

Appendix II

Public Engagement Information

1. Corridor Working Group Meeting Notes
2. Stakeholder Interviews Meeting Notes
3. Public Survey – Strategies Results
4. Public Information Meeting Notes

1. Corridor Working Group Meeting Notes



Meeting Notes

Date: Tuesday, January 24, 2023
3:30 pm – 5:00 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #1

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
Patrick Zapatka	CTDOT
David Elder	CTDOT
Rob Bell	CTDOT
Bill Sigmund	CT DEEP
Michael Ciacciarella	Town of Guilford Assistant Town Engineer (Alternate for Janice Plaziak)
Allan Dodge	CTDOT
Emin Basic	CTDOT (Alternate for Michael Calabrese)
Laura Francis	SCRCOG
Barbara Rizzo	Branford Resident
Catherine Labadia	CT SHPO
John Hoeffler	Town of Branford Town Engineer
David Rood	Branford Historical Society (Alternate for Matt Radulski)

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Bob Yaro	Guilford Resident
Shirley Girioni	Guilford Preservation Alliance
Sandy Fry	CT Bicycle & Pedestrian Advisory Board

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz (remote)	VHB
Jennifer Acquino	Town of Branford
Kevin Ortiz	Town of Branford Engineering

NOTES:

- › Rob Bell opened the meeting, thanked all attendees for coming, and went over the Route 146 Corridor Management Plan Project. A Corridor Management Plan (CMP) is different from a Corridor Study; it lays out the context and vision for preserving the corridor and guides how to approach transportation projects that may impact the corridor, but is not intended to create projects like a Corridor Study. The goal is to have a safe and accessible corridor for all users and to preserve and enhance the intrinsic qualities of the corridor that people have identified as unique and special.
 - Bell also noted that the Corridor Working Group is meant to act as a team to work together and provide feedback on the project as it advances. He provided some basic ground rules for working together and being respectful of one another.
- › Joe Balskus went over a presentation for the group which covered the project limits, background on Route 146 and the previous CMP from 1996 and more recent Corridor Study effort, the goals of this new CMP process, the overall outline of the process, project schedule, public outreach, roles/responsibilities of the working group, next steps, and showed the draft Route 146 CMP website. (Presentation slides attached)
- › Corridor Working Group (CWG) members asked questions at the end of the presentation.
- › A question was asked if the CMP will set up for future funding programs.
 - The plan is not likely to get to specific projects like a corridor study does, but it should help for applications. The plan itself is not likely to lead to funding – it is a more foundational document. It may steer the approach to projects in the design process such as exceptions to certain standards. It was noted that standards will be changing soon with the release of a new Manual on Uniform Traffic Control Devices (MUTCD) in the near future.
- › A question was asked about how the corridor field walks will work and if there be more.
 - The CWG will help guide the locations of the corridor field walks and what will be reviewed as part of them. Different locations can be looked at for different reasons.
- › CWG members discussed a variety of topics.
 - Community engagement from outside towns was discussed. Experience with corridor studies shows that sometimes there is limited public involvement, though it depends on the subject, the size of the corridor, what kind of corridor it is, etc. People from other communities can certainly participate in public involvement meetings, but this project does not touch any other communities outside Branford and Guilford, and it is a roadway unique to the area. The project team will work to communicate the project to other communities to see if they are interested, or if there is a specific reason they should be included.
 - It was noted that CTDOT wants to be on same page as municipalities on issues of projects that come up and design standards so projects can move smoothly through the process.
 - Current active projects along Route 146 were discussed. They include new sidewalks on Boston Street in Guilford, the replacement of the Sybil Creek Bridge in Branford, the seawall replacement at Limewood Beach, and some ongoing gas work that will require milling and paving the road surface. CTDOT noted that there are plans to repave Route 146 in Guilford next year. Prioritization for pavement maintenance projects was explained, and what is possible during this maintenance. No geometric changes can be made, but Towns can request new pavement markings. Depending on request, the Town may need to agree to maintaining the pavement markings. It may be possible to include some

Complete Streets enhancements such as reducing lane widths to increase paved shoulder size or shared-lane markings (sharrows). CTDOT Planning also reviews plans for better bike facilities, Road Safety Audits (RSAs), and other documents to make recommendations for changes that can be made during maintenance activities.

- The recent RSA in Branford was discussed, along with proposed improvements and how recommendations were created to take into account scenic roadway issues. Project prioritization was discussed; Branford and Guilford both look at safety and connectivity upgrades for new projects.
- Part of the Route 146 corridor is a state designated bike route (in Branford). The process for designating the bike routes previously and more recently was discussed, from a more stakeholder-based map of routes to usage of greater data inputs to identify the most comfortable cycling routes. There are more state trails constructed now as well. The new CTDOT Commissioner is very interested in Complete Streets. It was noted that Route 146 has lots of cyclists and generally drivers are more respectful because of that; worse experience to bicycle on Route 1.
- Flooding issues and emergency management/evacuation routes were discussed. Evacuation routes are not part of this project scope, though they were included in the previous Corridor Study scope. Sea level rise of 20" is projected along the Connecticut coastline by 2050. There needs to be serious discussion about tolerance for flooding and what options would be considered for mitigating it.
- Context-sensitive design and options will be discussed in more detail later this year, and it is expected this will be a significant part of the project.
- Potential stakeholders for targeted interviews were discussed. They included the Nature Conservancy and the Guilford Safe Streets Task Force, potentially neighborhood associations. A Google Document will be sent around for CWG members to add their feedback on potential stakeholders.
- Next steps include:
 - Sending out link to website to the CWG for them to comment on;
 - Summary of meeting;
 - Ask CWG about timing of the meetings so that all members are able to attend.
- Upcoming schedule includes the following:
 - The next CWG meeting is planned for early March and will go over updates to the existing conditions of the corridor;
 - A public meeting is expected later in March, after the second CWG meeting.
- The meeting adjourned at 4:51 pm.



Route 146 Corridor Management Plan

CORRIDOR WORK GROUP KICKOFF MEETING
BRANFORD FIRE HEADQUARTERS
45 NORTH MAIN STREET
BRANFORD, CT 06405

January 24, 2023, 3:30 pm



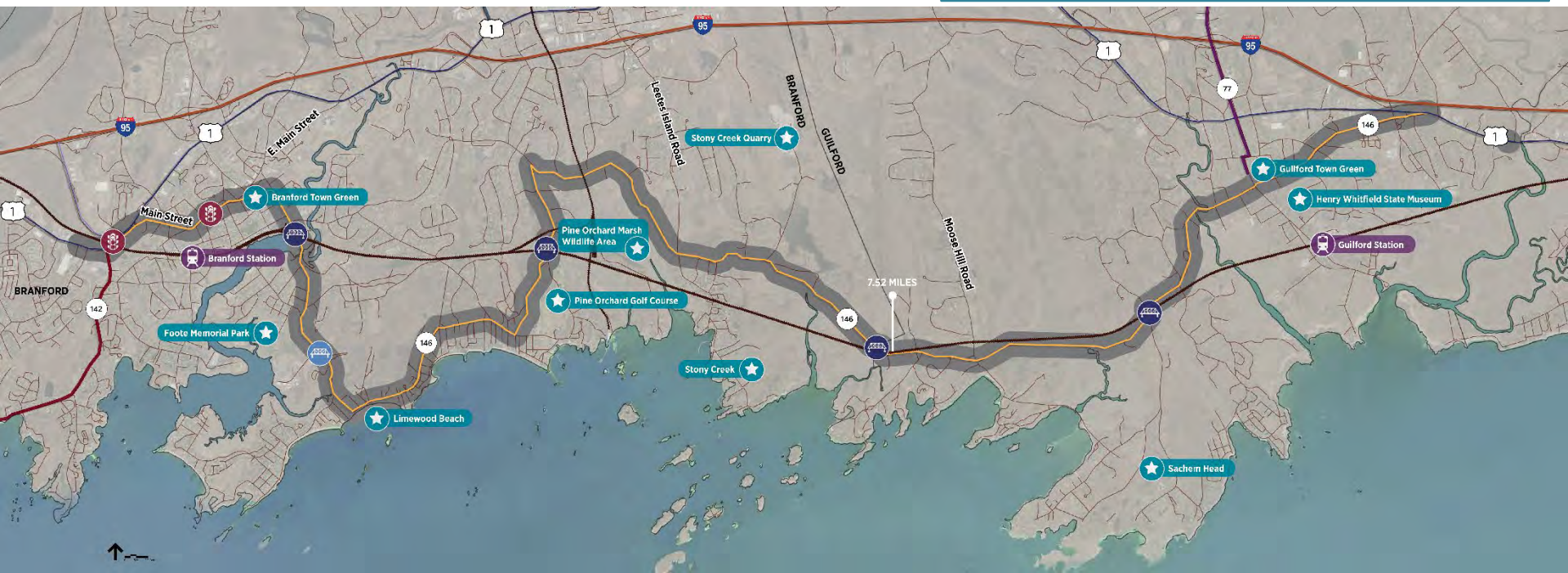
From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN



prepared for:

**The Route 77 and 146 Scenic Road Advisory Committee and
The Connecticut Department of Transportation**



Corridor Working Group (CWG) Kickoff Meeting Agenda

- Welcome and Introductions
 - Opening Remarks
- Background: Route 146
- Route 146 Corridor Management Plan (CMP)
 - Outline
 - Public Involvement
 - Project Schedule
- Purpose of Corridor Working Group
 - CMP Framework
 - Outline of Future Meetings
- Open Discussion



Corridor Working Group Members

CTDOT

Patrick Zapatka, Project Manager

Robert Bell, **Corridor Working Group Chair**, Bureau of Policy & Planning

David Elder, Bureau of Policy & Planning and State Scenic Road Advisory Committee

Allan Dodge, CTDOT District 3

Michael Calabrese, Bureau of Engineering & Construction

BRANFORD

John Hoefflerle, Town Engineer

Barbara Ricozzi, Branford Resident

Matt Radulski, Branford Historical Society

GUILFORD

Janice Plaziak, Town Engineer (Alternate: **Michael Ciacciarella**, Asst. Town Engineer)

Bob Yaro, Guilford Resident

Shirley Gironi, Guilford Preservation Alliance

Other Agencies:

Laura Francis, South Central Regional Council of Governments

Bill Sigmund, CT Department of Energy and Environmental Protection

Catherine Labadia, CT State Historic Preservation Office

Sandy Fry, CT Bicycle & Pedestrian Advisory Board

VHB Staff:

Daniel Amstutz, Joe Balskus

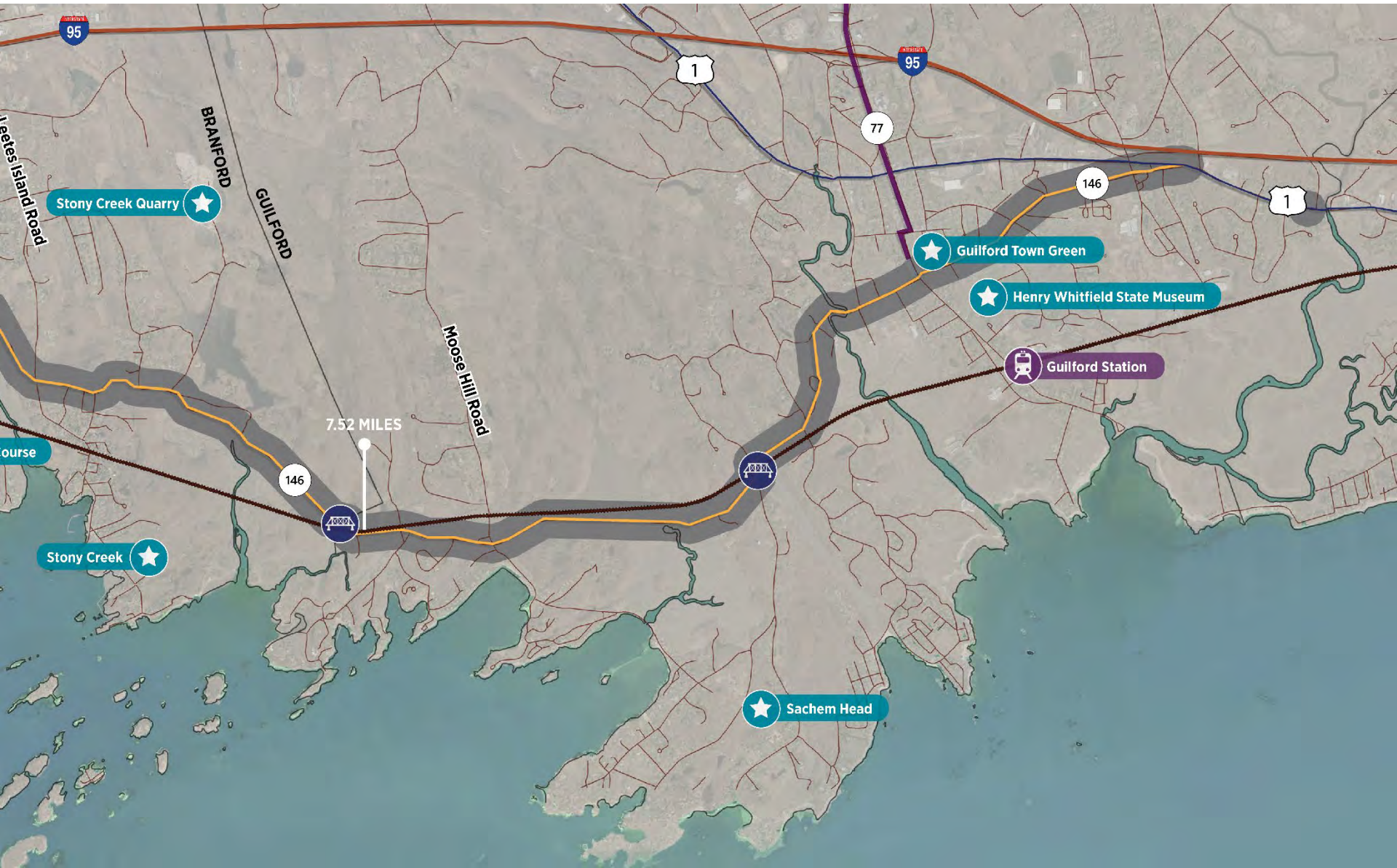
The background of the slide features a faint, light green line-art illustration of a shoe sole tread pattern. The pattern is composed of various geometric shapes, including squares, rectangles, and elongated ovals, arranged in a grid-like fashion. The lines are thin and the overall appearance is minimalist and modern.

CTDOT Opening Remarks

Route 146 Corridor - Branford



Route 146 Corridor - Guilford

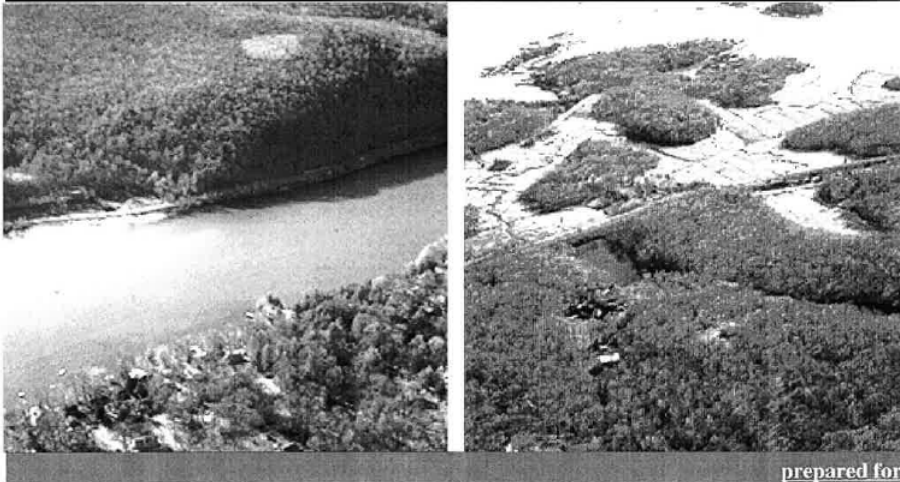


Route 146 Background

- Original 1996 Corridor Management Plan for Route 146 & 77
- Vision to focus on Preservation
 - Landscapes, open spaces
 - Reduce impact of development
 - Lower traffic speeds
 - Improve bike/pedestrian access

From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN



**The Route 77 and 146 Scenic Road Advisory Committee and
The Connecticut Department of Transportation**

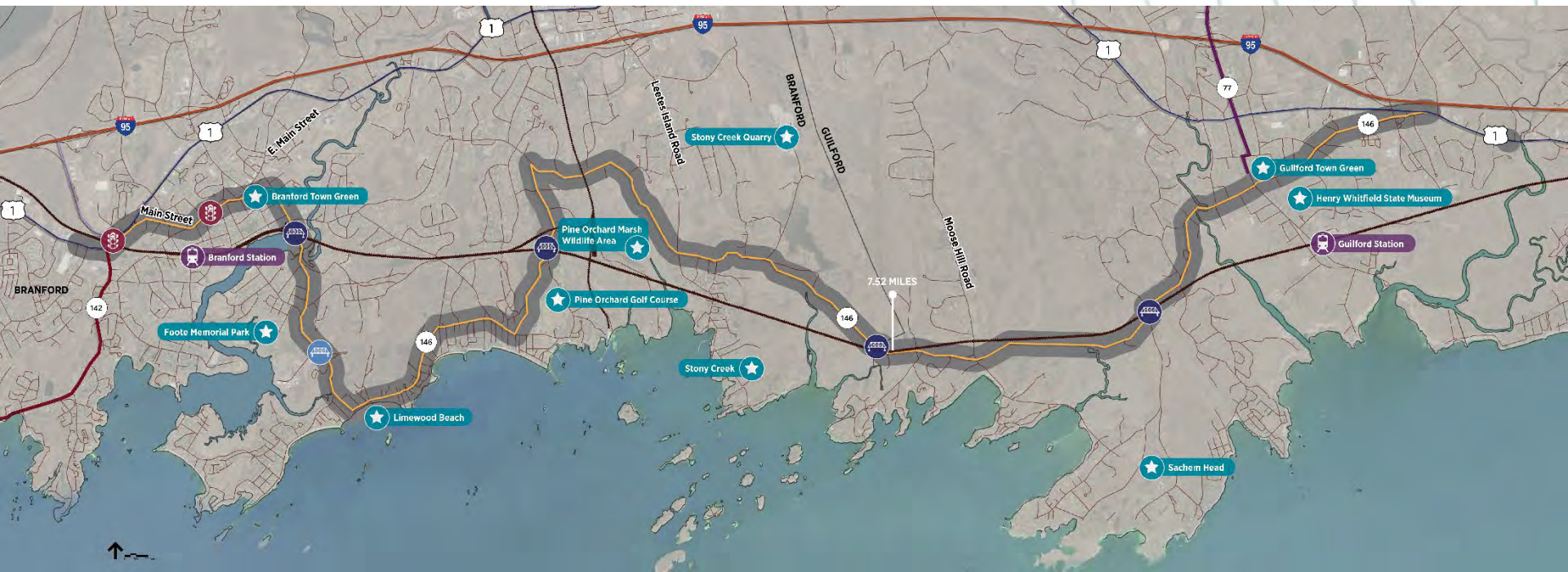


Previous Corridor Study Overview

- *Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios.*

From SCRCOG RFQ May 2019

- *13 Mile Coastal Roadway, 8.6 Branford/4.4 Guilford*



Route 146 Corridor Existing Conditions Overview

- Designated State Scenic Roadway for nearly All 13 miles, serving several National Register Historic Districts
- Varying land uses – residential mostly in coastal section, with a rural character of roadway and undulating curves throughout
- Nominal 24' wide, with limited shoulders in sections
- Traffic volumes:
 - 11,500 Average Daily Traffic - Branford, south of Meadow Street
 - 6,300 Average Daily Traffic - Guilford, east of Pearl Street
- State-Designated Bike Route (western section only)
- Parallels/Crosses Amtrak High Speed Railroad and Private Rail
 - 4 Railroad Under/Overpasses and 2 At-Grade Crossings
- Recurring flooding issues along several sections of roadway

CMP Project Goals



Increased Safety



Involve the Community



Protect Natural and Cultural Resources



Improve Bike and Pedestrian Access



Climate and Sea Level Preparedness



Preserve Intrinsic Qualities



Maintain Infrastructure



Establish Working Group



Balance Needs and Requirements



Route 146 Corridor Management Plan Outline

- Existing Conditions Update
- Community Involvement
- Context Sensitive Design
- Coastal Flooding and Resiliency Assessment
- Future Strategies
- Document Format

Route 146 Corridor Management Plan Outline

- Existing Conditions Update
 - a) Field data collection, projects and other developments
 - b) Safety and crash data
 - c) Land use and zoning changes (if applicable)
 - d) Historic resources
 - e) Wetlands
 - f) Roadside development
 - g) Changes to scenic highway aesthetics
 - h) Traffic counts
 - i) Flood risk

Route 146 Corridor Management Plan Outline

- Community Involvement
 - Public Involvement Plan (submitted to CTDOT for review)
 - Study website
 - Corridor Working Group (CWG) – 6 meetings
 - Public Survey
 - Public Information Meetings – 4 meetings
 - Municipal Coordination – 2 meetings with Branford and Guilford
 - Stakeholder Focus Group meetings
 - Corridor Field Walks
 - Corridor Management Plan Framework



2019 Jane Jacobs Award for Outstanding Public Process for the Kelley Square Roundabout



Route 146 Corridor Management Plan Outline

- Context Sensitive Design for Roadway Infrastructure
 - Structures
 - Drainage/Stormwater
 - Roadway
 - Signing
 - Compliance to Standards
 - Bicycle and Pedestrian
 - Commercial Traffic
- Coastal Flooding and Resiliency Assessment
 - Projections/Sea Level Rise
 - Impacts to Infrastructure



Route 146 Corridor Management Plan Outline

- Future Strategies
 - Development of short term and 20 year beyond strategies
 - Preservation of Corridor
 - Context Standards
 - Roadside development
- Corridor Management Plan Expected format:
 - ☐ Statement of purpose and need
 - ☐ Executive summary
 - ☐ Introduction
 - ☐ Existing Conditions Update
 - ☐ Assessment
 - ☐ Coastal Analysis
 - ☐ Strategic Framework and Strategies
 - ☐ 20 Year Plan



Route 146 CMP Schedule

- **Winter/Spring 2023** – Update Existing Conditions, Data Collection, Community Outreach
- **Summer 2023** – Develop Context-Sensitive Design Approaches, Updated Flood Risk
- **Fall 2023** – Additional Community Outreach, Future Strategies Development
- **Winter/Spring 2024** – Finalize Corridor Management Plan

Purpose of Corridor Working Group

- Guide the CMP process
- Guide development of CMP Framework
- Evaluate context-sensitive approaches
- Feedback on deliverables and project approach
- Identify possible stakeholders for focus groups
- Participate in Corridor Field Walks
- Promote public engagement opportunities

Route 146 Corridor Management Plan

Potential Framework



Federal Highway Administration 14 Elements of a CMP

1. Corridor Mapping
2. Assessment of intrinsic qualities and context of the areas along the corridor
3. Strategy for maintaining and enhancing the scenic highway qualities
4. Stakeholders involved with implementing the CMP
5. Strategy for enhancing existing development and accommodating new development
6. Ongoing public involvement in the implementation of the CMP
7. Corridor Safety Analysis
8. Accommodating commercial traffic while ensuring safety of other users
9. Minimize intrusions to scenic highway aesthetics
10. Roadside features compliance with state and federal requirements on outdoor advertising
11. Roadway signing review and signage plan
12. Marketing of the Byway
13. Context sensitive design standards for roadway modifications
14. Scenic Byway interpretation

Route 146 Corridor Management Plan

Potential Framework



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Route 146 Corridor Management Plan

Potential Framework



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12. Context sensitive design standards for roadway modifications
13. Coastal Flooding and Resiliency

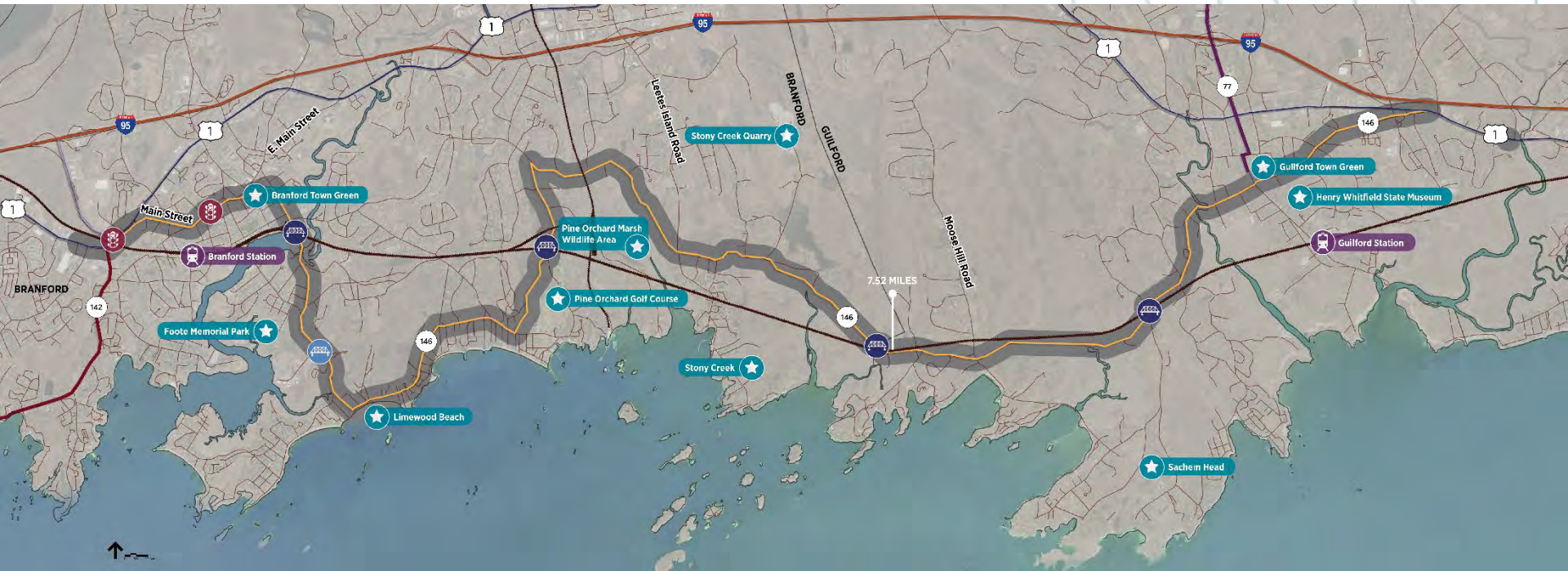
CWG : Next Steps

- Corridor Working Group next meeting:
Topics for Discussion
 - Existing Conditions Update
 - Potential Assignments
 - CMP Framework Development
 - Ideas on approaching deliverables/tasks
 - Identify Stakeholders
 - Corridor Field Walk potential dates



CMP Next Steps

- Project Website Launch: End of January
- Updated Existing Conditions Report: Mid-February
- Corridor Working Group next meeting: Early March 2023
- Public Information Meeting: Late March 2023



Draft Route 146 CMP Website



Route 146 CORRIDOR MANAGEMENT PLAN

[Home](#)[CMP Process](#)[Get Involved](#)[Documents](#)[Team](#)[FAQ](#)

PLANNING FOR THE FUTURE

Route 146 Corridor in Branford and Guilford, CT

Questions?





Meeting Notes

Date: Tuesday, March 7, 2023
2:30 pm – 4:00 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #2

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
Patrick Zapatka	CTDOT
David Elder	CTDOT
Rob Bell	CTDOT
Bill Sigmund	CT DEEP
Janice Plaziak	Town of Guilford Town Engineer
Allan Dodge	CTDOT
Michael Calabrese	CTDOT
Laura Francis	SCRCOG
Barbara Riconzi	Branford Resident
Bob Yaro	Guilford Resident
John Hoeflerle	Town of Branford Town Engineer
David Rood	Branford Historical Society
Karyl Lee Hall	Guilford Scenic Roads Advisory Committee

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Catherine Labadia	CT State Historic Preservation Office
Jaime Stein	Guilford Town Planner
Sandy Fry	CT Bicycle & Pedestrian Advisory Board
Harry Smith	Branford Town Planner

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz	VHB

NOTES:

- › Rob Bell briefly opened the meeting, thanked all attendees for coming, and noted that the Corridor Working Group will work together to develop the Corridor Management Plan (CMP).
- › Members of the Working Group went around the room and introduced themselves. It was noted that David Rood is now representing the Branford Historical Society, and the Town Planners of Guilford and Branford have been added to the Working Group, though neither were able to make it to the meeting today. Karyl Lee Hall is also replacing Shirley Girioni as a representative of the Guilford Scenic Roads Advisory Committee.
- › Joe Balskus and Daniel Amstutz gave a brief overview of what was covered in the first Working Group meeting on January 24. This included some background on Route 146 and the previous CMP from 1996 and more recent Corridor Study effort, the goals of this new CMP process, the overall outline of the process, roles/responsibilities of the working group, and project schedule.
- › Daniel Amstutz then presented a high-level overview of the Updated Existing Conditions information for Route 146 that is part of the project's scope. VHB has collected new field data and information on roadside development; safety data; data on traffic volumes, speeds, and vehicle classification; land use updates; historic and cultural updates; inland/coastal wetlands information; and new information related to state and federal scenic highway programs.
- › Corridor Working Group (CWG) members asked questions throughout the presentation.
- › A question was asked if one of the goals of the CMP is to set up for a national Scenic Byway designation.
 - This is not an initial goal of the project but can be if the CWG would like to move it in that direction. Route 146 is already designated as a state scenic road. There are only two roads in Connecticut that are national scenic byways: CT 169 in northeast Connecticut and the Merritt Parkway. CWG members discussed questions around marketing and interpretation, which were not initially planned to be part of the project framework. Although there are concerns about bringing too much traffic to Route 146, the Town centers of Guilford and Branford may benefit from greater economic activity.
- › The CWG discussed the Shoreline Greenway and how it fits into the Route 146 CMP.
 - It was noted that the routing of the Shoreline Greenway through Guilford was highly controversial when it was proposed several years ago. It was noted that there is a new Executive Director for the Greenway non-profit who is approaching this differently. Parts of the Greenway are under construction or design in other parts of the region. Bell suggested updating the text to say "Plans" instead of "Planned" to recognize that these are proposed plans and not approved for further implementation along Route 146.
- › Janice Plaziak noted that a subdivision of several houses has been proposed along Route 146 in Guilford just west of the Crabbing Bridge, on the north side of the road (3 lots but has a huge frontage)
- › CTDOT staff noted that repaving of Route 146 in Guilford from Sachems Head Road to Route 1 is planned to take place this year. The group discussed narrowing travel lanes to be less than 11' as part of that project, which would need to be agreed to by CTDOT, but it is currently not supported by police and fire departments in Guilford.
- › Speeding along Route 146 was discussed. Speed limits are higher in Guilford than they are in Branford. A speed study was not planned for this project but it could be incorporated into it if desired. It was noted that speed is a safety issue that should be addressed.

- › Plaziak said the Crabbing Bridge should be added as a planned project for the CMP. The replacement of this culvert/causeway was very controversial with town residents. Bell noted the design has been put on hold pending completion of the CMP project. The intent of the CMP was not to get into the design issues of the Crabbing Bridge specifically but could be something to discuss in relation to the CMP. CWG members noted there has not been an update about the bridge from CTDOT recently and many residents will not separate out the CMP discussion from the bridge. It should be made very clear at the first public meeting that the CMP is not about the bridge.
- › At the end of the presentation about existing conditions, the CWG discussed the first public meeting, proposed for April 11 or 13, in the evening.
 - It was recommended that a member of the CWG speak about the project at the first public meeting.
 - CWG members noted the following topics are likely to be brought up by members of the public at the public meeting: the Crabbing Bridge, speeding, the Shoreline Greenway, guardrails/guiderails, and flooding.
 - The group agreed it would be best to have the next CWG meeting before the public meeting to go over the proposed presentation and other details. April 4 was proposed, potentially as a virtual or hybrid meeting.
 - The theme of the first meeting could be preservation of the corridor.
 - It was recommended to remove the VHB template background from the presentation to make it easier to see.
- › The CWG went over the list of stakeholders identified for stakeholder interviews/focus groups.
 - CWG members generally agreed with the list of stakeholders but asked the Hazard Mitigation and Emergency Management be made into two separate categories.
 - Some additional stakeholders were added including the Guilford Fire Chief and the Guilford Green Committee.
 - The Friends of Historic Route 146 were recommended as an additional stakeholder. CWG members discussed where they would fit in the stakeholder list and who they should communicate with. Trish Karter was suggested as the appropriate representative.
 - Members noted that stakeholder meetings could take place after the first public meeting.
- › Members briefly discussed the corridor field walks and logistics. Going on a ride along the corridor in a small bus was suggested, with stops along the way. If anyone from the CWG has not driven the corridor, it would be a good idea to do so ahead of time. Members were asked to mark locations on a display map of the corridor where the walks should be, or to reach out to CTDOT/VHB with suggestions.
- › Next steps include:
 - Confirming date and location for first public meeting (proposed for April 11 at the Guilford Community Center);
 - Sending around summary of this meeting;
 - If CWG has any comments about the website, which is now live, send them to CTDOT/VHB.
- › Upcoming schedule includes the following:
 - The Existing Conditions Update should be finalized by the end of March;
 - The next CWG meeting is planned for early April before the first public meeting;
 - Corridor field walks and stakeholder interviews would occur after the public meeting.
- › The meeting adjourned at 4:03 pm.



Route 146 Corridor Management Plan

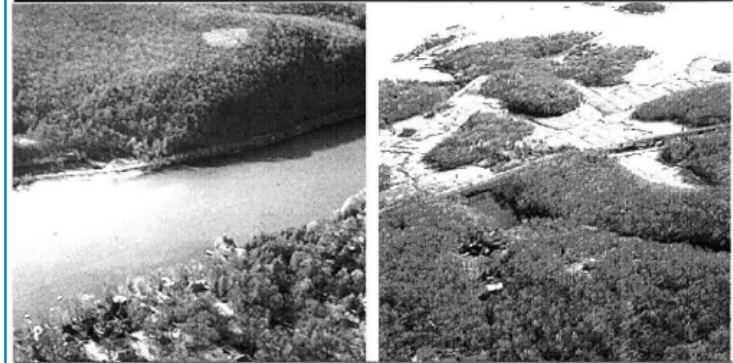
CORRIDOR WORK GROUP MEETING NO. 2
BRANFORD FIRE HEADQUARTERS
45 NORTH MAIN STREET
BRANFORD, CT 06405

March 7, 2023, 2:30 pm



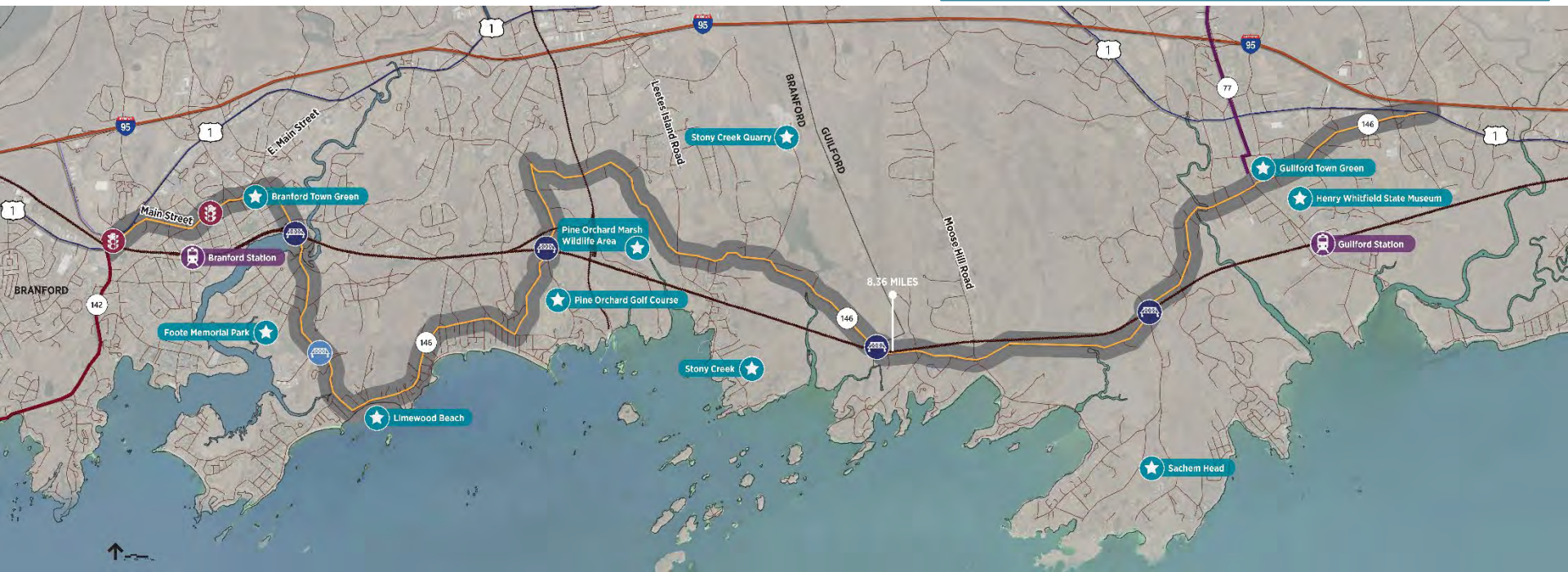
From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN



prepared for:

**The Route 77 and 146 Scenic Road Advisory Committee and
The Connecticut Department of Transportation**



Route 146 CMP - Corridor Working Group (CWG) Meeting No. 2 Agenda

- Welcome and Introductions
 - 1st Meeting Overview
- Route 146 Draft Existing Conditions Update
- First Public Meeting Date/Time
- Stakeholder Interviews
- Corridor Field Walks
- Open Discussion



Corridor Working Group Members

CTDOT

Patrick Zapatka, Project Manager

Robert Bell, Corridor Working Group Chair, Bureau of Policy & Planning

David Elder, Bureau of Policy & Planning and State Scenic Road Advisory Committee

Allan Dodge, CTDOT District 3

Michael Calabrese, Bureau of Engineering & Construction

BRANFORD

John Hoefflerle, Town Engineer

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GUILFORD

Janice Plaziak, Town Engineer

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Shirley Gironi, Guilford Preservation Alliance

Jaime Stein, Town Planner

Consultant to CTDOT:

Joe Balskus, VHB

Daniel Amstutz, VHB

Other Agencies:

Laura Francis, South Central Regional Council of Governments

Bill Sigmund, CT Department of Energy and Environmental Protection

Catherine Labadia, CT State Historic Preservation Office

Sandy Fry, CT Bicycle & Pedestrian Advisory Board

Route 146 CMP Corridor CWG Meeting #1 Overview

- Route 146 Background & 1996 CMP
- Previous Study and Existing Conditions Report overview
- CMP Project Goals
- Project Outline & Framework
- Purpose of Working Group
- Schedule
- Discussion

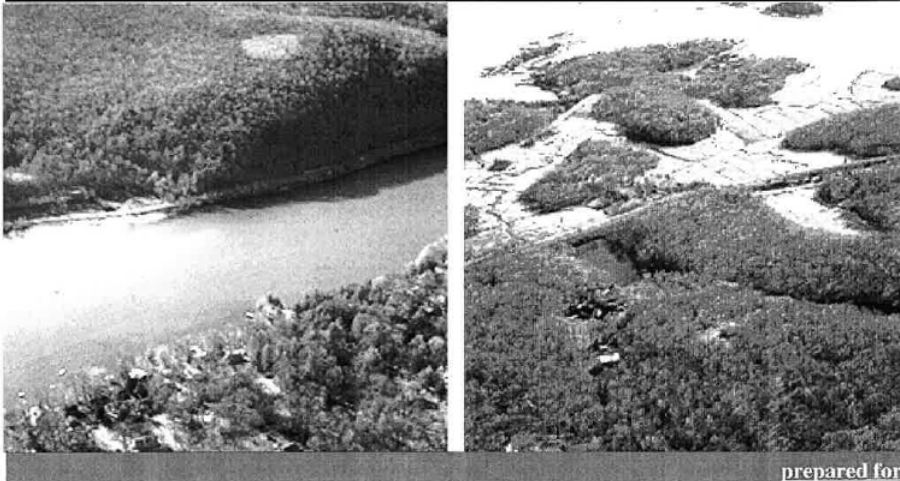


Route 146 CMP - Background

- Original 1996 Corridor Management Plan for Route 146 & 77
- Vision to focus on Preservation
 - Landscapes, open spaces
 - Reduce impact of development
 - Lower traffic speeds
 - Improve bike/pedestrian access

From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN



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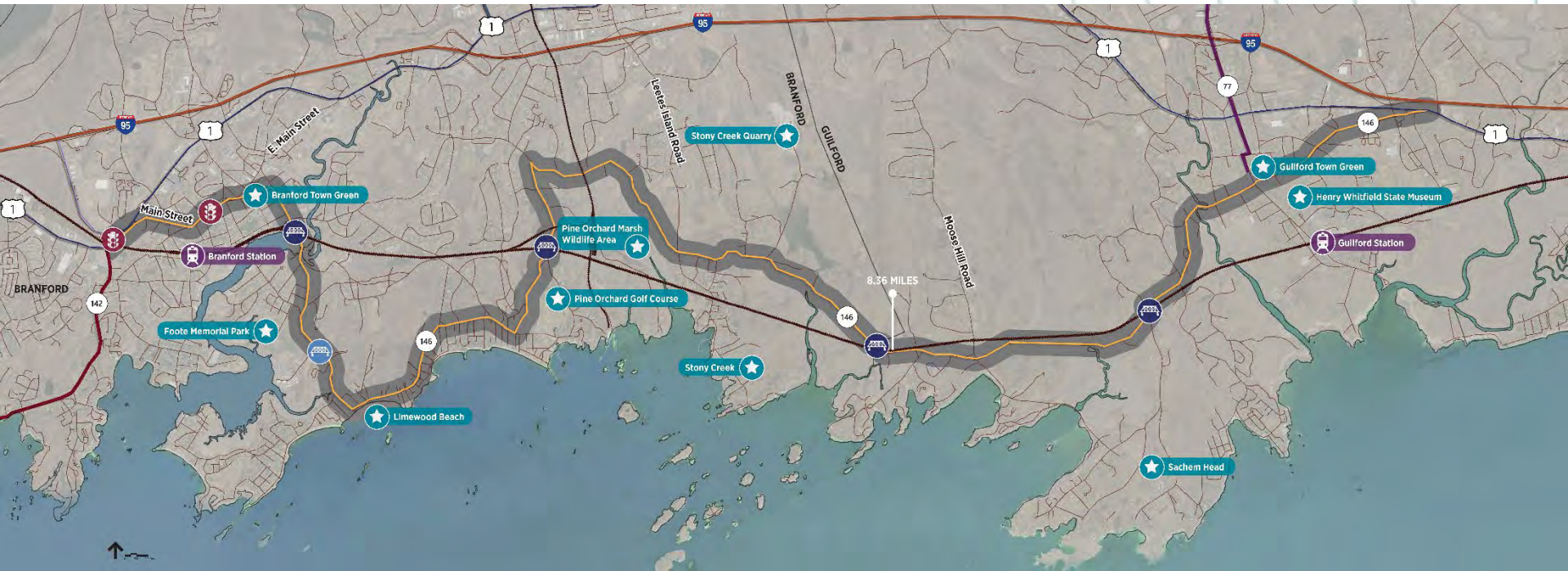


Previous Corridor Study Overview

- *Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios.*

From SCRCOG RFQ May 2019

- *13 Mile Coastal Roadway, 8.6 Branford/4.4 Guilford*



Route 146 CMP Project Goals



Increased Safety



Involve the Community



Protect Natural and Cultural Resources



Improve Bike and Pedestrian Access



Climate and Sea Level Preparedness



Preserve Intrinsic Qualities



Maintain Infrastructure



Establish Working Group



Balance Needs and Requirements



Route 146 CMP - Outline

- Existing Conditions Update
- Community Involvement
- Context Sensitive Design
- Coastal Flooding and Resiliency Assessment
- Future Strategies
- Final Document

Route 146 CMP

Potential Framework



Federal Highway Administration 14 Elements of a CMP

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- Guide the CMP process
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- Identify possible stakeholders for focus groups
- Participate in Corridor Field Walks
- Promote public engagement opportunities

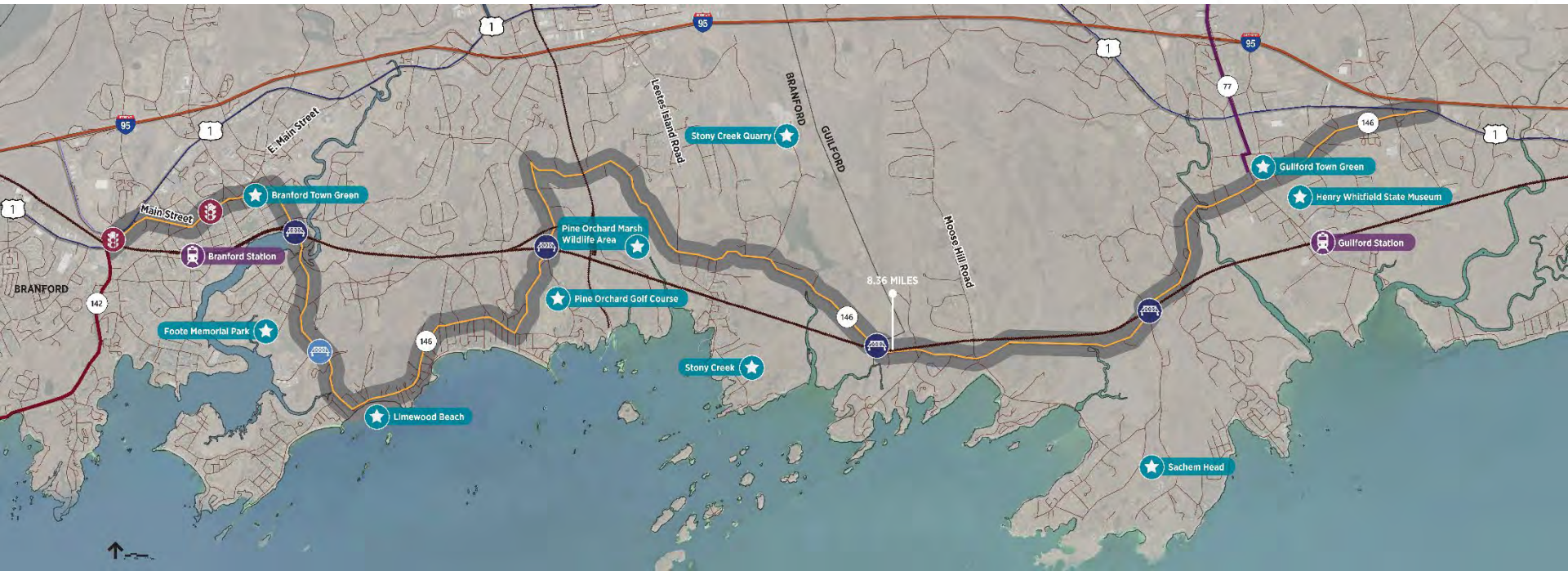
Route 146 CMP - Existing Conditions Update

- Elements
 - Field Data & Roadside Development
 - Safety Data
 - Traffic Volumes, Speeds, and Vehicle Classification
 - Land Use
 - Historical and Cultural Context
 - Inland/Coastal Wetlands & Flooding Risk
 - Scenic Highway Aesthetics, State and Federal Scenic Highway Programs



Route 146 CMP - Existing Conditions Update

- Field Data & Roadside Development
 - New projects along Route 146, planned or constructed
 - Changes to properties along the roadside



Field Data & Roadside Development Update

- Planned
 - Branford Connector
 - Shoreline Greenway Trail
 - Main Street Reconstruction (Branford)
 - Atlantic Wharf Development
 - Guilford Safe Streets Task Force Report



Traffic Calming Treatments

Lane Narrowing

Lane narrowing is when an excessively large lane is reduced through shoulder striping (often mischaracterized with the term "fog lines") or the addition of bike lanes. This helps reduce motor vehicle speeds and creates dedicated space for bicyclists and/or pedestrians.

Median Islands

Medians are raised or flush islands located near centers of roadways. Medians can reduce vehicle speeds by creating horizontal deflection in travel ways, visually tightening the roadway, and using up excess pavement width. Medians may include landscaping which allows motorists to gauge their speed against tall vertical features. They may be combined with pedestrian crossings. In order to provide refuge for the pedestrian and alert the motorist.

Speed Tables

Speed Tables are essentially flat-topped speed humps. Speed tables have three parts: a ramp up, a flat top section, and ramp down. They are more pleasant to drive over than speed humps and produce less noise. They effectively reduce the speeds of a wider range of vehicle types than humps. Speed tables are typically preferred by fire departments and public works departments when compared to speed humps due to their more gradual profile. Offset speed tables or speed cushions may be implemented to further mitigate delays to emergency responders.

Field Data & Roadside Development Update

- Under Construction
 - Sybil Creek Bridge Replacement
 - Parkside Village
 - New Housing Developments



Field Data & Roadside Development Update

- Recently Completed
 - Limewood Ave Sea Wall & Sidewalks
 - Branford Road Safety Audit
 - Sidewalks on Route 1 near Route 146 (Branford)
 - New sidewalks on Boston St (Guilford)

BRANFORD ROAD SAFETY AUDIT

ROUTE 146: BRANFORD RIVER TO LIMWOOD AVENUE



MAY 2022



Safety Data Update

Table 1
Overall Route 146 Collision Types

Type of Collision	2017	2018	2019	Total Collisions	Percent	2020	2021	2022	Total Collisions	Percent
Rear End	22	17	13	52	24.90%	17	9	13	39	20.90%
Angle	18	18	17	53	25.40%	15	15	20	50	26.70%
Fixed Object	8	5	10	23	11.10%	13	15	7	35	18.70%
Sideswipe	8	5	8	21	10.00%	8	10	11	29	15.50%
Animal	2	4	3	9	4.30%	3	2	0	5	2.70%
Bicycle	1	3	1	5	2.40%	2	1	1	4	2.10%
Pedestrian	1	1	1	3	1.40%	1	1	0	2	1.10%
Other	17	15	11	43	20.50%	10	6	7	23	12.30%
Total	77	68	64	209	100%	69	59	59	187	100%

Source: UConn Connecticut Crash Data Repository

Safety Data Update

Table 2
Overall Route 146 Collision Severity

Type of Collision	2017	2018	2019	Total Collisions	Percent	2020	2021	2022	Total Collisions	Percent
Property Damage Only	56	56	55	167	79.9%	55	47	46	148	79.2%
Injury	20	12	9	41	19.6%	14	12	11	38	20.3%
Fatal	1	0	0	1	0.5%	0	0	1	1	0.5%
Total	77	68	64	209	100%	69	59	59	187	100%

Source: UConn Connecticut Crash Data Repository

Traffic Volumes, Speeds, & Classification Update

- Volumes
 - February 2023 counts 35% lower on average than July 2019 counts
 - Seasonal variation
 - Comparable CTDOT data – 2020 counts may have COVID-19 effects
- Speeds
 - Only two with excessive speeding (≥ 10 mph over limit)
 - South of Sybil Creek Place and east of Pine Tree Drive (Branford)
 - Previous studies in 2020/2021 showed majority of locations along the corridor with excessive speeds
- Vehicle Types (Classification)
- Additional data collection planned for summer

Historic Resources Update

- Revisions to maps and list of designated historic resources
- New SHPO mapping effort of resources
- Resources removed and added based on new information
 - Resources in a historic district without individual designation not mapped individually
 - Not proximate to Route 146 – removed
 - Match SHPO's mapped data



Figure 2-A
February 2023

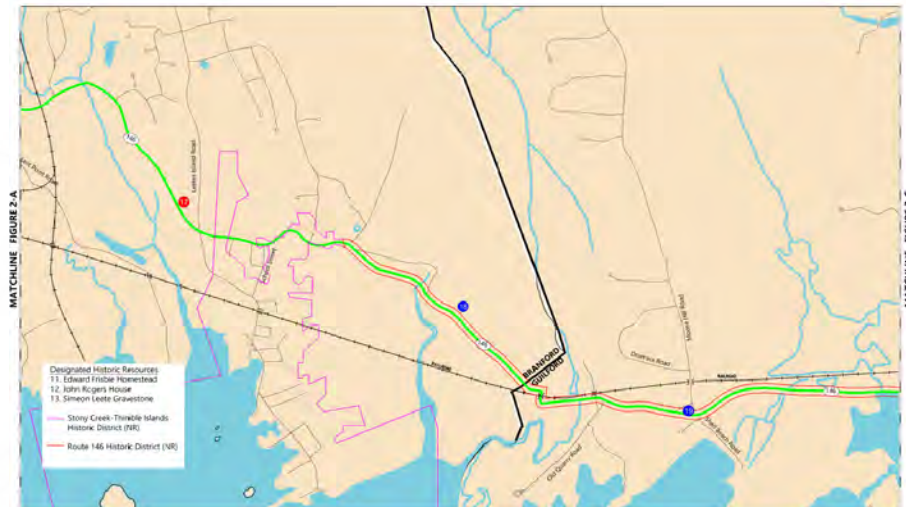


Figure 2-B
February 2023

Route 146 CMP

Existing Conditions Update - Others

- Land Use
 - Guilford is currently updating its zoning & subdivision regulations
- Inland/Coastal Wetlands
 - No changes to wetlands mapping in Guilford
 - Some edits and updates to mapping in Branford
- National Scenic Byway Program
 - New federal funding in last two years



Route 146 CMP - 1st Public Meeting

- **Proposed Date, Time and Location:**

- April 11 or 13
- Nathanael Greene Community Center, 32 Church St, Guilford
- Early evening (6-8 pm)



Route 146 CMP - Stakeholder Interviews

- **Themes for potential stakeholders for interviews**
 - Traffic/Transportation Safety
 - Active Transportation
 - Emergency Management
 - Business/Economic Development
 - Environmental – Landscapes
 - Environmental – Water
 - Historic/Cultural
 - Environmental Justice
- **Any themes or stakeholders missing?**

Route 146 CMP - Corridor Field Walks

- Two Field Walks (One each Branford/Guilford)
- Expected to take place in April, ideally on the same day
- **Where are the most sensitive areas to review?**
 - Use the map to identify a location
 - Why is this a key location to review?
 - What are the issues that it will help highlight?

Route 146 CMP - Schedule

- **Winter/Spring 2023** – Update Existing Conditions, Data Collection, Community Outreach
- **Summer 2023** – Develop Context-Sensitive Design Approaches, Updated Flood Risk
- **Fall 2023** – Additional Community Outreach, Future Strategies Development
- **Winter/Spring 2024** – Finalize Corridor Management Plan

Route 146 CMP - Website



Route 146

CORRIDOR MANAGEMENT PLAN

[Home](#)[CMP Process](#)[Get Involved](#)[Documents](#)[Team](#)[FAQ](#)

PLANNING FOR THE FUTURE

Route 146 Corridor in Branford and Guilford, CT



Route 146 CMP - CWG : Next Steps

- Corridor Working Group next meeting:

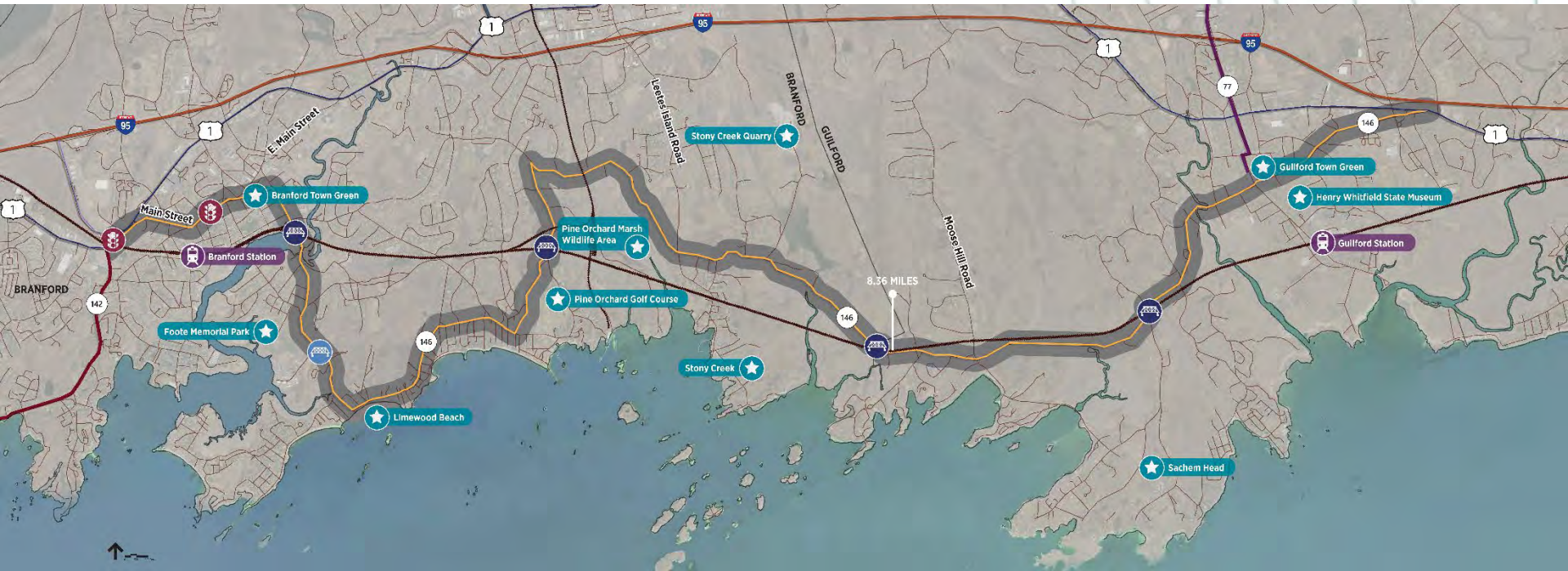
Topics for Discussion

- Preservation of the Corridor
- Potential Assignments
 - Corridor Field Walk potential dates
 - Stakeholder interviews
 - Help spread word about first public meeting
 - Comments on website



Route 146 CMP - Next Steps

- Finalize Existing Conditions Report Update: End of March
- Corridor Working Group next meeting: April 2023
- Public Information Meeting: mid-April 2023
- Corridor Field Walks: April/May 2023
- Stakeholder Interviews: April/May 2023



Questions/Discussion?





Meeting Notes

Date: Tuesday, April 11, 2023
2:30 pm – 4:00 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #3

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
Patrick Zapatka	CTDOT
Rob Bell	CTDOT
Bill Sigmund	CT DEEP
Janice Plaziak	Town of Guilford Town Engineer
Harry Smith	Branford Town Planner
Brian Kent (virtual) (Alternate for Sandy Fry)	CT Bicycle & Pedestrian Advisory Board
Laura Francis	SCRCOG
Barbara Ricozzi	Branford Resident
Bob Yaro	Guilford Resident
Kevin Ortiz (Alternate for John Hoefflerle)	Town of Branford Engineering
David Rood	Branford Historical Society
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Catherine Labadia	CT State Historic Preservation Office
Jaime Stein	Guilford Town Planner
Allan Dodge	CTDOT
Michael Calabrese	CTDOT
David Elder	CTDOT

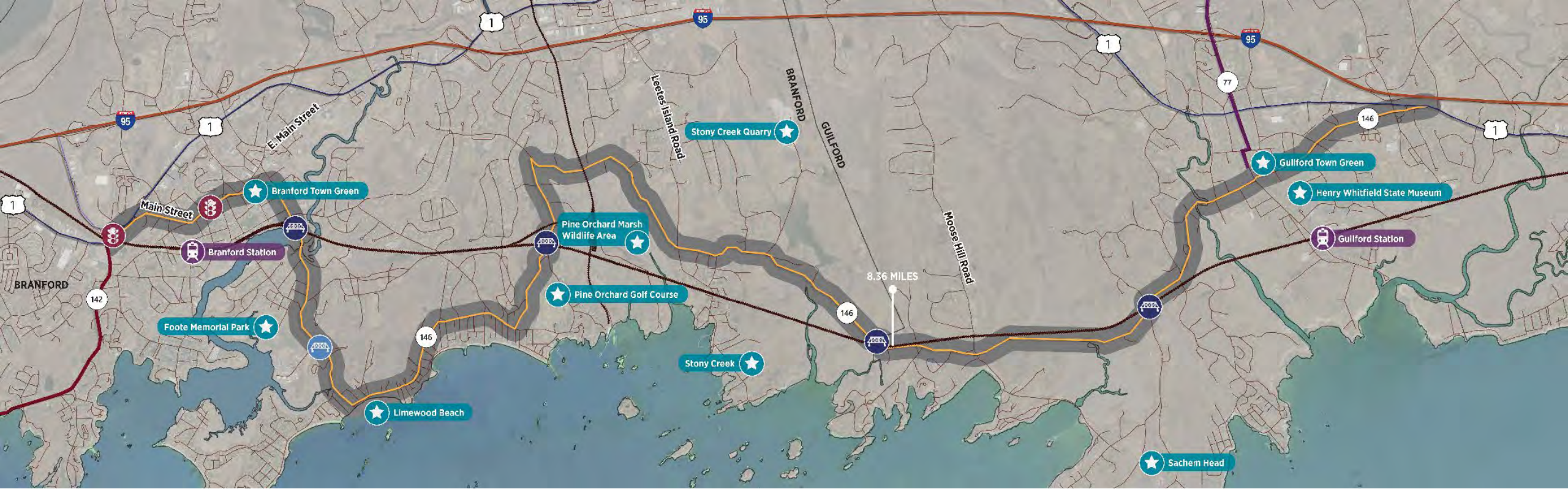
Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz (virtual)	VHB
Jennifer Pacacha	CTDOT

NOTES:

- › Rob Bell briefly opened the meeting and thanked all attendees for coming.
- › Joe Balskus noted that Brian Kent is attending on behalf of the Connecticut Bicycle & Pedestrian Advisory Board in place of Sandy Fry. Kent introduced himself and explained his role on the Board.
- › Balskus gave a brief overview of what was covered in the second Working Group meeting on March 7. This included going over the updates to existing conditions report and discussing the first public meeting, the corridor walks, and the stakeholder meetings.
- › Balskus also went over the highlights of a March 30 meeting that VHB and CTDOT had with the Friends of Historic Route 146 about the Corridor Management Plan (CMP). Members of the Friends group shared their concerns about various topics and generally supported the effort behind the CMP. Balskus noted the meeting felt comfortable and open. Bob Yaro said he and others appreciated CTDOT taking the time to meet with them and thought it was a great start to the project process.
 - A follow-up from the meeting was a request to sweep debris from the side of the road on Route 146 to make some more space for people biking and walking on the road. CTDOT was able to get this done shortly after the meeting.
 - Yaro noted that safety of people walking and biking, as well as flooding, were also brought up as important to the Friends.
 - The Corridor Working Group (CWG) members discussed signage. It was brought up that there should be better signing at the railroad underpasses on Route 146 to advise on clearance. There is also a lack of signs informing people that the road is scenic. A balance must be struck between minimizing signs and putting in signs that are necessary and are useful to travelers. Yaro suggested looking at Massachusetts guidelines for scenic and bike route signage as a good example.
 - One of the members of the Friends had asked if the project included “surveying the corridor” to find the edge of pavement. A CWG member asked why this could not be done. It was noted that this was out of the scope of the project, as this is a higher-level planning process, and that level of detailed ground survey is completed for design projects. Yaro said it would be helpful to know where the edge of pavement is to understand where there are opportunities for space to be made for people to walk and bike, and where there aren’t good opportunities. He is also interested in narrowing travel lanes. Balskus said we have good mapping that may make it easier to identify these areas without full surveying. It’s possible some areas of pavement are covered up by soil or vegetation. This level of detail or need can also be suggested in the CMP recommendations.
- › The CWG discussed who will do opening remarks at the Public Information Meeting on April 25. The goal is to have a member of the CWG speak. CTDOT will also make some remarks. Other stakeholder groups can speak during the public comment and Q&A at the end of the meeting. It was agreed that Karyl Lee Hall should make remarks for the CWG.
- › Daniel Amstutz and Joe Balskus went over the draft public information meeting presentation, which includes an opening with brief remarks, an overview of Corridor Management Plans, background on Route 146 and how we came to be doing the current CMP, an overview of public engagement and the CWG, the existing conditions update, and Q&A at the end.
 - Barbara Ricozzi recommended asking meeting participants where the CWG should visit on its corridor field walk.

- The CWG discussed the public survey. It is not planned for distribution until later in the project, after the future strategies have been developed. For this meeting, general comments will be accepted for a couple of weeks after the meeting. For the presentation, it would be good to provide more detail about public engagement that is planned for later in the year.
- Showing the list of stakeholders to be contacted and giving them a heads up would also be a good idea.
- It should be made clear up front that this meeting is mainly about existing conditions, and is just the start of the project.
- Balskus noted the meeting is in-person and not hybrid, but the meeting will be livestreamed and there will be an ability for people watched the livestream to send emails during the Q&A which can then be put into the record at the meeting.
- CWG members requested the public announcement information that has been shared with local print media.
- › Balskus noted the goal was to have a presentation not more than 30 minutes. He asked the CWG about more interactive ways to gather input, such as through different stations with boards and themes. Members discussed this and decided that having staff available for small in-person conversations after the Q&A would be better to allow people who don't feel comfortable talking in public to ask questions and build relationships on a one-on-one level.
- › Brian Kent commented that it's important the meeting does not turn into a "gripe session". Try to steer people to comment on broader themes, instead of specific locations or issues. People will want to focus on specific issues they care about.
- › Harry Smith noted that Branford Community Television could assist with the broadcasting, recording, and livestreaming of the meeting. He suggested VHB should reach out to them as soon as possible. (contact initiated)
- › The CWG discussed possible dates for the corridor field walks. CTDOT can use a CTtransit 20-person minibus for this field review – members of the CWG will be driven through the corridor in this bus and in can stop at different destinations for closer examination.
 - CWG members should plan for at least a half day for the tour.
 - The second week of May was discussed as a potential time that would work well for most. However, most CWG members do not have their calendars with them, so a poll should be sent out to get responses. Times of 9 am – 1 pm or 12 pm – 4 pm will be proposed.
- › Next steps include:
 - Finalizing presentation and details for April 25 public meeting;
 - Sending out poll to get best date for corridor field walk/bus tour;
 - Sending around summary of this meeting, along with the presentations and public meeting advertisement; and
 - If CWG has any comments about the public meeting presentation, send them to CTDOT/VHB.
- › Upcoming schedule includes the following:
 - The Existing Conditions Update should be finalized in the next couple of weeks;
 - Corridor field walks and stakeholder interviews will occur after the public meeting.
- › The meeting adjourned at 4:00 pm.



