 PM
3	Properly painted lanes	5/26/2021 11:40 AM
4	Paved roads, cops in area for illegal turns where you're supposed too. Green patrol	5/26/2021 6:51 AM
5	More police presence if possible. Less loitering	4/6/2021 1:07 PM
6	Fixed sidewalks, better lighting and better parking.	3/31/2021 3:40 PM
7	n/a	3/26/2021 11:11 AM
8	Sidewalks and a general feeling that the area is clean and tended to. It's littered with trash and has odd medians that make it unsafe for walkers and runners.	3/25/2021 11:45 AM
9	Motorists obeying traffic lights and speed limits	3/23/2021 8:12 PM
10	More cops	3/23/2021 3:11 PM
11	More police patrol running speed traps and ticketing out of state license plates	3/23/2021 11:29 AM
12	More clear lane and traffic configuration	3/23/2021 11:21 AM
13	never considered feeling unsafe	3/23/2021 10:59 AM
14	There is a feeling of high criminal presence near W Main/Meadow/Willow, and sometimes near the Horse.	3/23/2021 9:20 AM
15	Customer friendly business atmosphere	3/22/2021 5:10 PM
16	Lighting and security. Not a safe area.	3/22/2021 5:02 PM
17	Elimination of Big Apple motel	3/22/2021 3:53 PM
18	More police	3/22/2021 3:41 PM
19	I am always worried about pedestrians walking out in front of traffic (often without looking for oncoming vehicles) and vehicles not obeying traffic rules/signals.	3/22/2021 3:01 PM
20	adequate lighting; safety/police patrols; increased pedestrian crossing signage (with/without flashers); reduced speed limit	3/22/2021 2:50 PM
21	Better traffic patterns	3/22/2021 2:07 PM
22	As applies to the areas nearest the Green, I wish that the redesign extended it to the Civil War monument and made the North and South side one way, perhaps with more (maybe diagonal spaces) parking along the north side to encourage the return of businesses around it.	3/22/2021 2:02 PM
23	More parking lots - free or free under 1 hour parking, paving potholes, pedestrian walk signs on more corners	3/22/2021 1:57 PM
24	people need to slow down, stop doing U-turns in the middle of the road, obey traffic signs and lights... Better enforcement/tickets for those that violate	3/22/2021 1:56 PM
25	Better traffic control	3/22/2021 11:58 AM
26	Less loitering - more police presence	3/22/2021 11:44 AM
27	If the road were consistent from Route 8 to the green, well marked, additional crosswalks that	3/22/2021 11:25 AM

	are well marked.	
28	Move the bus traffic to a point on the green. Will lessen than the congestion on the sidewalks.	3/22/2021 11:04 AM
29	better traffic control; I don't feel unsafe	3/22/2021 11:04 AM
30	enforcement of current traffic laws	3/22/2021 10:28 AM
31	speed deterrents like speed bumps to slow traffic, clearly marked crosswalks and lighting but all that needs to be maintained..so commitment and/or resources that would ensure it improvements would remain viable	3/22/2021 10:13 AM
32	Having more patrols at all times	3/21/2021 3:02 PM
33	Police patrols and traffic enforcement	3/20/2021 9:17 PM
34	Police walking and patrolling the area	3/20/2021 2:03 PM
35	Islands for pedestrians on wide parts (Church St to Willow/Meadow)	3/19/2021 9:27 PM
36	More police presence! Better lighting	3/19/2021 3:12 PM
37	2 lane (min) traffic throughout + enough space for cars to park and still able travel (via car) in the right lane.	3/19/2021 12:41 PM
38	cleaner sidwalks, repaired fencing along the vacant properties and clearer/brighter crosswalks	3/19/2021 11:05 AM
39	More lighting at night / emergency buttons like on college campuses in case anyone ever feels unsafe	3/19/2021 10:41 AM
40	Traffic calming improvements. Better lighting. Signalization at each crosswalk.	3/19/2021 10:05 AM
41	Make the road wider by Saint Johns church for traffic. It is not wide enough for two lanes of traffic going around the bend in the road. Especially for trucks and buses.	3/19/2021 7:10 AM
42	Pan handlers to stop coming up to me asking fir money wether I'm walking or in my car	3/18/2021 8:12 PM
43	Enforcement of pedestrian and vehicular violations	3/18/2021 7:33 PM
44	feeling safe	3/18/2021 6:55 PM
45	Lighting , police	3/18/2021 4:49 PM
46	Sidewalks, crosswalks and pedestrian crossings with push buttons at all major intersections	3/18/2021 1:05 PM
47	A beat cop	3/18/2021 8:43 AM
48	More police enforcement to traffic laws	3/18/2021 4:43 AM
49	People knew how to drive	3/17/2021 11:50 PM
50	pick up the drug users send them to a institution for mental health problems . far from waterbury ,do not send them to new haven is just worse the waterbury their drug using .and they will kick them out in the st , to soon. to close to our city .iour city is beautifull .it just needs to clean it from drugs ,	3/17/2021 2:59 PM
51	MORE COPS PATROLLING! As a lifelong Waterbury resident, I am petrified to walk anywhere in the downtown area due to the prostitution and panhandlers that approach walkers AND drivers. Further, it seems traffic laws do not apply to most in the City of Waterbury. I cannot wait to move from this city into a safer town.	3/17/2021 2:00 PM
52	Keep up with line painting overall plus xtra traffic law enforcement	3/17/2021 12:13 PM
53	Better roads for sure, especially when I drive from East Main St. to West Main st. it might destroy my car eventually.	3/17/2021 10:33 AM
54	Clarifying turn lanes at the end of West Main Street is most important. Cars tend to go the wrong way on the rotary because it is confusing if you have not driven in the area before.	3/17/2021 9:04 AM
55	More police presence	3/17/2021 7:03 AM

