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April 24, 1998

Stw Chris C.

Ref: 40171

Mr. Steve Dudley
Town Engineer
1019 Main Street
P.O. Box 150
Branford, CT 06405

*2020
Note SB
historic district*

Re: Route 142 Enhancement Project

Dear Mr. Dudley;

This letter is to inform you of the **Route 142 Enhancement Project**, a project that the **Short Beach Civic Association of Branford, Connecticut** would like to see carried forward. The Civic Association would like to apply for Federal funding under the Transportation Enhancement Program in order to carry this project forward.

Shore Drive, designated as State Route 142, is a two lane roadway and is essentially a loop road that begins at Route 1 near East Haven, and loops back to Route 1 approximately two miles east of its starting point. The study area for this project, as shown in Figure 1, extends along Shore Drive from west of the intersection of Shore Drive and Clark Street / Alps Road intersection to the intersection of Shore Drive and Double Beach Road. The proposed improvements were based on identified safety-related deficiencies. The project is described in more detail in the following paragraphs, however the overall goal of the project is to:

- Establish Short Beach as a central place or "destination" and convey a more definitive sense of a town center
- Recommend design elements that will enhance pedestrian safety within the Short Beach area
- Improve the facilities for pedestrians and incorporate these improvements into the streetscape project
- Create new links for pedestrians in the Short Beach area
- Improve the aesthetics along the Route 142 corridor
- Address safety issues along the Route 142 corridor

In general, the project includes improvements such as sidewalks, crosswalks, wheelchair ramps, and signs. The improvement program also incorporates tools to slow vehicles down and improve the overall safety of the users of the transportation corridor. Applicable improvements are based on several field visits and discussions with members of the Short Beach Civic Association and residents of Short Beach.

It was assumed that the crosswalks would be made of brick pavers with white thermo-plastic edging. A reflectorized cone in the center of the mid-block crossings equipped with a "Stop for Pedestrians in Crosswalk" sign is also recommended. This cone will alert drivers to the possibility of pedestrians crossing the roadway and is expected to slow vehicles down.



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Upgrades to existing sidewalks within the study area are also recommended. The sidewalks between Court Street and Clark Street are in the poorest condition. It is proposed to use brick in the "downtown" area, from Court Street to Little Bay Lane, to help create a strong sense of a town center. It is also proposed to install street furniture such as benches.

The following sections present the proposed improvements in greater detail:

Residential District (Section 1) - East Haven River to Clark Street

Installation of a sidewalk is recommended along the south side of Shore Drive, from the East Haven River to Clark Street (the possible materials are discussed above). In addition, a crosswalk across the south leg of the intersection of Clark Street at Shore Drive is recommended.

Construction of stone gates/posts on either side of Shore Drive just to the east of the East Haven Bridge, accompanied by aesthetically pleasing signage (possibly wood) would more definitively indicate that you are entering Short Beach and would reinforce the Residential District as a "gateway" to the area. Installation of these gateway features will incorporate the existing driveways and the terrain.

Clark Street and Shore Drive

In conjunction with the extension of the sidewalk on the south side of Section 2, it is suggested to upgrade the existing crosswalk (on the east side of the intersection) to brick pavers with thermo-plastic edging. In combination with the sidewalk proposed on the south side of Section 1, it is proposed to install a crosswalk across the south leg of the intersection of Clark Street at Shore Drive.

Clark Street and Court Street

It is proposed to install speed humps to reduce the speeds and to discourage cut-through traffic both on Clark Street from Route 142 to Bassett Road, and Court Street from Route 142 to Clark Street (see Figure 3 for an example of a speed hump). It is imperative that the appropriate signage be installed to accompany all speed humps.

Civic District (Section 2) - Clark Street to Little Bay Lane

Sidewalk extensions are recommended on the south side of Shore Drive, from Clark Street east to the existing sidewalk in the proximity of the Fire Station. Mid-block crossings are recommended in several locations in the Civic District. In order to safely accommodate pedestrians and provide connections, it is proposed to install an at-grade mid-block crossing east of the Fire Station to connect the sidewalks that currently exist on either side of Shore Drive.

Relocating the existing crosswalk at Court Street further east is recommended so it is not at the crest of the hill and around the corner. This would increase the visibility of this pedestrian crossing. It is also suggested that a flashing yellow beacon be installed above the pedestrian crossing.



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Relocation of the existing pedestrian crossing on Court Street just west of Little Bay Lane is also recommended. The crossing should be located in an area where motorists can clearly see pedestrians with no sight-distance restrictions.

In addition, it is proposed to consider aesthetically pleasing street lighting for this section of Shore Drive. This is especially effective in highlighting the town center/civic district.

Court Street

It is proposed to provide designated on-street parallel parking on both sides of Court Street. In combination with the designated on-street parking, installation of neckdowns is recommended to better define the parking stalls and to reduce the speeds through the area by giving the perception that the road is narrower (see Figure 2). It is suggested that the neckdowns are landscaped so that the "narrow perception" is accentuated.

