

# 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](http://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/>)*



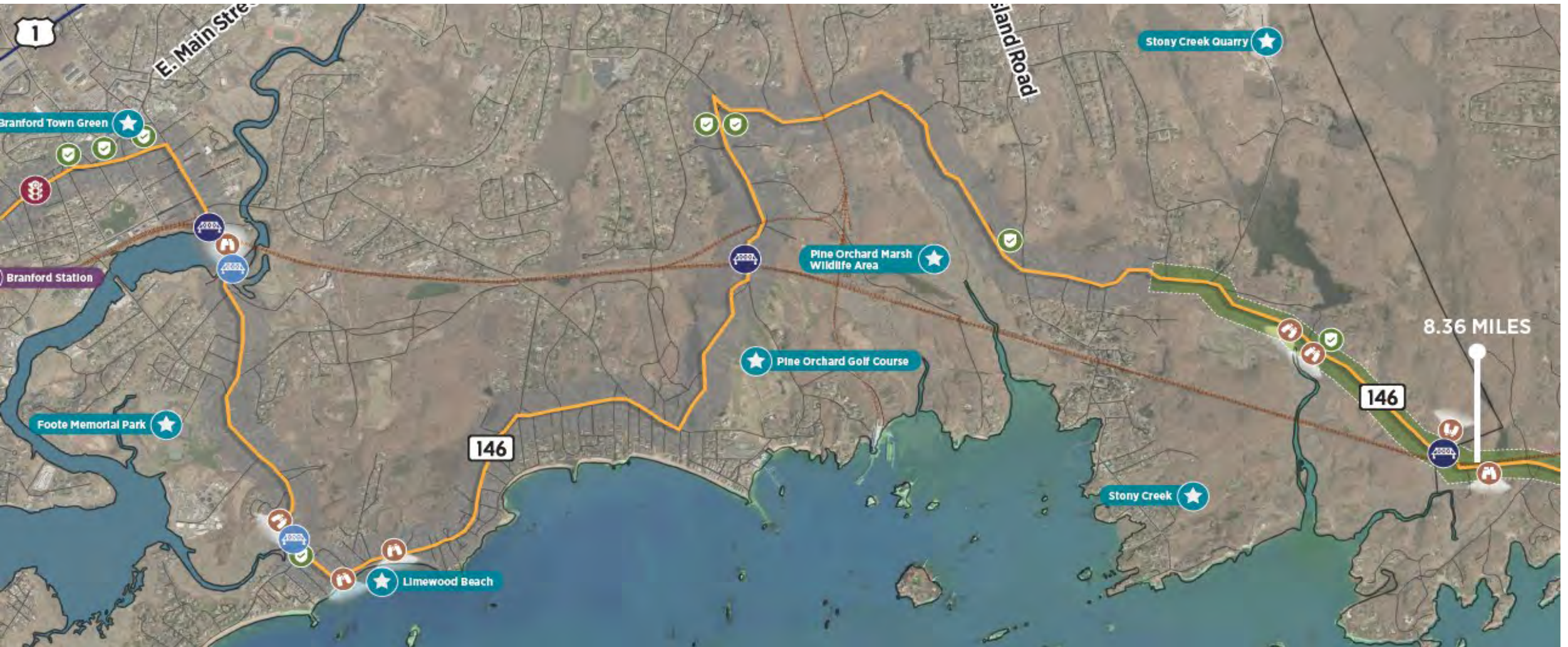
# Project Purpose and Goals



**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



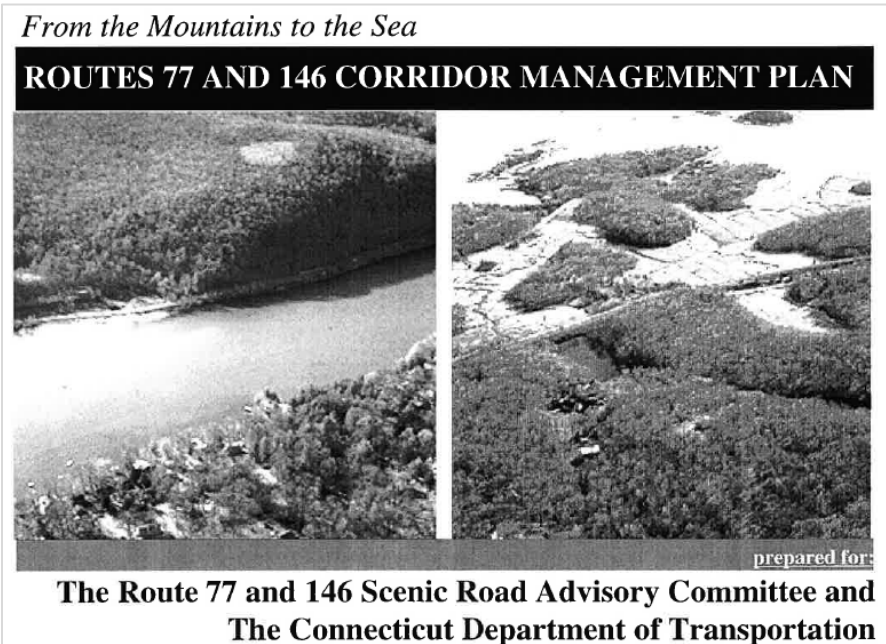
# Route 146 Corridor Management Plan Background

