



# Waterbury Center Better Connections

**Open House:**  
March 30<sup>th</sup>, 5:00 – 6:30pm

## Agenda

1. Introductions
2. Project Overview
3. Concept Improvements
4. Next Steps





# INTRODUCTIONS

## Project Team

- **Duncan McDougall**, *Steering Committee Chair, Waterbury LEAP (Local Energy Action Partnership)*
- **Kati Gallagher**, *Planning Commission Member*
- **Bill Woodruff**, *Public Works Director*
- **Neal Leitner**, *Town Planner*
- **Faith Dall**, *VT Agency of Transportation*
- **Natalie Elvidge**, *VT Agency of Commerce and Community Development*

## Stantec

- **Jacqui LeBlanc**, *Project Manager/Planner*
- **Sean Neely**, *Concept Planning*
- **Lindsay Navickis**, *Designer*

## Watershed Consulting

- **Andres Torrizo**, *Stormwater Planning*

## Steering Committee

- **Charity Baker**
- **Ken Belliveau**
- **Monica Callan**
- **Roger Clapp**
- **Jake Ferreira**
- **Rod Lamothe**
- **Sille Larsen**
- **Reuben MacMartin**
- **Pegeen Mulhern**
- **Heather Parker**
- **Chris Paziienza**
- **Dan Snyder**
- **Owen Sette-Ducati**
- **Chad Ummel**

## Advisory Committee

- **Joseph Bahr**
- **Jane Brown**
- **Joe Camaratta**
- **Sarah Ferreira**
- **Peter Ferrell**
- **Jenny Gelber**
- **Michael Hedges**
- **Mary Edith Leichliter**
- **David Luce**
- **Margaret Luce**
- **Lucy Nersesian**
- **Kalli Opsal**
- **Nick Rosbrook**
- **Don Schneider**
- **Lindsay Sullivan**
- **Jen Wagner**
- **Marcie Gallagher**

