

# Preliminary Design Report

## Executive Summary

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Stratford Greenway Extension Project  
Stratford, Connecticut



Prepared by:



300 Winding Brook Drive  
Glastonbury, CT 06033

Prepared for:



Town of Stratford  
2725 Main Street  
Stratford, CT 06615

## Executive Summary

The Town of Stratford initiated the extension of the Stratford Greenway through a public Request for Proposal (RFP) in April 2014. The project request outlined the extension of the existing Greenway from Beacon Point Road, which is adjacent to the water pollution control plant and Birdseye Street boat launching area, along Elm Street to Stratford Avenue, terminating at Stratford Center, a distance of approximately 2.5 miles. This project vision is in accordance with the several planning documents including Stratford Pathways Study and Plan 2008, Waterfront Vision (Greenway) Plan 2004, and Plan of Conservation and Development 2003.

The proposed Greenway Extension begins at the end of Beacon Point Road, where the existing Greenway will transition from an off-road shared use side path to an on-road facility. The Greenway will continue northwest approximately 1,500 feet until it reaches Elm Street. Once reaching Elm Street, the Greenway will continue north approximately 1 mile until it reaches East Broadway, where it will turn west for 600 feet to the intersection with Sutton Avenue. The final segment is an additional 1,500 feet down Sutton Avenue and the unnamed access drive that runs parallel to Interstate 95, where it concludes at Main Street (Route 113). The total distance of the Greenway Extension is approximately 1.7 miles. The project also includes two spurs to provide access to sites identified as places of interest. The first spur is an approximately 0.5 mile loop along Shore Road and around the Shakespeare Theater. The second spur is approximately 0.6 miles and runs west from Elm Street down Broad Street, crosses Main Street, and loops around the Perry House via West Broad Street.

The Committee recognizes that the Greenway Master Plan (Stratford Pathways Study & Plan) outlines a corridor consisting of over 6 miles of additional Greenway in addition to the area contained within this project and the previously constructed Hunter Haven Segment. As a result, the Committee formulated a consensus that the preferred design should strive to minimize impacts and construction costs. The group discussions focused on taking smaller steps early in the overall project scope to complete the greenway. The Committee believed that once the basic framework of the greenway has been constructed that there will be substantial use and public support for it. This would allow the town to revisit portions of the corridor at a later date to investigate implementing more robust improvements such as side path segments or separated bike lanes that may require ROW impacts.

The Committee recognizes that there is a Transit Oriented Development (TOD) and Complete Streets Studies that are being concurrently completed with the Greenway Preliminary Design. As such, the alternatives listed below for Segments 5-8 will not be further analyzed or finalized. Further, these segments are not anticipated to be included as part of the final design of the Greenway Extension until the results of the studies are available for coordination. If the final design for the Greenway Extension proceeds the results from the studies, then the northern terminus for the project will be at the intersection of Elm Street and Broad Street. This location will allow for the construction of the Perry House Spur and in turn would provide a logical terminus for the project at its parking area.

During the design of the Stratford Greenway Extension, the project was divided into segments with similar roadway characteristics. For each segment a tailored design was chosen as the preferred alternative as listed below. Additional information regarding the various alternatives that were evaluated can be found in Section 4.0 of the report.