Q12 Do you have any other general comments you would like to share about current issues you see on West Main Street or what can be done to improve the street?

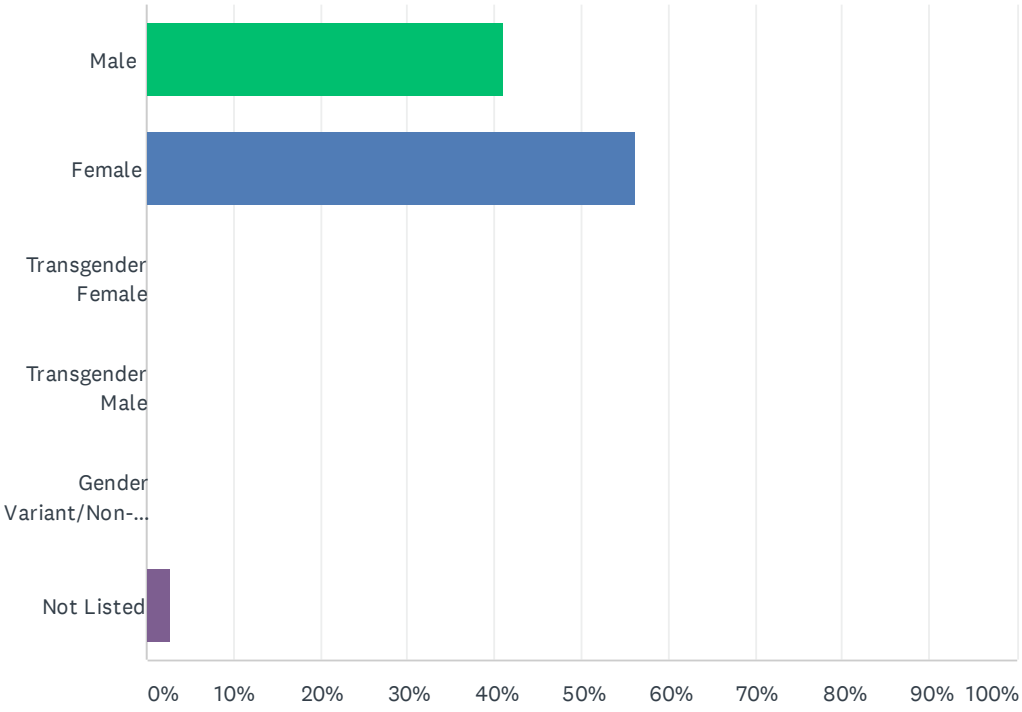
Answered: 31 Skipped: 87

#	RESPONSES	DATE
1	Apple motel is an eyesore & creates more drug issues in the area	5/26/2021 4:36 PM
2	You need a light at the road you opened up between freight st and west main. Lack of any sort of stop signs or lights there is causing delays & backups in that area daily	5/26/2021 3:42 PM
3	Regularly, Keep West Main, green and downtown streets clean and free of litter.	4/6/2021 1:07 PM
4	Side street parking would help. Meadow street use to have street parking, now it does not.	3/31/2021 3:40 PM
5	n/a	3/26/2021 11:11 AM
6	People that take the bus or walk need places to rest. I see elderly and disabled people all of the time nearly being run over. Just because they don't drive doesnt make them less human. Nice benches and shady trees would go a long way.	3/25/2021 11:45 AM
7	Better and more reputable business	3/23/2021 8:12 PM
8	More dedicated parking areas and more blight control Street litter and properties	3/23/2021 11:29 AM
9	Seriously, 1) expand the Green; 2) make traffic uninterrupted one-way circular around the Green; 3) Find ways to reduce traffic THRU the area to accommodate people who are doing business and such IN the area; 4) All traffic around the Green should be one-way counter-clockwise	3/23/2021 9:20 AM
10	Save the money pay down the debt.	3/22/2021 3:41 PM
11	In winter sidewalks are often blocked or inaccessible due to snow and ice not being removed.	3/22/2021 3:01 PM
12	N/A	3/22/2021 11:58 AM
13	Get bus stop away from the front of UConn Waterbury	3/22/2021 11:44 AM
14	More policing. Some better shops to attract more foot traffic.	3/22/2021 11:04 AM
15	blight, potholes, better timing of traffic lights.	3/22/2021 10:28 AM
16	clear road markings, turn signals and cross walks and other "welcoming downtown" ..the real feel of a downtown with less traffic and more pedestrian and larger lots for parking	3/22/2021 10:13 AM
17	No	3/20/2021 2:03 PM