## 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

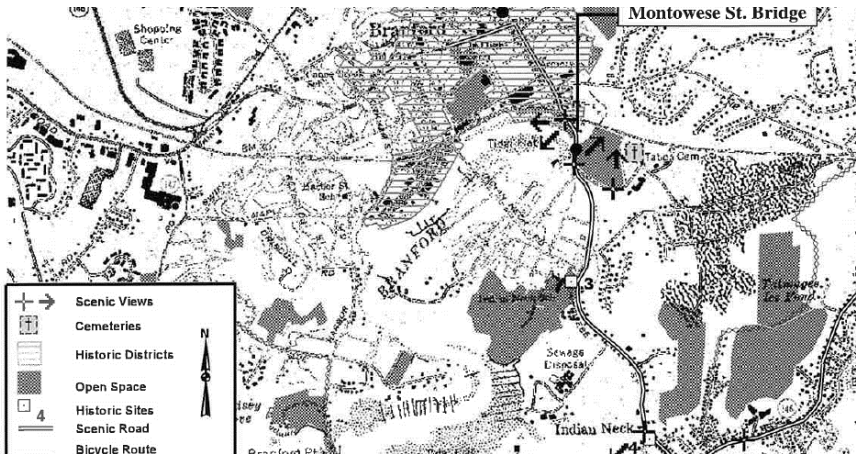


# Route 146 Corridor Management Plan Background

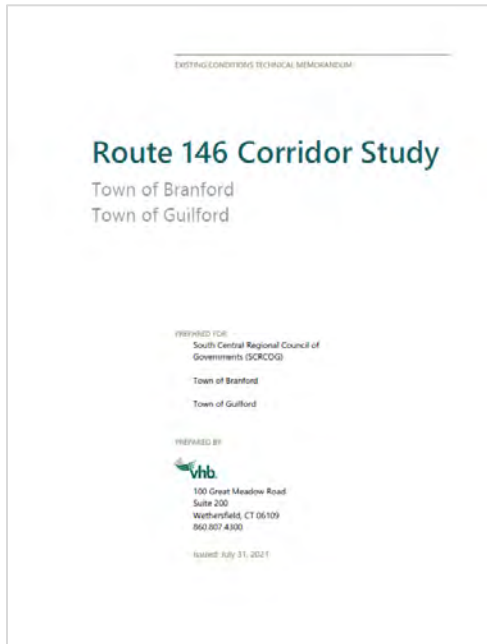


## History of Corridor Management in the Corridor

- 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

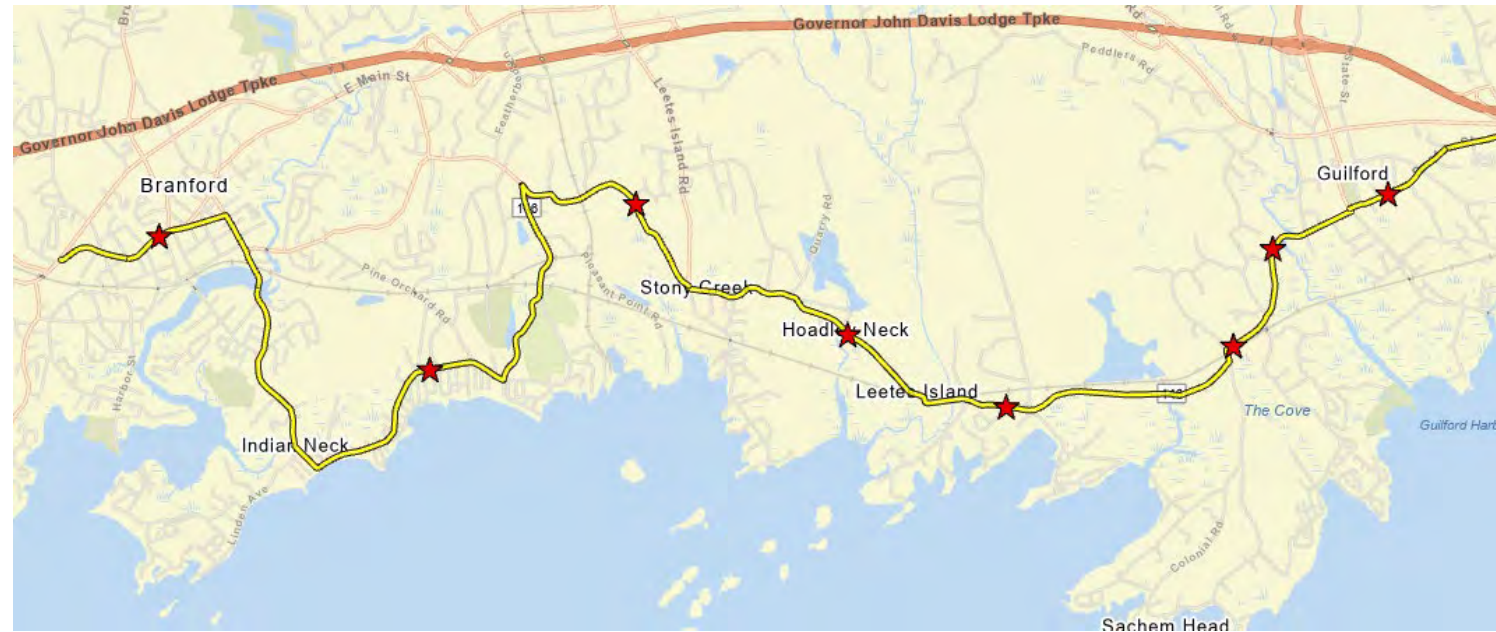
## Summary and Takeaways from Stakeholder Meetings:

- 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



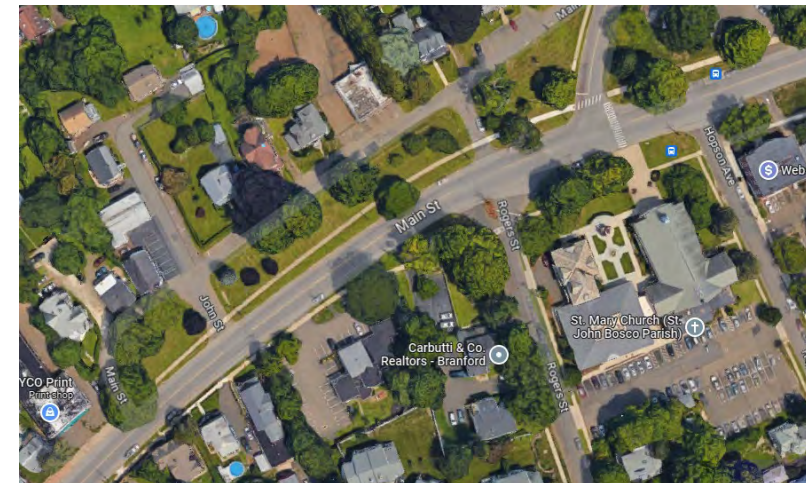
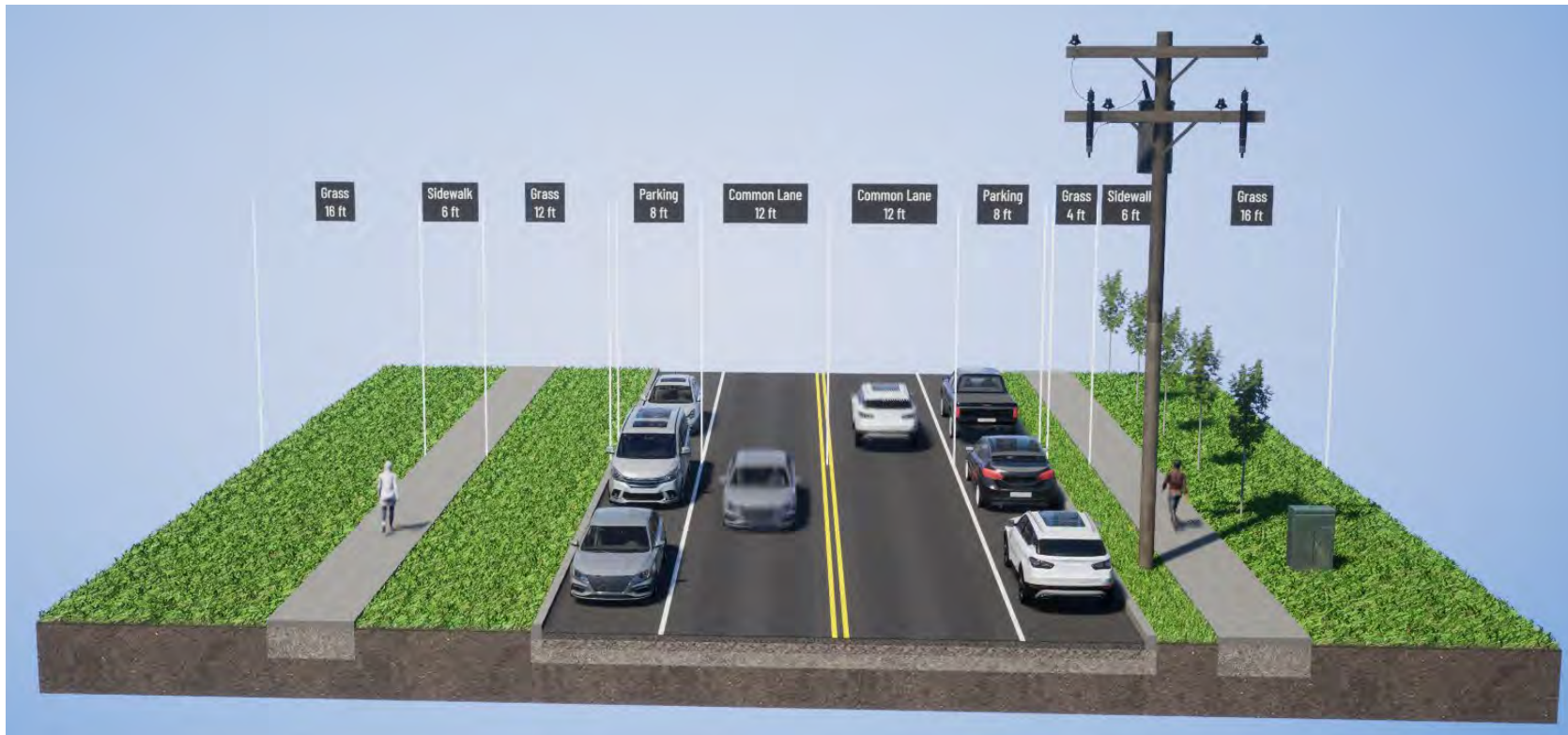
# Existing Road Sections Diagrams

- 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