Beach District (Section 3) - Little Bay Lane to Grove Street/Killams Point

Installation of a mid-block pedestrian crossing is recommended from the beach access/stairs to the existing sidewalk on the north side of Shore Drive. It is also suggested to consider installing a flashing yellow beacon on a cable above the pedestrian crossing.

It is also proposed to replace the fence that consists of wood posts strung together with cable, because of its poor condition. Possible alternative materials for the replacement of this fence will have to be discussed with the Town and State. One aesthetically pleasing alternative is a steel-backed wood guardrail.

Residential District II (Section 4) - Grove Street/Killams Point to Double Beach Road

To address the high speeds within this section of Short Beach, installation of a traffic island/median is recommended on the westbound Shore Drive approach to the intersection of Grove Street/Killams Point. Potential widening would be required to accommodate the island (see Figure 2). The island, with a minimum required width of ten feet (preferably 20 feet or wider), would be landscaped and include an aesthetically pleasing sign located in the middle to announce to drivers that they are entering the Short Beach area.

Cost Estimate

The following is a preliminary cost estimate for the proposed improvements for Shore Drive. These costs are extremely preliminary and actual design of the improvements would have to be prepared in order to prepare a better estimate of the construction cost. The itemized costs used were typical from our experience and are suitable for planning purposes only. The estimated cost for construction for the Route 142 Enhancement Project is:

Estimated Construction Cost	\$215,000
<u>20% Contingency</u>	<u>\$43,000</u>
Total Construction Cost	\$258,000



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The improvements proposed within the Short Beach study area are intended to improve the safety of both motorists and pedestrians. This is further emphasized with the implementation of mid-block crosswalks with reflectorized cones. The landscaped median at the east end of the corridor and the stone structure on the west end are proposed to carry the theme of creating a "sense of place" and providing a gateway to the Short Beach area. The various improvements presented above can be treated separately, as a partial group, or as a whole. The improvements presented above show an effort to incorporate traffic safety, pedestrian conveniences and safety, aesthetics, and traffic calming techniques. The results are an improvement in traffic and pedestrian flow, while also improving the sense of place in the town center and maintaining the overall character of the area.

We look forward to working with you to bring this project closer to reality.

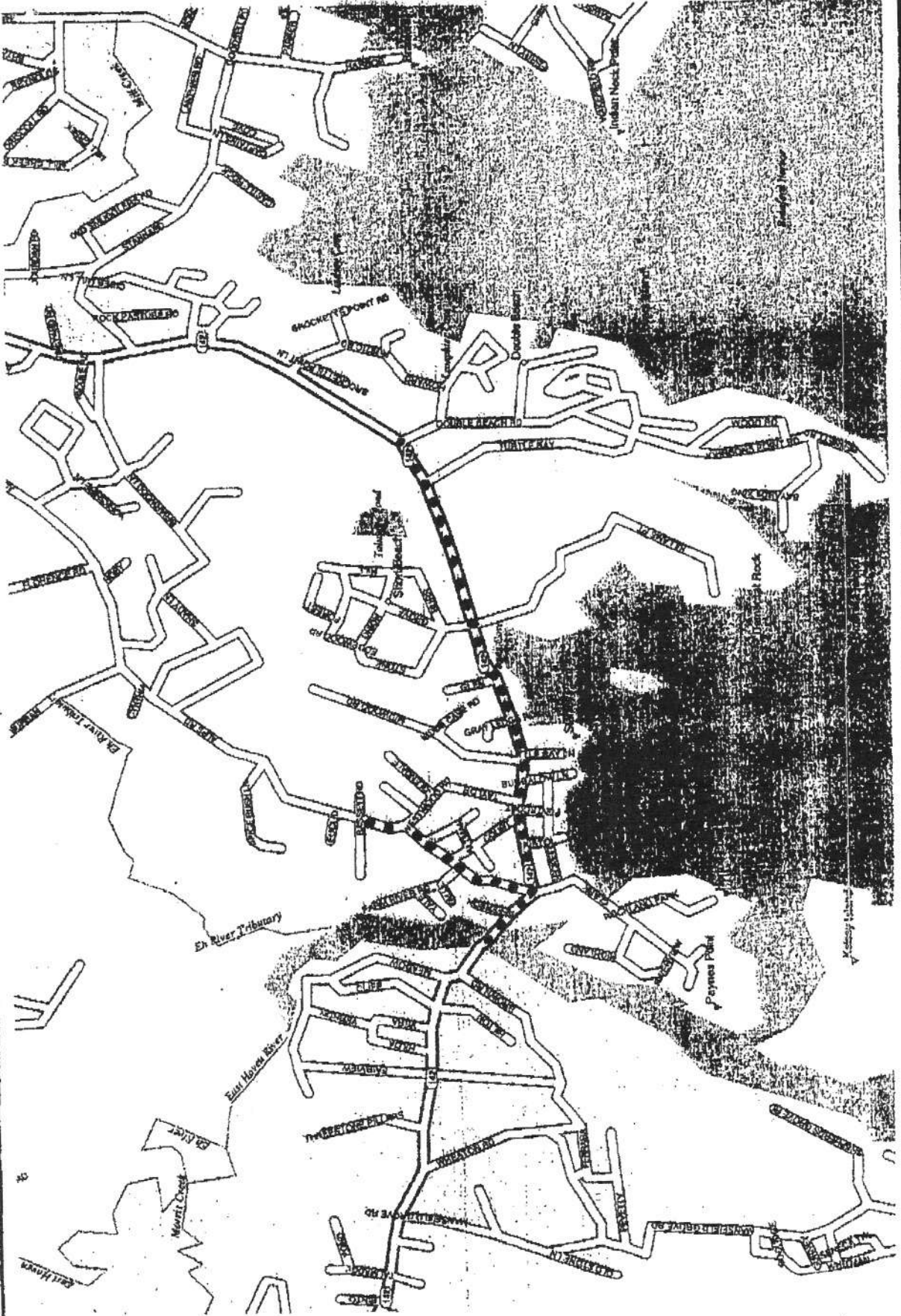
Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