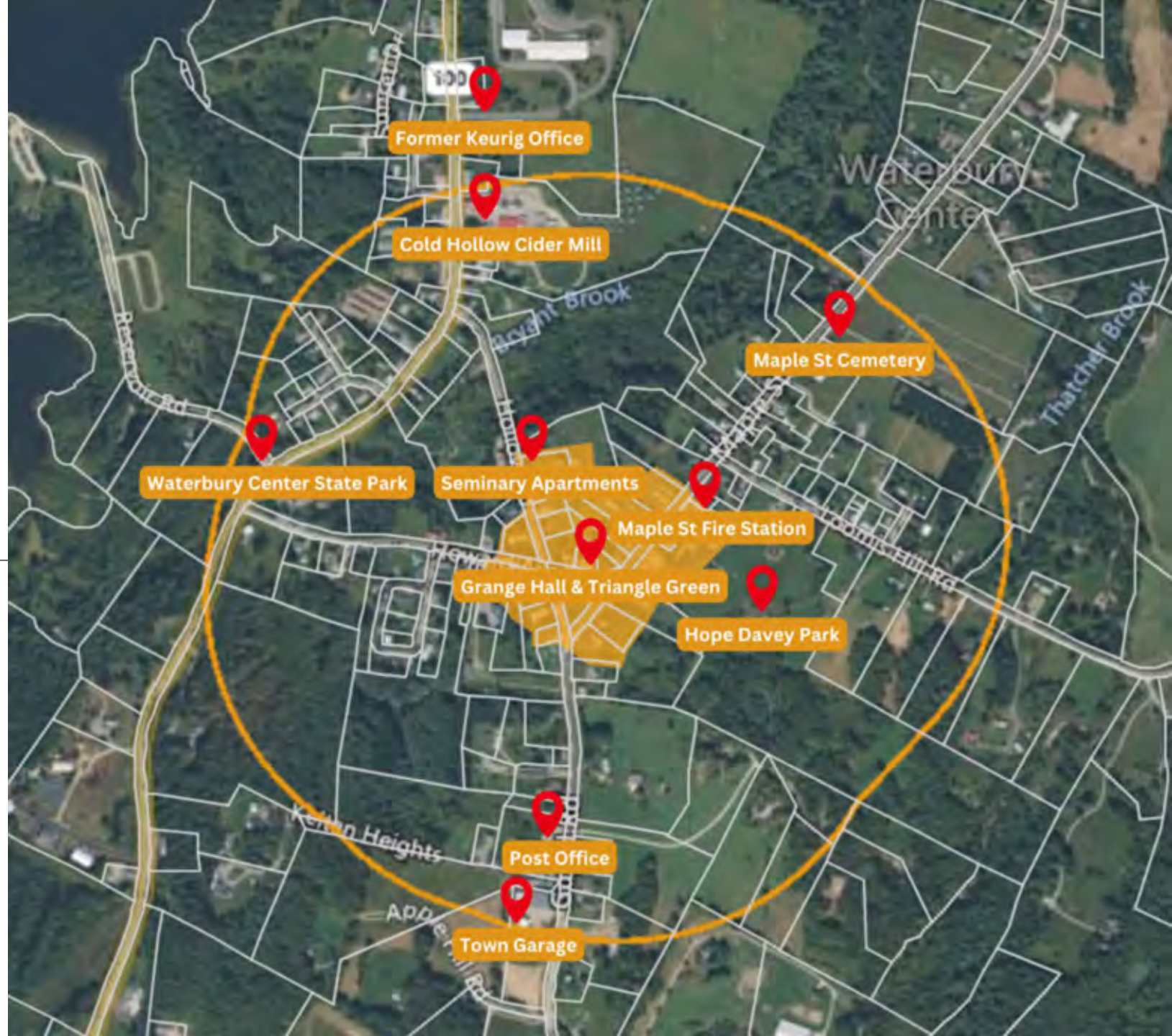
# PROJECT OVERVIEW

# STUDY AREA

While mobility and connectivity needs exist within Waterbury as a whole, this study is focused on the designated **Waterbury Center Village** and nearby amenities.

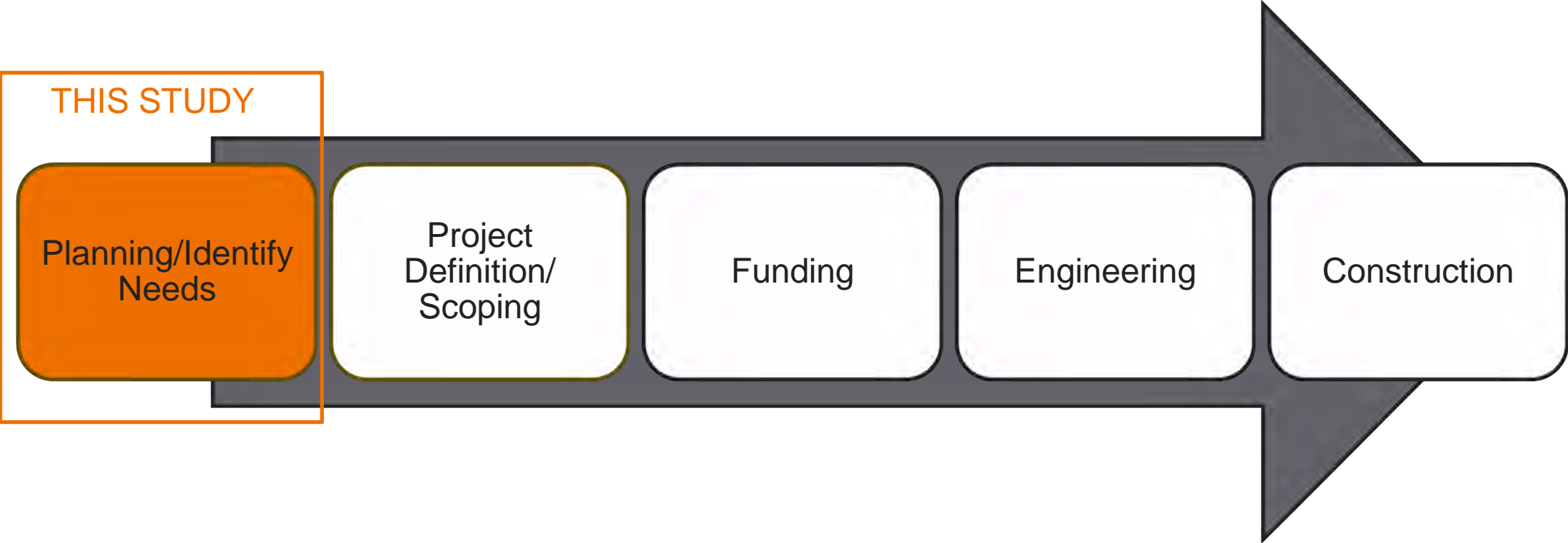
# STUDY GOAL

Identify opportunities to address **mobility, safety, and connectivity** for all roadway users, while addressing **stormwater** concerns.





# PROJECT IMPLEMENTATION PROCESS





# PUBLIC INPUT



Majority of survey respondents reported lack of infrastructure (sidewalks, bike lanes, and shoulders) prevent them from biking, walking, or rolling more often, with vehicle speeds being second highest deterrent.