18	Speed. Running red lights. Width of West main is too narrow. Lots of truck traffic, a lot of it is semi truck traffic, school busses. Pedestrians crossing street where there are no pedestrian crossing markings. The area around CVS, Starbucks, Dunkin Donuts, Subway, the exit ramp is very dangerous. People waiting in line for Starbucks spill out onto West Main. There should be no left turns allowed from CVS, Dunkin Donuts, both strip malls, there is nowhere for them to go. This blocks the traffic of those turning right off the 84 ramp.	3/19/2021 3:12 PM
19	No bus stop cut outs or shelters	3/19/2021 12:19 PM
20	I enjoy using the YMCA and visiting local restaurants for food. Waterbury has a lot to offer and with some bike paths, cleaner/repaired sidewalks, and even pavement, it would be more enjoyable.	3/19/2021 11:05 AM
21	Better bus stops so they dont block traffic when picking up passengers.	3/19/2021 7:10 AM
22	We need a bus station	3/19/2021 7:10 AM

23	Walking traffic is essential for a downtown to thrive. Middletown is a great example.	3/18/2021 4:49 PM
24	Extend sidewalk so it's possible to walk from downtown Waterbury to the Middlebury line.	3/18/2021 1:05 PM
25	A tough street with an unsavory motel and run down facades. The AIC guys could use better conditions. A beat cop for safety might help	3/18/2021 8:43 AM
26	Something needs to be done about the area on West Main near the monument . Traveling west: the right turn light is a huge issue. Traveling East: nobody stays in their lane at the curve. Poor markings and poor traffic flow in a very narrow area. Around the green: the busses parked make for a very difficult situation. One suggestion.. . Please make a right turn at the bottom of East Main and North Main (traveling west) it may cut down on come of the congestion at the monument (west bound)	3/18/2021 8:30 AM
27	The area by west main from walgreens area going towards cvs on west main too much traffic. West main near cvs/ starbucks area need some type of more traffic lights maybe by Rowland park area	3/18/2021 3:11 AM
28	Congestion. To many cars pulling out, running lights.	3/17/2021 11:50 PM
29	no	3/17/2021 2:59 PM
30	No	3/17/2021 12:13 PM
31	The Spurry street intersection can be a big problem sometimes.	3/17/2021 8:49 AM

Q13 What gender do you identify as?