Route 146

CORRIDOR MANAGEMENT PLAN



Corridor Working Group Meeting #3

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

April 11, 2023 | 2:30pm

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

- Welcome and Introductions
 - CT Bicycle and Pedestrian Advisory Board (virtual)
 - 2nd Meeting Overview
 - Friends of Route 146 Meeting
- Public Meeting Draft Presentation
- Corridor Field Walks/Bus Tour
 - Determine Date and Time
 - Primary locations to stop and review
 - Logistics
- Update on Stakeholder Interviews/Focus Groups
- Open Discussion
- Adjourn



Route 146 Corridor Working Group Members

CTDOT

- **Patrick Zapatka**, Project Manager
- **Robert Bell**, Corridor Working Group Chair, Bureau of Policy & Planning
- **David Elder**, Bureau of Policy & Planning and State Scenic Road Advisory Committee
- **Allan Dodge**, CTDOT District 3
- **Michael Calabrese**, Bureau of Engineering & Construction

Branford

- **John Hoefflerle**, Town Engineer
- **Barbara Ricozzi**, Branford Resident
- **David Rood**, Branford Historical Society
- **Harry Smith**, Town Planner
- **Karyl Lee Hall**, Route 146 & Route 77 Scenic Roads Advisory Committee

Guilford

- **Janice Plaziak**, Town Engineer
- **Bob Yaro**, Guilford Resident
- **Jaime Stein**, Town Planner

Other Agencies

- **Laura Francis**, South Central Regional Council of Governments
- **Bill Sigmund**, CT Department of Energy and Environmental Protection
- **Catherine Labadia**, CT State Historic Preservation Office
- **Sandy Fry**, CT Bicycle & Pedestrian Advisory Board

Consultants to CTDOT

Joe Balskus, VHB & **Daniel Amstutz**, VHB

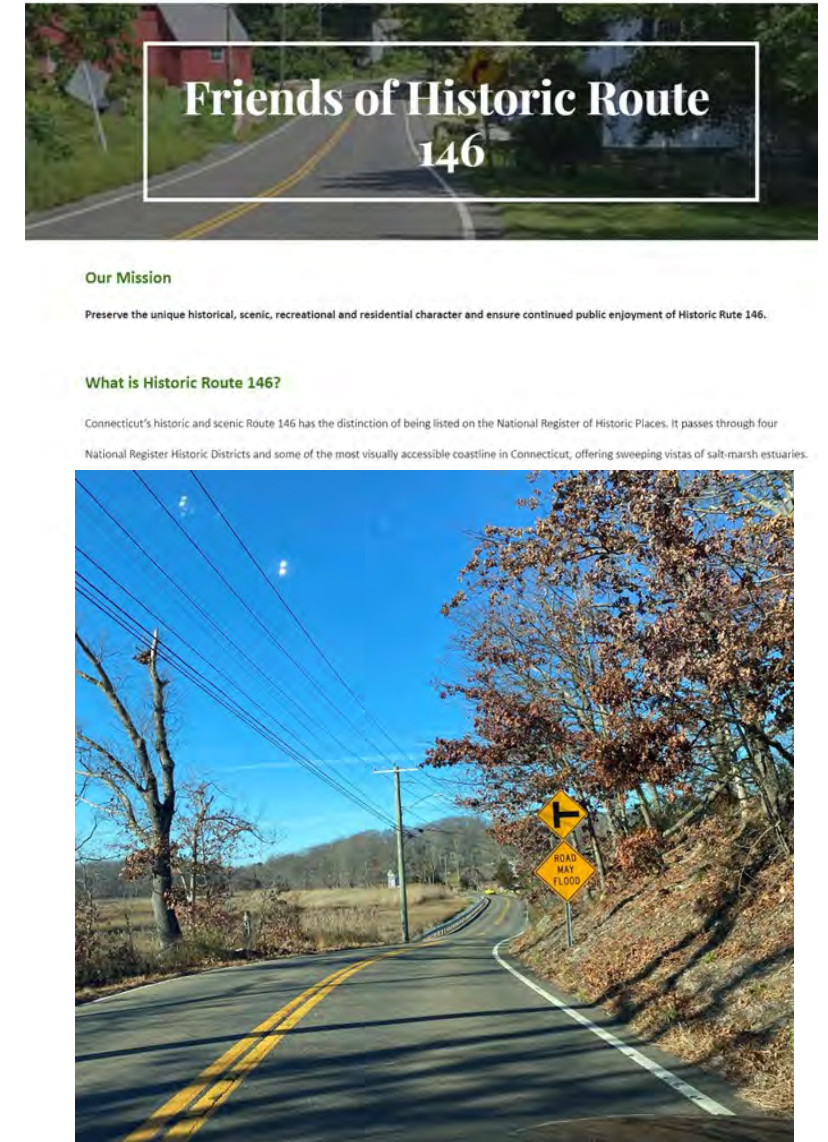
Route 146 Corridor Working Group 2nd Meeting Overview

- March 7th
- Review of Existing Conditions Update
- Discussed Public Meeting Date and Time
- Discussed Stakeholder Interviews
- Discussed Corridor Field Walks



Friends of Route 146 Meeting Overview – 3/30/23

- Reviewed Existing Conditions Update
- Maintenance Request to Sweep Route 146
- Environment Concerns – Open Space, Species
- Cultural Resources Include Historic Resources
- Guardrail and Signing Concerns
- Data Collection Questions – More Detail
- Clarification of Strategies Versus Design
- Discussed Corridor Field Walks
- Attendees Expressed Support for Meeting and Future Project Outreach Efforts
- Bike and pedestrian safety
- Flooding



Public Meeting Draft Presentation



Route 146
CORRIDOR MANAGEMENT PLAN



Public Information Meeting - Presenters

- CTDOT
- Elected Officials
- Corridor Working Group Representative
- CTDOT Project Manager
- VHB Team
- YouTube Live Stream
- Question Format
- Graphics – Project Corridor Boards



Route 146 Corridor Management Plan – Corridor Field Walks

- Bus/Walking Tour
- Decide on Date and Time
- Primary locations to stop and review
- Logistics



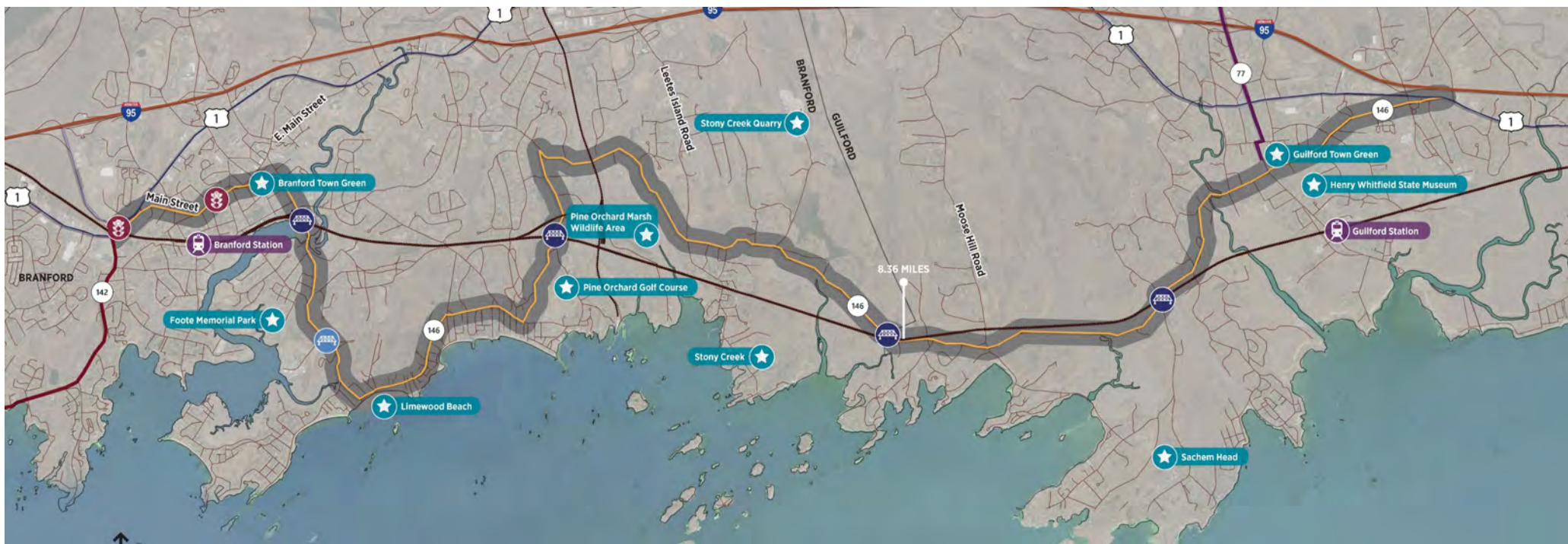
Route 146 Corridor Management Plan – Stakeholder Interviews

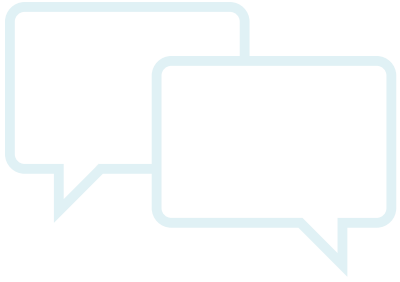
- Recent meeting with Friends of Historic Route 146
- Other stakeholder interviews/focus groups TBD
- To take place after April 25 Public Meeting



Route 146 Corridor Management Plan – Next Steps


- Finalize Existing Conditions Report Update
- First Public Meeting: April 25, Branford Fire HQ, 6 pm
- Corridor Field Walks: May 2023
- Stakeholder Interviews: April-June 2023





Discussion/Action Items

 damstutz@vhb.com

 860-807-4417



Meeting Notes

Date: Thursday, May 25, 2023
2:30 pm – 4:00 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #4

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
Rob Bell	CTDOT
David Elder (remotely attended)	CTDOT
Bill Sigmund	CT DEEP
Janice Plaziak	Town of Guilford Town Engineer
Allan Dodge	CTDOT
Sandy Fry	CT Bicycle & Pedestrian Advisory Board
Laura Francis	SCRCOG
Barbara Ricozzi	Branford Resident
Catherine Labadia	CT State Historic Preservation Office
John Hoefflerle	Town of Branford Town Engineer
David Rood	Branford Historical Society
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Patrick Zapatka	CTDOT
Jaime Stein	Guilford Town Planner
Michael Calabrese	CTDOT
Harry Smith	Branford Town Planner
Bob Yaro	Guilford Resident

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz (remotely attended)	VHB

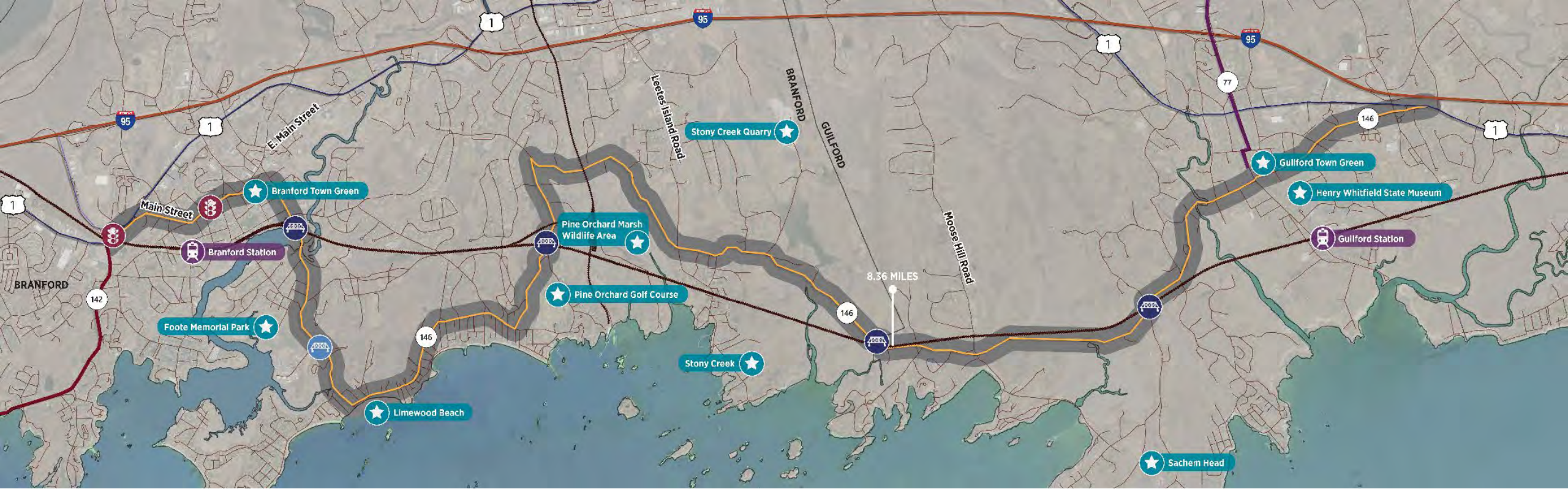
NOTES:

- › Joe Balskus opened the meeting. He went to the first agenda item, to debrief about the first Route 146 CMP public meeting on April 25.
 - David Elder said he noticed that speeding came up as a big issue during the meeting, and was a frequent issue noted in comments.
 - Daniel Amstutz noted the tension between accommodation and beauty, and the issues of speeding and large trucks. There seemed to be acknowledgement that compromise was needed – not everything could be accomplished with changes to the road while also preserving historic resources and other qualities.
 - Flooding was noted as a prevalent issue as well.
 - People appreciated the process and being brought in early. There was a good turnout and a lot of interest in the corridor.
 - Sandy Fry commented that it was clear this is a special roadway to people. People biking and walking can be accommodated with slow speeds. There are parts of the corridor where you have to go slower, and parts where the road opens up and it feels comfortable to drive faster. Maybe don't expect concrete sidewalks along the road, but something more rural in character, like a walking trail.
 - Karyl Lee Hall appreciated the meeting occurring early in the process. She noted the lack of shoulder throughout the corridor is a safety issue. She also noted that cost is a big question – by that she means what would people be giving up for certain changes. Not necessarily money, but property, stone walls, trees, etc.
 - Rob Bell noted the complication of accommodating many different interests.
 - The idea of ranking different issues was brought up.
 - Balskus noted that future strategies will be part of the CMP. This could include looking into different issues with deeper review, like doing safety reviews of certain intersections – the CMP will not include plans or name individual improvements
- › The Working Group discussed the bus tour of the corridor on May 8.
 - There were specific locations that were reviewed where specific traffic engineering issues exist.
 - Barbara Ricoszi suggested breaking up the Route 146 corridor into areas with different typologies. The Greens could be one, the salt marshes another, residential areas another, etc. Balskus noted there is a need for better mapping along the corridor to identify these areas. Elder agreed that having typologies would be a good idea.
 - Fry noted the flooding issues at the railroad overpasses and said it would be a costly issue to fix, if the railroad were to be raised. Balskus questioned if that should be a strategy for the CMP, assuming it is feasible. Alan Dodge suggested discussing this with someone from Amtrak or CTrail. Elder said he has another working group for a different project where he could speak to a representative from Amtrak. He noted that raising the railroad bridge could also change the character and look of the area, though it may address the flooding problem.
 - Elder said one of things he noticed was that the Leetes Island Bridge (Crabbing Bridge) created a lot of local concern in part because it was going to solve one localized flooding issue but didn't comprehensively address flooding in any other areas along the road.

- Enforcement of any speed limit would need to be part of the solution.
 - Elder noted his interest in figuring out the residential neighborhoods where kids often walk down Route 146 or cross 146 to get to parks, playgrounds, beaches, etc., and determine the origins and destinations.
 - It was noted that highlighting places where people can stop and see the scenic views (or creating these stopping places) would help people to enjoy the roadway.
 - Rob Bell noted that the bus had to divert around some parts of Route 146 to avoid the low bridges. He asked if there are parts of 146 where bicyclists should avoid because of lack of shoulder, assuming there is an alternate route. This was done in Simsbury. However, it was noted that some places are hard to get around except via Route 146, such as the Branford/Guilford town line. CWG members discussed different types of bicycle traffic; some bicyclists on Route 146 are experienced cyclists and are training for races. Elder said he would be interested in riding a bike on Route 146 to experience the corridor differently.
- › The CWG discussed the stakeholders who will be interviewed in focus groups for the Corridor Management Plan development. They provided additional names for the stakeholder list and discussed other potential stakeholders. It was also noted that the Town Planner position in Guilford is now vacant.
 - › Joe Balskus went over the next steps for the project, which involve documenting the context of the corridor to inform context-sensitive design approaches. Based on the scope of work, this step involves documenting the following contextual assets:
 - Roadway infrastructure - structures
 - Drainage/stormwater management – updating flooding areas
 - Roadway – typical cross sections at eight locations for preservation/floodplain/flooding/sea level rise, paved shoulders
 - Signing – detailed sign listing
 - Compliance to standards/barriers – various standards review (such as signing, sight lines, etc.) and barrier protection
 - Bicycle and pedestrian amenities – depiction of amenities
 - Commercial traffic – documentation
 - › The goal is to hit the key issues of the context of the corridor. Fry noted there is a “sense” of the corridor, where stone walls are part of the context, salt marshes are part of the context, and these are attractive and amenities in and of themselves. These are character-defining features. Bell talked about the categories of types, such as village types vs. salt marsh types, as discussed earlier. There are certain features that define the corridor that we want to preserve. It was also noted that enhancement of the context is key as well, such as removing invasive plants to restore the salt marsh and scenic views.
 - › CWG members requested sending around the original 1996 Routes 146 & 77 Corridor Management Plan again for their review.
 - › There was also discussion about how far outside the corridor should be considered – some issues can’t be addressed strictly within the corridor because their origin is outside the corridor. An example was the tide gate/berm near Medlyn’s Farm – it’s not right on the corridor but flooding from it can impact the corridor – can have an impact on Route 146.

Place: Branford, CT 06405
May 25, 2023: 2:30 pm – 4:00 pm
Ref: 42441.08
Page 4

- › CWG members also discussed the history of the road in terms of ownership, when it was taken over by the state for maintenance. Some information about the history can be found on the website of an individual who has studied the history of roads in Connecticut (<http://www.kurumi.com/roads/ct/ct146.html>). Route 146 is very different from a “highway” like Route 1 or I-95.
- › The CWG briefly discussed issues of the guide rail/guard rail along the corridor.
- › The members discussed issues of trucking along the corridor and the standards for state roads and local roads. It is very rare that trucks are banned from state roads, and usually has to do with a physical limitation on the road, such as a low or narrow bridge or other feature trucks cannot navigate. Alternate routes should also be considered, however.
- › The next CWG meeting is expected to be at the end of August or early September. Over the summer the project team will start building the base map of context information to bring to the members. Balskus asked if it was necessary to meet with the town governments/councils at this time as it’s in the scope; it was noted that the First Selectmen were involved in the first public meeting and are apprised of the project progress, so it’s not necessary to meet with them again at this time. CWG members asked for updates on the stakeholder meetings as they occur.
- › Next steps include:
 - Send out link to 1996 Routes 146 & 77 CMP;
 - Send out poll to get date for next CWG meeting in August/September; and
 - Follow-up on stakeholder meetings as they get scheduled.
- › Upcoming schedule includes the following:
 - Stakeholder meetings will be scheduled for the month of June;
 - The project team will gather data as part of the contextual documentation over the summer; and
 - Updated flooding information will also be worked on over the summer.
- › The meeting adjourned at 4:00 pm.



Route 146

CORRIDOR MANAGEMENT PLAN



Corridor Working Group Meeting #4

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

May 25, 2023 | 2:30pm

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

- Welcome and Introductions
- Debriefs:
 - Public Meeting on April 25
 - Corridor Bus Tour on May 8
- Overview of Context-Sensitive Design
- Status Update on Stakeholder Meetings
- Next Steps
- Adjourn



Route 146 CMP – 1st Public Meeting Overview

- April 25, 2023 at Branford Fire HQ
- Approximately 50 people attended
- Attended by First Selectmen of Branford & Guilford, Senator Cohen & Rep. Rader
- Questions and comments from audience focused on:
 - Road flooding
 - Bicycle/pedestrian safety and access
 - Impact of large vehicles (quarry trucks)
 - Speeding
 - Tension between safety/access and scenery, environmental and coastal issues
 - Make improvements while keeping road “beautiful”



Route 146 CMP – Corridor Bus Tour Overview

- May 8, 2023
- 13 people attended
- Bus tour left from Branford Fire HQ
- Stopped at 8 locations (bypassed a couple as deemed not necessary to stop)



Corridor Bus Tour Overview

Stop #1: S. Montowese Street at Railroad Underpass (Branford)

- Gateway project in 1990s
- Drains in underpass go straight into river; flood is an issue here
- Sight line issues due to road grade
- Pine Orchard Road and S. Montowese Street intersection
- Lowest bridge clearance of all bridges on 146



Corridor Bus Tour Overview

Stop #2: Totoket Road at Railroad Underpass (Branford)

- Similar width and clearance issues as S. Montowese Street underpass
- No pedestrian access
- Pavement condition
- Totoket Road intersection near underpass is highly skewed with limited sight distance



Corridor Bus Tour Overview

Stop #3: Leetes Island Road/Thimble Island Road (Branford)

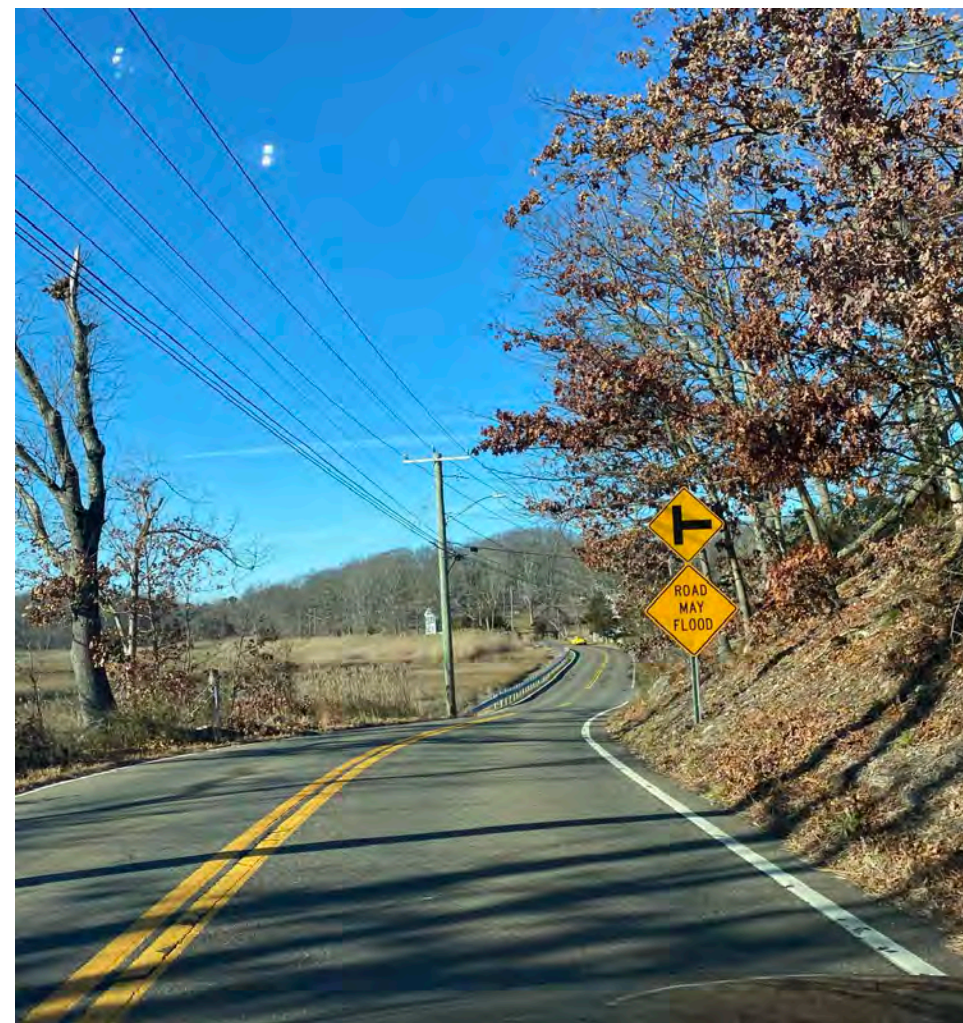
- Intersection is askew and off-center
- Some sidewalks but no crosswalks
- Major utility pole on northeast corner



Corridor Bus Tour Overview

Stop #4/5: Leetes Island Road/Quarry Road, Jarvis Creek (Branford)

- Frequent flooding around Jarvis Creek
- Must use Sawmill Road to go around – narrow, one-lane road
- Quarry trucks go westbound to get to I-95
- Brush dumped at a pull-off
- Invasive plants block scenic views



Corridor Bus Tour Overview

Stop #6: Leetes Island Road/Moose Hill Road (Guilford)

- Simon Leete gravestone nearby
- High speeds, sightline issues, esp. westbound
- Frequent pedestrian crossing (drivers are directed to Sanborn Road to go southbound)
- Moose Hill Road as evacuation route during flooding
- Shell Beach as key destination for walking/biking



Corridor Bus Tour Overview

Stop #7: Water Street/Sachem Head Rad at Railroad Underpass (Guilford)

- No pedestrian/bike access to underpass
- Westwoods entrance as key destination for walking
- Frequent flooding cuts off Sachem Head residents
- Recent fatal crash – vehicle overturned, potentially due to ice sheeting



Corridor Bus Tour Overview

Stop #8: Water Street at Meadow Street (Guilford)

- Bridge floods regularly, in high tides and full moon
- Water almost to bottom of bridge during visit
- Sidewalk across bridge ends – desire to extend further west



Corridor Bus Tour Overview

Stop #9: Water Street at Whitfield St/Route 77 (Guilford)

- Next to Guilford Green
- Wide and off-set, large turning radii
- Cars with boat trailers use the intersection a lot to get to town boat launch
- CMP to help guide next steps for this intersection
- Also concerns about Boston Street/Park Street



Corridor Bus Tour Overview

Stop #10: Boston Street at Route 1 (Guilford)

- Skewed angle, high speeds on Route 1
- Recent sidewalk construction along Boston St to link up near Soundview Road



Route 146 CMP – Status Update on Stakeholder Meetings

- Reaching out to stakeholders identified by CWG
- Setting up Active Transportation meeting
- To hold meetings by the end of June



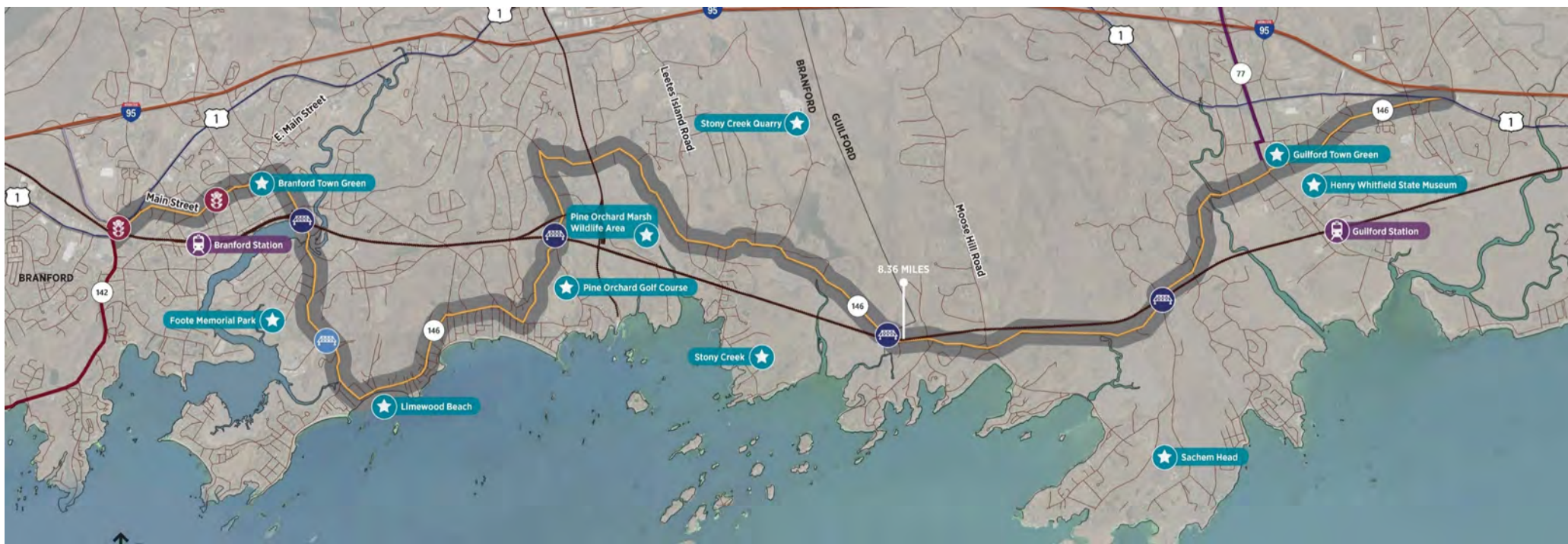
Route 146 CMP – Possible Context-Sensitive Design Approaches

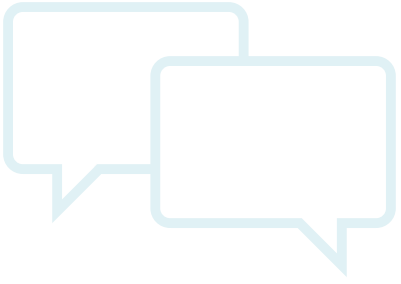
Documentation of Context in the Corridor

- Roadway Infrastructure – Structures
- Drainage/Storm Water Management – Updating Flooding Areas
- Roadway – Typical Cross Sections Preservation/Floodplain/Flooding/SLR
- Signing – Detailed Sign Listing
- Compliance to Standards/Barrier – Various Standards Review
- Bicycle and Pedestrian Amenities – Depiction of Amenities
- Commercial Traffic - Documentation

Route 146 Corridor Management Plan – Next Steps

- Stakeholder Interviews: June 2023
- Context-Sensitive Documentation: Summer 2023
- Next CWG Meeting: TBD





Discussion/Action Items



damstutz@vhb.com



860-807-4417



Meeting Notes

Date: Thursday, September 21, 2023
2:30 pm – 4:45 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #5

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
Rob Bell	CTDOT
David Elder	CTDOT
Bill Sigmund	CT DEEP
Janice Plaziak (remotely attended)	Town of Guilford Town Engineer
Allan Dodge	CTDOT
Brian Kent (Vice Chair for Sandy Fry Chair)	CT Bicycle & Pedestrian Advisory Board
Laura Francis (remotely attended)	SCRCOG
Barbara Ricozzi	Branford Resident
Catherine Labadia	CT State Historic Preservation Office
John Hoefflerle	Town of Branford Town Engineer
Bob Yaro	Guilford Resident
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee
Anne Hartjen	Guilford Town Planner

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Rajat Mathur	CTDOT
David Rood	Branford Historical Society
Michael Calabrese	CTDOT
Harry Smith	Branford Town Planner

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz	VHB

NOTES:

- › Joe Balskus opened the meeting. Members introduced themselves. He went over the agenda, which included reviewing summer project work, upcoming public outreach, and discussing future strategies for the CMP.
- › Summer project work included data collection and field work, context-sensitive mapping, additional traffic data collection, stakeholder interviews, an online feedback map, and development of existing road sections diagrams. Daniel Amstutz went through this section:
 - Field work and context-sensitive mapping:
 - VHB located key features including guiderail, catch basins, culverts, signs, and crosswalks. Some data, such as guiderail and culverts, were already available through CTDOT GIS data. Field work was required to locate signage along the corridor.
 - Amstutz displayed a GIS map of the information for the group and explained how it can be mapped.
 - Additional Traffic data collection:
 - Additional traffic counts were collected in late August to capture summer traffic. Two additional locations were added to the previous count locations, at 710 Leetes Island Road in Branford (Medlyn Farms) and 444 Leetes Island Road in Guilford (the site of the November 2022 bicycle crash). Both locations had been cited by local police departments as areas with speeding problems.
 - The counts showed high traffic than previous counts done in February 2023, and closer to the counts done in July 2019. They were lower than the July counts, likely because they were done closer to the end of August.
 - The traffic speeds were similar to those collected in February. The speeds at the new locations should significant speeding, confirming the concerns from the police departments.
 - Stakeholder Interviews:
 - Eight stakeholder interviews were completed over the summer on various themes important to the CMP.
 - Amstutz summarized the comments from the stakeholders. There is a need to engage with Amtrak on their bridges. Bicycle/pedestrian safety concerns were voiced from most stakeholder groups. Several intersections rose to the top of concerns. Speeding is a common concern. Flooding was brought up often, and its use as an evacuation route is unavoidable but also raises issues when it itself is flooded. The paved shoulders and their maintenance was a concern of many. There are tensions between preserving the historic qualities of the road and addressing safety and flooding issues, as well as pressure of development.
 - Bob Yaro said raising the road under the railroad bridges should be an option to address flooding; just post a lower clearance. Don't want big trucks coming on the road anyway.
 - There was a brief discussion of the kinds of trucks on the road and their frequency. Moving trucks and construction trucks, also fire trucks may be impacted by lower clearances.
 - Online feedback map:
 - CTDOT developed an online feedback map and comment form over the summer to capture location-specific comments. The map was sent to stakeholder groups and the Working Group. Twenty comments were added,

mainly on the themes of bicycle/pedestrian access & safety, flooding, speeding, sightline issues, and intersection safety. The map could be used for feedback as part of the future strategies public survey as well.

- Existing road sections diagrams
 - As part of the scope of work, VHB will develop cross-sections showing existing road conditions at up to eight locations. The goal is to show constraints at critical corridor locations, including vegetation, slopes, walls, shoulder widths, approximate right-of-way, and other contextual roadside conditions. There will be four made per town. Locations were selected to show the diversity of conditions along the 13-mile corridor.
 - Amstutz displayed a diagram of Route 146 in Branford Center between John Street and Rogers Street. VHB is using Beyond Typical software, which allows the creation of 3D models of the road sections.
 - John Hoeffler asked if VHB could show the wider section to the east, closer to Cedar Street, which is an area of concern for pedestrian safety.

› Upcoming Public Outreach:

- The next Public Information meeting is planned to be on Thursday November 9 or Tuesday November 14 (confirmed). The Project Team will look into having it at the Guilford Community Center (confirmed).
 - The Working Group discussed the date, and notes that November 9 is right before the Veterans Day holiday. November 14 will be better. A suggestion was made to confirm with the First Selectmen of Branford and Guilford that they are available this evening.
- A public survey will also be distributed this fall to present the potential strategies for the Corridor Management Plan to the public. The goal is to receive feedback on the strategies and see if there are ideas for other strategies we may have missed. It would be open in time for the public meeting and remain open through the end of the year.

› Future Strategies:

- Joe Balskus explained that strategies are general and not specific to locations to come up with solutions for issues that have come up during the existing conditions review. The strategies will be a way to approach future projects so they incorporate specific goals and considerations. They may involve addressing existing as well as future expected conditions. The overarching goal is to have strategies for preserving the corridor while enhancing safety. This is different from a corridor study, which is looking make improvements to address roadway deficiencies.
- Balskus noted many of these should mesh with the priorities shared by Yaro.
- The initial potential list of strategy themes include:
 - Stormwater & Sea Level Rise Management
 - Bicycle/Pedestrian Access & Safety
 - Speed Management
 - Roadside Safety
 - Railroad Bridges
 - Intersection Safety
 - Maintenance

- Working Group members noted that a strategy theme should include other bridges and culverts/structures, not just railroad bridges.
- Members asked, what about historic preservation & environmental protection & remediation as a strategy?
- › Baskus went over each strategy theme and the specific strategies underneath them.
- › Stormwater & Sea Level Rise Management:
 - This covers three main issues: drainage, flooding, and sea level rise.
 - It is important to separate out management of existing flooding vs. additional impacts from sea level rise.
 - Need to review the tolerable flooding occurrences (“nuisance” flooding) vs. intolerable flooding.
 - Different situations would call for different approaches; it’s important to identify the likely causes of flooding at each location of concern, and identify the site constraints, that will have an impact on how it is dealt with.
 - The potential strategies for addressing flooding are:
 - Review flooding area locations for site-specific context
 - Raise road sections or bridge over frequent flooding areas
 - Pumping stations
 - Find ways to get around the flooding – such as better north/south access to Route 1 (both for evacuation and re-routing)
 - Retreat from road or cut off road to through traffic in certain areas where flooding is a continuous problem and expected to become worse
- Working Group members discussed this strategy theme and the specific future strategies.
 - CWG members suggested calling the theme simply “water” or water impacts to encompass flooding and sea level rise.
 - Karyl Lee Hall asked about the effects of flooding on ecology due to stormwater and sea level rise, if this should be discussed. Rob Bell noted that there are many possible impacts to be considered: marsh migration, community infrastructure being affected like wells, homes, and businesses. Yaro added that flooding will also erode the roadbed.
 - Cathy Labadia said she was trying to understand the strategies – what is the problem, and how will the strategy address it?
 - Bell noted it needs to be clear that some things can be done within the corridor while other things must be done outside the corridor. Zoning/land use is outside the scope of what CTDOT can do. Yaro said he believes the Towns should enact a historic preservation zoning overlay district for route 146 to protect the scenic vistas and other qualities. He has talked to First Selectman Matt Hoey about this. The Plan can suggest these things to give guidance and support to the Towns.
 - Brian Kent said the qualities of the road are not just about engineering, and the plan should reflect this. The visual aesthetic quality is what needs to be preserved. This also takes into account the historic qualities. The plan should describe these.

- Labadia noted the considerations about the intrinsic qualities are part of the goals, not strategies in themselves. Need to elevate these goals to all the strategies.
 - Bell clarified that these strategies are about how we approach projects. It's not going to mention solutions to specific locations in the CMP. It will have representative ideas that would apply to general locations, and these would get addressed in harmony with the goals of the plan.
 - Yaro suggested that some "earlier action projects" to show progress towards addressing issues could help foster support in the communities. But we can also acknowledge that some things need to be reviewed at a later time. The strategies should embody the kinds of things that could be advanced to projects. He expects the outcomes of the plan will include policies around the preservation of the Route 146 corridor.
 - Balskus noted that this isn't a corridor study, but we could add things that are similar elements to this kind of study.
- › Bicycle/Pedestrian Access & Safety:
- Along the corridor there are a variety of land uses and different demands for bicycle and pedestrian access. Different parts of the road will call for different strategies. Town greens and other built-up areas will have different needs than low-density areas. Important to identify specific issues and contextual elements at areas of concern, and identify constraints at these areas.
 - The potential strategies for addressing bicycle/pedestrian access and safety are:
 - Improve pavement/shoulder space available along the road to provide space for biking and walking, especially constrained areas
 - Improve overall access for bicyclists and pedestrians
 - Review connectivity along the road for walking and biking
 - Slow speed of automobiles to improve safety (covered mainly under Speed Management section)
 - Review alternative routes for bicyclists and pedestrians in the most constrained sections for access
 - Balskus noted that the main goal of this theme is for safety & connectivity for the future.
 - Working Group members discussed this strategy theme and the specific future strategies for bicyclists and pedestrians.
 - Hall asked for an explanation about what comes next after the CMP is done. Bell noted that the plan feeds into existing processes. It could also be used to apply for grant programs, another corridor study through the COG, maybe for a smaller area, and help the Towns plan for improvements and development. Balskus said it could be thought of as similar to a POCD.
 - Bell noted it is also a framework for DOT in early project planning so improvements are made in harmony with the plan.
- › Speed Management:
- The Office of the State Traffic Administration (OSTA) has authority over setting speed limits in the state. It is important to understand their process for setting speed limits in discussing speed management. In general, it follows these steps:
 - The Local Traffic Authority (LTA) – usually the local police department – requests revisions to the speed limit.

- OSTA conducts an investigation and makes a recommendation on the speed limit.
 - The LTA can agree or disagree with the recommendation. OSTA produces a Traffic Investigation Report (TIR) that explains the process and the final recommendations.
- It should be noted that the OSTA process is being updated to also look at contextual and land use elements for setting a target speed for roads. Traffic calming devices are also being tested on state roads, such as raised crosswalks.
- New legislation at the state level allows automated speed enforcement in some instances.
- The potential strategies for speed management are:
 - Work with the LTA on speed limit revisions to submit to OSTA
 - Review applicability of automated speed enforcement
 - Review applicability of traffic calming devices for locations of concern
- Working Group members discussed this strategy theme for speed management.
 - Yaro asked if there can be a menu of techniques/options for this theme. David Elder noted that it is helpful to have this strategy for highway designers to give the DOT more flexibility. Need to help DOT step outside the box to deal with things like speed management and flooding.
 - Ricoszi added that the plan will also be something for the Planning & Zoning commission to look to.
 - Kent suggested classifying the corridor into similar types, where different elements can be repeatable in different places.
 - Labadia noted it is critical to identify what we are preserving. Then come up with strategies on how to preserve it.
 - Balskus said the next step of the project would be to start making real improvements.
 - Hall noted how the plan could help revitalize the scenic roads committee in Branford and Guilford.
- › Roadside Safety:
 - Balskus explained that this section includes guiderail, but is not just about this element. The primary issue is to prevent vehicles from running off the roadway. Much of the existing barrier protection along Route 146 does not meet current safety standards and would not stand up to a crash. An example of the wood post and wire guiderail along the road was shown to display this.
 - Local weather conditions with salty and damp air degrade and weaken wooden materials quickly, meaning that something like the Merritt Parkway guiderail is not a good type of guiderail for a coastal road like Route 146. Bell also noted that, besides maintenance issues, the Merritt Parkway guiderail is made only for that roadway, and there is the problem of federal reimbursement to the state for the guiderail. There is a special exception just for the Parkway guiderail. It increases liability to DOT if they do not use “normal” or approved barriers. Using approved barriers is meant to protect the public.
 - If a local municipality wanted to install the Merritt Parkway guiderail, they would have to install and maintain it at their own expense.

- The main strategy for roadside safety is to review barrier protection options. Alternative types of guiderail for scenic roads allowed by CTDOT includes:
 - Box beam rail. It is used widely by New York State DOT, and CTDOT has done some recent installations. The main issue is that it is constrained by site conditions. More aesthetically pleasing than traditional beam rail.
 - Cable guiderail with steel posts. It could potentially be used on Route 146 if there is available right-of-way for 12' deflection. It is also more expensive to maintain.
 - Other alternatives may be available in the future.
- Working Group members discussed this strategy theme of roadside safety.
 - In response to a question, Ricozzi explained that travel speeds and roadway design speeds are not the same thing.
 - Yaro asked if traffic calming made a difference. If you slow speeds down, does that affect the options for guiderail? Balskus said no, speeds are not a factor in provision of guiderail. Reviewing the options is a good first step. He noted a similar situation at Lake Waramaug in western Connecticut, where the community did not want the "W" rail (metal beam rail) and box beam rail was installed instead.
 - Labadia said she gets calls from people all the time about getting Merritt Parkway guiderail in their community, and she always has to say no. Another option could be to develop your own guiderail standard.
 - The plan can include a statement that metal beam rail is not acceptable for the roadway. Janice Plaziak noted that having this information about guiderail in a plan will help with talking to DOT about these issues. Labadia agreed that it is really important to have this, otherwise CTDOT Maintenance does what they want. The goal is to evaluate other options because they meet the goals and metal beam rail does not. Anne Hartjen suggested looking at what other states have done, or design our own.
 - Balskus responded to a question about providing a list of guiderail options by noting VHB can share what is known now. Bell said there can be a menu of known options plus "etc." for things that may be developed in the future.
 - Elder explained that CTDOT is now evaluating scenic roads for box beam installations and planning to do mainly this treatment on scenic roads.
 - Yaro said we still need to lower speeds whatever the guiderail choice is.

› Railroad bridges:

- There are limited options for addressing the constrained vertical and horizontal clearances at these bridges/underpasses in the near term. The stormwater & sea level rise strategies will also be relevant here in looking at how to address flooding at these bridges.
- The primary potential strategy for these is to work with Amtrak on long-term improvements to the bridge structures.
- Working Group members discussed the railroad bridges strategy.
 - It was again noted to break out other bridges and culverts here, and not focus solely on the railroad bridges.
 - Amstutz suggested a strategy to evaluate bridge life, when they need to be replaced, integrity, etc., so the information can inform when they may need replacement.
 - Yaro again suggested raising the road under the bridges for flooding issues and post new height restrictions.

- Bill Sigmund discussed the complications of raising the road under the bridges. Whenever the bridge needs to be replaced, the railroad would likely come back with a similar design to what is there now, so we would need to work with them on that. In addition, raising the road changes the floodplain and flooding characteristics because you would be adding fill to raise it.
- Plaziak noted that several culverts along the road are failing and are hydrologically unfit. We need to identify a strategy for these. These locations flood as well and have lack of clearance above them for paved shoulder or sidewalks. This includes the crabbing bridge, which is technically a culvert.

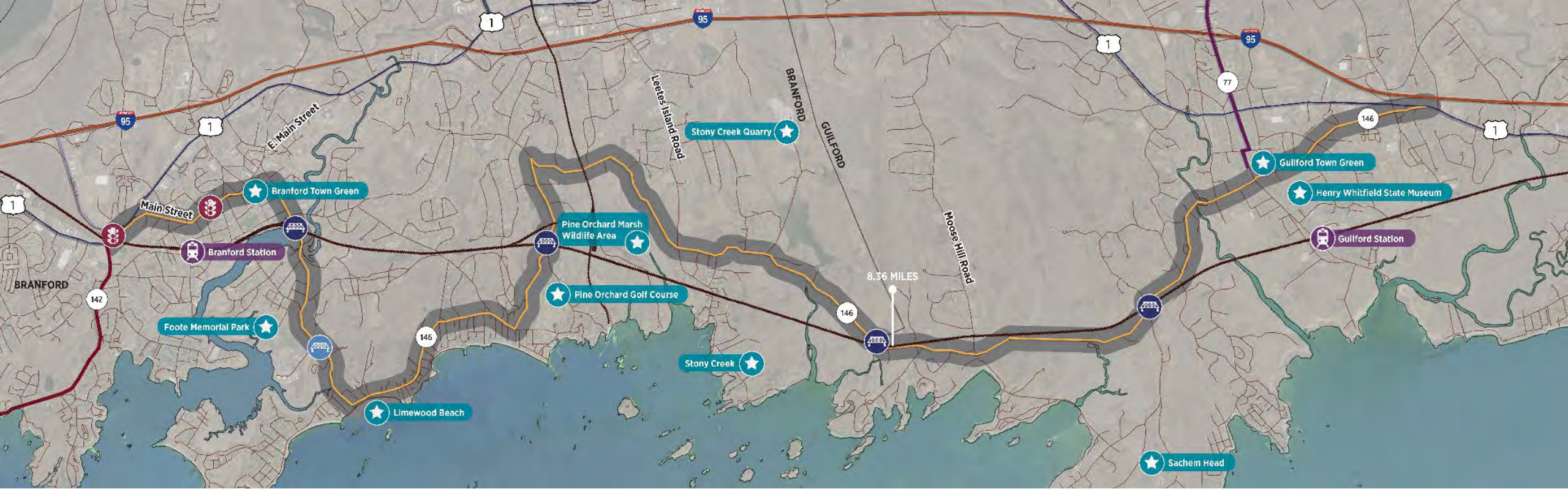
› Intersection Safety:

- For this strategy area, CTDOT traffic would need to be involved. Issues to identify with intersections include pedestrian or bike crossings, sightlines, and speed. There may be some crossover with Speed Management.
- The potential strategy would be to review intersection sightlines, crossing distances, origins and destinations of bicycle/pedestrian travel at key intersections, and other factors. This would get into more of a corridor-study-like review.

› Maintenance Enhancements:

- Currently, CTDOT Maintenance does mowing along the roadway twice a year. They cannot conduct invasive plant management under their permit from DEEP for general maintenance. However, larger projects could involve invasive plant management.
- The potential strategies for maintenance are:
 - Establish right-of-way boundary lines for the corridor to determine the extent of CTDOT property for maintenance and other potential projects
 - Review potential for maintenance enhancements for mowing, plant management, sweeping shoulders, and other potential projects
- Working Group members discussed the maintenance enhancements strategies.
 - Bell noted that a special project was done this past spring in conjunction with Sybil Creek Bridge project, west of restaurants on route 146. It was part of the mitigation for the project's environmental impacts.
 - In response to a question, Elder explained that the general permit they have for maintenance of the road only allows mowing and is limited by available equipment.
 - Sigmund explained that mitigation at DEEP is evolving. They are working on how to better interface with DOT. Mitigation depends on the type of impact. Invasive plant management is a strategy for mitigation. Also, mitigation differs between Army Corps of Engineers and DEEP. It must be directly related to project and proponent to get a real outcome. They are trying to add more flexibility with the mitigation.
 - Need to measure mitigation against the intrinsic qualities and preservation. Labadia noted that these themes should run through all the strategies.
 - Hall noted that mitigation/maintenance should be not just for DOT – but for others as well.
 - Plaziak said the CMP should talk about vegetation control. It would be something the Planning & Zoning Commission could point to, or the land trust could use to get a grant. It would be a good tool for these organizations.

- Yaro said this should not be just a road maintenance strategy, but should include other environmental protections, like protection of the scenic qualities and vistas.
 - Yaro also referred to the ideas and priorities he sent around in the summer, which includes traffic calming and preserving historic design details. He said the road should not be widened except in extreme circumstances. Area outside the ROW is important too; what can the towns do? He referred to early action projects as well.
 - Bell noted that development controls are under local jurisdiction. They want to be careful about this in the CMP; towns need to process this for themselves. Also they don't want to have cookie-cutter approach to the whole road, as it depends on context.
 - Bell also noted that CTDOT has to show how they are accommodating bicyclists and pedestrians in new projects, which may include changes to pavement for accommodations. Hall said the basis of the project was to not expand the road pavement because that is part of historic character and historic district. Bell said they can focus on areas that are not constrained by other issues, and also fall back to the strategy on re-routing bicycle and pedestrian traffic. Hoefflerle suggested having a "things we discourage" section – such as excessive signage, metal beam rail, etc.
 - Yaro said that the Shoreline Greenway Trail was the impetus for this, the plan needs to recognize that. To accommodate people biking and walking we need to calm traffic.
 - Kent noted that in some places the vegetation has been significantly cut back, more than just sweeping. Balskus said it was likely from the mill & overlay they are doing on Route 146 in Guilford this fall. Plan should mention this resurfacing as well.
 - The Working Group briefly discussed travel lane widths. CTDOT is defaulting to 11' lanes when restriping for all projects.
 - Should add protection of trees along the roadway to the strategies as well.
- › Next steps:
- The public information meeting is confirmed for Tuesday, November 14 at the Guilford Community Center.
 - The Working Group should meet before the public meeting. The Working Group decided to meet on October 10 to go over the revised strategies as consolidated through this process. This will be a virtual meeting.
- › The meeting adjourned at 4:45 pm.



Route 146

CORRIDOR MANAGEMENT PLAN



Corridor Working Group Meeting #5

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

September 21, 2023 | 2:30pm

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

- Welcome
- Review of Summer Project Work
 - Data Collection and Field Work
 - Contextual Information
 - Stakeholder Interviews
 - Online Feedback Map
 - Existing Road Sections Diagrams
- Upcoming Public Outreach
 - Next Public Information Meeting
 - Public Survey – Strategies
- Future Strategies
 - Overview
 - Priorities from Bob Yaro
 - Potential Strategies List
 - Discussion



Route 146 CMP – Summer Project Work

- Field Work
- Context-sensitive mapping
- Additional Traffic Data Collection
- Stakeholder interviews
- Online Feedback Map



Route 146 CMP – Data Collection & Field Work

- Field Work
 - Locations of key features
 - Guiderail
 - Catch basins
 - Culverts
 - Signs
 - Crosswalks
 - Additional Traffic Data Collection
- Mapped data demonstration



Route 146 CMP – Data Collection & Field Work

- Additional Traffic Data Collection

- More traffic counts conducted in late August
- Two new locations counted:
 - Route 146 at 710 Leetes Island Road/Medlyn Farms (Branford)
 - Route 146 at 444 Leetes Island Road (Guilford) (site of Nov. 2022 bicycle crash)
- Overall takeaways:
 - Higher traffic than previous counts (February 2023)
 - Volume of traffic closer to July 2019 counts, but a little lower
 - Traffic speeds similar to those collected in February
 - Speeds at new locations show significant speeding – confirms police department comments



Route 146 CMP – Data Collection & Field Work

Existing Weekday Average Daily Traffic Volume Summary August Update

Location	Time Period	Weekday ADT	Weekday Morning Peak Hour	Weekday Evening Peak Hour
Route 146, south of Sybil Creek Place	Aug 2023	7,962	270	393
	Feb 2023	4,799	228	251
	July 2019	9,400	269	528
Route 146, east of Pine Tree Drive	Aug 2023	2,552	88	147
	Feb 2023	1,523	71	77
	July 2019	2,800	79	181
Route 146, east of School Street	Aug 2023	3,387	128	179
	Feb 2023	2,202	118	106
Route 146, at 710 Leetes Island Rd (Branford)	Aug 2023	2,677	102	138
Route 146, east of Moose Hill Road	Aug 2023	2,984	110	161
	Feb 2023	1,810	67	97
	July 2019	3,200	131	188
444 Leetes Island Rd, Guilford	Aug 2023	2,925	104	159

Route 146 CMP – Data Collection & Field Work

Updated Vehicle Speed Summary (Data from 2019-2023)

			Eastbound		Westbound	
		Posted Speed Limit (mph)	Average Speed (mph)	85 th % Speed (mph)	Average Speed (mph)	85 th % Speed (mph)
Location						
<i>Branford</i>						
Route 146, south of Sybil Creek Place ¹		25	31 NB	35 NB	31 SB	35 SB
Route 146, south of Sybil Creek Place ²		25	32 NB	36 NB	31 SB	34 SB
Route 146, east of Pine Tree Drive ¹		25	33	38	31	35
Route 146, east of Pine Tree Drive ²		25	33	36	31	34
Route 146, east of School Street ¹		25	30	34	29	34
Route 146, east of School Street ²		25	29	34	28	32
Route 146, at 710 Leetes Island Road ²		25	34	38	35	39
<i>Guilford</i>						
Route 146, east of Moose Hill Road ¹		35	38	44	38	44
Route 146, east of Moose Hill Road ²		35	33	38	31	38
Route 146, at 444 Leetes Island Road ²		35	40	44	43	48

¹ Based on ATR counts conducted in February 2023

² Based on ATR counts conducted in August 2023

Speeds in orange are >= 10 mph above speed limit

Contextual Information

Corridor Characteristics

- Scenic Roadway
- Shoreline Corridor
- Intrinsic Benefits
- Historical Context
- Estuary Vistas
- Undulating Curves
- Roadside Development



Stakeholder Interviews

Conducted 8 stakeholder interviews over the spring and summer

- Active Transportation
- Economic Development
- Emergency Management
- Environmental Issues
- Environmental Justice
- Historic & Cultural Resources
- Transportation Safety
- Water-Flooding Issues



Date: Wednesday, July 12, 2023
3:00 pm – 3:45 pm

Place: Remotely Conducted (MS Teams)

Project No: 42441.08

Re: CTDOT Project No: 0175-1608
Route 146 Corridor Management Plan
Emergency Management/Hazard Mitigation Stakeholder Meeting

ATTENDEES:

Name	Affiliation
Kevin Magee	Guilford Hazard Mitigation Commission
Steve Kops	Guilford Hazard Mitigation Commission
Peter Hentschel	Branford Coastal Vulnerability Ad Hoc Working Group
Thomas Mahoney	Branford Emergency Management
Michael Shove	Guilford Fire Department
David Elder	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of emergency management/hazard mitigation around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about emergency management/hazard mitigation issues to be aware of around Route 146, and where major areas of concern are.
 - David Elder added that while this is a state facility, it serves local purposes. After seeing Route 146 for himself he understood the local opposition to the proposed replacement of the crabbing bridge, as it did not fit in with the nature of the roadway. The CMP will give CTDOT an idea of what governing principles they should use for how to approach road improvements, how to minimize impacts to historic structures, and meet the needs of the communities. The approach is meant to be context-sensitive, minimizing negative aesthetic impacts that result from projects. Flooding and sea level rise are important, and how to address not just flooding at the crabbing bridge but other areas as well; they want to understand the severity of flooding and how long certain areas may be inundated with water.
- › Peter Hentschel noted that coastal flooding and places with "nuisance flooding", combined with sea level rise, may exaggerate flooding in 2050. In places not on state roads, Branford is considering putting in low tide walls to protect low lying areas from general flooding, not necessarily protection from hurricanes or major storms.
 - Hentschel asked – what metric of flooding are you planning for? What scenario? Elder said CTDOT hydraulic engineers use Atlas 14 for rainfall and sea level rise, and factor in addition to that, sea level rise projections from UConn (for 2050). However, they are also designing to an asset design life that may be beyond 2050 (such as a

Stakeholder Interviews

Summary and Takeaways from Stakeholder Meetings:

- Need to engage with Amtrak on constraints of their bridges
- Bicycle/pedestrian safety concerns from most stakeholder groups
- Primary intersections of concern for safety:
 - Main Street & Cedar Street (Branford)
 - S. Montowese at Linden Ave (Lenny's and other restaurants in the area) (Branford)
 - S. Montowese St and Meadow Street (Branford)
 - Leetes Island Road and Moose Hill Road (Guilford)
 - Route 146/Route 77 intersection (Guilford)



Stakeholder Interviews

Summary and Takeaways from Stakeholder Meetings:

- Speeding concerns from many stakeholders
- Flooding – issue with Route 146 as evacuation route; tension of hardening vs. retreating from road, etc.
- Recreational aspects, not just hiking, walking and biking, but also fishing and boating
- Concern about maintenance/visibility/width of paved shoulders for biking and walking, general safety
- Tension between preserving historic qualities vs. changes for safety, address flooding, development pressure



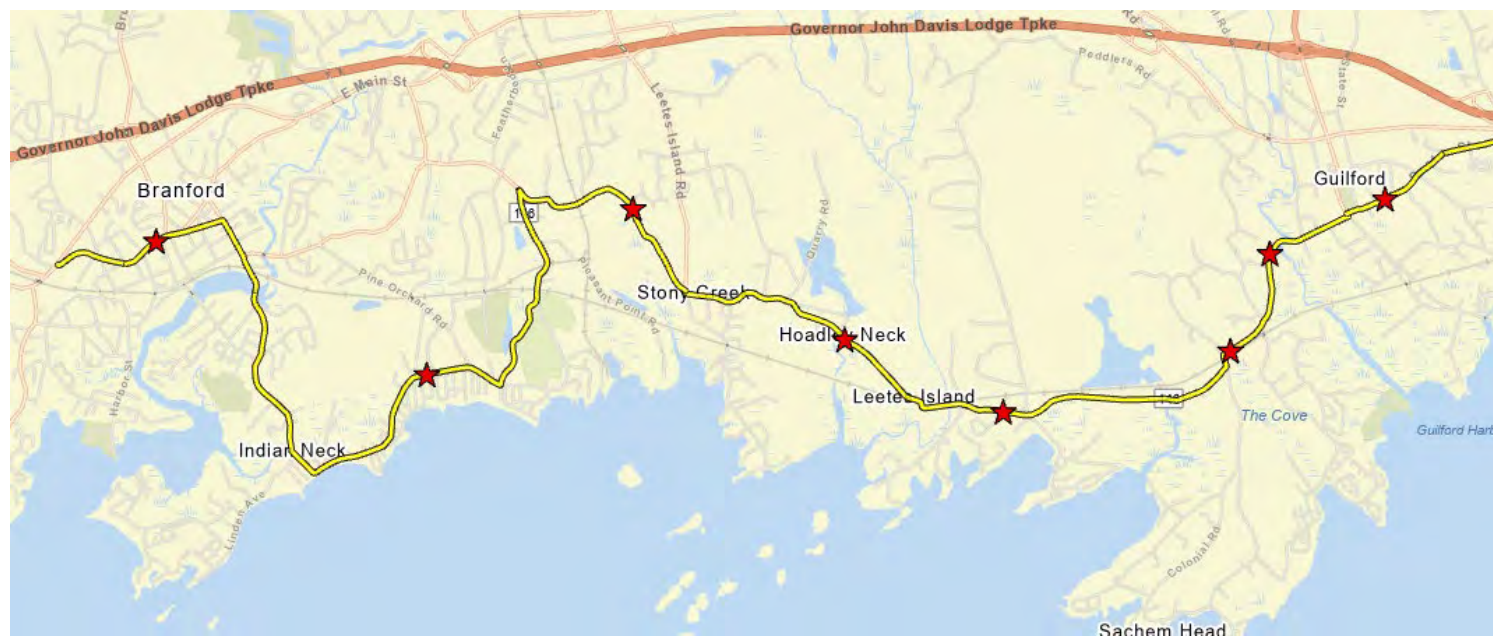
Online Feedback Map

- 20 comments from stakeholders
- Themes
 - Bicycle & Pedestrian access & safety
 - Flooding
 - Speeding
 - Sightline issues
 - Intersection safety
 - Boston St at Route 1 (Guilford)
 - Boston St at Union St/S. Union St (Guilford)
 - Route 146 at Route 77 (Guilford)
 - Main St at Cedar St (Branford)



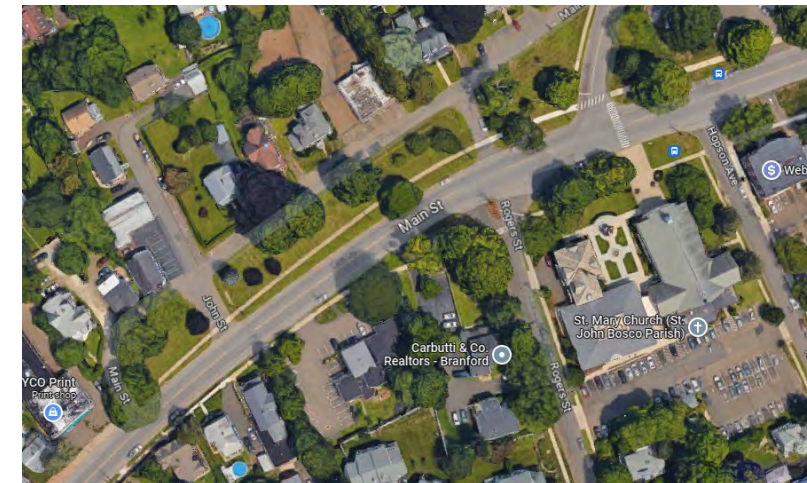
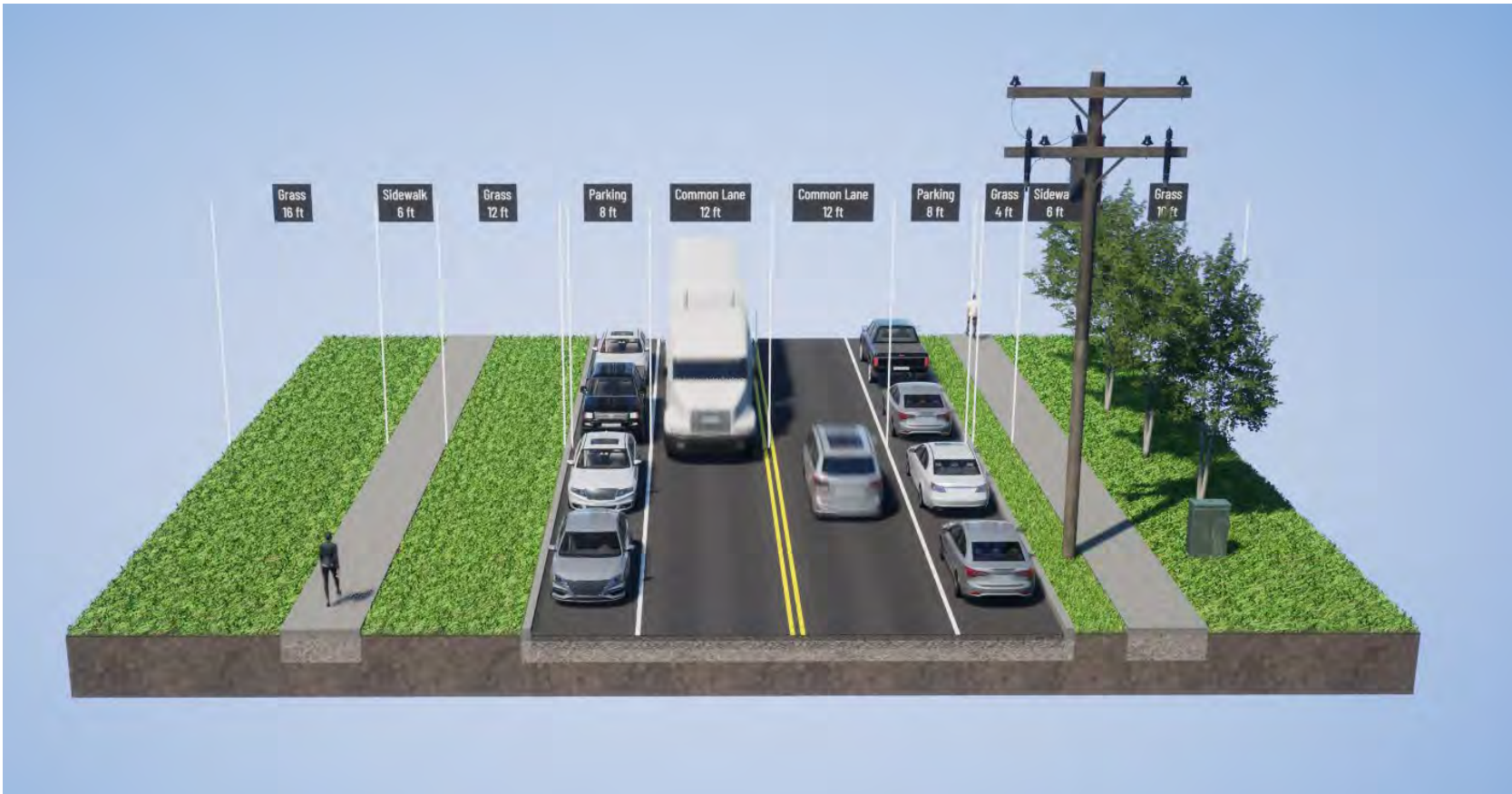
Existing Road Sections Diagrams

- Cross-section diagrams showing Existing Conditions
- Show constraints at 8 Locations:
 - Critical corridor locations (4 per Town)
 - Vegetation
 - Slopes
 - Walls
 - Shoulder widths
 - ROW
- Diversity of conditions along the corridor



Existing Road Sections Diagrams

- Diagram: existing section at Route 146 between John St and Rogers St (Branford)



Upcoming Public Outreach

- Second Public Information Meeting:
 - Thursday November 9 or Tuesday November 14
 - Guilford Community Center?
- Fall Public Survey on Strategies
 - Present potential strategies for the Corridor Management Plan
 - Receive feedback on strategies and any additional strategies we may have missed
 - Have open in time for public meeting and through end of the year



Future Strategies: Overview

- What are “strategies”?
 - “A plan of action or policy to achieve a major or overall aim”
 - A way to approach future projects so they incorporate specific goals and considerations
 - Not meant to advance specific projects, but guide how potential projects may develop
 - Strategies may involve ways to address existing and future conditions



Future Strategies: Overview

Strategies for corridor management plan to preserve corridor while enhancing safety

Compared to corridor study improvements – to address deficiencies

- Potential strategies for the group to consider – preliminary!
- Conceived as a result of field work, interviews, discussions with CTDOT, professional judgment
- Combined everything to develop initial strategies for CWG discussion

Future Strategies: Potential List

- Strategy Themes:
 - Stormwater & Sea Level Rise Management
 - Bicycle/Pedestrian Access & Safety
 - Speed Management
 - Roadside Safety
 - Railroad Bridges
 - Intersection Safety
 - Maintenance
- Anything missing here?
 - Overarching goal/value of preservation of intrinsic qualities



Future Strategies

Stormwater & Sea Level Rise Management:

- Covers three main issues:
 - Drainage
 - Flooding
 - Sea Level Rise
- Address management of existing flooding issues vs. additional impacts from sea level rise
- Review tolerable flooding occurrences (“nuisance”) vs. intolerable flooding
- Different situations would call for different approaches
 - Identify likely cause(s) of flooding at each location of concern, such as drainage, precipitation, storm surge, high tides; add future sea level rise scenarios
 - Identify site constraints – may be right of way, elevation, land features
 - ROW, elevation, adjacent land features (natural and manmade)
 - Some locations also have different engineering strategies based on constraints



Future Strategies

Stormwater & Sea Level Rise Management (cont'd):

- Potential Strategies for addressing flooding:
 - Review flooding area locations for site-specific context
 - Raise road sections or bridge over frequent flooding areas
 - Pumping stations
 - Find ways to get around flooding – such as better north/south access to Route 1 (for both evacuation and re-routing)
 - Retreat from road or cut off road to through traffic in certain areas where flooding is continuous problem and expected to become worse

Future Strategies

Bicycle/Pedestrian Access & Safety:

- Variety of land uses and demand
- Different parts of the road call for different strategies
- Town greens/built up areas will have different needs than low-density areas
 - Identify specific issues and contextual elements at each area of concern
 - Identify constraints such as ROW, slopes, sightlines, environmental assets, historical assets



Future Strategies

Bicycle/Pedestrian Access & Safety (cont'd):

- Potential Strategies for bicyclists and pedestrians:
 - Improve pavement/shoulder space available to provide space for biking and walking
 - Improve access for bicyclists and pedestrians
 - Review connectivity for walking and biking
 - Slow speed of automobiles (see Speed Management section)
 - Review alternative routes for most constrained segments for bicycle/pedestrian access



Future Strategies

Speed Management:

- Office of the State Traffic Administration (OSTA) process for setting speed limits
 - The Local Traffic Authority (LTA) requests revision to speed limit
 - OSTA conducts investigation and makes recommendation
 - LTA agrees or disagrees with recommendation; OSTA produces Traffic Investigation Report (TIR)
- OSTA process being updated to also look at contextual and land use elements for target speed setting
- Traffic calming devices being tested on state roads (such as raised crosswalks)
- Automated speed enforcement – new legislation allows in some instances



Future Strategies

Speed Management (cont'd):

- Potential Strategies for speed management:
 - Work with Local Traffic Authority (LTA) on speed limit revisions to submit to OSTA
 - Review applicability of automated speed enforcement
 - Review applicability of traffic calming devices for locations of concern



Future Strategies

Roadside Safety:

- Much existing barrier protection does not meet current standards and would not stand up to a crash
- Local weather conditions degrade materials quickly – salty and damp air
- Merritt Parkway rail designed only for that roadway; would not hold up under coastal conditions
 - Local municipality would have to install and maintain at their own expense



Future Strategies

Roadside Safety (cont'd):

- Potential Strategy: Review barrier protection options
- Alternative types of guiderail for scenic roads:
 - Box beam
 - Used widely by New York State DOT
 - CTDOT Recent Installations
 - Constrained by site conditions
 - Cable guiderail with steel posts
 - Potential use on Route 146 with available ROW for 12 foot deflection - constraint
 - Expensive to maintain
 - Other Alternatives?



Future Strategies

Railroad Bridges:

- Limited options for addressing low vertical and horizontal clearances in the near term
- Look back to stormwater management strategies to understand how to address this at bridges
- Potential Strategy:
 - Work with Amtrak on long-term improvements to bridge structures



Future Strategies

Intersection Safety:

- CTDOT Traffic to be involved
- Identify issues with crossings, sightlines, speed
- Some cross-over with Speed Management
- Potential Strategy:
 - Review intersection sightlines, crossing distances, origins and destinations for people walking and biking at key intersections



Future Strategies

Maintenance Enhancements:

- Mowing along the roadway twice a year
- Cannot conduct invasive plant management under their permit for general maintenance
- Larger projects could involve invasive plant management
- Potential Strategies:
 - Establish ROW boundary lines for corridor to determine extent of CTDOT property for maintenance and other potential projects
 - Review potential for maintenance enhancements for mowing, plant management, sweeping shoulders, in conjunction with CTDOT District



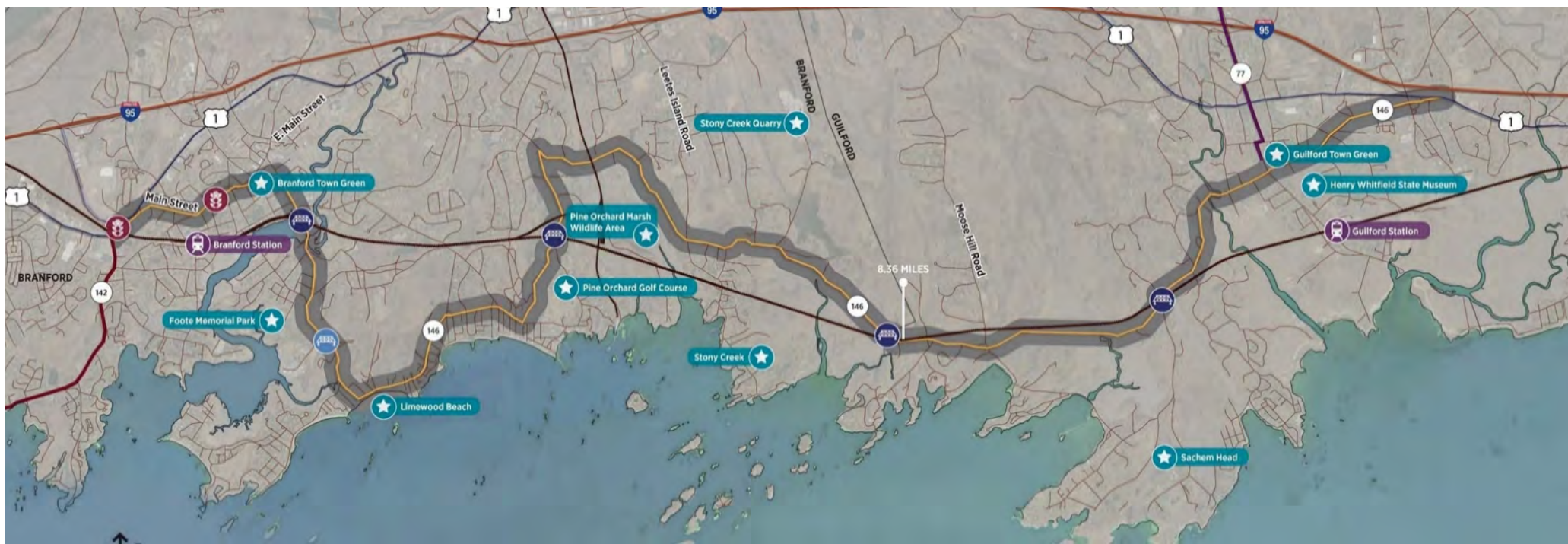
Future Strategies: Discussion

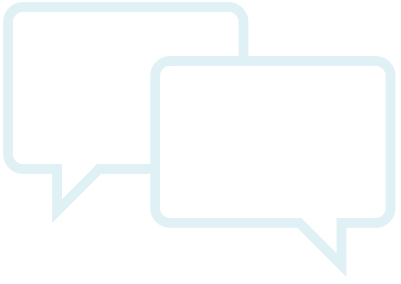
- Other Strategies?
- Questions about the strategies?
- Presentation of strategies to the public?
- Additional discussion/vetting of Strategies



Route 146 Corridor Management Plan – Next Steps


- **Next Public Information Meeting:** November 2023
- **Public Survey:** Fall 2023 (November-December 2023]
- **Next CWG Meeting:** TBD





Discussion/Action Items

 damstutz@vhb.com

 860-807-4417



Meeting Notes

Date: Tuesday, October 10, 2023
2:00 pm – 3:30 pm

Place: Virtual (Microsoft Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #6

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
David Elder	CTDOT
Rajat Mathur	CTDOT, Traffic Engineer, District 3
Janice Plaziak	Town of Guilford, Town Engineer
Brian Kent (Vice Chair for Sandy Fry Chair)	CT Bicycle & Pedestrian Advisory Board
Laura Francis	SCRCOG
Catherine Labadia	CT State Historic Preservation Office
John Hoefflerle	Town of Branford Town Engineer
Bob Yaro	Guilford Resident
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee
Anne Hartjen	Guilford Town Planner

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Barbara Ricozzi	Branford Resident
David Rood	Branford Historical Society
Michael Calabrese	CTDOT
Harry Smith	Branford Town Planner
Robert Bell	CTDOT
Bill Sigmund	CT DEEP

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz	VHB
Josh Lecar	CTDOT

NOTES:

- › Joe Balskus opened the meeting. Members who were present introduced themselves. He noted the main purpose of the meeting was to discuss revisions to the future strategies for the CMP and the public meeting on November 14.
- › Daniel Amstutz went through the changes to the Future Strategies. Each strategy theme will have an introductory section to define the limits of the theme and provide an explanation on what considerations were taken into account when developing the specific strategies. Amstutz shared a document with a bulleted list of information that went into more detail on the strategies explanation and the specific strategies themselves. Since some Corridor Working Group members were on the phone, Amstutz read through the document line by line, highlighting the changes from the previous Working Group meeting.
- › Flooding & Sea Level Rise Management:
 - Amstutz noted the change to the name of this theme to remove “Stormwater” and replace it with “Flooding” per the conversation from the previous Corridor Working Group.
 - Amstutz read through the strategies, including the strategy to “Review evacuation route strategy to find ways to get around flooding, such as developing more north/south access to Route 1 or designating other existing roads to be evacuation routes.”
 - Laura Francis noted that the South Central Regional Council of Governments (SCRCOG) is working with CTDOT on a study of evacuation routes in the region. SCRCOG is helping supplement the process to include local roads in the study, not just state roads. This should be referenced with this strategy.
 - The new strategies added to this theme are:
 - Identify issues at water bridges and culverts to understand local flooding and review need for raised bridges, larger culverts, etc.
 - May include not just Route 146 culverts overseen by CTDOT, but also culverts under driveways – this was pointed out by Janice Plaziak
 - Railroad underpass strategies (unique to these bridges)
 - Evaluate the current state of the underpasses – how old the bridges are, are they in a state of good repair, when may they be replaced – to determine timeline for potential changes/improvements
 - Work with Amtrak on long-term solution to low clearance/narrow bridges and flood problems
 - The previous iteration of the strategy themes included a specific one for the Amtrak railroad bridges. The revised strategies split the railroad bridge strategies out into the Flooding and Sea Level Rise Management section and the Bicycle and Pedestrian Access section.
- › Bicycle/Pedestrian Access and Safety:
 - One change to the previous iteration of the strategies is to note that CTDOT is required to consider and include bicycle/pedestrian infrastructure in their road projects unless there is a strong reason for an exception.
 - There is one new strategy to this section, related to the railroad underpasses:

- Evaluate railroad underpasses for bicycle/pedestrian improvements and access, such as modifying bridges during replacement, alternative pedestrian tunnel, or any short-term improvements (see also railroad underpass strategies under Flooding section)
- The Corridor Working Group discussed the strategy “Review alternative routes for bicyclists and pedestrians in the most constrained sections for access.”
 - Karyl Lee Hall noted her concern that this strategy is not very feasible because many sections along Route 146 do not have alternate parallel routes. Including this may have the plan “lose credibility” for suggesting something that cannot be done.
 - Baskus noted that there are some areas where this is true, but there are other areas where reasonable alternate routes could be found. It’s not one or the other.
 - Bob Yaro asked if it’s possible to be more explicit about what sorts of constraints would make this necessary, such as wetlands, historic buildings, and so on. David Elder said this would be acknowledged at the beginning of the document.
 - Hall also noted the state scenic road legislation that should protect historic features. Elder noted that the legislation talks about the roadway experience and scenic vistas, historic resources, and other elements, not necessarily curves and slopes. Route 146 is the only scenic route in the state that also has a National Historic District that covers the roadway. He will set up a conversation with the State Historic Preservation Office to understand this better.
- › Speed Management:
 - The primary change to the strategies in this section was to include a note to use the Federal Highway Administration (FHWA) traffic calming toolbox to provide examples of possible traffic calming measures.
 - Yaro asked if pictures can be included in the presentation to the public to help them understand what traffic calming measures could look like. The goal is to provide illustrative examples. Elder said he was fine with this as long as we don’t put something in there that isn’t already a CTDOT practice or sanctioned by the Department as a potential measure.
 - The CWG also discussed the strategy related to automated speed enforcement.
 - Laura Francis asked if we can find out if the road is eligible for automated speed enforcement at all. Perhaps revise the statement to say “if legislation allows.” Baskus noted approvals would be needed at the local level. He will reach out to OSTA to get more information about the scope of the legislation.
- › Roadside Safety:
 - Amstutz noted there are a couple of additions to this strategy area. They include:
 - Under alternative barrier protection options, added a note to review “other alternatives as they become available in the future.”
 - Consideration of development of a local guiderail detail.
 - Janice Plaziak raised concerns about a reference in the introduction of the strategy theme that noted local municipalities could install Merritt Parkway guiderail if they installed and maintained it at their own expense. She did not think it was in the best interests of the Towns to make this seem like a possible approach, and did not know of

any towns that would actually want to do this. Elder noted he had heard this from internal CTDOT sources, and would need to check on it. There may be an example somewhere. Yaro said it was important to note that people want something other than W-beam guiderail, that is the key. CWG members agreed to remove the statement about the Merritt Parkway guiderail from the plan.