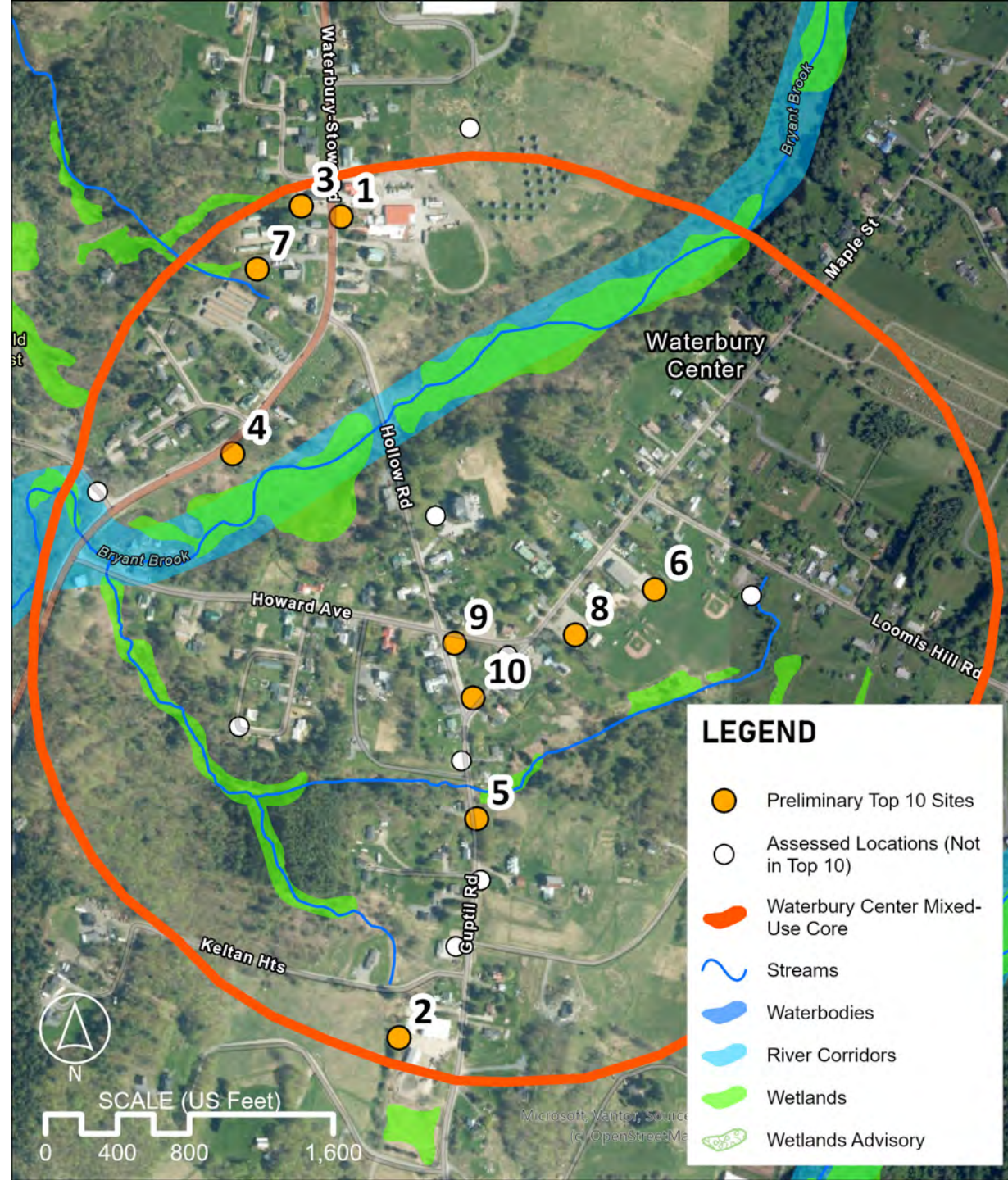
WALKING/ ROLLING	% VERY/ SOMEWHAT UNCOMFORTABLE
Route 100	89%
Guptil Rd	60%
Howard Rd	37%
Hollow Ave	34%
Maple St	26%

WHICH IMPROVEMENTS WOULD MAKE YOU MOST LIKELY TO WALK OR BIKE MORE OFTEN?	
Multi-use path separated from traffic	70%
Sidewalks along local roads	58%
Sidewalks along Route 100	57%
Marked bike lanes	55%
Safer intersections	52%
Crosswalks	51%
Traffic calming	46%
Better lighting	39%

# CONCEPT IMPROVEMENTS

# Tier 1 (Preliminary) Ranking Results

1. Cold Hollow Cider Mill  
Bioretention in front bed
2. Town Garage  
Retention basin and swale improvements
3. Goodfire Dispensary Gully  
Gully stabilization
4. Route 100 Outfalls  
Erosion stabilization
5. Guptil Roadside  
Check dams, erosion stabilization
6. Maple St Fire Station  
Bioretention in front and back
7. Children's Literacy Foundation  
Bioretention at back of lot
8. Hope Davey Memorial Field  
Bioretention at back of parking lot
9. Triangle Green NW  
Bioretention with transportation improvements
10. Triangle Green S  
Bioretention



# Next Steps: Tier 2 Ranking

1. Incorporating feedback
2. Drainage area delineations
3. Impervious cover delineations
4. Estimated phosphorus reductions
5. Feasibility concerns
6. Co-benefits

There is a significant lack of pedestrian infrastructure to support and attract walking as an option along VT 100. This early concept proposes improvements to connect intuitive pedestrian routes as well as calm traffic at areas vulnerable to high speeds.

