



Route 146

CORRIDOR MANAGEMENT PLAN



Corridor Working Group Meeting #8

Branford Fire Headquarters | 45 North Main Street, Branford, CT 06405

February 29, 2024 | 2:00pm

Route 146 Corridor Management Plan (CMP) Corridor Working Group Meeting Agenda

- Welcome
- Results of Draft Strategies Public Survey & Comments
- Traffic Calming Overview
- New Strategies
 - Corridor Working Group Comments
 - Public Survey Suggestions
- Strategy Timeframes: Short-Term and Long-Term
- Corridor Management Plan Final Document Table of Contents Review



Draft CMP Strategies: Public Survey & Responses

- Public Survey on Draft CMP Strategies released in mid-December, closed on February 16
- High-level overview of draft strategies with links to read about strategies in more depth
- Opportunities to provide targeted feedback on each strategy area and suggest additional strategies
- **228** responders to survey
- Significant amount of data – opened-ended comments on each strategy area
 - Resulted in about **825** comments
- Overall: support of strategies, encourage doing something sooner than later

Example: Box Beam Rail



Example: Cable Guiderail with Steel Posts



Draft CMP Strategies: Public Survey & Responses

- Overview of Comments
- A. Flooding
- Total: 110 (48%)
 - Concern about getting flood water to be diverted from private properties and to improve drainage systems
 - Strategy suggestions to develop flood warning systems in advance of flooded areas, drainage maintenance, infrastructure improvements, more clearly identify evacuation routes
 - Raise road in certain areas
 - Locations of worst flooding
 - Specific recommendations from the Pine Orchard Association related to Totoket Road, Blackstone Ave, other roads
 - Green infrastructure, restoration of marshes, wetlands and natural areas, plantings to reduce erosion
 - Impact of flooding on all road users (driver, bike, pedestrian)
 - Maintain historic/scenic aspect while addressing flooding



Draft CMP Strategies: Public Survey & Responses

- B. Bicycle & Pedestrian Access & Safety (this theme received the most comments)
- Total: 175 (77%)
 - Requests for sidewalk in many different locations
 - Various intersection safety concerns for people biking and walking
 - Support for bike lanes, wider shoulders, or separated path for biking and walking along Route 146
 - Reduce speeds of cars/support for traffic calming
 - Concern for bike/pedestrian safety vs. protecting historic and scenic qualities of the road
 - Remove debris from shoulders, keep them clear
 - Reduce conflicts between drivers, bicyclists, and pedestrians
 - Clearer signage/communication of laws



Draft CMP Strategies: Public Survey & Responses

- C. Speed Management
- Total: 140 (61%)
 - Strong concern that speeding is a persistent issue
 - Overall, support for traffic calming measures (such as speed humps, raised crosswalks), but some concern about impacts to drivers and bicyclists
 - Reduce traffic speed and speed limits
 - More enforcement of speed limits by local police
 - Need to address speeding in areas with wide shoulders – concern about adding shoulders leading to greater speeds
 - Support of automated speed enforcement
 - Additional traffic controls in places around the corridor
 - Impact of traffic calming devices on scenic nature



Draft CMP Strategies: Public Survey & Responses

- D. Roadside Safety
- Total: 93 (41%)
 - Agreement that cable or box beam are preferable to W-beam for aesthetics, not as obtrusive
 - Protect bicyclists/pedestrians with guiderail or make shoulder wider next to guiderail (to give them space); also make it so they can get over the rail to the other side
 - Concern about bicyclists being pinned by the guiderail
 - Several suggestions of using wood rails
 - Reduce speeds, provide space for people biking and walking



Draft CMP Strategies: Public Survey & Responses

- E. Intersection Safety
- Total: 105 (46%)
 - Specific intersections with safety concerns
 - Intersection lighting
 - Better sight lines at intersections, remove obstructions
 - Better crossings for pedestrians at intersections
 - Reduce speeds approaching intersections especially on blind curves, railroad underpasses
 - Intersection control



Draft CMP Strategies: Public Survey & Responses

- F. Maintenance Enhancements
 - Total: 95 (42%)
 - Support for mitigating invasive plants (phragmites, Japanese knotweed)
 - Support for maintaining/protecting unique environmental elements, scenic elements, mature trees, balanced with safety
 - Infrastructure improvements to ease maintenance, sweep and maintain shoulders
 - Vegetation maintenance for sightlines, tree trimming
 - General road maintenance