Heidi A. Updegraff

Heidi A. Updegraff, P.E.
Project Manager

cc. Rich Shanahan, Short Beach Civic Association
John Smith, Short Beach Civic Association



Massachusetts Highway Department

Figure 1

Short Beach Study Area

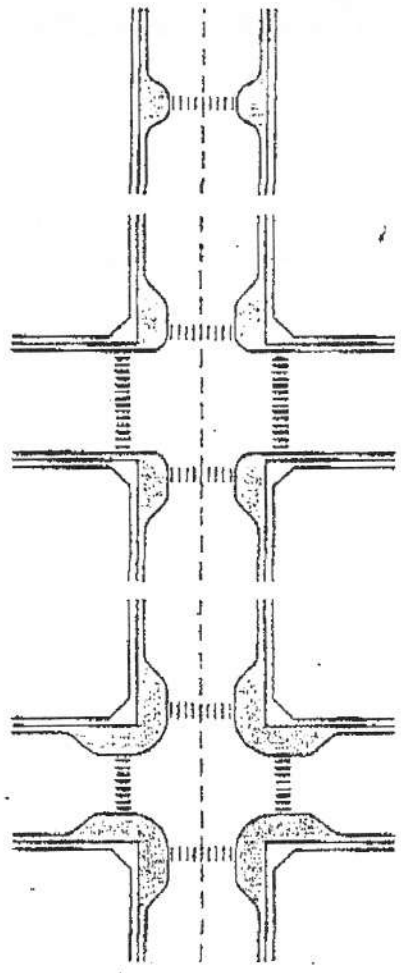


1" = 0.25 mi.