- Plaziak asked if the plan should also include the strategy for the local guiderail detail. Elder said he had heard that CTDOT does adopt certain local municipal details at times, but he would need to confirm this. Plaziak said it would be preferable if the strategy said "roadway-specific" instead of "local".

› Intersection Safety:

- Amstutz read through this section, noting that nothing had changed from its presentation and the last CWG meeting.
- Yaro noted the need to show examples of intersection safety improvements similar to the speed management section. Elder agreed but said he did not want to use a rendering that would be out of character for what CTDOT would do. Balskus said this is fine as long as we are not talking about a specific intersection. Plaziak raised a concern about raising expectations with the public that can't be met. Yaro said it is helpful to provide a range of alternatives about what things could be and we could provide a disclaimer on it all that it's an example, not a proposal. Elder said he agreed with that.

› Maintenance Enhancements:

- Amstutz noted that additional detail has been added to the introduction section to state that maintenance of the corridor needs to be done not just by CTDOT, but also by private property owners and towns. Also, maintenance of the pavement width is important but must be balanced with other needs such as safety. The recent resurfacing of Route 146 in Guilford will be mentioned.
- Two strategies have been added:
 - Review maintaining historical elements along the roadway, including rock walls
 - Review maintaining mature trees along the roadway to keep the wooded feel of the road
- Yaro said it should not just be about rock walls, include historic stone walls, rock outcroppings, and ledge.
- Yaro asked if the general permit from DEEP that CTDOT has could be revised to include invasive plant management. Elder said it would be an enormous task to try to go outside the right-of-way in general practice. However, a strategy related to this that includes DEEP could be included. Yaro asked if a strategy to address invasive plants like phragmites and knotweed could be included as they affect the scenic views from the road. Elder said this isn't really under CTDOT control. Hall said the strategy could at least be to investigate the possibility of this with DEEP.
- Francis asked about the maintenance of historic features and trees and whether "if possible" should be added to the language. Hall noted there are already provisions for this in the scenic road legislation, noting Section 13b-31e-3 of Regulations of Connecticut State Agencies. There are provisions where the CTDOT Commissioner must sign off on a project if it will remove mature trees or impact stone walls, for safety or other legitimate reasons. Francis suggested adjusting the language to include "consistent with regulations."

› Environmental and Preservation:

- Amstutz explained that this section was created based on feedback from the last CWG meeting. Although preserving and protecting the unique qualities of the road will be stated in the goals at the beginning of the plan, the Project

Team thought this was a good place to put additional preservation strategies that are beyond the right-of-way and beyond the scope of what CTDOT can accomplish. The introductory portion mentions many of the historic and intrinsic qualities of the road and notes that preserving and protecting the roadway is a shared responsibility between the towns, property and business owners, residents, and CTDOT.

- The two primary strategies that have been identified for this section are:
 - Town should consider zoning overlay or other land-use changes to protect the roadway from development that is out-of-character with the scenic road
 - Support the work of the Scenic Road Advisory Committee in Branford and Guilford
- Amstutz asked if any other potential strategies could be included.
- Yaro asked if significant changes or projects could be reviewed by the local Scenic Roadway Advisory Committee. Hall raised a concern that this couldn't be enforced because there would be no statute behind it. She also noted her concern about the image of the committee to others. Yaro said it would just be for reviews, not approvals. Elder said he would look to Hall to see how she'd like to phrase this. Hall said she'd be interested in keeping it in the plan.
- Balskus noted that the land use/zoning strategy needs to be reworded so it is not a "should" condition, since CTDOT has no control over this. Encouraging the towns to do this is more in line with how it ought to read.

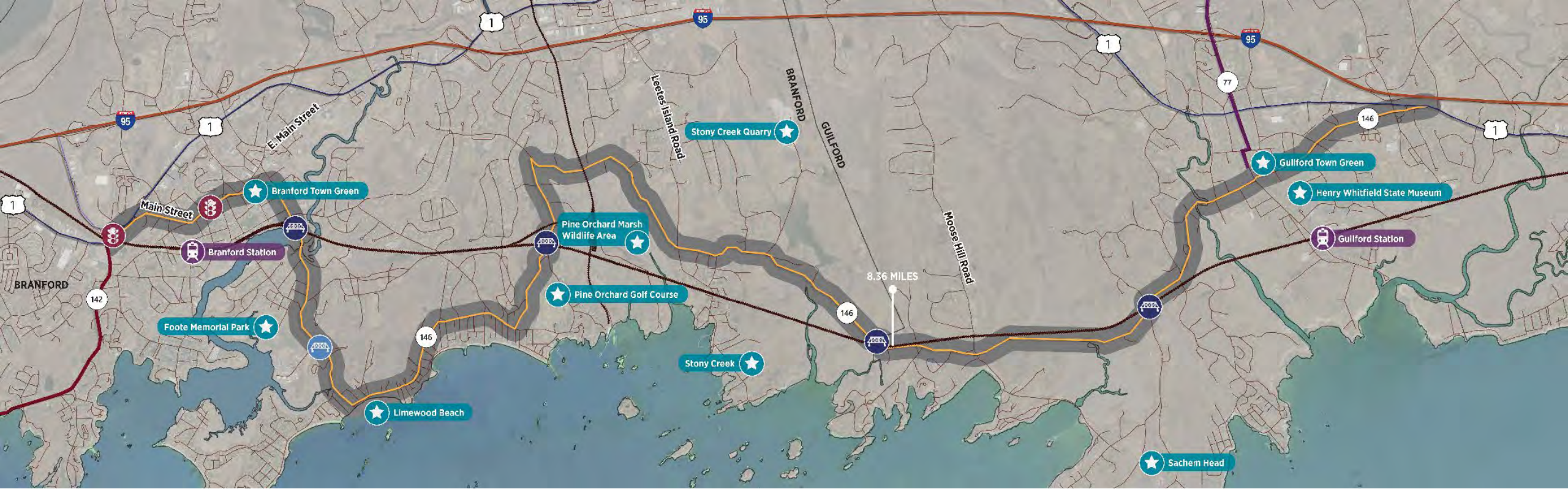
› Public Meeting on November 14:

- The Project Team will present information on the strategies and what has been done to date, have Q&A at the end, and look for feedback from the public, similar to the first public meeting in April. Yaro suggested reiterating the purpose of the project and its process along with summarizing where things are. The Project Team will share documents with the CWG before the public meeting.
 - CTDOT will give an introduction and have a member of the CWG give remarks as well. It worked well to have someone from the CWG at the last public meeting. A run of show will be created along with slides for the meeting.
 - The Project Team will send out an updated strategy list based on feedback today.

› Next steps:

- Send a calendar meeting invite to the Corridor Working Group for the November 14 Public Information Meeting.
- Send revised strategies to the CWG by next week.
- Send public meeting materials to the CWG in advance for them to see.

› The meeting adjourned at 3:45 pm.



Route 146

CORRIDOR MANAGEMENT PLAN



Corridor Working Group Meeting #6

Virtual | Microsoft Teams

October 10, 2023 | 2:00pm

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

- Welcome
- Future Strategies
 - Overview of Revisions
 - Updated Strategies List
 - Discussion
- Upcoming Public Outreach
 - Public Information Meeting – November 14 at Guilford Community Center



Future Strategies: Overview

Strategies for corridor management plan to preserve and protect intrinsic qualities of the corridor while enhancing safety

- Revised strategies for the group to consider – second round of preliminary strategies
- Conceived as a result of field work, interviews, discussions with CTDOT, professional judgment, and CWG member comments from last meeting

Future Strategies: Overview of Revisions

- Revised based on CWG member input from last meeting
- Adjustments to strategy names as well as added strategies
- New strategy theme on environmental and historical preservation
- Highlighted changes on following slides



Future Strategies: Revised List

- Strategy Themes:
 - Flooding & Sea Level Rise Management
 - Bicycle/Pedestrian Access & Safety
 - Speed Management
 - Roadside Safety
 - ~~Railroad Bridges~~
 - Intersection Safety
 - Maintenance Enhancements
 - Environmental and Historical Preservation
- Overarching goal/value of preservation of intrinsic qualities



Future Strategies – Revisions

Flooding & Sea Level Rise Management:

- Covers three main issues:
 - Drainage
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- Address management of existing flooding issues vs. additional impacts from sea level rise
- Review tolerable flooding occurrences (“nuisance”) vs. intolerable flooding
- Different situations would call for different approaches
 - Identify likely cause(s) of flooding at each location of concern, such as drainage, precipitation, storm surge, high tides; add future sea level rise scenarios
 - Identify site constraints – may be right of way, elevation, land features
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 - Some locations also have different engineering strategies based on constraints



Future Strategies – Revisions

Flooding & Sea Level Rise Management (cont'd):

- Potential Strategies for addressing flooding:
 - Review flooding area locations for site-specific context to determine most appropriate flood mitigation improvements; examples include:
 - Raise road sections or bridge over frequent flooding areas
 - Pumping stations
 - Find ways to get around flooding – such as better north/south access to Route 1 (for both evacuation and re-routing)
 - Retreat from road or cut off road to through traffic in certain areas where flooding is continuous problem and expected to become worse
 - Identify issues at water bridges and culverts to understand local flooding and review need for raised bridges, larger culverts, etc.
 - Railroad underpass strategies:
 - Evaluate the current state of the underpasses – how old the bridges are, are they in a state of good repair, when may they be replaced – to determine timeline for potential changes/improvements
 - Work with Amtrak on long-term solution to low clearance/narrow bridges and flood problems

Future Strategies – Revisions

Bicycle/Pedestrian Access & Safety:

- Variety of land uses and demand
- Different parts of the road call for different strategies
- Town greens/built up areas will have different needs than low-density areas
 - Identify specific issues and contextual elements at each area of concern
 - Identify constraints such as ROW, slopes, sightlines, environmental assets, historical assets
- CTDOT is required to consider and include bike/pedestrian infrastructure



Future Strategies – Revisions

Bicycle/Pedestrian Access & Safety (cont'd):

- Potential Strategies for bicyclists and pedestrians:
 - Improve pavement/shoulder space available to provide space for biking and walking
 - Improve access for bicyclists and pedestrians
 - Review connectivity for walking and biking
 - Slow speed of automobiles (see Speed Management section)
 - Review alternative routes for most constrained segments for bicycle/pedestrian access
 - Evaluate railroad underpasses for bicycle/pedestrian improvements and access



Future Strategies – Revisions

Speed Management:

- Office of the State Traffic Administration (OSTA) process for setting speed limits
 - The Local Traffic Authority (LTA) requests revision to speed limit
 - OSTA conducts investigation and makes recommendation
 - LTA agrees or disagrees with recommendation; OSTA produces Traffic Investigation Report (TIR)
- OSTA process being updated to also look at contextual and land use elements for target speed setting
- Traffic calming devices being tested on state roads (such as raised crosswalks)
- Automated speed enforcement – new legislation allows in some instances



Future Strategies – Revisions

Speed Management (cont'd):

- Potential Strategies for speed management:
 - Work with Local Traffic Authority (LTA) on speed limit revisions to submit to OSTA
 - Review applicability of automated speed enforcement
 - Review applicability of traffic calming devices for locations of concern
 - Traffic calming devices may include:
 - Raised intersections
 - Raised crosswalks
 - Speed humps
 - Curb Extensions
 - Etc.



Future Strategies – Revisions

Roadside Safety:

- Much existing barrier protection does not meet current standards and would not stand up to a crash
- Local weather conditions degrade materials quickly – salty and damp air
- Merritt Parkway rail designed only for that roadway; would not hold up under coastal conditions
 - Local municipality would have to install and maintain at their own expense



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- Limited options for addressing low vertical and horizontal clearances in the near term
- Look back to stormwater management strategies to understand how to address this at bridges
- Potential Strategy:
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- Some cross-over with Speed Management
- Potential Strategy:
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- Mowing along the roadway twice a year
- Cannot conduct invasive plant management under their permit for general maintenance
- Larger projects could involve invasive plant management
- Potential Strategies:
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 - Review potential for maintenance enhancements for mowing, plant management, sweeping shoulders, in conjunction with CTDOT District



Future Strategies: Discussion

- Other Strategies?
- Questions about the strategies?
- Presentation of strategies to the public?
- Additional discussion/vetting of Strategies



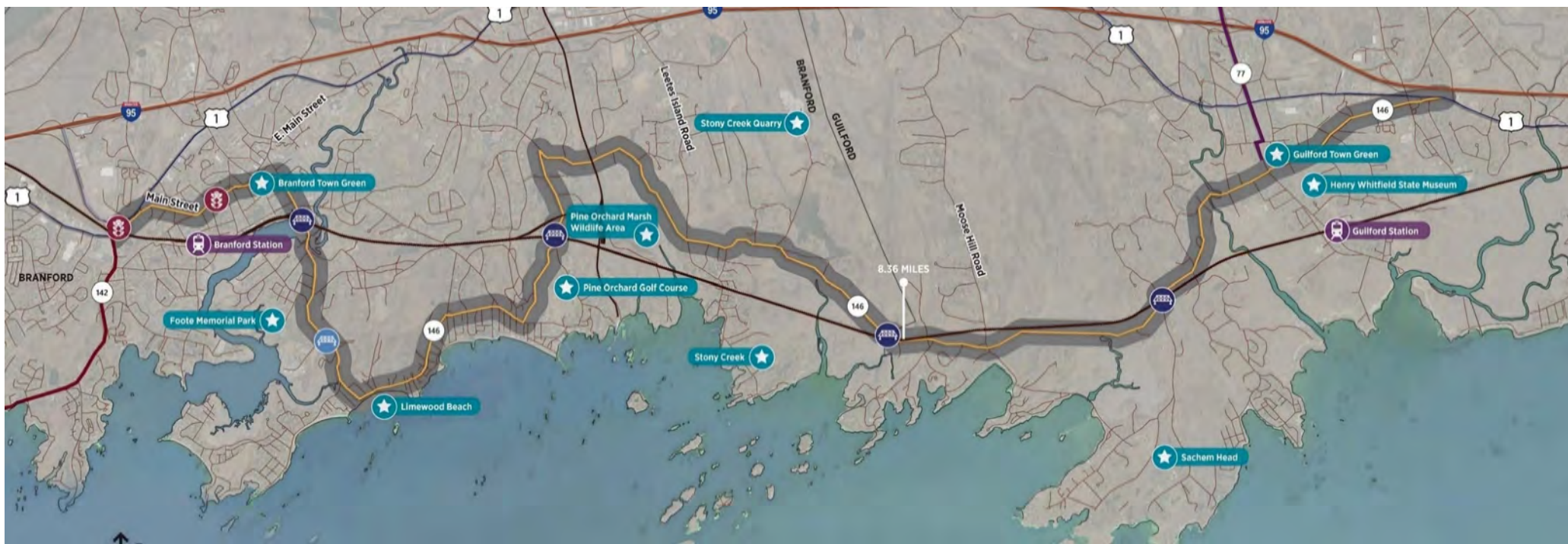
Upcoming Public Outreach

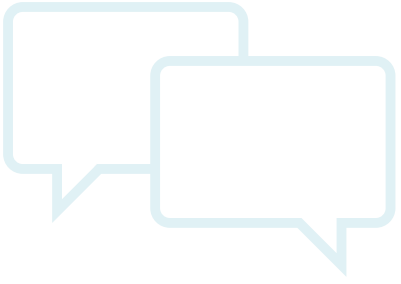
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 - Present potential strategies for the Corridor Management Plan
 - Receive feedback on strategies and any additional strategies we may have missed
 - Have open in time for public meeting and through end of the year



Route 146 Corridor Management Plan – Next Steps

- **Next Public Information Meeting:** November 2023
- **Public Survey:** Fall 2023 (November-December 2023]
- **Next CWG Meeting:** TBD





Discussion/Action Items



damstutz@vhb.com



860-807-4417



Meeting Notes

Date: Thursday, January 25, 2024
2:30 pm – 4:00 pm

Place: Virtual (Microsoft Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #7

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
David Elder	CTDOT
Rajat Mathur	CTDOT, Traffic Engineer, District 3
Janice Plaziak	Town of Guilford, Town Engineer
David Rood	Branford Historical Society
Laura Francis (remotely attended)	SCRCOG
Barbara Ricozzi	Branford Resident
John Hoefflerle	Town of Branford Town Engineer
Bob Yaro	Guilford Resident
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee
Anne Hartjen	Guilford Town Planner
Bill Sigmund	CT Department of Energy & Environmental Protection

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Catherine Labadia	CT State Historic Preservation Office
Sandy Fry	CT Bicycle & Pedestrian Advisory Board
Michael Calabrese	CTDOT
Rajat Mathur	CTDOT, Traffic Engineer, District 3
Harry Smith	Branford Town Planner

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz	VHB
Josh Lecar	CTDOT

NOTES:

- › Joe Balskus opened the meeting. Members who were present introduced themselves.
- › Daniel Amstutz went through the agenda for the meeting. Items to be discussed include the November 2023 public meeting, the Draft CMP Strategies and Public Survey Responses so far, potential strategy timelines, and next steps for the Plan and Public Engagement.
- › November Public Meeting Recap and Feedback
 - Amstutz noted that around 100 people attended the public information meeting in November at the Guilford Community Center. The meeting started a little late and ended late because there were so many people and it ended up being standing room only. CTDOT, VHB, and several Corridor Working Group members attended as well. The purpose of the meeting was to present the draft strategies for the Corridor Management Plan. Overall, the response from the public was positive.
 - About 28 comments were shared at the meeting, almost half of them about bicycle/pedestrian concerns. Other high frequency issues included speeding, flooding, historic context and impact, and other issues related to project prioritization and truck traffic.
 - Amstutz asked if the CWG members had any takeaways or impressions from the public meeting.
 - David Elder noted he was struck by some of the comments around bicycle/pedestrian issues and flooding. These came up as important areas from the community and matched the ideas from the CWG.
 - Bob Yaro suggested a discussion/presentation on the traffic calming toolbox as a strategy at the next public meeting, to better explain to people what countermeasures are available. He also recommended that the corridor be divided into segments based on physical characteristics and surrounding development type, and differentiate between the parts in the historic districts and the parts outside these districts. Pair this with the cross-sections that are part of the scope of work and will be in the final document.
 - Karyl Lee Hall observed that both safety and access improvements are tied to enhancing safety and slowing down traffic. She suggested that traffic calming strategies are a good early action measure to show that the CMP has done something.
 - Elder noted that with the CTDOT paving contract, that will repave additional parts of Route 146, the travel lanes will be brought down to 11'. This is now standard and will help with reducing speeds.
 - Yaro asked if 10' travel lanes could be an option. Barbara Ricozzi noted that State roadways must accommodate all traffic that needs to use the road including trucks. She expressed a concern about increasing the risk for sideswipe crashes if lanes are made too narrow. Balskus clarified that the current strategy in the CMP is to review lane widths and if they can be reduced. We are not expecting to settle the discussion now, before we finalize the CMP. Elder said this is something that can be discussed internally in CTDOT before the final version of the CMP is prepared. Ricozzi pointed out that the repaving also removes debris and silt from the paved shoulders so this should be improved after the paving.
 - Hall read the from the state scenic road regulations the portion which states that widening ROW or increasing pavement should be avoided because of its impact to the scenic road. Yaro added that narrowing lanes help to preserve the road character (by not needing to widen the road), slows traffic, and enhances bicycle and

pedestrian access by providing more shoulder space to walk or bike. He reiterated his comment on exploring more traffic calming measures and showing the public what options are possible.

- The CWG discussed demonstration projects as a strategy. Yaro said that Route 146 could be a good place to experiment. If it doesn't work, things can go back to how it was before. Laura Francis said these can also be funded through SS4A planning grants, which are less competitive than implementation grants. David said they did 3 demonstration projects around the state last year. CTDOT has money to do them – they don't necessarily need SS4A money, which goes to regions and municipalities anyway, not to the state. Janice Plaziak asked about doing this at an existing crosswalk location or a new crosswalk location.

› Draft CMP Strategies Public Survey Responses

- Amstutz noted that the public survey on the Draft CMP Strategies was released in mid-December. The survey provides a high level overview of draft strategies with links to more detailed information, and allows opportunities to put in targeted feedback on each strategy area and suggest additional strategies. So far there have been 41 unique responses to the survey. A summary of the responses is in the presentation slides.
- Elder asked CWG members to read the comments that have been received, the first five then last two, in round robin.
- Flooding & Sea Level Rise Management:
 - After reading comments about the Flooding & Sea Level Rise Management strategies, the CWG discussed a comment on whether the road should still be continuous through the towns. There may be areas of flooding that cannot readily be addressed due to engineering or funding issues, and we may simply have to divert around them somehow. An example of a pinch point and frequent flooding location is at Sachem's Head Road at the railroad underpass. Guilford has discussed bridging over the railroad tracks from Sam Hill Road to go over frequent flood waters. There is an important tax base in Sachem's Head. These "out of the right-of-way" ideas may need to be considered. Should acknowledge that addressing all flooding may not be feasible.
 - Elder discussed the question of whether to harden infrastructure against flooding and sea level rise or retreat from the facility (the road) because cost and effort is simply too great. This is a real scenario. Amtrak is considering ways to move their tracks/route away from shoreline due to these issues.
 - Evacuation plans were also discussed. Francis noted that CTDOT is handling reviewing evacuation routes for state roads in the region. SCRCOG was looking at finding funding to update local municipal evacuation plans. Elder noted that if they were to cut off parts of the road to through traffic they would need to analyze how each individual property along the route would be impacted and how they would get in and out.
 - Noted that the Water Street bridge over the West River in Guilford is being redesigned by CTDOT. Likely after the crabbing bridge design has been figured out.
- The CWG read through many of the comments for the other strategy areas to get an idea of what sort of issues were being brought up in public comment.

› Review Strategy Timelines: Short-Term and Long-Term

- the CWG briefly went through the proposed timelines for the strategies. Amstutz noted that most of them could be completed in the short-term, so there would need some understanding of priority for implementation.
- For the next public meeting, the strategies need to be more robust. Hall said there was a need to continue to make clear to the public what the Corridor Management Plan is and isn't. It still seems a little hard to understand. As

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January 25, 2024: 2:30 pm – 4:00 pm
Ref: 42441.08
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discussed, the Plan doesn't dictate exact projects. Balskus said we can try to have a rough draft of the Plan by this time as well.

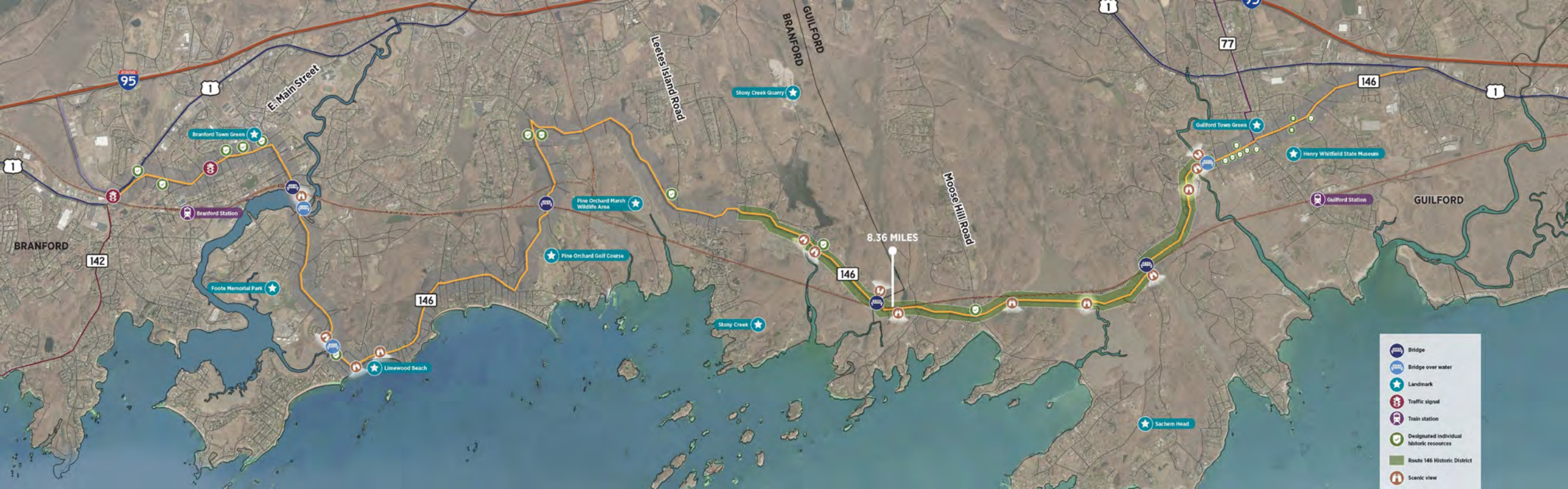
› Next Steps for Plan and Public Meeting:

- The CWG decided it would be best to meet again soon to keep discussing the strategies. The public survey will be closed mid-February (February 16) and the CWG will meet again Thursday, February 29, from 2-4 pm. The meeting will be at the Branford Fire House again.
- It was also suggested to figure out the public meeting now so big enough spaces are available for a public meeting. Tuesday or Thursday in late March or early April should be considered.
- Also, there was a request to circulate the priorities of Hall and Yaro.

› Next steps:

- Send a calendar meeting invite to the Corridor Working Group for the Thursday February 29 CWG meeting.
- Send the priorities of Hall and Yaro to the group.
- Send public survey link to CWG to distribute again.

› The meeting adjourned at 4:00 pm.



Route 146

CORRIDOR MANAGEMENT PLAN



Corridor Working Group Meeting #7

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

January 25, 2024 | 2:30pm

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

- Welcome
- November Public Meeting Recap and Feedback
- Draft CMP Strategies Public Survey Responses
- Review Strategy Timeframes: Short-Term and Long-Term
- Next Steps for Plan and Public Engagement



November Public Meeting – Recap

- Second Public Information Meeting:
 - Tuesday November 14, Guilford Community Center, 6:00-8:15 pm
 - Approximately 100 people attended
 - Including: David Elder & Josh Lecar - CTDOT, Daniel Amstutz – VHB, several CWG members
 - Presentation of proposed CMP Strategies
 - Overall positive response to CMP progress and strategies



November Public Meeting – Comment Summary

- About 28 comments during the meeting
- Almost half about bicycle/pedestrian concerns
 - Need for sidewalks in certain areas (in Branford near Route 1, by Linden Ave and Indian Neck Road)
 - Protection and separation of bicyclists/pedestrians
 - Addressing bad sightlines and pinch points
- Speeding concerns
 - Slowing down traffic to protect bicyclists/pedestrians
 - Use of speed cameras
 - Speed impacting intersection safety
 - Narrowing travel lanes



November Public Meeting – Comment Summary

- Flooding
 - Addressing and designing for increased flooding
 - Flooding on property adjacent to Route 146
 - Need to increase size of drainage pipes
- Historic Context & Impact
 - Protecting historic roadway while improving safety & resilience
 - Processes to review potential impacts
- Other
 - Prioritization of CMP recommendations & speed of implementation
 - Reduce truck traffic
- CWG Member takeaways?



Draft CMP Strategies: Public Survey & Responses

- Public Survey on Draft CMP Strategies released in mid-December
- 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
- 41 unique responses to survey*

**As of 01-22-24*

Route 146 Corridor Management Plan - Draft Strategies Survey

The final Route 146 Corridor Management Plan will include a list of strategies that should be pursued to preserve and protect the intrinsic and unique qualities of the Route 146 Corridor for years to come. As strategies, they define approaches to various issues that have been identified in the corridor over the course of the planning process.

CTDOT has gathered feedback from the Corridor Working Group, stakeholder interviews, public meetings, and other public outreach to refine the strategies presented in this feedback form. CTDOT is seeking input on these strategies and if there are other strategies that should be considered.

The draft strategies to follow this introduction will reference the appropriate goals that apply to it and how they are supported. The strategies are split into seven overarching areas.

More detail on the draft strategies and the project goals can be found on the Project website at <https://route146cmp.com/documents.html>, as well as the potential strategies handout at https://route146cmp.com/pdf/Route%20146%20CMP_Strategies_Public%20Review%20Handout%2011-14-23_v2.pdf.

The following strategies are proposed. Please review and provide comments as follows:

A. Flooding and Sea Level Rise Management

A.1 Review flooding area locations for site-specific context to determine most appropriate flood mitigation improvements.

A.2 Review evacuation route strategy to find ways to get around flooding, such as developing more north/south access to Route 1 or designating other existing roads to be evacuation routes.

A.3 Identify issues at water bridges and culverts to understand local flooding and review need for raised bridges, larger culverts, etc.

A.4.1 Evaluate the current state of railroad underpasses - how old the bridges are, are they in a state of good repair, when may they be replaced - to determine timeline for potential changes/improvements.

A.4.2 Work with Amtrak on long-term solution to low clearance/narrow railroad bridges and flood problems.

Draft CMP Strategies: Public Survey & Responses

- Overview of Comments (Refer also to handout of comments by Strategy)
- A. Flooding
 - Concern about getting flood water to be diverted from private properties and to improve drainage systems
 - Strategy suggestions to develop flood warning systems, drainage maintenance, infrastructure improvements
 - Raise road in certain areas
 - Locations of worst flooding
 - Specific recommendations from the Pine Orchard Association related to Totoket Road, Blackstone Ave, other roads



Draft CMP Strategies: Public Survey & Responses

- B. Bicycle & Pedestrian Access & Safety (this theme received the most comments)
 - 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
 - Suggest reducing speeds of cars
 - Concern for bike/pedestrian safety vs. protecting historic and scenic qualities of the road
 - Remove debris from shoulders, keep them clear



Draft CMP Strategies: Public Survey & Responses

- C. Speed Management
 - Support but also some concern for speed humps and raised crosswalks
 - 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
 - Some support of automated speed enforcement
 - Additional traffic controls



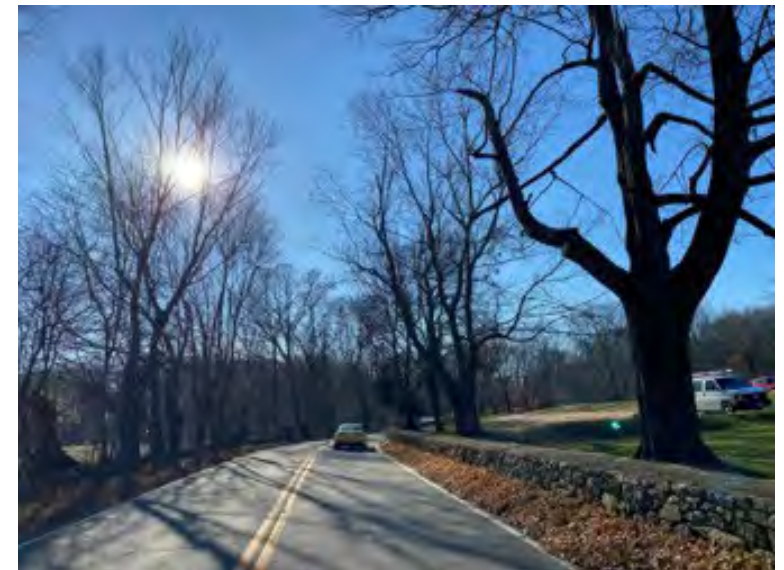
Draft CMP Strategies: Public Survey & Responses

- D. Roadside Safety
 - Agreement that cable or box beam are preferable to W-beam for aesthetics
 - Protect bicyclists/pedestrians with guiderail or make shoulder wider next to guiderail (to give them space)
- E. Intersection Safety
 - Specific intersections with safety concerns
 - Intersection lighting
 - Better sight lines at intersections
 - Better crossings for pedestrians at intersections
 - Reduce speeds especially on blind curves



Draft CMP Strategies: Public Survey & Responses

- F. Maintenance Enhancements
 - Support for mitigating invasive plants (phragmites)
 - Support for maintaining unique environmental elements, mature trees
 - Infrastructure improvements to ease maintenance
- G. Environmental & Historic Preservation
 - 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



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 bicycle/pedestrian safety and education
 - Collaborate with stakeholders, including neighborhood associations, more closely
- Thoughts/reactions to survey comments?



Draft Strategy Timeframes

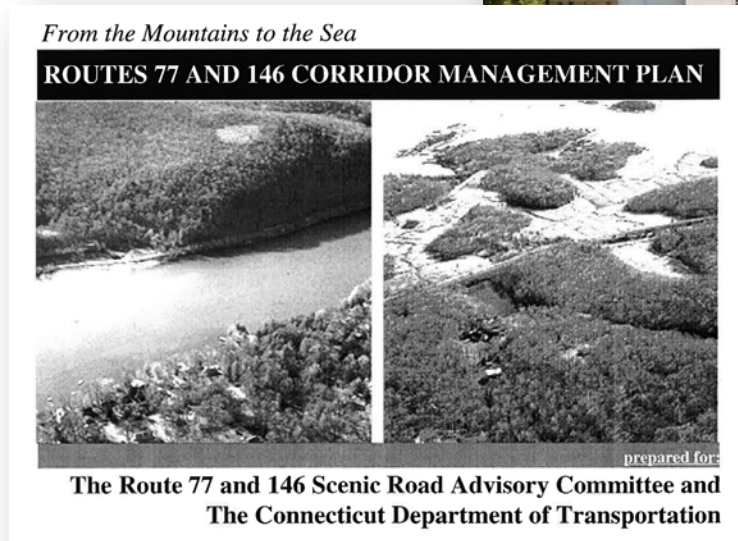
- Future Strategies task includes development of strategies for short-term and long-term
- Includes graphical plan to suggest where potential strategies may fit along the corridor
- Short-term: potential to implement within 5 years or less
- Long-term: potential implementation 5 years to 20 years out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

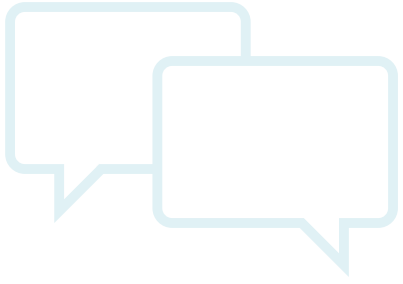
- Keep public survey open for a few more weeks
- Next public meeting in May or early June to present draft CMP and review of final strategies
- Presentation to Boards of Selectmen for Branford and Guilford



Route 146 Corridor Management Plan – Next Steps


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





Discussion/Action Items

 damstutz@vhb.com

 860-807-4417



Meeting Notes

Date: Thursday, February 29, 2024
2:00 pm – 4:00 pm

Place: Virtual (Microsoft Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #8

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
David Elder	CTDOT
Janice Plaziak	Town of Guilford, Town Engineer
David Rood	Branford Historical Society
Laura Francis (<i>Remotely Attended</i>)	SCRCOG
Barbara Ricozzi	Branford Resident
John Hoefflerle	Town of Branford Town Engineer
Bob Yaro	Guilford Resident
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Catherine Labadia	CT State Historic Preservation Office
Sandy Fry	CT Bicycle & Pedestrian Advisory Board
Michael Calabrese	CTDOT
Rajat Mathur	CTDOT, Traffic Engineer, District 3
Harry Smith	Branford Town Planner
Anne Hartjen	Guilford Town Planner
Bill Sigmund	CT Department of Energy & Environmental Protection

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz	VHB
Josh Lecar	CTDOT
Jennifer Pacacha (<i>Remotely Attended</i>)	CTDOT
Elsa Stone	Guilford Resident
Steve Wolfson	Guilford Resident

NOTES:

- › Joe Balskus opened the meeting. Members and others present introduced themselves.
- › Daniel Amstutz went through the agenda for the meeting. Items to be discussed included the results of the Draft CMP Strategies and Public Survey Responses, an overview of potential Traffic Calming measures for the corridor, updates to the strategies document, recap of potential strategy timelines, and review of the Corridor Management Plan Document table of contents.
- › Draft CMP Strategies Public Survey Responses Results
 - The public survey on the Draft CMP Strategies was released in mid-December and was held open an additional two to three weeks to close on February 16. The survey provides a high level overview of draft strategies with links to more detailed information, and allows opportunities to put in targeted feedback on each strategy area and suggest additional strategies. In total, 228 people responded to the survey. Since the survey was open-ended with options to comment on all the strategy themes, people could comment more than one time. This resulted in 825 individual comments.
 - Overall, respondents supported the strategies and encouraged quick action to address the persistent issues along the Route 146 corridor.
 - An updated summary of the responses is in the presentation slides.
 - Bob Yaro suggested noting the system of marshes around Leetes Island near the Amtrak line – there is interest in restoring these marshes to restore natural flows of water in the area. In addition, Amtrak has funding to mitigate wetlands impacts along its line and they are looking for opportunities to do so – this location could be one of them.
 - Amstutz noted the summary of suggested strategies from the public had been put together based on what seemed reasonable to consider, what had been frequently mentioned, and what was not already covered by the draft strategies proposed for the plan.
 - The Corridor Working Group discussed the comments from the public and the suggested strategies:
 - Many comments suggested better flood warning signage and signage more in advance of flood areas to give people better information and give them a chance to turn around or take an alternate route prior to approaching flood waters. It was noted that flood monitoring signs can be ugly and obtrusive. John Hoeffler noted that a new flashing sign warning of flood conditions is going to be installed in Stony Creek at the railroad underpass. More frequent communications with neighborhood associations and overall with the community about flooding issues may be helpful – there are many organizations and committees working on flooding issues as well. It was agreed that adding communication about flooding and warning mechanisms can be added to strategy A.2, which discusses evacuation routes and ways to get around flooded areas.
 - It was noted that burying utility lines on evacuation routes would be very expensive and is outside the purview of this plan.
- › Draft Strategies Revisions
 - The CWG next discussed the revisions to the draft strategies based on the conversation and comments from the previous CWG meeting and the priorities shared by Bob Yaro and Karyl Lee Hall. Significant updates have

been made to the Speed Management theme, including adding more speed limit information, more details on traffic calming, and updates the speed camera enforcement text. Some intersection locations have been called out that were mentioned in public comments, and the Guilford Green Traffic Study will be underway shortly. Some other minor updates were also done.

- Two new strategies were added to the Environmental and Historic Preservation theme: enhance intrinsic qualities and collaborate to preserve key open spaces. As noted above, possible additional strategies were put on the end of the document for discussion.
- VHB will send a detailed response to Yaro and Hall to explain how their priorities were integrated into the draft strategies.
- Hoefflerle raised a concern about the language of strategy G.1, relating to zoning and land use controls to help preserve the corridor. CTDOT should not be seen as recommending or encouraging municipalities to make changes to how they address land use. The text will be adjusted to say the Towns “may want to consider” additional land use changes.
- The CWG discussed strategy G.2, which suggests revitalizing the local Scenic Roads Advisory Committee. The Town Manager of Guilford supports this, and they can be a good way to get out information about Route 146 to the rest of the community. There is interest in getting new people on the committee, and the CMP should help bring more attention to the committee, which works to be a “caretaker” of the plan and promotes its implementation.
- Barbara Ricozzi requested revisions to the traffic calming section of the strategies to note “safer” travel speeds in the corridor and to reference pedestrian safety zones, which could be implemented in parts of the corridor with heavy pedestrian traffic (particularly around the Town Greens) to bring speed limits down to as low as 20 mph. In addition, the speed management section should note the need to enforce existing speed limits, which is important even as efforts are made to reduce speeding in other ways. Enforcement can be immediate, and the CMP should recognize that this a part of the speed management discussion.
- The CWG discussed next steps on the strategies as part of the wider strategy conversation. Some sort of implementation plan is needed to keep the momentum going of the plan and address the issues that have been brought up over the course of this project. David Elder noted that there will be some upcoming projects either that come out of this plan or will be restarted after this plan is over, such as the replacement of the crabbing bridge. The CMP will be used as a way to “screen” projects that come through that would impact Route 146, to see how well they conform to the plan and how they could be improved to meet the goals of the plan. Elder noted there is still a need to identify critical pedestrian crossings and places where people biking and walking need to cross safely. VHB staff will provide information gathered from the public engagement process over the last year that should assist CTDOT to identify those locations.

› Traffic Calming Overview

- Balskus gave an overview of traffic calming for the CWG. The FHWA Traffic Calming ePrimer defines traffic calming as: *“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.” Higher traffic speeds have been correlated with greater injuries and fatalities for pedestrians.

- The goal of traffic calming is to reduce speed and enhance the street environment for non-motorists using vertical deflections, horizontal shifts, and narrowing the roadway. An additional goal is to reduce cut-through traffic by obstructing traffic movements in one or more directions. These can be roadway closures through diagonal diverters, half/full road closures, and median barriers (primarily for local roads).
- Examples of traffic calming measures include lateral shifts, chicanes, realigned intersections, and small modern roundabouts or mini-roundabouts (not traffic circles). Additional measures may be speed humps, speed tables, raised crosswalks, raised intersection, curb extensions, choker (where the road is narrowed), median islands, and on-street parking (which can provide traffic calming benefits). Speed cushions are not applicable for Route 146, due to issues with maintenance, nor road diets, since Route 146 is almost entirely one lane in each direction. Balskus showed a before-and-after image of US 1 in Madison, CT, with narrowed lanes, curb extensions, and more streetscape accommodations.

› Strategy Timelines: Short-Term and Long-Term

- Amstutz went over the proposed timelines for the strategies. Amstutz noted that the new strategies added, G.3 and G.4, related to preserving intrinsic qualities and preserving open spaces, would be considered long-term strategies as they would continue to be pursued through the life of the plan.

› Corridor Management Plan Document

- Amstutz reviewed the elements of the Corridor Management Plan document that will be put together over the next several weeks. The goal is for it to be visually appealing and accessible to the public. Other CMP documents will be used as guides and inspiration for the development of the Route 146 CMP document. Elder noted the document will need to be Section 508 compliant (ADA accessible).
- The Table of Contents includes a state of purpose and need, executive summary, introduction with an overview of the intrinsic qualities of the corridor and scenic road designation, overview of the existing conditions, assessment of intrinsic qualities along the corridor, and information on the coastal flooding and resiliency assessment. Much of the plan will focus on the strategic framework and the strategies that have been discussed by the CWG, and there will be a discussion of the robust public engagement that has taken place for the plan development. CWG members noted a need for more detail in these sections during the document development.
- The CWG discussed having a draft of the document available for review towards the end of April, which would line up with plans for the next public meeting. Elder noted the draft document would be published on the project website after the CWG has reviewed and commented on it and there would be a 45-day public comment period for the document.

› Next Steps

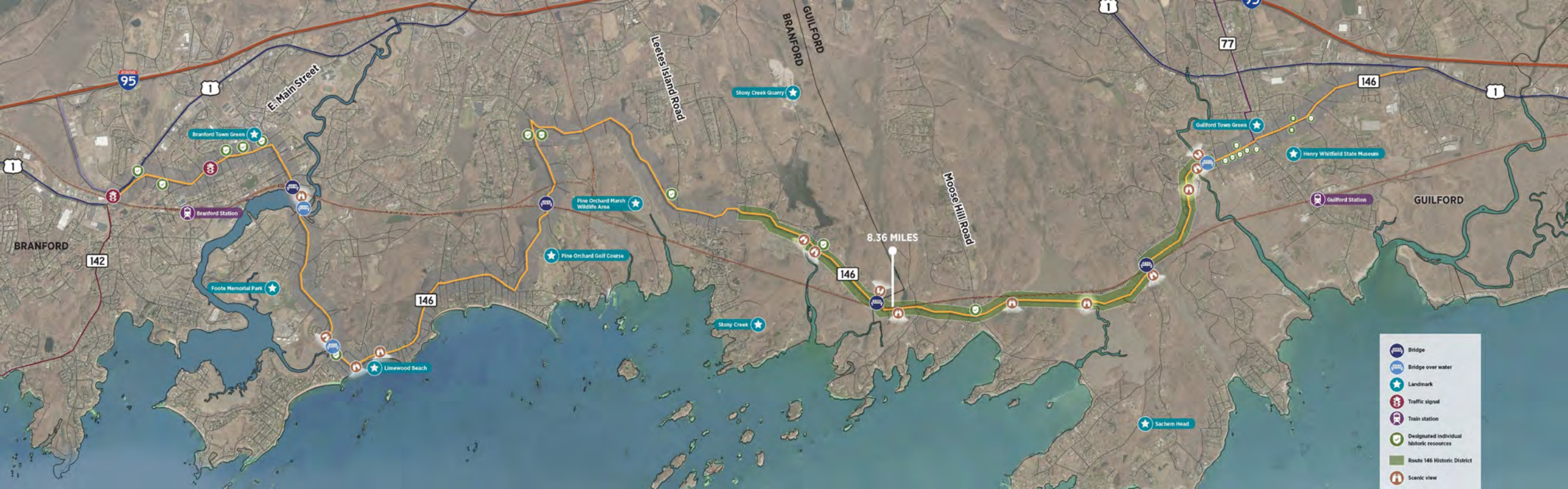
- The CWG decided to set the public meeting for the evening of Tuesday, April 23, at the Branford Fire House. Thursday, May 9 is the back-up date in case April 23 is not available. VHB will reserve the space.

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February 29, 2024: 2:00 pm – 4:00 pm
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› Action Items:

- VHB will contact the Branford Fire Headquarters to reserve the meeting room space for the public meeting on April 23 in the evening.
- VHB will send around the list of all the public survey comments, the updated strategies document, and the short-term and long-term strategies list to the CWG.
- VHB will provide a response to Bob Yaro and Karyl Lee Hall on how their priorities document was integrated into the main strategies.
- VHB will draft the CMP document in advance of the public meeting.
- VHB will send information to CTDOT on bicycle and pedestrian priority areas identified in public comments and stakeholder interviews.

› The meeting adjourned at 4:00 pm.



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



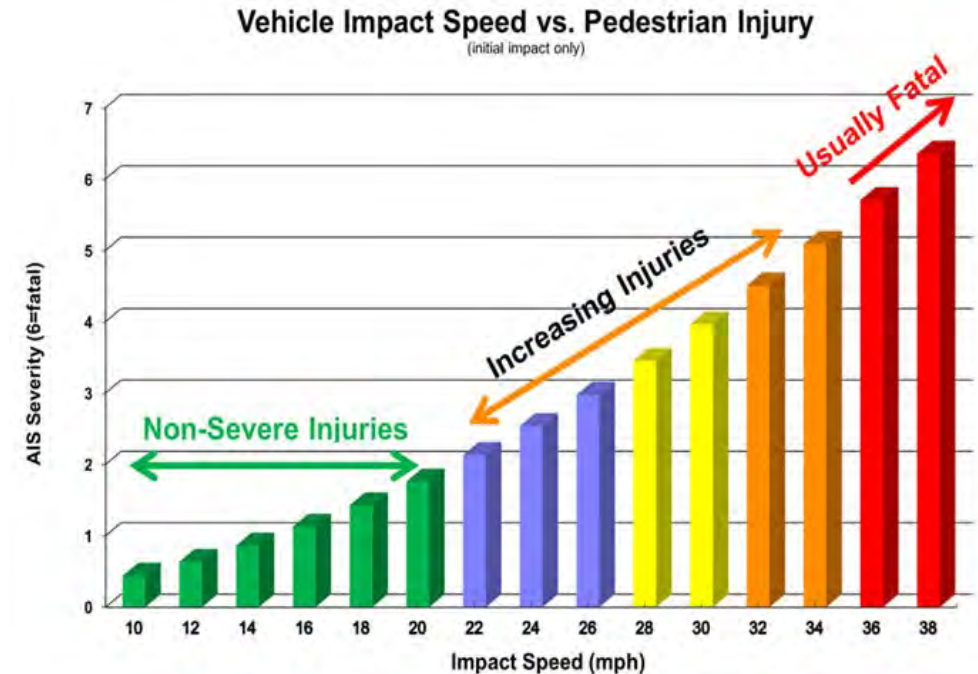
Draft CMP Strategies: Public Survey & Responses

- 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

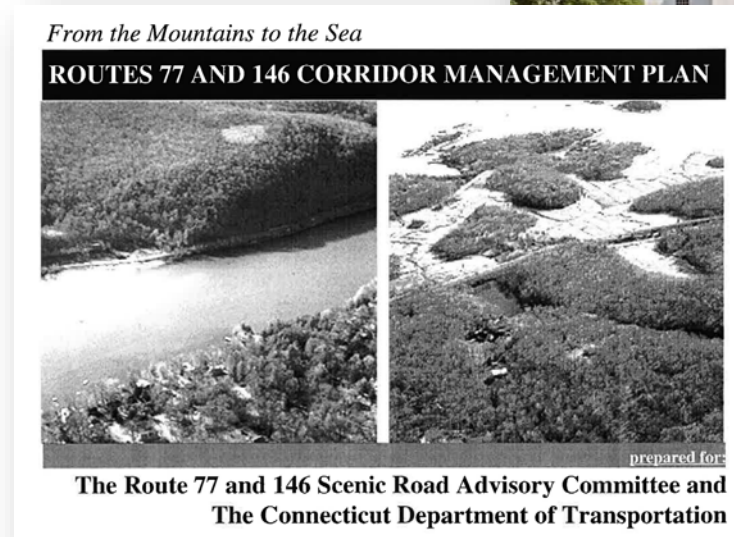
- Future Strategies task includes development of strategies for short-term and long-term
- Includes graphical plan to suggest where potential strategies may fit along the corridor
- Short-term: potential to implement within 5 years or less
- Long-term: potential implementation 5 years to 20 years out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

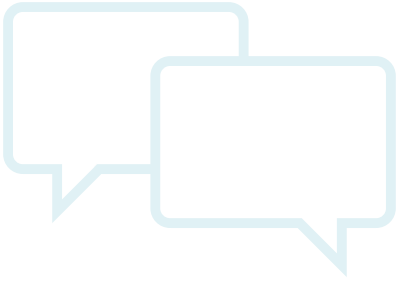
- Next public meeting in May or early June to present draft CMP and review of final strategies
- Presentation to Boards of Selectmen for Branford and Guilford



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



damstutz@vhb.com



860-807-4417



Meeting Notes

Date: Thursday, February 13, 2025
2:00 pm – 4:00 pm

Place: Selectmen's Conference Room
Guilford Town Hall
31 Park Street, Guilford, CT
AND Virtual (Microsoft Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Corridor Working Group Meeting #9

Project No.: 42441.08

ATTENDEES:

Corridor Working Group Members in Attendance:

Name	Affiliation
Josh Lecar	CTDOT
Rajat Mathur (<i>Remotely Attended</i>)	CTDOT, District 3
Janice Plaziak	Town of Guilford, Town Engineer
Anne Hartjen	Town of Guilford, Town Planner
Bill Sigmund (<i>Remotely Attended</i>)	CT DEEP
Barbara Ricozzi	Branford Resident
John Hoefflerle (<i>Remotely Attended</i>)	Town of Branford Town Engineer
Bob Yaro	Guilford Resident
Karyl Lee Hall	Route 146 and Route 77 Scenic Roads Advisory Committee
Catherine Labadia	CT State Historic Preservation Office
Jim Rode (<i>for Laura Francis</i>)	SCRCOG

Corridor Working Group Members Not Able to Attend:

Name	Affiliation
Sandy Fry	CT Bicycle & Pedestrian Advisory Board
Michael Calabrese	CTDOT
Harry Smith	Branford Town Planner
David Rood	Branford Historical Society

Other Attendees:

Name	Affiliation
Joe Balskus	VHB
Daniel Amstutz	VHB
Patrick Zapatka	CTDOT
Matt Hoey	Town of Guilford
Sean Cosgrove	Town of Guilford

NOTES:

- › Patrick Zapatka opened the meeting. Members and others present introduced themselves.
- › The purpose of the meeting was to go over the draft Corridor Management Plan document and discuss any comments from the Corridor Working Group members. Proposed changes to the text were returned to CTDOT to incorporate into the final document, as applicable. The group began by reviewing the changes to the CMP Strategies between the draft strategies in 2024 and the current versions for the 2025 draft CMP.
- › Daniel Amstutz and Joe Balskus of VHB overviewed a spreadsheet showing a comparison between the 2024 Draft Strategies and the 2025 Proposed Strategies.
- › In most cases, strategies did not change between 2024 and 2025. In other situations, a word was added or removed to clarify the intent or orientation of the strategy.
- › The following is an overview of the discussion of the Strategies:
 - Strategy A.4.2: Language in this strategy was changed from “Work with Amtrak” to “Review the potential for” looking at long term solutions to address low clearance/narrow railroad bridges. The second paragraph under the main strategy notes that raising the railroad bridges is “infeasible in the future.” After discussion, the CWG requested adjusting the text to say “infeasible in the **foreseeable** future” to reflect that this may change over time.
 - Strategy C.2: The word “appropriate” was added to this strategy text. CWG members debated the use of the word “appropriate” in this context, as some members were concerned the word made the strategy too proscriptive on what types of traffic calming devices would be allowed on the road. CWG members requested that the phrase “that could be considered” was added to say “Review applicability of appropriate traffic calming measures in areas of concern **that could be considered...**”
 - Bob Yaro suggested that the plan provide illustrative traffic calming measures for Route 146. Balskus noted that the FHWA Traffic Calming Primer can be added as an appendix to the document.
 - Rajat Mathur stated that District 3 is not in favor of using flexible delineators/bollards on state roads.
 - Strategy F.2: This strategy was rewritten in the 2025 version to discuss maintenance best practices and reference the CTDOT Vegetation Management Guidelines in the main text. The CWG discussed the overlap of utility company maintenance practices on CTDOT right-of-way and concerns about aggressive tree cutting around utilities. The finished CMP will be sent to utility coordinators to make them aware and community residents will continue to raise the issue in the towns. It was also noted that this may be more under the jurisdiction of the Public Utilities Regulatory Authority (PURA).
 - Strategy F.4: This strategy was changed to say “Maintain mature trees within the right-of-way” and references the CTDOT Vegetation Management Guidelines, which discusses the state scenic roadway regulations and how they apply. The CWG brought up that the strategy does not say anything about replacing trees that need to be removed in the right-of-way. However, the regulations do not make mention of this. Towns may provide grants for planting trees that could be considered.
 - Refer to the attached spreadsheet for changes to the other strategies.
- › The CWG provided other comments on the draft Corridor Management Plan. A summary is below:

- A CWG member pointed out that the Route 146 vehicle speeds map (Figures 2.1 & 2.2) does not include data collected in 2024 in the locations where local police noted high speeds, i.e. near Medlyn's Farm in Branford and east of Moose Hill Road in Guilford. VHB will include these on the map.
- Barbara Ricozzi submitted comments in writing prior to the meeting. VHB will review with CTDOT and incorporate them into the document.
- Janice Plaziak submitted written comments as well. She noted that there is culvert on Boston Street near Soundview Road where it crosses over the Sluice Creek that frequently floods. Need to update the "Flood Risk" section on Page 52 to reference this location. The roadway is not out of the flood zone here.
- Plaziak also requested that several other intersections in Guilford are noted as being of concern and should be added to the list under the Intersection Safety strategy on page 78. These will be added to the document.
- Yaro commented on the need to have an implementation plan for the CMP. It is critical to be clear on what the next steps are for the public to see.
- Yaro said the speed management section should also talk about impacts of larger vehicles to the road and noise from speeding vehicles that impact resident quality of life.
- The strategy on Bicycle & Pedestrian Access and Safety mentions constraints to adding bicycle and pedestrian facilities such as wetlands, slopes, and ledge, but it should also note that there are historic homes and structures very close to the road that also prohibit new road infrastructure.
- Traffic calming and reduction of travel lane widths to reduce speeding was discussed. Yaro asked about 10' travel lanes. He also noted that the plan should say there should be a uniform speed limit on Route 146 between Branford and Guilford, as currently there is a higher speed limit in Guilford. (Ed.: This is included in the description under speed management.)
- Yaro stated that CTDOT should designate a person to oversee annual work program/commit to implementation of the plan.
- Under Strategy G. Environmental and Historic Preservation on page 81, highlight or bold the list of road changes that are limited by the state scenic road regulations, such as widening the right-of-way, changing the road grade, straightening or removal of stone walls, etc.
- Matt Hoey noted that the Town of Guilford intends to restart their Scenic Road Advisory Committee for Route 146.
- The "Crabbing bridge" should not be called a "bridge" in the plan. Call it the crabbing area, or crabbing hole, because the bridge is actually a causeway.
- Cathy Labadia notes that there is a distinction between projects started from CTDOT Headquarters and those started from the DOT District.
- Hoey said the Towns may hold a public information meeting to discuss the final CMP document.
- Print 25 hard copies of the plan for dissemination to the public libraries, town halls, and other locations or stakeholders.

Place: Guilford Town Hall and Virtual
February 13, 2025: 2:00 pm – 4:00 pm
Ref: 42441.08
Page 4

› Next Steps

- Zapatka discussed the CTDOT project development process and how it relates to Route 146. In terms of public engagement, the PIMA unit at CTDOT has a robust public engagement process that it goes through. He also noted that the Intergovernmental Affairs unit could be a liaison/key contact about Route 146.
- The CWG discussed the revitalization of the local Scenic Roads Advisory Committee in Branford and Guilford. It needs leadership and staff support.
- The finalized document should be provided to the local CTDOT District and consulted on early in project development.

› Action Items:

- VHB will incorporate comments from the CWG into the text and send to CTDOT for review.
- VHB will put together the appendix for the document.

› The meeting adjourned at 4:00 pm.

2. Stakeholder Interviews Meeting Notes



Meeting Notes

Date: Tuesday, May 30, 2023
1:00 pm – 2:20 pm

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608

Route 146 Corridor Management Plan

Project No.: 42441.08

Active Transportation Stakeholder Meeting

ATTENDEES:

Name	Affiliation
Kimberly Schmid	Guilford Safe Streets Task Force
Melissa Shaw	Guilford Safe Streets Task Force
Sam Gerritz	Guilford Safe Streets Task Force
Tim Sperry	Guilford Safe Streets Task Force
Dan Buckley	Shoreline Greenway Trail
Greg Ciocci	Zane's Cycles, Branford
Patrick Zapatka	CTDOT
David Elder	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their interest in the subject of active transportation on Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about origins and destinations of people walking and biking, and where major challenge areas are. David Elder followed up noting that CTDOT understands there is a lot of history with the corridor and it's very important to people, while at the same time it is a state facility that needs to be maintained. They would like to see how to improve conditions for all users through future projects and bring all the voices to the table. CTDOT is embracing multi-mobility and getting away from being an automobile-centered state agency.
- › Dan Buckley asked how the participants of this focus group were identified, as there may be other voices on this subject that need to be heard. Elder explained that the Corridor Working Group (CWG) helped identify the groups to talk with for the stakeholder meetings, and there are other opportunities such as public meetings for others to provide input on the CMP. The CWG has also provided input on this subject and the CWG was created to help steer the project.
- › Sam Gerritz noted that parts of Route 146 are labeled as a state bike route and asked if there are any legal implications to having this designation. Elder said the bike route designations were created as part of the 2009 state active transportation plan, but they don't have any significance beyond being identified on the 2009 map; and that the Department shifted to a new active transportation map showing levels of suitability for bicycling that replaced the on-road bike routes. Elder went on to explain that the new bike mapping was important because it created priority tiers for state roadways that require CTDOT to accommodate bicyclists when road projects are proposed. It was an important

process and an important tool because it was embraced by state roadway designers during the process. Gerritz said it would be helpful to understand what priority tier Route 146 has.

- › Kimberly Schmid noted that the words that are used to describe the corridor carry certain weight and meaning – such as “safety” and “historic”. They define the parameters of what can or cannot be done. Are there guidelines for historic or scenic designations that restrict certain changes? Does safety mean designing for complete streets?
 - Elder said for projects affecting historic resources, this needs to be documented and if it is affected a structure may need to be reconstructed to look substantially like it did previously, for example. For flooding issues, they want to look at resiliency along the entire corridor in a holistic sense, and not just an issue on one bridge. He also noted people interpret the issues in different ways – for example, one person may find a certain level of flooding acceptable while another may not tolerate the same amount of flooding. Schmid noted she does not drive on Route 146 anymore because of the flooding, which has a certain benefit because fewer people are driving on the road. Elder responded that it’s a big question of whether these coastal areas should be hardened against climate change or we should retreat from them – it’s a question not just for here but for the whole state.
 - Tim Sperry noted that Amtrak is a big player here as well because they may need to change the height of the railroad to continue to operate considering sea level rise. Elder said CTDOT will need to talk to the railroad to understand if they have any plans to address this and what their time horizon may be.
- › Schmid said she frequently walks on Route 146. She lives off Water Street in Guilford. There are two main neighborhoods west of the Guilford Green that are north and south of Route 146: Mulberry Point and Sam Hill. They are only about a mile west of the Green – a walkable distance – but sidewalks are needed on Route 146 for people to get there safely. The sidewalk ends about 1/3 mile west of the Green. She noted a significant pinch point between Jacobs Lane and the bridge over the West River where there is basically no shoulder and no good place to walk out of the road. Near the bridge there is a flat spot behind the guidedrail where they can walk if it’s been mowed. Elder noted this is helpful to understand these origins and destinations so improvements for walking and biking can be prioritized.
- › Gerritz noted a difficult location between Wild Rose Ave and Mulberry Point Road because people wait a long time to turn off or on to Mulberry Point Road and end up making a risky turn when they lost patience. Gerritz often bicycles on Route 146 between his home and work in New Haven and this is one of his “high alert” locations to watch for danger. Sperry added that there are more and more year-round residents at Indian Point and Mulberry Cove, but there are still a lot of renters in the summer who are unfamiliar with the roads in the area.
- › The group also discussed the Westwoods conservation area entrance on Sam Hill Road. It’s unsafe to try and walk from Sam Hill Road to the Guilford Green due to lack of sidewalks. People go to Jacobs Lane since that’s a closer intersection.
- › Buckley noted the Stony Creek area is a key destination with the town beach, ferries, and a connection to sections of the existing Shoreline Greenway Trail. He noted there were a lot of neighborhoods along Route 146, and while no one is walking the whole way, people want to access certain areas, and some people may bicycle for a longer part of the route.
- › Gerritz pointed out a narrow part of Route 146 near Stony Creek just east of Damascus Road, where there is a significant hill with no shoulder, and drivers dangerously try to pass cyclists. It’s uphill both ways as it seems to be on a ridge. Elder noted this may be a good place to consider creating a shoulder because it’s a key pinch point. Elder said it would be helpful to know where all these similar pinch points are, and perhaps CTDOT can provide an online map for the group to identify those locations.

- › The intersection of Route 1 and Route 146 in Guilford was discussed – Gerritz called it “the most dangerous intersection in Guilford” and potentially one of the worst in the state. Sidewalks have very recently been added to the south side of Boston Street/Route 146 right up to Route 1, but there is no safe way to cross Route 1 at this point. The sidewalks are planned to continue east on Route 1 to connect to a large subdivision at Horseshoe Road.
- › The intersection of Route 146 and Route 77 by the Guilford Green was also raised as a concern, as well as the crosswalk across Route 146 by Park Street just to the east. Elder thanked the group for pointing these areas out and noted that repaving on Route 146 had been delayed primarily because the Corridor Management Plan process needs to conclude first.
- › Buckley asked about timing of improvements and projects. He asked about reducing speed limits and deploying enforcement or traffic calming at the pinch points that can also see speeding. Elder noted that simply reducing speed limits won’t affect people’s speeds, and this is a tough area because many of the physical countermeasures to reduce speed – tight turns, limited sight lines, narrow lanes – already exist on the road. There are other things that could be considered, and could be tested before making permanent. Patrick Zapatka also noted that speed reduction needs to be a combination of education, enforcement, and engineering. Sperry asked if speed tables are an option. Elder noted a raised crosswalk was installed in New Haven, so it can be done.
- › Elder noted the idea about different typologies of locations and understanding what the community would accept for changes or accommodations in different locations. He also noted the CMP process does not preclude things that CTDOT can and should be doing now to address safety issues.
- › Schmid said the Guilford Safe Streets Task Force is concerned about paved shoulder width and does not want them to be “an afterthought.” They would like lanes to be 10’ wide, or at least not wider than 11’. More regular mowing on open stretches of the road would also be helpful. This would be on low-lying areas where there is overgrowth on the edge of the pavement. Elder said this was all helpful to hear and maintenance issues can be more readily corrected with a maintenance memo to the maintenance staff at CTDOT. Zapatka noted that the towns can also set up a schedule for regular maintenance with CTDOT if they reach out to them in advance. Greg Ciocchi said the road tends to get narrower over the years as dirt and sediment cover up the shoulder areas. Can street sweepers get farther over onto the shoulder to get all the pavement swept? Zapatka noted this is something that can be discussed with maintenance staff. Sperry noted that clearing the sediment from ditches is also important.
- › Buckley asked about next steps. Amstutz said he will put together notes from this meeting and they will be shared. Feel free to share additional comments with the project team. Elder said he will look into getting an online map available to point out those pinch point areas.
- › The meeting adjourned at 2:20 pm.



Meeting Notes

Date: Monday, July 10, 2023
3:00 pm – 4:00 pm

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan

Project No.: 42441.08

Economic Development Stakeholder Meeting

ATTENDEES:

Name	Affiliation
Perry Maresca	Branford Economic Development Commission
Norbert Church	Town Center Revitalization Review Board (Branford)
Wendy Dockray	Guilford Economic Development Commission
Dee Jacob	Shoreline Chamber of Commerce
Rob Bell	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of economic development around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about economic development issues to be aware of around Route 146, and where major areas of concern are. Rob Bell added that the previous corridor study with the South Central Regional Council of Governments (SCRCOG) was stopped, and the CMP was started to take a step back from things and look at it from a higher level.
- › Perry Maresca said the area around Lenny's Indian Head Inn in Branford, including the Sybil Creek bridge, was a key area to focus on. Going east from Limewood Ave the road gets narrow; there are newer homes, people are walking and biking more, into Stony Creek as well.
- › Norbert Church asked to start from the western end of Branford, at what he called "the old pretzel" where Route 1 and Route 146 meet, as well as Exit 53 from I-95. Maresca explained the Branford Connector project and how the exit ramp will merge with Commercial Parkway and the connection of Route 146 and Route 1 will also change. Church added there may be changes to the exit to also allow traffic from the east to get off at Exit 53, as right now you can only exit from the west.
 - More trees are needed in the streetscape going east on Main Street/Route 146, as well as sidewalks and bike lanes. Narrower lanes and traffic calming are needed around the Cherry Hill Road area.
 - Route 146 in front of St. Mary Church is very wide, lacks sidewalks, lacks bike lanes, needs more attention here.
 - Where Route 146 splits off from Main Street, better sidewalks, crosswalks, and narrower lanes are needed.

- The intersection of S. Main Street/Route 146 with S. Montowese Street is too wide. It needs to be narrowed on the northwest side, as there is a large turning radius that makes it far too long for pedestrians to cross from the north to the south side.
- › Bell asked: what about parking for businesses in the area?
 - Church noted Richlin shopping center has its own parking lot – not much need for on-street parking. The road was recently resurfaced and parking was added, but it also needs bike lanes and narrower travel lanes.
- › Church said the intersections of Route 146 with Meadow Street and Pine Orchard Road are also bad intersections. Meadow Street is a way of getting from one part of town to another and gets busy traffic. The left turn from Meadow onto Route 146 is very challenging.
 - Maresca noted there is a proposed development around Meadow Street which has been tied up in the courts but may be resolved soon. There will be a major reconfiguration by Pine Orchard Road and a new street; Meadow Street may be turned one way, so the work will alleviate the issue of turning left onto S. Montowese Street from Meadow Street. The new road will connect up into Church Street on the west side. The development will be entirely residential except for a small restaurant/cafe on the corner with S. Montowese, maybe some small offices as well. Sidewalks will be added to both sides of Meadow Street.
- › Wendy Dockray said there is a lot of residential development on the Guilford end of Route 146.
 - There are concerns about the intersection of Whitfield Street, Water Street, and Boston Street. The Safe Streets Task Force has been working on this.
 - Dee Jacob noted the difficulty of parking in the area and lack of parking. Some on-street spaces were lost after a repaving project. People park in areas they aren't supposed to. Employees of businesses park on-street and take up customer spaces – there is an agreement for them to park in the St. George's Church parking lot but not enough of them do this.
- › Jacob noted areas of flooding are a concern, including at the bridge over the West River, and towards Branford at Wild Rose Ave and Mulberry Point Road, and at Sachem's Head. It affects the ability of people to get through, can impact new buildings and business access.
 - Church mentioned the railroad underpass on S. Montowese Street in Branford as a point of flooding and concern with flooding in general.
- › Dockray asked about flooding in general – how to address this along the road?
 - Bell said that flooding won't be specifically addressed by this plan, and noted the crabbing bridge as a location where they want to address flooding but need to also look more comprehensively at flooding along the corridor. CTDOT was asked by the communities to go slower with making transportation improvements to Route 146 and work on things more comprehensively.
- › Dockray said that Guilford economic development is focused more on Route 1, not really on Route 146; not much is planned to change here. They don't want to make Route 146 a major conduit between Branford and Guilford and want to leave it mostly as a residential area.
- › Church commented that Route 146 is one of the most beautiful bike roads in CT but also one of the most dangerous to bike on. Bell noted there are many tradeoffs with making biking safer through the area, and it's something that is tough to grapple with.

- Jacob said: from a hiking standpoint, it's not a great place to walk, there are different needs for biking and walking paths. Bell said some areas are easier to make better for biking and walking, such as near the town centers, while some areas are harder to address. In terms of traffic calming, the existing twists and turns of the road help to lower speeds by providing real and psychological friction to slow people down and is something CTDOT is looking to do around the state.
- › Dockray said it's hard to figure out which way Route 146 goes when approaching eastbound at Thimble Island Road/Leetes Island Road. It's also hard to make left turn from here to go north.
- › Maresca asked for more detail on strategies to address flooding, like raising the road. Bell explained that raising the road has a lot of factors associated with it and isn't easy; it's not just design aspects, but also the permitting associated with that. Maresca suggested the area around Sawmill Road as a place for raising the road and/or putting bike and pedestrian paths lower than the road to protect the scenic views of the area.
- › Maresca noted that he asked for sidewalk on both sides around Linden Ave/Sybil Ave/S. Montowese Street as part of the bridge reconstruction project. There is also walking traffic up and down Sybil Ave, and sidewalks on both sides could be really helpful here.
 - In addition, around Hotchkiss Grove Road it is narrow, residents from the north cross to the south to get to the beach. It gets better at Elizabeth Street and narrows again at Pine Orchard Road.
 - Blackstone Ave is windy and narrow with lots of boulders, ledge, etc. that makes improvements difficult.
- › In response to an earlier question from Dockray, Amstutz noted the proposed circulation study around the Guilford Town Green. Also, the project team is aware of issues with the Whitfield Street/Water Street/Boston Street intersection, as there is a lot of attention on this.
- › Jacob asked about the Stony Creek to Guilford stretch of the railroad line and a proposal to add another track to create high-speed trains to New Haven and New York. Has that been considered and how would that affect things like water flow – what is the impact? It would also impact lots of properties and private residences.
 - Bell responded that it is not under active consideration as far as he knows. The railroad here is owned by Amtrak, not the state. There was thought of moving the line inland to get away from coastal flooding, but this also impacts lots of properties.
- › Maresca asked about a way to provide additional location-specific comments. Bell noted CTDOT staff are putting together a GIS map that will be ready soon and can share it with this group.
- › The meeting adjourned at 4:10 pm.



Meeting Notes

Date: Wednesday, July 12, 2023
3:00 pm – 3:45 pm

Place: Remotely Conducted (MS Teams)

Project No.: 42441.08

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Emergency Management/Hazard Mitigation Stakeholder Meeting

ATTENDEES:

Name	Affiliation
Kevin Magee	Guilford Hazard Mitigation Commission
Steve Kops	Guilford Hazard Mitigation Commission
Peter Hentschel	Branford Coastal Vulnerability Ad Hoc Working Group
Thomas Mahoney	Branford Emergency Management
Michael Shove	Guilford Fire Department
David Elder	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of emergency management/hazard mitigation around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about emergency management/hazard mitigation issues to be aware of around Route 146, and where major areas of concern are.
 - David Elder added that while this is a state facility, it serves local purposes. After seeing Route 146 for himself he understood the local opposition to the proposed replacement of the crabbing bridge, as it did not fit in with the nature of the roadway. The CMP will give CTDOT an idea of what governing principles they should use for how to approach road improvements, how to minimize impacts to historic structures, and meet the needs of the communities. The approach is meant to be context-sensitive, minimizing negative aesthetic impacts that result from projects. Flooding and sea level rise are important, and how to address not just flooding at the crabbing bridge but other areas as well; they want to understand the severity of flooding and how long certain areas may be inundated with water.
- › Peter Hentschel noted that coastal flooding and places with “nuisance flooding”, combined with sea level rise, may exaggerate flooding in 2050. In places not on state roads, Branford is considering putting in low tide walls to protect low lying areas from general flooding, not necessarily protection from hurricanes or major storms.
 - Hentschel asked – what metric of flooding are you planning for? What scenario? Elder said CTDOT hydraulic engineers use Atlas 14 for rainfall and sea level rise, and factor in addition to that, sea level rise projections from UConn (for 2050). However, they are also designing to an asset design life that may be beyond 2050 (such as a

bridge) or earlier than 2050 (such as a road). Elder said he would need to follow up regarding this question as it applies to the Route 146 area.