Draft CMP Strategies: Public Survey & Responses

- G. Environmental & Historic Preservation
- Total: 107 (47%)
 - Support for protecting the road and to be clear about the scenic road designation in the final CMP
 - Green infrastructure, replant non-native vegetation with natives
 - Address bicycling/pedestrian safety and flooding to preserve it for future use and enjoyment
 - Limit new development, preserve historic character



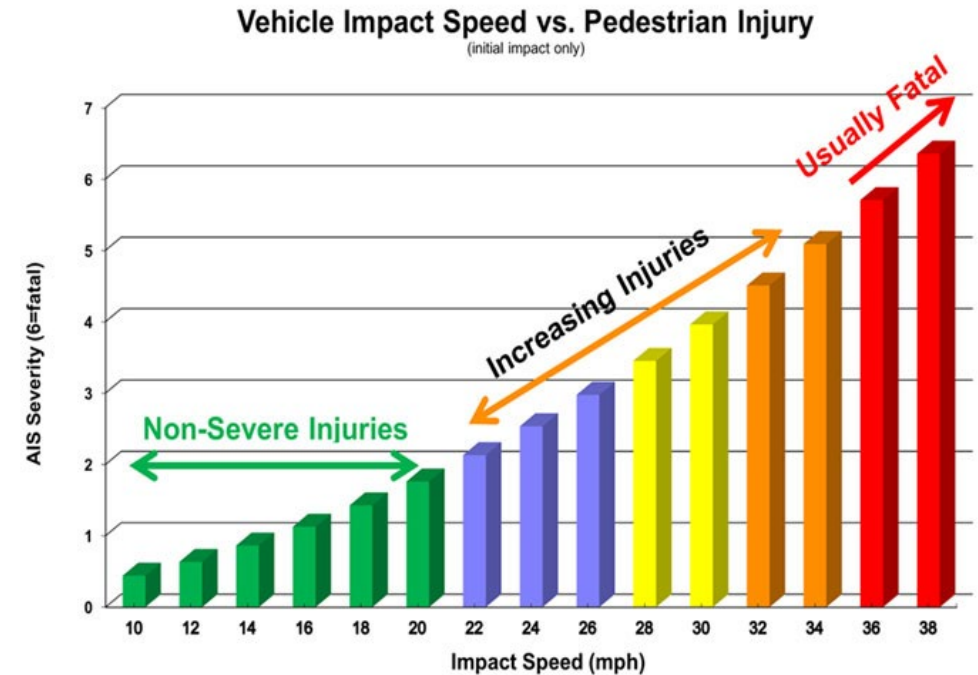
Draft CMP Strategies: Public Survey & Responses

- Other Suggested Strategies
 - Improve wetlands
 - Bury utility lines along north-south evacuation routes
 - Minimize impervious surfaces via zoning, development regulations
 - Community communications plan for flooding, bicycle/pedestrian safety and education, awareness of historic nature of Route 146
 - Collaborate with stakeholders, including neighborhood associations, more closely
 - Review detours around flooding for ability to carry traffic
 - Discourage truck traffic
 - Flood monitoring system
- Additional thoughts/reactions to survey comments?



Traffic Calming - Federal Highway Administration (FHWA)

- Traffic Calming ePrimer Definition:
 - *To support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.*
- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-2-traffic-calming-basics>



FHWA Traffic Calming ePrimer
Figure 2.1. Speed/Pedestrian Injury Severity Correlation
(Source: C. E. "Rick" Chellman)



Traffic Calming Measures - Institute of Transportation Engineers (ITE)

Reduce speed and enhance the street environment for non-motorists

- Vertical deflections
- Horizontal shifts
- Roadway narrowings

Reduce cut-through traffic by obstructing traffic movements in one or more directions

- Closures (Primarily on local roads)
 - Diagonal diverters
 - Half/full closures
 - Median barriers

- <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>

Traffic Calming Toolbox – FHWA/ITE

Module 3: Toolbox of Individual Traffic Calming Measures Part 1

- [3.4 Lateral Shift](#)
- [3.5 Chicane](#)
- [3.6 Realigned Intersection](#)
- [3.7 Traffic Circle \(Not Roundabout\)](#)
- [3.8 Small Modern Roundabout and Mini-Roundabout \(Not Traffic Circle\)](#)