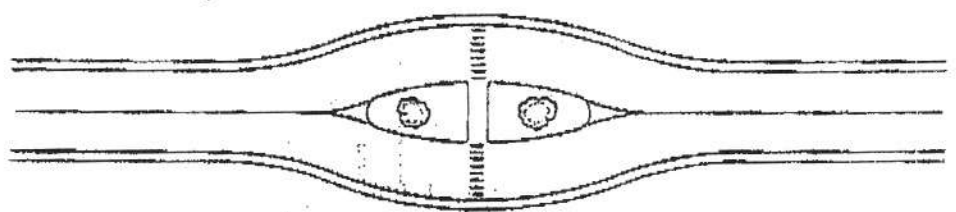
Physical Barriers

Traffic Calming Devices

Figure 2



Neckdowns



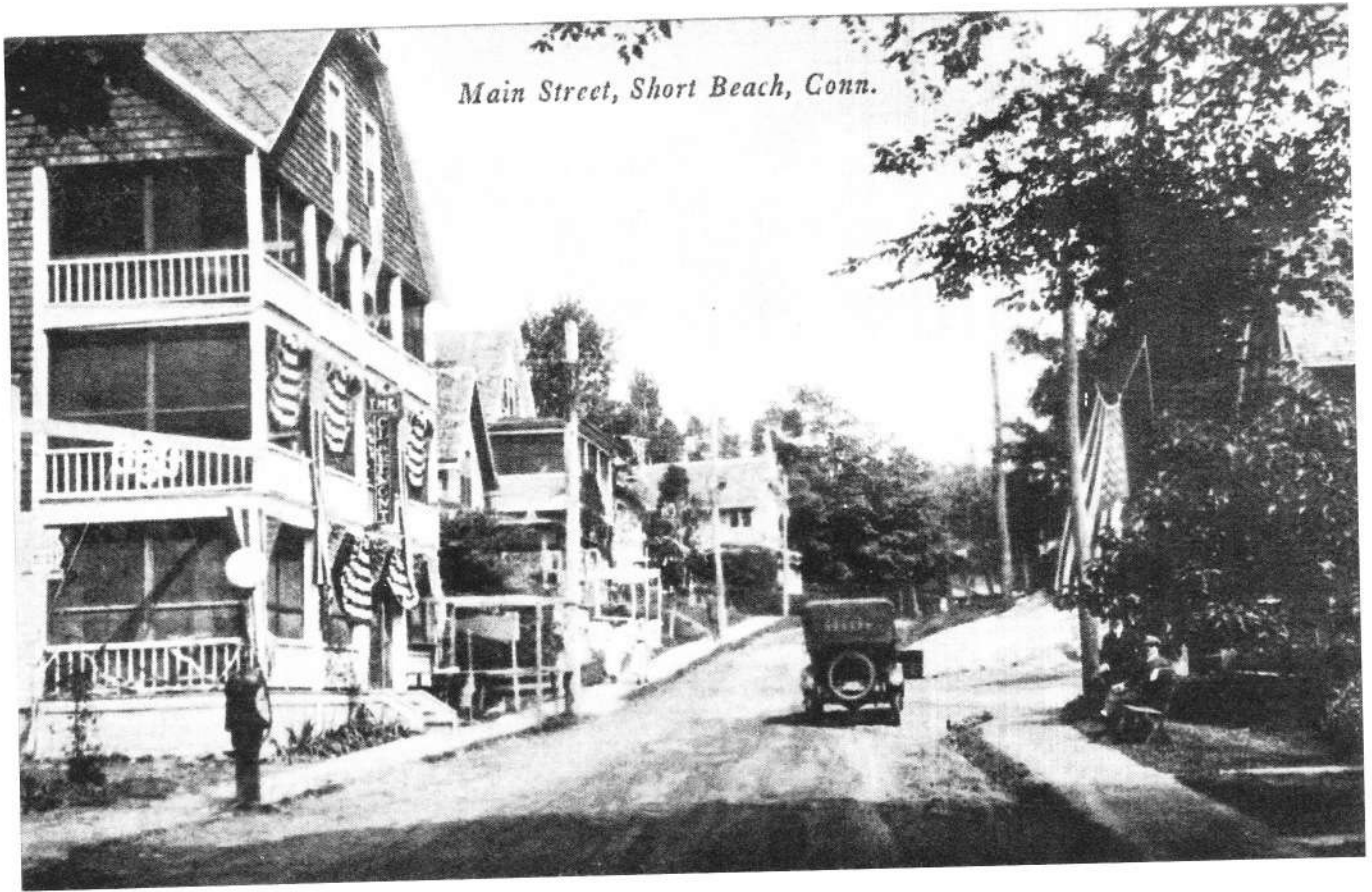
Traffic Island