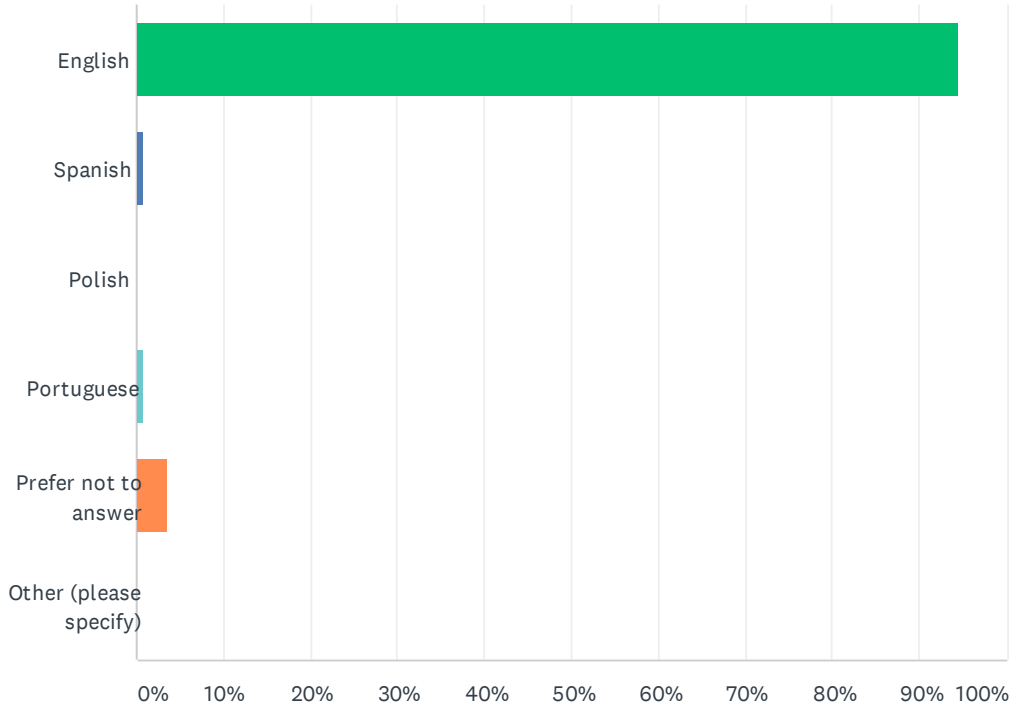
Answered: 112 Skipped: 6



ANSWER CHOICES	RESPONSES	
Male	41.07%	46
Female	56.25%	63
Transgender Female	0.00%	0
Transgender Male	0.00%	0
Gender Variant/Non-conforming	0.00%	0
Not Listed	2.68%	3
TOTAL		112

Q14 What is your primary language spoken at home?