Mini-Roundabout
Hunting Lodge Road at Birch Road, Mansfield
(Source: Nearmap 2018)

Traffic Calming Toolbox

Module 3: Toolbox of Individual Traffic Calming Measures Part 2

- [3.9 Roundabout – Single Lane](#)
- [3.10 Speed Hump – Permanent/Temporary](#)
- [3.11 Speed Cushion](#)
- [3.12 Speed Table](#)
- [3.13 Offset Speed Table](#)
- [3.14 Raised Crosswalk](#)
- [3.15 Raised Intersection](#)
- [3.16 Corner Extension/Bulbout](#)
- [3.17 Choker](#)

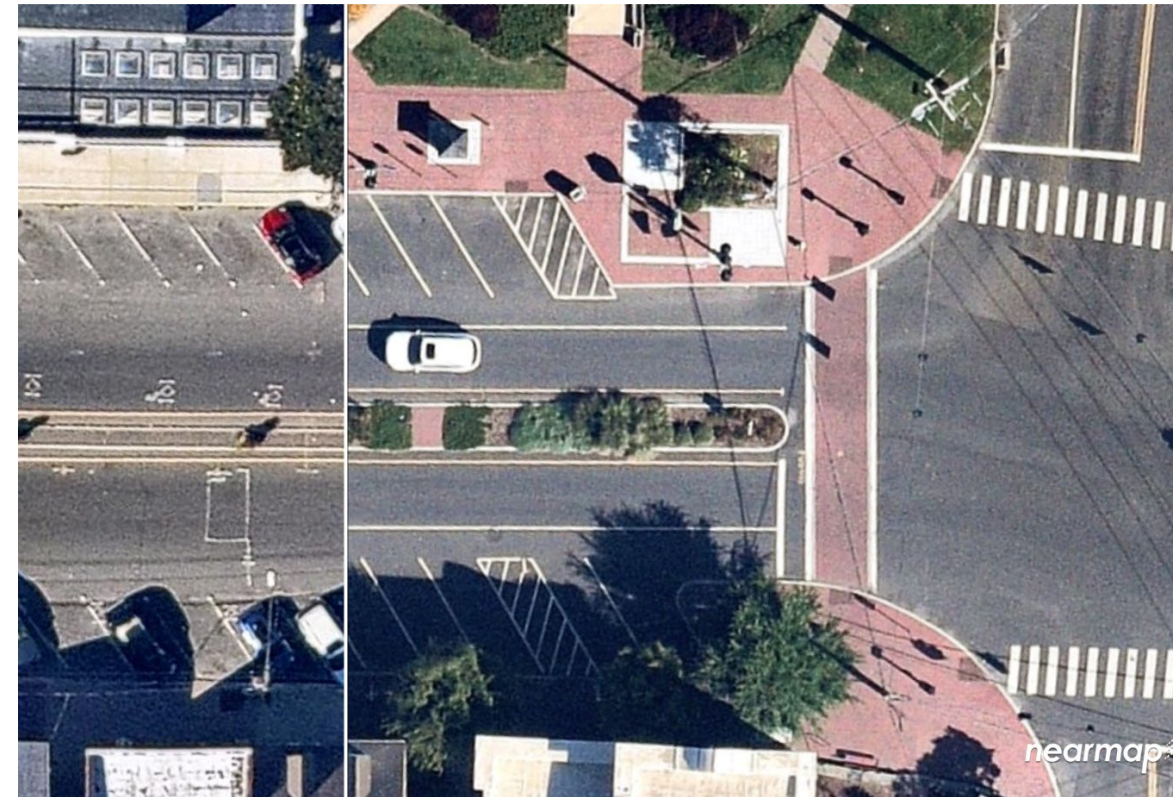


1st Raised Crosswalk on State Highway
Townsend Avenue (Route 337) at Nathan Hale Elementary School
(Source: Fox 61 News)

Traffic Calming Toolbox

Module 3: Toolbox of Individual Traffic Calming Measures Part 3

- [3.18 Median Island](#)
- [3.19 On-Street Parking](#)
- [3.20 Road Diet](#)
- **Primarily for local roads:**
 - [3.21 Diagonal Diverter](#)
 - [3.22 Full Closure](#)
 - [3.23 Half Closure](#)
 - [3.24 Median Barrier and Forced Turn Island](#)