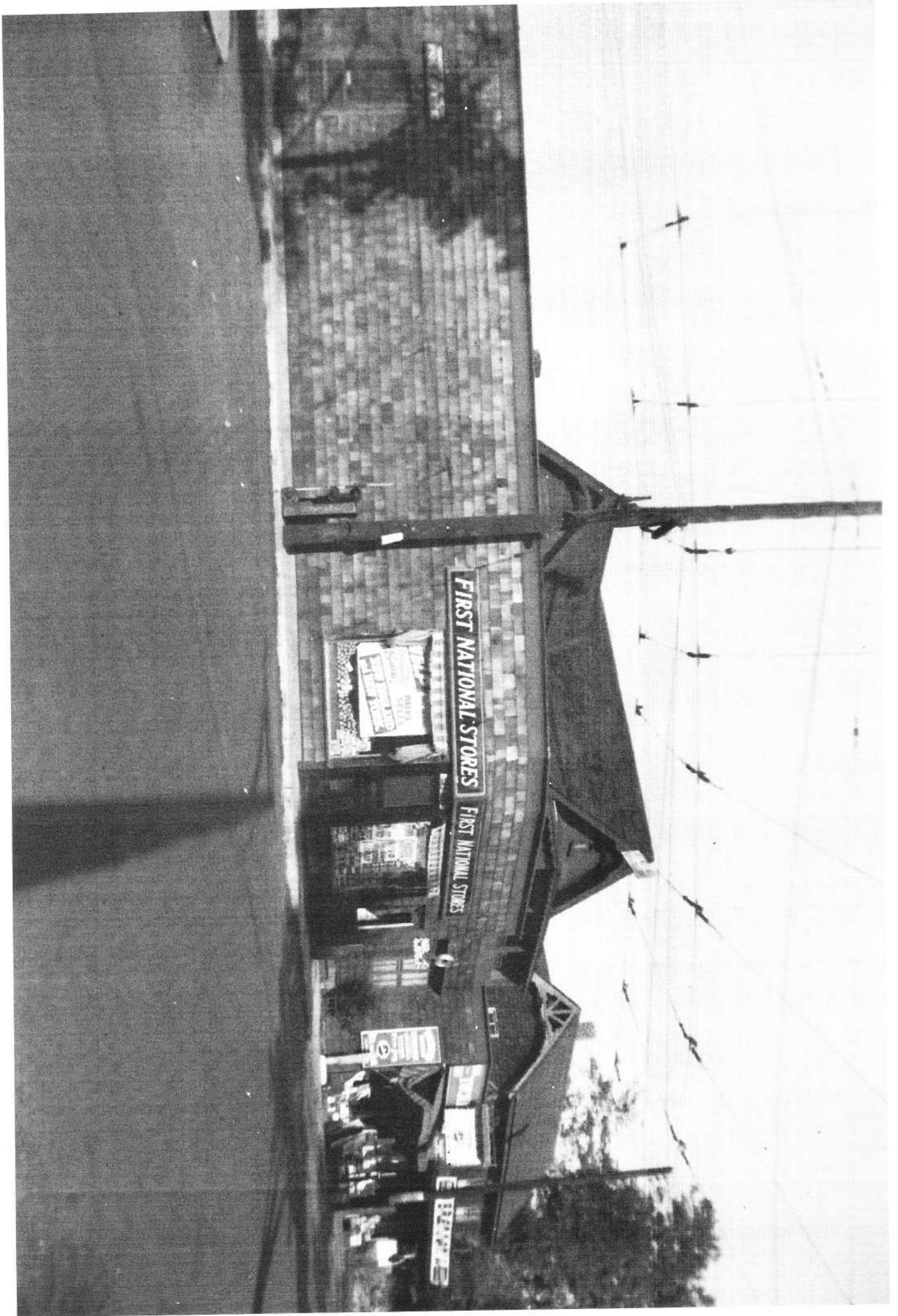


Main Street, Looking East, Short Beach Conn.

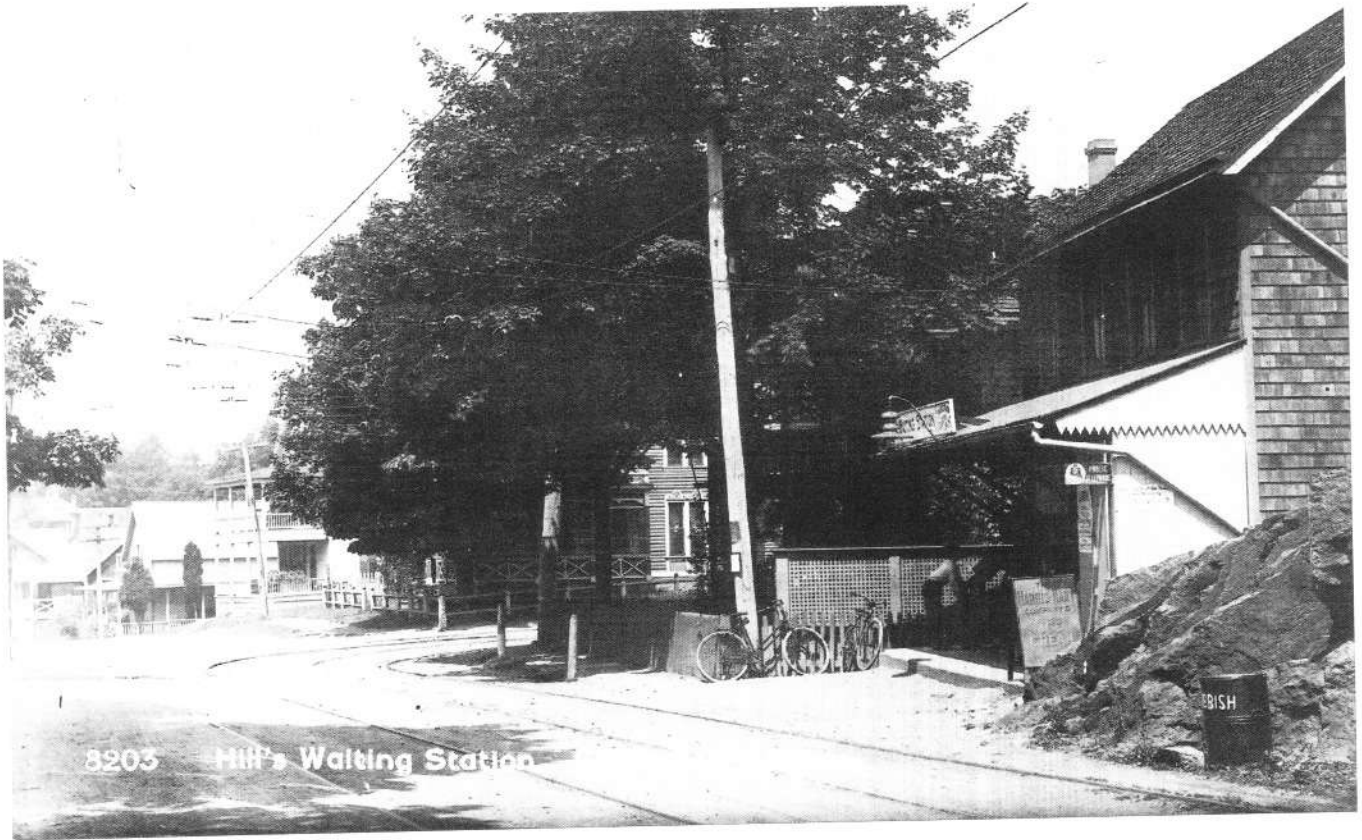


Main Street, Short Beach, Conn.