\*RRFB

**Rectangular Rapid Flashing Beacon**

--- Right of Way (approximate)

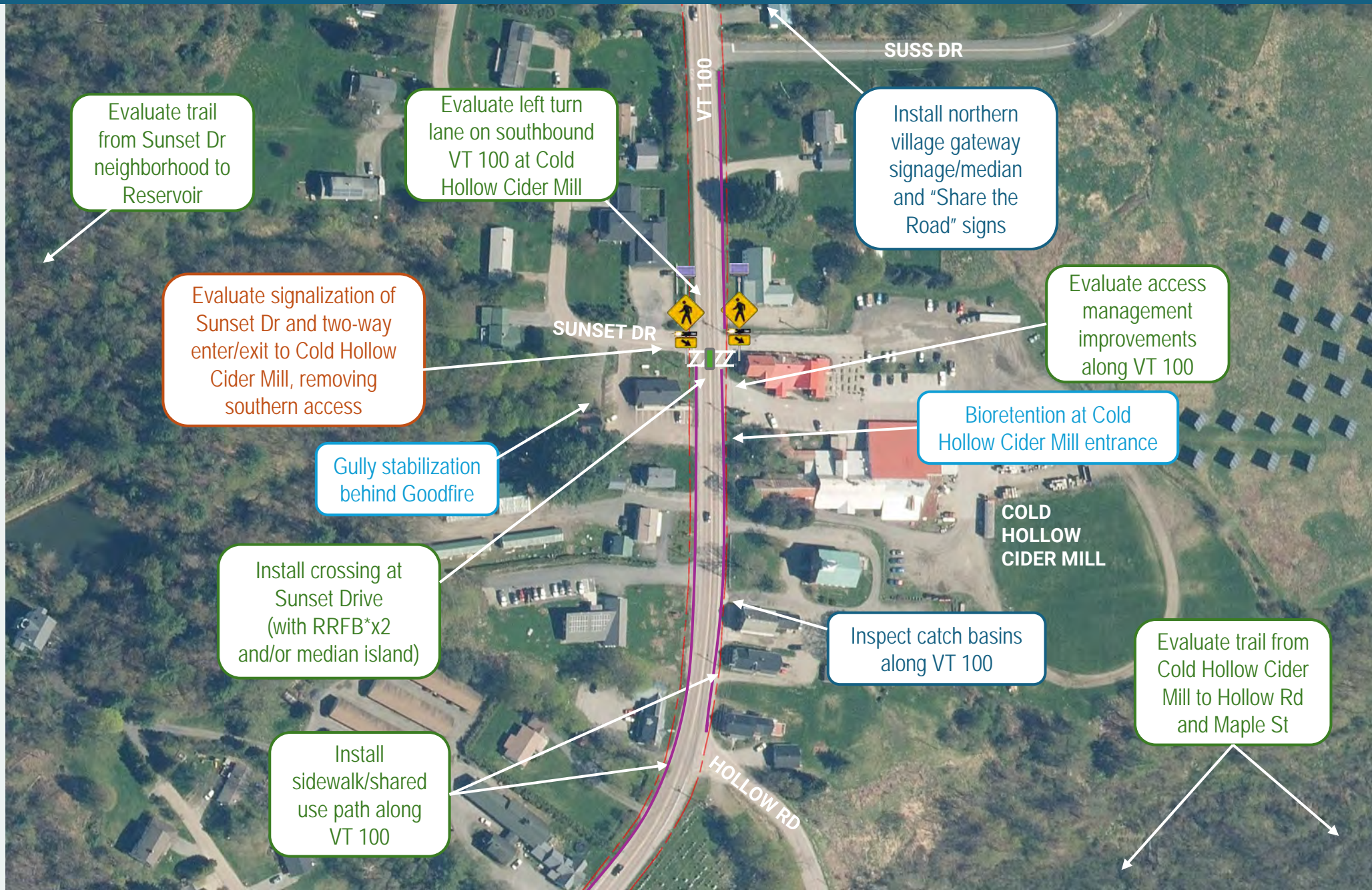
— Sidewalk/Shared use path

● Stormwater

● Short-Term (1-2 years)

● Mid-Term (3-5 years)

● Long-Term (5+ years)



Evaluate trail from Sunset Dr neighborhood to Reservoir

Evaluate left turn lane on southbound VT 100 at Cold Hollow Cider Mill

Install northern village gateway signage/median and "Share the Road" signs

Evaluate signalization of Sunset Dr and two-way enter/exit to Cold Hollow Cider Mill, removing southern access

Evaluate access management improvements along VT 100

Gully stabilization behind Goodfire

Bioretention at Cold Hollow Cider Mill entrance

Install crossing at Sunset Drive (with RRFB\*x2 and/or median island)

Inspect catch basins along VT 100

Install sidewalk/shared use path along VT 100

Evaluate trail from Cold Hollow Cider Mill to Hollow Rd and Maple St

Residents consistently noted the desire for walkable and bikeable access across VT 100 to the Waterbury Center State Park (commonly referred to as the Reservoir) as a top priority. No active transportation facilities exist currently. This concept proposes improvements to connect this vital community resource to adjacent neighborhoods and the businesses to the north on VT 100.