- Elder noted that different stakeholder groups and representatives have expressed different opinions on what nuisance or occasional flooding is acceptable or not. It also depends on their travel mode – driving vs. biking or walking. Some have been less concerned with the flooding. Hentschel said that is likely based on their current experience, and their tolerance level may change given the projections of increased flooding and sea level rise out to 2050.
- › David noted CTDOT is developing a GIS map to identify specific concerns so they can drop points and make notes on the map. He will make sure it is available to this group.
- › Kevin Magee said the Sachem Head Road and Leetes Island Road intersection at the railroad bridge in Guilford is a significant flooding area. Unfortunately, it can't be elevated due to height restrictions to get under the bridge, which has a low clearance – this is a pinch point.
 - Near the causeway people can evacuate at Moose Hill Road, but emergency response times dramatically increase using this route. Michael Shove confirmed that this is a real problem, and they lose access from the flooding; there is nowhere to go when the water rises underneath the Sachem Head bridge.
 - Elder said he is following up with Amtrak about what future plans they may have for raising the bridge, if any, and what timeframe it might be in – even if it is 50 years down the line.
- › Hentschel said they are looking at the “cattle crossing” railroad underpass in center of Branford, if it can be closed and essentially use the railroad berm as a dike. Not sure of the tolerance of Amtrak to having their line used in this way. The Town Engineer may have gotten an initial response from Amtrak on this. Fuss & O'Neill is part of the engineering team helping them work on this idea.
- › Steve Kops mentioned the Amtrak plans for rail expansion through Hartford – will they abandon the Shoreline area in the future?
 - Elder said he was aware of three studies through the Northeast Corridor Commission looking at the feasibility of various rail routing options. Certainly, the Shoreline East service has its own issues with water coming up higher on bridges for that line as well. There is a study for an inland route, but there is already this connection out to Rhode Island and Boston, so it would be a long time for this service to be shifted.
- › Elder asked: are there official evacuation routes to get around flooding on Route 146?
 - Thomas Mahoney said Route 146 is one of the evacuation routes just because of where it is – there aren't other options in many cases. They try to funnel up people to higher ground, but Route 146 often has to be part of the evacuation route.
 - Shove noted you can go to the Guilford emergency management website and find a link to roadway maps for the evacuation routes in the town. Elder said they will include this mapping in the plan.
 - Magee noted there is signage to direct people up Moose Hill Road in Guilford but that's mostly it.
 - Hentschel said an issue is when people think they can use Route 146 as an evacuation route, but they run into worse conditions if it's a flooding emergency, such as if they are coming from Stony Creek. It is tough to get the right signage for this.

- Mahoney said this signage is important, although how to direct people depends on where they are coming from. It should be part of any project going forward.
- › Mahoney talked about the Limewood Ave seawall project. This was a great project, the wall is very aesthetically pleasing, however, the size of rock used for wall can lead to the rocks becoming projectiles in storms. The rocks should have been bigger engineered stone – if there is wave action, take that into consideration, as that action can fling rocks into people's houses, and it may become a constant maintenance issue.
- › Elder asked: is Route 146 one of the worst flooding areas in the towns, compared to other places in the towns?
 - Mahoney said Route 146 is consistently the worst in Branford, especially at high tide coupled with a storm. In Stony Creek they are trying to address what to do here as flooding can cut off hundreds of residents. Route 142 to Short Beach is another place that often gets inundated. Route 1 usually does not – it would have to be very high tide to get inundated.
 - Shove noted Route 146 has an impact on the largest number of residents, as it is a bigger corridor area that can affect a lot of people. Magee added that the Indian Cove area and Sachem Head can't use any other road as a detour route. Shoreline roads like Falcon Road and Prospect Ave must feed into Route 146. Further inland, there is some flooding at the East River by the Guilford/Madison town line.
- › Kops asked about future projections of sea level rise. Magee noted that the Nature Conservancy created a tool to look at sea level rise that used data from Old Saybrook and Long Island, among other places. You could put in different variables to get an idea about future sea level rise in a certain area, but this was done 10-11 years ago and it's likely the science has changed since then, making it not as useful now.
- › The meeting adjourned at 3:45 pm.



Meeting Notes

Date: Wednesday, June 21, 2023
1:00 pm – 2:00 pm

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Environmental Issues Stakeholder Meeting

Project No.: 42441.08

ATTENDEES:

Name	Affiliation
Lauren Brown	Branford Land Trust
Karyl Lee Hall	Branford Conservation & Environment Commission
Spencer Meyer	Guilford Land Conservation Trust
Claudia Bartlett	Guilford Land Conservation Trust
Cindy Wright	Branford Green Committee
Patrick Zapatka	CTDOT
Rob Bell	CTDOT
Daniel Amstutz	VHB
Joe Balskus	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of environmental issues around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about critical environmental issues to be aware of around Route 146, and where major areas of concern are.
- › Spencer Meyer asked: what is the connection between the CMP and implementation? Rob Bell said there no specific budget for implementation, and no specific project proposals are expected to come out of this, but it would inform future planning.
- › Lauren Brown noted her and her husband John Herzan helped get scenic roadway legislation passed in the state.
 - What makes Route 146 so special are the scenic views, rocky outcrops, twists and curves of the road, etc. The scenic road issue needs to be better addressed as part of the plan.
 - The purpose of the state legislation is to protect “the roadbed itself” – any proposals must take its unique attributes into consideration.
 - Branford Land Trust filed the application to make Route 146 a scenic road with the help of the Guilford Land Trust.
 - The Branford Land Trust owns 20 properties along Route 146, mainly tidal wetlands.
- › Karyl Lee Hall said the scenic quality of the road should be front and center, and the plan must focus on this. It must have the perspective of the road.

- Curves, up and down quality of the road is the context of the road. Any change or options for addressing the road must always have the importance of the road in mind.
 - The 1996 CMP talked about preservation of scenic qualities, and in her opinion, it has been successful, and that success needs to continue.
 - There is a need to focus on the wetlands, as they make the road impressive. The goal should be to restore some of these so the scenic quality of the views can be preserved.
- › Joe Balskus explained that CTDOT has not done a Corridor Management Plan before, so we are setting the precedent with this project. It is based on the FHWA scenic byways guidelines. The importance of the scenic quality of the road may not have been said up front but is implied. Preservation is part of process, developing strategies for future will be contextual – the corridor management plan vs. study speaks to that.
- › Meyer acknowledged that there are a lot of tensions here, and things do need to get addressed for safety and flooding, among other things. The Guilford Land Conservation Trust is interested mainly as a landowner; their chief concern is the ecosystem itself.
- They are also interested in the scenic qualities of the road; what provides that are the wetlands.
 - There should be a balance for making it safer and easier to travel on the road for all users versus impacting the key qualities of the road. He rides his bicycle on Route 146 often and is aware of the issues.
 - There are timely issues – important issues – that must be addressed sooner than later. Of particular note is a proposed development near the crabbing hole/crabbing bridge area. Three or four houses are proposed. New driveways in this area will make the road less safe. This will happen really soon – the Town will make a decision about it in the near future. The long-range aspect of the plan may get lost. There are things that matter in 30-50 years vs. those things that need to happen very soon.
- › Brown noted that part of Route 146 is a National Register Historic District itself in Branford/Guilford because the roadbed itself contributes to its historical nature.
- › Balskus said getting information about the land they own along Route 146 would be helpful. Brown said to look into the Branford/Guilford GIS for land trust properties as another way to find the information.
- › Brown wondered if there is funding for acquiring properties along scenic roads.
- › Meyer said they have their eyes on some private properties that, if developed, would significantly affect character of road. They can point to a map of locations that they are concerned about.
- › Concern was noted about tidal wetlands. Bell explained there is very extensive wetland and waterway protection permitting in the state.
- › Hall said an issue with the Scenic Byways federal program is that a thrust of the program is towards tourists/economic development. More traffic on the road is not what they want. What parts of scenic road program are coming into this discussion? More needs to be done for the preservation of the road.
- › Meyer said there is confusion around jurisdiction, as local decision-making can “override” certain things accidentally.
- There needs to be consistency on the “playing field” in terms of permitting and standards.
- › The Scenic Roads Committee has tried to reach out to utilities about tree cutting, as well as private landowners, with some success.

- Developers have been harder to work with, they have taken down a lot of trees for developments.
- › Baskus briefly described the scope of work for the CMP, which was based off the Scenic Byways 14 points – these are ingrained in the project.
- › Meyer said there are specific locations they are concerned about:
 - By Sawmill Road, Jarvis Creek in Branford – people park in a muddy area by the bridge to put down kayaks. Some people fish here also. It's a pretty spot, with access to the water, but not as much attention to this as the crabbing hole.
 - The Hoadly creek trails that go up to the quarry – there is a parking area, immediately west of the Guilford line, by the "S" turn under the railroad bridge.
 - Route 146 and Moose Hill Road – the Guilford Land Conservation Trust owns the triangle at this intersection. On a few occasions drivers traveling westbound and turning onto Moose Hill Road up the one-way section have departed the road and damaged a tombstone and stone wall. It cost a lot of money to move the tombstone to a new location.
 - Above the crabbing hole to the west – there is a pull-off in state ROW that has parking access for people to go crabbing. It is on a blind hill from both directions, and so dangerous with bad sightlines. The driveway that Amtrak uses sometimes for their maintenance is privately owned, and the property to be developed is up for review by Guilford. Three houses may be built here if approved.
 - Sachems Head Road/Route 146 – they own the parking lot on Sam Hill Road, and this area also floods regularly.
- › Brown suggested including text of the state scenic roadway regulations as appendix or as a link in the CMP; also, a summary of review process and how that works, to clear up misconceptions.
- › Staff should follow up with Meyer (Guilford) and Brown (Branford) about the land trust properties for more information.
- › The meeting adjourned at 1:55 pm.



Meeting Notes

Date: Tuesday, August 22, 2023
11:00 am – 11:45 am

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Environmental Justice Stakeholder Meeting

Project No.: 42441.08

ATTENDEES:

Name	Affiliation
Peter Cimino	Director of Branford Community & Counseling Services
Judy Barron	Community Dining Room, Inc.
Rob Bell	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about environmental justice issues to be aware of around Route 146, and where major areas of concern are. Rob Bell added that the Project Team has been meeting with a lot of different people and are making good relationships as part of the project to understand what their needs are.
- › Peter Cimino noted that Route 146 goes right next to a senior housing project, Parkside Village, that is being renovated. The number of units is going to increase. There will be some affordable housing, along with units for people who are elderly and disabled, which is mainly the community that the development serves.
 - Prior to the renovation project, their clients had issues with getting from point A to point B due to limited public transit options. There may be more people to justify transit after the development is open again.
 - It is hard for people to walk around in this area due to lack of sidewalks. Getting under the Amtrak bridge is difficult.
 - Bell asked how many people are expected to be accommodated in the renovated housing. Cimino said there should be 50-70 people in the newly renovated building. This is about a 25% increase from the old building. However, there may actually be more people because the renovations will allow families to move.
- › Bell explained that the previous corridor study with the South Central Regional Council of Governments (SCRCOG) was stopped, and the CMP was started to take a step back from things and look at it from a higher level. The Project Team is looking at taking in information to inform the new planning process.
- › Cimino asked what is the benefit of doing this and what sort of feedback is needed?
 - Bell explained that the CMP is taking full consideration of a variety of issues within the corridor, with the goal of making the community better when transportation projects are completed. The CMP allows for better community input and takes the community interest in mind when considering future transportation projects. Bell used sidewalks

as an example, with the CMP informing future design aspects of new sidewalks and what locations they would be considered based on context.

- Cimino talked about the underpass of the Amtrak rail line by the Guilford town line, and the issue of getting through there. Bell noted that they need to look at things carefully – the curve does help people to slow down, as it works physically and psychologically to remind them that the curve can't be safely navigated if someone is going too fast. CTDOT is also working with Amtrak on their schedule of projects and how to address issues with the Amtrak bridges in the future.
- › Amstutz responded to Cimino's earlier question to note that the CMP is about strategies and guiding improvements in the future so they are more in line with community needs and desires. He used the "crabbing bridge" in Guilford as an example of something that needed more community input to get the design right and fit into the local context.
- › Judy Barron explained that their clients need to be able to access their services and get to the center of town in Branford. The sidewalk network needs to be more comprehensive and complete. A lot of individuals they serve are not driving, they are walking, which limits their accessibility to places. There are a wide variety of people they serve in the center. A lot of seniors they serve may not be able to travel by car, so the barriers to walking need to be eliminated.
 - Amstutz asked where the Community Dining Room is located. Barron explained it is on Harrison Ave, next door to the Police Department. Services they provide include programs on the Green, and so a lot of people they serve are trying to get to the Center to get to these programs.
 - Cimino and Barron noted they do not usually send people far down Route 146. The areas down by the marshes are pretty but not safe people for people to walk or bike; it is windy, not enough places to walk, with high speed traffic. Cimino added however that there may be some interest in walking down to the restaurants south of the town center. The services they have a pretty centralized in Branford Center. Barron said their clients are limited in what transportation options they have so they cannot go too far.
- › Cimino noted that bicyclists should be consulted as well, as they travel on Route 146 often. He noted that John Bysiewicz, who was severely injured in a bicycle crash on Route 146 last year, has helped and supported the Counseling Services with events.
- › Barron said people that don't drive need a safe space to be – this should be a bigger piece that is looked at by the CMP. Bell noted that the Project Team met with bicycle and pedestrian advocates earlier in the summer.
- › Cimino and Barron discussed the Branford Early Learning Center at Pine Orchard Road and Birch Road and the ability to walk around there. The Learning Center takes children on walks from the Learning Center but cannot walk on Pine Orchard Road because it is too dangerous. Amstutz looked at the map and noted this area is not along Route 146, but it is helpful to understand where pedestrians are originating from and where they are going to.
- › Amstutz asked if many of their clients use bicycles for transportation. Cimino and Barron noted there are some, but it is a small number. Most people they work with are disabled or elderly in such way that they would be unable to ride a bike. They need to walk or use public transportation or other means. Barron said she knows the Town is focused on going green and wanting people to bicycle more, so it will be important to focus on this for the future, but it's not an option for the populations they work with. Walking is more important to them.
 - Bell summarized the comments to note the people they work with are more physically limited in some ways. They need good facilities that radiate out from the center to the services they need to get to.

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- Cimino said the Center is where services, grocery stores, and other key supplies are located.
- › Barron said they can be reached to get the public survey out and get direct feedback from their clients. They have worked with the health department as well on their surveys.
- › Bell and Amstutz thanked them for their input.
- › The meeting adjourned at 11:45 am.



Meeting Notes

Date: Thursday, March 30, 2023
7:00 pm – 8:00 pm

Place: Greene Community Center
Faulkner Room
32 Church Street
Guilford, CT 06437

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Friends of Route 146 Stakeholder Meeting

Project No.: 42441.08

ATTENDEES: Patrick Zapatka & Rob Bell from CTDOT; Joe Balskus from VHB; various members of Friends of Historic Route 146

NOTES:

- › VHB and CTDOT gave a brief presentation about the Route 146 Corridor Management Plan project, going over the goals, schedule, and public engagement. Members of the Friends of 146 provided the following comments:
 - CTDOT Maintenance needs to sweep the paved shoulders along Route 146 as soon as possible. This should be done before the April 25th public information meeting. Doing that will build significant support/respect for CTDOT from the Friends of 146 and the public.
 - The intersection of Moose Hill Road and Route 146 has sightline issues and there are serious concerns that a bad traffic collision will occur there in the near future.
 - Ensure that cultural resources includes historic resources in the scan of existing conditions/context.
 - Developments are planned that need to be considered in the project. There is a new development proposed near the "crabbing bridge" that should be looked at.
 - Guard rail replacement concerns were brought up. They would like to retain what is there or use the guardrail that is being used on the Merritt Parkway.
 - AASHTO standards that are impacting what can be considered in the corridor are a concern.
 - Members noted that the corridor is a national historic registered landmark.
 - Members raised questions about data collection, and would like more details on what was collected.
 - Summer-time traffic counts are definitely needed.
 - Clarification of what is part of the plan was requested. Strategies are to be proposed, not design plans.
 - Concerns with defining the endangered species, listing environmentally sensitive areas.
 - There were also concerns about ensuring open spaces are protected and considered.
 - Low clearance signs at bridges are sufficient at some locations but are needed at others.
 - Flooding concerns were raised.

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- Concerns about bike safety were raised. John Byciewicz attended the meeting – he was nearly killed riding his bike on Route 146 this past November when a driver crashed into him.
 - Members of the Friends of 146 were satisfied with the meeting and future public engagement process.
- › The meeting adjourned at 8:00 pm.



Meeting Notes

Date: Wednesday, June 21, 2023
3:00 pm – 4:00 pm

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan

Project No.: 42441.08

Historic & Cultural Resources Stakeholder Meeting

ATTENDEES:

Name	Affiliation
Katy McNicol	Blackstone Library
Debby Trofatter	Blackstone Library
Deirdre Santora	Blackstone Library
Ann Street	Guilford Historic District Commission
Patrick Zapatka	CTDOT
Rob Bell	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of historic and cultural resources around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about critical historic and cultural resources to be aware of around Route 146, and where major areas of concern are.
- › Debby Trofatter asked for more information on how they can help. Patrick Zapatka further explained the purpose of the meeting. The questions CTDOT has are: what should we be aware of? What are the historical constraints of the area, in your areas, and what is the most important?
- › Ann Street discussed issues at the historic district commission, and related a story of when the commission was at odds with the community about a certain historic house that the commission considered a resource. This project straddles one of the biggest issues in preservation – when does something become historic? How do they intervene in preserving buildings that people don't think that need to be preserved? Early houses on Route 146 are clearly historic, but also dispersed and there isn't a central place for them; it can be ambiguous.
 - Rob Bell noted the Corridor Management Plan is not a substitute for other processes or forums on historical issues, but the CMP does create an awareness in and of itself on what exists – not just buildings, but other “non-building” things. They want to be mindful and consistent with the interests of the community and figure out how to preserve and enhance the road's intrinsic features while trying to create more safe infrastructure.
- › Street noted the commission is not trying to prevent change but is trying to preserve cultural integrity so that things settle in nicely with everything else. People can interpret history over time through the built environment. Things should be in reasonable harmony to the historical; there should be a “seamless continuum of history” of Guilford/Route 146.

- › Katy McNicol asked if the Branford Historical Society had been contacted. Street also asked if John Herzan, who used to work for the state, had also been included. Bell explained that David Rood from the Branford Historical Society and Cathy Labadia from the State Historic Preservation Office were members of the Corridor Working Group.
- › McNicol noted the library can help by spreading information for more community feedback.
- › Street said the recent crabbing bridge proposal from CTDOT was a “jarring” example of change. It’s difficult to replace this bridge with something that meshes with the historic nature/scenic nature of the corridor that also meets state requirements.
 - What is the “age standard” to achieve with change? Live with this the way it is, or “live in harmony” with the building?
- › Deirdre Santora said Route 146 is an ecologically beautiful corridor; she rides her bike on Route 146, but it’s hard to deal with the safety issues, as you can’t widen the road to be like Route 9.
- › Bell noted a lot of balancing needed to be done. “Upgrade” can mean different things, not just widening the road, but also slowing people down and providing better access for biking/walking. CTDOT has been trying to do that around the state.
- › Street said people need to be educated about going slower, to slow down and appreciate Route 146 and its historical character.
- › McNicol asked if the approach should be to prioritize biking/walking lanes, make it accessible first, then build the road around it? Having walking tours, getting people to look at it differently may boost the interest/significance of Route 146. Have people slow down and look around, give people reasons to slow down/walk there.
- › There was a brief discussion of the railroad bridges, flooding around the bridges, and how to deal with this.
- › Street wondered if one approach would be to just let things flood and find access through other ways. People may need to live with it the way it is.
- › Trofatter reiterated that they want to help however they can, such as hosting meetings, sending around information, providing historic info that the library has, etc.
- › Bell explained more about the crabbing bridge, how it’s basically floating there, with a small culvert. The original proposal was not a full design, and something needs to be done to improve the ecological and water habitat there.
- › Street said the Historic District Commission was concerned about context as much as individual buildings.
- › The meeting adjourned at 3:55 pm.



Meeting Notes

Dates: Tuesday, June 6, 2023
2:00 pm – 2:45 pm
Friday, June 9, 2023
9:30 am – 10:00 am

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Transportation Safety Stakeholder Meetings

Project No.: 42441.08

June 6 Meeting, 2:00 – 2:45 pm

ATTENDEES:

Name	Affiliation
Deputy Police Chief John Alves	Branford Police Department
Lt. Philip Ramey	Branford Police Department
Police Commissioner Patricia Austin	Branford Police Department
Rob Bell	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Branford Police participants introduced themselves and noted their connection to traffic safety on Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for feedback about the critical transportation safety issues on Route 146 and where difficult areas are to address for transportation safety.
- › Deputy Chief Alves began by noting several areas of concern on Route 146.
 - Main Street & Cedar Street is an intersection of concern due to pedestrian traffic near the Blackstone Library. The road needs to be narrowed or otherwise changed. Drivers behind eastbound vehicles waiting to turn left from Main onto Cedar will pass on the right, which can conflict with pedestrians crossing in the crosswalk on the east side of the intersection. There have been a number of near misses due to this unsafe movement.
 - Indian Neck Ave and S. Montowese Street: people have sent requests for crosswalks here to the traffic commission. The problem is that these are “crosswalks to nowhere” because there are not sidewalks on both sides of the street.
 - S. Montowese Street near Linden Ave: during the summer especially there is a lot of activity and people around here because of the restaurants and bars. People are often walking along the street and crossing, but there are no sidewalks or crosswalks. Speeding is a concern due to the activity, and they have tried to lower speeds through active and/or passive enforcement (such as speed feedback signs). They are usually in the area on Friday and Saturday nights to monitor things. New developments in the area are exacerbating the issue. They have also attempted to improve lighting here.

- Near the Guilford Town Line: speeding has been an issue here where the road straightens out near Medlyn Farms. People are walking and biking here as well, the speed limit is 25 mph, but the limit is challenging to enforce.
- › The area around Stony Creek Road between Damascus Road and Leetes Island Road was also discussed as another area of higher speeds, as identified in the speed data collected for the Route 146 Existing Conditions Update.
- › Areas of frequent flooding were discussed.
 - The Sawmill Road area is a location of major flooding locally, and also near Medlyn's Farm. It will flood with major rains combined with high tide and floods right over the road. It gets deep enough to be impassable, and traffic has to be diverted onto Sawmill Road.
 - Limewood Ave will also flood with heavy storms, but the recent seawall construction should assist with that.
 - The S. Montowese Street railroad underpass will flood on a high tide, and combined with rain, it will be underwater. The low clearance of the bridge structure frequently gets hit by vehicles that are too high. There are permanent signs that flash for overheight vehicles, but for flooding DPW has to come out and put up signs/barricades. Comparatively, the underpass in Pine Orchard at Totoket Road is not as much of an issue because there is simply less car and commercial truck traffic.
- › Amstutz asked about complaints against quarry trucks coming from Quarry Road, which has come up from public comment. DC Alves said it has historically been an issue especially with Quarry Road residents. They have deployed enforcement measures on Quarry Road; the road is straighter and the trucks can pick up speed. The truck operators seem to be the main issue, and how they drive the trucks. There have sometimes been crashes on the sharp bend west of Quarry Road. However the speed of trucks on Route 146 seems less of an issue compared to speeds of vehicles near the Guilford line.
- › Rob Bell asked if there were other areas of significant pedestrian activity along the road besides the area near Linden Ave.
 - On S. Montowese Street at Caron's Corner (intersection of Wilford Ave) it can be busy. Drivers park on both sides of the street, so speeds are lower.
 - Near Meadow Street is also an important location, and there is a development proposed here that would include additional residences and commercial businesses that would increase activity here. The intersection of Meadow and S. Montowese would also be changed if this development moves forward. Right now, it is difficult for drivers to turn left onto S. Montowese from Meadow Street.
 - Main Street and Cedar Street, as noted earlier, is another key location of pedestrian activity due to the proximity of the Library, St. Mary Church, and Town Center businesses.
 - S. Montowese Street at S. Main Street is another area, as it leads up to the Branford Green and restaurants in the area.
- › Bell asked about the speed signs the police department uses. Lt. Philip Ramey said they have seven speed feedback signs and are expecting to get four more. In their experience they help lower speeds of drivers. They try to move them around to different locations so people don't seem them in the same locations all the time and start to ignore them. However they have put them out permanently on S. Montowese Street near Linden Ave.
- › Amstutz asked if the police department and Local Traffic Authority were supportive of reducing lane widths to slow traffic and increase paved shoulder widths for people biking and walking. DC Alves said it is a strategy they've used locally, and is supported by them and the Town Engineer. They believe areas with bike lanes and/or pedestrian lanes

could certainly help. It would help to establish that Route 146 is more than just a highway, and that people using other modes use the road.

- › Bell thanked them for their time and feedback.
- › The meeting was adjourned at 2:45 pm.

June 9 Meeting, 9:30 – 10:00 am

ATTENDEES:

Name	Affiliation
Police Chief Warren Hyatt	Guilford Police Department
Deputy Police Chief Christopher Massey	Guilford Police Department
Rob Bell	CTDOT
Joe Balskus	VHB
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Guilford Police participants introduced themselves and noted their connection to traffic safety on Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for feedback about the critical transportation safety issues on Route 146 and where difficult areas are to address for transportation safety.
- › Deputy Chief Massey noted several areas of concern on Route 146 that they have identified.
 - Speeding is a frequent concern on Route 146, especially around the 400 block of Leetes Island Road (the “crabbing area”) to the 800 block. They met with a group of residents recently who asked the police department to increase enforcement around this area. Safety of people biking and walking here has been heightened – Massey noted the bicycle crash that occurred in November 2022 around the 400 block of Leetes Island Road. The road is advertised as a bike route, as it is scenic and picturesque, but vehicle speeding, poor sightlines, hills, and curves make it dangerous to bike.
 - Fog lines and the paved shoulder width are inconsistent along the road – sometimes there is a shoulder of a few feet or more, and other places there is very little or no shoulder delineated. The Guilford Safe Streets Task Force has promoted narrowing lane widths as a way to slow traffic and increase the width of shoulders, but the police department does not think it is feasible on much of the road because of fire truck access needs.
 - Flooding is an issue on the Jones Bridge over the West River, between River Street and Jacobs Lane, as well as the intersection of Sachem Head Road and Leetes Island Road by the railroad underpass. There have been times when the residents of Sachem Head have been cut off due to the flood waters.
 - Pedestrian safety has been raised in certain locations. They met with residents to discuss the intersection of Moose Hill Road and Leetes Island Road. Pedestrians cross here to get to Shell Beach, but the speed of traffic and sightlines are a problem. The Town submitted a request to CTDOT about two years ago to evaluate the potential of a crosswalk and pedestrian warning signs in the area. Someone from CTDOT responded but there has not been much other

follow-up about this and other locations they asked CTDOT to review. Rob Bell thanked them for letting him know and said to forward information about this request if it is easy to find.

- The intersection of Water Street and Whitfield Street (Route 146/77) by the Town Green has also been brought up frequently by residents as a location with pedestrian safety concerns. There is a lot of car traffic and pedestrian traffic here particularly in the summer months and afternoons. Drivers are coming home from the train station which is to the south and people are going east-west through the intersection. The wideness of the intersection requires people to look far down the road to see oncoming traffic. A crosswalk in the middle of the intersection was relocated to the south with the assistance of CTDOT, and two parking spaces were removed on the south side of the intersection to improve sight lines. A creative solution is needed here. Joe Balskus noted that Janice Plaziak, the Town Engineer, is pursuing funding to complete a circulation study for the Town Green area.
- › They usually do traffic enforcement on the 400 block of Leetes Island Road as this is a straight section where people pick up speed. Traffic calming here could help. The curve by Moose Hill Road (going west) is where people tend to pick up speed. Coming from Branford going east, there is a section where the road opens up and people are more comfortable going faster. Balskus asked if they coordinate with the Branford Police Department on any enforcement activities. Massey noted there was a regional enforcement effort they participated in starting last summer, but they don't often coordinate because the sections where speeding is prevalent are not connected to one another.
- › Balskus noted the CT Legislature had recently approved automated speed enforcement and asked if the police department would be interested in that here. Massey said they would be, but changes to the legislation made some restrictions to where the automated enforcement can be and they aren't sure this location would qualify. There is not enough pedestrian activity along the straight stretch even by the crabbing bridge.
- › Bell asked if the Guilford police have and use speed feedback signs. Massey said they do, and they rotate them around the area. During a recent speed enforcement activity they gave out 16 tickets, 13 of which went to local residents. Chief Hyatt added that they sometimes collect data via the signs without showing the speed information to the driver as they pass.
- › Bell thanked them for their time and feedback.
- › The meeting was adjourned at 10:00 am.



Meeting Notes

Date: Wednesday, July 19, 2023
2:00 pm – 2:45 pm

Place: Remotely Conducted (MS Teams)

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan

Project No.: 42441.08

Water and Flooding Issues Stakeholder Meeting

ATTENDEES:

Name	Affiliation
Jaymie Frederick	Branford Inland Wetlands Commission
Kevin Magee	Guilford Inland Wetlands Commission
Bill Lucey	Save the Sound
David Elder	CTDOT
Rob Bell	CTDOT
Daniel Amstutz	VHB
Joe Balskus	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of water and flooding issues around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about critical water and flooding issues to be aware of around Route 146, and where major areas of concern are.
- › Joe Balskus went over the coastal flooding analysis completed for the previous Route 146 Corridor Study in the existing conditions report. The analysis looked at mean high water levels currently and projected in the future with 20 inches of expected sea level rise by the year 2050. It also included analysis of coastal inundation from annual storms, 10-year storms, 50-year storms, and 100-year storms, comparing the situation with and without sea level rise. Balskus pointed out places where current areas can be inundated in storms and made worse by sea level rise. Wave action analysis was also completed. The purpose of the project is to acknowledge where these locations are and come up with strategies on how to mitigate the inundation if possible. The CMP will include these strategies and how to approach the issue. The Project Team has heard about flooding frequently so many locations have been documented. It would be great to know of any areas we are missing or should be aware of so they can be documented and included in the CMP.
- › Bill Lucey asked when was the 100-year storm data calculated?
 - Balskus noted it was done in 2019. It may include projections that 100-year storms will happen more often.
- › Lucey said there are a lot of pinch points along this road. Save the Sound is interested in opening up the coastal areas to natural tidal action, as well as freeing up the rivers and removing headwater dams to get sediment going again.

- He noted a study that looked at ways to prevent flooding such as sea walls. An analysis showed that a two-foot wall made the most economic sense, but a 30-year storm would overtop it. There is a Yale University study he is aware of that was done pre-COVID, but is there something more recent?
 - Kevin Magee said a graduate student had presented a plan to Guilford about blocking the rivers at the railroad bridges like flood gates. However, it didn't take into account water going out; just looking at blocking the incoming flood.
 - Lucey noted Jim O'Donnell has come up with idea of tidal gate sea walls and has studied much of the costs; he noted it's important to engage with the Connecticut Institute for Resilience & Climate Adaptation (CIRCA) on this.
 - Magee said Yale was doing research on the marsh before flooding damaged some equipment. DEEP has interest in redoing the marsh.
- › Rob Bell asked Lucey which dams on the rivers Save the Sound wants to free flow – which ones and where?
- Lucey said Save the Sound is looking at this as a more general policy suggestion, not specific to this road corridor; Route 146 already acts like a dam with sheet flow.
 - Jaymie Frederick said she knows of a private dam in Branford that they have advised be removed or repaired, off Mill Plain Road. However, it is fairly far away and might not impact anything on Route 146. Lucey said he knows about it and thinks it is more for fish passage.
 - Lucey said the idea is to let sediment build up the coastline again by removing dams and help to recreate the wetlands. Save the Sound is interested in nature-based solutions, although that is a very long-term and slow process, and it won't address the immediate issues.
- › Bell asked about other influences that are contributing to flooding – stormwater systems, sheet flow from neighboring properties?
- Magee noted that Lone Cove/Sachems Head Road by the railroad overpass has inland flooding in that region that comes from the marshes. The Sam Hill Road area also has a drainage basin emptying into that area that contributes to the flooding.
 - Frederick said Totoket Road in Branford has experienced some flooding issues, although she is unsure if it floods out the road or is just with certain property owners. There is a culvert under the road north of the train tracks. Additionally, Stony Creek Road floods in one of the low spots just east of the train tracks.
- › Lucey asked if there had been any cost scenarios put together, or if just impacts are being recorded?
- Balskus noted the plan will include strategies and not projects that can be costed out; it's not part of the plan scope.
- › Lucey wondered if a strategy is to cut off the road at certain points because of flooding issues, which would mean that Route 146 wouldn't go all the way through between Branford and Guilford. No one really wants to talk about this as an option of course. This could include buying back properties.
- David Elder said he would like to hear more about this from stakeholders. Do you harden the coastline, or do you retreat from it? At minimum the CMP will need to acknowledge this.
- › Balskus noted the four key areas of major flooding that should be considered.
- Magee pointed out the issue with the Amtrak bridge at Sachems Head Road and the lack of clearance and access for trucks through the bridge.

Place: Remotely Conducted (MS Teams)
July 19, 2023: 2:00 pm – 2:45 pm
Ref: 42441.08
Page 3

- Bell asked, is there any access to Sachems Head from Route 1? Magee said there isn't really any good access; would have to go through a private community with small narrow roads. Lucey added that new roads for access could be created, but you would have to go through natural areas and there would be pushback to this. Going through existing neighborhoods with larger roads would run into opposition from residents, they won't be happy either. It's a very complex problem.
- › Lucey asked if town roads can become state roads, in reference to the use of Moose Hill Road as a connecting route.
 - Elder said CTDOT has not taken over town roads in a long time, to his knowledge. Magee noted Whitfield Street south of 146 used to be a state road in the past.
 - Elder commented that if Route 146 were to be cut off at certain points and would no longer be a through route, CTDOT may reconsider whether it should be a state road anymore (it would only serve local traffic at that point).
- › Lucey asked, have you extrapolated out the worst-case scenario of sea level rise? Twenty inches of rise is the "middle ground" at this point; should we be planning out to 2100 instead?
 - Baskus said the project did not include doing multiple scenarios. Projections to the year 2050 was the accepted criteria at the time of the study. Could look farther out but we aren't scoped for these scenarios.
 - Bell noted CTDOT has some in-house tools that go out to 2080 that could be looked at; they extrapolated beyond 2050 from more recent science.
- › Elder said they may reach back out to this group to fill in any gaps of information or ask for more info.
- › The meeting adjourned at 2:45 pm.

3. Public Survey – Strategies Results

Route 146 CMP – Draft Strategies Public Survey Responses

Final Responses

A. Comments on Flooding & Sea Level Rise Management:

1. Please guarantee that any changes that then accidentally result in water being diverted onto people's property (now an issue in the Waverly Park neighborhood in Branford ever since new floodgates were installed in Sybil Creek) will be addressed. Every time flooding is addressed in one area- it seems to cause a headache for someone else.
2. All storm drains should flow to either retention ponds or existing storm sewer pipes. "Duckbill" type one way valves should be employed wherever a storm drain is (or will be with sea rise) impacted by rising tides.
3. This impacts us every time it floods, which is mostly every high tide, and most storms.
4. Short-term Measures:

Drainage system maintenance: Regularly cleaning and maintaining existing catch basins.

Flood warning systems: Implementing real-time flood warning systems with signage and alerts can inform drivers and communities about potential hazards.

Traffic management: During flooding events, consider temporary lane closures or detours to prioritize safety and minimize congestion.

Long-term Strategies:

Infrastructure improvements: Upgrading drainage infrastructure, including larger culverts, improved channels, and retention ponds, can increase capacity and handle heavier rainfall.

Road elevation adjustments: In certain areas, raising the road elevation above flood levels could be a viable option, requiring careful planning and consideration of adjacent properties.

Natural infrastructure: Incorporating green infrastructure practices like bioretention swales and rain gardens can help absorb and slow down stormwater runoff, reducing pressure on drainage systems.

5. Big problems at the RR bridge
6. Clearly need to raise roadways subject to flooding with larger culverts
7. Flooding under the route 146 underpass near the Stony Creek/Glfd line, and at the west end of Saw Mill Road in Stony Creek and near the Dougherty house in Stony Creek has become increasingly more often and more dangerous. Flooding used to happen a few times a year, now it is just about every month and for several days at a time during full moons, storms etc. The necessity to avoid the flooding in Stony Creek causes people to take Saw Mill Road, a narrow country road. Cars travel too fast and are a danger to the residents walking as well

- as other cars travelling. I was almost hit head on twice recently by people speeding on areas of the road with poor visibility.
8. A very important topic, I hope all proposals can be implemented
 9. Why did you turn down the states help in building a bridge? I'm not sure how much help you're going to get at this point
 10. Yes - flooding issues are a real concern for those of us that have to use 146 to get to higher ground.
 11. 1) Connect storm drain dry wells on Totoket N of the intersection with Pleasant Point Road (PPR) to watercourse under Totoket south of PPR (see Don Ballou rpt.). Clear the watercourse from PPR across Totoket Road (Rt. 146) through to the Tilcon box culvert to Amtrak culvert to Youngs Pond watershed. Watershed travels across golf course via "Worlds End Creek" to Long Island Sound.
 2) In conjunction with item #1, correct flooding at the east side of property at 7 PPR. Flooding occurs adjacent to Totoket Road caused by water flowing down Totoket Road from Stony Creek Road (SCR).
 3) Install catch basins on the corner of Fellsmere Rd. & Griffin Pond Roads to intercept water from SCR. Redirected to flow into the Griffin Pond Watershed.
 4) Install catch basins on the corner of Fellsmere Rd. and Griffin Pond Roads to intercept water from SCR. Drains redirected to the existing outlets to the Griffin Pond Watershed.
 5) Under the Amtrak bridge, increase the outlet from catch basin.
 6) Install a catch basin on the SW corner of Blackstone Ave. & Pine Orchard Road (POR). Catch basin can outlet across Rt. 146 to the existing structure on the northwest corner of Blackstone Avenue & POR. This would intercept water flowing from POR/146 heading south on Blackstone Avenue which exacerbates the flooding at the south end of Blackstone.
 12. No comment.
 13. Provide adequate draining from road rather than trying to protect natures pathway.
 14. very important to review and mitigate.. Can low lying road areas be raised above the estimated tide increase of 20"?
 15. The worst locations are: Montowese Ave. underpass, Jarvis Creek, town line underpass, Sachems Head underpass, and Jones Bridge. Good luck with the underpasses; we're talking probably billions of dollars, and as long as those flood, there's little point in addressing the other locations.
 To an extent, people just have to put up with these temporary inconveniences. That's what you get if you live near the shore. But anything that is done MUST preserve the qualities that led to the Scenic Road designation.
 16. Two photos of interest were taken after recent weather conditions (January 12 & 13, 2024) flooded Rt 146 and Water St near River St., both in Guilford. The photos were e-mailed directly to Dan Amstutz. The photo of Rt 146 is a drone shot. Thank you, Claudia Bartlett
 17. Flooding, sea level rise and proper runoff needs to be addressed very soon for the safety of motorists, and particularly bicyclists and motorcyclists. Route 146 is frequently submerged from flooding or runoff from adjacent properties that freezes in the winter, resulting in ice often across the entire road. This ice is incredibly dangerous to two-wheeled vehicles to traverse.

The frequency of flooding that is deep enough to deter two-wheeled vehicles is increasing and happens multiple times per month, year-round. There isn't a safe alternative as Route 1 is quite dangerous in spots between Branford and Guilford for cyclists. Also, signage needs to be provided at points of choice for cyclists and pedestrians to warn them of water and ice over the road. These signs should be posted at Leetes Island Road, Moose Hill Road and Wild Rose Avenue. It takes a long time to back track on a bicycle from the typical flood points on Route 146 to the previously named roads.

18. You've hit the nail on the head here!!! That railroad underpass just south of Old Quarry Road (also the bridge near Sam Hill Rd) is/are certainly the biggest challenge 😊
19. I raise the concern for my house at 638 Leete's Island Road in Branford, and that of my neighbor at 626 Leete's Island Road. In the recent January high tides, we were unable to leave our properties and emergency vehicles would have been unable to get to us. Extreme flooding occurred on both sides of our properties. We had a foot of water in our cellar. Over-the-road flooding continued for days, and we would time our egress to the tides.
20. We really shouldn't have to check the tide chart to determine if we can drive down 146
21. Hi water flooding is a critical issue. Glad to see it is the #1 item to be reviewed and corrected. Alternative routes and evacuation routes are critical. It may be obvious, but sections of the road are going to need to be elevated. Hopefully, elevated roads/bridges will be done with consideration for the historic surroundings and scenic roadway. That is, built with materials that fit the surroundings.
22. Railway tunnels need to be widen - unsafe for cyclists
23. Raising of roads must be done with the consideration of the historic nature of this area and designs should be drawn up with not just the effective solutions, but just as importantly, the aesthetics of the design of any road raising.
24. Every High tide that is together with a storm, the flooding is worrisome. There are many times we are held hostage at home because of it... there are several spots on the highway where there should be a bridge, rather than the ongoing forever minimal "fix" that never seems to work
25. A rugged solution that includes water access parking, and a bike lane is extremely important!
26. Safe passage for evacuation is the most important.
27. Route 146 is a jewel in Guilford's crown. PLEASE be mindful of its scenic beauty when considering any changes. It's unlikely that flooding will ever be SO disastrous and so without warning as to warrant a major evacuation under time pressure. We do not need a widened road or bridges heightened to ridiculous angles.
28. As with other issues facing this stretch of road, there is little that can be done to mitigate flooding. It's built in marshland, no amount of money, unless it encompasses a full raising of the entire roadway, would have an impact on mother nature.
29. On a yearly basis, how many days does the road flood? How many hours does it flood? When living on the Shoreline you know we might have flooding roads. Maybe add a special sign at road intersections so that a detour could be made? Computerized that could be updated remotely?
30. Lotta identifying, reviewing, evaluating going on. Sounds like nothing being done. These are not new problems. How about actually fixing just one to demonstrate your good faith?
31. Flooding in this section needs to be addressed

32. Shouldn't the flooding and sea level rise strategy identify high flooding risk neighborhoods and at least mention the concept of managed retreat (buyouts) before there is a flooding catastrophe with loss of life and property damage?

Building more roads in a flood zone doesn't seem like a good flood mitigation strategy. Reducing the number of homes in dangerous flood zones would be more effective.

Homeowners should be encouraged to have their own evacuation boats, which would be more cost effective than building new roads in a flood zone.

33. Leave 146 alone
34. Educate people not to buy homes in flood prone areas. Educate people not to invest money to improve properties that will soon become uninsurable. Stop the Town of Guilford PZC from allowing people to develop on flood prone land. Educate people to not drive thru flooded areas because at most they may drown and at least they are ruining their vehicles.
35. As long as it is just for flooding mitigation and not some fancy expansion of the road impinging on its character as it is now.
36. Maintain its historic looks as much as possible, maybe consider signs at Stony Creek and Water Street that signal flooding as it takes place, so people can decide not to go in that direction before they commit and are forced to make an unsafe "U" turn.
37. No opinion on this
38. Please realize this is one of Branfords premium local access spots for fishing and Blue crabbing. Also consider walkway on north side of harbor from bridge to bridge by Indian Neck ave. Pete P.
39. The sections of 146 along the Guilford Branford border are flooded so often now that we will need to time car travel only at lower tides. Strategies to manage the flooding in these areas must happen sooner rather than later.
40. The road should be raised.
At either end of route 146 there should be signs indicating if there is an exceptional high tide before vehicles proceed down the road and an alternate route to take.
41. In addition to road and bridge improvements (raising etc.) please look at natural solutions such as the restoration of marshlands everywhere possible (marshlands act as sponges).
42. Branford
-Safety of train underpass bridge across from shoreline brewery. Always flooding and feel unsafe using the underpass when a train passes overhead.
-Lime wood beach area -now normal high tide seems to arrive only a few feet from RT 146- debris in road at openings in the new wall even in normal rain storms.
-Need more street lights along South Montowese Ave towards Lenny's and other restaurants. Very dangerous driving at night due to very narrow Rt 146 and people walking from the busy curve of restaurants and the marina especially on weekend night.
43. Digital road sign to indicate in advance that road is impassable.
44. Any future work should include measures to increase pedestrian and cyclists access and safety. Route 146 is notoriously inadequate in this regard.
45. I studied wetlands with the late professor William Niering (at Connecticut College and Wesleyan and author of a seminal book on wetlands) and also did wetland research myself

as a biology professor at Wheelock College. I think the number one thing we can do to help flooding on 146 is to stop cutting back and trying to take out the phragmites (reeds). They are ideal for flood control (and their label as an "invasive plant" one more tied to politics than biology and ecology. If you want more information on this, feel free to contact me:

saraclevine@aol.com

46. I actually like the narrow underpass in Guilford. (Other than the flooding), it causes cars to slow down and helps reduce vehicle speed.
47. Finally some proactive thinking
48. Build a seawall high enough and long enough to keep the water off the road at flooding points
49. The threats to 146 from sea rise are evident, so there is little I can add. There are several locations where the level of the road could be substantially raised. The problem of the railroad bridges could be solved with walls (dikes?) to hold back the tide.
50. Sea levels will continue to rise in the future. Raising the roadway without other changes to address future needs would be a major undertaking.
51. The beauty of 146 is that most of it looks as it did 150 years ago..please keep that appearance in whatever you do to reduce flooding
52. This gets worse every year and will continue to worsen with global warming
53. This is critical, with sea level rise projections of 20" by 2050. I sit on Branford's Coastal Vulnerability Working Group, and we are working on a road mapping study ourselves. Peter Hentschel is in charge. He can be reached at peter@tectonpc.com

I am Tracy Everson, the Majority Leader on the Branford Representative Town Meeting, and represent the 5th District in town. Many of my constituents are concerned about this, and the impact sea level rise is having on our community.

54. Please consider elevating the street or creating bridges in proximity to water.
55. At a minimum, since long term solutions to these low-lying areas will be complicated and costly, clearer identification of ways to avoid flooded roadways and underpasses ("evacuation routes") is desirable.
56. Agreed
57. I have never seen Hotchkiss Grove Road flood. I've never had an issue getting home due to flooding. I have no input.
58. Areas of high tide flooding should be raised to keep them accessible. A warning system coordinated between the DOT and the two communities should be established to not only advise the people directly affected, but also those who live off 146.
59. A1 should be top consideration
60. Flooding on lower Whitfield St, Guilford makes exit from Seaview Terrace impossible. Perhaps some drainage in that area could be installed so people on the road could leave the area.
61. I agree with all the points items mention above. The flooding has gotten worse, especially during storms. Roads have become unpassable.
We also need to do something with all the big trucks. Roads are not made for them.
62. This problem requires immediate action. It's not a nice-to-have solution we need, but a very real one.

63. Raise the road in the middle of this bridge maybe and/or install drains on the road
64. Road levels must be raised to avoid worsening future flooding problems. There is no good way to keep water off low lying roads.
65. It would appear that sea level rise is a reality that we must face and not a rumor. The issues are more complex than simply raising road surfaces as that doesn't address where the water will end up going. I do think that some Federal agencies will need to get involved as diverting water flow is a complex issue. Keeping wetlands open as a buffer to sea level rise may be important.
66. There is no better mitigator of flooding and sea level rise issues than nature. Restore and/or preserve natural areas as much as possible. Use Land acquisition strategies whenever/whenever possible to help prevent further exacerbating existing and future potential issues.
67. The biggest problem with safety is no stoplight at River and Water Streets! The cars heading into Guilford on Route 146 speed across the causeway pictured above and are not visible to cars stopped on Water Street as they come around the curve. It is a very dangerous intersection!!! Put a stoplight there first.
68. Long term plan - people need to move away from rising water
There will never be enough money to fully address this issue
Some neighborhoods should plan for ferry services
Bridges
Alternate routes are available for many
Those specifically affected should consider moving especially where bridges are not easily built
69. Road flooding impedes access by emergency vehicles - fire, police, and ambulance during and after storms. Is a flood warning to residents being considered so they can evacuate before the roads are closed by floods?
70. It would help to identify cost implications, project durations, and disruptions entailed by each of the strategies listed. This would help develop priorities among the projects.
71. Agree needs t be addressed. Is there a flood gate?
72. while updates are necessary to address continuing, structural issues, such as the underpass near this picture, it should be done in a way that preserves the natural aesthetic and, therewith, doesn't attempt to eliminate flooding altogether or, therewith, the need to take other routes, etc, in exceptional , every year-or-so cases
73. Considering the countless studies to be undertaken, as well as the number of years to eventually raise and widen large sections of Rt.146, it might be prudent to install drywells with sump pumps to handle the occasional road flooding in effected areas, until mitigation construction is completed.
74. Sea level rise and associated flooding is a nationwide problem. What are some of the strategies elsewhere. Creating more north south west roads may be helpful for evacuation and also to go around typically flooded areas.
75. Agree that these issues need to be addressed, but the historic and scenic quality of Rte 146 must be preserved.
76. This road is over 200 years old, built at a time when the sea levels were drastically different, when there were no cars. It was called the Shore Road to Stony Creek.

It is beautiful, which is why everyone wants a piece of it.

With sea level rises, I cannot see a solution to all of the desires and needs that are being made on this road.

I can identify at least 5-6 places that are continually flooded at high tides or storms. If the road were raised in those places, there would need to be off ramps to the homes.

The bridge which was presented by DOT was rejected as it did not keep the intrinsic feeling of the existing neighborhood. Not surprising. The bridges on the Merritt Parkway have a more "human" feeling to them, but probably wouldn't measure to code or sea level stresses of today. It does speak to a more innovative design approach.

Without a bridge in Joshua Cove in the near future, the road will close.

77. We live on Moose Hill Rd which is an evacuation route. It is a narrow, historic road lined with colonial homes and stone walls. There is already dangerous traffic with large quarry trucks zooming by our home. We do NOT want to see more traffic diverted here or the road widened!
78. most important work to me is in the area of flooding, access, sea level rise.
(There should NOT be a 1000 character limit for issues of this significance.)
Must establish maximum predicted flood level before analyzing flood risk. Lower Manhattan during super-storm Sandy is a good example of underestimated risk. The dykes surrounding the East 14th Street power substation were 18" taller than the maximum historical flood; that level was not sufficient for the super storm, which caused a "tide" that was 2' higher than what Con-Ed was expecting.
If one takes climate change into account, and works with an extended time frame, more and more of Rte 146 will be in the flood zone. Analysis must be undertaken prior to creating a useful plan. While there is mention of flooding at some locations, there does not seem to be a map of flooding at higher expected levels.
Flooding pinch points are the low-lying railroad bridges. Without solving this, we will always have flooding. Amtrak will have to raise the roadbed for a considerable distance.
79. Recently CT DOT did major roadwork and bridge reconstruction on Rt 146 in Branford by Indian Neck, The Stand, Lenny's, etc. The process of construction took well over a year. As a recent transplant I watched baffled by the fact that they did not raise the grade up. It would have been doable working with the existing grade/ landscape and incur minor additional cost creating significant & much needed results. A few months after completion with rains & high tides this exact area flooded, and the road was closed for hours. PLEASE don't let this happen again. Besides a huge inconvenience money was wasted, opportunities missed & this will most likely have to be addressed all over again.
80. Flooding is inevitable unless sections are raised which is at least one location means raising the Amtrak line. A bit pricey. One option, leave the road as is and warn about high water
81. Increasing frequency of flooding events makes the need for road/ bridge changes obvious.

82. Addressing the narrow and dangerous underpasses would go a long way toward flood mitigation as well as motorist and cyclist safety. Will need Amtrak cooperation.
83. several areas can be carefully raised but the RR underpasses pose water management challenges.
84. There are 3 particularly vulnerable spots that routinely get flooded and the road will need to be raised.
85. Sign Moose Hill Rd as evacuation route in high water conditions, not 146 east.
The narrow underpasses are traffic calming as well as historic.
Raising the roadway at the crabbing spot would be very tricky to design and may be best left alone for now. Meeting FHWA standards could destroy the scenic and intrinsic value.
The crabbing spot is traffic calming. Signage could reinforce.
Continuing the ability of people to crab there for food is an environmental justice issue.
86. Flooding continues to be more common and more of an obstacle. We expect monthly flooding to I getup our typical driving. It's normal no to have seawater over the road every few weeks. Typically under the train bridges. Raising the tracks and the roads 4-5' in some areas is necessary asap. It should ha e been addresses years ago.
87. The flooding is past of the charm of an early settltment area. Been here 35 years and I enjoy the scenic inconvenience.
88. It doesn't bother me that the road floods and is sometimes impassable.
89. I suppose something does need to be done on the Water Street (near River) area as well as Jarvis Creek. The picture above is an example of a possible remedy.
90. Berms are an effective solution for mitigating flooding along low-lying roads. By strategically constructing raised embankments alongside roadways, berms serve as barriers that help contain floodwaters, reducing the risk of inundation to surrounding areas. According to research by the Federal Highway Administration (FHWA), berms are a cost-efficient and environmentally sustainable method for flood control, offering protection to infrastructure and communities vulnerable to water damage. Implementing berms along low-lying roads enhances resilience to extreme weather events and fosters safer transportation corridors for communities at risk of flooding.
91. Agreed, flooding is a concern especially as it relates to evacuation routes.
92. Any work should be coordinated with larger restoration projects.
93. Until the railroad tracks are raised, the use of rt. 146 is necessarily limited at times of extra high tide. And, they won't be raised for a very long time. Raising any part of the road will of necessity seriously degrade, if not obliterate it's rural quality. So, my vote is to not raise anything - keep it as it is. If there is concern over the culvert at the crabbing sluice, that can be reinforced with two or three steel plates. To mitigate traveler inconvenience at extra high tides, the town could install an electronic tide height warning sign at the several pertinent locations.
94. please keep in mind more severe storms and variability in weather will cause even more flooding on occasion that is anticipated versus majority of the time - this may require parts of Route 146 to need to be elevated and this should be planned for fully also
95. It is not a road if you can't pass the flood areas. I recognize that raising the road poses many serious engineering and financial roadblocks, andI hope over time they will be overcome.

Meanwhile we need a better warning system. There are a few places where flood warning signs are posted from time to time, but they are there when the road is clear also and so they are ignored.. Also, they are too close to the flooded area and require extensive backtracking.

I recommend installing flood warning signs at each location with warning lights that are electronically actuated by water level gauges, and they should be located before a bypass road rather than close to the problem areas. That way they won't be ignored and people will have an alternative rather than a long backup.

96. I've lived near 146 nearly 62 years. Yes there is more flooding. I think you can change the infrastructure with out losing its charm.
97. Spend the money on moving or offering to move people in the flooding areas
I lived in Illinois and year after year the river flooded- eventually the state and insurance companies said no more
They moved farmers and all people living there out and shut down the whole area
No one should be living in potential sea rise areas or if they do they should know they are on their own.
98. If raising sections of road becomes necessary, one hopes that the engineers will work to maintain the character of the road. If a pumping station were to be built, the location should not present an eyesore. In the interim, greater monitoring of the flooding with signs well in advance of the flooded area would be helpful as well as timely removal of "water over road" signs. I use a tide table but sometimes have found myself having to turn around on a dangerous curve before the underpass heading towards Stony Creek.
99. Please refer to Virginia Corbiere's comments; she states my opinions and feelings perfectly
100. It seems likely that sea level rise/increased flooding along the shoreline will only increase over the coming decades; accordingly through traffic and commercial traffic would be better served re-routing to higher routes to north, and prohibited along Rte 146. 146 corridor can then be optimized for local traffic, recreational, scenic and environmental purposes while improving capital efficiencies in transportation infrastructure.
101. Flooding and sea level rising management is the most serious issue raised in the Plan. The state of CT is planning based a 20in sea level rise by 2050. Beyond sea level rise and storm tides we will see an increasing frequency of extreme precipitation events. I agree that all of the options listed should be evaluated. There will be location-specific solutions (and partners such as Amtrak) and actions will be driven to budgetary limitations.

From the perspective of a Sachems Head resident, we urgently need a plan for how to maintain access to Rt146. There are only two routes in and out and both are flood prone. This presents a serious safety issue. The low spots need to be elevated and adjacent train bridge elevated.

102. A study should be made of the hydrology effecting the habitat of the blue crabs in the area. Disturbance of sediments could cause the crabs to be sick and die of due to dispersion of bacteria and protozoans stirred up can cause sickness killing of the crabs. Possibly leave the pipes in place and build a bridge over the abandoned roadway.
103. Keep bridges on the same level as roads and keep changes as minimal as possible.

104. Please examine possibilities for the planting and/or encouragement of trees, shrubs, and other vegetation to mitigate erosion and replace vegetation killed by sea level rise.
105. Good strategies.
106. I think raising the road and more North/South access to route 1 would be helpful. I regularly use 146 and am now in the habit of not traveling that way at certain tides/moon phases because flooding has become so frequent.

I do love those old railroad underpasses for their aesthetics and would hesitate to do anything that allows people to drive faster on 146. We definitely don't want it to become a highway.

I have seen and been stuck behind large trucks who are trying to find an alternate route and can't get under the bridge closest to Mulberry point road and also cannot make the turns necessary to traverse Indian Cove. I'd like to see that bridge raised or trucks warned that they can't go that way before they get all the way there.

107. Good idea! Water under the rail overpasses is often a problem. Waverly area homes subject to frequent flooding.
108. I maintain a post box in Stony Creek and live in Guilford. Driving Rt 146 to Stony Creek is one of life's pleasures for me. I am concerned that with the sea level rise, traveling Rt 146 will become increasingly more difficult. Two of the underpasses (Leete's Island) may well become impassable. This also applies to Montowese St. I believe that one may have to consider relocating the road to allow its long-term use.
109. Steps to help flooding should take into consideration the aesthetics of the roadway. For example the "clamming bridge" has a rural seashore aesthetic. Improvements there should strive to maintain the same.

The reality of the flooding around the bridges near the Guilford/Branford line is that will be a long term project to fix. It would be really helpful to have a high water warning system to alert drivers are far back as Moosehill rd coming from Guilford that the Amtrak bridge heading to Branford is flooded. Our general rule when heading out is to check the tide charts, and weather and guess if the road under the bridge will be flooded.

110. I wouldn't touch 146; it's a beautiful, please don't touch it, just leave it alone.

B. Comments on Bicycle & Pedestrian Access & Safety Strategies:

1. Sidewalks are missing for so much of 146 in Branford. Not sure the overall plan- but putting sidewalks in only in front of businesses that then don't connect to any of the surrounding neighborhoods are useless. (i.e. in front of Guacamole's/Lenny's in Branford... you can't continue to walk down to Limewood Avenue without the chance of being hit by a car.)
2. The 4-way Stop at the intersection of Rt 146 and Leetes Island/Thimble Island Rd is hazardous for pedestrians (and cyclists), especially those approaching the intersection on Rt 146 from the East and turning left/South onto Thimble Island Rd. Evergreens at the corner obstruct the visibility of pedestrians on the corner. Moreover, many drivers do not wait their turn, but rather go 2 cars at a time through the intersection. A painted crosswalk on the East side of the intersection would increase safety.
3. Speed dampening should be encouraged by narrowing roadways to the Legal widths. T intersections should replace Y intersections whenever possible (Indian Neck Avenue/South Montwese Street, Pine Orchard Road/Elizabeth Street, Blackstone Road/Totoket Road and Totoket Road/Stony Creek Road. A turning Circle should be created at the intersections of Leetes Island Road, Stony Creek Road and Thimble Islands Road. At a minimum a sidewalk should be constructed between the intersections of Elizabeth Street and Blackstone Avenue where they intersect Pine Orchard Road. There is significant pedestrian and bicycle traffic along this stretch. A sidewalk should also connect the Young' Pond Park to the intersection of Blackstone and Pine Orchard Road. This section of 146 is narrow with curves and poor sight lines. Seasonally many pedestrians and cyclists traverse this section.
4.
 - 1) Narrow car lanes to 10' from 11'
 - 2) Appoint a "Shoulder Czar" who's job is keeping shoulders as clean as possible, and pushing back soil or vegetation creep.
 - 3) Favor uphill bike lanes over downhill bike lanes. This means where there is a hill, allow more room for the biker peddling up hill. The reason: bikers traveling downhill are going close to car speed whereas bikers going uphill are sometimes going at a walking speed.
 - 4) Somehow, make guardrails more biker friendly so that if a biker has to choose between hitting a car and hitting the rail, the rail is more hospitable.
5. It seems to me that trying to walk or bike 146 beyond where it turns left at Blackstone Ave to its end in Glfd, is quite dangerous. It can be a beautiful rd to bike, however there is just not enough shoulder to accommodate bikers. A bike/walk route that runs along side of 146 would be ideal.
6. There are many blind hills and corners. Most drivers and many cyclists don't realize just how lucky they get most times they go by those areas. When a car is coming the other way behind a blind hill and you the driver need to pass a cyclist on the right, there is bound to be a collision at the crest of the blind hill. Similar for blind corners. Where roads can't be regraded or straightened, signage, maybe even flashing ones, should be used to alert drivers who don't otherwise understand the problem.
7. Land availability is an issue here. If possible, may have to purchase additional land in various tight road locations.
8. Please! We cannot enjoy our own scenic roads due to frightening inability to walk or ride bikes safely on most of populated 146.

9. Crosswalks are needed at the intersection of Rte 146 in Branford (South Montowese St and Indian Neck Ave in Branford).

Petitions have been submitted to the CTDOT and local and state officials from the condominiums and businesses along the South Montowese St section of Rte 146 in Branford calling for a sidewalk from Sybil Creek business area to the sidewalk in front of the new Parkside complex near the corner of the intersection of Indian Neck Ave and South Montowese. This is an incredibly dangerous stretch of road where several traffic safety surveys (2016-2019) have been completed which show the high incidence of traffic accidents with one fatality and one serious injury.

10. I don't believe all areas can and should be made safe for bicycles or pedestrians. The rode is a narrow beautiful ride . Bicycles aren't a protected class and it's not reasonable to think they can ride everywhere especially on a narrow winding road . To widen it would impact the environment
11. Wider shoulders needed for safe bicycling lanes along with warning signs
12. If cars drove more slowly it would not be such a danger to pedestrians and bicyclists. I have lived at 825 Leetes Island Road In Guilford for 40 years and I no longer bike or walk on route 146.
13. Both are important to maintain safety
14. Bike lanes all the way to Stony Creek!
15. 146 is a very dangerous road to bicycle on, many vehicles exceed the posted speed limits and there is rarely and BPD or GPD enforcing the law. In the summer moths I bicycle a few times a week on 146 and at times it is very scary , there are a few straightaways where cars accelerate and probably do over 60MPH, maybe installing traffic cams or a device that would give speeders a citation
16. I would like a GIANT bike lane built so that cars don't have to be unsafe and swerve around bikers, especially on curves.
17. Again, the Shoreline Greenway trail would have helped here. You also didn't want that
18. A community communication plan should be in place to broadcast changes to the corridor, the purpose, and intended impact. This will draw public attention to the changes and the importance of safety for pedestrians and bicyclists.

Also, additional signage should be added to the corridor to improve safety for pedestrians and bicyclists, both printed on the pavement and freestanding signs.

19. This is sorely needed! It always scares me seeing people biking or walking/running on 146 as the shoulders aren't clear of debris & the traffic is quite fast.
20. This road is most ideal and suited for non-vehicle traffic. Look for ways to redirect vehicles, not bicycles. Similarly, the road offers no pedestrian space. Most impactfully between flat rock neighborhoods and stony creek (intimately linked communities) and Indian Neck and Limewood Beach (formerly serviced by a waterfront walk that was eliminated)
21. Cars routinely drive 40-50 mph on boston street near town. There should be a stoplight at Lovers Lane, and at the Southeast corner of the green. There should also occasionally be a police presence issuing tickets. Somebody will get hurt eventually if all that happens is this newly painted cross walk in the image above.

22. Stop signs need to be added at Lovers Land and the SE corner of the green. This area has very high pedestrian traffic between the town green and the fairgrounds and cars travel exceeding the speed limit by a large margin far too frequently.
23. Proposed Sidewalks:
 - 1) From the Intersection of Elizabeth St at Pine Orchard Rd to Blackstone Ave.
 - 2) From the Intersection of Elizabeth St at Spring Rock Rd to Yowago Avenue.
 - 3) From the intersection of Pine Orchard Rd. at Blackstone Avenue to Young's Park.
 - 4) Youngs Park to Stony Creek Road.
 - 5) Walking and Bike Paths: In addition to the identification of proposed sidewalks, the Pine Orchard Association supports walking and bike paths wherever appropriate.
24. Would love to see sidewalks from Pine Orchard all the way to the center of Branford. It is treacherous for walkers/bikers from Lenny's to the center of town.
25. Complete Sidewalk along 146 is needed
26. It may be effective to consider having a Yield to Bicyclists sign prior to both narrow bridges on route 146 as this is a dangerous spot for bicyclists and this is a common route for bicyclists. In addition, signs indicating yields can also be helpful on narrow road passageways within route 146 as a reminder to motorists.
27. Bicycle safety remains a top concern while navigating Branford and more specifically route 146. Without any bike lanes and in some areas no buffer between road and curb, it is immensely dangerous to navigate.
There needs to be a crosswalk where South Montowese and Indian Neck meet. This was brought up at multiple traffic commission meetings, when the road was paved, the crosswalk was never put back into place.
28. Route 146 is used heavily by cyclists. It would be a major improvement for both those driving vehicles and those riding bikes if a bicycle path/walking path could be added to both sides of the road. It is worth noting that several cycling events (Closer to Free by Yale/New Haven hospital, and Tour de Branford) make use of this route and during those times there is heavy bicycle traffic.
29. Improve safety via decreasing car speed.
30. It would be wonderful to have bicycle lanes on 146. Maybe a lane that is above ground for bicyclists that also prepare for flood issues.
31. This is a tough one. Widening is totally contrary to the scenic road designation and it seems to be out anyway, thank heavens, since you have stated that widening only increases speed. segregated bike paths? nice idea, but where??? Many houses are extremely close to the road and most of them are historic. No way should they be torn down or even moved; they are part of the fabric of the road.
We've heard that 146 is a state-designated bikeway. Why not de-designate it? that might at least reduce the number of bicyclists and also reduce the state's exposure.
32. Bicycle and pedestrian access is crucial. I used to do both living right on Route 146 growing up in Pine Orchard. The speed limit must be kept low too so people can continue to enjoy the route. Also the road must be swept regularly. Much of the road runs right along the shoreline or salt marsh. Tidal episodes and wind can push debris on to the road where it then stays. While I don't want the road widened, if some needs to happen to preserve non motor vehicle passage, I'm all for it.

33. The most important point is that there are no alternatives to Route 146 for cyclist's to travel safely between Branford and Guilford. The next alternative is Route 1, which is not a safe road in many places. Route 146 is the only continuous corridor that serves bicyclists from New Haven, East Haven and Branford to Guilford and points east. Route 146 allows access to area beaches, restaurants, parks etc.

Route 146 is incredibly dangerous particularly to pedestrians. There is no place to walk in many sections except in weeds or water.

The best solutions are those that slow traffic and make driving feel difficult, so drivers have to pay attention. I would like to point out that some things that make it safer for motorists make it more dangerous for cyclists and pedestrians, such as highly raised speed bumps, center and side milling and roadside guard rails. Guard rails can pin a cyclist into the barrier when a distracted driver pushes us into it; there is no escape.

34. I know there are opponents to the widening of 146, but it is a CT scenic treasure for biking. Wish there was a way to satisfy both groups!

The three most important things you brought up are

B3 speeding,

B3 speeding, and

B3 speeding 😊

35. All mid block crosswalks should have RRFB for safer crossing
36. Unfortunately, there is not enough land to create bike lanes on the sides of Rt 146 as it goes through much of Branford and Guilford. The shoulders are often mere inches, and the drop-offs are steep. What is the point of spending millions to create bike lanes which will be inaccessible during high tides? If cars can't traverse the roads for hours on end, it is evident that bikes can't, either!
37. It will be interesting to see if additional "right of ways" are identified to widen sections of the roadway for bicycle and pedestrian access. While I am concerned for their safety, I am also concerned that they do not follow the "rules of the road" (stopping at Stop signs, single file riding, signaling when turning, stopping, etc).
38. 146 is a great cycling route - but very very unsafe due to poor road design and relentless speeding drivers. Hopefully this approach will address these issues.
39. Ensure there is adequate shoulder space for biking and pedestrians. Would be really nice if there was a bike lane.
40. Speeding is a serious issue along 146/Limewood beach. It would be great to consider multiple options to manage speed like crossing walks with flashing lights, speed sensors and cameras and speed bumps before and through the narrow part of the road along the beaches and just past the beaches.

Restricted traffic (like no large trucks, especially seasonally) and better physical barriers to speeding like narrowing of crosswalks and adding a pedestrian lane with barriers and speed bumps.

41. Prioritize ped & cyclist access to marsh & water views & access to town center. Many citizens who would like to walk/cycle to town feel road design makes it too risky, cutting neighborhoods off.
 Step up enforcement & penalties of existing speed laws (Little to no enforcement currently)
 Improve line of sight on narrow curvy roads (speeding cars & work vehicles major issue!)
 Make property owners cut back vegetation that encroaches road, reducing shoulder & line of sight
 Enforcement, enforcement, enforcement!!
 Public Safety awareness campaign multimedia re Share the Road.
 Responsibility/respect/awareness
42. Shoulder space for bicycles should be widened to accommodate safer passage of cyclists.
43. In my opinion, walking or biking should be prohibited until the proper sidewalks and bike lanes are installed, It's dangerous for the bikers, walkers and drivers of vehicles
44. Could care less
45. I'm a big fan of making it easier to use bikes on this road. Definitely a fan of traffic calming devices, whatever they are!
46. There is ultimately no solution in regard to safety for this road. Unless you ban cars, or ban bikes/pedestrians, it is simply not fixable. This road is exceedingly hazardous and no amount of signage, striping, or fence rails will mitigate the fact Rte. 146 is a small-width road with no shoulder and where motorists drive too fast.
47. Personally, I think we should have a nice path next to the road. A good reference is the Stowe, VT rec path that is 6 miles long.
48. Almost anything would be a step forward - not only for bicyclists and pedestrians , but handicapped access, strollers, skaters.. Sharrows, wider road with a special lane (or where possible). How about more than the single faded rusting and broken sign informing drivers that bicycles will be encountered en route from Guilford to Stony Creek? The current state of safety is disgraceful. The longer you go doing nothing, the more you incur collective wrath. Talking, surveys, meetings, reviewing, evaluating and lord help us, reviewing another draft (to take up another year of inactivity)?
 DO SOMETHING! Sharrows and signage minimally. Do it NOW.
49. We must have at least a full, contiguous sidewalk on one side of the road. All cyclists become pedestrians at some point. There isn't enough ROW to provide sidewalks on both sides of the road in all places, but the goal should be at least a sidewalk on one side of the road for the entire length of the project. Slow cyclists will use it and the frequency of the pedestrians and cyclists will be fine.
50. The volume of cyclists n 146 has gotten to be hazardous for both drivers and bikers. Unsure of the solution to this problem
51. Looking at the speed survey, there are several areas where 85th percentile is higher than the posted speed limit. That puts the motor vehicle speeds too high for bicycle and pedestrian user safety.

What is there to continue to "study" about raised crosswalks? They work. They are common in many cities and states, including Connecticut. Shouldn't they just be a recommended

intervention for reducing speeds and increasing pedestrian crossing / bicycle road user safety?

Raised crosswalks are already recognized as an effective safety intervention in the MUTCD. There are several other context sensitive traffic calming and pedestrian crossing safety interventions available. -->

https://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/informationalbrief/informationalbrief.pdf

If the speeds on the scenic coastal road were kept under 25 mph, the guardrail considerations are much less important.

52. Leave 146 alone

53. Educate pedestrians and cyclists not to just jump into oncoming traffic "because the cars now have to stop." Ticket pedestrians and cyclists who ride 2 abreast in narrow areas, oblivious to vehicular traffic.

Get rid of the ridiculous flashing lights and sign pollution on Boston St.. They are both ugly AND ignored. The character of the road has been ruined. Police need better enforcement of speed limits. Boston and Whitfield Streets have become speedways. Also, target aggressive drivers following too closely behind those respectful of speed limits.

54. I use Rt 146 both as a driver and bicyclist, and I would like to see a more bicycle friendly part of that road between the intersection to Sachem's Head and Stony Creek. It is a pretty curvy stretch with a lot of bicycle traffic and not enough shoulder for bicyclists. Would it be feasible to have a proper bicycle lane on that section? It would narrow the space for motorists, which would then slow traffic down. A welcome result!

Motorists have (in most cases) Rt 1 as an alternative. The Rt146 section is very scenic, and it would be great to treat it as a slow and scenic multi use bypass to be enjoyed by everyone.

55. I say no to an expanded road. People can use caution and walk against the traffic and bicyclists can wear bright clothes and be careful as this road was not intended for bikes.

56. 1) I worry that the improvements for bikers and walkers may compromise some of the aesthetic value of 146, .i.e., beautiful trees and even stone walls.

2) Even with improvements, 146 is not a road made for bikers: there are simply too many sharp turns, i.e., a driver comes around a blind turn only to find bikers, often riding two abreast: there is little time to adjust. Aware of this danger, I drive as carefully as I can...but with a degree of fear; those new to the road are likely not as careful and therefore more prone to disaster.

57. The new sidewalk on Boston St has a very dangerous section. The sidewalk is not continuous near the crossing of Alderbrook, near the intersection with Goose Lane. Pedestrians, bikes, strollers all must walk in the road for about 50 feet. There is no sidewalk on either side of the street at that point. Also the crosswalk from the sidewalk on the north side to the sidewalk on the south side that is between the cemetery and Goose Lane intersection is not at an intersection. This is dangerous since cars don't expect to need to stop in that area.

