



## Report of Meeting and Public Comment Summary

PROJECT: [Route 34 / Main Street Reconstruction – Derby](#)  
[State Project No. 0036-0184](#)  
MEETING: [Public Information Meeting](#)  
DATE: [May 22, 2017, 6:00 p.m.](#)  
LOCATION: [Derby Town Hall, Derby, CT](#)

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The NVCOG convened the public information meeting to present the proposed modifications to the Semi-Final design plans being requested by the City of Derby. The City, in 2016, completed a comprehensive planning process focused on the revitalization and redevelopment of the area south of Main Street, known as the Business Revitalization District (BRD). The planning process, known as *Downtown Now!*, consisted of a robust public engagement effort to build consensus on the preferred redevelopment approach and vision for the area. Stakeholders expressed the desire to create a “true” Main Street and a pedestrian-friendly, economically vibrant and cohesive downtown. Because Route 34 bisects Derby’s downtown, special attention was dedicated on the planned reconstruction of Main Street. The City has requested revising the Semi-Final design plans that better align with the City’s newly defined goals.

The Public Information meeting was held on May 22, 2017 at 6:00 pm in the Aldermanic Chambers at Derby City Hall. NVCOG and CTDOT staff were available at 5:00 pm to informally meet with the public and discuss the project and proposed modifications being requested by the City.

### I. [Agenda](#)

The Agenda for the meeting included:

1. Opening remarks and statement by Mayor Anita Dugatto of Derby
2. Summary of the project by Rick Dunne, Executive Director of the NVCOG
3. Presentation of the proposed design modifications by Mark Nielsen, Director of Planning at NVCOG
4. Comments on the proposed design modifications by city officials
5. Public comments

## II. Opening Remarks

Mayor Dugatto opened the meeting by welcoming everyone and explaining why the meeting was being held. She laid-out her reasons for requesting the design modifications and why it is important to revisit the current plans. Mayor Dugatto explained that her administration is committed to revitalizing the area and downtown and that that effort is the number one priority. She wants to make sure the reconstruction of Route 34 supports economic development as opposed to being a detriment.

Mayor Dugatto explained that the City had received a grant from DECD to develop a redevelopment plan for the area south of Main Street and that the City's consultant conducted an extensive outreach of residents and business stakeholders to determine their visions for the area. She explained that the conclusion of the planning effort was that everyone wanted a walkable Main Street. The consultant indicated concern about the width of the planned reconstruction of Route 34 and that the current design was inconsistent with the goals of the redevelopment efforts. Based on those conclusions, Mayor Dugatto stated that she requested the design modifications that will be presented tonight.

She also assured attendees that the request for design modifications is not jeopardizing the federal funds currently available to the project. Despite the delays she wants to do the project right and is willing to accept some delay to make sure the project is compatible with downtown economic development goals. Of importance, Mayor Dugatto indicated, is the fact that the City has recently received a \$5 million grant from DECD to initiate the approved "U" street concept.

At the end of her remarks she introduced Mr. Dunne.

## III. Project History – Rick Dunne

Mr. Dunne provided an overview of the project history. He first explained that this is public information meeting, not a public hearing. The intent is explain the City's request for design modifications and listen to comment. He further explained that comments and question will be recorded but it is not the intent to answer all questions tonight; some would be to provide clarification. The City has requested some changes to the plans and those modifications will be presented tonight. He stated that the NVCOG has not taken a position of the proposed changes; we are here tonight to listen to what the public feels about the changes. The comments will be recorded and considered.

Mr. Dunne explained that the project was an outgrowth of a planning study that looked at operations and congestion of Route 8. That study was begun in 2000, and, based on the study, three projects were identified: (1) Construction of a new northbound on-ramp at Exit 18; (2) Reconstruction of Route 34 through downtown Derby; and (3) Reconfigure and realign Exits 16 and 17, including new connector roads between Route 34 and the interchanges. Mr. Dunne explained that the first project has recently been completed and that the preliminary design

has been completed for the third phase, but the estimated cost to implement it is beyond the financial resources.

Mr. Dunne explained that this meeting is addressing changes to the design of the Route 34 project, not the Downtown Now! planning effort completed by the City. That is a separate activity and not the subject of tonight's meeting. Mr. Dunne explained that there are three possible outcomes from the public information meeting: (1) No change to the Semi-Final design plans; (2) Support for minor changes including replacing/relocating the cycle-track with on-street parking. This level of change could be incorporated into the current plans and handled administratively and not require reinitiating the PD phase; and (3) Support for the full range of modifications requested by the City. This level of change would require re-setting the design to the PD phase.