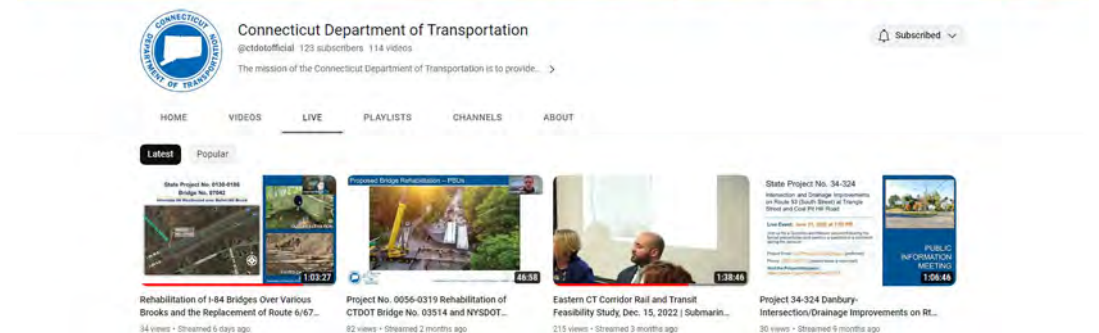


# Route 146 Corridor Management Plan Feedback - TODAY

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



*Thank you Town of Guilford for recording this meeting!*



**THANK YOU!**