58. Maintain its historical appearance. Bicyclist need not ride 2-3 abreast putting everyone in danger. How about signs restricting this practice.,

59. One issue illustrated in this photo, the town should mandate trimming large hedges on curves. Along with the speed on Boston. Street - not monitored enough - obstructed visibility makes for dangerous crossings. My dog and I've had close calls on these and other crosswalks. On my own street in Guilford, neighbors have requested other neighbors to cut down obstructing brush. But this should be mandated and enforced by the town. A neighbor should not have to ask for obstructing brush to be trimmed back. It can lead to strained relationships, not good for anyone, and would not be a budgetary hardship for the town. A no-brainer. I hope this will be addressed.
60. The addition of a dedicated bicycle lane would improve safety for cyclists significantly. It is a beautiful road for cycling but sometimes dangerous, especially at the railway underpass. I strongly encourage the development of a dedicated cycling lane.
61. Rt 146 where it is a.k.a. Hotchkiss Grove Rd between Limewood Avenue and Elizabeth Street lacks consistent shoulder space for cyclists and pedestrians despite having high population density and frequent use by cyclists and pedestrians. Priority area for implementation of strategy B.4.
62. As someone who rides there bike, could we please have a separate bike and walk path (I know this is asking a lot). When traffic is on 146, there are many places where there is barely enough space for a bike and a car. It is very frightening especially as bikes have to ride with traffic. I am specifically talking about the area from Mulberry Point into town. Thanks for considering making it safer for all (I am sure the car drivers would love to have the bikers off the road too).
63. Dedicated bike/pedestrian lane - the road is so narrow and kind of deadly
64. Roads are not wide enough to accommodate bicycle lanes. Just painting lines on existing roads is not the answer
65. Widening shoulders while preserving the scenic views of 146 would be ideal.
66. There has to be a consideration for bike and pedestrians on this street, as inconvenient as it may seem in the redesign. This is a gorgeous scenic road to cycle (I am not a cyclist) with quaint destination of Stony creek "village" or Guilford green. Providing safe passageway will help boost business at these locations.
67. Rt 146 near Linden and Limewood needs widening for Pedestrian Access even a multi used lane on one side would be safer than what is there now
68. More signage making drivers aware of cyclists and the law.
69. Please have both available. The sidewalks along 146 are beat up. In front of my house, for example, they are uneven and cracked creating a potential dangerous situation for pedestrians, runners, and those participating in the Branford Road Race. PLEASE correct. Bike paths are also Welcome!
70. There should definitely be a bike and pedestrian walk on one side of the road. I see many walkers and bikers on the road even during the winter. Crosswalks should be raised and painted.
71. During the summer months I find it very difficult to drive along Route 146 as the bicyclists often ride 2-3 across. It's a wonderful scenic route but there just is no room for the bikers and cars that frequent this route.
Hoping you are able to work out a plan to keep the bikers safe and let the cars safely travel on this route.

72. Many times bicyclists take over the road and do not give precedence to cars.
I have witnessed many near accidents and road rage over this. They should have their own designated lands in roads that are wide enough to accommodate them. If not, then they should ride their bikes somewhere else.
73. RT 146 is dangerously narrow in many places for bike riding, walking or jogging...
Someone is going to get killed
74. Bicycle and pedestrian safety should be emphasized! Speed limits are not enforced so lowering them does nothing. We need to enforce the current speed limits, add speed bumps, separate bike lanes with poles (examples of that exist in New Haven), whatever it takes! Trucks speed on these small shoreline roads with little regard for pedestrians or neighbors who would like to enjoy the natural peace of the shoreline.
75. This route is extremely popular and dangerous for cyclists. Shoulder is too narrow and plant growth makes narrower. Cars & trucks go way too fast, try speed cameras with automatic ticketing.
76. Branford-Very dangerous for drivers on south Montowese Ave. / all shoreline roads - including Limewood Beach area, and Hotchkiss Grove area. As groups of bicyclists and pedestrians constantly use 146 especially near restaurant areas and curves especially on weekends in the summer. While not paying attention to surrounding traffic..
Now —more traffic issues will appear with the new condos Accross from Great Oaks condos And new condos near Anchor Reef., TOO MUCH TRAFFIC IN THE SHORELINE AREA. TOO many condos in being built in this area. And the increase of traffic at the brewery especially in the warmer weather.
77. I do not think bikes belong on the road with cars. Especially route 146. There are more areas where there is not enough room to share, than there are sufficiently wide bike lanes.
78. Tell bicyclists to ride single file instead of two by two.
79. A bicycle/walking shoulder that is a consistent width would make a big improvement. I used to feel comfortable riding down 146 to Stony Creek and beyond, but more traffic moving faster is unsafe in the "narrow" parts.
80. Please add dedicated bike lanes
81. Once the pedestrian and bicycle lanes are in place it would be wonderful if they could be maintained and cleared of debris & sand build up.
82. Ideally, there should be NO bicycles or pedestrians. It's not safe for them or drivers. Most of the Rte. has narrow access for cars, and it gets pretty dangerous when a bike is on the road.
83. Would love a real bike lane!!
84. 146 is too narrow for bicycles. Widening it is "problematic". Perhaps pathways could be built that run parallel to 146, but not necessarily adjacent, for bikes and pedestrians.
85. I think reduced vehicle speeds will have the largest effect on Bicycle / Pedestrian safety on this road. Personally, even if the rode is widened I will still ride my bike on the white line as the shoulders always contain glass and loose sand and gravel from runoff. Riding in the shoulder just increases the likelihood of flat tires.
86. The crosswalk in Guilford is sheer stupidity. It's a death waiting to happen. Put in a flashing 4 way stop. NOBODY knows right of way. It's horrible especially in the summer with visitors crushing the Green.

Leete's Island Road is not meant for walking or cycling. They constantly walk/ ride in the middle of the road without a care in the world. Under the bridge is a nightmare. Cars coming from both directions with determined cyclists is a recipe for disaster. Add flooding to the scenario and it makes it impossible.

87. Sidewalks needed on south Montowese, Indian Neck area
88. Right where 146 starts in Branford is right downtown, near green, shops, school, library, grocery, etc. there is not ample signage or enforcement at the crosswalks, and our daily crossings are frequently dangerous. People drive too fast and don't like to stop for LEDs on Montowese and S Main. Please put raised/speedbump style crosswalks in, even with flashing crossing lights, like in New Haven. It's a matter of time before someone gets hit, and drivers are getting more and more selfish, I've noticed. Specifically Montowese and Wilford, also Montowese and Meadow, and near Sliney school. The Montowese and Meadow, and Montowese and Damascus intersections are also very dangerous, frustrating, and should be reevaluated in general. Thanks.
89. The crosswalk in front of Caron's Corner on 146 is rarely respected by vehicles, who often far above the speed limit. Several families with children use this crosswalk to head to the local schools and parks near the Rec Center. It would be helpful to have a push-button/red light installed for this crosswalk at best, and improved marking and signage at least. Police enforcement is also lacking in this regard.
90. This is simply essential to improve life along the road. Walking and biking on 146 is painful, dangerous, and just terrible. A legitimate lane, a confirmed presence, and a strong signal to drivers would change the experience and make it safer to be a pedestrian. It would also connect regions far from town centers by allowing transportation other than automobile. Reducing vehicle speeds is central to this--by narrowing the lanes. It should be more difficult for people to speed, as they now sometimes top 50 and even 60 MPH. The DOT needs to take responsibility and show some care for pedestrians rather than have the attitude that pedestrians are on their own.
91. Make a much wider bike lane which is fine to have separate from 146 when needed .
92. Have wide shoulders
93. There are numerous spots with no shoulder s and short site lines that make incredibly dangerous for bicycles and walkers/joggers, the worst being in Branford in the area of Whiting Farm Rd intersection.
94. So many constituents that I represent in Branford's 5th District ask for this on a continual basis. Site lines, bike lanes or paths for pedestrians if not enough room for sidewalks. New Milford is now handing out bright yellow vests for people who walk along busy Rt. 7 in that town. Please strongly take into consideration the areas identified in the Road Safety Audit that was done for Branford.
95. DO NOT encourage Bicycle & Pedestrian Access...this isn't the European countryside, and it never will be. This is a fairly densely packed, high-value real property corridor, in Connecticut. Encouraging Bicycle & Pedestrian Access will discourage Auto access, which each and every real property owner requires, and that's 99.9% of the need of Route 146 (for the \$Billions of dollars of property value in the vicinity). Yes, it's pretty in areas, but that doesn't mean the beauty must be extended to bicyclists and pedestrians. Restraint from encouraging Bicycle & Pedestrian Access is called for. There are plenty of less populated, and

- safer roads for bicyclists to travel in Connecticut. Please do not de-prioritize autos along 146 because of cyclists (and pedestrians) want to see the pretty roadway.
96. The section from Parkside to Limewood Ave desperately needs sidewalk. You can walk from town to Parkside, but the sidewalk abruptly ends there. There is pedestrian traffic year round, and runners and pedestrians spike in the summer. There have been MANY accidents on the curve between the Elks Club and Sybil Creek Place, and it only a matter of time before a pedestrian is hit. Sidewalks would also slow traffic.
 97. More crosswalks in the Hotchkiss Grove area of 146 in Branford, a possible stop sign at corner of 146, 2nd Ave and upper Hotchkiss Grove Rd
solar speed limit signs along 146 in this area.
 98. If you want to resolve all the traffic concerns, preserve, and enhance the quality of this important scenic route, consider what other countries have done. Make 146 a one-way car road (25 mph max speed) with a dedicated bike lane. Happy to explain how:
newsrg@gmail.com
 99. Sidewalks are a nice amenity along more "urban" stretches of 146. In actuality, the road as constituted is just too narrow for safe pedestrian access, or walking along the roadside. More crosswalks at intersections are very helpful for pedestrians crossing the road, and could even serve to slow down the vehicle traffic.
 100. The residents of The Landing (23 homes located on Sybil Creek Place) propose installing sidewalks on Route 146, running north from the Indian Neck Entertainment District in Branford, to connect with existing sidewalks at Indian Neck Avenue to Foote Park. It is dangerous to exit our development to walk to Foote Park. Many of us have children and grandchildren that want to enjoy the park's playscapes, fields, courts, and the new splash pad! Last summer we were walking with strollers along a very busy 146 stretch of road. We hope that this will be a priority as you plan forward. Susan Flynn
 101. Walking and biking along Rt.146 is dangerous. I used to enjoy bicycling from Branford to Guilford and back. It is designated as a scenic route, but the narrow road, no shoulders, and blind spots makes it too hazardous to enjoy. Same with walking or biking along 146, Indian Neck into town. We have had several fatalities in recent years, and there will be more if the Town does not make it a priority to widen roads where necessary and build sidewalks where appropriate. Susan G. Hathaway 13 Sybil Creek Pl. Branford, CT. 06405
 102. improvements in access for pedestrians should also focus on the property owners rights relative to size of the encroachment on their "perceived " lots . I am all for improved safety and access when balanced with this .
 103. In regards to my road, Hotchkiss Grove Road. I have two smalls children and do not want sidewalks. Measures should be taken to help stop speeding though.
 104. This is by far the biggest issue and easiest issue to resolve. Shoreline Greenway has had a plan developed for a long time which could serve (or something like it) as the starting point to move pedestrian and bicycle traffic off of Route 146. Several towns have already taken steps to do that with success and the opportunity to link them all together could solve the issue and create a popular recreational feature for the area.
 105. While not a fan of signage, the vehicle drivers need to be aware that cyclists are authorized to take the full lane, especially through the RR underpasses. Pedestrian travel along 146 is currently so dangerous that a path behind the guide rail should be considered.

106. State Route 146 should include a continuous sidewalk on one side, and sidewalks on both sides in some areas to facilitate pedestrian travel
107. Sidewalks on Route 146 from the Center of Branford, CT to the Indian Neck Entertainment District of Branford, CT are desperately needed. The current situation for walkers is precarious as sidewalks are not continuous. When sidewalks cease, the pedestrian is facing a treacherous circumstance negotiating the narrowness of the road with the speeding vehicular traffic.
108. Enforce current speed limits. Encourage towns to pursue connectivity projects where there is evidence of usage. Repair areas of crumbling pedestrian paths especially between Indian Neck Ave & the Branford River
109. There are no crosswalks in the Hotchkiss Grove section
Cars tend to speed down that long striction people are crossing the road to get to the beach
110. Can you please address the crosswalk on Rt146 and 7th Ave in Hotchkiss Grove. It desperately needs to be restriped. The cars hardly stop when I'm trying to cross the road. And yes they speed!
111. Connect Toole St and Tabor Road, add a stop sign to that intersection and a crosswalk. Add a sidewalk on S. Montowese from Toole towards the water as far as possible.
112. A bike lane is needed on the Stony Creek and Leetes Island Road sections of 146
113. The route has areas which are narrow, pedestrians should be offered alternate routes. Bicycles should be able to share cars route, some signs as attention bicycle traffic would be very helpful.
114. The space available along the road needs to be improved and updated for both the Bicycle and & Pedestrians. 146 is a beautiful route for riding your bike. Roads need to be improved.
115. Narrow the road where possible.
116. Until a solution to the bridge issue has been found, all other efforts are wasted. Work on that as a high priority.
117. Adding sidewalks from The Indian Neck Entertainment district up to the center of Branford would greatly benefit the high traffic area and the safety of pedestrians. This would improve the safety of pedestrians trying to walk to Foote Park to enjoy the park and all it has to offer.
118. Maybe install surfaces on the sides of the road - much like the surfaces on the emergency lanes on the highway.
119. Bike and pedestrian pathways must be physically separated from vehicle travel lanes. There is no way on this stretch of road to safely walk or ride on the roadway itself. Paths must be wide enough to accommodate people passing in two directions including wheelchairs.
120. Since many of the pedestrians and cyclists are travelling short distances, it would be nice if golf-carts and small electric vehicles were also permitted to travel on Rt 146 in areas where the speed limit is limited to 25 mph.
121. More prominent signage about cyclists on the road is necessary. Underpasses would have the same issues as any low lying area in a flood zone. Maybe bridges or overpasses would be better. Aside from increased signage, the marking of bike lanes or sharrows is necessary to raise awareness by motorists.

122. The new sidewalks on Boston St have made walking safer. Sidewalks in the more populated areas would help. The less populated areas would benefit from wider shoulders where possible and having DOT cut back the very tall weed which block visibility on the curves. Esp. Rt 146 underpass at end of Water St.

123. The most immediate priority should be B.4, with the goal of creating a uniformly wide (at least 6') shoulder on each side of the road.

Widening the road underpasses seems difficult without rebuilding the bridges, so an option worth evaluating is traffic-light metered single-lane under the bridges with ample shoulder space for bikes and pedestrians, with the traffic-light signals adaptive to traffic buildup on each direction.

124. A bicycle path should be on the entire route. It is not safe for drivers, bicyclist or pedestrians.

125. while safety is always a legitimate concern, we need to be aware that going to the extreme of creating bicycle lanes, as say, in NYC, will simply put us far toward eliminating the reason for and value of bicycle rides on 146; so, briefly, address problem areas, such as the overpass near Medlyn Farms but not the ride on either side (making it such one might as well sit on an exercise bike with an Oculus headset); risk is part of life

126. The proposed Shoreline Greenway Trail parallels the entire length of Rt.146. It would be wise to consider, wherever feasible, including that in the Bicycle & Pedestrian Access plan.

127. B.4-providing wider access for bikes and pedestrians sounds like a good approach.

128. Agree with these concerns.

129. I've heard a suggestion of placing a bicycle path parallel and lower than the road and I have no idea how anyone can imagine that it will work.

This road has marshlands and water along its entire length, not to mention the rock outcroppings, homes, established trees and other natural features that exist. Even if it were possible to make that path, how can it be made with rising sea levels?

This sounds like trying to appease the bicyclists when there may not be a solution.

For this to be a road for all of these activities, it will require being widened and raised along its entire length. Or moved inland.

I would hate to see anyone's property being appropriated for another person's pleasure. That seems unfair. Bicyclists can be re-directed to use Rte 1 which is wider and can accommodate bicycle lanes.

With reflective vests, I walked the length of 146 from Guilford to Stony Creek in the later afternoon into dusk for 7 years. I'd step off the road when necessary. Compromise.

130. We bike this road frequently and, generally speaking, it is a favorite. There are a few spots that are a bit tight, thinking of the railway bridges in particular, where some additional space would be appreciated, but mostly I think keeping the speed down will allow people to

- enjoy the road. Alternate bike trails that bypass some of the tougher sections might be great also.
131. It's a lovely but dangerous bicycle route. The proposed review and improvements are needed.
 132. Without addressing the Amtrak bridges one cannot significantly reduce pedestrian and bicycle risk. In addition, the roadway must be widened, which will, of course, impact wildlife and wetland areas.
 133. YES, anything to improve access & safety for pedestrians & bicycles is need in these plans. In the same area of Rt 146 in Branford by Indian Neck, The Stand, Lenny's, etc. there are no stop signs or lights to aid pedestrians & bicycles.
 134. More than anything I would like to see a bike path the parallels the road. This is one of the two changes I think are a absolute must. Driving the road in bicycle season can be very challenging and the cyclists deserve better. The bikeway can also serve pedestrians. Also consider stop light protected crossings
 135. 146 is primarily a vehicle passageway. There is no way to feasibly make it safe for pedestrians due to the turns and closely placed residential properties along the route. I am a bicker and walker but recognize the limitations of the road and accept them. I live only two blocks from the road and use almost daily. If bicycle paths were to be added they should be narrow in order to not crate a further obstacle to vehicular traffic. Planners at the DOT should recall that a very well attended Town Hall Meeting two years ago overwhelmingly voted against severe widening of the road for bicycle paths. It was generally felt the would destroy the nature of the road.
 136. With all of the natural and historic constraints there is no way to please every group of stakeholders. Some group will not be happy.
 137. Need separate bike and pedestrian lane. Perhaps Route 146 should be one way.
 138. I love riding my bike on 146. Narrow/no shoulders concern me, especially under railway underpasses. More than anything else distracted drivers (on cell phones) are a worry.
 139. I grew up along Rte 146 in Branford when traffic was not a problem. It is a beautiful road to enjoy at the speed limit. Speed limits should be enforced and the road should not be widened or straightened to allow faster travel. When we take a drive along this road it is because it is a scenic road. Anyone in a hurry should use another route. Bicyclists are often oblivious to traffic as they ride abreast or race along the road. Road safety depends on their behavior as well as drivers' behavior.
 140. there is a possibilty to SLIGHTLY widen the road to widen the shoulder to allow for safer biking/walking
 141. Providing a bike lane along 146 would be an extremely valuable improvement. Right now it's extremely dangerous to walk or bike along 146. Either the road needs to be widened or taken off to some adjacent area where too narrow. It's such a beautiful scenic route plus the only road outside of going way west to rt. 1. I've been frustrated for years no being able to bike from Guilford to Stony Creek. After 2 people I know were severely injured I can not let my kids or use it myself. .
 142. Driving 146 in Guilford when bikes are present is dangerous, especially during group bicycle rides.
Encourage lights and reflective clothing for walkers as well as bicyclists.

Pursue off-road bicycle and pedestrian options as they become available, working with property owners and non-profits.

Pursue mountain biking alternative routes for bicyclists.

- 143. Route 146 needs dedicated bike lanes on both sides. It's not a great road for walking but bicycles are a common safety issue 3 seasons.
- 144. Speed management is a great idea. I won't like it, but safety is important.
- 145. I would approve of a light being installed at the railroad underpass so cars could only go through there in one direction at a time.
- 146. Please also review and consider directing alternative routes for fast cars. Some of these local routes for bicycles and pedestrians need slower speeds, and cars commuting or in a rush can take alternative routes.

Bicycling is not just for "outsiders" from other communities. Some of us are trying to commute with our children to school, or commuting to the grocery store to reduce emissions and breath fresh air. These short-term investments will have long-term benefits for young families and therefore our community's future.

- 147. The new crosswalks are fine. PLEASE stop putting up those horrible bright green cross walk signs that are 10 feet tall. The crosswalks on River Street have 9 signs to alert drivers to pedestrian crossings. I drive that street daily, have never seen a pedestrian use the crosswalks. The town has ruined the scenery of the park and the red barn. Suggestion, we only need ONE crosswalk there and one sign. Whose idea was this? You are turning Guilford into a city atmosphere.
- 148. It would be helpful to widen the road wherever possible.
- 149. The charm of RT 146 lies in its tranquil, open nature, largely untouched by heavy pedestrian traffic. With extraordinarily few pedestrians frequenting the area, the road maintains its rustic appeal and scenic qualities. While bicyclists occasionally utilize the traffic lanes, accommodating their presence shouldn't entail significant costs or alterations to RT 146's character. Instead, cyclists could consider riding during low car traffic times to ensure safety and minimize disruption to the road's natural flow. Preserving RT 146's charm is paramount.
- 150. I cannot begin to tell you about the hundred of cyclists who travel in groups and take up one lane of the road (sometimes both lanes). If I honk to let them know I am behind them and need to pass, I just get the finger. They NEVER obey the stop signs and one man almost hit me. Frankly, I wouldn't allow cyclists on these narrow, winding roads as they are rude and do not follow the rules of road cycling. Then you have the issue of fishing for crabs being on the street too - Clearly the flooding issues need to be resolved, but the cyclists need to be better monitored or not allowed on these roads.
- 151. Agree with concerns noted above and proposed strategies.
- 152. 146 is extremely unsafe for pedestrians and bikers. Thier safety should be prioritized with separate biking and walking lanes. I.E the shoreline greenway,
- 153. B.2: Provide alternative routes for bicyclists and pedestrians in the most constrained sections.
- 154. I suggest:
- 155. 1. Narrow the auto lanes to 10' despite the fact that 146 is a truck route.

2. Appoint a "Shoulder Czar". That person would insure that the road shoulders were cleaned regularly, and infringing dirt pushed back so that - all - available paving is available.
 3. Look again at guardrails. Is it better for bicyclists if there are - no - guardrails? Or, more selectively, are there places where on balance it's better to eliminate the guardrails, such as the flat stretch through marsh near Leetes Island? In that instance, bike hazard would drop dramatically.
156. most areas of Rte 146 need to be widened for cars and expanded or even some sort of bicycle access would be great given the amount of bikers the road gets.
 157. It would seem impossible to properly accommodate bikers on Route 146 especially in Guilford, nor should the road be widened there as it would likely lose its significant charm and visual appeal, nor is it likely feasible anyway to do so safely given the underpass and flooding issues, let alone driverless cars which sometimes operate where they should not. Bikers who wish for a shoreline route should be given Route 1 as an option, there is room for a bike lane there, it would also seem possible to use a combination of Quarry Road in Branford and the Square Green path in Westwoods to construct a bypass of 146 for bikers (that path is wider than most, and only a little bit of Westwoods, though Route 1 is a preferable option) - one other possibility would be to restrict bikers to Sundays only or similar occasional use - there have been more accidents since the report of late and it is clear that more is likely until things change. Bikers can be given a shoreline route, just not 146
 158. I know lots of people bike 146, however they need to stop biking 3 to 4 people across the road. I have found in the 62 years of living here, the bicyclist have become very rude and overtaking the road. If you didn't think 146 is safe, why to you send the "Closer to Free" bikers and multiple other races down this road.
 159. A key point that should be reiterated is that the character of 146 justifies an exception to including bicycle and pedestrian infrastructure. Safer alternative routes with signs indicating such routes should be noted; but the character of the road should not be compromised by the desires of cyclists.
 160. Please refer to Virginia Corbiere's comments; I agree with her wholeheartedly
 161. Optimize existing historic rail crossovers and available infrastructure for cultural and recreational purposes - the Airline Trail State Park, and/or the Blue Ridge Parkway in Shenandoah National Park (with a 35 mph speed limit) provide useful model/examples of what might be suitable for any expansion of the historic roadway. Use of "traffic calming" architecture, and maintaining existing curves to help manage excessive speeding. Separate pedestrian and bike paths (not combined!) to minimize pedestrian-bike accidents. Acquire additional available, environmentally sensitive properties to connect the existing "protected spaces" adjacent to the existing 146 corridor.
 162. Agreed with all.
 163. Widen the path for pedestrian and bicycle paths.
 164. There is latent demand for bicycle and pedestrian use of this scenic roadway. Rather than taking a car-centric approach, the needs of all users should be strongly considered. There is a need to reduce vehicle speeds while improving sightlines in order to make biking and walking safer.
 165. Updated & permanent signage before & at crosswalks.

166. Increasing shoulder areas for bikes and pedestrians (where there are no sidewalks) should be a high priority.
167. Signage to indicate crosswalks, lines painted on road to remind drivers of bicycle safety.
168. There continues to be a need for expanded sidewalk access along Montowese, between the end of the sidewalk by the new housing development and Lenny's (the new bridge construction). The shoulders are inconsistent and, with the winding nature of the road today, there are many blindspots.
169. Strategically planted trees might slow traffic (particularly at the Armory at the intersection of Montowese and Pine Orchard in Branford, or somehow at the vacant lot across the street.) They might also catch particles blowing off the vacant lot into the eyes of pedestrians.

This intersection, and the intersection that immediately follows (Montowese/Meadow) is a mess. Drivers are trying so hard not to hit each other (especially at Montowese/Meadow) that pedestrians are an afterthought.

As someone who has navigated a stroller recently, it is very hard to navigate the wheels of one over the new bumpy ramps.

170. Branford is such a family oriented community and I would like there to be more spacious sidewalks and bike paths. Even where there are sidewalks, I often feel unsafe walking with my 3yo because there are fast moving cars mere inches from pedestrian walking spaces.
171. I don't know if you list these strategies in order of importance. I recommend the first priority should be B4, and it should be explained further. The shoulder space is totally inadequate in places, which makes it very dangerous to bike there. When the sideline is also bad, this is dangerous for drivers as well.
I'm very concerned about guardrails, which you list as strategy D1. I attended the November hearing and agree with comments that were made. I consider the standard guardrail as a serious danger to bikers. Because I can't ride close to a guardrail, I need more space than a standard shoulder.
Only a frequent driver on 146 would probably notice the variation in shoulder space especially to guardrail. DOT should add signage for driver approaching such a dangerous shoulder.
172. I think bicycles and pedestrians should be the highest priority on 146. It's a beautiful road, public recreation is extremely important. I'd love to see genuine bike lanes and paths established. I'd like to see improved safety for the folks who fish and crab off of 146 with their children. It would not bother me at all to make the road slower in places or one-way in places to accommodate cyclists, pedestrians and runners. If the road were safer for pedestrians I would use it frequently in that way.
173. Safe pedestrian access from from at least Haycock area to rail overpass is non existent. Many pedestrians, baby stroller, and bicyclists are in serious need of safe sidewalks and corridors. Very busy with people all too close to traffic. No curb strip. The new wall and sidewalk helps but not enough.
174. Along with these measures should come community education. This should include outreach to the local business community and other companies that provide delivery and

support services to the community. Widening the roadway and signage are great but the people who drive 146 (not only the trucks but cars as well) need to take responsibility for their actions.

175. The speed limit is low enough. Please don't make any physical changes to 146, leave it alone.

C. Comments on Speed Management Strategies:

1. In favor of speed bumps/raised crosswalks-- particularly in the areas where folks are walking/crossing the road. The straight-aways on 146 are treated like a highway by many drivers, even when they see folks walking in the area.
2. Install a bump out from Triangle Park to Spring Rock Road. The existing crosswalk should have a battery powered light for pedestrian use to walk to/from this popular park. Speed tables have proven to dampen traffic. I recommend they be considered for existing and future crosswalks. This should be the case where ever there is a poor sightline
3. Speed tables at major intersections with good visibility seem reasonable
4. Enforcement is everything. don't bother changing speed limits without enforcement.
5. I don't like the curb extension, as it impacts the traffic flow and I know people who have blown out tires on these.
6. Speed bumps are more of a hazard than a help eliminate this approach.
7. Maybe a light at the corner of Linden Avenue would slow down traffic.
8. Speeding on South Montowese St from the Branford River to Sybil Creek needs to controlled with active police presence and ticketing.
9. If making the speed limit lower would help then that seems reasonable, it is the scenic route
10. Need much more police presence and anything else to manage speed. We invite anyone to sit in our driveway for a few hours to see that the speed information in the attached documents may indicate averages - but they do not indicate the reality of the dangerous speeding. We take our lives in our hands just to get our mail everyday. Everytime we turn in our driveway some inpatient driver speeds by us before we are in the driveway - so many times just missing oncoming traffic.
11. PLEASE put speed bumps in on South Montowese and other speed areas on rt 146 So much speeding over 25MPH happens
12. Excellent! Additional crosswalks and signage notifying drivers of upcoming crosswalks will be helpful.

Also, as mentioned above, a community communication plan to notify the public of the changes, and their intended outcomes, is important. Use all available media outlets and perhaps include a module in public schools or driving education about pedestrian and bicyclist safety.

13. I'm not convinced that speed humps/bumps work in this situation, as I see in our neighborhood that folks speed up between the bumps to make up for the lost time. But there has to be some strategy to improve the situation.
14. Traffic calming devices are a great idea! Also consider traffic signals. Again, most pertinent in the stony creek area at the intersection of leetes island and the intersection of flat rock. Specifically it is a miracle no pedestrian or car fatalities have yet occurred at flat rock extension and 146.

Additionally, the wide shoulder between moose hill and sachems head is great for cyclists, but has become a raceway for vehicles. Often cars are speeding in access of

70mph in that area. The incident of JB losing a leg while cycling there is a good justification to address this section

15. Boston street in Guilford is a major problem for people speeding in a highly congested area with many pedestrians. Stop signs should be installed at Lovers Lane and the southeast corner of the green to slow traffic. Also there should be a regular police presence issuing tickets.
16. Road calming tools (speed bumps) should also be used in conjunction with stop signs to enforce speed limits on Boston Street between the green and Lovers Lane. During rush hour this area suffers from flagrant speeding endangering the many pedestrians walking at the beginning and the end of the day.
17. There needs to be more posted speed limit signs.
18. Signage and Speed Table:
 - 1) Create a Speed Table with the existing crosswalk at the intersection of Spring Rock Road and on Elizabeth St.
 - 2) Create a Speed Table with the existing crosswalk approximately 100 feet east of the intersection of Pine Orchard Road and Elizabeth Street.
 - 3) Reinstall stop signs at the Tilcon Rail Crossing on Totoket Road.
19. I'm not an expert by ANYTHING you can do to get people to slow down should be a top priority.
20. It can be helpful to have electronic monitors stating speed cars are going. I commonly see more speeding cars along straight pass ways closer toward Branford's side.
21. Raised crosswalks would be helpful to slow down traffic, specifically on South Montowese street where the Indian Neck and S. Montowese meet, which is often viewed as a 'suggested stop sign' based on the behavior of drivers. It is difficult to cross that area and access parks without a crosswalk. Also, having raised crosswalks near Lenny's (etc.) would slow the traffic down there.
22. Roadside trees decrease speed.
More patrolling and fines. Or roadside cameras.
23. Agree
24. AUTOMATED SPEED ENFORCEMENT SHOULD DEFINITELY BE CONSIDERED. Signage is useless especially when the local police never enforce it. Traffic calming measures could also be good if they fit the character of the road. More specifics would be needed.
25. Feel free to put some speed bumps especially in straight-aways where speeding can and does occur.
26. These are good strategies. I particularly like the automated speed enforcement. Speed limit signs and variable message boards don't really work. Traffic citations and fines do work.

As mentioned in the section on bicycling, making driving uncomfortable slows drivers down. This includes narrow lanes, sharrows, curves, etc.

27. Have more police presence and ticket AGGRESSIVELY on 146... the highway is already a comparatively faster route (if you obey the posted limits for highway vs 146) . Make it hurt for the chuckleheads that want to save time AND get the view. Pick one, drivers!

Traffic Calming- I'm more a fan of speed tables than speed bumps, from a cycling perspective.

28. I would welcome automated speed management, knowing that local police enforcement of speeding vehicles is non-existent. It is the only way to help ensure safety for bikers and pedestrians.
29. An exception should be made to allow for SPEED BUMPS on the few, but significant, straight stretches on Route 146 which, by the simple fact that they are straight, invite speeding.
30. There should be NO passing lanes anywhere on 146- and speed limit sign before bridge at the Guilford/Branford line should be 5mph and slow dangerous curve sign under
31. Good luck with Speed Management. It seems many people do not feel posted speed limits apply to them.
32. Extremely important to manage speed of vehicles - current lack of enforcement creates unsafe conditions for cyclists.
33. Speeding is a serious issue along 146/Limewood beach. It would be great to consider multiple options to manage speed like crossing walks with flashing lights, speed sensors and cameras and speed bumps before and through the narrow part of the road along the beaches and just past the beaches.

Consider alternative routes for heavy trucks and ways to slow down cars and better enforce speed limits.

34. I support any & all efforts to slow drivers down. Speeding in area is major problem & threat to ped/cyclists
I strongly support automatic ticketing. People change behavior in response to economic interests. The lack of enforcement & penalties leaves ped/cyclists at mercy of drivers & sends a powerful message to drivers that adhering to the law is optional
More people would enjoy the community by bike or on foot if it didn't mean risking your life
35. speed management of utmost importance. Use whatever tools you have to get cars to actually slow down. Posting speed limit signs that are presently used are ignored and ineffective.
36. Albeit for a few bad apples, I don't think many people speed ... the worst part is the open stretch near Leetes
37. The above pinch point would be a horrible idea that forces bikes and cars to use the same space.
38. People routinely speed on these roads.
39. Ban bikes or ban vehicles. Anything else is window dressing, it just won't work. (In some studies, raised crosswalks and speed bumps, actually cause motorists to drive faster between structures.
40. If the road has a side road for bikes, paths, a scenic winding road may limit speeding ?
41. Oh, look - a Sharrow! What a concept! How cheap to do, some paint, some labor. Why not do these all along 146, say beginning tomorrow morning instead of talking about things for a couple years first?

42. Keep it simple. If this is a scenic / historic road with blind curves and popular for use with people riding on bicycles, set the posted speed limit for the entire corridor to 25 mph. Incorporate periodic raised crosswalks and/or pedestrian bump outs at intersections to design for that slower vehicle speed along the entire corridor.

This road was designed far before high speed, high power personal cars, SUVs, and trucks. Rt 146 needs intentional design treatments to keep folks safe and speeds at safe levels for all road users - including those outside of cars. Don't wait decades to implement traffic calming. Quick build traffic calming works great for a few years and demonstrates how a more permanent traffic calming installation could work.

43. Leave 146 alone
44. More visual pollution. Our historic town is becoming so ugly. Painted bike warnings on the roads...Why not just ban cars altogether? In the above photo, 2 cars would not be able to pass through simultaneously, even without pedestrians and cyclists. Really, all of this stupidity in the guise of safety makes me want to cry.
45. Please see above comment about narrowing the section between Sachem's Head intersection and Stony Creek.
46. what is a calming toolbox? Automated speed enforcement might allow greater safety for all modes of transportation on this historic road.
47. So we live at 387 Boston st and vehicles once they pass the cemetery are going between 40 to 50 mph depending on the time of day
Even at times the crosswalk isn't fully recognized as cars will not stop for pedestrians.
Speed is my biggest concern
48. This is the very least of the problems on 146
49. Automated speed enforcement seems to be an intrusion, flashing speed signs when the MPH is exceeded seems to have an effect in other areas in Guilford. Additionally, pulling people over for violations during high volume usage may help to deter.
50. Speed has become worse since the pandemic. It is unfortunate. Connecticut does not have state troopers that can patrol as well as police. Even small towns in the south where I'm from have much better road patrol, than the highways in Connecticut.
51. Please make sure that the speed management devices do not make it more difficult for the safety of bicyclists. thank you!
52. Speeding vehicles continue to be a MAJOR issue on RT 146 on Sybil Avenue and Limewood Ave. This is a high pedestrian traffic / population area and includes a very sharp curve. Police speed enforcement in this area is non-existent despite numerous requests. We need speed "bumps / humps" just like they put in the neighborhoods by Tweed airport or we need continual law enforcement presence.
53. Speed bumps and speed cameras
54. At the end of the day, it is a state road with parts having a posted speed limit of 35 MPH. I would agree raised crosswalks can be useful in more residential parts of the road where the speed limit is 25 mph or below. Having a raised crosswalk or speed deterrent on a 35 mph stretch of road could be problematic.
55. I would prefer lane narrowing and curb extensions to be used for speed management. Enforcement via the GPD is costly and long term ineffective.

56. I live at 165 Hotchkiss Grove Road. The speed limit, of 25 mph is not enforced. Because this area is densely populated and used for recreational purposes like biking, walking, and running, it is a dangerous road. A crosswalk from Hotchkiss Grove Road to Fifth Avenue would be very helpful for those accessing the beach area. Speed mitigation devices or strategies and, enforcement would help.
57. Stop lights!!!!!!! SPEED BUMPS!!!!
58. I am in favor of raised marked road that narrows a bit to slow down traffic. Also speed signs that indicate your speed.
59. I live along Water St and since they have repaved the road (which is wonderful) I'm afraid to step out to retrieve my mail as I'm afraid of getting hit. The cars fly down the road towards town - around the corner of Jacobs lane. I live on Cunningham Dr just across from the boat yard. I also have to be extra careful when pulling out of the driveway as there is a blind spot to my left but am unable to pull out far enough to see cars coming from my left but also the cars that fly around that corner to my right. I've come pretty close to being rear ended.
60. On this road a lot and people speed all the time
61. There are currently no limits on speed. I live on 146 (Limewood Ave.) - Cars and trucks drive by my house as though they are driving on I-95 with no consequence. Something needs to be done about this. There are many bikers and pedestrians on these beautiful roads and they need to be protected.
62. Speed cameras with automatic ticketing will solve this issue.
63. Excessive speed is clearly an issue on route 146 and one of the reasons bicyclist and pedestrians do not feel safe
64. I'm not sure the speed humps will be helpful, as in my neighborhood it seems like folks slow down for them - then speed up right after to make up for the slowed moment.
65. Reduce speed. Put in speed bumps.
66. All of the above strategies, particularly for dense residential areas along Route 146
67. Need traffic calming measures.
68. The area stretching from downtown to the Armory along 146 has far too many vehicles speeding for an area that is so highly trafficked by pedestrians. Some alleviation of this, particularly at crossing areas is needed.
69. I like the raised crosswalk and curb extender. Something like that should be at the intersection of 146 and Moose Hill, where people cross in order to walk on Shell Beach. It's dangerous, and I've had to break into a sprint in the middle of the road as a car comes whipping around the corner. I am in favor of automated speed enforcement-- anything to make drivers slow down.
70. Make road around Guilford green one way
71. I run 146 from Sachems Head Road to town green at least twice a week for decades now. Speed is a problem but the major issue to bikers and pedestrian safety sharing the road is distracted driving. I have had many close calls from people texting while driving. There is technology today to monitor, detect, and time stamp offenders to then check finger taps on their device. Couple this with significant penalties- fines and loss of driving privileges. This problem goes well beyond the issues facing 146 but needs to be addressed.

- 72. With other improvements, additional speed management should not be necessary
- 73. Yes, these speed humps do slow traffic. With climate change, we are seeing less and less snow, more rain, flooding and wind. Our New England weather is shifting and seasons are changing.
- 74. absolutely DO NOT USE automated speed enforcement
- 75. Stop signs at Sybil Creek Place and Block Island Road in Branford could slow traffic. Most of the accidents in the area are caused by speeding cars leaving the bars (Lennys, the Stand, etc) and something needs to be done to slow them down.
- 76. More crosswalks in the Hotchkiss Grove area of 146 in Branford, a possible stop sign at corner of 146, 2nd Ave and upper Hotchkiss Grove Rd
solar speed limit signs along 146 in this area.

Enforce speed limit in all areas of 146 that are residential neighborhoods in Branford and Guilford.

- 77. Enforce 25 mph max speed plus install bumps. 146 is a scenic road and not a race track.
- 78. Speed is a huge issue--vehicles travel much too fast for the curving roadway, and there are many blind intersections: it can be truly terrifying to enter 146 from a side street at one of these blind intersections. Speed humps, more signage, flashing lights, even a stop light might be necessary to avoid this serious safety risk.
- 79. Applauded
- 80. I can't speak for any other road than Hotchkiss Grove Road where I live. People drive at high rates of speed. There is zero incentive for them not to. Obviously police presence is unrealistic and they have more important things to do. But there are no speed bumps, lights, etc.
- 81. Excessive speed on this narrow road is common and is likely going to get someone very badly hurt if it hasn't already. The State should do something to prevent that, including putting pressure on towns to work with local groups that have been previously blocked by local politics
- 82. If implementing traffic calming that narrows the travel lane, an opening in the bump outs should be provided for cyclists. Forcing the cyclists to merge into the narrow lane can be dangerous, especially when combined with the speed hump and aggressive drivers.
- 83. The winding, scenic, and historic corridor should be designed for a uniform posted speed limit of 25 mph. The safety of all road users should be prioritized rather than designing to facilitate speeding cars.
- 84. Better enforcement, Road user education
- 85. Figure out how to control (read: discourage) I95 rush hour back ups and rerouted crash traffic that is frequently routed through this corridor by on line traffic applications. These are the people who cause most of the congestion issues
- 86. Add speed tables between Toole and the three way stop at Indian neck road to prevent excessive speeding.
- 87. For the most part, vehicles do respect the speed limit. But I agree we need better enforcement of the speed. Not sure how. The big trucks need to watch their speed.
- 88. Speed management is essential to safety.

89. Raised crosswalks could help slow down traffic in the Indian Neck Entertainment district.
90. Speed bumps with accompanying signage ahead of the bumps
91. Raised crosswalks are a good idea at needed areas. I am against the use of automated speed enforcement equipment.
92. Nobody likes speed bumps (probably difficult for snow plows). Camera surveillance and ticketing would get folks to slow down.
93. Speed is an issue especially along 146. Traffic calming measures should be considered and used if they don't create a problem with water drainage. Speed tables, cushions and humps should be considered as long as they don't increase the incidence of vehicles losing control. Automated devices such as speed cameras and less intrusive speed reduction devices (flashing radar signs) should be considered.
94. Put a stoplight at Water and Route 146!
95. When you have driven Rt. 146 for many years it is very easy to go above the speed limit. The signs used on Guilford roads showing how fast you are driving are a great reminder to slow down.
96. Do not agree with raised crosswalks. Destroys the beauty of the scenic drive.
97. all to the good;; perhaps even have the route declared a specially protected speed zone, allowing, thereby, say, for cameras and such, so as to automatically ticket speeders ...
98. I have never witnessed excessive speed on 146. What is the extent of that problem?
99. Calming devices would detract from the beauty of the road and change its character. I prefer the strategies of lowering the speed limits and installing automated speed enforcement devices.
100. Agree that speed limits should be enforced. The intersection of Moose Hill Road and 146 is HAZARDOUS. Westbound traffic at this intersection is blind going around the curve, and must be controlled in some way!!!
101. The Mulberry intersection might be a great place for one of these raised cross walks
102. Anything that can be done to mitigate speeding is helpful and needed to improve pedestrian safety.
103. crosswalk with curb extension - a good idea..
104. Unfortunately, speed limits are not the problem, speeding is. If we embark on a plan to "smooth out" the road and reduce the so-called "white knuckle" experience, we will only invite higher actual speeds. The current road invites caution. Let's not remove that natural impediment to high speeds. Curves are good for safety. On that last note, more frequent mowing of vision obstructing plant life, such as phragmites, would be a big help.
105. Yes, traffic calming devices are helpful.
106. Not needed and a waste of time and money
107. Increase proactive speed enforcement by the police or introduce speed cameras. Driver behavior is not going to change without clear deterrents. Nothing else is going to improve the safety on this road until the public realize excessive speed is as anti-social as DUI.

108. While it its true people do not closely observe the posted limits along the road in the winter they do in the summer. It makes sense to straighten the roadway where necessary and repaint the double lines yearly.
109. the photo above looks scary- it looks like cyclists and cars would collide. traffic calming such as islands in the middle if the road where width will allow seem worth considering.
110. Whatever can slow the cars is good!!
111. Whatever can be done to slow down drivers all around town is a must! Speed enforcement? Speed bumps?
112. Not sure where traffic calming aspects could be implemented. The narrow road, curves and stop signs should already work as traffic calming.
113. Traffic speed control, slowing things down solves many of the problems being addressed here. How? Not signs, patrols?
114. Curb extensions are a road hazard. Changes in pavement for crosswalks are more effective, e.g. brick, stone block, concrete.
Not too many painted pictures and markings on the street please. Yellow traffic signs are more in keeping with the character of the area.
Narrow underpasses are traffic calming and historic.
Activity at the crabbing spot is traffic calming. Sign to drivers that pedestrians are there.
115. 146 needs more speed control closer to town centers and pedestrian areas.
116. Same as above.
117. Add speed bumps and digital speed signs to keep people driving slowly.
118. Raised crosswalks with curb extensions are effective, and even more effective paired with a lighted speed light indicating actual speed. This is the most effective pairing of speed management strategy, while also collecting data.
119. The speed limits should be adhered to. I live on Sachem's Head, talk about a straight away for some high speed travel. If there's an issue, put in some speed bumps.
120. Implementing traffic calming measures on RT 146 could impede the enjoyment and charm of the roadway. These measures, while intended to enhance safety, may disrupt the serene and rustic ambiance that defines RT 146. Introducing speed bumps or lane restrictions could detract from the scenic experience and open nature of the road, potentially deterring visitors who appreciate its tranquil atmosphere. Preserving the unique charm of RT 146 while addressing safety concerns requires careful consideration to maintain its allure for both locals and travelers.
121. I would increase the speed to 30 mph. With modern cars, 30 is a safer speed limit.
122. Raised crosswalks seem like they would be effective in denser populated areas, but how do you address the long stretches of road without a density of houses - curves at these locations are of particular concern.
123. C.3 seems like the best approach - automated speed enforcement.
124. If you improve the road in any way, speed will increase. That seems to be a given. So don't improve unless absolutely compelling.
125. more visible signs on speed limits and danger placed strategically would be best, and more policing, including of bikers with new restrictions such as Sundays only

126. When these extensions are put out there, there is much more hazard! People pop tires, snow plows run into them

127. More such curb extensions in residential and pedestrian areas. Small islands with plantings in the CENTER of roads slowing down fast traffic.

SPEED BUMPS

128. Both speed cameras and speed bumps should be experimented with.

129. Once again, Virginia Corbiere expresses my opinions eloquently

130. Yes. More = Better. The overused bromide that "sleeping policemen" cannot be used because of possible delays to emergency vehicles ignores the far more frequent (and frequently far more serious) costs of pedestrian/vehicular injuries resulting from excessive speed on roads not designed for or intended for such traffic. Numerous cities in the Northeast Corridor (including municipalities in the DC area) have used them with good effect for years.

131. Speed limits overall need to be reduced to perhaps 30 mph. Afterall it is a scenic road.

At the popular crabbing area at the causeway approaching Leetes Island the speed should be lowered seasonally to 20 mph as this section of road is heavily used by families with small children, boats are unloaded , etc. It is a recreation area and speed should be reduced accordingly.

My driveway (280 Leetes Island Rd) is under the crest of the hill going East on 146. Cars going East fly over the hill at high speed making it extremely dangerous to exit my driveway. There have been several near misses over the years. As I am now elderly it is even more dangerous for me as age reduces reaction times. Please install a "Hidden Driveway" sign and reduce speed to 20 mph, Thank you, Martha Buck

132. I agree with all. Actions should be prioritized based on impact on safety if there are budget limitations.

Data in the reports suggest that many drivers speed a little. If the problem is that a few people drive at dangerous speeds, then perhaps traffic cameras and fines would be the least expensive solution.

133. Place in speed bumps

134. I live on 146 near the Union/South Union Streets intersection. There is outdated speed and minimal speed limit signs. Speed humps would be a welcome addition since I've been told the state won't paint speed limits on the pavement. Something has to be done to reduce the incessant speeding.

135. Add traffic calming features wherever possible.

136. I'm disappointed that you have chosen these 3 minimal strategies, which call for more study, instead of doing something ASAP to try to reduce speed. I believe your work so far has shown where some of the worst speeding spots are, and they should be addressed ASAP!! There should be some kind of warning in those areas. When there is an electric sign that flashes car speed, I notice and reduce speed. I doubt that lowering the limit will significantly reduce the speeding. I wish I could come up with specific recommendations, and I hope that other commenters will do that. I think Your

committee should take these "back to the drawing board," and devote whatever time is necessary to find immediate measures that can be implemented.

137. Yes yes yes on road calming. Also, can we somehow get GPS providers to not indicate it as an alternative to the highway. I've seen multiple tall vehicles trapped before and under those bridges.

138. Perhaps more raised crosswalks.

139. Speed cameras generate dollars from bad actors but they don't save lives. Lowering speed limits, increasing fines to punish not really to save lives. Educating the community as how their actions can be devastating to riders and pedestrians is what is needed. There isn't enough focus on finding ways to educate drivers, riders and pedestrians to the fact that it take all of us to improve safety. Educating drivers to the reality that the vehicle they are driving is as dangerous as a weapon and they need to use it responsibly.

140. The speed limit is low enough. Please leave 146 alone. It's so beautiful, don't muck it up.

D. Comments on Roadside Safety Strategies:

1. I prefer the cable approach as not as unsightly. They would be effective in steering pedestrian traffic to a crosswalk and dampen speed due to their perceived narrowing of the roadway.
2. Where possible, some sort of guard system with pedestrian/bicycle use on the field (protected side) would be ideal
3. Land availability is an issue here. If possible, may have to purchase additional land in various tight road locations.
4. The cable guard rail is less obtrusive
5. Currently solutions appear satisfactory
6. No comment.
7. Box beams
8. A wider shoulder between the white line and the guardrail would improve safety for cars and cyclists/pedestrians.
9. guide rails are a good idea however what would a motorist do if pulling over is needed due to flat tire or other auto issues
10. I prefer the box beam and appreciate your consideration of these alternatives. We don't like the W; it's too shiny and obtrusive.
11. Any roadside safety rails should be installed with the scenic aesthetic in mind. Either make them almost invisible or make them beautiful.
12. Please note an earlier comment under bicycling and pedestrians that explains that some safety measures that benefit motorists are actually dangerous for bicyclist and motorcycles, such as center line and side milling, guard rails that pin cyclists against the guardrail when pushed by a distracted driver, and high speed bumps.
13. Guardrails are very tough for bikers. I'd hope they could minimize them except where needed to keep cars from hurtling into the water (there's that speed issue again!). Wiping out on gravel is no fun on a bike, but flipping into one of these guardrails could be fatal.
3B!!!
14. The four-mile stretch of the Branford-Guilford Historic District on Route 146, between Flat Rock Road in Branford and the West River in Guilford, registered in the National Register of Historic Places, should NOT have metal guard rails, precisely because of its distinguished registry. Guard rails with wooden posts and cables are visually more appropriate for a historic district.
15. It may be cost prohibitive but I would suggest more "natural" guard rails be deployed. I am suggesting the wooden rail type, used on many sections of the Merritt Parkway. This style is more rustic and may fit in to our "historic culture" better than the steel options used today. Again, the cost per section/mile may be extremely expensive but this type may keep some of the public more agreeable
16. Need more and wider shoulders for cyclists
17. Given this is a significant scenic route within Connecticut, great thought, and attention should be given to the materials used for any sort of guard rail insulation. The aesthetic of the guardrail system should be sympathetic to the natural surroundings.

18. I support D.2 (developing guiderail system for 146). The existing options are a visual negative (bulky, material is not conducive to the beauty of this historic stretch on 146).
19. Please do not use guard rails where they limit water access and roadside parking, or where they might prevent a bike from escaping the road!
20. This is important. You could combine this with better access to fishing and hiking areas.
21. Again, scenic considerations must be paramount. We do NOT need ugly concrete barriers - this is not a highway, this is not a precipice - this is a beautiful, rural road. The view from the road is what makes this a scenic route and THAT should also be a paramount consideration.
22. Would be nice to have wooden guard rails . Large 10x 10 timbers or equivalent. Similar to a national park. Have areas for scenic overlooks.
23. Both are very unsafe for pedestrians, bicyclists, skaters, strollers, handicapped... So this strategy, well, what is the strategy here? All you've said is "review this and that." That is not a strategy.
24. I have seen examples of CDOT's insensitivities to the visual impact of roadside safety barriers in historic settings. Strongly recommend review of alternatives and review by interested public.
25. Support addressing this
26. Design for slower speeds and reduce the posted speed limit to a uniform 25 mph for the entire corridor. At that lower speed, roadside barriers are less critical.

Spend more time and money on traffic calming and crosswalk safety. Plant trees along the roadside for traffic calming, shade, and to keep cars within the travel lanes.

27. Leave 146 alone
28. I have no expertise on which guardrails for 146 are most appropriate. But my former comments about cyclists riding side by side or in the middle of the road apply. I have never considered walking or biking on 146 because nothing will make it safe.
29. The roadside rails take up walking space and don't really prevent car accidents.
30. Maintain historic appearance as much as possible
31. I am in favor of a guard rail that is most effective and least obtrusive like the cable guard rail and steel posts.
32. I don't have comments on this topic.
33. These could be a problem for cyclists.
34. Branford-The roads in shoreline areas mentioned previously (Montowese, Lenny's restaurant area) have too many curves and blind spots, and the white walk-in lines are too narrow for pedestrians and dog walkers. Very unsafe especially during the summer months.
35. Get bikes off the roads.
36. These photos show how narrow the shoulder is at places along 146. Perhaps a designated "walking/bike trail" alongside the route is a better/safer solution....
37. As a frequent cyclist on this route I prefer box beam as I feel if I ever get hit by a car I won't impale myself on a post.
38. Good ideas
39. Keep guard rails as inconspicuous as possible

40. I prefer box beam
41. I suggest using one of the above alternatives of the wood style guardrails on the Merritt.
The standard DOT rail is too commercial for a historic road.
42. Cable does not seem effective..
43. The natural wood barriers are preferable.
44. The rail is not a safety strategy. The rails do not prevent accidents. Making 146 a one-way road with dedicated bike lane and traffic lights does!!
45. The guiderails should, if possible, be consistent with the natural environment--for example, wood posts or beams, as on the Merritt Parkway.
46. CREATE SEPARATE LANES FOR BICYCLES/PEDASTRIANS
47. This will likely reduce the functional space for pedestrians and increase the amount of space needed for the project . The guardrails could be obviated by strict adherence and enforcement of the existing traffic and speed laws augmented with independent low profile monitoring .This could include pictures and ticket summonses for speeding from automated devices .
48. The majority of the current alternatives seem more related to aesthetics than roadway safety systems. Consider traffic calming, even if it involves narrowing travel lanes with edge lines, to reduce speeds in potentially hazardous areas.
49. Evaluate areas to determine if railing can be removed & create a recoverable roadside area
50. We need better payment/shoulder space available between the road and guide rails. If you are riding a bike the space at times is very short with very little width. If cars come speeding by, you don't have a lot of room to maneuver. It would be great to teach courtesy to drivers.
51. See below about guardrail designs for historic roads. Consider wooden rail with steel. Also consider putting all wires underground.
52. Same as above and more signage would be good - and make the signage Neon
53. Box beam rails look nicer and stronger than cable guiderails. But whatever is stronger should be used.
54. Increase the shoulders so disabled vehicles (and postal/delivery trucks) don't block the travelling lanes.
55. Any roadside devices should be used that provide the best level of safety for cyclists and pedestrians. They should not be high enough to keep cyclists or pedestrians from leaving the road surface to get clear of traffic.
56. The sturdiest guardrail should be used where the slope away from the road is the steepest and the danger is the greatest. Long term durability is also important.
57. Road needs to be widened to accommodate bicycle paths or pedestrian walks
58. use as needed but minimize intrusivenessl ...
59. With increased wetlands access along Rt.146 comes additional pedestrian traffic. There is currently insufficient parking and safe pedestrian paths in a few areas, for those fishing or crabbing along this road. Enhanced pedestrian signage and crosswalks is also suggested.
60. The Cable Guiderail with Steel Posts is more aesthetically pleasing than the Box Beam Rail, though the latter is all right.

61. Again, the historic and scenic character of 146 must be preserved!!!
62. Good suggestions!
63. good idea
64. Might be worthwhile to consult with Steve Eimers (aka Guardrail Guy). It's all well and good to have guardrails but let's make sure that they are properly installed, safe, and allow a safe place for pedestrians, bicyclists, and disabled cars.
65. Of marginal value
66. We all know the hazards of this road and respect them but I think the DOT will be hard pressed to find any significant group of locals who would like to see the HISTORIC road widened. The primary hazards to unfamiliar driver occur at the bridge/overhead sharp turns. There should be far more warning signs at these. the guard rails have been recently efficiently brought up to date.
67. I don't know what these alternatives look like a= nor what the upsides and downsides are, so I have no comment. More info / more helpful photos would have been helpful
68. Less obtrusive the better. The only box beam installation I have seen is so poorly installed it is more of a detraction than standard "W" rail.
69. Cable guard rails is most appropriate because they detract less from the scenic quality of the road. They appear more invisible.
70. I'm glad you are suggesting DOT is willing to look at alternative options for guide rails. 146 is a scenic rd that deserves the most aesthetically pleasing (least obvious) guidrails.
71. Please don't spoil the view and experience of driving 146.
72. More shoulder/bike lanes needed!
73. These options are preferable to the W-beam barriers from an aesthetic point of view, though hope there are more aesthetically pleasing options that won't detract from the natural beauty of the landscape along 146. Are wood barriers an option? I think the box beam is nicer and more simple to the cable style - the cable looks like it could easily be broken and harder to fix.
74. Again, the railings provide an unsafe environment for pedestrians, walkers and bikers. This safety should be prioritized. How many more people ended to be struck and die?
75. See my notes above.
76. wider roads should improve safety for all
77. somehow doubt this is useful at all for 146 and its safety - especially if drivers and bikers converge, such additional barriers could cause more danger actually
78. The box beam rail, while not very appealing seems much safer for walkers, bikers and wildlife than Cable guidrails.
79. If the box beam rail is more in keeping with the landscape, it should be used. I couldn't tell from the photos which railing is least obtrusive.
80. Please read Virginia Corbiere's comments; they are well informed and astute
81. on rte 146. as you approach the last bridge going into town coming from Branford, there is a section of the roadway past the last house on the right where a car leaving the roadway could easily enter into the river. A view of the river is blocked by high grass, but the river is only a few yards from this unguarded spot. Rte 146 bends to the left and dips at this point before going

over the causeway/bridge and icy conditions or momentary inattention could cause a car to end up in the river..Many less hazardous areas that border swamp/wetlands are protected by posts and cables.Each time I pass this spot I think how easy it would be for a car to end in the water.....Hope you are able to take alook

82. Recommend consideration of the "traditional" wooden railings now being replaced along the Merritt Parkway - better aesthetics, a renewable resource - and with fully as long a working life if properly selected, treated and installed.
83. I am more concerned about safety than esthetics but would consider both if the budget permits.
84. Reflective road guards
85. The safety of guiderail design for cyclists is critically important.
86. Cyclists often ride side-by-side, even when the shoulder is too narrow. Is there signage available to remind them to obey traffic laws and ride single file?
87. Add stronger slightly taller guiderails.
88. I wonder whether the addition of "rumble strips" would also be useful to slow traffic and keep drivers on the roads in areas along this route.
89. I commented re Bike Safety, D4: "I attended the November hearing and agree with comments that were made about guardrails. I consider the standard guardrail as a serious danger to bikers. Because I can't ride close to a guardrail, I need more space than a standard shoulder. I recommended making changing guardrails as a high priority for improving biker safety. These 4 all appear to be good approaches especially D2.
90. I'm not sure what the accident data is here but I would like to first prioritize a raised sidewalk and raised bike lane.
91. Personally, I prefer the box beam rail, from a visual perspective. However, you don't mention cost, for example, which should be considered.
92. I trust your decision to provide the safest guardrails that also don't detract from the beauty of the road.
93. Keep the roadways as they are. The accident last year was from a drunk driver.

E. Comments on Intersection Safety:

1. The 4-way Stop at the intersection of Rt 146 and Leetes Island/Thimble Island Rd is hazardous for pedestrians (and cyclists), especially those approaching the intersection on Rt 146 from the East and turning left/South onto Thimble Island Rd. Evergreens at the corner obstruct the visibility of pedestrians on the corner. Moreover, many drivers do not wait their turn, but rather go 2 cars at a time through the intersection. A painted crosswalk on the East side of the intersection would increase safety.
2. Work with the municipality in following the established standards for width of the lesser road with Rt. 146. This will encourage full stops when entering 146.
3. There are few major intersections along the route, however, closer to the center of Branford and Guilford, some sort of system would be helpful
4. The intersection in the above picture is the worst one. It really needs a crosswalk with flashing lights on either side. Or at least a raised crosswalk or some other structure. It has both a blind hill and blind corner on the east side of the intersection. Also, westbound traffic sometimes turns right (north) on Moose Hill Rd. They often go too fast and people often congregate on that first one-way section of Moose Hill Rd. Pedestrians assume it's a safe area b/c it's one way, but cars turning north on Moose Hill don't expect to see people there.
5. I think putting street lights at some intersections would be helpful.
6. Install crosswalk signage and painted crosswalk patterns at all major crosswalks.
7. 146 and Linden Avenue
8. The intersection of South Montowese St (Rte 146) in Branford and Block Island Road is a major hazard. The traffic safety survey for this particular stretch of road done in 2016 and an additional one in 2019 revealed a high incidence of accidents with one fatality between Block Island Road and the driveway of Great Oaks condominiums. Both are blind to oncoming traffic.
9. Clear sight lines needed at all intersections
10. This is a blind curve. Adding flashy lights that say "slow down" or "blind curve" or adding speed bumps. Not speed humps-nobody slows down for those. It has to be real speed bumps. Or more All-Way STOP signs.
11. This particular intersection seems to have bad sight lines - in my opinion. I drive a sedan, and it's hard to see cars coming from Guilford.
12. I would like a sign placed just past the rr bridge at 146 & Sam Hill Rd in Guilford, heading west that reads "signal for right turn". While 146 automatically turns right/west, a signal from a car would greatly assist those heading East from the two stop signs (one on 146 and the other going NE from Sachems Head Road)
13. Flat rock ext onto 146 is a death trap
14. Stop sign on the southeast corner of the green is essential for pedestrian safety and speed control.
15. 1) Reconfigure existing triangular intersection of Totoket Rd, Damascus Rd and Stony Creek Road to improve sight line up Stony Creek Road.

- 2) Reconfigure Triangular Intersection at Totoket Rd and Blackstone Ave to a single T intersection to better improve sight line onto Stony Creek Road (146) and Damascus Road from Totoket Road (146).
- 3) Install traffic mirrors at Pleasant Point Rd/Totoket Rd. & Griffin Pond/Totoket Rd.
- 4) The Spring Rock Road/Pine Orchard Road segment.
FIRST, the section of Spring Rock Rd from Rt 146 (Elizabeth St) to Pine Orchard Road should become one way heading south.
SECOND, cars heading east on Elizabeth Street, wanting to go north on Pine Orchard Rd., would go to the intersection of Elizabeth Street and Pine Orchard Rd. and then turn north.
THIRDLY, this intersection, at Elizabeth Street and Pine Orchard Road should be modified in order to enable a smoother and safer transition turning north onto Pine Orchard Rd. when traveling east on Elizabeth Street.
16. It may be helpful to add signs indicating to yield to bicyclists, etc.
17. There needs to be a crosswalk at S. Montowese/Indian Neck connection. After the road was paved, the crosswalk was never put back. This discourages walking around the neighborhood as the lack of crosswalk removes the legal safety provided to the pedestrian through CT state law (a person in a crosswalk has the right of way).
18. Signs that alert drivers and others of the upcoming intersection(s) would be helpful.
19. More trees.
20. Agree
21. Needs to be compatible with scenic road designation.
22. Cross walks at the Pawson Park intersection at Lenny's have helped. Now think about cobblestone and crosswalk road lighting.
23. Not so bad I don't think. It's the speeding that creates intersection problems
There can always be more signage for cars yielding to bikers/walkers EVERYWHERE possible (understanding that too many signs are ugly)...
24. This intersection is in the heart of the Route 146 Historic District, hence NO traffic light should be considered. Traffic should be slowed down coming from both directions with SPEED BUMPS.
25. The intersection of 146 and Sachems Head rd. is not safe, especially for East bound cars at the stop sign. In order to safely see cars going under the rr bridge (Southbound) an Eastbound car must protrude beyond the stop sign to see the oncoming traffic often speeding towards Sachem's Head. Adding to the problem, the State does not cut back the growing weeds at this intersection (facing East on your left-NW corner). This growth (phragmites) should be cut back another 10' to improve visibility. Also, very few Southbound cars heading for Sachem's Head, signal a left turn off of 146--perhaps signage could improve this danger ("Southbound traffic to Sachem's Head MUST signal LEFT TURN"--or sim)?
26. Nothing more to add.
27. currently poor line of sight in multiply locations.
28. Provide crosswalk at more key intersections, creating more safety for pedestrians. In particular, add crosswalk to Moose Hill & 146.
29. More crossing signs and signals with flashing lights that can be activated by pedestrians.

30. Narrow curvy (often potholed) roads on 146 , combined with poor sight lines, & vehicles crossing center lines creates very dangerous conditions for ped/cyclists & oncoming traffic.
Road need to be widened, vegetation, cut back, & roads maintained.
31. Less development of the stretch along 146 should be limited. Any development that negatively impact sitelines should be forbidden. Entering 146 should require extending the normal siteline specifications in order for safe entrance onto 146.
32. The under pass near downtown Guilford is only a 2 way stop, Its very dangerous and those going into Sachem head are frequently speeding down that road... If this was a 3 way stop it would be much safer
33. You can't fix stupid.
34. Fixing sightlines would help, if possible.
35. Could roundabouts be added or smaller roundabouts. These are easy to navigate.
36. Lighting at night appears to be non-existent. Turning radii seem to be very generous. No double yellow on side street. When we get sidewalks, there'll be a need for crosswalk striping - and it needs to be zebra striping to let drivers know pedestrians are expected here.
37. Improve lighting at intersections. Mark crosswalks. Install sidewalks along the corridor where possible.

When there is a busy crossing or a need to calm traffic speeds install bump outs and/or a raised crosswalk.

38. Leave 146 alone
39. Speed limits need to be enforced and people need to once again learn to stop at stop signs and LOOK.
40. All entering cars are at their own risk to look both ways before entering.
41. Once again this is very minor issue.
42. One of the most dangerous crossing to people seems to be where crabing takes place, if this is allowed then that seems to be where additional cross walks need to be.
43. Rt 146 where it is a.k.a. Hotchkiss Grove Rd between Limewood Avenue and Elizabeth Street has numerous intersections with very poor sight lines. Priority area for implementation of strategy E.1.
44. Intersection of CT146 and Sachem's Head Road should be a 3-way stop.
45. The intersection of 146 and old Quarry Road is dangerous. Traffic moves often above speed limits, sight lines are not good. There used to be a large mirror showing oncoming traffic which has since been removed. It's just a matter of time before there's a crash at that spot. Some type of warning signs to slow down on each approach along 146 would be helpful at a minimum
46. Stoplights
47. In agreement with strategies listed above.
48. No suggestions other than enforcing speed limits on this road.
49. The intersection at Sachems Head Rd. and 146 is so dangerous. A one lane rotary would be ideal- like they have in small neighborhoods in Europe.
50. Some of the intersections really do need to be worked on for sight lines.

51. Montowese and Damascus, Montowese and Meadow!
Whatever happened to the traffic circle that was supposed to be put in at the head of 146 in Branford, where it starts at S Main and Main and Eades?
52. The picture is of my problematic intersection. Please do something--it's a fatal accident waiting to happen. I walk my dog across here all the time, and half the time a car comes right at me once I'm into the road. Coming from town, cars make the right turn onto Moose Hill sometimes at speed. A crosswalk, signs to slow the cars before the intersection, and a speed hump would make a great difference.
53. It would be nice to have a cross walk or raised traffic island at moose hill.
54. Residents can also do their part by trimming back overgrowth that blocks the sight lines.
55. The intersection of Pawson and 146 was redone but no new stop signs. That needs to be a 3-way intersection.
56. More crosswalks in the Hotchkiss Grove area of 146 in Branford, a possible stop sign at corner of 146, 2nd Ave and upper Hotchkiss Grove Rd
solar speed limit signs along 146 in this area.
57. Traffic lights are compatible with a one-way road
58. This is another huge issue--probably my greatest concern. Many intersections are hidden by curves in the road, and pulling on to 146 from a hidden side road frequently leads to a close call, if not an accident, when vehicles on 146 are traveling too fast. Speed humps, or even traffic lights might be necessary to solve this very serious problem.
59. CRERATE STOP SIGNS
60. Bushes need to be removed at junction of Elizabeth and Hotchkiss Grove Road between 1st and 2nd Ave. Impossible to see oncoming traffic that maybe turning left on Hotchkiss Grove Rd. When going west on Elizabeth and very dangerous trying to make a left to continue on Hotchkiss Grove Rd when going east on Hothkiss Grove Rd.
61. Sight line maintenance and speed reduction at intersections and around curves will be helpful.
62. Better roadside maintenance to maintain sight line. P&Z review of plantings by new developments to ensure sight lines.
63. Yes, we need to improve the Intersection Safety. More Stop Signs. Again, teaching common courtesy to our drivers.
64. Again, signage and painting large "X" on the intersection areas
65. Intersections should be cleared of vegetation where needed to improve sight lines.
66. For some reason, many drivers don't know the "rules" of how to manage 3-way and 4-way stops. Either install rotaries (like at Leetes Island , Stony Creek Road and Thimble Islands Road intersection).
67. Maintaining sight lines is important at both intersections and on the curves along this stretch of road. Maintenance should be performed at regular intervals.
68. Good sightlines in all directions are very important. Regular trimming of brush and trees should be part of the maintenance. Debatable whether rock outcroppings should be removed or cut back to improve the sightlines instead add signs for upcoming intersection.
69. Cyclist must understand the rules of riding on the roads.

70. if speed is down, there's no need to worry about this or other intersections; perhaps, if "necessary", warn people with signs and flashing lights
71. Sounds good!
72. Sounds fine.
73. This is a hazardous intersection. Westbound traffic coming around that curve are blind. As I go out to walk my dog, I try to HEAR oncoming traffic, but electric vehicles are hard to hear.
74. The intersection where 146 comes into Guilford Green at Whitfield remains one of the worst intersections I have ever seen. Nobody knows whose turn it is and lines of site remain poor. A four way stop might help but I cannot think of anything other than a traffic light or a very tight, European style roundabout that would fix this mess.
75. The moose hill intersection has very poor visibility. Could the undergrowth on either side and in the Sanborn triangle be cleared?
76. MAJOR ISSUE ON RT. 146 - ESPECIALLY THIS INTERSECTION
77.
 1. Too many drivers do not come to a full stop at stop signs.
 2. Too many drivers do not come to a full stop when making a right on red turn.
 3. View obstructions, such as large plantings or natural reeds (phragmites) must be mitigated or removed.You cannot fix the first two.
78. YES please to intersection sight-lines, crossing distances, origins and destinations of bicycle/pedestrian travel at key intersections, and other operational or safety issues at intersections of concern.
79. Some trimming of foliage would help. Would not encourage more than that
80. I use the intersection of 146 and Moose Hill daily. There is not enough traffic to warrant stop signs or lights. What is often needed is robust landscaping to increase the field of view at what is basically a three way intersection.
81. My late Dad use to grass whip the triangle between Moose Hill Road, Rte 146 and Sanborn road to improve visibility and safety, but was told to stop as it is private land. Someone needs to tell the land owner that safety comes first. Yes improve sight lines with clearing vegetation, etc.
82. Appropriate use of stop signs in all directions
83. I have not experienced a problem at intersections. Once again, drivers need to travel at the speed limit and observe road signage. It's not the road, it's the drivers.
84. Speed control.
85. Enhance warning to drivers to slow down at blind curves before intersections, like east of Moose Hill/Shell Beach Road, with signage.
86. The Moose Hill and Old Quarry r/s access to 146 are perilous. There has to be a better way to provide lines of sight for these r/s.
87. See above
88. At the intersection of 146 and Sachem's Head, I have seen people who don't know the area, blow thru the stop sign on 146.
89. The intersection of RT 146 and Moose Hill Rd holds a special charm for those who traverse these routes. Any alterations to this intersection risk disrupting the cherished ambiance that drivers have come to appreciate. Regardless of the intended changes,

there's a looming concern that the essence of this intersection's charm could be irreparably altered. Preserving the unique character of RT 146 and Moose Hill Rd requires careful consideration to ensure that any modifications maintain the charm and appeal that drivers have come to cherish.