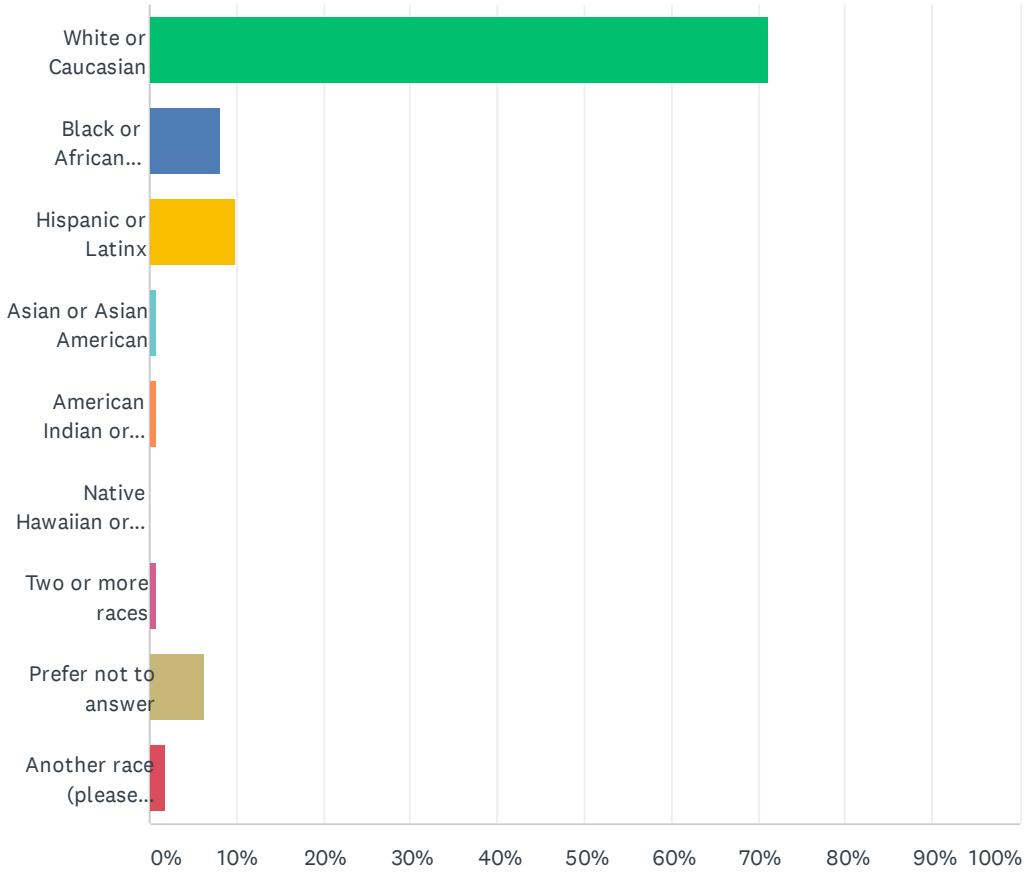
Answered: 112 Skipped: 6



ANSWER CHOICES	RESPONSES	
English	94.64%	106
Spanish	0.89%	1
Polish	0.00%	0
Portuguese	0.89%	1
Prefer not to answer	3.57%	4
Other (please specify)	0.00%	0
TOTAL		112

Q15 How would you describe yourself?