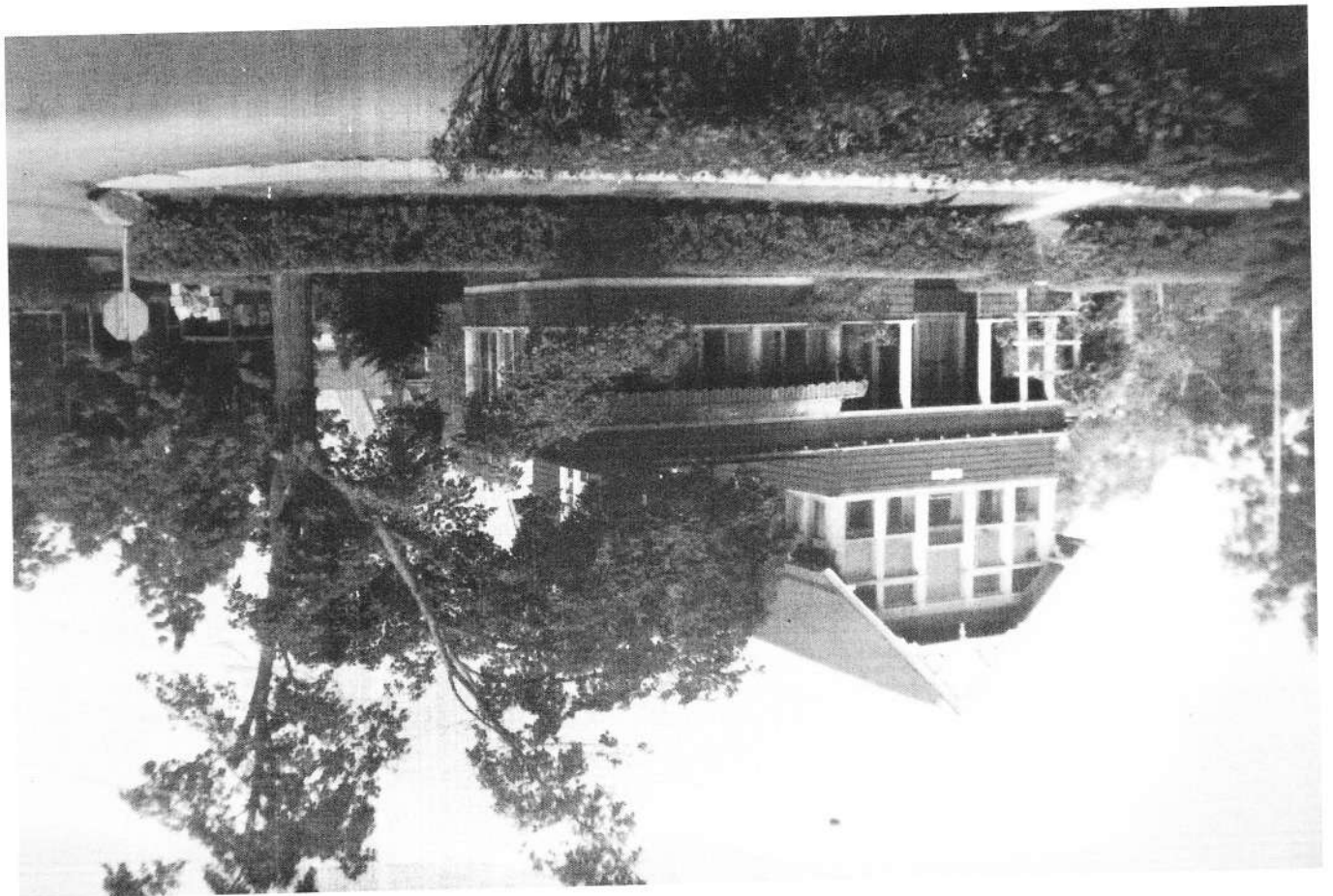


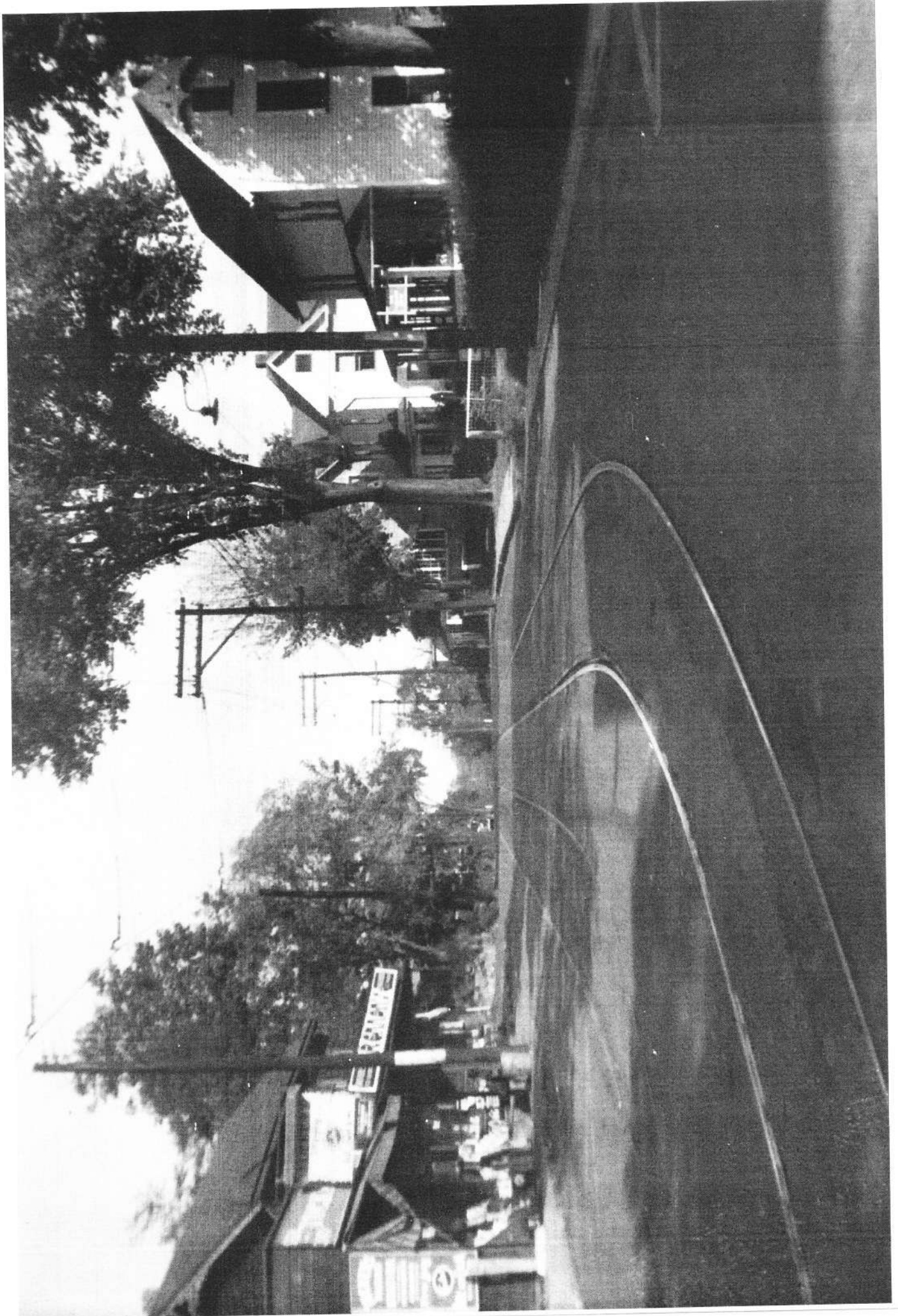