90. I have never had a problem at these intersections - but a lot of people don't stop and slide into the roadway. The biggest problem again is the cyclists who NEVER obey the street/stop signs. They constantly ride right through the big stop sign at 146 and where the train bridge is. One man almost hit me - but these cyclists need to understand the rules of the road so that we can all get along. Please focus on that!!!!
91. Agreed, this is a difficult to navigate intersection, though not particularly active. The worst condition is when large trucks navigate via Moose Hill to get to the areas that they are not accessible due to the low train bridges. The larger construction type trucks often take longer to turn at this intersection. Can trees be trimmed to create better sightlines? The trees in the little triangle are a mess - maybe if these were cut down with a simpler open landscape, and perhaps a wider street on Sanborn road would be helpful.
92. most significant issues are in and around Goose Lane and the East end of 146 intersecting with Route 1
93. Speed decreases are needed in blind curves with pedestrian crossing. I would also add New Quarry Rd/146 as a dangerous intersection for both cars and pedestrians.
94. Islands with plantings –
95. Being very familiar with the Moose Hill-Shell Beach intersection, I agree a strategy is needed. I don't think a cross walk would solve the problem of cars that come screaming around the curve unless there were a light or stop sign with warning of such a stop sign before the intersection. There are a lot of vulnerable people crossing the road there (and likely at other such intersections): people pushing strollers, people in wheel chairs, elderly pedestrians.
96. Virginia Corbiere expresses my feelings perfectly
97. Speed Management at all intersections.
98. Place signs for traffic
99. The addition of signs at the intersection of Route 146 and Sachem's Head Road (indicating that westbound traffic does not stop) have NOT eliminated frequent driver confusion at this intersection. Cars travelling eastbound on 146 often fail to grant the right of way to cars travelling westbound and proceeding essentially straight onto Sachem's Head Road (without a stop sign). Possible reconfiguration of this intersection should be considered to improve safety. Could the intersection, for example, be reoriented and controlled with three all-way stop signs? Could concurrent restoration of adjacent wetlands be part of any intersection improvement project (relocating and restoring wetlands where any might be disturbed by construction)?
100. Add strategically placed roadside mirrors.
101. The intersection of Whitfield and Water, and Boston in Guilford is actually the only one that comes to my mind as dangerous and needing significant improvement.
102. Looking forward to the completion of the Atlantic rebuild to fix the traffic across from the Armory. Meadow street.
103. I support this strategy.

104. Sight lines are important. My driveway opens to 146 and I can't see cars coming west from Guilford due to the rise in the road that dips down in front of my house. It's also an area where there have been bike accidents due to this. Signage would help here and possibly lowering the speed limits.
105. There's no bad intersections on 146.

F. Comments on Maintenance Enhancements Strategies:

1. Great picture, clear shows lack of a safe pedestrian/ bicycle area
2. Phragmites control and replanting with natives would enhance the views considerably.
3. Infrastructure improvements: Upgrading drainage infrastructure, including larger culverts, improved channels, and retention ponds, can increase capacity and handle heavier rainfall.

Road elevation adjustments: In certain areas, raising the road elevation above flood levels could be viable, requiring careful planning and consideration of adjacent properties.

Natural infrastructure: Incorporating green infrastructure practices like bioretention swales and rain gardens can help absorb and slow down stormwater runoff, reducing pressure on drainage systems.

4. Clearing the borders of the railings of phragmites would improve the scenic value of this area.
5. Keep the beauty
6. Mitigate phragmites
7. Roadside phragmites etc should be cut back more often to improve visibility for all.
8. All of the above - especially the sweeping of the shoulders - would be really awesome.
9. The vistas define the road, not the immediate adjacencies
10. Realign and straighten the existing curves at the intersection of Totoket Road (146) and Pleasant Point Road.
11. NO comment.
12. Adding a cycling/pedestrian lane to both sides of the road would improve use and also remove some of the invasive species.
13. Agree
14. F.3 and F.4 definitely.
15. I'm no expert here, but take of this delicate ecosystem(s) should be front and center.
16. These seem like good goals. Regarding maintenance, the brush cutting is not often enough in the summer. There are locations where the weeds grow across the shoulder and cause the cyclist to ride further into the traffic lane.

In addition, there are too many property owners that have gravel driveways that wash into the traffic lanes. The rocks and sand create another source of swerving and potential accidents.

17. You've listed an excellent, comprehensive plan for this... (and, The phragmites has no friends!) Bike safety has to trump decorative walls to me... Again I'm sure there's opposition, but do private property owners really own their land right up to the road? Or do the towns own (or have easement rights to) the first 10' of private property? Unless a house or structural wall is right up on the road, it rarely seems like a hardship to lose even 5' for traffic and bike safety, and for a buffer to their lawns/walls...

And the buffer zone gives a much safer place for plowed snow (when bikes and walkers really don't belong on 146 anyway)...

18. Twice a year mowing is not adequate, considering the rate at which invasive plants have taken over what little shoulders there are.
19. Over the years, I have successfully eradicated more than 1/2 acre of phragmites with RoundUp which should be sprayed (with appropriate caution) ONLY at the end of August, or first week in September: 6 TBSNS to 1 gallon of water. In the year following the spraying there is only the bare marsh floor, but the following year the spartinas, sea lavenders, and fiddler crabs return. Eradicating phragmites (and knot weed) requires annual vigilance. Any stray stalk has to be sprayed at the appropriate time. (This photo, taken of a straight stretch that invites speeding, also shows an appropriate guard rail.)
20. Agree with these strategies.
21. Agreed to all of the above.
22. F.1
I support confirming right-of-way boundary lines in order for the widening of bike paths. There has been strong resistance to that by some property owners along the 146 area, especially near the Leete's Island area.
23. The maintenance that is occurring is minimal
24. Start maintaining the stars property and prevent neighbor encroachment that is then used later as a scenic or historic structure.
25. Maintaining historical elements, overall beauty, wooded feel - yes, thank you. Those are my concerns, as well.
26. Addressed the flood in spots that flood during full moon and storm surges first
27. Try to add milkweed to the road shoulders. Pollinator pathways.
28. After F.1 is done, how about finding some opportunities for widening the road, providing off-road non motorized wheeled and foot access? Got a feeling the elits histroic homeowners have steadily encroached on what is the right of way for 146. Prove me wrong.
29. Plant more trees along the roadway. Under power lines, plant bushes or low-growing trees.
30. Leave 146 alone
31. DEEP must become involved with invasive species management as areas are becoming overwhelmed. Do not remove healthy trees.
32. Any maintenance should be done only to preserve the natural habitat along 146.
33. Suddenly 146 is not the scenic drive it once was: numerous stretches that once had magnificent vistas are now blocked by phragmites. Very sad.
34. Maintain historic paper eve as much as possible
35. Some of the trees look like they will topple over at the next storm. It's scary
36. Keep tree and historical areas intact. DO NOT spray chemicals on the plants especially near the water ways. I have seen the CT State trucks spraying chemicals along 146 to kill the plants. This is unconscionable.
37. Maybe replace the phragmites with native sea grasses. This is a complicated issue since phragmites also soak up lots of water and hold the soil in place. Research is essential before attempting to remove them.

38. Need lighting especially in winter months when it gets dark in December around 4 pm.
39. Invasive plants need to be dealt with. Japanese knotweed should be included. This year mowing the side of roads practically didn't happen. When it finally was done at the end of the summer, it looked worse after than before. Needs to happen on a more regular schedule, and blades need to be sharpened.
40. Stop cutting back the phragmites. They are extremely helpful with flood control. It doesn't matter if they are "invasive" which is debatable and much less important than having a free and natural solution to maintaining road access as water levels rise with global warming.
41. This would be wonderful. And in particular this stretch would be VERY helpful to have a wider lane for bike riders or pedestrians - this picture shows how tiny the edge is for them.
42. Maintaining the unique charm of this road should be preserved. If I'm in a hurry I take the highway or route 1. If I won't to take a peaceful scenic ride or show off the areas charm to guests a take 146.
43. I am in favor of maintaining the naturalistic and historic qualities of 146, but NOT at the expense of safety and speed calming. The road is not a museum, not frozen in time.
44. Widen and clear wherever possible to make safe bike lanes
45. The invasive fragmites could be trimmed down, as they are impossible to remove and do provide some stability for the marsh areas that are receding as the water rises.
46. The hedge at the corner of Isabel Lane and 146 remains a problem. Unless you are in a truck or SUV, the line of sight for cars coming from the south is unsafe. The hedge is within the right of way and needs to be cut much lower or removed.
47. Reviews and determine are verbs that do not describe strategies.
48. 146 is incomparably scenic: removal of invasive plants like phragmites is desirable to preserve access to that scenic beauty. The increasing predominance of Japanese knotweed along the road is also very troubling. These plants are extremely difficult to eradicate, and they spread quickly and easily. If they are not addressed, it will soon be too late. More mowing would be great (mowing used to take place more frequently).
49. TRIM THE BUSHES FREQUENTLY
50. Marking DOT taking lines serves little or no purpose whatsoever. If this is of any purpose try marking I- 95 first.
51. Maintenance is typically the most difficult/underfunded part of asset management for a roadway. Pet capital projects seem to find funds, but maintenance is not funded. Finding partners willing to assist with maintenance should be explored.
52. Definitely need to improve maintenance on our roads. Roads are falling apart. We need to resolve the issue with invasive plants. They are taking over everything, especially the phragmites.
53. Yes to keeping stone walls, outcrops, mature trees. These all contribute to character. F3 is really part of G.
54. Monitor more often to check for debris, broken railings, dry areas, which could be prone to fire
55. Above plan sounds good.

56. Cutting back the phragmites is important and should be done before they obscure the visibility at corners. Also they need to be cut back for fire safety in dry spells.
Consider spraying the poison ivy along the road. Get input from the town tree warden before cutting any mature trees.
57. Agree lots of potholes. I like to drive 146 from Guilford to East Haven where I work.
Love the scenic drive. Please do not take away the scenic views.
58. all to the good, especially the phragmites, but only so as to enhance the natural aesthetic, not make things easy for the utility company, etc.
59. The invasive phragmites are a major attractive element of Rt.146. Not every foot of state road needs to be paved or cleared. We drive along this nostalgic road to appreciate the natural wetlands. The wood post and cable guards contribute to that nostalgia.
60. F.3 is very important and I affirm it.
The planting of trees might block the views of the water and of plants and houses on the other side of the road. I also wonder whether trees would thrive in this salty area.
61. The phragmites do obstruct the view of the water
62. Agreed it's essential to maintain historic and geographic features that make the road so attractive.
63. YES, to the above.
64. Agree with defining the right of way. The rest is nice to have but not necessary
65. Maintenance is generally good with last falls improvements at the Guilford bridge helping greatly.
66. yes do all of these
67. Strategies 3,4 and 5 are critically necessary and should take precedence over concerns of motorists.
68. Please maintain stone walls, natural ledges and historic features. Invasive plants are a problem, though the narrow band of phragmites along Leete's Marsh may help to shield the waterfowl in the marsh from the road traffic. Other areas of phragmites should be controlled.
69. Development should be not seen from the road if allowed at all.
70. Consider the restoration of the former Leete salt hay meadow in the above photo that has been ruined by the blocked culvert on Shell Beach Road. The DEEP project to fix the culvert has been delayed for decades. The salt hay meadow was a historic cultural landscape and part of the historic and scenic quality of Route 146. Was it identified in the original Scenic Road designation? A restored area would also be a flood mitigation and adaptation measure.
71. Care should be taken to maintain a wooded, natural New England feel. This cannot be understated as the quaint wooded feel supports our property values.
72. Use only native species of grass and other vegetation. Remove invasive plant life.
73. Definitely get rid of all the phragmites. But these wetland are all too important to local wildlife to be interfered with other than by improving them.
74. The signage along Lost Lake, while installed with good intentions following a tragedy in Branford, has become the subject of aesthetic concern. While safety measures are crucial, a more discreet approach such as a simple sign indicating the prohibition of swimming at the drainpipe might suffice. It's important to balance safety with preserving

the natural charm and beauty of the route. Any further modifications should be carefully considered to ensure they do not detract from the scenic allure that Lost Lake offers to travelers and visitors.

75. Guilford has a very poor maintenance record for repairing roads. More money is put into "decorative" pedestrian crosswalks than repairing potholes.
76. Agreed with comments noted.
77. I agree with F.3 and F.4 strategies: maintain historic elements and healthy trees on this stretch of 146.
78. Mow, and keep mowed, the phragmites on the south side of 146 at the straightaway shown above.
79. be aware that flooding will accelerate - raising the road in places likely to become essential, surprised that isn't part of the plan, these maintenance enhancements should be superseded by more important strategies that will manifest over the next 5, 10 and 20 years
80. This picture does not adequately depict the problem. Here and in several other places the phragmites grow so thickly and tall that the view is completely obstructed. More drastic action is needed. If chemicals are not acceptable for environmental reasons the mowing should be more frequent and reach far enough to clear the view.
81. I think they are maintaining them well
82. Invasive plants management seems essential. It will only get worse if we don't address it right away and has negative consequences on water management and erosion.
83.
 1. Seek funding to eliminate/control phragmites.
 2. Provide funding for pruning mature specimen trees by arborists. The expense for homeowners may be a reason such maintenance is not undertaken as well as lack of knowledge of the importance of cutting out dead branches, trimming back, etc.
 3. Above all, pursuing the designation of Route 146 as a National Registered Historic District.
84. Once again, Virginia Corbiere says it all!
85. Please avoid/eliminate the destructive blasting of pre-existing environmental features (the blasting for the "Rockpile" and related developments at Exit 57 of Rte 95 comes to mind). Consult with Park authorities/experts on suitable solutions that have been developed for handling roadside issues in park and recreational environments while minimizing environmental impact on fragile ecosystems. There isn't much shoreline left in Connecticut - no need to emulate the Jersey Shore.
86. Keep all the phragmites mowed.
87. Plant salt resistant plants.
88. Maintain rural aspects of this road as much as possible.
89. There are some very lovely native swamp mallows mixed in among these phragmites, if this photo is where I think it is.

Please do keep the "wooded feel" of the road.

Is there any way to "re-tree" the recently developed areas in Pine Orchard in Branford that have been highlighted in the report?

- 90. Good strategies.
- 91. Sounds like you're going the right direction here!
- 92. We like to keep trees where possible. Also make sure scenic views are not overgrown.
Perhaps pullover space to enjoy the scene.
- 93. I support all five strategies.
- 94. While the plants may be invasive they provide an aesthetic that should be considered
before chopping them down. They also change with the season.
- 95. Keep the road and the nature around it as is. Obviously if there a danger from a dead
tree or overgrowth, fix it, but we don't need a program of "enhancing strategies"...that's
sounds ominous

G. Comments on Environmental and Historic Preservation Strategies:

1. Remove trees along 146 wherever they block a view or diminish a sightline. This will also provide a benefit in storm clean up and Fall leaf removal maintenance.
2. While I'm totally in favor of maintaining both environmental and historic aspects of the road, a pedestrian/bicycling path would possibly enhance the value by allowing access to individuals. It's nearly impossible to enjoy these attributes as the road now prohibits all but vehicular traffic.
3. require significant setbacks and cluster and/or low-density overlays.
4. Natural infrastructure: Incorporating green infrastructure practices like bioretention swales and rain gardens can help absorb and slow down stormwater runoff, reducing pressure on drainage systems.
5. Please protect this road
6. These must be preserved.
7. Pretty soon you will only be able to access town at low tides. I'm very concerned for the residents who live on 146
8. That too would be a great thing. But safety is my major concern. I think keeping the historic nature might actually slow down traffic if the road is not as wide and shoulders are made wider for example.
9. Agree with this strategy
10. Protect everything historical and environmental (wildlife)
11. It is suggested that any replanting should be with indigenous plants which also provide additional support to the ongoing pollinator pathway work we are doing.
12. I have support of both. This is a beautifully scenic road that many citizens of both towns enjoy. It would diminish the quality of life and beauty if it wasn't protected. This route provides many opportunities for recreation such as biking, swimming, and hiking. These are important amenities and should be preserved.
13. Agree
14. First, the subject Route 146 Management Plan should clearly state "up front" (in the introduction to the Plan's strategic recommendations) that Route 146 was designated a State Scenic Road in 1991 under State Enabling Legislation. In addition, the Plan's introduction should enumerate the scenic and historic features included in the road's official state scenic road application that qualified Route 146 for this distinction. Finally, the Plan's introduction should describe the role and responsibility of the State Scenic Roads Advisory Committee in evaluating proposed physical changes to Route 146 and its right-of-way in terms of the alterations' impact on the road's recognized scenic and historic qualities.

The subject Route 146 Management Plan should clearly state "up front" (also in the introduction) that the stretch of Route 146 between its intersection with Route One in Guilford to the "Four Corners" in Stony Creek is listed on the National Register of Historic Places. Also an explanation of the road's historical and architectural attributes should be provided as well as the State Historic Preservation Office's environmental review

responsibilities for state and/or federally funded undertakings on Route 146 and its right-of-way.

15. G.1 and G.2 absolutely; good recommendations.
Finally, the state scenic road designation needs to be stated more explicitly from the start - what the qualities are that lead to the designation and the mechanisms for maintaining these qualities. The same goes for the National Register listing.
16. The Young's Pond area should have better care. Great to have a Porto-potty there but build a nice eco friendly one there with a cement slab base . It's a permanent fixture it seems, so make it a decent one.
17. Ultimately, the traffic conflict with bicyclists, motorcyclists, pedestrians and fishing folk will only increase as residential development and curb cuts increase on and adjacent to Route 146. This can only be controlled by planning and zoning. Route 146 is used by many long distance cyclists every summer as well as local folks. Many charity and club rides use Route 146 including Yales' Closer To Free ride and several Diabetes rides.
18. The picture you show here displays how difficult it would be to wave a magic wand and fulfill all of my dreams in effect case! It should be noted that you all have put together an incredible effort to summarize all the above!
19. Excellent recommendations
20. Agreed.
21. Approaching this project, through the lens of historic preservation, and environmental impact is absolutely necessary.
22. Consider working with local conservation groups like Save the Sound and Trout Unlimited, etc on long term strategies for conservation and sustainable restoration.
23. I concur w above priorities. 146 is a beautiful stretch of road, unique in CT. That's why cyclists endure the risk of cycling it. I would run/walk along it if it weren't so dangerous.
24. G.1 is HIGHLY IMPORTANT. The Towns of Branford and Guilford definitely need to enhance zoning and overlays or other land use REGULATIONS to PROTECT THE ROUTE 146 ROADWAY!!!! HISTORIC PRESERVATION OF THE ENTIRE 146 ROADWAY SHOULD BE THE LEADING MEASUREMENT IN ALL DECISIONS IMPACTING THIS ENTIRE ROAD. I ALSO SUPPORT G.2 NOOOOOO NEW DEVELOPMENT ALONG THIS ROADWAY.
25. If it's in the way , move it to where more people can access the beauty safely.
26. Keep it beautiful. Don't destroy ANY historical areas and maintain or improve environmental areas.
27. As to G1 and G2: a resounding YES to both.
28. Perhaps add legacy type variety trees and native plants.
29. This region has plenty of sections already developed and suitable for commercial and industrial activities without needing further expansion.
30. Whoa - the CTDOT believes it's the mission of the transportation department to shape land use? If G.1 is really a strategy or goal of the CTDOT, then the roadway should be local and you need to stop spending valuable state resources on it.
31. Identify neighborhoods that are at high risk for dangerous or repeat flooding with rising sea levels and more sever storms. Recommend a managed retreat approach where homes lots are purchased and returned to marsh or woodland. We can't ignore rising

sea levels and shouldn't be surprised when low-lying coastal neighborhoods end up under water.

- 32. Leave 146 alone
- 33. This road is a treasure for its entire length. Any widening should not involve eminent domain just to allow bicyclists and pedestrians a better walk or ride. Guilford and Branford, and other shoreline towns, are being severely compromised by horrible zoning regulations, and things are being built all over that should never be allowed. We need to protect what we have, not try to change everything for pedestrians and cyclists to protect them from themselves.
- 34. The Environmental and Historic Preservation should be foremost for consideration before any changes are made.
- 35. Concern G.1 above is very important; out-of-character developments would give a historic road an unhistoric look.

Protection of the environment is critical!

- 36. If Guilford or Branford want to restrict use of the land then they should offer to buy it from the property owners..
- 37. As much open space as possible's
- 38. In agreement with strategies provided above.
- 39. It's a beautiful road.,
Hopefully that can be maintained
- 40. Yes to all of the above. Zoning allowed building on precious marshlands where flooding has become a huge issue. A good example of this is the development of the land on Waverly Park Rd. in Branford.
- 41. Environmental, and historic preservation is of the upmost importance. The town of Guilford has already ruined route 1.
- 42. Keeping historical trees and brick walls is important to me.
- 43. This would be nice for sure.
- 44. It's an Historic road. Keep it preserved AS IT IS. No new developments or homes. It's not meant to be cluttered with manmade structures.
- 45. There are a lot more people lately allowing dogs to poop and not cleaning it up, which runs bacteria into the Sound. There are no doggie waste bag stations or trash cans in the downtown area where 146 starts in Branford, and I believe people having bags and trash cans and signage about cleaning up might help.
- 46. The old wire factory along 146 still sits as an eyesore, and potential health hazard. The state and town need to intervene in any way possible to fix this issue as it is a blight on the town. This is one of the first areas seen by people traveling into the town of Branford from the East, and is not a positive sight.

There is a great need for less medical-use or realtor business along the end-stretch of 146, heading into Branford center. Some limitation on this, in favor of more pedestrian-useful businesses (like restaurants and shops) is needed to reinvigorate the town itself.

- 47. Yes, prevent over-development. Yes, maintain the beauty of the road. But shouldn't the guardrails be the best you have and not the technology that prevailed during the

Theodore Roosevelt administration? As I said, the road is not a museum but a thing that has to change with the needs of the community that uses it.

48. Preserve in any ways possible this beautiful road
49. Preserving the historic character of the road is critical to the community.
50. The scenic highway designation just draws more bicycle and vehicle traffic, usually with folks unfamiliar with dangers of the road, compounding all the above issues
51. Yes, it's historic. Public safety should be a priority especially in areas where accident stats indicate there are issues.
52. Please give some thoughts to the trees along the corridor. They not only enhanced the roadway experience, but also of course assist the wildlife and loss of birds et cetera
New small trees are fine for replanting, but our old ones respect as well thank you
53. G1 and G2 are not strategies to resolve the problem, they are strategies to hand the potential solutions to others (the town) who will likely do very little. What this committee is specifically proposing as strategies?
54. I agree with encouraging the towns to enhance zoning overlays, etc., emphasizing the need to protect the road from development that is out of character. It would also be desirable to revitalize the local Scenic Roads Advisory Committee and give it some authority.
55. This is a right that belongs to the Towns where zones lie.
56. A single approach for the entire length of 146 is not appropriate. Consider several levels of protection depending upon current uses, access, and Town plans of Conservation and Development.
57. Both Towns of Guilford and Branford need to step up on Environmental & Historic Preservation. Not sure who has jurisdiction on land trust a better job needs to be done. Before any changes to the land need to be review and voted on. Environment and History are very important.
58. Please expand the definition of historic preservation resources.
Route 146 is a National Register Historic District and well as a CT Scenic Road.
Designation of the road as a district includes contributing resources such as the lands and buildings of the Leete family farm, one of the oldest continuing farms in the state with significant houses and farm buildings, a major reason why the road was nominated and approved.
However, these contributing resources were not mapped by you, only single buildings with National Register status. The idea of a designating a district is to preserve a landscape. In the last few decades, cultural landscapes have become a significant part of historic preservation overall. Please revisit the maps to include all contributing resources to the Route 146 National Register District. This may mean changing the scale of the maps to enlarge certain areas. Here's the original report.
<https://npgallery.nps.gov/GetAsset/b228ab75-de0a-4eae-88d2-0c14e2ec1eaf>
59. Tree maintenance is a real problem in this area. Lots of dead trees and dangerous limbs, which can easily break and fall in heavy wind and storms. More attention to this is necessary however, local attention is even more necessary. Towns and associations can ask property owners to volunteer to monitor the area and come up with ideas as to how to address this. Since this area comprises a good part of the Pine Orchard Association,

perhaps a limited amount of funds from the association can be utilized for tree maintenance and - leaf removal. In rainy and snowy weather this area in particular can be dangerous walking and driving

60. I know Guilford has done an excellent job of acquiring open space when it becomes available and should definitely consider doing so along Route 146.
61. Branford's Planning and Zoning Commission has shown little regard for environmental preservation and has allowed overdevelopment in flood zones. They are not very attuned to their own Plan for Conservation and Development. Without codified laws, this is a pipe dream because they are all trying to jack the revenue.
62. See above response for flood management
63. Do not allow any further development in or near water
64. Local Scenic road advisory committee should be involved to help preserve the historical assets along the road.
65. Yes and yes to G.1 and G.2
66. Yes, this is historic and scenic.
67. a priority from the start
68. As a retired licensed Environmental, Professional Engineer, I served for years on Branford Inland Wetlands Commission. I always sought the most practical, cost-effective solutions for a myriad of projects. I was also employed by the State as Manager Economic Development for the New Haven Regional so, appreciate the hurdles the State must address to successfully complete such a project. I would be happy to volunteer and participate in any way. Anthony Uzzo (nuggets12@comcast.net)
69. Concur 100%
70. G.1 is very important and I fully agree with it.
G2 would probably be helpful.
71. We need to preserve the historic and scenic character of 146.
72. I would like to see the least amount of change to this beautiful road that is possible, knowing that much change has to happen to preserve the ability for its use.

Prioritize the people who live along it first and their needs, next to the cars that traverse it as it's original use to connect two towns. And preserve it's beauty as much as can be.

Walkers and bicyclists can find other places to walk and ride. Or they can adapt to the needs of this particular road. We can't have it all.

73. Agreed!
74. IMPORTANT AS TECHNICAL SAFETY/STRUCTURAL ISSUES
75. Meetings should be undertaken with relevant conservation organizations to determine a hierarchy of preservation targets. Not everything can be saved and not all development can be prevented.

I am a huge fan of the Conservation Land Trust and believe in its mission. A clear plan and supporting legislation is required. However, developers will always find ways to comply while expanding their footprint. There needs to be some sort of bond that backs up the promises of developers. Overreach and overbuilding with later claims of

"hardship" are very popular. Guilford has been very good about policing construction but someone will always find away around the rules.

76. YES PLEASE< consider any & all enhanced zoning overlays & other land use regulations to further protect the Route 146 roadway from development that is out-of-character with the scenic road. Encourage revitalization of the local Scenic Roads Advisory Committee in Branford and Guilford. This is one of the MOST BEAUTIFUL Roads in CT and has been a favorite for many, many years
77. Preservation is desirable if it has minimal impact on property rights
78. We all recognize the severe and increasingly common flooding along the road. It would be helpful if roadways were raised at these points (including along the Crabbing Spot) but local residents are very opposed to the severe recommendations for the area around the Crabbing Spot.
79. Yes to all of these
80. Please prioritize these strategies. Few lovely roads like 146 are left!
81. I support the revitalization of the Scenic Roads Advisory Committee in Branford and Guilford. Route 146 should be protected from further development.
82. 146 is attractive to many because of all of its faults and shortcomings. I have lived just off of 146 for seventy years and realize that it cannot be kept a secret, so somehow you have to slow folks down, and as NIMBY as this sounds try to keep it looking the way it used to look.
83. Retaining mature trees is crucial to preserving the character of the road.

Much of the roadway traverses a historic cultural landscape and should be treated as such. Has a cultural landscape report been prepared already?

84. Zoning should allow density and development in appropriate locations while maintaining a historic/naturalistic feel away from higher density areas. CT needs housing and we should not further restrict allowing higher density housing types close to town centers.
85. Yup on the above.
86. Thank you for your work on this.
87. Agree with protecting 146 from development that is detrimental to its character.
88. No
89. Agreed, this is a beautiful and historical road, let's preserve it!
90. I agree with the G.1 strategy: reduce or eliminate new residential and/or commercial development in this stretch of 146.
91. Do nothing to the road except clean up the shoulders and (possibly) remove some guardrails.
92. yes, maximum restrictions should be put in place to help preserve the character of the road, including biking restrictions such as mentioned
93. This picture does not adequately depict the problem. Here and in several other places the phragmites grow so thickly and tall that the view is completely obstructed. More drastic action is needed. If chemicals are not acceptable for environmental reasons the mowing should be more frequent and reach far enough to clear the view.
94. You need to keep the historical charm. People can take another route if they don't like it. Its been like this for decades, don't ruin it!

- 95. Use potential flooding areas to build docks for boats
- 96. Ditto above. As well, if the revitalization of the scenic roads advisory committee occurs, where do recommendations from the committee go? There has to be a sense that committee work leads to viable outcomes.
- 97. I feel that Virginia Corbiere not only details my opinions beautifully, but as an environmental specialist for FEMA, outlines the strategies that fit our town as well as environmental and preservation needs
- 98. Consult with Mystic Seaport, Sturbridge Village, or Williamsburg experts who must all have worked on interface between historic districts and competing - and legitimate - commercial demands.
- 99. Agree with 1.

I don't know the authorities or effectiveness of the Committee. If they have authority, then I agree.

- 100. Limit Development near road.
- 101. Preserve and support the Scenic Road Status of Route 146 as well as the National Register Status where it applies.
- 102. G.1 Encourage the Towns of Branford and Guilford to consider enhancing zoning overlays or other land use regulations to further protect the Route 146 roadway from development that is out-of-character with the scenic road.
- 103. I would like to see nighttime lighting limited, especially along the water way, and I would fully support maintenance of 146 as a scenic, forested, road through regulation of development.
- 104. Keep the scenic character.
- 105. I support both strategies.
- 106. Guilford has worked to maintain the historic nature in the downtown area. I don't think that effort has been considered in other parts of 146. I think maintaining trees is important as it is beautiful.
- 107. Sure keep large trucks off the road unless they're delivering to someone off 146

Any other strategies that should be considered for Route 146?

1. Where ever sidewalks can improve safety for pedestrians they should be authorized. It may be the particular area they go through would have some financial support from the particular Association.

Peter Hugret, 6 Elizabeth Street, Branford prhugret@gmail.com 203-623-3451

2. Route 146, along with the Amtrak line, directly affects the health of the wetlands, especially by the Branford trail, Leetes Island and Great Harbor (where it artificially constrains the flow and possibly has something to do with wetlands not being able to survive north of the railroad line). I think the state should be thinking about how it can encourage those wetlands to thrive and act as natural buffers (as well as encourage the health of all of the wetlands along the route that are impacted by the road).
3. Flooding is really getting bad and more frequent. Some of the north-south escape routes to Rt 1 from 146 get blocked by downed trees/wires in the same storms that cause the flooding. Consider burying wires on at least one of those escape routes (e.g., Moose Hill Rd).
4. Land-use planning:
Reviewing zoning regulations and development practices to minimize impervious surfaces and promote responsible stormwater management in upstream areas can contribute to long-term flood mitigation.

Additional Considerations:

Collaboration: Involving stakeholders like state agencies, local communities, environmental groups, and engineers in the planning and implementation process is crucial for effective solutions.

Data and modeling: Historical data, rainfall simulations, and flood modeling tools can help predict future flooding patterns and improve infrastructure.

5. Bike lanes
6. A community communication plan should be implemented. Human behavior is very difficult to change. PSAs and youth education has proven effective in anti-littering and anti-smoking campaigns. This kind of pressure will help to encourage drivers to be more aware of pedestrian and bicyclists safety needs. Today we have multiple media outlets which should be used to reach all community sectors. Local community access stations such as BCTV in Branford can help to craft videos.
7. Work directly with the neighborhood associations. Namely Stony Creek Association and Hotchkiss Grove Association
8. Preserving safety amongst pedestrians and bicyclists should be high priority. The walkability and safety of pedestrians/cyclists highly impacts the happiness and wellness of town citizens. Preserving the beauty of this route is also important. I am a consistent cyclist of this route in the spring-fall months and notice the many individuals taking in the beauty of this route. It should be preserved and improved upon.

9. I wish so! You have a challenging assignment which you have carefully thought through, trying as well as you can to suggest strategies that will satisfy multiple perhaps incompatible goals. I appreciate this and also appreciate that there seems to be a new way of thinking about highway design. In addition, it was interesting and helpful to hear how highway engineers think and to learn about the regulations and policies that govern the DOT's work. I feel that there is a new openness to a two-way conversation, which is great.

P.S. I only wish there had been some instructions about the mechanics of this survey, whether we can work on it and come back, etc., its self-saving, etc. But thank you for offering this opportunity.

10. Thank you for asking all these questions of us. They are important and the preservation of this historic country route is important.
11. I would like to see a list of the outdoor groups that are considered stakeholders in Route 146. There are bicycling groups, hiking groups, bird watching groups, kayakers, etc. I would like to see that they were contacted and/or who represents their interest. As a long time bicyclist and hiker on Route 146, I would like to know who represents these groups in the study.
12. Just keep as it as beautiful as ever- It's been untouched for many years- be mindful!.
13. Haven't I said enough;-) ?
Seriously, great job on this!!!
14. While does whole focus here appear to be on Guilford? The Pine Orchard section of 146 in Branford needs to be prioritized.
15. PLEASE pay attention to the use of Saw Mill Road in Stony Creek as a detour around flooding. It is a one lane road, heavily residential, with blind corners and hills. When using this road as a way to get around the flooding on 146, drivers consistently use speed that is totally inappropriate and dangerous. One has only to see the ruts along the side of the road to see the near-misses.
16. None that I can think of.
17. Overall, 146 is a very special road for a variety of reasons, and increasing safety for cars, pedestrians and cyclists while maintaining or enhancing the beauty of the stretch of road should be the main priorities. The major issues that I see regularly as a resident living right next to 146 are (1) flooding, especially at key bridges and underpasses; and (2) pedestrian and cyclist safety, namely the necessity of more crosswalks and more shoulder space/bike lanes.
18. Is there a potential for an adopt a highway program to get financial support from local businesses for ongoing maintenance and beautification?
19. If there is a way to formally or informally limit or discourage large trucks from using 146. Many barely fit in a lane & often swing over into other lane.
20. The state must first and foremost use every means possible to protect the BEAUTY AND HISTORIC PRESERVATION OF THE 146 ROADWAY IN ITS ENTIRETY. STATE DOT COOKIE CUTTER STANDARDS FOR CONSTRUCTION DO NOT APPLY TO THIS HISTORIC TREASURE. Throw away the standard protocols that do not protect the beauty of this roadway. Every decision should be made with any impact to the historic beauty of 146 roadway.

21. Better access fishing and hiking trails. No point in keeping this pristine if the public can't enjoy it.
22. As a Guilford resident, I appreciate the effort all involved are making to address the issues regarding Rte. 146. However, certainly in regard to safety and flooding, there is little that can be done unless vast sums of money are spent for raising the road and providing proper pedestrian/bike lane-age, it is simply a dangerous road that ultimately can't mitigate the above hazards. Ban bikes or ban vehicles, neither of which is feasible...
23. Important goal is to have pedestrian and bicycle safety. Scenic pathway would be great
24. Your initial strategy ought to be to become action oriented.
25. The contiguous western section of this roadway may have an arbitrary alternate designation Route 142, yet it has qualities much the same as Route 146. You might consider that equivalent considerations be extended somehow along this route.
26. Support complete and connection of the Shoreline Greenway on and around the Route 146 corridor.
27. Leave 146 alone
28. Thank you for your hard work.
29. Yes, tap down the bureaucrats who want to "improve" 146 at the cost of its natural environment. Provide better flooding remedies where needed and do nothing further.
30. The railroad bridge near the Guilford Branford line is dangerous to both vehicles, pedestrians and biked, work with the railroad and state to widen that bridge and straitened that portion as much as possible.
31. Separate bike and walking path. Would allow safe transit for bikes, walkers , and drivers
32. Yes! Complete side walk for South Montoewse to LI sound. From Block Island rd to shore.
33. Priorities should be safety and evacuation with the rising sea level. Also a way for walkers and bikers to traverse on this beautiful road on a designated clear walkway. The people who live on the road do not own the road or the view. The State needs to use the land that belongs to them.
34. Widen roads, where possible, to include substantial bike/pedestrian lanes. Enforce Speed Limits, and restore valuable marshlands.
35. Branford. Too much congestion in the shoreline area in terms of more housing complexes, increasing traffic, parking, restaurants, venue events attracting more congestion, in already Congested areas - becoming more unsafe especially during summer months.
36. Please see above. My number one recommendation is to stop taking out and cutting back the phragmites. I've been wanting to communicate this and have not known where to address my concerns. If you want to discuss more, I'd welcome that.
Sara Levine
80 Uncas Circle
617-945-4600
37. Thank you for listening to the public through this process. It is a critical artery for us to get to town, and I appreciate the multi faceted view you seem to be taking in this project.

38. As a resident of Guilford and a commuter on I95, simply using 146 becomes the best alternative to dealing with the congestion on I95 during afternoon drive and especially summertime traffic on I95. Consideration should be given to the continued widening of I95 between Branford and Madison, this would help with some of the 146 issues outlined by reducing traffic volume on 146
39. Connecting the Shoreline Greenway Trail from Branford to Guilford would provide scenic safe passage for pedestrians and cyclists.
40. Please get to work.
41. 146 is now unsafe for motorists , cyclists and pedestrians as there simply isn't enough width for all
42. Speed "shame" signs could be considered, that flash your speed reminding you to slow down. These can be small in size, and operate via solar. Locations in close proximity to a telephone pole preferable.
43. There should be a bike lane for the entirety of 146
44. I think this committee could be more effective by proposing tactics associated with strategies. Only strategies will not move the needle by much. Please connect with me and I will be happy to contribute. newsrg@gmail.com
45. a scenic roadway should retain its scenic ambience and not be insistently driven to look like what it has not been ... a city street . It should remain a roadway that people need to carefully pay attention to when driving as well as walking because of marginal conditions . This may limit some use , but that may be the definition of scenic .
46. Main issue I see is to force people to reduce their speed. The speed limit signs are for 25. People consistently drive 35+. Summer time it's obviously worse. Second is please do NOT put a side walk down Hotchkiss grove road.
47. Thank you for the current draft recommendations. Resiliency will require balancing the competing interests. The management plan will be valuable.
48. Road user education
49. Is it possible to reroute 146 to Indian neck road at the three way stop sign of Indian neck. And south Montowese and then make south Montowese a one way street between Indian neck and Toole?
50. Making sure the public is aware of every Proposal and improvements. Communication is the Key. Many of us love Route 146, but we agree we need improvements but keeping our history.
51. Yes. The Guilford Public Library owns a copy of Paul Daniel Marriott's 1998 book, Saving Historic Roads: Design and Policy Guidelines. A Marriott 2010 edition pdf is on the Friends of Historic 146 web site, but the original book includes more than the pdf, such as Appendix C, "Approved Alternative Guardrail, Guardwall and Bridge Rail Designs." The example of the Columbia River Highway from Oregon might be of interest, a wood original translated into a new wood guardrail with some members backed with steel. There are also useful case studies included and a list of all the historic roads on the National Register at that time.
52. More notification to residents along Rt. 146 regarding limitations on what they can/cannot do, i.e. parking, driving golf carts and other recreational-type vehicles, safety notifications for children and families with baby carriages. Many residents are not aware

that certain areas of towns within Rt. 146 are NOT town roads. They don't realize that it's a STATE road, and not a little, cute street. DOT should be stronger regarding notifying residents of this, and the state should be able to fine people for infractions, which can result in accidents of all kinds.

53. The biggest issues are flooding and safety for bikers and pedestrians along the route. The road must be raised to avoid future flooding, and bikers and pedestrians must be protected from traffic.
54. The scenic nature of this section of road is a big attraction for pedestrians, cyclists and motorists. It is very difficult to try to keep this area intact and make it safer for all uses.
55. Put a stoplight at Water and Route 146! Stop the speeding from Route 146.
56. Just face the facts
It's not going away
Waters are rising
57. My concern is for the wildlife. It needs to be widened to accommodate all and maintain its historic and scenic drive.
58. minimize dangers and risks, as truly necessary, but not to the point, again, one might as well be watching an immersive video ...
59. There should be a parking pull off on the crabbing bridge in Guilford. It's a scenic spot for a scenic road. Parking should be available on both sides and the bridge raised. Thank you.
60. Not that I am aware of.
61. See above.
62. This road is often used for fundraiser bike events. It is nearly impossible to drive this road when 20 or 30 bicyclists are riding en masse, sometimes 2 and 3 abreast. This needs some kind of management. Are there laws as to traveling single file? And if there are, how is it enforced? Are there better roads for these kinds of events which are safer for the cars and the bicyclists themselves?

I can't imagine that this road can be all things to all people. Something has to give. I hope everyone is referring to the NOAA Sea Level Rise map. That is the future.

63. Glad you are looking at this important section of road. I would just urge you to continue to focus on the multiple users that value it and continue to balance the needs of cars, bikes and pedestrians.
64. The development of Branford Land Trust and Westwoods properties has brought more hikers and cars. I'm glad to see parking added at Mechlin's farm and think more parking improvements are needed at other locations.
65. NOT IN MY KNOWLEDGE
66. Flooding is, and will continue to be, a very real problem that impacts public safety. However, our planning must be aware of unintended consequences. Raising roadways, or any property, only moves the floodwaters. Let's be extremely careful not to ruin people's homes and properties or make matters worse. In this country, we have a long history of blindly following our somewhat narrow goals and ignoring the very real possibility that we are causing more harm than good.
67. Safety, Maintenance & Beauty we have it covered : -)

68. BIKE AND PEDESTRIAN PATH SEPARATE FROM CARS. IT IS A MUST HAVE
69. It is a uniquely beautiful road. Too much micro managing will ruin its historic nature and upset the vast majority of users. Sometimes things should be changed minimally. This is one of those times.
70. Include Marketing in your budget/ plan- you need to keep the stake holders informed and manage expectations. This latter part cannot be overstated. Budget could be very small- emails and social media don't cost much and it would only take a small fraction of a manager's and admin assistant's time to execute.

You missed an opportunity to capture names and emails for this survey so those who are interested could get periodic emails on progress. There are ways (Survey Monkey etc., to conduct surveys, collect emails and names and still keep the results disassociated with each name.

71. Development restrictions, incentives to NOT develop???
Speed control, patrol.
72. Please do not widen the rd except to add bike lanes.
73. Create a simple URL to communicate with us and not the monster in the newspaper. Someone needs a spanking. I am sure you limited your responses to the cognicent.
74. I want the road to remain as it is as much as possible, except for making it safer to go under that railroad bridge and removing the phragmites in the area. This is a very special road and should be kept as is.
75. Bike lanes and walking lanes!
76. Just don't junk it up. It's a beautiful road and I fear the decisions will be made similar to my River Street example. It is NOT a hard road to navigate, don't over compensate!!
77. Yes, leave RT 146 alone.
78. I believe I addressed these in the above comments.
79. Thank you!
80. Change shoulder striping to allow more space for bikers peddling up hill - particularly where 146 intersects the road to Sachem Head. Hence, striping at that intersection would all move South.
81. Expand the width of the entire road
82. report was good but missing the clear need to elevate parts of the roadway which almost certainly will become necessary, the only question is when and how often residents may get stranded - maybe emergency car ferry services can help stranded residents some day
83. Yes. While addressing the tidal flooding situation at the crabbing spot in the Guilford stretch, we should preserve it as a recreational area, a scenic area, and a safe place for families to come fish and go crabbing. It is one of the few areas in Guilford that regularly and meaningfully demonstrates social equity in access. It seems to be a place where people from many cultures and social classes connect, nourish their families, and enjoy nature. The bridge and parking area should be made safer for pedestrian/recreational access, including speed decreases, pedestrian signage, and safe water access.
84. Educating the Shoreline Greenway contingency to understand that their goals may be incompatible with factors the CMP carefully lays out.

Finding additional funding to protect our precious landscape.

Thank you for the excellent report.

85. Various competing interests have a long history of successfully gutting previously approved planning initiatives after the fact and without public notice and hearing. Build in a review and amendment process that requires public and newspaper notice before amendments to a final, approved plan can be made - and amendments must be made by the authority that initially approved the plan - not be administrative action.
86. It sounds like we are at an early stage and the questions are about designing a plan to have a plan. I suggest prioritizing the areas based on urgency and feasibility of any action.
87. Have a complete environmental review of alternatives.
88. All evaluations should take into account the impact of actions on the rural and scenic nature of this beautiful road, and include considerations and work on ways to maintain those natural assets, while addressing flooding and other issues in the most sensitive ways possible.
89. Consultation with the local land trusts who maintain properties along 146 should be encouraged, and communication with Branford's Community Forest Commission (of which I am a member) would be welcomed.
90. This is a complex project. I really appreciate the thoughtfulness and thoroughness of this survey and the opportunity to weigh in. From the nature of the questions it definitely sounds like you're headed the right direction. I'd love to see more emphasis on safe recreation along this road. I would like to prioritize pedestrians and cyclists at every opportunity. It's an extraordinary place and well deserving of our careful attention.
91. Keep the scenic nature of the road, improve pedestrian and bicyclist safe access.
92. Don't touch it! It's perfect the way it is!

Route 146 Corridor Management Plan – Pine Orchard Association Response

January 11, 2024

A - Flooding and Sea Level Rise Management

1. Connect storm drain dry wells on Totoket N of the intersection with Pleasant Point Road (PPR) to watercourse under Totoket south of PPR (see Don Ballou rpt.). Clear the watercourse from PPR across Totoket Road (Rt. 146) through to the Tilcon box culvert to Amtrak culvert to Youngs Pond watershed. Watershed travels across golf course via "Worlds End Creek" to Long Island Sound.
- 2.) In conjunction with item #1, correct flooding at the east side of property at 7 PPR. Flooding occurs adjacent to Totoket Road caused by water flowing down Totoket Road from Stony Creek Road (SCR).
3. Install catch basins on the corner of Fellsmere Rd. & Griffin Pond Roads to intercept water from SCR. Redirected to flow into the Griffin Pond Watershed.
4. Install catch basins on the corner of Fellsmere Rd. and Griffin Pond Roads to intercept water from SCR. Drains redirected to the existing outlets to the Griffin Pond Watershed.
5. Under the Amtrak bridge, increase the outlet from catch basin.

B. Bicycle and Pedestrian Access & Safety

Proposed Sidewalks:

- 1.) From the Intersection of Elizabeth St at Pine Orchard Rd to Blackstone Ave.
- 2.) From the Intersection of Elizabeth St at Spring Rock Rd to Yowago Avenue.
- 3.) From the intersection of Pine Orchard Rd. at Blackstone Avenue to Young's Park.
- 4.) Youngs Park to Stony Creek Road

C. Speed Management

Signage and Speed Table:

- 1.) Create a Speed Table with the existing crosswalk at the intersection of Spring Rock Road and on Elizabeth St.
- 2.) Create a Speed Table with the existing crosswalk approximately 100 feet east of the intersection of Pine Orchard Road and Elizabeth Street.
3. Reinstall stop signs at the Tilcon Rail Crossing on Totoket Road.

D. Roadside Safety

Proposed Sidewalks:

- 1.) From the Intersection of Elizabeth St at Pine Orchard Rd to Blackstone Ave.
- 2.) From the Intersection of Elizabeth St at Spring Rock Rd to Yowago Avenue.
- 3.) From the intersection of Pine Orchard Rd. at Blackstone Avenue to Young's Park.
- 4.) Youngs Park to Stony Creek Road

Walking and Bike Paths: In addition to the identification of proposed sidewalks, the Pine Orchard Association supports walking and bike paths wherever appropriate.

E. Intersection Safety

1 Reconfigure existing triangular intersection of Totoket Rd, Damascus Rd and Stony Creek Road to improve sight line up Stony Creek Road.

2 Reconfigure Triangular Intersection at Totoket Rd and Blackstone Ave to a single T.

3 Install traffic mirrors at Pleasant Point Rd/Totoket Rd. & Griffin Pond/Totoket Rd.

4 The Spring Rock Road/Pine Orchard Road segment.

FIRST, the section of Spring Rock Rd from Rt 146 (Elizabeth St) to Pine Orchard Road should become one way heading south.

SECOND, cars heading east on Elizabeth Street, wanting to go north on Pine Orchard Rd., would go to the intersection of Elizabeth Street and Pine Orchard Rd. and then turn north.

THIRDLY, this intersection, at Elizabeth Street and Pine Orchard Road should be modified in order to enable a smoother and safer transition turning north onto Pine Orchard Rd. when traveling east on Elizabeth Street.

F. Maintenance Enhancements

The Intersection of Pleasant Point Road to Totoket Rd. Consider realignment and straightening of the two directional curves.

G. Environmental and Historic Preservation.

It is suggested that any replanting should be with indigenous plants which also provide additional support to the ongoing pollinator pathway work we are doing.

H. other strategies that should be considered for the Route 146 CMP?

Continued Sea Level Rise Management strategies:

6. Install a catch basin on the SW corner of Blackstone Ave. & Pine Orchard Road (POR). Catch basin can outlet across Rt. 146 to the existing structure on the northwest corner of Blackstone Avenue & POR. This would intercept water flowing from POR/146 heading south on Blackstone Avenue which exacerbates the flooding at the south end of Blackstone.



PINE ORCHARD ASSOCIATION
Branford, Connecticut

180 Pine Orchard Road
Branford, CT 06405
pineorchardassociation.com

January 15, 2024

First Selectman
1019 Main Street
Branford, CT 06405

Dear Mr. Cosgrove

Rt. 146 Corridor Management Plan – Branford Supplement

The Pine Orchard Association (POA) has responded to the State Commission to develop the Route 146 Corridor Management Plan (copy attached).

Additionally, several POA residents have identified areas on or adjacent to Town Roads within the Association that require addressing in the case of flooding and serious consideration from the perspective of pedestrian safety.

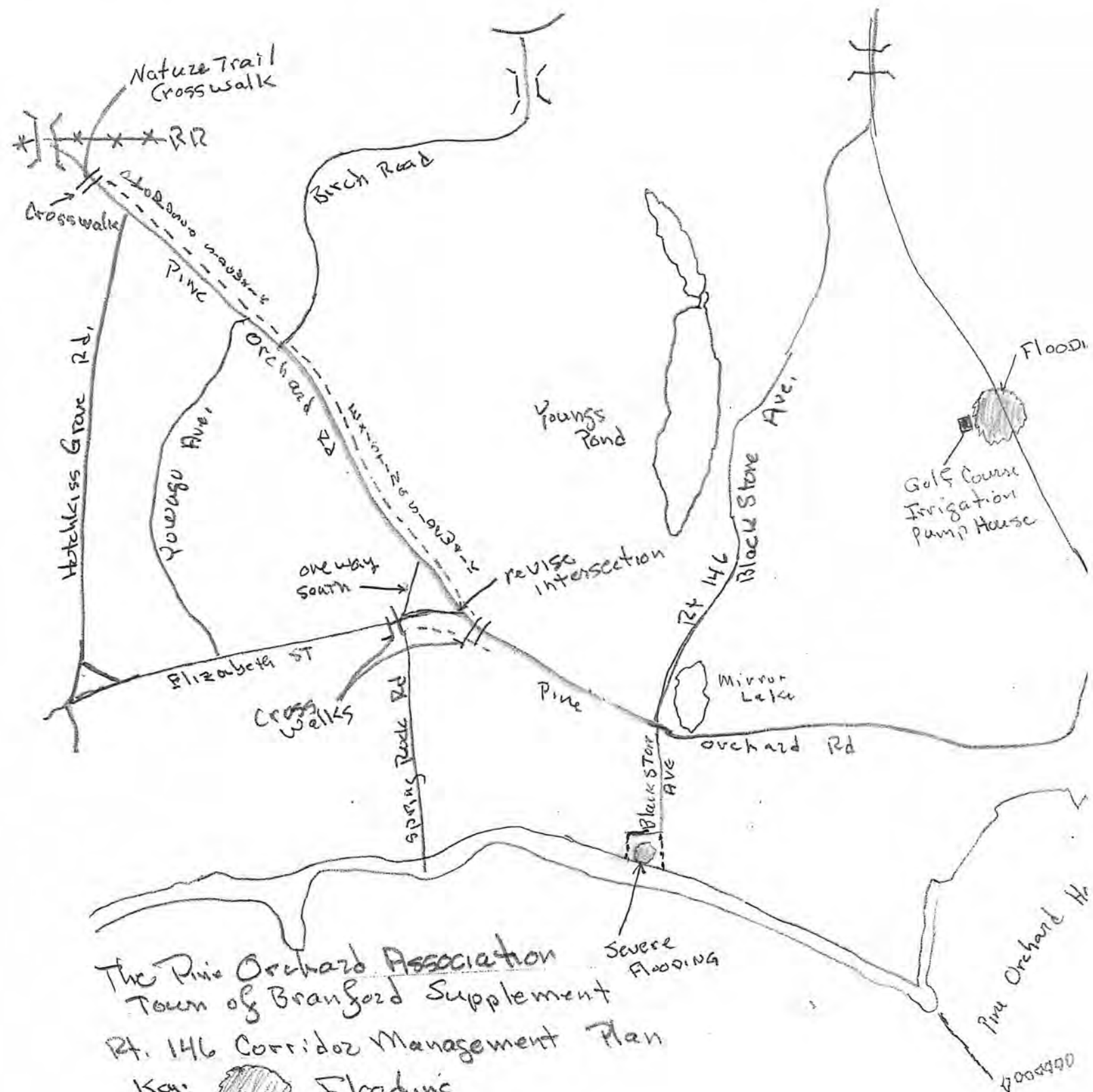
They include but are not limited to the following (see sketch):

- Residential flooding at the base of Blackstone Avenue.
- Flooding adjacent to the Pine Orchard Country Club Golf Course near the irrigation pump house and street area.
- One way south on the Spring Rock Road Extension between Elizabeth Street (RT. 146) and Pine Orchard Road.
- Intersection reconfiguration at the fork of Pine Orchard Rd and Elizabeth Street.
 - This intersection should be modified for cars traveling east on Elizabeth Street turning north on Pine Orchard Rd. Can negotiate the turn with a better site line.
- Addition of a sidewalk to connect the paved nature trail crossing just east to the Pine Orchard Rd railroad bridge to Birch Road. This would join the existing walk from Birch Road to Elizabeth Street.

POA Rt. 146 Committee


PINE ORCHARD ASSOCIATION

Rt. 146 Corridor Management Plan - Branford Supplement



The Pine Orchard Association
Town of Branford Supplement

Rt. 146 Corridor Management Plan

Key:  Flooding
 ----- Sidewalk

Date: Feb 14, 2024

To Town of Guilford, Town Engineer, Janice Plaziak
plaziakj@guilfordct.gov

From: Virginia Corbiere, 102 Indian Cove Road, 203 543 8499,
vcorbiere@corbiere.com

RE: Route 146 Corridor Management Plan Survey Comments

Janice:

Thank you so much for providing an opportunity for input into the Route 146 CMP. And provide comments and support for wise decision making that will limit harm and even enhance this precious resource - the Rt 146 historic district,

As a resident of Indian Cove for the past 47 years, I can confirm that flooding has dramatically increased. In recent years, it has often become necessary for me to consult a tide chart before taking Route 146 in either direction – toward Branford or toward the town green. Flooding at low spots during the monthly “spring” tides has become the norm and flooding caused by rainfall has become an unpredictable and frequent hazard. Deep water over Route 146 creates a safety hazard, causes vehicle damage, and, significantly for the Indian Cove community and Mulberry Point residents, has caused cars and trucks to routinely use Mulberry Point, Daniel Ave. and Indian Cove Road as an bypass route to avoid the low RR underpass on Route 146 near Sam Hill Road - even when there is no danger of flooding.

Priorities and Suggestions

RR tracks underpass near Sam Hill Road (Lat./Long. 41.268700 -72.695394)

Suggestions:

- Create a new section of 146 to the west of the current underpass with an adequate width, height and elevation. Leave the current historic low underpass intact and in place as a path for bikers and pedestrians.

RR underpass on 146 near Medlyns (Lat./Long. 41.265255 -72.729719)

- Create a new road section of 146 to the east or west of the current narrow historic underpass with an adequate width, height and elevation. Bypass/Leave the current historic low underpass intact and in place as part of the bicycle/walking path for bikers and pedestrians.

Lost Lake area and other low lying spots on Route 146

- Study the area near lost lake to better understand the water exchange dynamics. Engineer a bridge or bottomless box culvert on Rt 146 to elevate the road if necessary and open up the area to increase the water flow (only if a wider culvert wont drain the marsh - makes sense environmentally).
- The train overpass at Lost Lake is a beautiful, historic bridge. It probably does not need to be elevated. If increased water flow is suggested, relief culverts could be installed without disturbing the historic bridge.
- Study the other flood-prone, low areas that have the potential to impact marshes to determine how any elevated roadbeds should be constructed i.e. bridges, box culverts, relief culverts etc.

Create Safe Walking/Bike Paths, in both directions, on Route 146, limit truck access, install climate friendly and a road surface that encourages adherence to speed limits

Strategy Suggestions

- **Cars:** Turn 146 into a parkway- cars only for through traffic, from Guilford to Stony Creek, no through trucks, **Trucks:** Trucks that are not headed to Leete's Island or Sachem's Head or other point south of Route 146 as a final destination should use Route 1 or I 95. Post signs indicating no through trucks on the historic stretch of Rout 146 (Stony Creek to Guilford Green). Notify map applications such as Google Maps.
- **Bikes:** Build shoulder paths for bikes including utilizing the current RR underpasses at Sam Hill Road and at the brownstone underpass (just before Medlyn's farm going south). The current narrow, low underpasses should be repurposed as bike/walking path and new RR overpasses should be constructed with appropriate width, height and climate prediction required elevation to accommodate all size trucks including excavators, cherry pickers, cement trucks etc.

- **Climate:** Surface the road with permeable concrete that is light in color or other climate friendly surface.
- **GLCT parking areas:** Coordinate with the land trust to place environmental and historic information plaques.
- **Quieting the road:** Surface the road with crushed stone and dirt (like the Shoreline Greenway trail) and set the speed limit and/or place speed bumps and troughs

Place Truck Route Signs at strategic locations to prevent through traffic and truck weight problems

Strategy Suggestions

- Place signs that clearly identify weight no through trucks restrictions at:
the intersection of Route 146 and Mulberry Point Road
the intersection of Route 146 and Vineyard Point road alerting truck drivers to restrictions on through traffic and limit of 12 tons.
- Place sign including, truck route across Moose Hill, for no through trucks and 12 ton weight limits at the corner of Mulberry Point Road and Daniel Ave.
- Place signs at I 95 highway exits for through truck routes: i.e. Route 1, and Moose Hill Road
- Notify Map applications such as Google Maps of truck routes and restricted roads such as Indian Cove.
-

Environmental and Historic Preservation

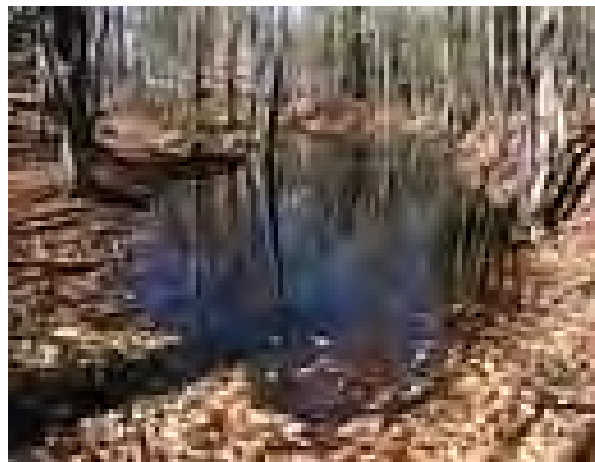
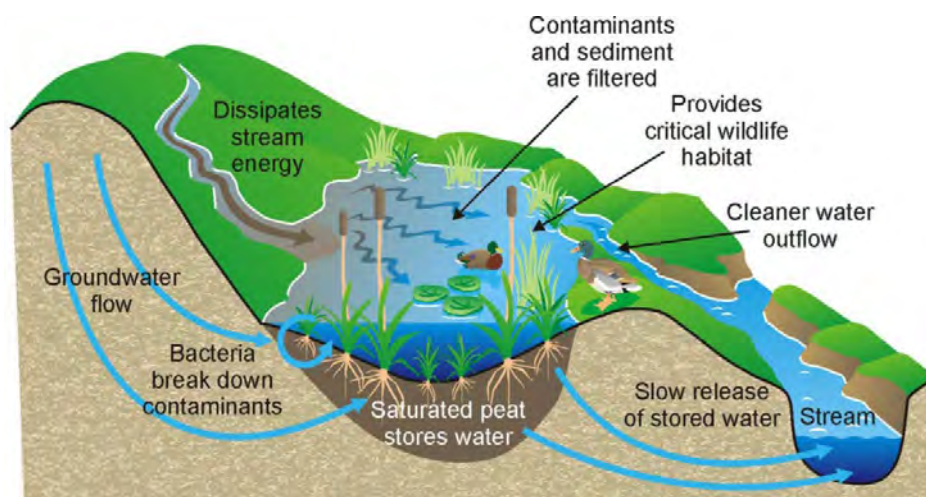
The **Route 146 Historic District** encompasses a historic streetscape in [Branford](#) and [Guilford, Connecticut](#). Extending along [Connecticut Route 146](#) between Flat Rock Road in Branford and the West River bridge in Guilford, it includes two centuries of rural residential architecture, and a well-preserved pre-World War II street layout created as a "state assistance road" in the 1920s. The district was listed on the [National Register of Historic Places](#) in 1990.^[1] The district is about 169 acres (68 ha) in size, and includes the entire road right-of-way for Route 146 between the West River in Guilford and Flat Rock Road in Branford. It abuts the [Guilford Historic Town Center](#) to the east and the [Stony Creek–Thimble Islands Historic District](#) to the west. The built architecture of the district is entirely residential, representing a cross-section of rural styles covering 200 years from the early 18th to early 20th centuries. Several of the houses are early farmsteads of the locally prominent Leete family, whose name is given to the roadway in Guilford

(Leete's Island Road). Two houses, the [John Rogers House](#) (c. 1750) and the [Pelatiah Leete House](#) (1710), are individually listed on the National Register.^[2]

Strategy Suggestions:

- **Extend Route 146 Historic District to Goose lane.**
- **Purchase any available adjacent properties that would expand the corridor. Especially farmland, wetlands, vernal pools and other valuable habitats.**
- **Consider legislation implementing a program such as the “forever farm” policy implemented by the State of Maine. Such a program would support local food production sustainability and preserve the historic character of the structures and use of the land along the corridor.**
<https://www.maine-farmland-trust.org/blogs/maine-farmland-trust-launches-forever-farms-program>
- **Consult a professional, Secretary of Interior (SOI) qualified historic preservationist as well as professionals and local experts on environmental impact issues before any construction begins. GLCT, Guilford Keeping Society, Guilford Preservation Alliance, local historian Joel Helander, Menunkatuck Audubon Society, New Haven Bird Club, UCONN Extension Service.**
- **Support habitats for migratory birds as well as resident species. The placement of owl nest boxes, and bat roosting boxes as well as a trail of bluebird boxes etc. would enhance habitat.**
- **Avoid disturbance of significant native plants. Transplant when/where possible.**
- **Plant native species of trees, shrubs, grasses; avoid the introduction of invasive plant species.**
- **Consider runoff (NPDES) regulations and prevent roadway pollution from entering adjacent wetlands and Long Island Sound.**
- **Education in the form of plaques at GLCT Land trust parking areas (if GLCT is interested), a website, audio tour, or pamphlet outlining the environmental and historic items of interest encountered on the historic Route 146 route would be useful. Such documentation provides information in context. A display at the Whitfield House and other historic houses/museums in town could foster increased interest, support and understanding.**
 - **Identify (and promote) Climate Change sensitive construction techniques used in the changes to route i.e. permeable, light colored concrete etc.**

- At wetland areas, the value of wetlands, including vernal pools, in human survival, and why wetlands are essential for filtering and clean ground water, erosion control, biodiversity, and wildlife could be provided.
- The geology of the area could be explained through rocks and land formations encountered on the route.
- The rich History of the area could be described by using excerpts from original documents. This would also be an opportunity to provide a culturally accurate explanation of local history. Coordination with Guilford Schools could tie the history and science revealed by Route 146 into STEM classes. Example of wetlands information



Vernal Pools are isolated ephemeral wetlands which fill annually from precipitation, runoff, and rising groundwater. They have a wet/dry cycle that prevents fish but presents a habitat for the breeding of ecologically essential animals: wood frogs, toads, salamanders, insect larvae, turtles.

4. Public Information Meeting Notes

Date: Tuesday, April 25, 2023
6:00 pm – 7:30 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Public Information Meeting #1

Project No.: 42441.08

- › This meeting was conducted as an in-person meeting at the Branford Fire Headquarters. Approximately 50 people attended the meeting, including staff from CTDOT and VHB. The meeting was recorded by Branford Community Television and broadcast to their public television channel as well as their Facebook page. The recording of the meeting can be found at: <https://youtu.be/V1QlpVTq7Bg>
- › Rob Bell, Director, Office of Environmental Planning, and Office of Strategic Planning, Bureau of Policy and Planning at CTDOT, opened the meeting, introduced himself, and thanked all attendees for coming. He recognized State Senator Christine Cohen and State Representative Moira Rader in the audience. Bell read CTDOT's Title VI Notice to the Public and introduced the project team at CTDOT and VHB. An overview of the project was provided, noting the goals of the project and the difference between a Corridor Management Plan (CMP) and a Corridor Study. The CMP will not include designs for projects that people may be interested in, such as the crabbing bridge in Guilford. The CMP will develop strategies on how to account for context-sensitive cultural, historic, and environmental issues around future projects. Bell noted this is the start of the process, and more public engagement is planned.
- › Jaime Cosgrove, First Selectman of the Town of Branford, thanked Bell for explaining the difference between a CMP and Corridor Study. He noted that Route 146 connects Branford and Guilford "green to green" and travels through many residential, commercial, and environmentally sensitive areas. There was a need to take a step back and go through the CMP process instead for Route 146, in order to make sure the character of the road is preserved. He thanked staff and CTDOT for holding the meeting.
- › Matt Hoey, First Selectman of the Town of Guilford, noted that the original Corridor Study did not seem to be satisfying the public. He thanked people for voicing their concerns about it, and said the CMP will be a more holistic process. He noted the goals of the project and said flooding and sea level rise was very important to him.
- › Karyl Lee Hall, a member of the Corridor Working Group from the Route 146 and Route 77 Scenic Roads Advisory Committee, welcomed everyone to the meeting and noted the different members of the Working Group. She said this is the beginning of the process, and it will be a collaborative process where people will be listened to. She said it was good to come in at the beginning of the process because that does not always happen.
- › Joe Balskus, Project Manager with VHB, provided an introduction to the project. He noted the agenda and that staff will stay around after the meeting for additional questions as needed. The corridor is 13 miles long, and he has both driven the corridor and gone through on his bicycle. Much of the corridor is a Designated State Scenic Roadway, and it is a unique and historic road with many historic homes, wildlife habitats, tidal marshes, and scenic views. Many varying land uses, including rural character, and undulating curves. Limited paved shoulders, though it is designated as a bike route. Recurring flooding is a common concern.

- He reiterated the differences between a Corridor Study and a CMP and noted more community engagement was forthcoming. Historic, cultural, and environmental qualities are important. Walking and biking the corridor can be difficult.
- Balskus showed an example of a CMP in CT – Route 169 in eastern Connecticut. It was completed in 2016; its purpose was more economic, and drawing people to the area
- Route 146 had a CMP done in 1996, combined with Route 77. Vision in that one focused on preservation.
- Briefly noted an existing conditions report from Corridor Study before. Noted the project was done during pandemic, so engagement was tough, but heard loud and clear that something needed to be done differently.
- Noted following FHWA guidance for elements of a CMP – 14 elements that we look towards for doing a CMP. Noted safety, stakeholders and public engagement, assessment of intrinsic qualities.
- › Daniel Amstutz with VHB went over the CMP goals, public engagement, and existing conditions update. The CMP goals have been identified as: increased safety; involve the community; protect natural and cultural/historic resources; improve bike and pedestrian access; climate and sea level preparedness; preserve intrinsic qualities; maintain infrastructure; establish working group; and balance needs and requirements. These goals are all woven into the planning process to develop the CMP.
 - The basic outline of the plan is to update the Existing Conditions Report for the Corridor Study; conceptual Context Sensitive Design; coastal flooding and resiliency assessment; and future strategies. The context sensitive design has to do with how future projects will design towards the unique context of the road.
 - Community involvement is throughout the project. The study website is <https://route146cmp.com/> and provides information about the project. There will also be a public survey, more public information meetings, municipal coordination with the towns, stakeholder focus group meetings, and a corridor field walk. The Corridor Working Group is a critical part of this project.
 - The purpose of the Corridor Working Group is to guide the CMP process, guide the development of the CMP framework, evaluate context-sensitive approaches, provide feedback on deliverables, identify possible stakeholders for focus groups, participate in the corridor field walk, and promote public engagement opportunities. The Working Group is made up of representatives from CTDOT, as well as Guilford and Branford, and other key agencies.
 - Amstutz went over the existing conditions update, which touched on field data & roadside development, safety, historic and cultural resources, land use, inland/coastal wetlands and flooding risk, scenic highway aesthetics, and traffic data. He went over projects that are under construction and recently completed in Branford and Guilford. Safety data was briefly reviewed to identify differences and similarities between more recent crash data and older crash data. Historic resource data has been updated to match work done by the State Historic Preservation Office. Brief notes were made about land use, wetlands information, and recent funding from the National Scenic Byway Program. New data has been collected on traffic volumes, speeds, and vehicle classification; additional data will be collected in the summer.
 - The overall project schedule was displayed. Based on the schedule, the project should be completed in about a year.
 - Next steps including finalizing the existing conditions report, holding the corridor field walk, stakeholder representative interviews, next public information meetings, and more corridor working group meetings. Stakeholders from different organizations will be interviewed about issues including active transportation, economic

development, emergency management, environmental issues, historic and cultural resources, and environmental justice.

- › Patrick Zapatka, CTDOT Project Manager, noted that CTDOT is going through a cultural change and is trying to build stronger relationships with community members and with the municipalities. He opened up the meeting to Q&A.
 - Jill Sparks – Stony Creek resident; asks about scheduling and draft design, when people will get input. Zapatka notes the project will be transparent; concept will not be for building something, but how to approach improvements. Framework or checklist, not project design. Can go to the website to make comments. Can also leave name/number for a callback.
 - Jay Medlyn, Medlyn's Farm. Noted emergency situations when the road/underpasses are flooded. At Sawmill Road, road is flooding and collapsing, how will that be addressed? Zapatka – will contact the municipality first and figure out how to address. There was a berm that was washed out by the railroad. Also near Jarvis Creek – says the road was redone and "the road was lowered". They have to use Sawmill Road when it floods. Patch things up before doing bigger improvements.
 - Steve Wolfson – notes Moose Hill Road at Route 146 intersection and bad sight lines going westbound around the curve here. EVs tough because they make less noise. Something needs to be done.
 - Bob Yaro adds - People are crossing at Moose Hill Road to get to the town beach – Shell Beach. Commends changing culture at CTDOT.
 - Steve Angelo – Guilford resident, rides bike on Rout 146. Why is Route 146 considered a highway? Sets up competing ideas about what happens on the road. David Elder notes highways is a term that is used by the state for all state roads. It's defined that way in statute as well. CTDOT is a fully multi-modal agency and will try to accommodate all modes in projects. Route 146 is constrained by many natural and historic features, but will do the best that can be done for accommodating people walking and biking. We want to hear from all users. Compromise will be needed, due to the constraints of the corridor.
 - Alyce Stowers, Quarry Road. Trucks from the quarry have a hard time traveling along the road, because it's very windy and narrow. Some sidewalks in places, but they disappear in places. Elder notes context-sensitivity, different areas will have different solutions.
 - Lisa Pasco – lower the speed limit to 15 mph and make 10' lanes? 25 mph seems too fast; concerned about the speeding. Make the road narrow to reducing speeding. 10 miles over the speed limit is a significant amount when the speed limit is 25 vs. 55 or 65 (40% more). Bell says that it's not just about speed limits, but different countermeasures that would need to be put in place. Will be looking at approaches in the plan can be used to help lower speed. People already going fast on this road that has many features to slow people down. Karyl Lee notes that large trucks use the road from the Quarry – can't make lanes that narrow. Have gone to the quarry operators to complain, and the truck drivers slowed down for a short period of time, but only for a short time. Need to keep complaining to make them slow down.
 - Frank Twohill – notes 1978 Scenic Highways Act and scenic highway designations in CT. Route 146 was one of the first roads in the state to be designated a scenic highway. Recognizes Lauren Brown. Brown notes the dilemma of keeping the scenic qualities of the road while accommodating safety – they seem to be in conflict.
 - Alan Fairbank – How to address flood risk? Will the plan make recommendations about the road and not just note places where flooding is happening? Balskus noted the flooding conditions and sea level rise was modeled in the

Place: Branford, CT 06405
April 25, 2023: 6:00 pm – 7:30 pm
Ref: 42441.08
Page 4

existing conditions report from before. Will need to look at strategies to address that. Will develop potential strategies with the Corridor Working Group. CTDOT is part of the project and would be part of actions that may be taken.

- Charlie McClure – it's not safe to bicycle on the road. Need more law enforcement and lower speed limit. Law enforcement will be quicker fix to traffic safety.
- Perry Maresca - Branford economic development manager. Things are pretty good near town center but in changes when you go under the railroad bridge. Lenny's and the area down there by Linden Ave has become a real destination. Sidewalks on both sides is important, people are walking between businesses. Notes temporary changes for utilities at Sybil Creek Bridge was great, but they put everything back again. Want to keep the road beautiful while dealing with the issues here. Put in bike/ped accommodations without disturbing the beauty. Acknowledged that not every place can be improved equally.

Additional comments/concerns raised after the meeting include the following:

- 638 Leetes Island Road in Branford. Resident experiences bad flooding and gets trapped. Must use Sawmill Road.
- Culvert collapsing at 710 Leetes Island Road
- 690 Leetes Island Road – cross slope issue
- 528 Leetes Island Road – flooding from creeks

- › The meeting was adjourned at 7:10 pm.
- › Additional written public comments were received at the public meeting and via the Route 146 CMP website and are attached.



Route 146

CORRIDOR MANAGEMENT PLAN



Route 146 Corridor Management Plan

Public Information Meeting April 25, 2023

Public Comment Form

Emphasize the nature of the road as scenic + historical; prioritize bike and pedestrian traffic and make it so difficult for cars to speed that they give up. This road should not be considered the fastest route between Branford + Guilford.