**\*RRFB** Rectangular Rapid Flashing Beacon

**Right of Way (approximate)**

**Sidewalk/Shared use path**

**Advisory Lane**

**Stormwater**

**Short-Term (1-2 years)**

**Mid-Term (3-5 years)**

**Long-Term (5+ years)**



WATERBURY CENTER STATE PARK

RESERVOIR RD

VT 100

HOWARD AVE

Evaluate Bryant Brook water quality

Add wayfinding to Reservoir Rd

Install sidewalk/shared use path along VT 100

Evaluate pedestrian underpass/overpass to Reservoir Rd

Install crossing in vicinity of Howard Ave/Reservoir Rd (with RRFB\*x2 and/or median island)

Install advisory bike/ped lane

Address visual obstructions from vegetation

Evaluate 'no left turn' out of Howard Ave onto VT 100

Bioretention and/or impervious surface reductions if made one way

Install southern village gateway signage/median and "Share the Road" signs

Evaluate making Howard Ave one-way eastbound (enter only from VT 100) with bicycle/pedestrian striping

This concept proposes improvements to slow speed, reduce uncomfortable turning movements, and dedicate space for pedestrians and bicyclists.



Evaluate Hollow Rd one-way northbound (exit only onto VT 100) with bicycle/pedestrian striping

Install radar speed feedback sign at dip in road on seasonal basis

Evaluate connections to and use of municipal land

Install advisory bike/ped lane

Bioretention and/or impervious surface reductions if made one way

Install "Share the Road" signs

**Right of Way (approximate)**

**Advisory Lane**

**Stormwater**

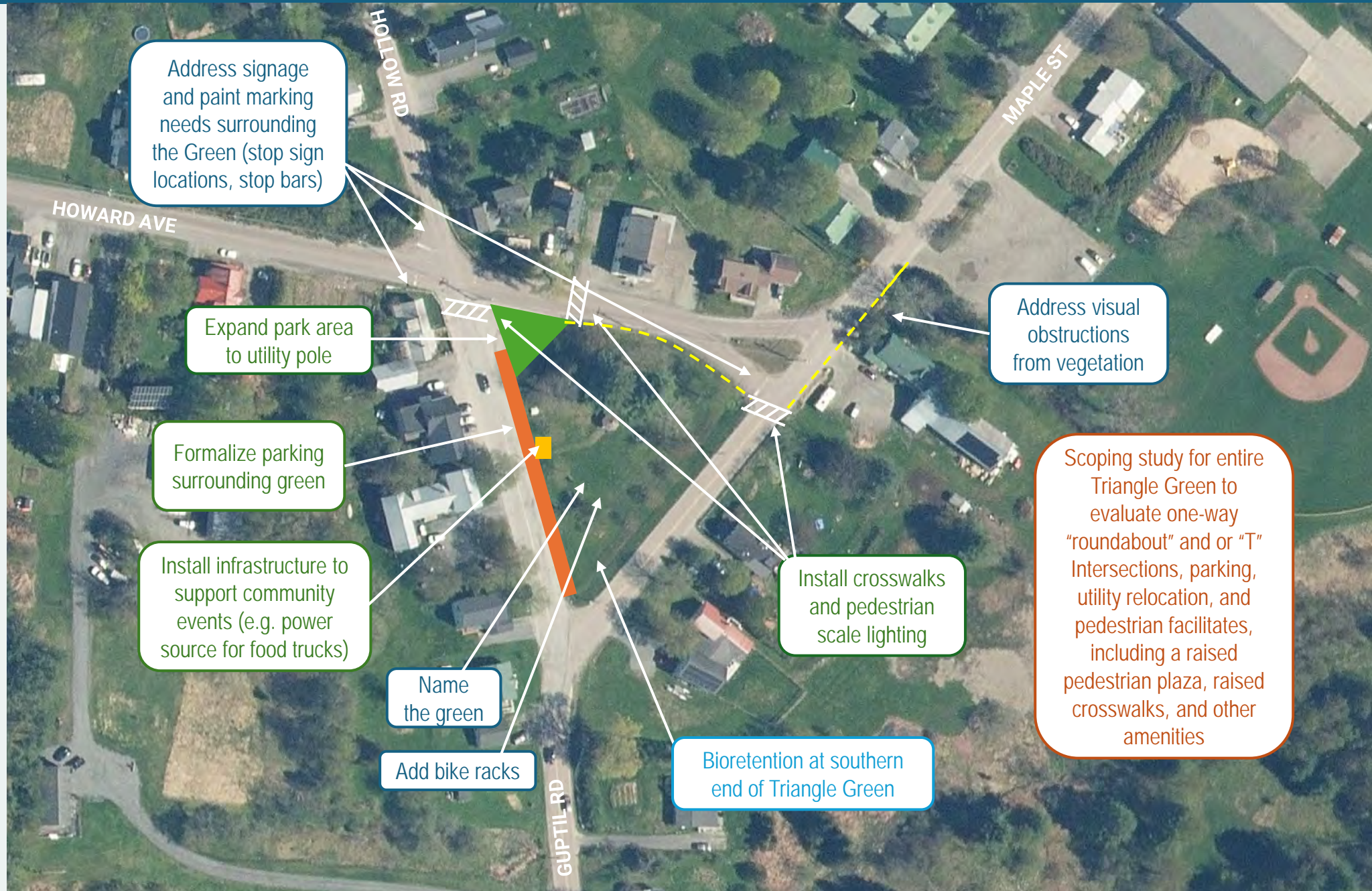
**Short-Term (1-2 years)**

**Mid-Term (3-5 years)**

**Long-Term (5+ years)**

The Triangle Green is an under-utilized community space, where vehicles, bicyclists, and pedestrians must all share roadway space and navigate confusing geometry. Improvements focus on creating safe – and well defined – places for pedestrians and vehicle parking, fostering a sense of place in the Triangle Green itself, and evaluating longer-term geometry changes to the three primary intersections.