Mr. Dunne explained that the project and the design team needs to consider and address all of the traffic that is using the road. He mentioned that during the Downtown Now! Charrette it was suggested that the traffic could just be routed through Shelton. We can't plan the road that way, Mr. Dunne explained. He then presented an October 17, 1890 article from the New York Times that described how there are three separate names for essentially one town. The point was that we need to look at this project in relation to the surrounding areas and cannot just consider the road as it passes through the downtown area, Mr. Dunne suggested.

Mr. Dunne introduced Mark Nielsen, Director of Planning at NVCOG, to present the design modifications proposed by the City.

#### IV. Project Presentation – Mark Nielsen

Mr. Nielsen started the presentation by showing the simulation of the proposed improvements based on the current Semi-Final design plans. While the video was playing, he explained the history of the project. The design of the Route 34 reconstruction was initiated in 2010 and a public hearing was held in August 2011 on the PD plans. The project was then held up because of a federal review of the NEPA (National Environmental Protection Act) and cultural resources assessment. The federal review delayed the project for three years. It was restarted in 2014 and public information meeting was held to re-engage the public and present the status of the design effort. Based on new planning requirements and findings of the study on improving bicycle and pedestrian connections to the Derby-Shelton rail station, Mr. Nielsen explained that several changes were made to the original PD plans, including the addition of a dedicated, bicycle track along the south side of Main Street to better connect the Derby-Shelton rail station by bicycle and removal of on-street parking on the south side between Elizabeth Street and Minerva Street. In addition, the on-street parking on Minerva Street would be changed to angled stalls instead of parallel spaces.

Mr. Nielsen explained that the reason for the public information meeting was to present the design modifications being requested by the City and discuss the implications sending the requests to the CTDOT for approval and authorization to modify the design. He explained the

NVCOG received the formal request from the Mayor to modify the design in March 2017, and because the changes represent major changes to the plans, the NVCOG suspended work on the design plans and scheduled the public information meeting. He stated the purpose of tonight's meeting is to determine support or opposition of the proposed changes and encouraged attendees to voice their opinions, suggestions and concerns. A 30-day comment period was set-up and Mr. Nielsen encouraged everyone to provide comments either orally at tonight's meeting or in writing.

Mr. Nielsen then explained the purpose and need of the original project and discussed the project milestones to date. He explained that the project is currently in the Semi-Final design phase and is about at 80% design completion stage. The expected design completion date before the suspension of design was December 2017 with construction expected to start in early 2018. He then presented and discussed the design modifications being proposed by the City, and compared the road configuration of the current design plan with the one based on the design modifications.

Mr. Nielsen then discuss the possible effects the design modifications would have on the project and the schedule. He explained that the project has been delayed because the design has been suspended. It could re-start by August if no changes to the design are approved. However, a two-to-three year delay is possible if resetting to the PD phase is required.

Mr. Nielsen ended his presentation by reminding attendees that the public comment period will end on June 21<sup>st</sup> and written comments will be accepted until that date and a summary post on the NVCOG website.

## V. Comments by City Officials

Mr. Dunne then opened the meeting to public comment starting with City of Derby officials and representatives. He reiterated that we are here to listen to comments and that we would not be answering questions other than to provide clarifications. Mr. Dunne explained that the design team still needs to conduct traffic modeling of the proposed modifications to fully understand the implications of the proposals.

Leslie Creane, Chief of Staff, City of Derby: Made a few comments regarding the reasons and purposes for requesting the design modifications, and emphasized the findings of the *Downtown Now!* planning study that how Main Street is reconstructed will affect economic development. She also stated that the intent is to link the south and north sides and making it safe for people cross Main Street; that the width of the road is critical.

David Sousa, CDM Smith, project traffic engineer for the *Downtown Now!* project: Commented on the current design of the road and how to make some enhancements to better accommodate all travelers. He stated that the current design is a very good for accommodating pedestrians and other travelers; you would not have seen this type of design a few years ago. For a short distance, we need to get drivers to realize that they are traveling through a

downtown and that they need to slow down, Mr. Sousa explained. One way of achieving these goals is to provide on-street parking, not so much because you need the supply but it gives a visual cue of activity. It also provides a buffer between the travel lane and the sidewalk. With regards to the conversion of Elizabeth Street and Minerva Street to one-way, Mr. Sousa explained that one-way streets tend to impact the flow through a downtown and causes vehicles to move faster. Keeping these streets two-way, may sacrifice some safety but provides better downtown circulation. It's a balancing act, Mr. Sousa explained.