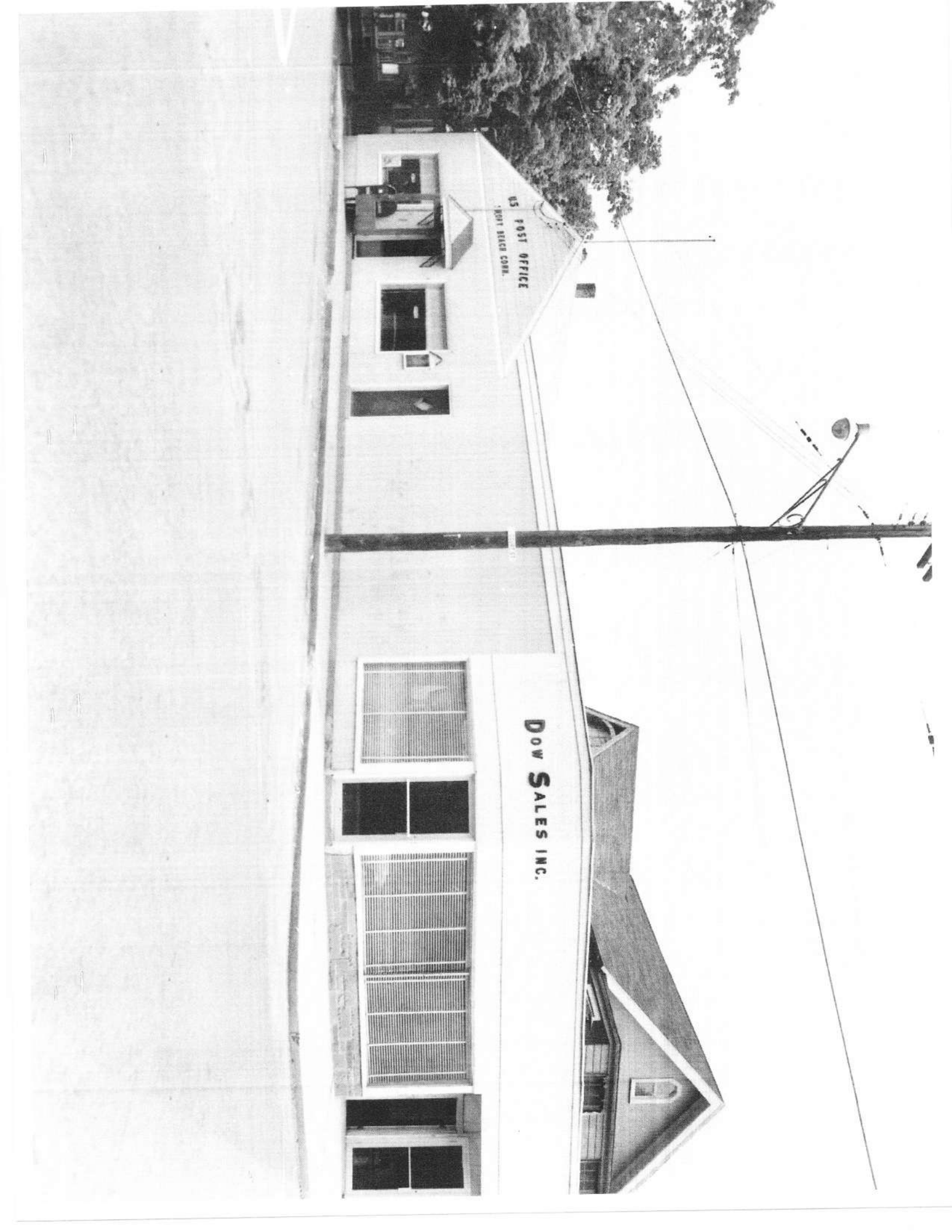


8203 Hill's Waiting Station