-  Expanded park
-  Parking area
-  Advisory Lane
-  Utilities/concrete pad
-  Stormwater
-  Short-Term (1-2 years)
-  Mid-Term (3-5 years)
-  Long-Term (5+ years)



Maple Street is one of the most popular walking areas in the study area, but high speeds and lack of dedicated space for pedestrians and bicyclists limits safety and accessibility. This concept proposes improvements to slow speed, adds wayfinding, and dedicates space amenities for pedestrians and bicyclists.

--- Advisory Lane

● Short-Term (1-2 years)

● Mid-Term (3-5 years)

● Long-Term (5+ years)



Assess speed limits

Install radar speed feedback sign on seasonal basis

Add landscaping/trees for street calming

Install speed humps/tables

Install "Share the Road" signs

Evaluate sidewalk/shared use path

Install advisory bike/ped lane and/or remove center lane markings

Improve sight distance at intersection

Add wayfinding to Hope Davey Park

Install bike repair station

Install rain garden

Evaluate trail connections to Moulton Farm Rd

Guptil Road improvements focus on slowing speed and dedicating space for pedestrians and bicyclists.



Install advisory bike/ped lane

Install seasonal radar speed feedback sign

Address visual obstructions from vegetation

Evaluate connections to park trail, disc park, VAST trail

Assess speed limits

Install "Share the Road" signs

--- Advisory Lane

- Short-Term (1-2 years)
- Mid-Term (3-5 years)
- Long-Term (5+ years)



# PRIORITIZED CONCEPTS

## VT 100 Bicycle & Pedestrian Improvements

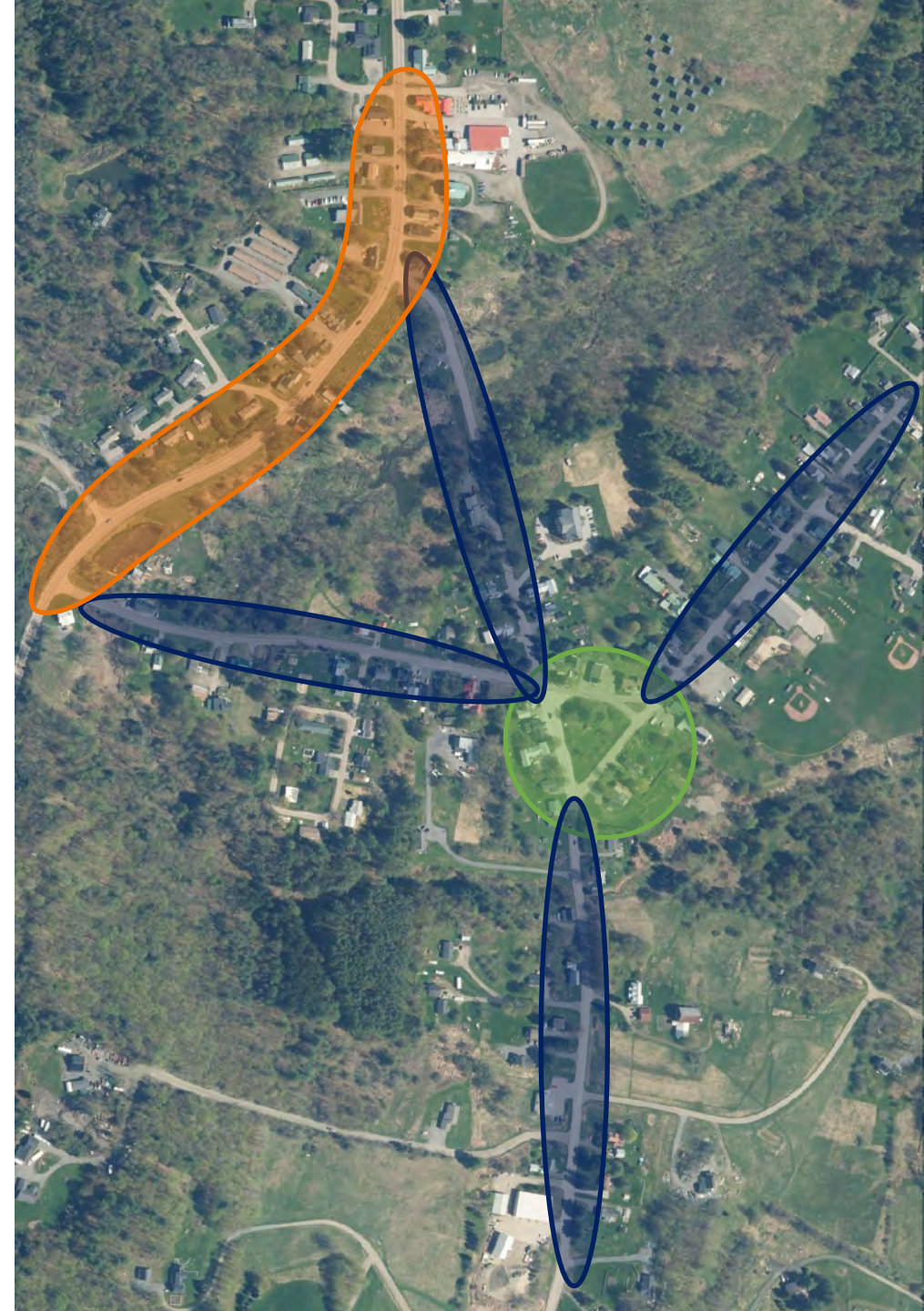
- Village gateway median; Crossings at Cold Hollow/Sunset Dr and Howard Ave/Reservoir Rd; Sidewalk

