

**Pre-Design Public Input Meeting
State Project 36-184, Main Street, Derby, Route 8 - Bridge Street
April 6, 2010 at Derby City Hall**

Public Comment – Suggestions – Ideas

- Stormwater Management
- Like to see “Quaint” roadway - Rt. 1 Madison (example to mimic)
- Incorporate angled or reverse-angle parking – Possibly on local roads?
- Economic Development considerations – Redevelopment Zone
- Reduce Intersections:
 - Main & Olivia
 - Main & Caroline
 - Main & Elizabeth
- Pedestrian tunnel – Shift roadway alignment closer to river
- Dedicated bike lane
- “Jug handle” left-hand turns
- Traffic rotary at Home Depot
- Widest sidewalks possible
- Create public spaces – Pedestrian plaza
- Tunnel Route 34 through-traffic under Main Street
- Attractive signage, way-finding
- Center turn lane and median combo
- Canal along road
- Gateway elements at both ends
- Pedestrian safety, Route 115 to Route 8
- Safe pedestrian crossing of Main Street
- Easy access to Redevelopment Zone/Recreation Areas
- “Best truck route” directing commercial traffic to Routes 8-84-34
- Frontage road-Local traffic - Route 34-Through traffic
- Don’t interfere with City’s ability to develop downtown

- Streetscape!! Trees, lighting, benches, differentiated pavement surfaces in intersections
- Functional but attractive
- Pedestrian overpass “skywalk” N-S

CONCERNS:

- Pedestrian protection
- Concern: Commercial traffic – Can design reduce local impact?
- Caroline Street, Historic
-Circulation wrong way?
- Don’t create pedestrian barrier

NOTES of David Elder

Route 34 Reconstruction Public Meeting of April 6, 2010

16 people, not including staff, in attendance

Staff in attendance: Doron Dagan, Fred Clark, DeCarlo & Doll; Rick Dunne, David Elder, Matt Fulda, VCOG; Mayor Anthony Staffieri, Sheila O’Malley, City of Derby; Michael Joyce, Milone & MacBroom.

Comments/Questions

Q: Do you need barriers for pedestrian relied islands?

RD: ASHTO Design Manual Standards

FC: Barriers are typically used to prevent vehicular traffic from colliding with other vehicles or traffic apparatus.

Resident: Good b/c median barrier devices would look ugly

C: I think the limited scope is exciting. A lot of the truck traffic will have a tremendous effect. Route 34 connects I-84-I95. Also project must consider main street aspect and main arterial aspect. I live on Caroline. Caroline goes the wrong

way currently. Caroline should be one-way north, not south. Seems to me that the City of Derby has an opportunity through either ROW or Eminent Domain to acquire the property on the south side of Route 34 for expansion and should take the opportunity to plan for the future now. Also, there are wetlands in the corridor from Bridge Street across the Naugatuck River bridge.

C: On a recent visit to Bethlehem, Pennsylvania I noticed the calming atmosphere of the main street area. There were wide sidewalks where people ate at tables and pedestrians still had plenty of room. There were shops and we'd like to bring this atmosphere to Derby.

C: Madison, Connecticut was used as another example of main streets with congested streets and a good main street feel with wide sidewalks.

C: Suggestion that we design the project around existing conditions and those pieces of the infrastructure that are there and not start from scratch.

C: Markanthy Izzo read statement (attached).

Q: Was there any consideration of cyclists?

DE: Yes, we realize that the other modes are here now. This is not how we plan for their arrival in the future, the question is how do we accommodate them now in this project and what will be the give-and-take to do so. There is an active cyclist community in the state and I would like to see the cross section that we would need to accommodate cyclists, even if it does end up being built.

RD: There is an existing parallel exclusive bike/ped-way, so it is unlikely that Rt. 34 profile would incorporate bike lanes.

Q: How can we design for the future traffic of the development without knowing details of the development? We have to start with what we have, which is this project, and be sure to consider the development in those plans.

C: Mr. Waleski: 1. Ban trucks 2. Make provisions for access to development 3. The Confluence of the Naugatuck and the Housatonic are great recreation assets 4. Limit traffic congestion's negative impacts on Route 34. They can go slower.