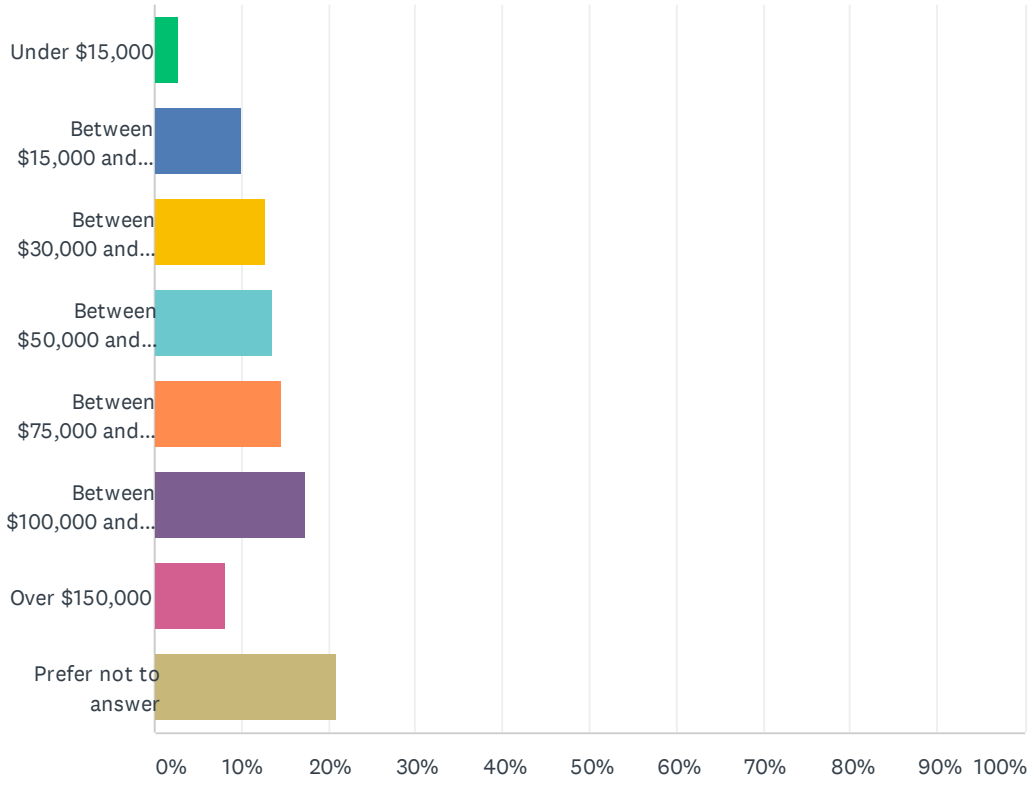
Answered: 111 Skipped: 7



ANSWER CHOICES	RESPONSES	
White or Caucasian	71.17%	79
Black or African American	8.11%	9
Hispanic or Latinx	9.91%	11
Asian or Asian American	0.90%	1
American Indian or Alaska Native	0.90%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Two or more races	0.90%	1
Prefer not to answer	6.31%	7
Another race (please specify)	1.80%	2
TOTAL		111

Q16 What is your annual household income?

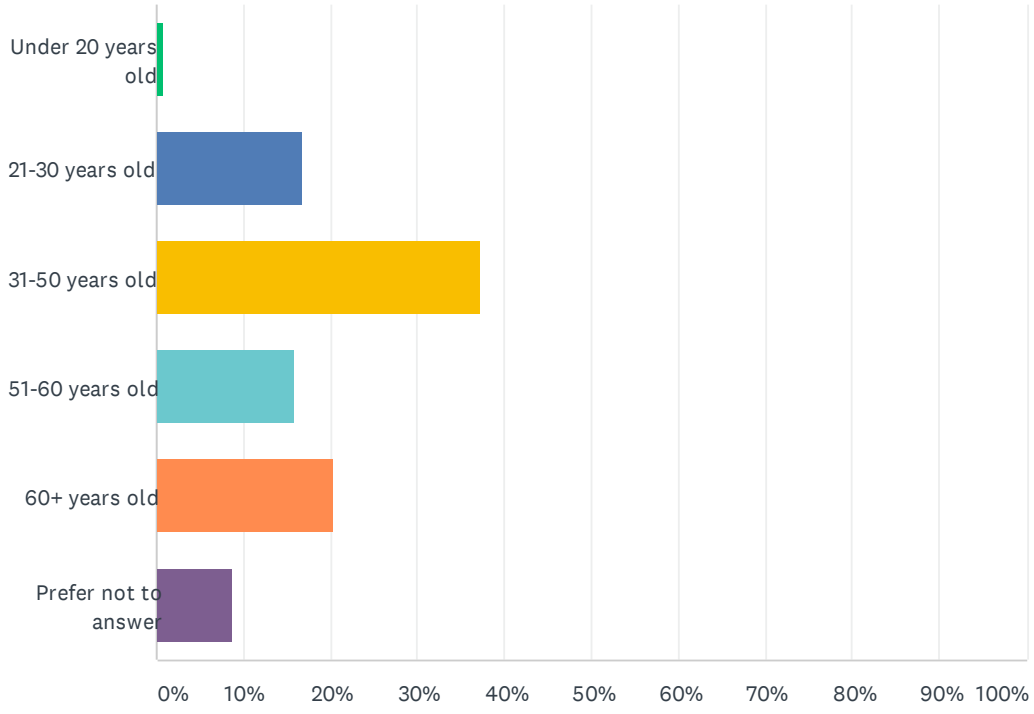
Answered: 110 Skipped: 8



ANSWER CHOICES	RESPONSES	
Under $15,000	2.73%	3
Between $15,000 and $29,999	10.00%	11
Between $30,000 and $49,999	12.73%	14
Between $50,000 and $74,999	13.64%	15
Between $75,000 and $99,999	14.55%	16
Between $100,000 and $150,000	17.27%	19
Over $150,000	8.18%	9
Prefer not to answer	20.91%	23
TOTAL		110

Q17 What is your age range?

Answered: 113 Skipped: 5



ANSWER CHOICES	RESPONSES	
Under 20 years old	0.88%	1
21-30 years old	16.81%	19
31-50 years old	37.17%	42
51-60 years old	15.93%	18
60+ years old	20.35%	23
Prefer not to answer	8.85%	10
TOTAL		113