## Triangle Green Improvements

- Intersection geometry improvements, Parking improvements; Bicycle and Pedestrian improvements, Stormwater improvements

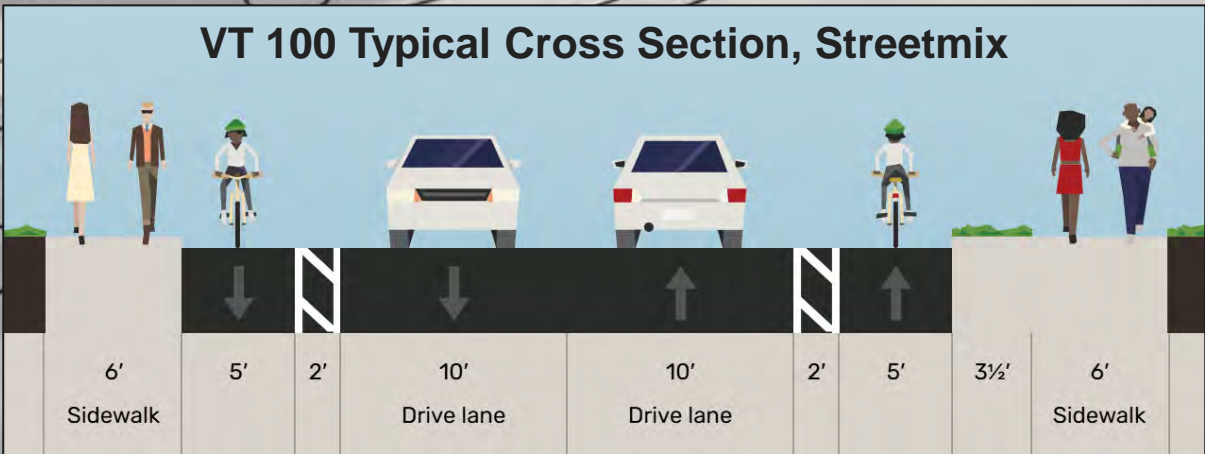
## Advisory Shoulder Analysis and Design

- Guptil Rd, Maple St, Howard Ave, Hollow Rd
- Town may be able to install directly