Mr. Sousa then discussed the anticipated level of service that would be likely be realized with the modifications. He said that preliminary results suggest that the traffic volumes could be accommodated at good levels of service and would not cause excessive congestion.

Gerald Narowski, Chief of Police, City of Derby: Commented that the Police Department's main concern is safety; not just for motorists, but for everyone. He reminded the audience that the project is a multi-modal transportation project that is enhancing travel for everyone. Chief Narowski voiced support for providing a refuge for persons crossing the road and should be maintained at a width sufficient width allow pedestrian a safe place to wait to cross. He especially opposed the proposed elimination of the median at the Water Street intersection. If this area was not intended as a crossing point, he did not have a problem with the median divider being removed; but it would be used by pedestrians and should not be removed. He further recommended that an "angled" alignment should be added through the median. This would position pedestrian to directly face on-coming traffic.

Chief Narowski felt that having wider roadway would be safer and would not affect pedestrian safety substantially, especially since the median would provide a refuge. He mentioned that the most common types of vehicle crashes are rear ends and sideswipes. The new road would help mitigate these accidents. With respects to the cycle track, Chief Narowski was not opposed to its removal and relocation. He stated that the Greenway is available. He also was not opposed to elimination of the parking lot at Bridge Street as it would not have an impact on safety and traffic; and voiced support for restoring on-street parking between Bridge Street and Water Street.

Chief Narowski voiced concern with the proposal to drop Elizabeth Street and Minerva Street from the project and maintain both as two-way streets. He felt that this would have an impact on safety by removing curb extensions from both sides of the roadways, resulting in an increase in the amount of road that pedestrians would have to cross. A big concern expressed by Chief Narowski was the elimination of a dedicated left turn lane at Minerva Street. The left turn lane is needed to help reduce rear end accidents. He also concerned that the proposal would not provide a dedicated left turn at Elizabeth Street. He said he would not concur with the change in the proposed operation of the Elizabeth Street and Minerva Street unless the inclusion of a left hand turn lane were added. In addition, he stated that it would be unsafe to allow left turns to be made from Minerva Street, an uncontrolled location. The problem he said was that vehicles would be stopped in the roadway waiting to turn and may instigate rear end accidents.

## VI. Comments by General Public

Comments from Fred Musante, Shelton: The planned economic development will fill the streets with people and is a good thing for businesses. Being able to walk to work or to the store is good for public health. He did not want to increase sprawl by a highway design made to move traffic faster whether in Derby center or somewhere else. He is in support of the changes that would be appropriate with economic development.

Comments from Dominick Thomas, 125 Rimmen Road, Woodbridge, business address – Cohen & Thomas, 315 Main Street, Derby: Does not support any changes that would result in delays. Supports removing the parking lot and putting parking on the street. The one way Minerva and the one way Elizabeth are good things. Would like to see Elizabeth Street one way with angled parking, maybe sidewalks widened. He supports working with changes that can be done without having to go back to redesign. Supports left hand turn lanes. Wants the project to start right away.

Comments from Kara Rochelle, Park Avenue, Derby: Wants project done right, not necessarily quickly. Seems to be consensus that narrowing the road will make it safer for foot traffic, as well as pulling the bikeway off the road. Putting the parking back on the street will make it nicer. Feels it would be for the best if the project is deemed walkable. Is in support of the modifications.

Comments from Carmen DiCenso, President, Derby Board of Aldermen, 17 Jenitti Drive, Derby: In favor of the parking on Main Street. Is against not having a dedicated turn lane on Elizabeth Street. In favor of cycle path down through the new development. Would like the parking lot to be used for future development.

Comments from Joseph LaPaglia, 1925 School House Road, Rhode Island: Feels the posted speed limit should be lower than 35. Mark Nielsen of NVCOG explained that 35 is a design speed and not necessarily the speed that will be posted.

Comments from Markanthony Izzo, Olivia Street, Derby: Suggested that the road be shifted to where the proposed parking lot now is, so that the road will run parallel to the proposed road, and part of the road will run underground. This would allow for parking in front of businesses

Comments from Andrew Baklik, 501 Roosevelt Drive, Derby: Agrees with Police Chief's analysis. Had question as to how a U-turn would be managed. Rick Dunne explained there would be two ways in to the downtown area.

