



Southeastern Connecticut Council of Governments

Regional Bike & Pedestrian Plan

Final Draft Plan Review



October 10, 2019



Introduction



Project Team

- Southeastern Connecticut Council of Governments
 - AECOM
 - Kent + Frost
 - Cogent
 - Less Road Traveled



Plan Schedule

- August 2018 consultant kick off
- Visioning events Fall 2018
- Existing Conditions public meeting January 8 2019
- Tactical Engagement (Norwich Groton Griswold) April and May 2019
- Early review by town planners Spring 2019
- Public review of the Southeastern Connecticut Regional Bike & Pedestrian Plan 9/27/19-10/21/19
- Final Public Meeting 10/10/19 Groton Senior Center
- Presentation to the COG for endorsement 10/16/19



“An **integrated, safe,**
and **convenient**
transportation system
for **all users.**”

Goals & Objectives



Goal 1: Engage and energize constituents and member towns to enable both a state of good repair and the expansion of facilities for cyclists and pedestrians.



Goal 2: Create a plan for improved livability, mobility, access, healthy opportunities and economic vitality.



Goal 3: Support the varied needs of constituents and towns.



Goal 4: Provide constituents and visitors with information that will enable them to best use the system.



Goal 5: Grow the capacity of the SCCOG to provide technical support and metrics to its constituent towns.