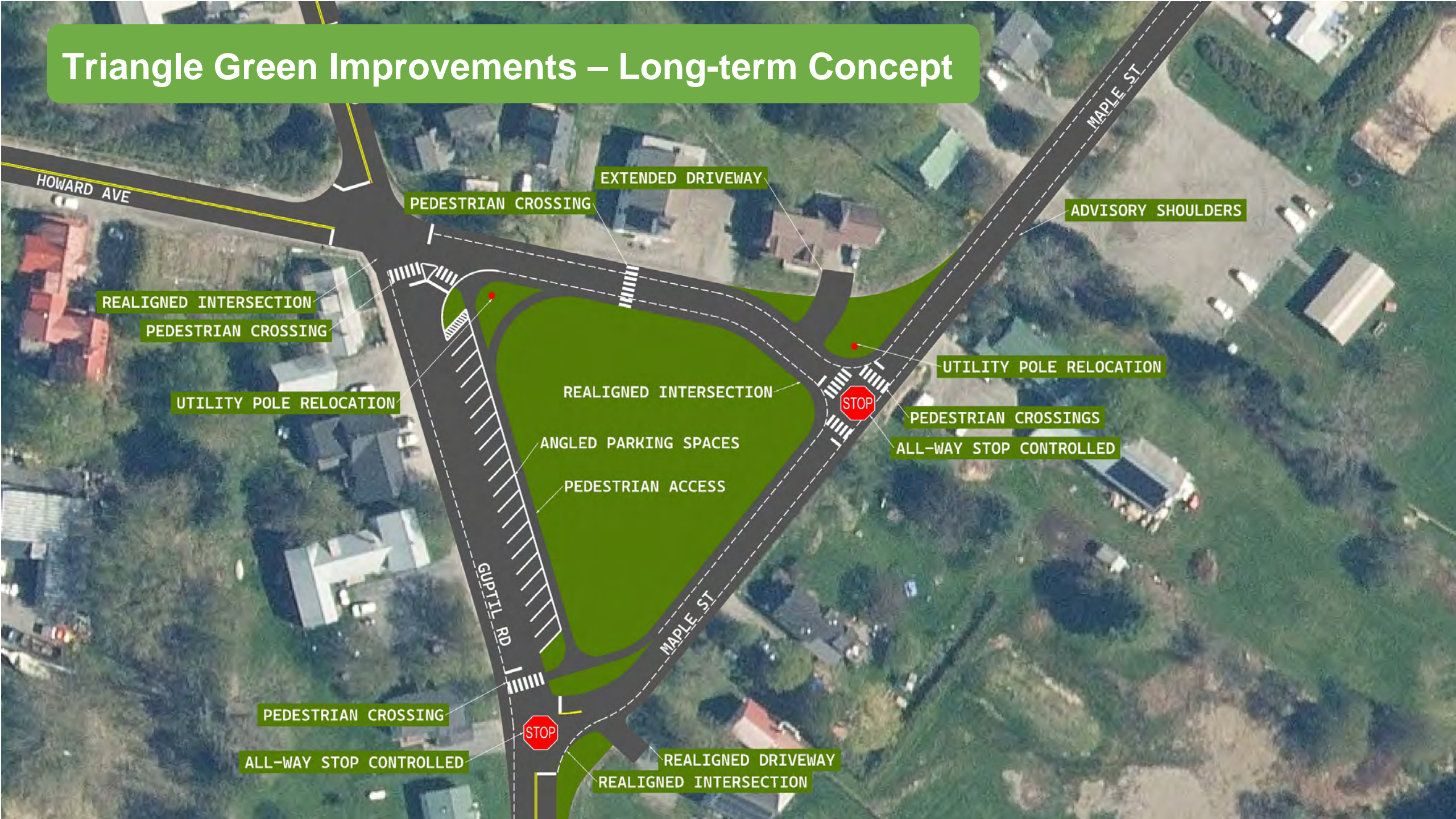


# VT 100 Bicycle & Pedestrian Improvements





# Triangle Green Improvements – Long-term Concept



HOWARD AVE

MAPLE ST

GUPTIL RD

MAPLE ST

REALIGNED INTERSECTION

PEDESTRIAN CROSSING

UTILITY POLE RELOCATION

PEDESTRIAN CROSSING

EXTENDED DRIVEWAY

ADVISORY SHOULDERS

REALIGNED INTERSECTION

ANGLED PARKING SPACES

PEDESTRIAN ACCESS

UTILITY POLE RELOCATION

PEDESTRIAN CROSSINGS

ALL-WAY STOP CONTROLLED

PEDESTRIAN CROSSING

ALL-WAY STOP CONTROLLED

REALIGNED DRIVEWAY

REALIGNED INTERSECTION

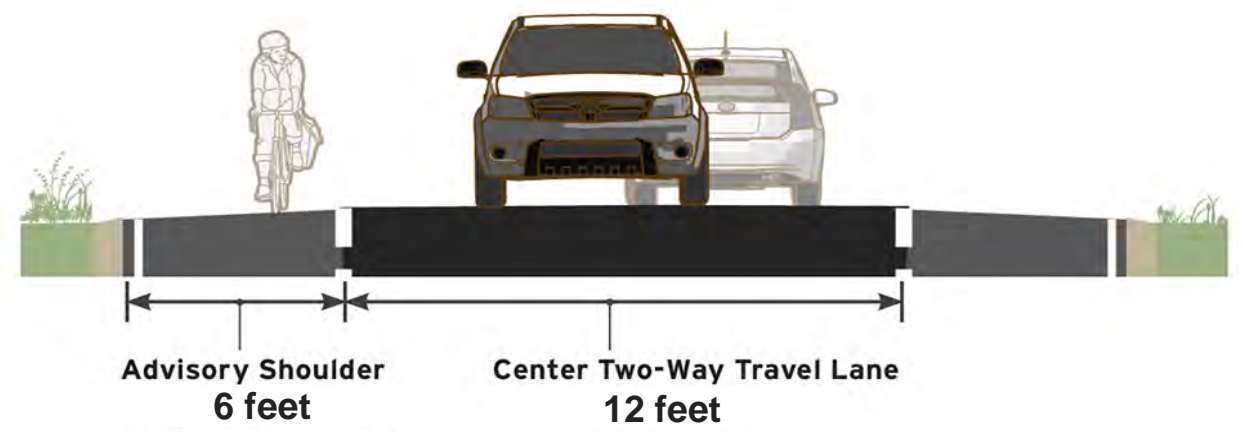
STOP

STOP



# Advisory Shoulder Analysis and Design

## Conceptual Maple Street Advisory Shoulder Typical Cross Section



## Advisory shoulder on Valley Road in Hanover, NH





# NEXT STEPS

**Thank you!**

**Duncan McDougall,**  
[duncan@clifonline.org](mailto:duncan@clifonline.org)

**Jacqui LeBlanc**  
Stantec Project Manager,  
[jacqueline.leblanc@stantec.com](mailto:jacqueline.leblanc@stantec.com)

DEMONSTRATION PROJECT

June

DRAFT FINAL PLAN

June

FINAL PLAN

August