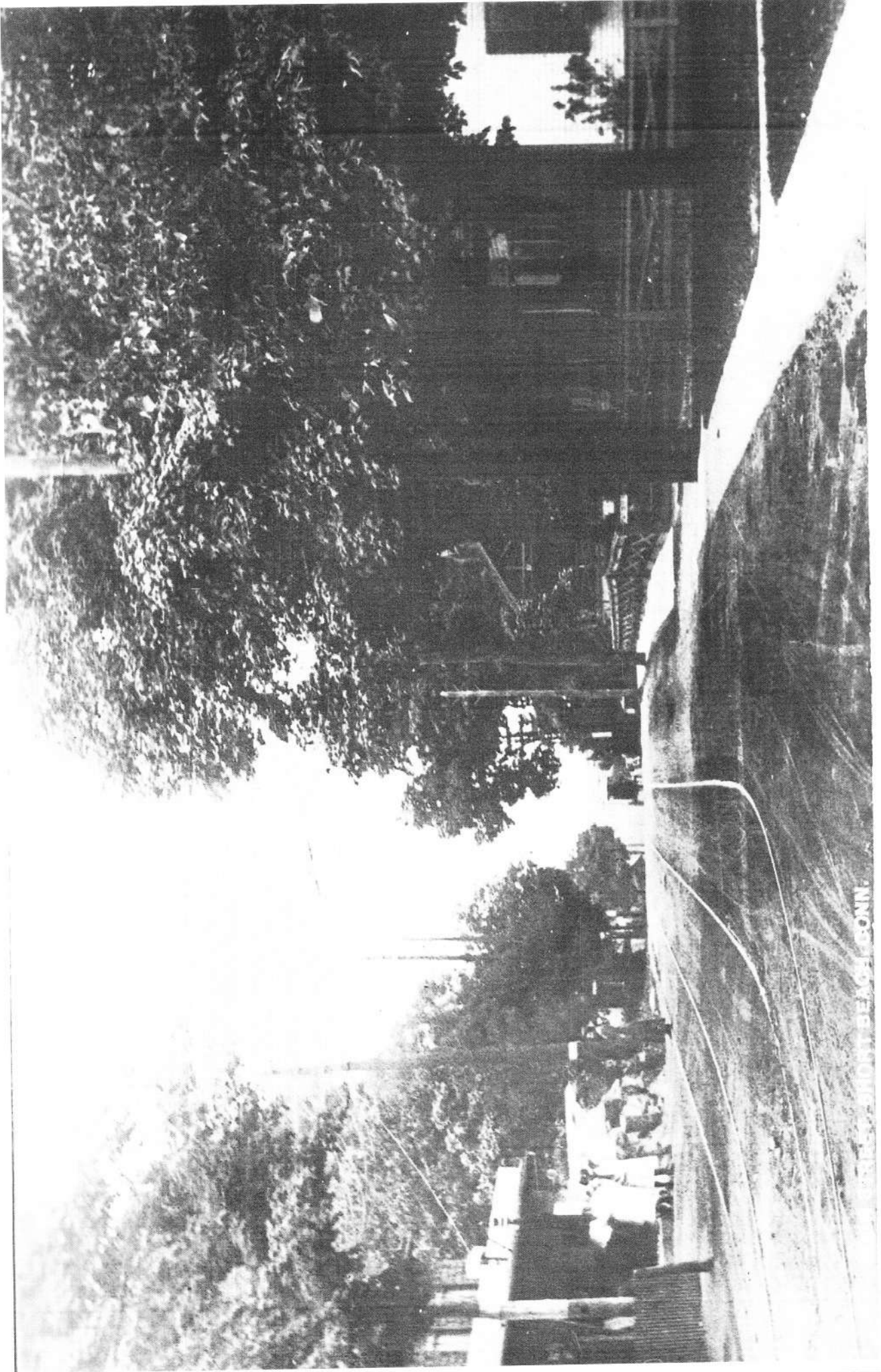


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