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- Segment 1 – Birdseye Street Extension - A shared use roadway with sharrow pavement markings and signage was the selected alternative to accommodate bicycle users. Investigation of a pedestrian sidewalk is recommended.
- Segment 2 – Birdseye Street - Due to low speeds and volumes of traffic, a shared use roadway with sharrow pavement markings and signage was the chosen design. Investigation of a pedestrian sidewalk is recommended.
- Segment 3 – Elm Street (Birdseye Street to Stratford Avenue) - The alternative that was selected was a 5 foot dedicated bike lane on both sides of the road since there is adequate roadway width.
- Segment 4 – Elm Street (Stratford Avenue to Broad Street) – A dedicated bike lane was chosen for the northbound traffic and a shared use lane with the use of sharrow pavement markings was chosen for the southbound traffic at the beginning of the segment. Due to roadway width restrictions, after the intersection with Academy Hill both sides of Elm Street will be a shared use roadway by utilizing sharrow pavement markings and signage.
- Segment 5 – Elm Street (Broad Street to East Broadway Street) – The alternative that was chosen was to eliminate on-street parking in the southbound direction and add sharrow pavement markings on both sides of the road for a shared use roadway. *(Final recommendation of segment on hold until study results are available)*
- Segment 6 – East Broadway Street (Elm Street to Sutton Avenue) – The design alternative that was selected is a 5 foot dedicated bike lane for the westbound traffic while maintaining the on-street parking. For the eastbound traffic a shared use facility was chosen. *(Final recommendation of segment on hold until study results are available)*
- Segment 7 – Sutton Avenue – The design alternative that was chosen is a shared use facility that utilizes sharrow pavement markings on both sides of the road, as well as signage. *(Final recommendation of segment on hold until study results are available)*
- Segment 8 – Access Road – *(Final recommendation of segment on hold until study results are available)*
- Perry House Spur – Broad Street – The design that was selected is to have a 10 foot travel lane, a 5 foot dedicated bike lane, and parallel parking for the westbound traffic. A shared use roadway was chosen for the eastbound traffic. After the intersection with Monument Place, an 8 foot wide parallel parking lane was retained to accommodate the bus activity at St. James School.
- Perry House Spur – Main Street Crossing – The preferred alternative provides a dedicated bicycle raised crosswalk and a cycle track for bicycles crossing Main Street. Bicycles would be required to cross Main Street during the dedicated pedestrian signal phase. Upgrades to the signal will be required for bicycle detection and actuation.
- Perry House Spur – West Broad Street – The chosen design has a buffered dedicated bike lane on the right side of the westbound one-way street. At the Perry House the design has the bicyclists cross the one-way road at a new crosswalk. Bicycles traveling in the eastbound direction towards Main Street will cross the western end of the center green on a dedicated side path until the facility reaches West Broad Street (EB) where the design includes a buffered bike lane on the left side of the roadway. A curb bumpout is part of the design on the eastbound leg to protect the bicyclist from traffic exiting the complex intersection.
- Theater Spur – Shore Road – Due to the low volumes and speeds of vehicular traffic on this road, the implementation of a shared use facility was chosen as the alternative for this segment.

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- Theater Spur – Theater Driveway – A one-way traffic loop and dedicated bike lane around the theater was chosen as the preferred design, which would include pavement markings and signage.

Three locations that were selected for potential seating nodes or pocket parks. The seating nodes would provide an area for Greenway users to rest and enjoy scenic vistas along the selected alignment. Amenities such as benches, trash cans, and bike racks would be provided in the seating node areas. Amenities should be coordinated with other Town projects to provide a consistent theme and for ease of maintenance. The locations selected were: Main Street Green, Mac’s Harbor, and Selby Pond.

Future improvements or upgrades of the project corridor would include the elimination of the shared use roadway along portions of the main corridor (Elm Street) by providing continuous dedicated bike lanes. This would require roadway widening in some locations such as from Stratford Avenue to Broad Street and may be included as part of a capital improvement project.

Cost estimates for the preferred alternatives are summarized below. Details regarding cost development can be located in Section 5.0 of the report and detailed cost sheets are included in Appendix E. Since these costs are based on preliminary design data, they must be updated continuously as the project moves forward through the final design phase. These numbers should be used with caution, as they are based on limited information and are intended for budgeting purposes only.

Costs are estimated and may vary greatly depending on items such as the final funding source and associated design process, role of ConnDOT during the final design and construction phases, ROW process / final impacts, and selected intensity of construction inspection and oversight.

**Cost Estimate Summary**

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<i>Estimated Cost of Greenway Improvements</i>	<i>\$224,000</i>
<i>Estimated Cost of Perry House Spur</i>	<i>\$ 95,000</i>
<i>Estimated Cost of Required Sidewalks</i>	<i>\$280,000</i>
<b>Total Estimated Cost of Stratford Greenway Extension Construction</b>	<b>\$619,000</b>

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