Do you wish to be contacted about your above comments? _____

Name (optional):

Judy Miller

Contact information if desired:

judythmillershd@gmail.com

203-589-8335

gmail.com



Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan

Public Information Meeting April 25, 2023

Public Comment Form

Hello: Over population for sure / ^{This Road} only Fits Cars / Trucks
One of many significant issues
is that the Signs need to
be in Proper Places along that
road when you do this Project

One Idea / Leetes Island Rd

Scenic / Public Highway - Big
Sign - Speed Limit (Break
the speeds)

(Signs do get taken down) that were posted)

Do you wish to be contacted about your above comments?

Sure

Name (optional):

Debra Levi

Contact information if desired:

203-500-6840



Patrick Zapatka
Transportation Supervising Planner
Policy, Connecticut Department of Transportation

May 9th, 2023

Dan Amstutz, AICP
Senior Transportation Planner
Transportation Planning & Operation, Connecticut Department of Transportation

Dear Mr. Zapatka, Mr. Amstutz

Shoreline Greenway Trail, Inc. was pleased to have the opportunity to attend the Public Information meeting regarding the Route 146 corridor plan between Branford and Guilford, held April 25th at the Branford Fire Department.

We appreciate the efforts that are being made to solicit input and recommendations for improvements to traffic operations, safety, and locations while also addressing increased flooding and future sea level rise throughout this area. Since the primary purpose of our organization is to work with towns to advocate for the development of a Shoreline Greenway Trail between New Haven and Clinton, our main interest, with regards to the 146 CMP, is in speaking to concerns for bicycle and pedestrian safety along Route 146.

Shoreline Greenway Trail joins with other groups in Branford and Guilford in valuing the preservation of Route 146 as a designated scenic highway and historic district. Since it is also a state designated bike route, it draws bike riders from the regional area and beyond. This makes traffic calming and reducing speeding a high priority. Our organization urges

Route 146 between Branford and Guilford was included in the 2010 Stantec Engineering feasibility study for the Shoreline Greenway Trail prepared for the South Central Regional Council of Governments. As the towns of East Haven, Branford, Guilford and Madison, continue to identify or develop sections of the proposed Shoreline Greenway Trail, and as more and more people turn to cycling for recreation and transit, bicycle use of this stretch of 146 will inevitably increase. We urge that any modifications to Route 146 should be in keeping with preserving its scenic and historic character.

We urge the Plan Advisory Committee to take this into consideration as they develop the scope of the subsequent study. We believe that this section of Route 146 should be primarily intended for the use of local traffic, tourists visiting in response to its historic and scenic designation, and bicyclists. It is not, nor should it be, a road used for speedy automobile transit between Branford and Guilford.

We understand the current initiative is a Plan to understand the opportunities and areas for possible further Studies. That said, and when opportunities are identified, we make the following suggestions:

- Preserve the historic and scenic character of Rt 146.
- "Share the Road" signs should be placed frequently along this route.
- A maximum speed limit of 25 mph should be enforced.
- Signage for No Thru Truck Traffic.
- Consideration for appropriate traffic calming tactics in critical areas
- The addition of bicycle/pedestrian lanes wherever feasible
- The use of sharrows in areas where the road is so narrow that there is no shoulder for bicycles to use



In closing, we would like to express our appreciation that SCRCOG, DOT, and the towns of Branford and Guilford are addressing this important issue and would like to offer any assistance, support or input as opportunities present themselves.

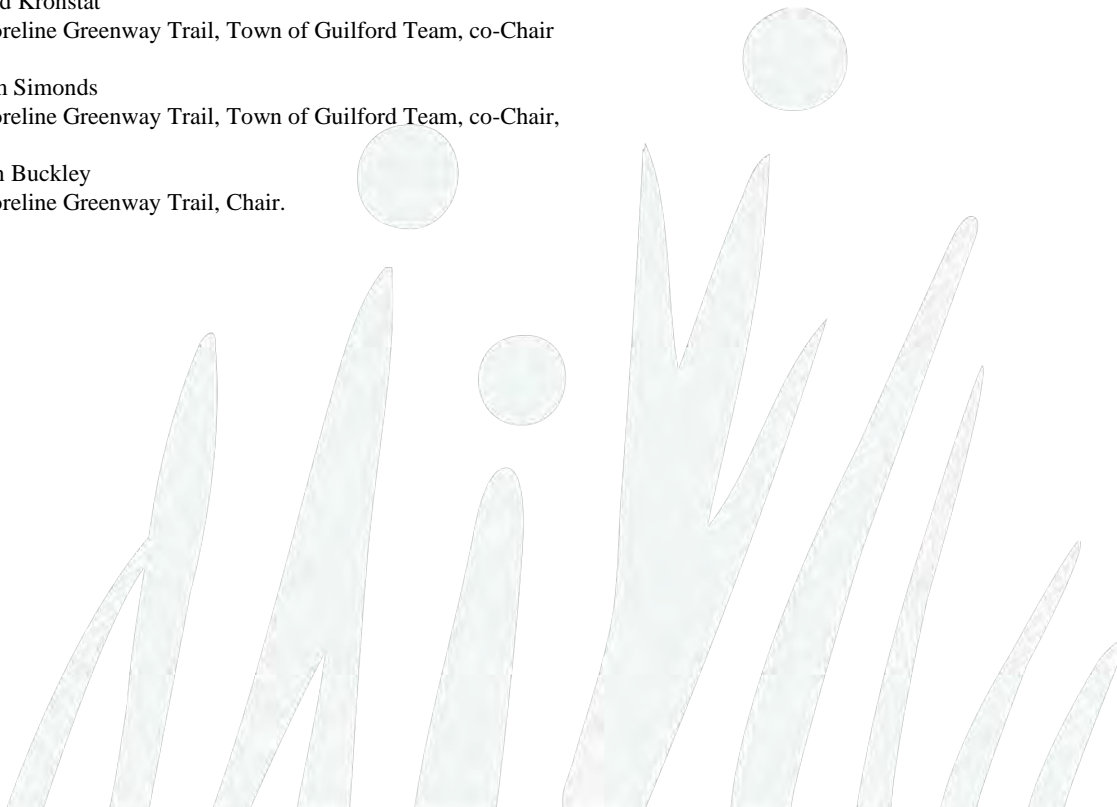
Sincerely,

Judith Miller
Shoreline Greenway Trail, Town of Branford Team, Chair

Brad Kronstat
Shoreline Greenway Trail, Town of Guilford Team, co-Chair

Pam Simonds
Shoreline Greenway Trail, Town of Guilford Team, co-Chair,

Dan Buckley
Shoreline Greenway Trail, Chair.



Submission Date	First Name	Last Name	Add your questions and/or feedback
May 8, 2023	Linda	Zonana	<p>My main worries about possible changes to Rte. 146 concerns the section between Stony Creek & downtown Guilford. It is a road I use frequently and always delight in how winding and hilly it is - it is unique. It offers lovely views of salt marsh, woods, & old homes I have the impression that periodic flooding is the main public concern. I have also seen comments about improving safety for bicyclists & pedestrians. Flooding is sometimes a nuisance and occasionally may have a serious impact, and the expectation is that it will get worse. My hope, in addressing this, is that raising the road (or whatever) will not change the overall appearance of the road. This was a big issue in pondering the fate of the crabbing bridge. I feel strongly that the road should not be widened - that would change its character and encourage speeding, A wider road would accommodate bikes better, but it's hard to think of any through road that is totally safe for bikes. More traffic and more speed decrease safety. I'm assuming that no attempt will be made to straighten out the road. I am hoping it will maintain its charm for many years to come. It is one of the treasures of the Shoreline.</p>
May 7, 2023	Laura	Raymond	<p>I am totally against any modification to Route 146 between Guilford and Branford. If people want to find a safer way to walk or bicycle, then go to another road that makes you more comfortable. This section of 146 is protected by being designated historic (NRHP). Can't the government keep its hands off ruining a treasure that is protected by the National Register of Historic Places (NRHP)? There are very few stretches of road left in CT that haven't been ruined and cluttered with overlarge traffic signs and extra sidewalks and bicycle lanes.</p>

Submission Date	First Name	Last Name	Add your questions and/or feedback
May 4, 2023	Kimberly	Schmid	Hi! I'm the vice chair for Guilford's Safe Streets Task Force. Can we be added as a stakeholder group and also schedule some time to talk? Thanks! Kim
May 3, 2023	dan	buckley	CAN I Get a copy of the PRESENTAION from last weeks meeting in Branford? It was a great meeting and I want to share with our team!! thanks DanB
May 1, 2023	Nicholas	Vitale	Please prioritize pedestrian and cyclist safety! A number of cycling event routes use 146 as a big part of their routes and it always makes me nervous to ride on there. I would very much like to see some protected cyclist/pedestrian infrastructure there.

Submission Date	First Name	Last Name	Add your questions and/or feedback
			<p>Hi, apologies, I was not able to make the public meeting. My parents live in Branford, and I love the idea of a plan to improve this corridor! My family and I had a few thoughts, but we weren't sure if the following were under the purview of the study:</p> <ul style="list-style-type: none"> - Non-motorized infrastructure (side walks, bike lanes) - Dedicated connections to existing trails like the Trolley Trail - Planning for salt marsh migration (in relation to where the road impedes that) - Easements for development restrictions (scenic, agricultural, etc.) <p>Please let me know--if so, is there another way to voice comments/concerns after the meeting?</p>
Apr 29, 2023	Christopher	Cahill	Thanks
Apr 27, 2023	Rolland	Strasser	<p>I support trying to improve the safety of the road for both motorists and cyclists, while trying to minimize impact on historic properties and the beautiful salt marsh landscape.</p> <p>Thanks in advance for taking on this challenge.</p>



Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting April 25, 2023

Sign in Sheet

	Name	Address	Phone #	Email
1	Judy Miller	1 Indian Neck Rd	203-587-5335	judyhmlr@bhd@gmail.com
2	David Elder	1900 Berlin Tpke	860-391-4131	David.Elder@ct.gov
3	Joseph Inguanti	586 Leetes Island Rd		inguanti.j1@southwest.com
4	Debra Kay Levi	710 Leetes Island Rd	203-500-6840	DebraKayLevi@gmail.com
5	Jay Medlyn	710 Leetes Island Rd	889-6385	JayMedlyn@gmail.com
6	Bob Levine	73 Seaview Ave	706 513 1899	levine06512@comcast.net
7	Barbara Ricorzi	22 7th Ave Branford	203 448-6579	
8	Jane M. C. 122	132 Old Quarry Rd	203-231-1714	jane.m.c.122@gmail.com
9	Brad Kronstat	42 Cornwall Ln W. H.	203 815 0947	bradkronstat@gmail.com
10	Paul Samson	79 Elm St, W. H.	203 488 9124	william.samson@ct.gov
11	MATT HUEY	32 S. Main St W. H.	203 710 0251	mhuey@swet.net
12	Deborah Conklin	4 Waverly Rd B. H.	203-430-2128	twocessbs@lobat.net
13	Donald Conklin	"	203-214-9473	donaldconklin@sbsglobal.net
14	Alan Fairbank	77 Leetes Island Rd	203-812-9685	fairbanka@gmail.com
15	Camille Sollariq	382 N. River St	203-458-2844	cam.sol@comcast.net
16	PERRY MARESCA	8 7th Ave	203-675-1030	pmaresca@branford-ct.gov
17	CHERYL WILCOX	77 LEETES IS. RD.	203-453-6248	wilcox2009@gmail.com
18	Lisa Pasco	25 Ferry Rd.	856-287-4301	lpasco@gmail.com
19	Sandy Coulon	15 Birch Rd	203-481-0577	Scoato147@gmail.com
20	Mario Ricorzi	BRANFORD		
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Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting April 25, 2023

Sign in Sheet

	Name	Address	Phone #	Email
37	DAN BUCKLEY	103 College Rd NAD	5138339444	DanBuckley@ShorelineBrazing.com
38	David Koon	26 Hickory Hill Brn	2034587895	Paul.org
39	Bob Yaro	715 Leetes Island Rd Gull	917-797-6886	yaro@openn.edu
40	Johny Jeffere	1019 Main St BPO	203-315-0004	
41	MYCE SOWERS	30 QUARRY RD.		
42	Tracey Angelo	333 Mulberry Pt. Rd.		AngeloMrs33@gmail.com
43	Christine Cohen	45 Cherry St.	203907-7065	christinecohen@me.com
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Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting April 25, 2023

Sign in Sheet

	Name	Address	Phone #	Email
179	Roy Ingraham	89 Indian Rock Rd	203-627-3022	Ingraham@Gmail.com
180	Jamie Cosgrove	27 Paris Farm Rd Bld	203-315-0620	jcosgrove@brantford-ct.gov
181	Charles N. McClure Jr.	132 Old Quarry Rd	203-841-1538	CNMJR132@GMAIL.COM
182	Jennifer Acquino	1019 Main St Bld	203-350-0020	jacquino@brantford-ct.gov
183	Janice Plazich	50 Boston St Bld	203-453-8037	plazich@brantford-ct.gov
184	MARK GAYLOR	167 Hopedale Rd	203-676-8847	mlg112@Comcast.net
185	JOHN DILLON	76 BOUNDARY STREET S. Bld	203-453-1254	JTD@S@AOL.COM
186	Catherine Labadie	450 Columbus Blvd	860-500-2329	catherine.labadie@ct.gov
187	DON GENTILE	40 AVERILL PLACE Bld	203-901-3853	WERO@comcast.net
188	Steve Angelo	333 Mulberry Pl Rd Guilford	203-506-2311	Sangelo333@gmail.com
189	Laura Francis	SCRELO		
190	ELSA STONE	1 MOOSE HILL BLVD	203-435-1532	
191	Steven Wolfson	1 MOOSE HILL RD.	203-671-4441	stefwolfson@gmail.com
192	John Herzog	35 Flying Pt Rd	203-215-0783	johnherzog@gmail.com
193	Deborah Hull	638 Lettes Isl Rd	203-640-6830	debrh52@hotmail.com
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Route 146

CORRIDOR MANAGEMENT PLAN



Public Information Meeting

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

April 25, 2023 | 6:00pm

Title VI – Your Civil Rights

No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

- Voluntary Post-Meeting Survey:

- <https://portal.ct.gov/ctdotsurvey>



- Civil Rights information:

- <https://portal.ct.gov/DOT/Business/Office-of-Equity/Title-VI-Page>

A recording of this presentation will be posted to YouTube after the event.

Closed captioning—including non-English translation options—will be available after the meeting.





Connecticut Department of Transportation

Title VI Notice to the Public

- ♦ The Connecticut Department of Transportation (CTDOT) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the CTDOT.
- ♦ For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit www.ct.gov/dot
- ♦ A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590
- ♦ A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

Para obter mais informações, ou para auxílio gratuito em outro idioma, ligue para (860) 594-2109

Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109

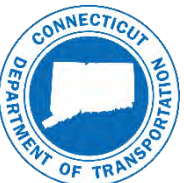
(860) 594-2109 لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم

Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109

अधिक जानकारी या निःशुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화하십시오

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109



Route 146 Corridor Management Plan (CMP) Public Information Meeting Agenda

- Welcome and Introductions
- Project Overview
- Public Engagement & Schedule
- Route 146 Draft Existing Conditions Update
- Q & A

*Meeting is being recorded and livestreamed by
Branford Community Television*



Opening Remarks



Route 146
CORRIDOR MANAGEMENT PLAN



Route 146 Corridor Working Group Members

CTDOT

- **Patrick Zapatka**, Project Manager
- **Robert Bell**, Corridor Working Group Chair, Bureau of Policy & Planning
- **David Elder**, Bureau of Policy & Planning and State Scenic Road Advisory Committee
- **Allan Dodge**, CTDOT District 3
- **Michael Calabrese**, Bureau of Engineering & Construction

Branford

- **John Hoefflerle**, Town Engineer
- **Barbara Ricozzi**, Branford Resident
- **David Rood**, Branford Historical Society
- **Harry Smith**, Town Planner
- **Karyl Lee Hall**, Route 146 & Route 77 Scenic Roads Advisory Committee

Guilford

- **Janice Plaziak**, Town Engineer
- **Bob Yaro**, Guilford Resident
- **Jaime Stein**, Town Planner

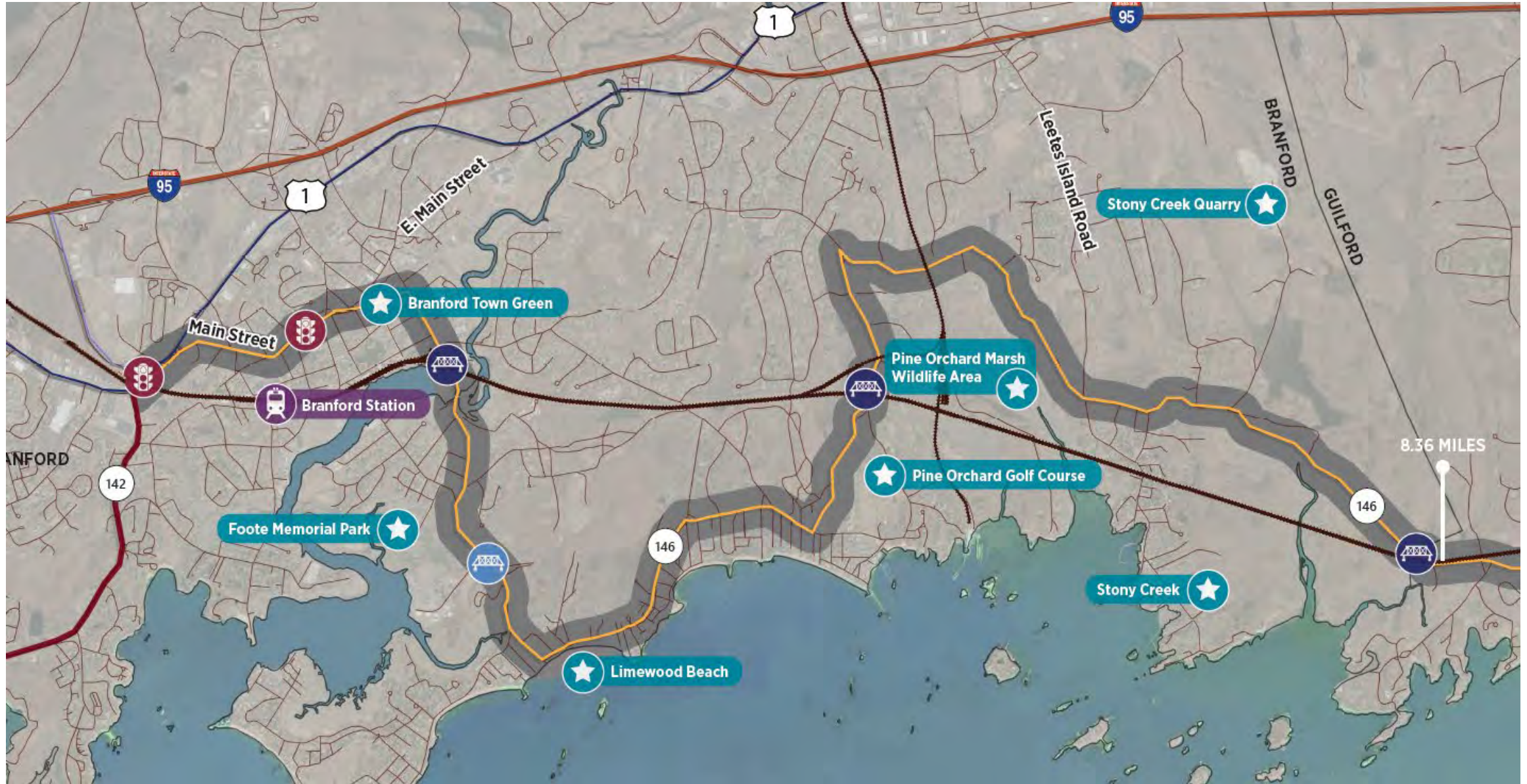
Other Agencies

- **Laura Francis**, South Central Regional Council of Governments
- **Bill Sigmund**, CT Department of Energy and Environmental Protection
- **Catherine Labadia**, CT State Historic Preservation Office
- **Sandy Fry**, CT Bicycle & Pedestrian Advisory Board

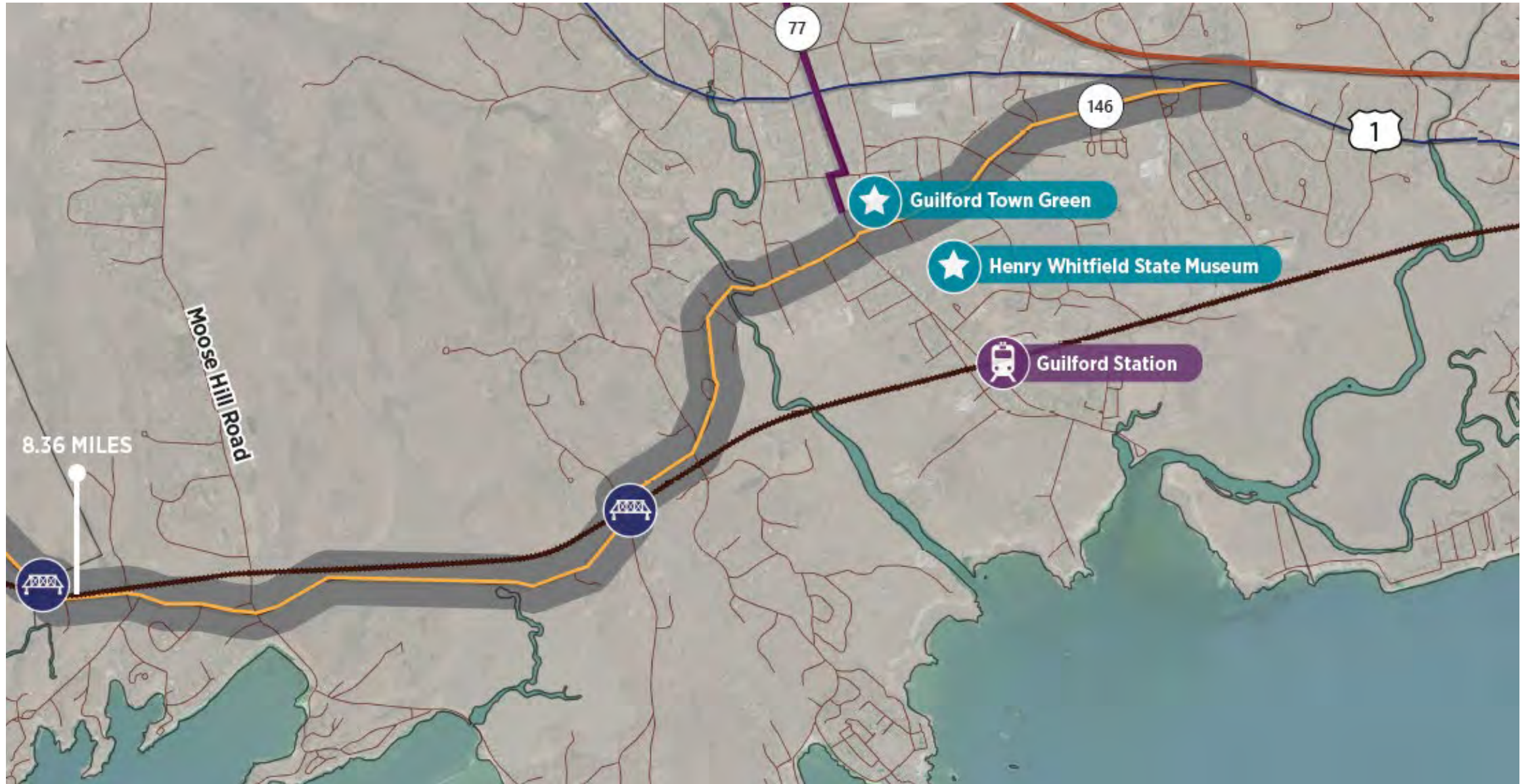
Consultants to CTDOT

Joseph Balskus, VHB & **Daniel Amstutz**, VHB

Route 146 Corridor—Branford



Route 146 Corridor—Guilford



Route 146 Corridor Overview

- Designated State Scenic Roadway for nearly All 13 miles, serving several National Register Historic Districts
- Unique and historic road connecting Branford and Guilford to coast of Long Island Sound; historic homes, wildlife habitats, tidal marshes, and scenic views
- Varying land uses—residential mostly in coastal section, with a rural character of roadway and undulating curves throughout
- Nominal 24' wide, with limited shoulders in sections
- State-Designated Bike Route (western section only)
- Parallels/Crosses Amtrak High Speed Railroad and Private Rail
 - 4 Railroad Under/Overpasses and 2 At-Grade Crossings
- Recurring flooding issues along several sections of roadway



Route 146 Corridor Management Plan Background

What is a Corridor Management Plan?

- Different from a Corridor Study
- Big picture planning-level document
- Land and community the road travels through
- Extensive community engagement
- Focuses on protecting the unique qualities – historic and environmental – that make the corridor special
- Helps guide possible future transportation improvements including for safety, maintenance, and climate resilience (sea level rise, flooding)



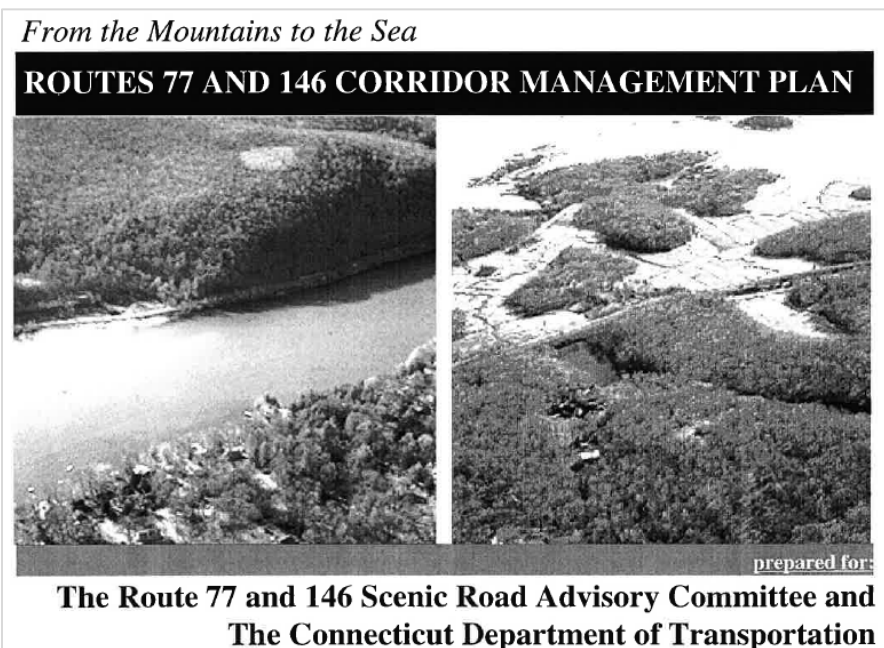
Corridor Management Plan Example – Route 169

Original 1985, Updated 2016

- Goal 1: Communicate and plan on the local, regional, and State levels, ensure that the vision is realized
- Goal 2: Guide the future and planned growth of towns along the byway corridor
- Goal 3: Collaborate with CTDOT, utility companies, public works departments, and landowners to achieve context-sensitive
- Goal 4: Position Route 169 as an economic driver by unifying area businesses and attractions

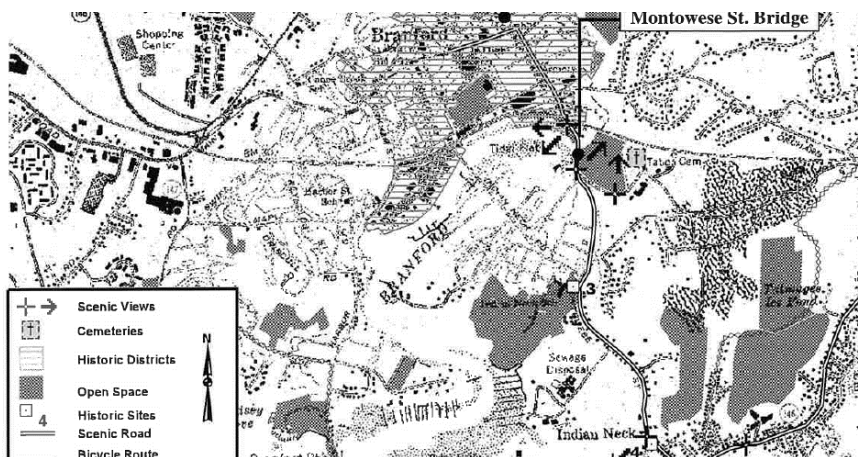


Route 146 Corridor Management Plan Background

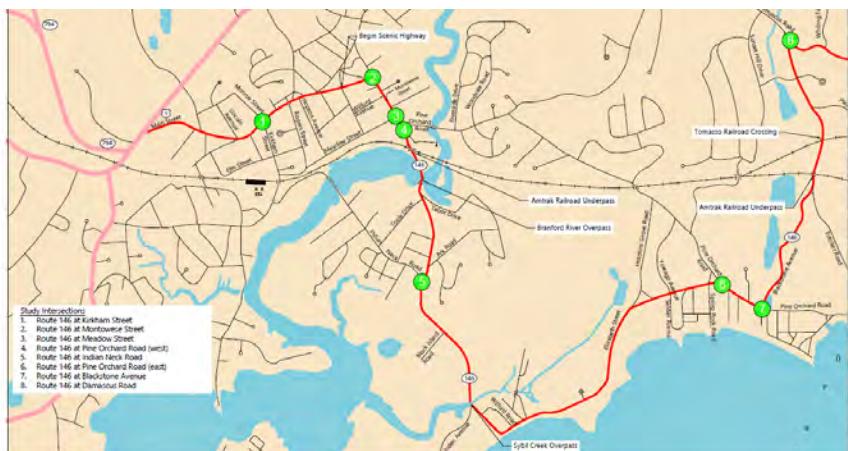
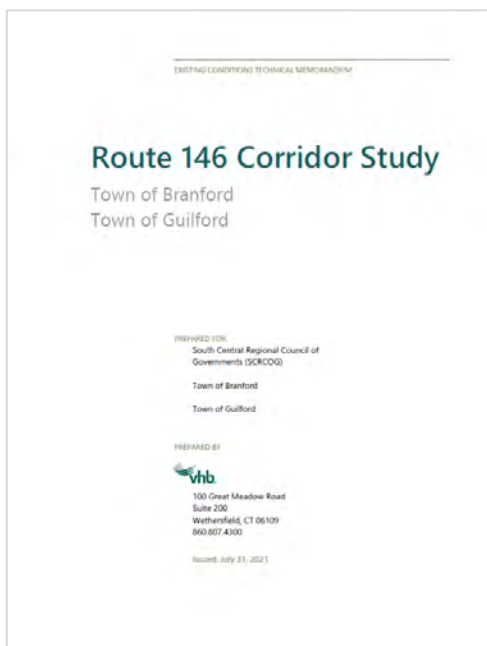


History of Corridor Management in the Corridor

- Original 1996 Corridor Management Plan for Route 146 & 77
 - Vision focused on Preservation
 - Landscapes, open spaces
 - Reduce impact of development
 - Lower traffic speeds
 - Improve bike/pedestrian access



Route 146 Corridor Management Plan Background



How did we get to this CMP?

- Recent Corridor Study
 - Purpose: Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios.
 - Existing Conditions Report produced in 2021
 - A more comprehensive review of the corridor was requested due to its many historical, cultural and environmental resources
 - SCRCOG and state officials agreed to develop new Corridor Management Plan

Route 146 Corridor Management Plan



Federal Highway Administration 14 Elements of a CMP

1. Corridor Mapping
2. Assessment of intrinsic qualities and context of the areas along the corridor
3. Strategy for maintaining and enhancing the scenic highway qualities
4. Stakeholders involved with implementing the CMP
5. Strategy for enhancing existing development and accommodating new development
6. Ongoing public involvement in the implementation of the CMP
7. Corridor Safety Analysis
8. Accommodating commercial traffic while ensuring safety of other users
9. Minimize intrusions to scenic highway aesthetics
10. Roadside features compliance with state and federal requirements on outdoor advertising
11. Roadway signing review and signage plan
12. Marketing of the Byway
13. Context sensitive design standards for roadway modifications
14. Scenic Byway interpretation

Route 146 Corridor Management Plan Project Goals

-  Increased safety
-  Involve the community
-  Protect natural and cultural/historic resources
-  Improve bike and pedestrian access
-  Climate and sea level preparedness
-  Preserve intrinsic qualities
-  Maintain infrastructure
-  Establish working group
-  Balance needs and requirements



Route 146 Corridor Management Plan Outline

- Existing Conditions Update
- Context Sensitive Design (Conceptual)
- Coastal Flooding and Resiliency Assessment
- Future Strategies
- *Community Involvement Throughout*



Route 146 Corridor Management Plan Outline

- Community Involvement
 - Study website (<https://route146cmp.com/>)
 - Public Survey
 - Public Information Meetings
 - Municipal Coordination meetings with Branford and Guilford
 - Stakeholder Focus Group meetings
 - Corridor Field Walks
 - **Corridor Working Group (CWG)**



Route 146 Corridor Working Group Purpose

- Guide the CMP process
- Guide development of CMP Framework
- Evaluate context-sensitive approaches
- Feedback on deliverables and project approach
- Identify possible stakeholders for focus groups
- Participate in Corridor Field Walks
- Promote public engagement opportunities



Route 146 Corridor Working Group Members

CTDOT

- **Patrick Zapatka**, Project Manager
- **Robert Bell**, Corridor Working Group Chair, Bureau of Policy & Planning
- **David Elder**, Bureau of Policy & Planning and State Scenic Road Advisory Committee
- **Allan Dodge**, CTDOT District 3
- **Michael Calabrese**, Bureau of Engineering & Construction

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- **David Rood**, Branford Historical Society
- **Harry Smith**, Town Planner
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- **Jaime Stein**, Town Planner

Other Agencies

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- **Catherine Labadia**, CT State Historic Preservation Office
- **Sandy Fry**, CT Bicycle & Pedestrian Advisory Board

Consultants to CTDOT

Joseph Balskus, VHB & **Daniel Amstutz**, VHB

Route 146 CMP – Existing Conditions Update

- Elements

- Field Data & Roadside Development
- Safety Data
- Historic and Cultural Resources
- Land Use
- Inland/Coastal Wetlands & Flooding Risk
- Scenic Highway Aesthetics, State and Federal Scenic Highway Programs
- Traffic Volumes, Speeds, and Vehicle Classification



Route 146 CMP — Existing Conditions Update

- Field Data & Roadside Development
 - New projects along Route 146, planned or constructed
 - Changes to properties along the roadside
 - Recent plans/ongoing studies that may affect Route 146 in the future



Field Data & Roadside Development Update

- Under Construction
 - Sybil Creek Bridge Replacement
 - Parkside Village
 - New Housing Developments



Field Data & Roadside Development Update

- Recently Completed
 - Limewood Ave Sea Wall & Sidewalks
 - Branford Road Safety Audit
 - Sidewalks on Route 1 near Route 146 (Branford)
 - New sidewalks on Boston St (Guilford)



Safety Data Update

Table 1: Overall Route 146 Collision Types

Type of Collision	2017	2018	2019	Total Collisions	Percent	2020	2021	2022	Total Collisions	Percent
Rear End	22	17	13	52	24.90%	17	9	13	39	20.90%
Angle	18	18	17	53	25.40%	15	15	20	50	26.70%
Fixed Object	8	5	10	23	11.10%	13	15	7	35	18.70%
Sideswipe	8	5	8	21	10.00%	8	10	11	29	15.50%
Animal	2	4	3	9	4.30%	3	2	0	5	2.70%
Bicycle	1	3	1	5	2.40%	2	1	1	4	2.10%
Pedestrian	1	1	1	3	1.40%	1	1	0	2	1.10%
Other	17	15	11	43	20.50%	10	6	7	23	12.30%
Total	77	68	64	209	100%	69	59	59	187	100%

Source: UConn Connecticut Crash Data Repository

Safety Data Update

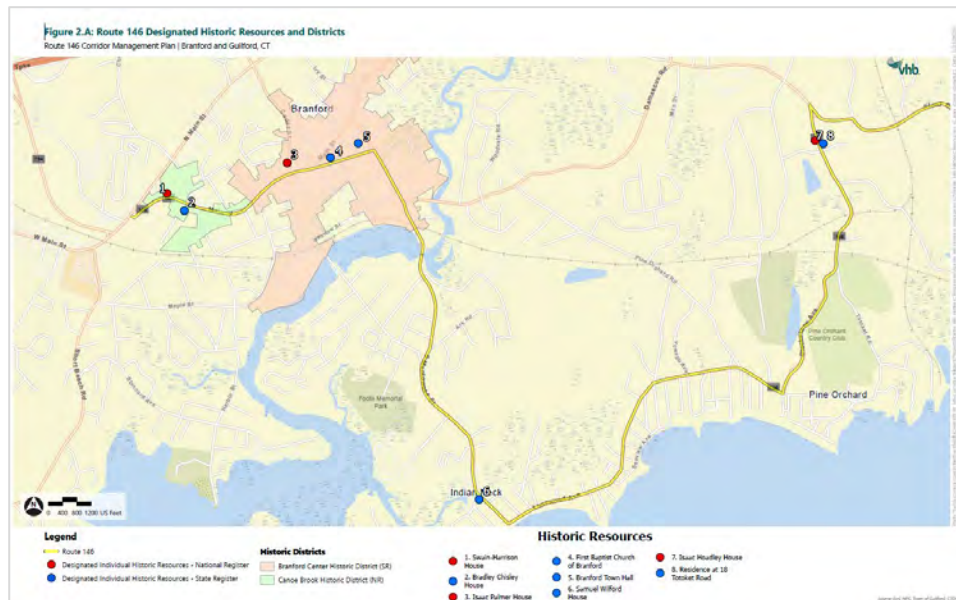
Table 2: Overall Route 146 Collision Severity

Type of Collision	2017	2018	2019	Total Collisions	Percent	2020	2021	2022	Total Collisions	Percent
Property Damage Only	56	56	55	167	79.9%	55	47	46	148	79.2%
Injury	20	12	9	41	19.6%	14	12	11	38	20.3%
Fatal	1	0	0	1	0.5%	0	0	1	1	0.5%
Total	77	68	64	209	100%	69	59	59	187	100%

Source: UConn Connecticut Crash Data Repository

Historic/Cultural Resources Update

- Revisions to maps and list of designated historic/cultural resources
- New State Historic Preservation Office (SHPO) mapping effort of resources
- Resources removed and added based on new information
 - Resources in a historic district without individual designation not mapped individually
 - Not proximate to Route 146—removed
 - Match SHPO's mapped data



Land Use, Wetlands, Scenic Byway Program Update

- Land Use
 - Guilford is currently updating its zoning & subdivision regulations
- Inland/Coastal Wetlands
 - No changes to wetlands mapping in Guilford
 - Some edits and updates to mapping in Branford
- National Scenic Byway Program
 - New federal funding in last two years



Traffic Volumes, Speeds, & Classification Update

- Volumes
 - February 2023 counts 35% lower on average than July 2019 counts
 - Seasonal variation
 - Comparable CTDOT data — 2020 counts may have COVID-19 effects
- Speeds
 - Only two with excessive speeding (≥ 10 mph over limit)
 - South of Sybil Creek Place and east of Pine Tree Drive (Branford)
 - Previous studies in 2020/2021 showed majority of locations along the corridor with excessive speeds
- Vehicle Types (Classification)
- Additional data collection planned for summer



Route 146 Corridor Management Plan — **Schedule**

- **Winter/Spring 2023**

Update Existing Conditions, Data Collection, Community Outreach

- **Summer 2023**

Develop draft Context-Sensitive Design Approaches, Updated Flood Risk

- **Fall 2023**

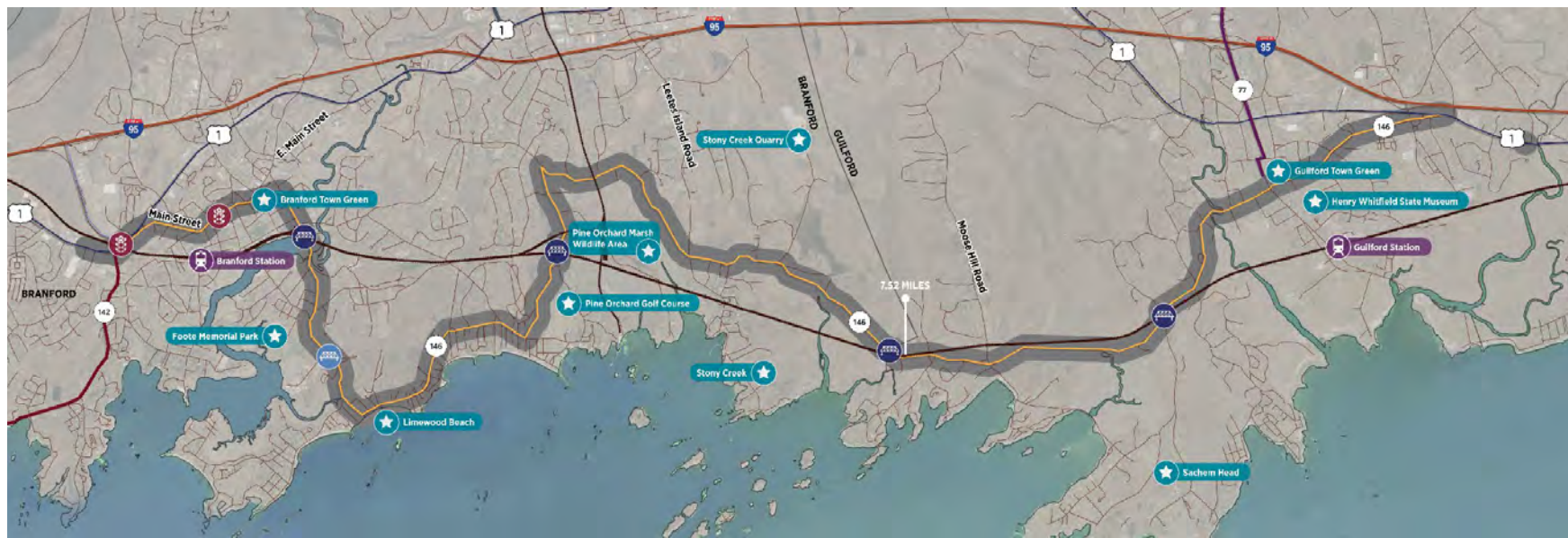
Additional Community Outreach, Future Strategies Development

- **Winter/Spring 2024**

Finalize Corridor Management Plan

Route 146 Corridor Management Plan — Next Steps

- Finalize Existing Conditions Report Update
- Corridor Field Walk: May 2023 (Corridor Working Group)
- Stakeholder Representative Interviews: April-June 2023
- Next Public Information Meeting & Survey: September-October 2023
- Corridor Working Group Meetings: Ongoing



Route 146 Corridor Management Plan – Next Steps

- **Stakeholder Groups**

- Town Police & Fire Chiefs
- Active Transportation Groups
- Economic Development Commissions & Chamber of Commerce
- Emergency Management Organizations & Hazard Mitigation Commissions
- Environmental Groups – Land Trusts, Conservation Commissions, Wetlands Commissions
- Historic District Commission/Societies
- Environmental Justice Communities

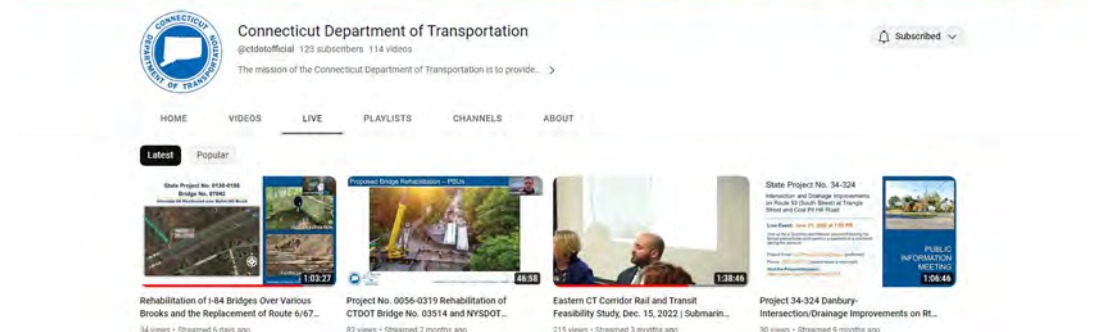


Route 146 Corridor Management Plan Feedback - TODAY

- Study website (<https://route146cmp.com/>)
 - Google/Bing Route 146CMP
- Project Email DOT.Route146@ct.gov
- Written Comment Forms

Public Input Format TODAY

- Come to Podium, Name, Affiliation (if any) and question/comment
- Be Sure to speak to microphone for recording purposes
- Virtual – Use Project Email Address Questions will be read tonight



Route 146 Corridor Management Plan Adjournment

- Study website

<https://route146cmp.com/>

- Project Email

DOT.Route146@ct.gov

- Written Comment Forms



Thank you Branford Community TV for recording and broadcasting this meeting!



THANK YOU!



Meeting Notes

Date: Tuesday, November 14, 2023
6:00 pm – 8:15 pm

Place: Guilford Community Center
32 Church Street
Guilford, CT 06437

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Public Information Meeting #2

Project No.: 42441.08

- › This meeting was conducted as an in-person meeting at the Nathanael B. Green Community Center in Guilford. Approximately 100 people attended the meeting, including staff from CTDOT, VHB, Town of Guilford, DEEP, SHPO and other elected officials. The meeting was recorded by Guilford Community Television and was posted to their YouTube Channel and linked to the project website. The recording of the meeting can be found at <https://route146cmp.com/documents.html>.
- › Karyl Lee Hall, a member of the Corridor Working Group, initiated the meeting and welcomed the public. Matthew Hoey, III, Guilford First Selectman, also welcomed attendees and thanked everyone for their participation. David Elder, Assistant Planning Director and Project Manager at CTDOT read CTDOT's Title VI Notice to the Public and introduced Dan Amstutz of VHB, the project consultant. An overview of the project was provided, noting the goals of the project and the difference between a Corridor Management Plan (CMP) and a conventional corridor study. The CMP will develop strategies to guide the future development of projects and maintenance efforts both within the Route 146 right-of-way as well as municipal planning and policies. Extensive public involvement is another key aspect of the Corridor Management Plan approach.
- › Dan Amstutz, Senior Transportation Planner with VHB, introduced the project. He reviewed the agenda for the meeting, identified the overall goals for the plan and the study area boundaries. He highlighted the status of Route 146 as both a designated Scenic Roadway and the location of many National Registered Historic Resources. The next portion of the presentation identified the project purpose and goals and reviewed progress since the previous public meeting on April 25, 2023 including additional traffic data collection at two locations, one of them being the site of a serious bicycle crash in the vicinity of 444 Leete's Island Road in Guilford. Further speed data collection confirmed the significance of speeding issues at several locations in the corridor. The Project Team conducted Corridor Working Group meetings and eight stakeholder interviews over the summer of 2023. The major focus of the presentation was the overview of draft future strategies to address the different elements of the CMP, including:
 - A. Flooding and Sea Level Rise Management;
 - B. Bicycle/Pedestrian Access & Safety;
 - C. Speed Management;

Route 146 Corridor Management Plan Public Information Meeting #2 – November 14, 2023

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Place: Guilford Community Center
Date: 6:00 pm – 8:15 pm
Ref: 42441.08
Page 2

- D. Roadside Safety;
 - E. Intersection Safety;
 - F. Maintenance Enhancements; and
 - G. Environmental And Historic Preservation.
- › The slides for the presentation are available on the project website, www.route146cmp.com.
- › Mr. Amstutz then opened the meeting for public comments and questions.
- Jonathan Katz, resident of the Sybil Creek Condominiums in Branford, noted that the western end of the project area in Branford is a heavily used corridor for vehicular travel adjacent to the Richlin shopping plaza but does not have continuous sidewalks in multiple locations. He asked: "How can we get this urban piece to the top of the pile?" Mr. Katz also noted from his discussion with local police that they agree that pedestrian safety and speeding are significant issues in this segment of the corridor.
 - David Elder responded that the 13-mile corridor has multiple changes in character each of which will require a different planning approach and cross-section. He reiterated that in the plan recommendations there will not be a "one size fits all" solution.
 - Susan Flynn spoke in support of Mr. Katz's comments.
 - An attendee to the meeting: asked if there are conflicts between the different elements of the plan and how prioritization of projects will be conducted.
 - David Elder explained that the CMP will not prioritize projects. The prioritization will happen organically as different corridor features are reviewed at the project definition, scoping and design phases within CTDOT.
 - Paul Hermes of Guilford noted that speed cameras will be controversial. He asked, "What's the possibility of doing something today?" and "Are there interim solutions?"
 - David Elder agreed that speed cameras will indeed be controversial but have proven to be very effective in other states. He suggested that other measures may be available to reduce speed via countermeasures, such as traffic calming, which is now permitted on State roadways.
 - Jeff Carroll of Guilford observed that additional signage would help to change driver behavior towards cyclists.
 - David Elder noted that limited shoulder width is a serious safety concern in many sections of Route 146. One strategy under consideration for the CMP is a reduction in vehicular lane width to 11 feet. He indicated that signage will also be reviewed.
 - Michelle DeLito of Branford asked about the impact on private property of drainage and flooding. She expressed concern that during storms there is a foot of water in her yard that comes across Pine Orchard Road. She noted that she had already spent \$30,000 to enhance her property's drainage and could not do anything more to avoid flooding on her own property.
 - David Elder suggested that the biggest concerns regarding flooding are: inland flooding; increased storm severity; flooding under and around low railroad overpasses; tidal flooding; and changes to the design flood year elevation for CTDOT's engineering purposes. He emphasized that CTDOT will make sure that water passes to an outfall from State roads. There may also be more innovative solutions to rising sea levels and inland flooding identified in cooperation with the two municipalities.

- Leslie Johnson of Branford observed that, as a bicyclist and runner along Route 146, the narrow road does not give enough room to avoid the guiderail when vehicles are too close to the shoulder. The CMP recommendations should be balanced to enhance the safety of bicyclists and pedestrians. Specifically, the intersection of Indian Neck Avenue with Route 146 in Branford adjacent to the Indian Neck School has very poor sightlines and is dangerous.
 - David Elder responded that there has already been substantial discussion of guide rails within the Corridor Working Group. He noted CTDOT's policy to include pedestrian and bicycle accommodations in all projects with very limited exceptions. He also observed that within the scope of the CMP it will be possible to evaluate where we can give cyclists and pedestrians adequate sightlines and safer crosswalks. The study team will identify pinch-points so that the narrowest segments can be prioritized. He discussed the increase in traffic fatalities across the US and within Connecticut as the broader context for these potential improvements.
- Tricia Bowen of Branford suggested that vehicular travel lanes are too wide adjacent to Kirkham Street and the Richlin shopping plaza and that there should be continuous sidewalks in this area.
- Perry Maresca, Economic Development Director for the Town of Branford agreed with Ms. Bowen's comments.
- Louis Mackall of Guilford shared that a Johns Hopkins University study had concluded that narrower lanes were safer for both vehicles and pedestrians. He asks if the lanes within the corridor can be narrowed to 10 feet.
 - David Elder replied that federal regulations require a minimum of 11-foot lanes in order to accommodate truck traffic. CTDOT must comply with these standards in order to receive federal funding and avoid liability for non-standard design.
- Mr. Mackall added that he would like to see less roadway area and more sidewalk space in the section of Whitfield Street (Route 77) near the intersection with Water Street (Route 146) adjacent to the Guilford Green which would allow expanded outdoor seating for adjacent restaurants and cafés. In his view, the recently expanded striping of Whitfield Street near this intersection is wasteful and created too much pavement. He stated that in some areas bicyclists might be safer without guiderails.
 - David Elder indicated that Janice Plaziak, Guilford Town Engineer, will be undertaking a traffic study of the Guilford Center area in the coming months.
- Nick Rawlings of Guilford suggested that with a 20-inch rise in sea level happening so quickly, we may be running out of time and money.
 - David Elder responded that while it is hard to predict the exact pace of sea level rise, CTDOT is developing new storm surge models every year.
- John Grathwol of Branford asked "How do we prioritize resiliency in areas that already have regular flooding?" "Does repeated flooding cause damage to roadway integrity." He questioned whether it is possible to have variable message signage for road closures when flooding events occur.
 - David Elder offered that through partnership with towns, CTDOT is trying to address frequent nuisance flooding, as well as more severe issues with storm surge and emergency evacuation routes. He noted that roads along the shoreline were not designed to be levees or dams, and that much of the coastal flooding is tide-driven.

- Penny Bellamy of Branford asked, “Is there a conflict between historic designation and roadway standards?”
 - Catherine Labadia of the State Historic Preservation Office (SHPO) noted that historic designation does not come with automatic protection except when federal money is being spent. She highlighted the importance of federal requirements under Section 106 and Section 4F to avoid, minimize or mitigate the impact of roadway projects on historic sites and districts. Specifically, Section 4F requires that there be no prudent and feasible alternative to avoid impact on these properties and areas.
 - David Elder added that all projects on State-designated scenic roadways go to the Scenic Roadway Committee which allows for further review from SHPO for impact to historic properties.
- Sid Gayle noted that sea level rise is an independent variable. He asked, “What is the time horizon for improvements within the corridor?” “What is the likely useful life?” “How is CTDOT working with the Department of Energy and Environmental Protection (DEEP)?”
 - David Elder recognized the attendance of a DEEP staff member at the meeting. He responded that the useful life for different roadway features ranges from 75-100 years for bridges to 25 years for pavement. CTDOT planning and design incorporates a projected rise in sea level over the design life of current projects.
- Joe Pandolfi of Stony Creek Road in Branford mentioned concerns about guiderail safety, washout of riprap along the shoreline and corrosion of corrugated metal pipes used for drainage. He asked if a drainage project is coming out. He also observed that roadway safety is a big concern especially in bad weather.
 - David Elder noted that there is a statewide pipe re-lining and replacement effort underway.
- Jay Medlyn of Branford expressed concern about flooding at high tide adjacent to the Medlyn farm property. He observed that both Stony Creek Road and Leete’s Island Road (Route 146) get flooded too. He added that maintenance is hampered by flooding that several areas of Route 146 have experienced erosion and structural failure.
- Jenny Glass of Branford shared that her husband had been hit by a car while bicycling on Route 146. She stated, “Speed is so bad. We need signs ASAP.”
 - David Elder responded that throughout the CMP process, “low hanging fruit” can be addressed.
- Erin Aluey of Guilford agreed that it was critical to reduce speed for bicyclist safety. She noted that it is hard to get out of the way with so many blind spots and suggested that there is a need to separate bicycles from vehicular traffic. She observed that there are an enormous number of near-misses along Route 146 every day.
 - David Elder acknowledged that we don’t have data for near-miss crashes. He added that some options will cost more but have long term benefits for tourism and the environment.
- Perry Maresca of Branford observed that CTDOT does pay attention to public input. He recommended sidewalks in Branford adjacent to Lenny’s restaurant and Limewood Avenue, as well as the potential for separation of bicycle and pedestrian travel with a bikeway or multi-use path.
 - David Elder replied that CTDOT is looking at off-road options too.
- An attendee asked if there will be a review of feedback for priority.

- David Elder responded that priorities would come as projects are developed. The CMP will be incorporated into CTDOT's regular needs-based approach. The CMP will focus on areas with high levels of existing bicycle and pedestrian activity and conflict.
 - Eunice Mahler of Branford noted that there have been more pedestrian fatalities since COVID and asked whether it was possible to reduce speed limits below 25 mph. She suggested the separation of bicycle and pedestrian travel and potentially reduced speed limits to 15 or 20 mph in some segments of the corridor.
 - Kim Granbury of Guilford asked if federal funding is so important and whether it would be possible to return segments of Route 146 to local jurisdiction.
 - David Elder stated that the road can go back to local control if that is the community's wish. Transfers of this type have happened in other locations within Connecticut.
 - Paul Vincenzo of Guilford asked if there was no way to reduce truck traffic. He suggested that if the bridge clearances can't be changed that perhaps the road could be raised and that would eliminate or reduce through truck travel. He supported the investigation of expanding the road for bicycle and pedestrian safety.
 - David Elder responded that it is important to identify where the right-of-way boundaries are. He noted that he understands the sentiment against widening the road.
 - Paul Vincenzo asked: "How much input do we have?"
 - David Elder replied that the public review and discussion of the strategies will carry through until the spring of 2024. He stated that the plan will be a guide for every future CTDOT project in the corridor.
 - Beth Mariotti of Guilford suggested that while it is hard to maintain the character of a historic road and fit bicycles, nonetheless, bicycle safety is critical. She noted that the South Central Regional Council of Governments (SCRCOG) has been studying bicycle safety on Route 146 since at least 2017 and has included it in its regional bicycle plan.
 - David Elder replied that he had bicycled the entire corridor during the summer of 2023 and found it a nice ride but a scary one.
 - Martha Buck of Guilford shared that she has a blind driveway at 780 Leete's Island Road and is very concerned that speeds on this segment of Route 146 are too high to be safe for access in and out of abutting properties. She mentioned her desire to see safety improved for the people who fish for crab at the "crabbing bridge" in Guilford. She also indicated that she would never ride a bicycle on Route 146 due to safety issues.
 - Deborah Levy stated that the road is not wide enough to accommodate both vehicles and bicycles safely and that bicycle traffic should be separated. She noted that there are already sections of the Shoreline Greenway Trail and that some further off-road route was needed for bicyclists. She also suggested additional signage alerting drivers to bicycle activity in the vicinity of the intersection of Stony Creek Road and Leete's Island Road. She urged CTDOT to install signs as soon as possible.
- › David Elder thanked everyone for attending the meeting
- › The meeting was adjourned at 8:15 pm.



Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting, November 14, 2023

Sign in Sheet

	Name	Address	Phone #	Email
1	John Grathwol	54 Spring Rd 06405	917-7546719	jgrathwol@gmail.com
2	Pamela Harvey	18 Island View Rd 06405	203 2587531	mehaer19@icloud.com
3	John Gypsel	130 Leetes Island Rd 06405		
4	Christine Offredi	130 Leetes Island Rd		
5	Vincent Giordano	207 Pine Orchard Rd 06405	203-410-4428	vsg@giordano.humil
6	Janet Miller	1 Anderson Ave, Bldg 203-589-8335		judithmillerphoto@gmail.com
7	Martha Buck	280 Leetes Island Rd 06405	860-905-3905	
8	ANN STREET	72 Broad St 06405		ACSTREET@COMCAST.NET
9	Ray Ingraham	34 in Leetes Island Rd, Bldg 203-617-3027		Ingraham@Comcast.net
10	Beth Mariotti	114 Leetes Island Rd	203-530-6456	BethLMariotti@yahoo.com
11	CLAUDIA BARTO	21 Whitfield St	203 415 4195	
12	WILLIE FESTA-HAMMER	139 CORNELL HILL	203-671-5205	
13	Burhan Riccozzi	22 1 st Ave Branford	203 488 6874	
14	David Root	26 Hickory Hill Bran		
15	Eric Kieseewetter	68 Davis Dr	203 929 4869	
16	Colleen Kieseewetter	68 Davis Dr		
17	Dolores Hayden	125 Prospect Ave	203 214 9491	dolores.hayden@yale.edu
18	Al Hoffman	27 Cosmopolitan Sulford	846 228 4104	ahoffman@Alabco.com
19	J. CARROLL	8 N. REEVES AVE	203 836 8572	jedkrybcarroll@gmail.com
20	G. MAHLER	202 Harbor St Branford	203-824-2820	gunice.mahler@gmail.com
21	L. MACKALE	135 Leetes Island	203 415 6988	MACKALE@MAC.COM
22	Maryalice F. Hoagland	11 Decatur Ave Bran	713 816 3472	maryalice.hoagland@gmail.com
23	Erin + Peter Besmer	21 Spenser Ave Guilford	203	besmered@gmail.com
24	Tatiana Kludien	295 Cliff Road Bran	203-453-8797	epk13@me.com
25	Dean Takahashi	71 Andrews Road Guilford		
26	JOHN T. DILLON	641 Boston St Guilford		
27	Brad Kronstad	42 Cornwall Ln Guilford	203-815-0947	BRADKRONSTADT@gmail.com
28	Erin Arsen	329 3 Mile Corn		
29	Blythe Swift	62 Neele Rd Bran	443-536789	blythe.swift@gmail.com
30	Robert M. DiLieto	1 Blackstone Ave Bran	203 315 8383	mdilieto@hotmail.com
31	DiLieto			
32	H. H. Thomas	42 Hannis St		
33	Dan Buckley	103 Coffey Rd Bran	313 833 5444	DANBUCKLEY@SHORELINECOMMUNITY.ORG
34	Karen Rye Erickson	1169 Hook Rd Bran	415 509 0000	Karen Erickson@gmail.com
35	Jim Sperry	22 Broad St	617-272 5173	sperryt56@gmail.com
36	Annette Melvin	811 Leetes Island Rd	646-831-7623	melvin.annette@gmail.com
	Pavi D'Innocenzo			



Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting, November 14, 2023

Sign in Sheet

	Name	Address	Phone #	Email
37	Neil Grockwald	437 Three Corners	203 506 9341	ABrockwell@aol.com
38	Jennifer Glass	2 Buena Vista Rd	203 710 1177	jenny.glass@ct.gov
39	Sir Foster Freeman	118 Fairfield Rd	203 453 4189	freemast77@gmail.com
40	Joseph Janc	RT 146	203 458 8148	
41	Barbara + Jamie Gotsch	123 Leetes Island	203 927 7146	babagotsch@gmail.com
42	PETER HENTSCHEL	285 THIMBLE IS. RD, STAG CREEK	860-558-3747	PETERH@TECTONPC.COM
43	Laura Francis	SCRCOG		
44	Deborah Hall	658 Lake's Bl Rd	203 640 6836	dellah52@hotmail.com
45	Robert Hall	Blanford		
46	Sid Gale	250 Flag Marsh Rd	203 915 4970	sfgale@earthlink.net
47	Wendy Sabel	105 Kalamazoo Dr		820claway@ct.gov
48	Jen Pacachna	2800 Berlin Turnpike		jennifer.pacachna@ct.gov
49	Pam Simonds	57 Spencer Ave		pbstades@snet.net
50	Rick Matthaei	349 3 mile cse	617-261-601	
51	Toar Raulij	101 Lower Rd	203-654-1377	rawlnmads@
52	Nick Raulij	"	203-640-4241	gmail.com
53	Barbara Broad	15 Damen Dr	203-469-9127	
54	Anne Duhaime	32 Waterside Dr	203 453-9651	duhaime@eshore.com
55	Chris Duhaime	"	"	"
56	Kim Granbery	982 Leelan T	203 500 2117	kgranbery@gmail.com
57	Gretchen Granbery	"	203 804 2302	ggranbery@gmail.com
58	Matt Hossy	32 SEAVIEW TER.	203-453-8015	hossym@guilfordct.gov
59	Rick Wies	184 RUBEN ST.	203-648-3113	RWIBS@GLGARRA17@ct.gov
60	Amy Backus	22 Wilted Rd	203 314-4209	ajbackus@gmail.com
61	PERRY MARESCA	8 TULL AVE BRANFORD	203-675-1030	pmaresca@Branford-ct.gov
62	Tricia Bohman	15 2nd Ave Branford	203-314-1173	tricia@thphoto.com
62	John McClure	132 Old Quarry Rd	203 231-1714	jmcclure132@gmail.com
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Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting, November 14, 2023

Sign in Sheet

	Name	Address	Phone #	Email
72	Jay Medlyn	710 Leetes Isl Rd	203 889 6385	medlynfarm@aol.com
73	Debra Kay Levi	710 Leetes Rd	203-500-684	music06405@yahoo.com
74	Penny Bellamy	276 Thimble Is. Rd	203-804-1674	pennybellamy@gmail.com
76	Jim & Debbie Bussman	183 Village Pond Rd	203-623-0000	JBUSSE,JB@gmail.com
77	RILEEN O'NEIL	49 Cottage Rd #12 MADISON	203-580-0284	eoerodesigns@gmail.com
78	Rob + Ella Crossiter	BRANFORD		Atterlaine@gmail.com
79	Denise Sokolowski	46 Brookside Dr		DAS090@yahoo.com
80	Ginnette Kiser	5 N REEVES AVE.	203 376 8007	gin_kay@hotmail.com
81	Dana Regett	76 Three Corners Rd		dregett@gmail.com
82	Laurea + Steve Kearney	1 Cornfield Ln	203 457 7017	laurea7777@sbcbglobal.net
83	Harry Haskell	15 Union, Guilford		harryhaskell2@gmail.com
84	JONATHAN KATZ	27 SYBIL CREEK PL BFD	203 641 3373	jkatz@jacobslaw.com
85	Alex Larsson	116 b Linwood Ave	732-551-6689	larsson.srtm@gmail.com
86	Doug Hausladen	119 Olive St Old 11	203 676 8330	douglas.hausladen@gmail.com
87	Susan Flynn	25 Sybil Cr. PL 06405	203-376-7913	susan.flynn2@yahoo.com
88	Deborah Connors	4 Waverly Rd, Branford		twodec@sbcbglobal.net
89	Allen Marks	109 Damoch Rd Bford		amarlesopt@gmail.com
90	PAUL HERMES	181 JANESVILLE GFD	103-643-7108	
91	Barbara Heete	51 Harbor St Bfd	203 488-3667	bleete15@gmail.com
92	Janice Plaziak	41 Crabapple Lane GFD	203-453-0037	plaziakj@guilfordct.gov
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Route 146

CORRIDOR MANAGEMENT PLAN



Public Information Meeting #2

Branford & Guilford | Guilford Community Center | 32 Church Street, Guilford, CT 06437

November 14, 2023 | 6:00pm

Opening Remarks



Route 146
CORRIDOR MANAGEMENT PLAN



Title VI – Your Civil Rights

No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

- Voluntary Post-Meeting Survey:

- <https://portal.ct.gov/ctdotsurvey>



- Civil Rights information:

- <https://portal.ct.gov/DOT/Business/Office-of-Equity/Title-VI-Page>

A recording of this presentation will be posted to YouTube after the event.

Closed captioning—including non-English translation options—will be available after the meeting.





Connecticut Department of Transportation

Title VI Notice to the Public

- ♦ The Connecticut Department of Transportation (CTDOT) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the CTDOT.
- ♦ For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit www.ct.gov/dot
- ♦ A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590
- ♦ A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

Para obter mais informações, ou para auxílio gratuito em outro idioma, ligue para (860) 594-2109

Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109

(860) 594-2109 لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم

Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109

अधिक जानकारी या निःशुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화하십시오

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109



Route 146 Corridor Management Plan (CMP) Public Information Meeting Agenda

- Welcome and Introductions
- Review CMP Purpose and Goals
- Review of Progress Since Last Public Meeting
- Future Strategies
 - Overview
 - Potential Strategies List
- Q & A

Meeting is being video recorded for posting on the Plan website (<https://route146cmp.com/>)



Project Purpose and Goals



Route 146
CORRIDOR MANAGEMENT PLAN



Route 146 Corridor — Branford



Route 146 Corridor — Guilford



Route 146 Corridor Overview

- Designated State Scenic Roadway for nearly All 13 miles, serving several National Register Historic Districts
- Unique and historic road connecting Branford and Guilford to coast of Long Island Sound; historic homes, wildlife habitats, tidal marshes, and scenic views
- Varying land uses—residential mostly in coastal section, with a rural character of roadway and undulating curves throughout
- Nominal 24' wide, with limited shoulders in sections
- State-Designated Bike Route (western section only)
- Parallels/Crosses Amtrak High Speed Railroad and Private Rail
 - 4 Railroad Under/Overpasses and 2 At-Grade Crossings
- Recurring flooding issues along several sections of roadway



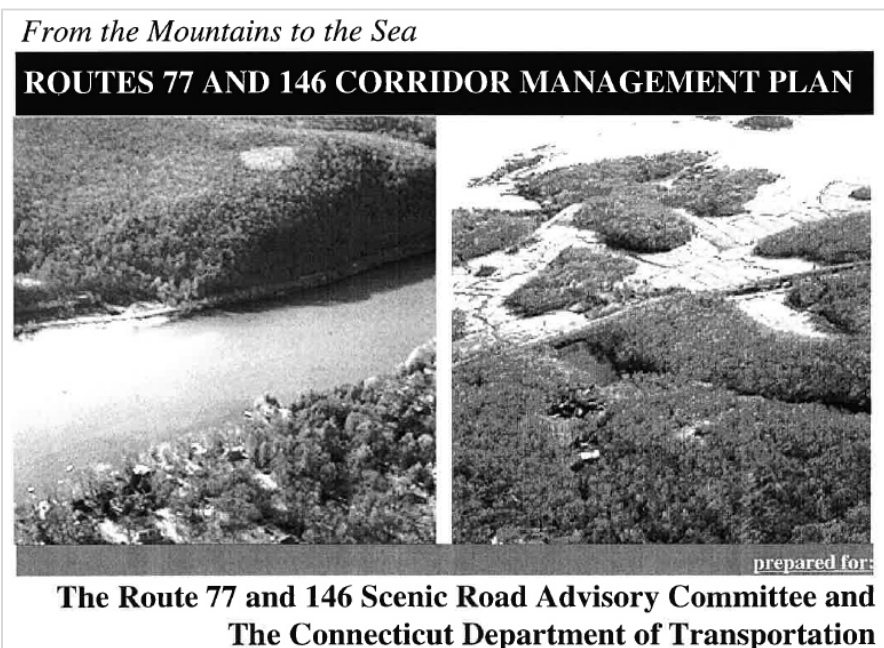
Route 146 Corridor Management Plan Background

What is a Corridor Management Plan?

- Different from a Corridor Study
- Big picture planning-level document
- Land and community the road travels through
- Extensive community engagement
- Focuses on protecting the unique qualities – historic and environmental – that make the corridor special
- Helps guide possible future transportation improvements including for safety, maintenance, and climate resilience (sea level rise, flooding)
- Provides strategies for the future

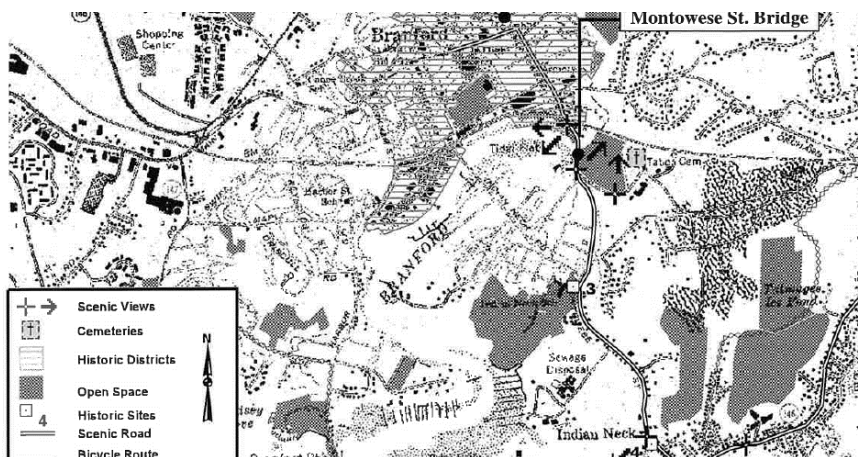


Route 146 Corridor Management Plan Background

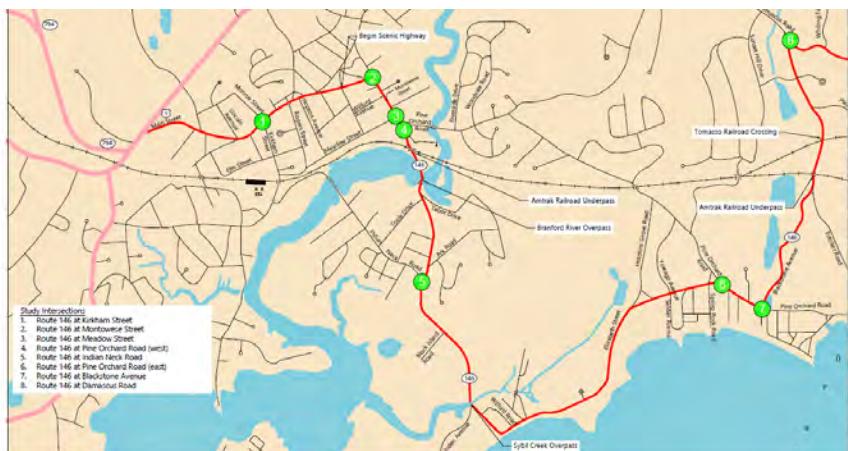
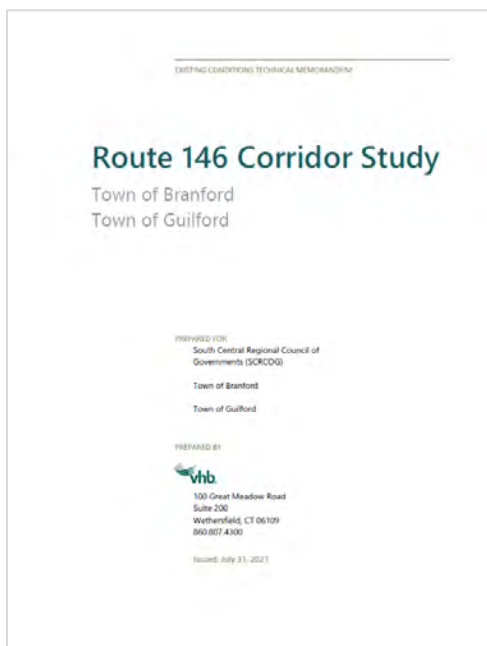


History of Corridor Management in the Corridor

- Original 1996 Corridor Management Plan for Route 146 & 77
 - Vision focused on Preservation
 - Landscapes, open spaces
 - Reduce impact of development
 - Lower traffic speeds
 - Improve bike/pedestrian access



Route 146 Corridor Management Plan Background



How did we get to this CMP?