Comments from Police Commissioner John Mastrianni 9 Hillcrest Avenue, Derby: Suggested a pedestrian overpass.

Comments from Lorraine Gasperini Haase, Cottage Street, Derby: Concerned about downtown circulation and wants Elizabeth Street and Minerva Street to remain two-way streets.

Comments from Jessica Renfrew, 234 Elizabeth Street, Derby: Had a question about the start of the Preliminary Design and project timeline.

Comments from Diane Goodman, 26 Hillcrest Avenue, Derby: Wants Elizabeth Street and Minerva Street to remain two-way streets, but expressed a desire for the project to “get moving.” Prefers the cycle-track to be moved. Also, expressed that she feels the most critical element is to alleviate traffic congestion; need to improve traffic flow.

Comments from Jack Walsh, Chairman, Derby Water Pollution Control Department, 31 Eighth Street: Stated that the current project is funded, but asked what happens if the project changes? Rick Dunne answered: *The construction dollars are set and won't lapse; design may be an issue if we need to reset to PD and have spent funds on Semi-Final design.*

Comments from Al Miskewitz, 171 Derby Avenue, Derby: Sees a lot of improvement in the project; asked why the traffic signals have not been synchronized yet?

Comments from Cathy Vanchot Albaralla, Derby: Expressed pedestrian medians are important for safety and need to maintain a refuge island at Water Street. Wants more transparency at meetings.

Comments from Rich Dzieken, 17 Krakow Street, Derby: Agreed with the comments made by the Police Chief and stated that left turns are a great asset. Thinks Elizabeth Street and Minerva Street should be one way streets, and likes angled parking.

Comments from Tony Staffieri, Derby Alderman, 17 O'Sullivan Road, Derby: Stated that parking on the south side of the road is necessary and dedicated left turn lanes are necessary.

Comments from Phil Millerva, 145 Myrtle Avenue, Ansonia, owner of 163 Main Street Dance Studio in Derby: Would like to see parking on both sides of the street, but would also like a parking lot. There should be signage as drivers approach crosswalks.

Comments from Mark Mozdzer, 56 (indecipherable) Street, Derby: Against anything that will decrease foot traffic and feels that eliminating turn lanes would be disastrous. Expressed opposition to narrower lanes if it would decrease foot traffic; rather have blinking traffic lights and wider crosswalks.

Comments from Bob Miani, Belleview Avenue, Derby: Expressed concern that the bottleneck would be moved from east Derby, Home Depot, to Bridge Street; does not see the gain to adding approximately a half mile of road.

Comments from Tony Staffieri, Derby Board of Aldermen: Expressed concern about aqueducts under Main Street. Rick Dunne answered: *The presence, location and condition of the tailraces under Main Street would be investigated during pre-construction or construction.*

Comments from Adam Pacheco 191-193 Caroline Street, Derby: Thinks the project is a solid plan but that it does not fully address the plan that DECD put together. Wants a vibrant pedestrian community that supports businesses.

Comments from Ray Bowers, 269 Silver Hill Road, Derby: If Elizabeth and Minerva are made two-way, do they fall out of the scope of the project? Rick Dunne answered: *The City made the request to take the improvements to Elizabeth Street and Minerva Street out of the project. If they are not part of the*

*project, federal funds would not be available for any rehabilitation; they are city streets and not otherwise eligible under this program for improvement.*

Comments from Lorraine Gaspirini Haase: Ask a question about improvements to Bridge Street. Rick Dunne answered: Rehabilitation and renovation of the Derby-Shelton Bridge is a separate project.

## VII. Summary of Written Comments

Derby Chief of Police, Gerald Narowski: Noted that the original (2011) design created a safe, convenient and comfortable travel and access for all users and illustrated a textbook version of complete streets. Commented on each of the proposed actions –

1. Restore on-street parking on the south side of Main Street;
2. Narrow shoulders as much as possible but not narrower than two feet;
3. Disagrees with the proposal to eliminate the left turn lane at Minerva Street;
4. Disagrees with the proposal to narrow the median to a consistent eight feet between Elizabeth Street and Water Street;
5. Disagrees with the proposal to shorten the left turn storage lane at Water Street;
6. Agrees with removing the cycle-track from the project
7. Removal of the parking lot at Bridge Street would have no impact on traffic flow;
8. Disagrees with the proposal to remove Minerva Street and Elizabeth Street from the project and maintain the current plan to convert to one-way streets;
9. Concurs with maintaining the one-way flow on Olivia Street.

