



**Minutes of the Waterbury Select Board Special Meeting
To Discuss the Better Connections Demonstration Project
Tuesday, August 18, 2026 | 5:45 p.m.
28 S. Main St. and on Zoom**

[[Zoom recording](#) | Passcode: 1*jRC@a9]

Select Board attendance: Martha Staskus, Sandy Sabin, Evan Karl Hoffman, Don Schneider, Roger Clapp

Staff attendance: Cheryl Casey, Wes Pollock, Bill Woodruff

Public attendance: ORCA Media, Denis Boucher, Holly Boucher, Larry Nelson, Monica Callan, Peter Holm, Duncan McDougall, Ken Belliveau, Mike Hedges, Mary-Ellen Lamson, Rod Lamothe, Claire Pomer, Margaret Luce, David Luce, Kaziah Haviland, Marcie Gallagher, John Buck, Chad Ummel, Jake Ferreira, Ned Houston, Kati Kallagher, Jane Brown

Public on Zoom: ORCA Media, Mike, Linda Schliebus, Cathy Buck, Sherry Knudson, Pegeen Mulhern, Anne Imhoff, Valerie Rogers, Lori Wyman, Bernie Wyman, Carrie MacMillan, Michael Miller

CALL TO ORDER, 5:45 p.m. by M. Staskus

PUBLIC HEARING

→ **Public Comment on the continuation, modification, or removal of the five installed elements of the Demonstration project around the Waterbury Center Triangle**

[[demonstration project layout](#) | [Better connections final report](#)]

M. Staskus summarized the purpose of the hearing as stated on the [agenda](#) and instructed attendees on the format.

D. Schneider emphasized that the discussion is about the elements of the demonstration project only, not the [larger Better Connections initiative](#).

D. McDougall gave background on the initiative, the VTrans grant that is funding it, and the work of consulting firm Stantec to conduct research and collect public feedback.

- The Triangle Green represents a small portion of the area that the full study is considering.
- He expressed his appreciation for the opinions already shared.
- Residents on Maple St. sent their feedback: they support the stop sign because they feel they can pull out of their driveways safely

H. Bouchet described the traffic mess at the Triangle that happened when traffic was diverted off of Rt 100 because of an accident.

- Guptil Rd being an alternate route in such circumstances needs to be kept in mind in future planning.

L. Nelson said the roads have narrowed too far to be safe.

- One crosswalk isn't used, another crosswalk goes to the only unoccupied building on the triangle.
- He added that the hay bales and public art make it all look ridiculous.

M. Hedges said the stop signs are useful in calming traffic.

- He would like to see a widening of Guptil Rd as it goes by the green by narrowing the parking spaces.
- Barriers from the green out to the utility pole to restrict large vehicles from making a right-hand turn would be useful.
- He would also like to see the intersection moved a little beyond the utility pole to improve sight lines.

M. Lamson said she does not agree with the additional stop signs.

- She said that taking a right onto Howard Avenue from Guptil Rd requires swinging all the way out into the other lane because the angle is too sharp.
- The largest issue in the area is speed; speed tables will be the only key to safety in that area. She has thought the setup was dangerous from day one.

K. Haviland said she loves the idea of making the neighborhood more walkable and more bikeable.

- This project generally has the right idea and she hopes it is pursued.
- She likes the stop signs and where the parking spaces along the green are located, even if they need narrowing.

K. Belliveau commended the participation in the project from the start. He acknowledged that speeding in the area is endemic and speed tables would be an elegant solution.

- He also recommended taking the utility pole out of the middle of the intersection. A number of intersections in Waterbury Center don't have stop lines, and he likes that the lines are painted here because those lines serve a purpose.
- He further thinks the crosswalks serve a purpose as a signal to motorists that this is a neighborhood with pedestrians.
- He said the bollards were probably overkill.

D. Luce said he supports this project and initially he was concerned with the additional stop signs as a pain in the neck, but he has come to appreciate them because there are some blind spots making turns around the Triangle.

- He thinks the crosswalks and increased parking make a lot of sense.

M. Gallagher from Local Motion said that safer street design is for kids and those in wheelchairs, not the regular walker, biker, or jogger.

- Crosswalks are especially important for public safety, giving kids a predictable place to cross and drivers a predictable place to look for pedestrians.
- She added that road design (width, speed tables) are common strategies for reducing speeds and therefore reducing accidents.
- Local Motion is also in favor of the pedestrian/bike lanes.

P. Holm applauded the effort and its goals. He is concerned that the roads are too narrow for safety at this time, but would support a longer-term goal of widening Howard to accommodate a pedestrian lane and parking along Howard Ave.

- The project's layout on Howard Ave took away the parking that they would use for their events at the Grange.
- He feels the bollards and paint have been effective in slowing traffic to some degree.
- The Maple St. crosswalk should be moved closer to Hope Davey Park.

S. Knudson said the stop sign on Howard Ave to make a right onto Guptil always takes her by surprise; this might just be a visibility problem.

- Speed is absolutely a problem from the Triangle up to Guild Hill.
- At the Triangle, the project is visibly overwhelming and chaotic rather than welcoming.
- She is confused whether the pedestrian lane is just for pedestrians or also a bike lane.
- She said she is also worried that people will walk or bike on the wrong side of the road if the pedestrian/bike lanes are only on one side of the road.

C. Ummel, representing State Parks, reinforced that this is a small part of the larger project and Waterbury Center State Park, just across Route 100 at the other end of Howard Avenue, welcomes 40k-50k visitors per year, adding to the area's safety concerns. He hopes the Better Connections initiative continues.

J. Brown said this project is about taking on the safety concerns that have been expressed for a long time.

- The Triangle Green is a gem but it doesn't even have a formal name and it hasn't been given an opportunity to evolve along with community needs.

M. Luce noted the changes in the Center she has seen in the 57 years she has lived on Hollow Road.

- When she first became involved in the Better Connections initiative, she was most concerned about pedestrian and vehicular safety, but she now understands the level of recreation happening in the area, including larger groups of bikers.

M. Callan noted the changes in the area since she was biking as a child, and she supports all five elements under consideration.

- She also said we need to remember that Waterbury Center was given a downtown designation, meaning there are also commercial interests that have to be accounted for in this planning.

E. Lamson asked whether there has been any consideration of putting sidewalks within the green itself.

- D. McDougall made note of the suggestion.

ADJOURNMENT

M. Staskus closed the hearing at 6:32 p.m.

Minutes respectfully submitted by Cheryl Casey.