- Recent Corridor Study
 - Purpose: Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios.
 - Existing Conditions Report produced in 2021
 - A more comprehensive review of the corridor was requested due to its many historical, cultural and environmental resources
 - SCRCOG and state officials agreed to develop new Corridor Management Plan

Route 146 Corridor Management Plan Project Goals

-  Increased safety
-  Involve the community
-  Protect natural and cultural/historic resources
-  Improve bike and pedestrian access
-  Climate and sea level preparedness
-  Preserve intrinsic qualities
-  Maintain infrastructure
-  Establish working group
-  Balance needs and requirements



Project Progress Since April 2023



Route 146
CORRIDOR MANAGEMENT PLAN



April 25, 2023 Public Information Meeting

- Presented overview of project and updated existing conditions for the corridor
- Summary of Public Comments:
 - Flooding is a major issue in many places
 - Pedestrian and bicycle safety is critical
 - Need to manage and reduce speeds of drivers going through the corridor
 - Concerns about quarry truck traffic
 - Need to preserve scenic roadway corridor while still providing a safe road for all



Route 146 CMP – Progress Since Last Public Meeting

- Field Work
- Context-sensitive mapping
- Additional Traffic Data Collection
- Stakeholder interviews
- Two Corridor Working Group Meetings
- Future Strategies Development



Contextual Information

Corridor Characteristics

- Scenic Roadway
- Shoreline Corridor
- Intrinsic Benefits
- Historical Context
- Estuary Vistas
- Undulating Curves
- Roadside Development



Route 146 CMP – Data Collection & Field Work

- Field Work
 - Locations of key features
 - Guiderail
 - Catch basins
 - Culverts
 - Signs
 - Crosswalks
 - Additional Traffic Data Collection



Route 146 CMP – Data Collection & Field Work

- Additional Traffic Data Collection

- More traffic counts conducted in late August
- Two new locations counted:
 - Route 146 at 710 Leetes Island Road/Medlyn Farms (Branford)
 - Route 146 at 444 Leetes Island Road (Guilford) (site of Nov. 2022 bicycle crash)
- Overall takeaways:
 - Higher traffic than previous counts (February 2023)
 - Volume of traffic closer to July 2019 counts, but a little lower
 - Traffic speeds similar to those collected in February
 - Speeds at new locations show significant speeding – confirms police department comments



Stakeholder Interviews

Conducted 8 stakeholder interviews over the spring and summer

- Active Transportation
- Economic Development
- Emergency Management
- Environmental Issues
- Environmental Justice
- Historic & Cultural Resources
- Transportation Safety
- Water-Flooding Issues



Date: Wednesday, July 12, 2023
3:00 pm – 3:45 pm

Place: Remotely Conducted (MS Teams)

Project No: -42441.08

Re: CTDOT Project No: 0175-1608
Route 146 Corridor Management Plan
Emergency Management/Hazard Mitigation Stakeholder
Meeting

ATTENDEES:

Name	Affiliation
Kevin Magee	Guilford Hazard Mitigation Commission
Steve Kops	Guilford Hazard Mitigation Commission
Peter Hentschel	Branford Coastal Vulnerability Ad Hoc Working Group
Thomas Mahoney	Branford Emergency Management
Michael Shove	Guilford Fire Department
David Elder	CTDOT
Daniel Amstutz	VHB

NOTES:

- › Daniel Amstutz opened the meeting. Participants introduced themselves and talked about their organizational affiliation and their interest in the subject of emergency management/hazard mitigation around Route 146. Amstutz gave a brief presentation about the Corridor Management Plan (CMP) project and asked for information about emergency management/hazard mitigation issues to be aware of around Route 146, and where major areas of concern are.
 - David Elder added that while this is a state facility, it serves local purposes. After seeing Route 146 for himself he understood the local opposition to the proposed replacement of the crabbing bridge, as it did not fit in with the nature of the roadway. The CMP will give CTDOT an idea of what governing principles they should use for how to approach road improvements, how to minimize impacts to historic structures, and meet the needs of the communities. The approach is meant to be context-sensitive, minimizing negative aesthetic impacts that result from projects. Flooding and sea level rise are important, and how to address not just flooding at the crabbing bridge but other areas as well; they want to understand the severity of flooding and how long certain areas may be inundated with water.
- › Peter Hentschel noted that coastal flooding and places with "nuisance flooding", combined with sea level rise, may exaggerate flooding in 2050. In places not on state roads, Branford is considering putting in low tide walls to protect low lying areas from general flooding, not necessarily protection from hurricanes or major storms.
 - Hentschel asked – what metric of flooding are you planning for? What scenario? Elder said CTDOT hydraulic engineers use Atlas 14 for rainfall and sea level rise, and factor in addition to that, sea level rise projections from UConn (for 2050). However, they are also designing to an asset design life that may be beyond 2050 (such as a

Stakeholder Interviews

Summary and Takeaways from Stakeholder Meetings:

- Need to engage with Amtrak on constraints of their bridges
- Bicycle/pedestrian safety concerns from most stakeholder groups
- Primary intersections of concern for safety:
 - Main Street & Cedar Street (Branford)
 - S. Montowese at Linden Ave (Lenny's and other restaurants in the area) (Branford)
 - S. Montowese St and Meadow Street (Branford)
 - Leetes Island Road and Moose Hill Road (Guilford)
 - Route 146/Route 77 intersection (Guilford)



Stakeholder Interviews

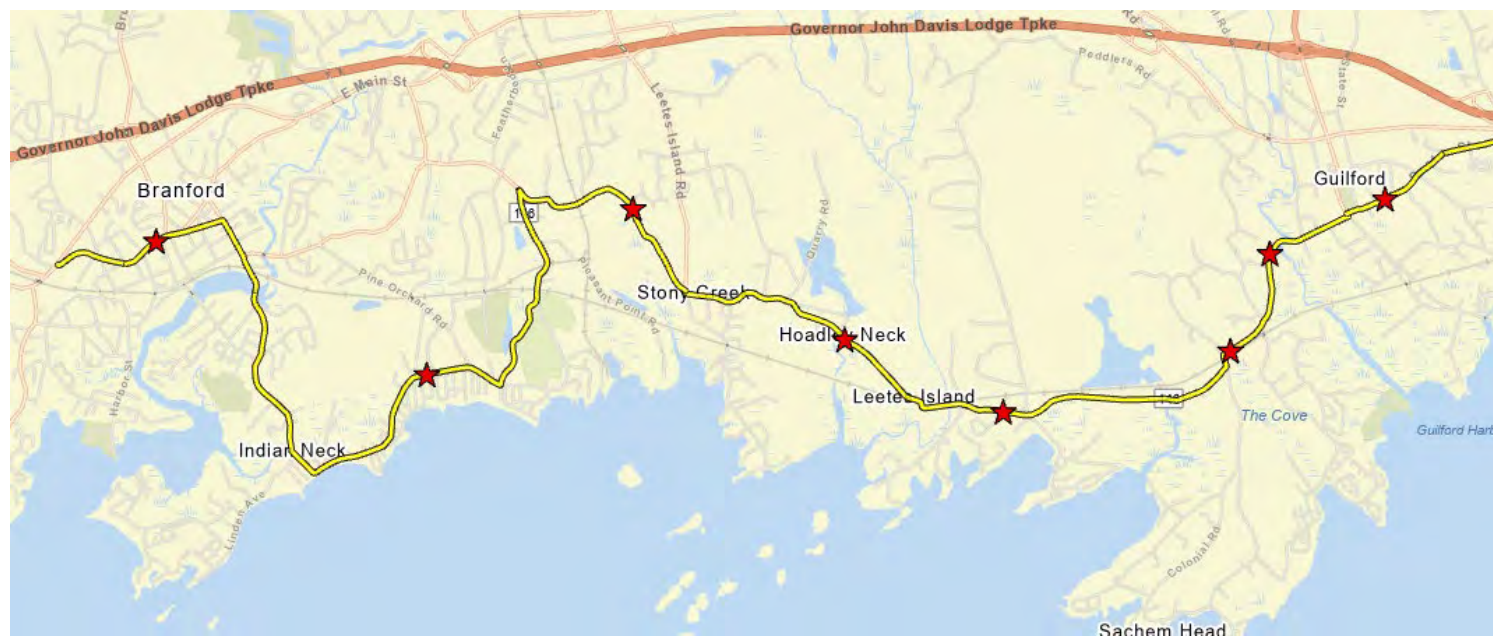
Summary and Takeaways from Stakeholder Meetings:

- Speeding concerns from many stakeholders
- Flooding – issue with Route 146 as evacuation route; tension of hardening vs. retreating from road, etc.
- Recreational aspects, not just hiking, walking and biking, but also fishing and boating
- Concern about maintenance/visibility/width of paved shoulders for biking and walking, general safety
- Tension between preserving historic qualities vs. changes for safety, address flooding, development pressure



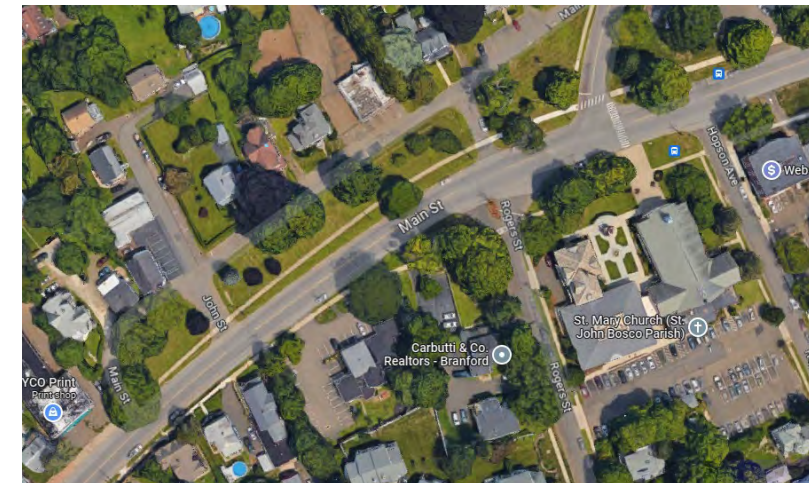
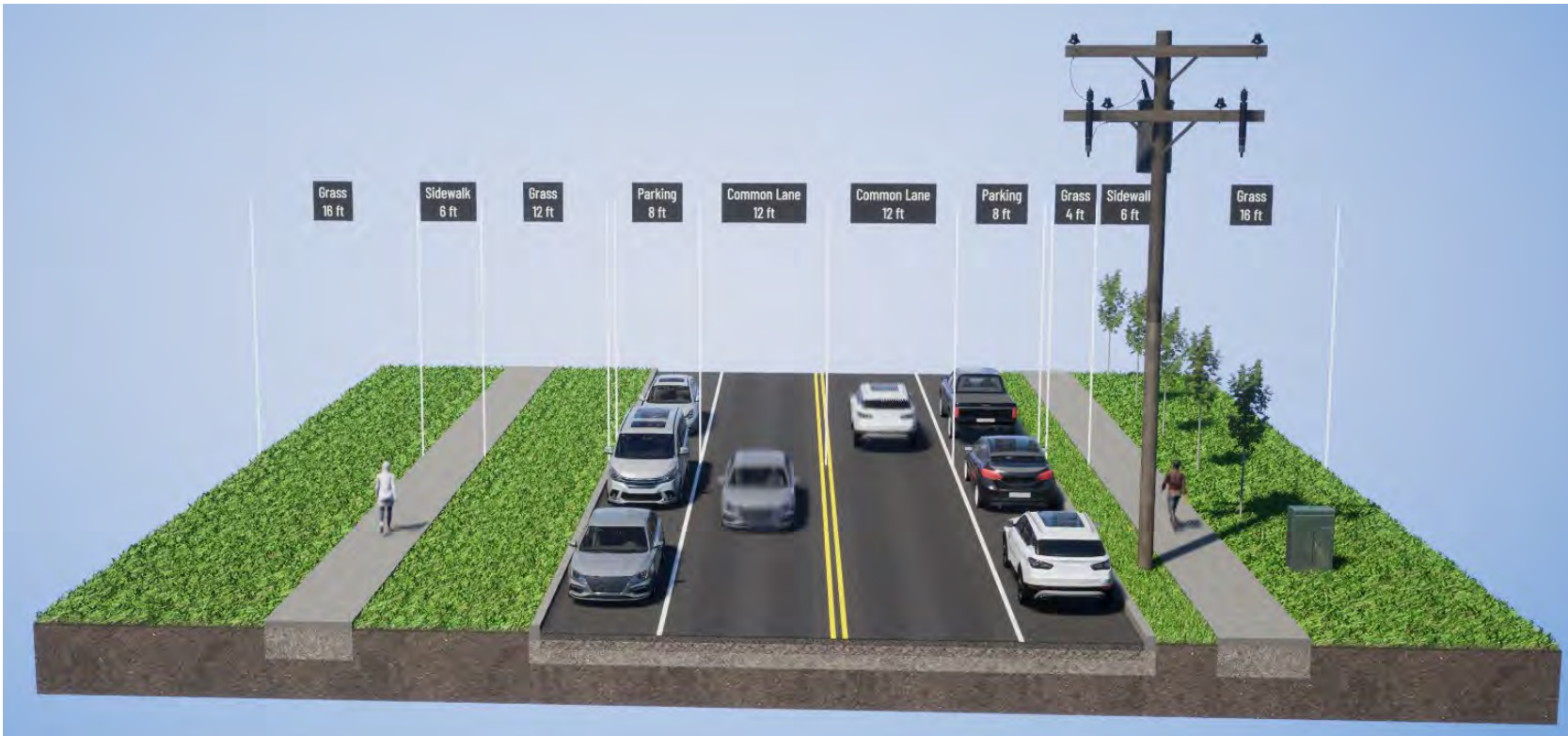
Existing Road Sections Diagrams

- Cross-section diagrams showing Existing Conditions
- Show constraints at 8 Locations:
 - Critical corridor locations (4 per Town)
 - Vegetation
 - Slopes
 - Walls
 - Shoulder widths
 - ROW
- Diversity of conditions along the corridor



Existing Road Sections Diagrams

- Diagram: existing section at Route 146 between John St and Rogers St (Branford)



Route 146 Proposed Strategies



Route 146
CORRIDOR MANAGEMENT PLAN



Future Strategies: Overview

- What are “strategies”?
 - “A plan of action or policy to achieve a major or overall aim”
 - A way to approach future projects so they incorporate specific goals and considerations
 - Not meant to advance specific projects, but guide how potential projects may develop
 - Strategies may involve ways to address existing and future conditions



Future Strategies: Overview

Strategies for corridor management plan to preserve corridor while enhancing safety

Compared to corridor study improvements – to address deficiencies

- These are potential strategies being considered for inclusion in the final plan
- Conceived as a result of field work, interviews, public comments, discussions with CTDOT, professional judgment, and extensive input from Corridor Working Group
- Combined everything to develop potential strategies proposed here

Future Strategies: Themes

- Overall Strategy Framework: Preserve and protect the unique, intrinsic qualities of Route 146 Corridor in Branford and Guilford
- Strategy Themes:
 - A. Flooding & Sea Level Rise Management
 - B. Bicycle/Pedestrian Access & Safety
 - C. Speed Management
 - D. Roadside Safety
 - E. Intersection Safety
 - F. Maintenance Enhancements
 - G. Environmental and Historic Preservation



Future Strategies

A. Flooding & Sea Level Rise Management

- Flooding is a frequent occurrence in certain areas
- Storms, high tides, heavy rainfall
- Predicted to get worse with 20" of sea level rise over next 20 years
- Some things may be treatable within the right-of-way, while other flooding may come from outside the right-of-way



Future Strategies

A. Flooding & Sea Level Rise Management (cont'd)

- Potential Strategies:

- **A.1:** Review flooding area locations for site-specific context to determine most appropriate flood mitigation improvements
- **A.2:** Review evacuation route strategy to find ways to get around flooding, such as developing more north/south access to Route 1 or designating other existing roads to be evacuation routes
- **A.3:** Identify issues at water bridges and culverts to understand local flooding and review need for raised bridges, larger culverts, etc
- **A.4:** Railroad underpass strategies that are unique to these bridges:
 - A.4.1: Evaluate the current state of the underpasses – how old the bridges are, are they in a state of good repair, when may they be replaced – to determine timeline for potential changes/improvements
 - A.4.2: Work with Amtrak on long-term solution to low clearance/narrow bridges and flood problems

Future Strategies

B. Bicycle/Pedestrian Access & Safety

- Variety of land uses and demand
- Different parts of the road call for different strategies
- Town greens/built up areas will have different needs than low-density areas
- CTDOT must consider and include bicycle and pedestrian infrastructure in future road projects



Future Strategies

B. Bicycle/Pedestrian Access & Safety (cont'd)

- Potential Strategies:
 - **B.1:** Review connectivity along the road for walking and biking to improve overall access for bicyclists and pedestrians
 - **B.2:** Review alternative routes for bicyclists and pedestrians in the most constrained sections for access
 - **B.3:** Reduce vehicle speeds to improve bike and pedestrian safety
 - **B.4:** Review pavement/shoulder space available along the road to provide space for biking and walking, especially in constrained areas
 - **B.5:** Evaluate railroad underpasses for bicycle/pedestrian improvements and access



Future Strategies

C. Speed Management

- Office of the State Traffic Administration (OSTA) approves speed limits
- OSTA process being updated to also look at contextual and land use elements for target speed setting
- Traffic calming devices being tested on state roads (such as raised crosswalks)
- Automated speed enforcement – new legislation allows in some instances, requires adoption by municipalities



Future Strategies

C. Speed Management (cont'd)

- Potential Strategies:
 - C.1: Work with the Local Traffic Authority (LTA) on speed limit revisions to submit to the Office of State Traffic Administration (OSTA)
 - C.2: Review applicability of traffic calming devices in areas of concern using the Federal Highway Administration (FHWA) traffic calming toolbox
 - C.3: Review applicability of recent legislation allowing for automated speed enforcement



Future Strategies

D. Roadside Safety

- Much existing barrier protection does not meet current standards and would not stand up to a crash
- Local weather conditions degrade materials quickly – limits type of guiderail due to maintenance
- Merritt Parkway rail designed only for that roadway; would not hold up under coastal conditions



Future Strategies

D. Roadside Safety (cont'd)

- Potential Strategies:
 - **D.1:** Review alternatives to standard CTDOT guiderail (W-beam barrier protection) that can be considered. These include:
 - D.1.1: Box Beam Rail
 - D.1.2: Cable guiderail with steel posts
 - D.1.3: Other alternative guiderail products as they become available in the future
 - **D.1:** Consider development of a roadway-specific guiderail detail for Route 146



Future Strategies

E. Intersection Safety

- CTDOT Traffic to be involved
- Identify issues with crossings, sightlines, speed
- Some cross-over with Speed Management
- Potential Strategy:
 - E.1: Review intersection sightlines, crossing distances, origins and destinations of bicycle/pedestrian travel at key intersections, and other operational or safety issues at intersections of concern



Future Strategies

F. Maintenance Enhancements

- Shared responsibility between CTDOT and Towns and adjacent property owners
- CTDOT Maintenance performs mowing along the roadway twice a year
- Cannot conduct invasive plant management under their permit for general maintenance
- Larger projects could involve invasive plant management



Future Strategies

F. Maintenance Enhancements (cont'd)

- Potential Strategies:
 - F.1: Confirm right-of-way boundary lines for the entire corridor to determine the extent of CTDOT property for maintenance and other potential projects
 - F.2: Review potential for maintenance enhancements for mowing, plant management, sweeping shoulders, and other mitigation that could be included in special projects
 - F.3: Review maintaining historical and unique environmental elements along the roadway, including stone walls, rock outcroppings, ledge, and other historic walls
 - F.4: Review maintaining mature trees along the roadway within the right-of-way to keep the wooded feel of the road
 - F.5: Review potential for improved invasive plant management with DEEP



Future Strategies

G. Environmental and Historic Preservation

- Natural resources, scenic vistas, and historic nature of corridor make up much of its intrinsic quality
- State Scenic Road with additional protections if changes are proposed
- Zoning regulations and design review to protect historic character of built environment



Future Strategies

G. Environmental and Historic Preservation (cont'd)

- Potential Strategies:
 - **G.1:** Encourage the Towns of Branford and Guilford to consider enhancing zoning overlays or other land use regulations to further protect the Route 146 roadway from development that is out-of-character with the scenic road
 - **G.2:** Encourage revitalization of the local Scenic Roads Advisory Committee in Branford and Guilford



Project Schedule and Q & A



Route 146
CORRIDOR MANAGEMENT PLAN



Route 146 CMP – Schedule

- **Fall 2023/Winter 2024**

Public Survey

Future Strategies Refinement

- **Spring 2024**

Finalize Corridor Management Plan

Public Meeting to review final plan

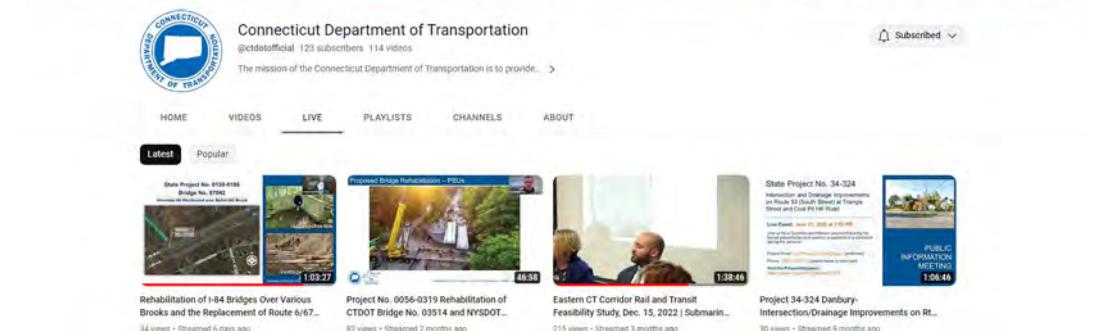
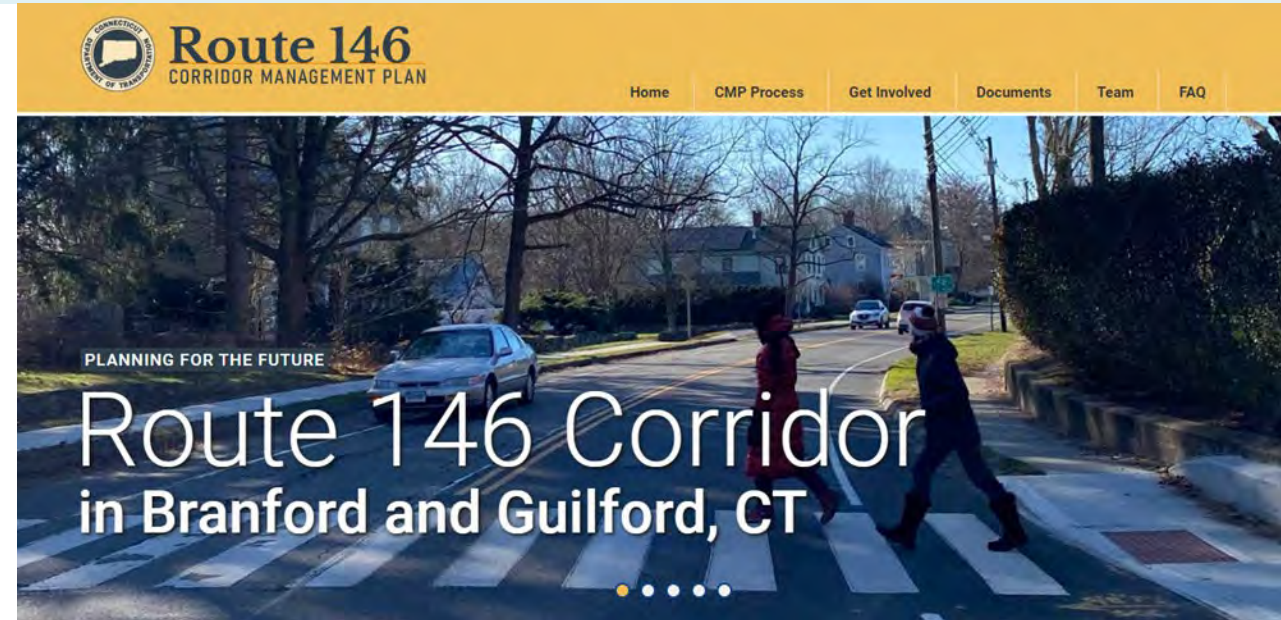


Route 146 Corridor Management Plan Feedback - TODAY

- Study website (<https://route146cmp.com/>)
 - Google/Bing **Route 146 CMP**
- Project Email: DOT.Route146@ct.gov
- Written Comment Forms

Public Input Format TODAY

- Come to Podium, Name, Affiliation (if any) and question/comment
- Be sure to speak to microphone for recording purposes



Route 146 Corridor Management Plan Adjournment

- Study website:
<https://route146cmp.com/>
- Project Email:
DOT.Route146@ct.gov
- Written Comment Forms



Thank you Town of Guilford for recording this meeting!

THANK YOU!





Meeting Notes

Date: Tuesday, April 23, 2024
6:30 pm – 8:30 pm

Place: Branford Fire Headquarters
45 North Main Street
Branford, CT 06405

Re: CTDOT Project No.: 0175-1608
Route 146 Corridor Management Plan
Public Information Meeting #3

Project No.: 42441.08

- › This meeting was conducted as an in-person meeting at the Branford Fire Headquarters in Branford, CT. Approximately 60 people attended the meeting, including staff from CTDOT, SCRCOG, VHB, Town of Guilford, and the First Selectmen of Branford and Guilford. The meeting was recorded by Branford Community Television and was posted to their YouTube Channel and linked to the project website. The recording of the meeting can be found at <https://route146cmp.com/get-involved.html> and <https://www.youtube.com/live/DKoYMJKxCmE>.
- › David Elder, Assistant Planning Director and Project Manager at CTDOT, opened the meeting. He recognized the First Selectmen of Branford and Guilford and welcomed them to make initial remarks.
 - Jaime Cosgrove, First Selectman of the Town of Branford, welcomed attendees to the meeting. He noted that Route 146 defines the two towns in many ways and connects the two Greens of the towns. He thanked those who had participated in the Corridor Management Plan process and acknowledged that there are many issues to be addressed on Route 146.
 - Matt Hoey, First Selectman of the Town of Guilford, said he heard a lot of optimism about how the project is going. The things that people care about will be considered in the plan and things are going in the right direction. He thanked everyone for their efforts and encouraged the audience to speak up.
- › Elder noted the members of the Corridor Working Group who have been advising the project and introduced the consultant team from VHB and CTDOT staff. Elder also read the CTDOT Title VI – Civil Rights notice to the public. He also introduced Bob Yaro, a member of the Corridor Working Group, to say a few words.
 - Yaro thanked CTDOT for paying attention to the public and noted the strategies reflect many conversations with stakeholders and the public over the past year. He said it is important for people to consider and make sure the strategies presented match with what people want for the corridor. Public safety and quality of life are critical for people in the corridor, as well as dealing with flooding issues. The plan will guide future actions taken by CTDOT and will offer non-binding recommendations to the towns as well. There will be opportunities for additional input as the process wraps up.
- › Dan Amstutz, Senior Transportation Planner with VHB, provided a presentation regarding the project strategies and the outline for the upcoming plan document. He reviewed the agenda for the meeting and the broader context of the project, as well as the overall goals for the plan and the study area boundaries. The next portion of the presentation

identified the project purpose and goals and reviewed progress since the previous public meeting on November 14, 2023 including additional Corridor Working Group meetings and a public survey on the draft strategies for the plan. More than 800 comments on the strategies were collected through the public survey. The major focus of the presentation was the overview of the future strategies to address the different elements of the CMP, and any changes since the November public meeting. The strategy areas identified include:

- A. Flooding and Sea Level Rise Management;
- B. Bicycle/Pedestrian Access & Safety;
- C. Speed Management;
- D. Roadside Safety;
- E. Intersection Safety;
- F. Maintenance Enhancements; and
- G. Environmental And Historic Preservation.

- › Changes to these strategies as a result of the public comments and consultation with the Corridor Working Group include:
 - Updates to the Speed Management Theme to provide more speed limit information, more information on traffic calming, updated text about speed camera enforcement, and areas of persistent speeding identified in the Existing Conditions.
 - Added intersections called out in public comment.
 - Minor updates to some sections to capture different comments.
 - Added two new strategies to Environmental and Historic Preservation: G.3, Enhance intrinsic qualities, and G.4 Collaborate to preserve key open spaces.
- › Amstutz went over the changes to the strategies in more detail.
- › Joe Baskus (VHB) shared a summary of traffic calming strategies which are applicable and contextual to the corridor. He emphasized strategies to enhance bicycle and pedestrian safety, particularly the extension of sidewalks on South Montowese Street in Branford, as well as options for speed tables and raised crosswalks.
- › Amstutz completed the presentation by reviewing the main components of the Corridor Management Plan document and the next steps for completing the plan. An additional 45-day public comment period will be available once the draft document has been released. The goal is to publish the final document by late summer.
- › The slides for the presentation are available on the project website, www.route146cmp.com.
- › David Elder then opened the meeting for public comments and questions.
 - John Prince of Branford asked about dynamic signage, Rectangular Rapid Flashing Beacons (RRFB's), variable speed signs, "something more in your face" especially for bicycle and pedestrian safety. Baskus responded that these strategies are part of speed management.
 - John Harwell of Branford's Representative Town Meeting (RTM) asked about the role of the Local Traffic Authority (LTA) for changes to speed limits on State roads. Elder noted that the State DOT maintains signage and speed limits but also listens to input from the LTA.

- Virginia Corbiere of Guilford suggested that the public should be very clearly notified. She observed that the project has not made headlines and that projects of this size have change orders. She inquired how the public will be notified during the National Environmental Policy Act (NEPA) phase. She also asked about federal regulations and impacts on wetlands and culvert areas, specifically if there would be a cultural resource evaluation. She noted the subtleties and expertise required by the federal Endangered and Threatened Species Act. She expressed her concern regarding the salt marsh areas and endangered species within and adjacent to the Route 146 corridor.
 - Elder responded that DOT and the consultant team have compiled a large email list for notifications during the project duration. The Corridor Management Plan (CMP) is a study that requires as wide a participation as possible. He noted that there will be a 45-day comment period with an ad in local newspapers following the submission of the draft CMP to the DOT.
- John Grathwall of Branford suggested a compendium of federal grant resources, especially to deal with sea level rise and climate change. He noted the importance of access to federal funding following natural disasters. Elder stated that the DOT has added staff to address opportunities to respond to federal Notices of Funding Opportunities (NOFO's).
- Lauren Brown of Branford emphasized the importance of collaboration with local land conservation trusts in Strategy G.4 and asked for more information on Automated Speed Enforcement. Balskus explained what it is and that it is a new option for towns to use as recently allowed by state law.
- Tony Abbott of Guilford inquired if there had been liaison with the Guilford Land Trust and Branford Land Trust. He noted that the land trusts may be the largest owners of abutting land to the Route 146 corridor. Dave Elder agreed that this was a good idea. Spencer Meyer, of the Guilford Land Trust, noted that Lauren Brown who spoke previously is on the Branford Land Trust and both Trusts had been engaged with the project. Janice Plaziak, Town Engineer of Guilford, also pointed out that having the reference for protection of properties for conservation and for the corridor could help the land trusts with grant writing for land acquisition.
- Steve Wolfson of Guilford expressed concern regarding pedestrian and bicyclist safety in the vicinity of Moose Hill Road at westbound Route 146. He had previously mentioned the hazardous condition at this location due to limited sight distance at the April 2023 public meeting and was dismayed that no action had been taken to date. Balskus noted that looking at intersections where safety concerns have been shared was incorporated into the strategies and this intersection is called out as a potential priority.
- Abigail Adams of the Branford Representative Town Meeting (RTM) emphasized the need for enhancement of pedestrian and bicycle safety, specifically the installation of sidewalks on South Montowese Street in Branford. She was interested in speed tables and crosswalks for this area.
- Michael Pascucilla of the East Shore District Health Department, and Guilford resident, suggested that an exclamation point should be put on pedestrian safety and bike paths as these will help protect the public and improve public health. Elder pointed out that CTDOT now has an Engineering Directive that requires bicycle and pedestrian accommodations in new state transportation projects and this will help address pedestrian and bike safety.

- Donna Laich of Branford noted she lives on Route 146 observed that traffic very bad, and is concerned about safety for people biking and walking. She noted the success of the Edgewood Avenue cycle track in New Haven in providing a safer environment for cyclists.
- Kathy from Branford echoed the comments on the need for sidewalks for South Montowese Street. She identified the activity in the Indian Neck area, such as restaurants and beaches, as justifying greater investment in pedestrian facilities around here.
- Janet McClure of Guilford noted that many sections of Route 146 are not currently wide enough to allow safe bicycle use; it is very dangerous. Drivers need to slow down. People should be ticketed more, because they will change their behavior if it costs them money.
- Perry Maresca, Economic Development Director of Branford, is also in favor of preserving open space. He agreed with previous comments that specific attention should be given to improving conditions on South Montowese Street between Indian Neck Ave and Limewood Ave, especially for pedestrians. It's important that people can safely get to the businesses on South Montowese. He also noted that the Atlantic Wharf project near Meadow Street is going ahead.
- Tracy Everson of Branford and Representative Town Meeting member noted that she had originally pushed for the Roadway Safety Audit (RSA) to be undertaken by CTDOT. She asked if the RSA will be included in the CMP. Elder said the countermeasures in strategies such as traffic calming are part of the CMP but not the RSA recommendations directly. She commented that new sidewalks identified in the RSA will make a big difference for South Montowese.
- Louis Mackall of Guilford observed, "anything you do will [to the Route 146 roadway] will make it less charming" and raised concerns about the impact of flood mitigation on the scenic qualities of the road. He also asked if the traffic lanes could be narrowed to 10' and to provide better maintenance of the paved shoulders. Elder noted that the Corridor Working Group had looked into the issue of narrowing lanes and due to the truck traffic on the road the travel lanes should be at least 11' wide.
- Donald Priest of Branford said the Branford Wastewater Treatment facility is right off Route 146 and there are many large trucks going to and from here that need to use Route 146.
- John Herzan of Branford noted that he used to work for the State Historic Preservation Office and noted that the Route 146 Historic District includes historic properties abutting Route 146 but is not shown properly on the map in the presentation. Elder said the district boundaries would be confirmed for the final plan.
- Laura Francis of the South Central Regional Council of Governments (SCRCOG) stated that distracted drivers and other risky driver behaviors were the cause of about 40% of traffic crashes nationally and suggested the importance of warning signage and devices to increase driver awareness. She also noted that SCRCOG is now hiring for a full time safety professional who will promote safety in the region.
- Spencer Meyer of Guilford asked about process for implementing the strategies from the plan. Elder noted there are CTDOT district-wide programs to look at safety countermeasures and Route 146 will be included as part of that review. In addition, it is important to complete the plan and have everyone on the same page before making improvements. CTDOT will also look and see what kinds of projects would be applicable to Route 146 in the future.

Place: Branford Fire Headquarters
Date: 6:30 pm – 8:30 pm
Ref: 42441.08
Page 5

- A resident of Branford stated that it was important to slow down traffic on Route 146 and asked about narrowing lanes. Elder noted that 11' lanes is the CTDOT standard and they would narrow lanes to this width.
 - John Price suggested having a safety campaign to alert people about bicycle and pedestrian safety along the corridor and putting green pavement on the roads for bike lanes.
 - Barbara, a resident of Guilford, said it is important to slow drivers down on Route 146 as they approach Moose Hill Road – they are going much too fast on the straightaway before.
 - A resident said she had seen signs advising drivers that they need to give space to pass bicyclists in Florida and thought those could be used here as well.
- › David Elder thanked everyone for attending the meeting and noted people can still comment, and there will be a 45-day public comment period for the draft CMP document.
- › The meeting was adjourned at 8:30 pm.



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Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting, April 23, 2024

Sign in Sheet

	Name	Address	Phone #	Email
1	John Hartwell	42 Quarry Dock Rd	203 216 1425	johnhartwell@gmail
2	Bill Chapin	280 Carter Rock	203-671-3386	billchapinpt@icloud.com
3	Joseph Inguanti	536 Leetes Isl Rd		inguanti.j1@southernct.edu
4	John Grathwohl	54 Spring Rock Rd	917 754 6719	jgrathwoh@gmail.com
5	Janice Plaziak	41 Crabapple Lane Gt	203-453-8037	plaziakj@guilfordct.gov
6	Perry Maresca	8 7th Ave	475-837-3622	pmaresca@branford-act.gov
7	Donald Turner	124 S Montbrowes		Bpr.1@suet.net
8	LOUIS MACKALL	135 UFFETES Lse	203 415 6163	RPK13@ME.COM
9	PATRICIA KUNDIENOT	295 CLAP BORN	203 415 6988	MACKALL@MAC.COM
10	Virginia Corbierre	102 Indian Cove Rd	203 543 8499	VCORBIERE@CORBIERE.COM
11	Cathy Dziekan	124 S. Montbrowes St	203 824 4125	cdziekan@gmail.com
12	Henny Dziekan	" " "	203 215 2315	hsdziekan26@ " "
13	Eva Deane	21 Spencer Ave		
14	Peter Burns	Guilford		
15	Red Shaw	52 Ledgeview Dr	203/859-2362	rtsgraphic3@hotmail.com
16	Debra Levitt Medlyn	710 Leetes Island Rd	203 500-6846	
17	Jay Medlyn	710 Leetes Island Rd	203-889-6385	
18	Wally Hapo	38 Wilford Rd	860 983 6666	wallyhapo@Aer.com
19	John Prins	63 Parish Farm Rd	203 623 6191	jprins@gmail.com
20	Chris Willems	252 Harbor St	203 645 0557	Chris.willems@me.com
21	Donna Hatch	101 Linwood Ave	203-915-1381	dlatch39@gmail.com
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Route 146

CORRIDOR MANAGEMENT PLAN

Route 146 Corridor Management Plan Public Information Meeting, April 23, 2024

Sign in Sheet

	Name	Address	Phone #	Email
37	Karyl Leitch	230 Mill Creek Rd	803-482-3772	KarylLeitch1@aol.com
38	Tracy Everson	23 Mill Creek Rd	203-979-4936	everson54me@gmail.com
39	PAUL THOMPSON	811 Leetes Island Rd	917-374-3062	foto57@earthlink.net
40	Yaro Yano	715 Leetes Island Rd	917-797-6906	yano@ipenn.edu
41	Lauren Brown	35 Flying Pt. Rd Bld	203-315-0782	lauren-brown@comcast.net
42	John Herzau	" "	" "	johnherzau@gmail.com
43	JOHN DILLON	64 BOSTON ST	203-453-1234	JTD50@AOL.COM
44	Deborah + Tony Abbott	161 DUNK ROCK RD	203-453-5836	abbott8@mindspring.com
45	Judy Miller	1 Indian Neck	203-569-8333	judithmillerp@aol.com
46	MARK GAYMAN	16 Threlkeld Rd	203-671-0047	mlg110@columbiarail.com
47	MELANIE GINTER	Summer Island		ginterela79@gmail.com
48	Doreen Flink	Columbia Rd	203-458-0426	
49	Matt Hoey	32 Sequoia Ter	203-453-8015	hoeym@guilfordct.gov
50	Jamie Casagare	27 Parish Farm Rd	203-915-4824	jcasagare@Branford-ct.gov
51	David Mood	Branford		
52	Laura Francis	SCROG	on file	
53	Spencer Meyer	Guilford Land Trust		spencer-meyer@gmail.com
54	Tim Sperry	22 Broad St. Guilford		sperryt55@gmail.com
55	Burkhard Ricciardi			
56	Janet McMillan	132 DUNQUARY RD	203-231-1717	janetmc532@gmail.com
57	Steven Wolfson	1 Moose Hill Rd	203-671-4111	stewolfson@gmail.com
58	PETER HENTSCHEL	285 THIMBLE ISLAND RD	860-558-3747	PETERH@TECTONIC.COM
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Route 146

CORRIDOR MANAGEMENT PLAN

April 23, 2024

Public Information Meeting #3

Branford Fire Headquarters
45 N. Main Street
Branford, CT 06405





Opening Remarks



Title VI – Your Civil Rights

No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

- Voluntary Post-Meeting Survey:

- <https://portal.ct.gov/ctdotsurvey>



- Civil Rights information:

- <https://portal.ct.gov/DOT/Business/Office-of-Equity/Title-VI-Page>

A recording of this presentation will be posted to YouTube after the event.

Closed captioning—including non-English translation options—will be available after the meeting.





Connecticut Department of Transportation

Title VI Notice to the Public

- ♦ The Connecticut Department of Transportation (CTDOT) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the CTDOT.
- ♦ For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit www.ct.gov/dot
- ♦ A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590
- ♦ A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

Para obter mais informações, ou para auxílio gratuito em outro idioma, ligue para (860) 594-2109

Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109

(860) 594-2109 لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم

Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109

अधिक जानकारी या निःशुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화주십시오

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109



Public Information Meeting Agenda



- Welcome and Introductions
 - Review CMP Purpose and Goals
 - Review of Progress Since Last Public Meeting
 - Results of Draft Strategies Public Survey
 - Finalized Strategies
 - Traffic Calming Overview
 - Final CMP Document Overview
 - Q&A
-
- Meeting is being video recorded by Branford Community TV for posting on the Plan website (<https://route146cmp.com/>)





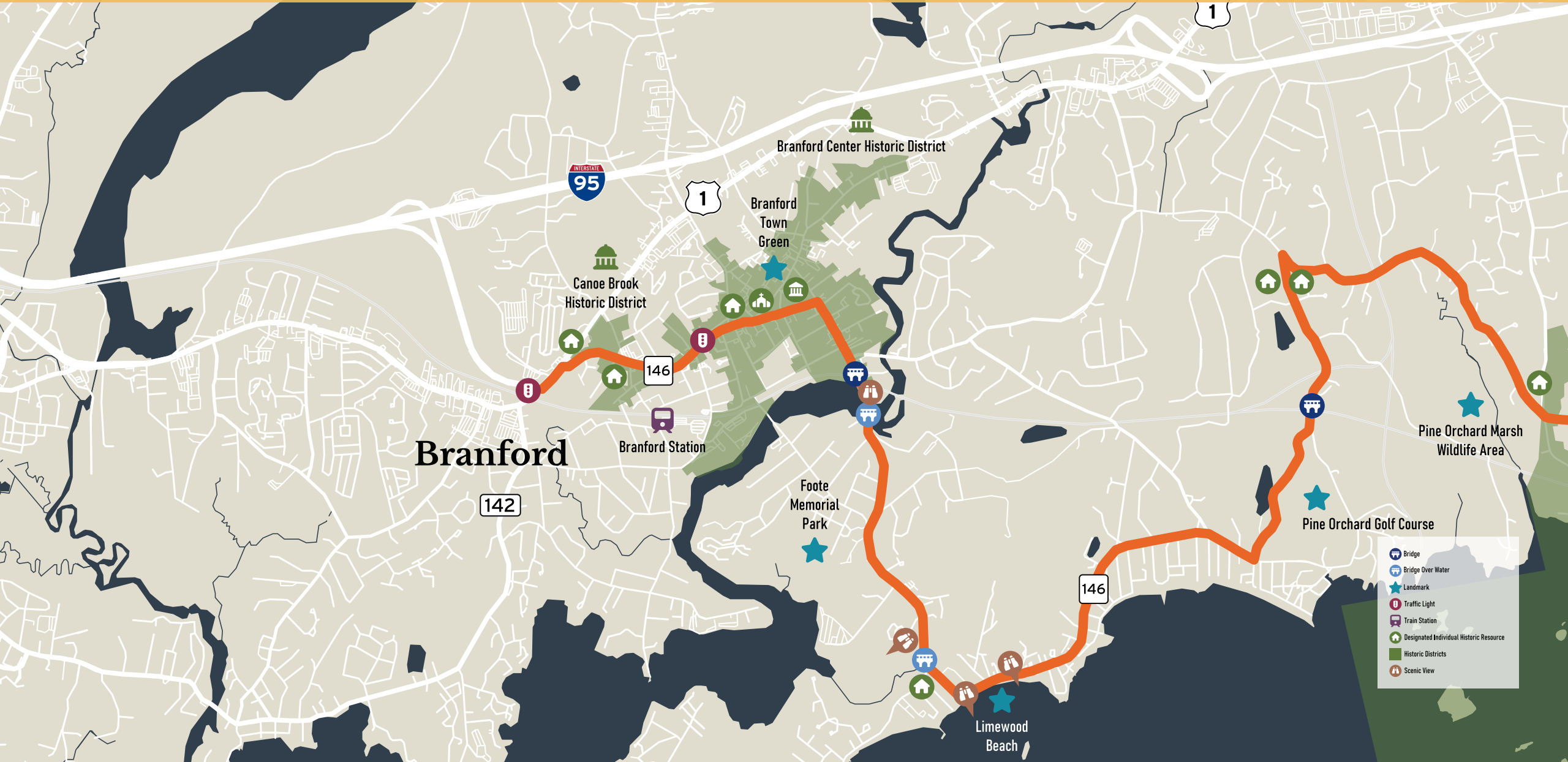
Corridor Management Plan Purpose and Goals





Route 146

CORRIDOR MANAGEMENT PLAN

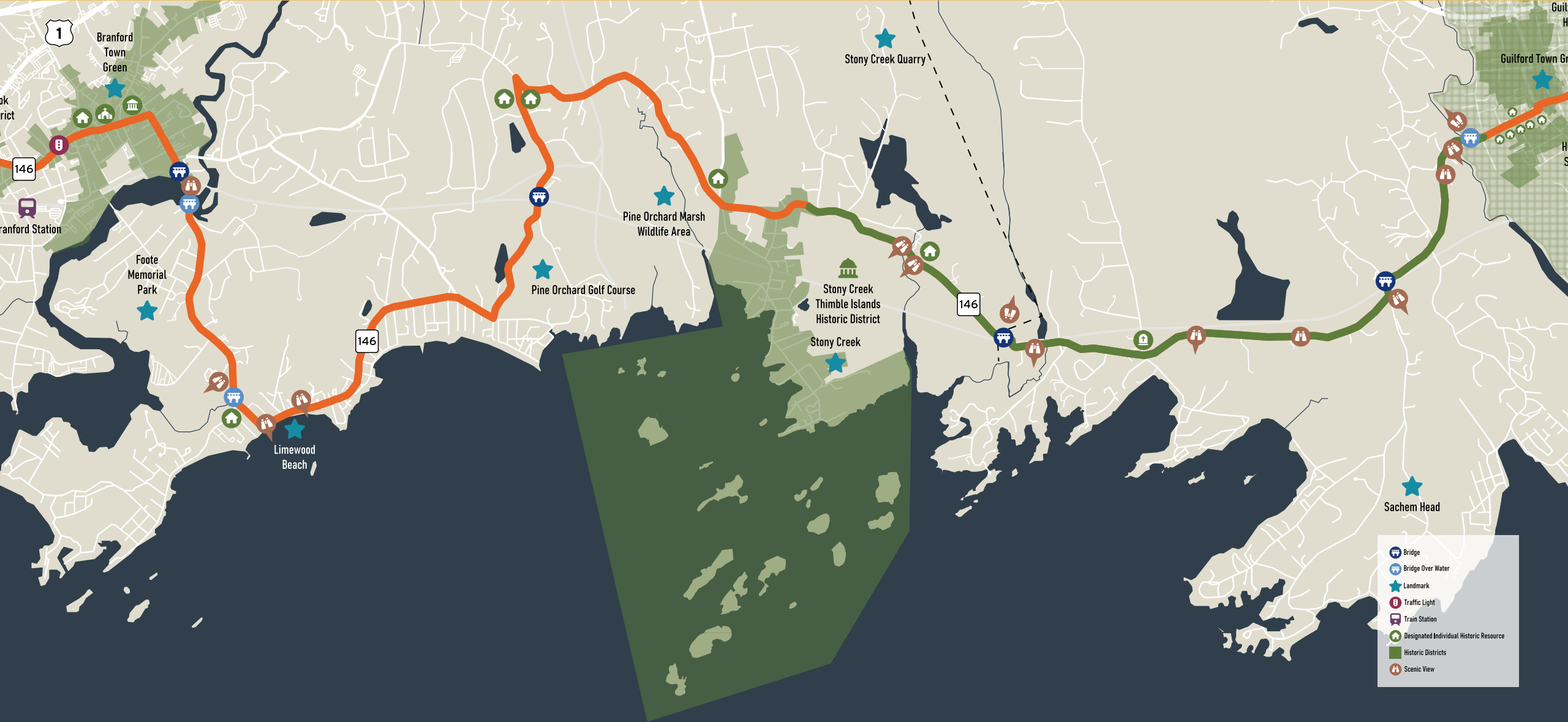




Route 146

CORRIDOR MANAGEMENT PLAN

Branford Center Historic District



- Bridge
- Bridge Over Water
- Landmark
- Traffic Light
- Train Station
- Designated Individual Historic Resource
- Historic Districts
- Scenic View



- Bridge
- Bridge Over Water
- Landmark
- Traffic Light
- Train Station
- Designated Individual Historic Resource
- Historic Districts
- Scenic View



Route 146 Corridor Overview



- **Designated State Scenic Roadway for nearly All 13 miles, serving several National Register Historic Districts**
- **Unique and historic road connecting Branford and Guilford to coast of Long Island Sound; historic homes, wildlife habitats, tidal marshes, and scenic views**
- **Varying land uses—residential mostly in coastal section, with a rural character of roadway and undulating curves throughout**
- **Nominal 24' wide, with limited shoulders in sections**
- **State-Designated Bike Route (western section only)**
- **Parallels/Crosses Amtrak High Speed Railroad and Private Rail**
 - 4 Railroad Under/Overpasses and 2 At-Grade Crossings
- **Recurring flooding issues along several sections of roadway**



Route 146 Corridor

What is a Corridor Management Plan?



- Different from a typical CTDOT Corridor Study
- Big picture planning-level document
- Land and community the road travels through
- Extensive community engagement
- Focuses on protecting the unique qualities – historic and environmental – that make the corridor special
- Helps guide possible future transportation improvements including for safety, maintenance, and climate resilience (sea level rise, flooding)
- Provides strategies for the future

Route 146 Corridor

History of Corridor Management

- **Original 1996 Corridor Management Plan for Route 146 and 77**
 - Vision focused on Preservation
 - Landscapes, open spaces
 - Reduce impact of development
 - Lower traffic speeds
 - Improve bike/pedestrian access

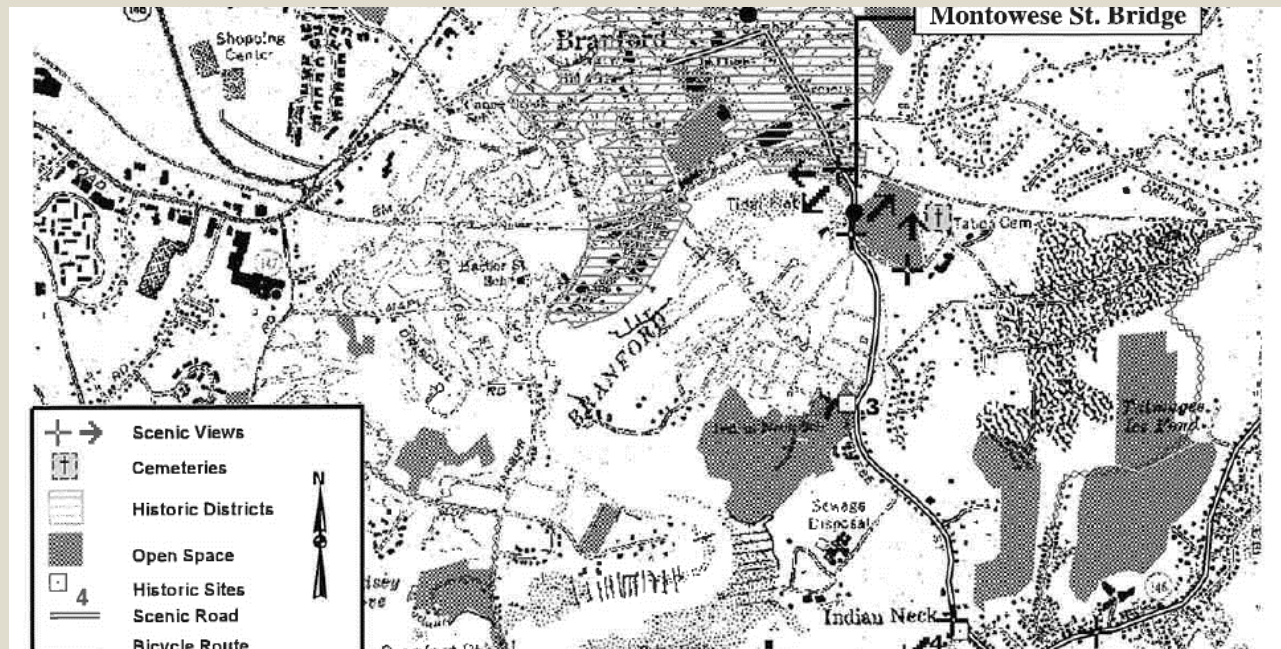
From the Mountains to the Sea

ROUTES 77 AND 146 CORRIDOR MANAGEMENT PLAN



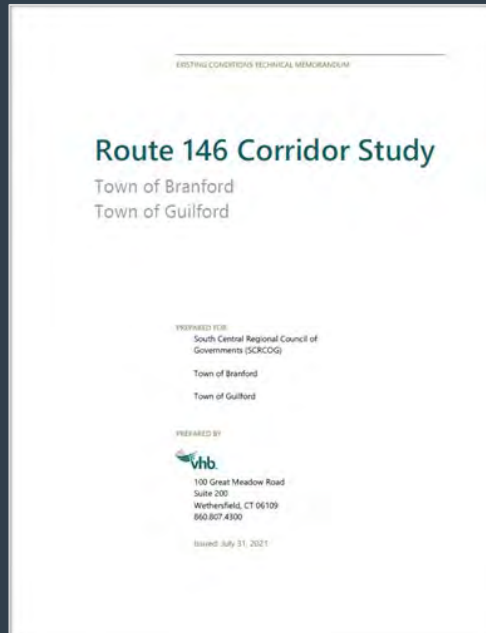
prepared for:

The Route 77 and 146 Scenic Road Advisory Committee and
The Connecticut Department of Transportation



Route 146 Corridor

How Did We Get to This CMP?



- **Recent Corridor Study**
 - Purpose: Evaluate existing conditions for roadway, amenities and land use, evaluate impacts of roadway flooding and sea level rise, traffic calming, future development, traffic volumes, historic and scenic impacts, evacuation routes and possible alternate scenarios.
 - Existing Conditions Report produced in 2021
- **A more comprehensive review of the corridor was requested due to its many historical, cultural and environmental resources**
- **CTDOT develops new Corridor Management Plan**





Route 146 Corridor Project Goals



**Increased
safety**



**Involve the
community**



**Protect natural and
cultural/historic
resources**



**Improve bike and
pedestrian access**



**Climate and sea
level preparedness**



**Preserve intrinsic
qualities**



**Maintain
infrastructure**



**Establish
working group**



**Balance needs
and requirements**



Project Progress Since November 2023



November 14, 2023 Public Meeting Overview



- **Presented draft CMP strategies**
- **Summary of Public Comments:**
 - Almost half about bicycle/pedestrian concerns - need for sidewalks, protection and separation of bicyclists/pedestrians
 - Slowing down traffic to protect bicyclists/pedestrians
 - Suggested use of speed cameras
 - Speeds impacting intersection safety
 - Narrowing travel lanes
 - Addressing and designing for increased flooding
 - Need to increase size of drainage pipes
 - Protecting historic roadway while improving safety & resilience
 - Prioritization of CMP recommendations & speed of implementation
 - Reduce truck traffic



Draft CMP Strategies

Public Survey and 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**
- **Bicycle and Pedestrian Access and Safety received the most comments**

Corridor Working Group Meetings

January and February

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

- Welcome
- November Public Meeting Recap and Feedback
- Draft CMP Strategies Public Survey Responses
- Review Strategy Timeframes: Short-Term and Long-Term
- Next Steps for Plan and Public Engagement

- Reviewed public engagement
- Analyzed comments from Draft Strategies Public Survey
- Refined Strategies based on further discussion and public comments
- **CMP Document Outline**



Finalized CMP Strategies



CMP Strategies Finalization

**Met with Corridor Working
Group to Review Comments**

**Discussed possible new
strategies and changes to
strategies**

**Finalized list of strategies
for the CMP**



Strategies Document 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 two new strategies to Env. and Historic Preservation**
 - G.3 Enhance intrinsic qualities
 - G.4 Collaborate to preserve key open spaces

Final CMP Strategies

A. Flooding



- **A.1: Review flooding area locations for site-specific context to determine most appropriate flood mitigation improvements**
- **A.2: Review evacuation route strategy to find safe routes to avoid flooded areas, such as developing more north/south access to Route 1 or designating other existing roads to be evacuation routes**
 - Better communication of when flooding occurs and how to avoid it
- **A.3: Identify issues at water bridges and culverts to understand local flooding and review need for raised bridges, larger culverts, etc**
- **A.4: Railroad underpass strategies that are unique to these bridges:**
 - A.4.1: Evaluate the current state of the underpasses – how old the bridges are, are they in a state of good repair, when may they be replaced – to determine timeline for potential changes/improvements
 - A.4.2: Work with Amtrak on long-term solution to low clearance/narrow bridges and flood problems



Final CMP Strategies

B. Bicycle and Pedestrian Access and Safety



- **B.1: Review connectivity along the road for walking and biking to improve overall access for bicyclists and pedestrians**
- **B.2: Review alternative routes for bicyclists and pedestrians in the most constrained sections for access**
- **B.3: Reduce vehicle speeds to improve bike and pedestrian safety**
- **B.4: Review pavement/shoulder space available along the road to provide space for biking and walking, especially in constrained areas**
- **B.5: Evaluate railroad underpasses for bicycle/pedestrian improvements and access**



Final CMP Strategies

C. Speed Management



- **C.1: Work with the Local Traffic Authority (LTA) on speed limit revisions to submit to the Office of State Traffic Administration (OSTA)**
- **C.2: Review applicability of traffic calming devices in areas of concern using the Federal Highway Administration (FHWA) traffic calming toolbox**
- **C.3: Review applicability of recent legislation allowing for automated speed enforcement**
- **In addition, added information on existing speed limits, traffic calming, and police speed enforcement**



Final CMP Strategies

D. Roadside Safety



- **D.1: Review alternatives to standard CTDOT guiderail (W-beam barrier protection) that can be considered. These include:**
 - D.1.1: Box Beam Rail
 - D.1.2: Cable guiderail with steel posts
 - D.1.3: Other alternative guiderail products as they become available in the future
- **D.2: Consider development of a roadway-specific guiderail detail for Route 146**

Final CMP Strategies

E. Intersection Safety



- **E.1: Review intersection sightlines, crossing distances, origins and destinations of bicycle/pedestrian travel at key intersections, and other operational or safety issues at intersections of concern**
- **Added list of specific intersection locations of concern identified in public comment**

Final CMP Strategies

F. Maintenance Enhancements



- **F.1: Confirm right-of-way boundary lines for the entire corridor to determine the extent of CTDOT property for maintenance and other potential projects**
- **F.2: Review potential for maintenance enhancements for mowing, plant management, sweeping shoulders, and other mitigation that could be included in special projects**
- **F.3: Review maintaining historical and unique environmental elements along the roadway, including stone walls, rock outcroppings, ledge, and other historic walls**
- **F.4: Review maintaining mature trees along the roadway within the right-of-way to keep the wooded feel of the road**
- **F.5: Review potential for improved invasive plant management with DEEP**

Final CMP Strategies

G. Environmental and Historic Preservation



- **G.1: The Towns of Branford and Guilford may want to consider enhancing zoning overlays or other land use regulations to further protect the Route 146 roadway from development that is out-of-character with the scenic road**
- **G.2: Encourage revitalization of the local Scenic Roads Advisory Committee in Branford and Guilford**
- **G.3: Enhance intrinsic qualities of the roadway, including expanding its attractiveness and increasing awareness of it as a scenic highway**
- **G.4: Collaborate with CT DEEP, Towns of Guilford and Branford, and Guilford and Branford Land Conservation Trusts to preserve key open spaces along Route 146**



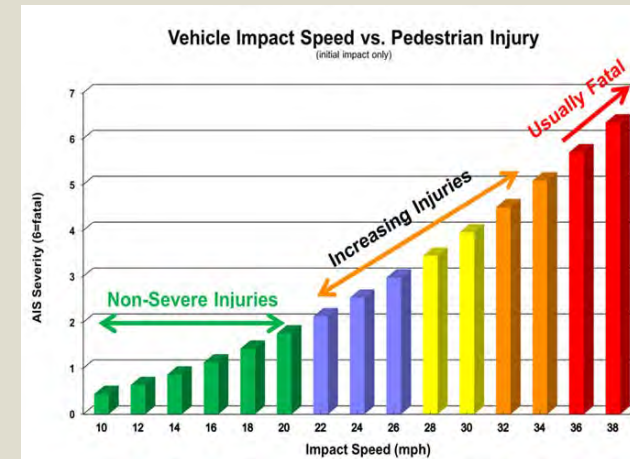
Traffic Calming Overview



Traffic Calming

Overview

- **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 narrowing
 - 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



Example of chicane

Source: (Source: Figure 3.5.3., FHWA Traffic Calming Eprimer)

- **Module 3: Toolbox of Individual Traffic Calming Measures Part 1**
- Lateral Shift
- Chicane
- Realigned Intersection
- Small Modern Roundabout and
- Mini-Roundabout (Not Traffic Circle)

Traffic Calming Toolbox



1st Raised
Crosswalk on State
Highway Townsend
Ave (Route 337) at
Nathan Hale
Elementary School

Source: Fox 61 News

- **Module 3: Toolbox of Individual Traffic Calming Measures Part 2**
 - Roundabout – Single Lane
 - Speed Hump – Permanent/Temporary
 - Speed Table/Offset Speed Table
 - Raised Crosswalk
 - Raised Intersection
 - Corner Extension/Bulbout
 - Choker

Traffic Calming Toolbox



Median Island/
On-Street Parking
Boston Post Road
(US Route 1)
Madison

Source: Nearmap
2014/2023

- **Module 3: Toolbox of Individual Traffic Calming Measures Part 3**
 - Median Island
 - On-Street Parking
 - Road Diet
- **Primarily for local roads**
 - Diagonal Diverter
 - Full Closure/Half Closure
 - Median Barrier and Forced Turn Island



Final CMP Document Overview





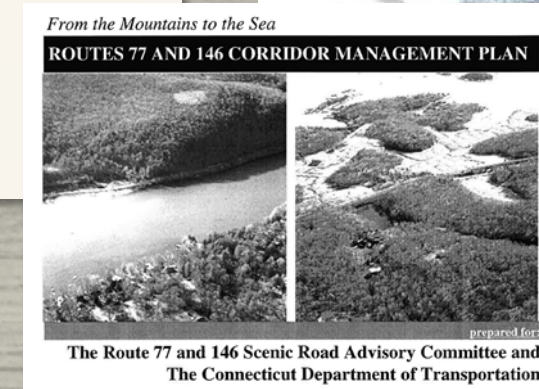
Route 146
CORRIDOR MANAGEMENT PLAN

Route 146 CMP Document

Visually appealing,
accessible

Corridor Management Plan
document examples

Draft document in
May/June



Route 146 CMP Document

Proposed CMP Components



- **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**



Route 146 CMP Document

Proposed CMP
Components



- **Strategic Framework**
 - Strategy Themes and 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

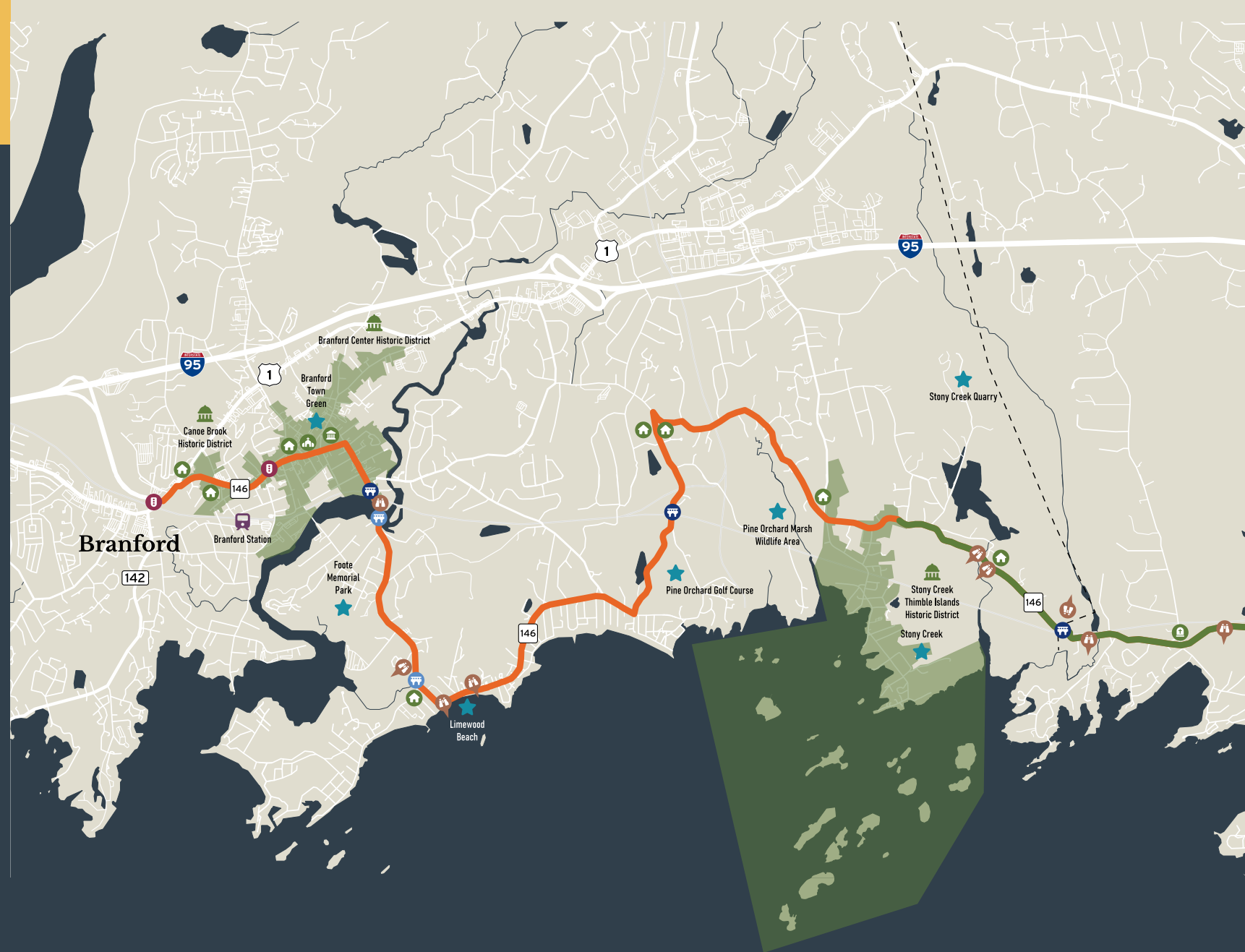
Draft of Corridor Management Plan Document

May/June Printing/Website

- 45-Day Public Comment Period

Finalize Per Public and Agency Comments

Publish Late Summer



Next Steps

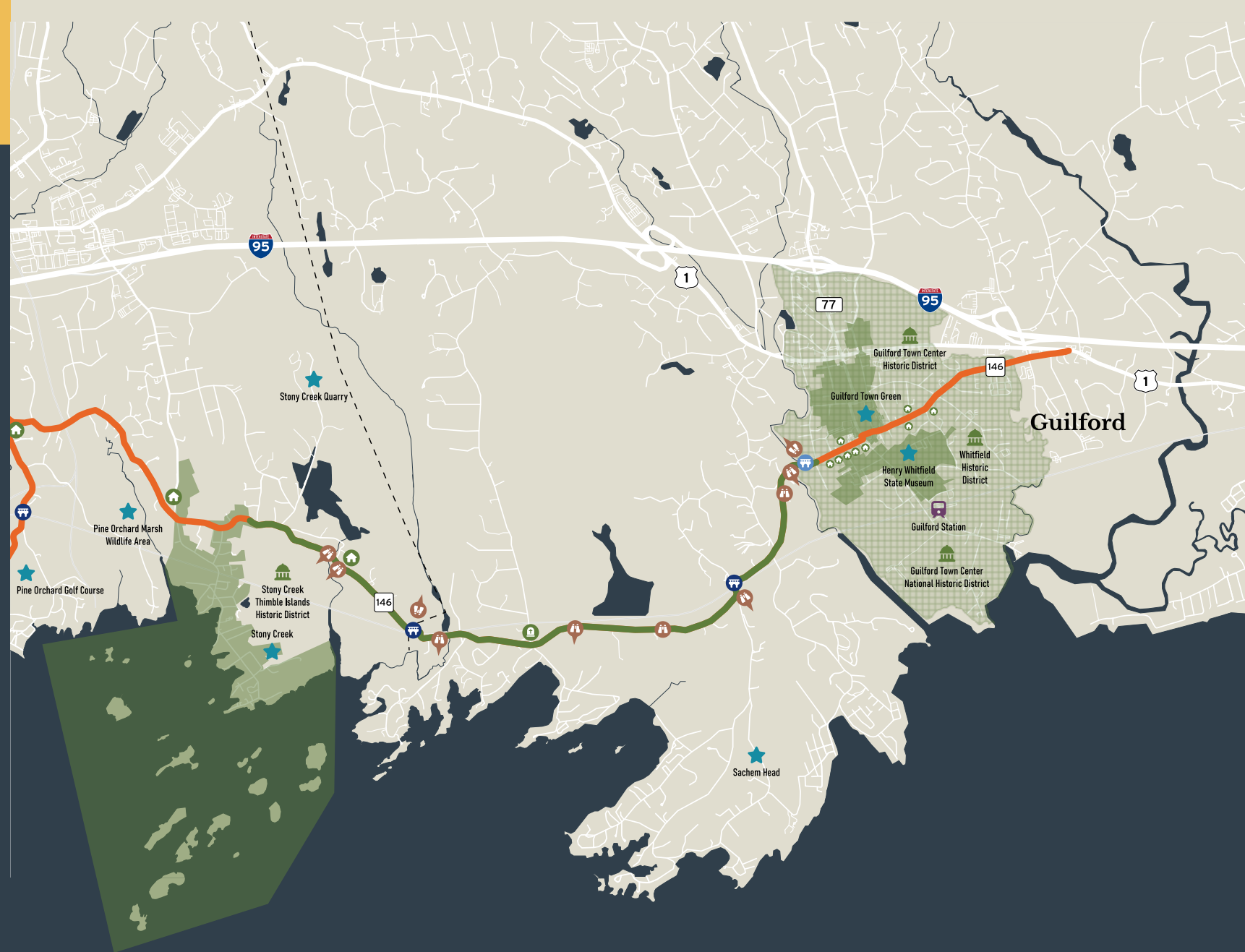
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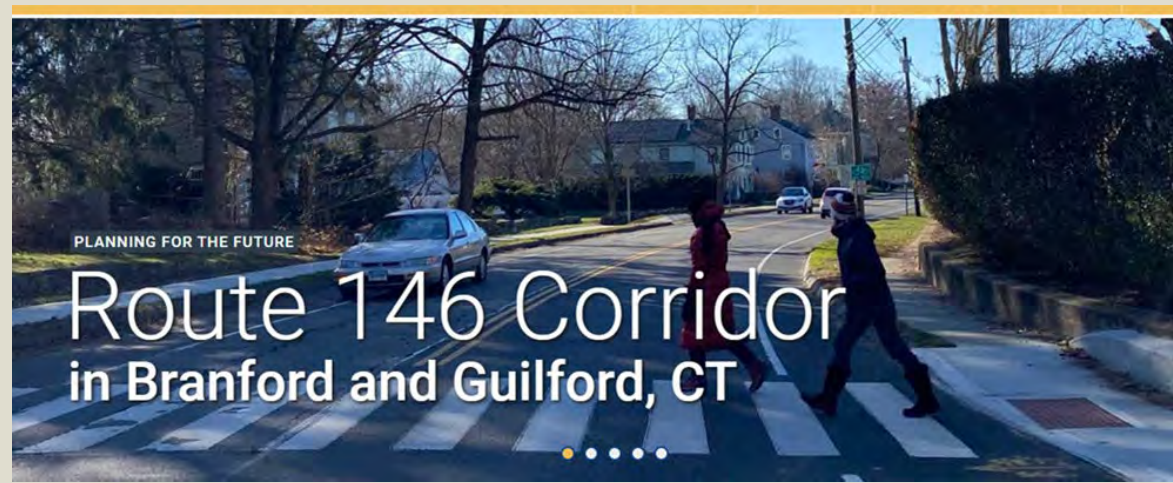


Q&A



Route 146 CMP Feedback

- Study website (<https://route146cmp.com/>)
 - Google/Bing Route 146 CMP
- Project e-mail: DOT.Route146@ct.gov
- Written comment forms
- Public input format TODAY
 - Come to podium, give name, affiliation (if any) and question/comment
 - We can also bring a microphone to the audience
 - Be sure to speak to microphone for recording purposes



Route 146 CMP Meeting Close-Out

Thank you Branford TV for
recording this meeting!



- Study website: <https://route146cmp.com/>
- Project Email: DOT.Route146@ct.gov
- Written Comment Forms

THANK YOU!