Expressed that the Police Department is strongly opposed to the elimination of one-way traffic flow on Elizabeth Street and Minerva Street because the proposal would affect several design features and may compromise pedestrian and vehicle safety.

Derby Planning & Zoning Commission through Ted Estwan, Jr., Chairman: Supported the actions –

1. Keep Minerva Street and Elizabeth Street in the project and maintain the current plan to convert to one-way streets. The project will provide additional on-street parking spaces, provide good flow and enhance the streetscape.
2. Keep the left turn lane at Minerva;
3. Restore on-street parking on the south side of Main Street;
4. Remove the parking lot at Bridge Street;
5. Remove the cycle-track from the project and relocate.

Also, expressed support for basing the final design on the 2014 PD plans and moving ahead with the project without further delay.

Derby Chief of Staff, Leslie Creane: Supported the proposed design modifications as presented at the public information meeting. She expressed that the majority of Derby residents support these changes and indicated that there is general consensus that it is important to make changes to Route 34 that will support redevelopment of the south side of Main Street. She stated that because the proposed “U” street scheme is not contingent upon the reconstruction of Route 34, the timeframe of the road project is not an issue. Ms. Creane stated that while the project as designed represents a state-of-the-art



approach at the time, much has changed and the design does not take into account any economic development prospects.

Commented on each of the proposed actions –

1. Restore on-street parking on the south side of Main Street – helps protect pedestrians by separating them from traffic and provides access to businesses;
2. Supports 11-foot lanes and two foot shoulders – helps slow traffic;
3. Supports elimination of the left turn lane at Minerva Street in conjunction with extending the median across the intersection to prevent left turns from Minerva Street;
4. Supports the proposal to narrow the median to a consistent eight feet between Elizabeth Street and Water Street – 8 feet is sufficient to provide a refuge;
5. Supports the proposal to shorten the left turn storage lane at Water Street – traffic volumes do not indicate a need for storage lane as long as provided;
6. Supports removing the cycle-track from the project – the Greenway provides one option.
7. Supports eliminating the parking lot at Bridge Street from the project – restoring on-street parking on the south side will compensate for the lost spaces in the lot;
8. Supports the proposal to remove Minerva Street and Elizabeth Street from the project and maintain the current operation on these streets as two-way streets – drivers drive slower on two-way roads and is better for pedestrian and bicycle safety;
9. Concurs with maintaining the one-way flow on Olivia Street.

Carmen DiCenso, President of the Board of Aldermen: Supported restoring on-street on the south side of Main Street, eliminating the bike path, eliminating the parking lot at Bridge Street, and keeping Minerva Street and Elizabeth Street in the project as one-way streets to implement streetscape and infrastructure improvements.

Derby Water Pollution Control Authority through Lindsay King, Superintendent: Expressed the concern that removing the cycle-track from the project and narrowing the road will place access to the sanitary sewer in a traffic area and/or conflict with other utilities. Also, removing Elizabeth Street and Minerva Street from the project will impact plans to replace sanitary sewers within those streets, as well as efforts to remove roof leaders from the sanitary sewer along these streets.

Art Gerkens: Supported the proposed revisions as presented by the City administration.

Barry Hinkson, 49 High Street, Derby, CT: Supported the following actions –

1. Maintain Elizabeth Street and Minerva Street as two-way and removing both from the project;
2. Eliminate the left turn lane at Minerva Street; I
3. Install on-street parking on the south side between Factory Street and Elizabeth Street;
4. Relocate the cycle-track.

Also, supported and agreed with the addressing the safety concerns voiced by Chief Narowski.

Lorraine Haase: Opposed to converting Elizabeth Street and Minerva Street to one-way; wants these streets to remain as is and feels both are in good condition.

Michael Mazzola, 13 Guardiano Terrace, Derby, CT: Expressed concern about the delays in constructing the project and wants to see it advanced.

Steven Jalowiec, 61 Academy Hill Road, Derby, CT: Supported moving forward with the design plans included in the 2014 PD plans.



Public Information Meeting - Monday, May 22, 2017, 6:00 PM  
Derby City Hall - Aldermanic Chambers  
Route 34 Reconstruction Project  
State Project No. 36-184

Sign-In Sheet

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SIGN IN TO SPEAK OR ASK QUESTIONS

DURING COMMENT PERIOD

Public Information Meeting - Monday, May 22, 2017, 6:00 PM

Derby City Hall - Aldermanic Chambers

Route 34 Reconstruction Project

State Project No. 36-184

Public Comment Sign-in

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