Median Island/On-Street Parking
Boston Post Road (US Route 1) Madison
(Source: Nearmap 2014/2023)

Draft Strategies Revisions

- Significant updates to Speed Management theme
 - More speed limit information
 - More detailed Traffic calming discussion
 - Updated speed camera enforcement text, areas of persist speeding from Existing Conditions
- Added intersection locations called out from public comment; Guilford Green Traffic Study
- Minor updates to Bike/Ped and Maintenance Enhancements
- Added 2 new strategies to Env. & Historic Preservation:
 - Enhance intrinsic qualities
 - Collaborate to preserve key open spaces
- Potential additional strategies from public survey
(Refer to handout)



Draft Strategy Timeframes

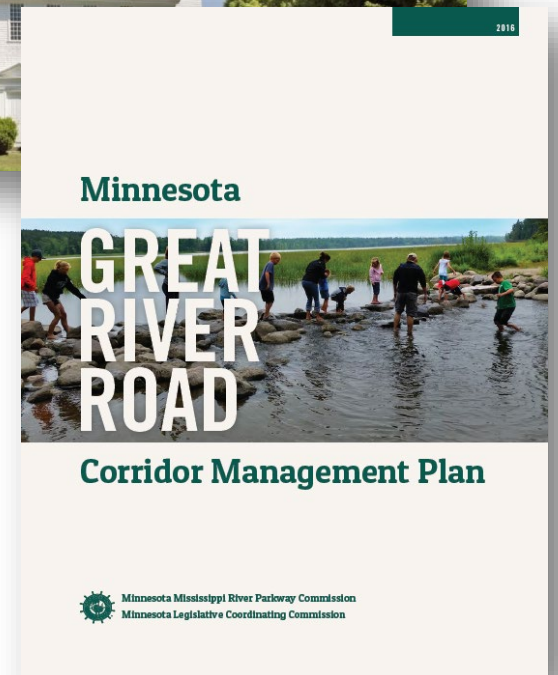
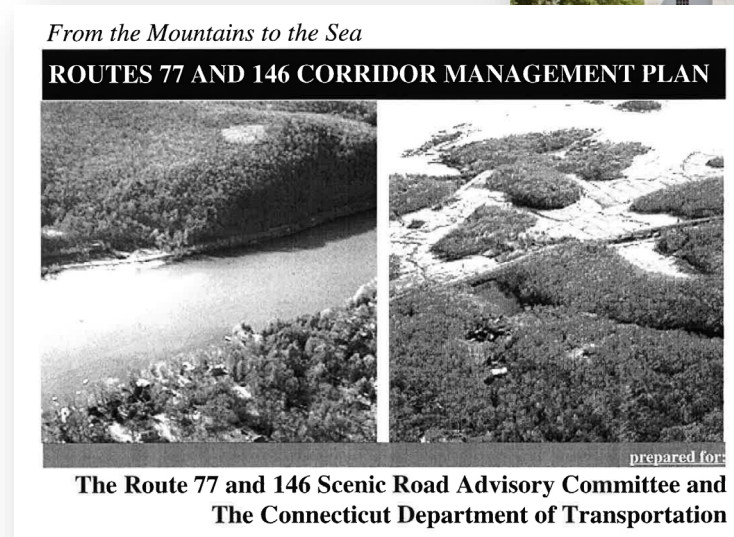
- Future Strategies task includes development of strategies for short-term and long-term
- Includes graphical plan to suggest where potential strategies may fit along the corridor
- Short-term: potential to implement within 5 years or less
- Long-term: potential implementation 5 years to 20 years out
- Refer to handout



Next Steps: CMP Document

CMP Document:

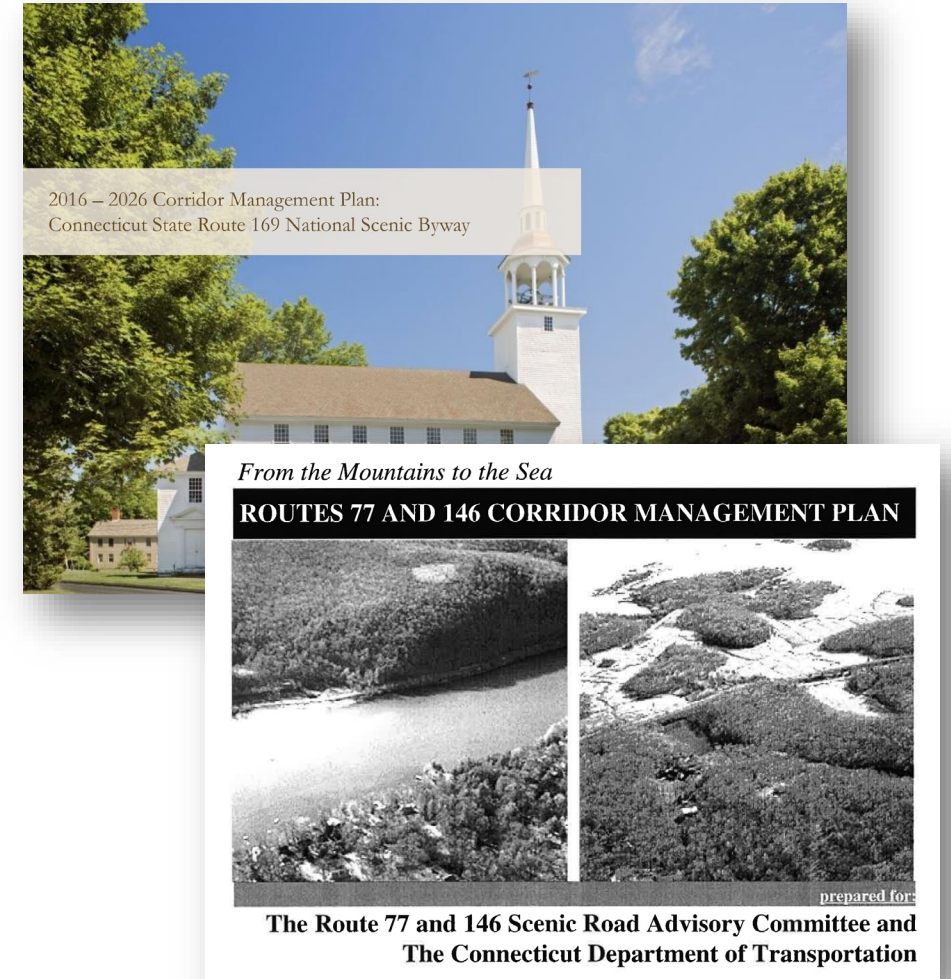
- Visually appealing, accessible to the public
- Use other Corridor Management Plan documents as guides, others as needed
- Draft of document by early spring



Next Steps: CMP Document – Table of Contents

Proposed Table of Contents:

- Statement of Purpose and Need
- Executive Summary
- Introduction
 - Overview of Intrinsic Qualities
 - Scenic Road Designation
 - Recent History
- Existing Conditions Update
- Assessment of Intrinsic Qualities
 - Review of intrinsic qualities, review different road segments and land uses, viewsheds, historic properties
- Coastal Flooding and Resiliency Assessment



Next Steps: CMP Document – Table of Contents (cont'd)

Proposed Table of Contents:

- Strategic Framework
 - Strategy Themes & details
 - 20-year plan – Short-Term and Long-Term Strategies
- Community Outreach Summary
 - Corridor Working Group
 - Public Meetings
 - Stakeholder Meetings
 - Public Survey
 - Plan Website
- Appendices – Technical Information



Next Steps: Public Outreach

Public Outreach:

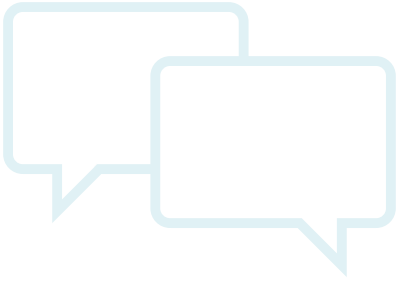
- Next public meeting in May or early June to present draft CMP and review of final strategies
- Presentation to Boards of Selectmen for Branford and Guilford



Route 146 Corridor Management Plan – Next Steps

- **Development of CMP Document:** Ongoing through April/May 2024
- **Next Public Information Meeting:** May/June 2024
- **Next CWG Meeting:** TBD





Discussion/Action Items



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