Plan Process

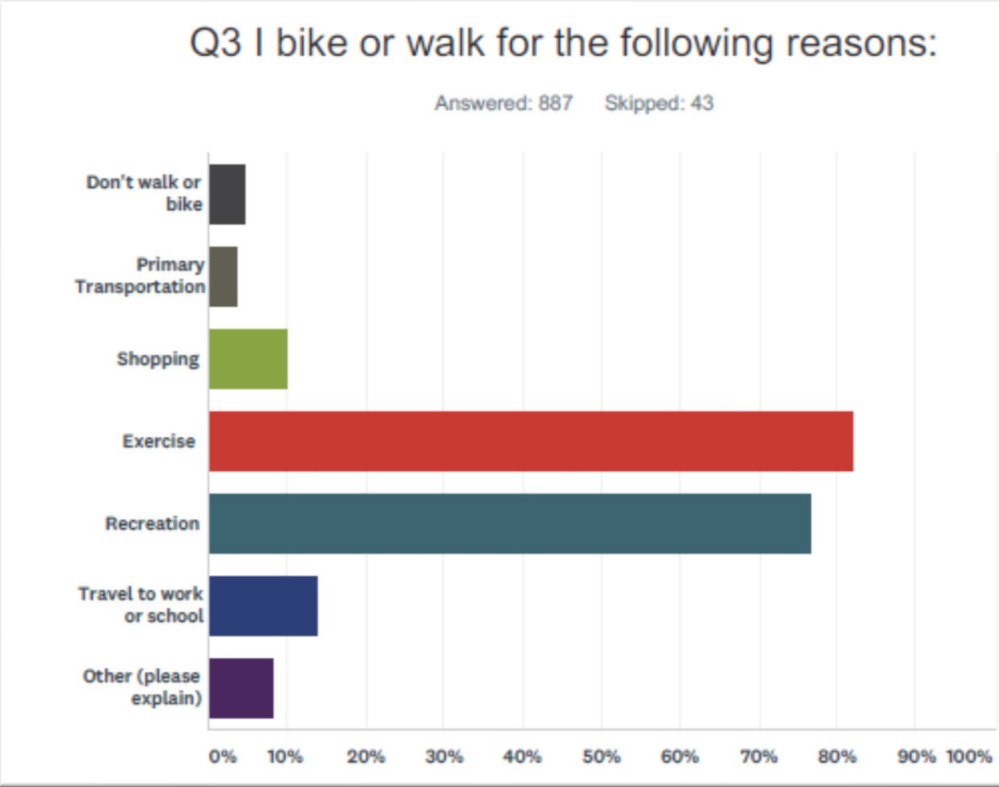


Robust Public Engagement

- Community Events
- Public Meetings
- Wiki map
- Surveys
- Tactical engagement



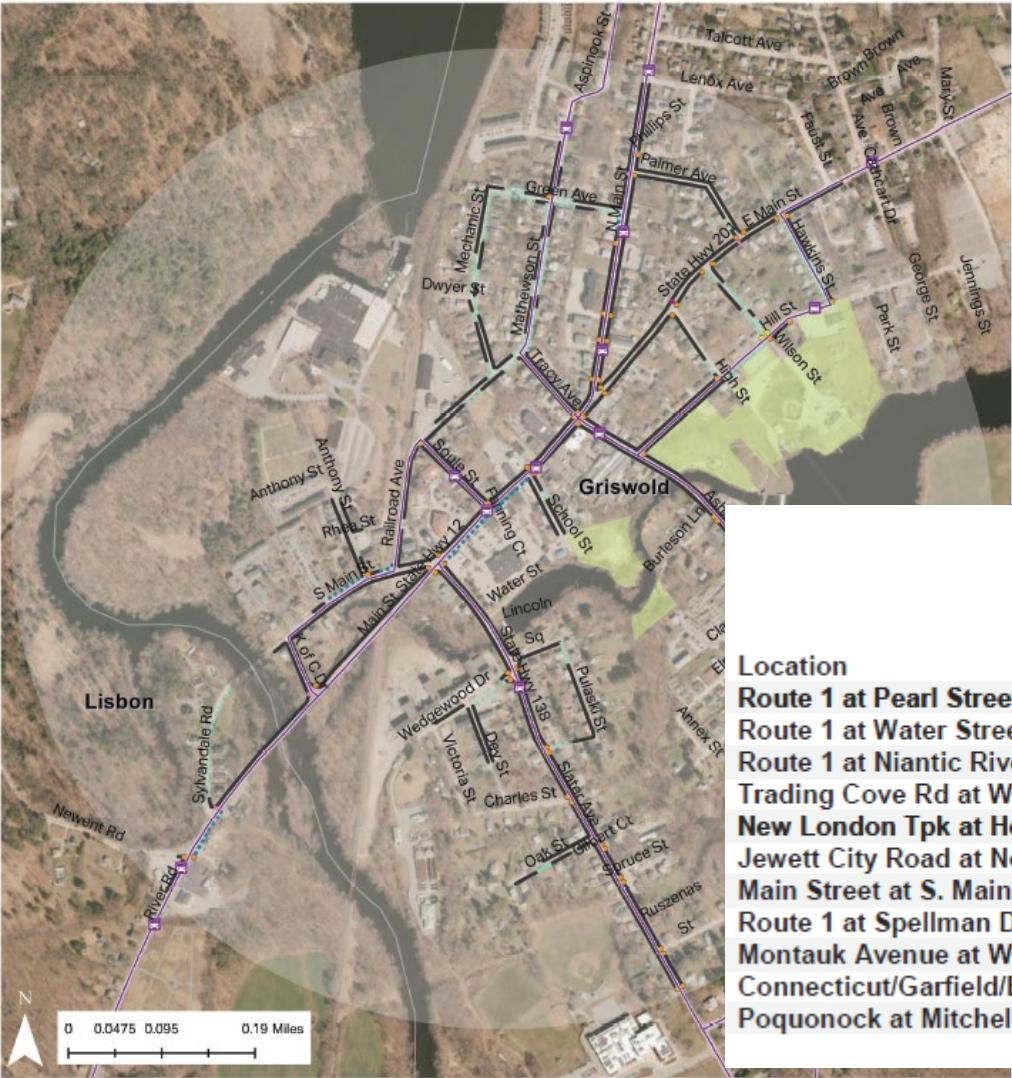
Data



Griswold, Jewett City Pedestrian Facilities

K-3

- SEAT Stops
- SEAT Routes
- Amtrak Stations
- Amtrak Northeast
- Existing Walkways
- Proposed Sidewalks
 - High Priority
 - Low Priority
- Proposed Crosswalks
 - High Priority
 - Low Priority
- Proposed Pedestrian Ramps
 - High Priority
 - Low Priority



Count Locations

- Location
- Route 1 at Pearl Street, Mystic
 - Route 1 at Water Street, Mystic
 - Route 1 at Niantic River Road, Waterford
 - Trading Cove Rd at W. Thames/Norwich Tpk, Norwich
 - New London Tpk at Holly Hill Drive, Norwich
 - Jewett City Road at Norwich Avenue, Norwich
 - Main Street at S. Main Street/Slater Ave, Jewett City
 - Route 1 at Spellman Dr/Private Drive, Stonington
 - Montauk Avenue at Willets Avenue, New London
 - Connecticut/Garfield/Blackhall Ave, New London
 - Poquonock at Mitchell/Benham/Chicago, Groton

Recommendations



Understanding the Recommendations

- Connecting villages, assets, and points of interest
- Context sensitive solutions
- Providing transportation justice and equity
- Connecting open space assets across jurisdiction
- CTDOT's recommended routes vs SCCOG
 - Supplemental, not supplanting
 - Regional priorities support a regional network
 - Local priorities may differ
 - Apples to Oranges
- 40,000' look "Big Picture"



Regional Routes



Recommendations by Municipality (Appendix A)

A-2

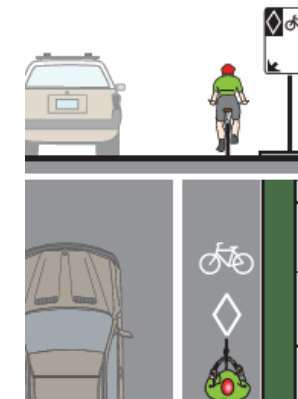
SITE-SPECIFIC RECOMMENDATIONS FOR BICYCLE AND PEDESTRIAN FACILITIES

	Municipality	Bicycle-oriented Improvement	Pedestrian-oriented Improvement
1	Bozrah	<ol style="list-style-type: none"> 1. Create a signed bike route on Fitchville Road (State Route 616) from the border with Lebanon to Bozrah Road (Rt 163), to Gager Road, to Browning Road, to the Norwich border (requires cross-jurisdictional cooperation with Lebanon and Norwich). 2. Stockhouse Road from Route 608/Fitchville Road to Route 87: Provide shared lane. 	<ol style="list-style-type: none"> 1. Fitchville Center: Provide sidewalks along Norwich-Colchester Tpk (Rt 608 from the Post Office to Haughton Road).
2	Colchester	<ol style="list-style-type: none"> 1. Create a signed bike route on Norwich Avenue (Rt 616) from Town Green to Lebanon border (requires cross-jurisdictional cooperation with Lebanon). 2. Improve connections and wayfinding to Airline Trail. 3. Interconnect various off-road shared use trails on open space parcels with on-road bike lanes or shoulders (e.g. Colchester village to Day Pond State Park). 	<ol style="list-style-type: none"> 1. Infill sidewalk gaps in Colchester Villager, especially on Main Street and Broadway. 2. Colchester village: Repair, replace or construct sidewalks and/or accessory improvements where needed as indicated by the Plan's ADA Mapping. See Appendix K for a map and sidewalk inventory rating list.
3	East Lyme	<ol style="list-style-type: none"> 1. Boston Post Road (Rt 1) from Flanders 4-Corners to Old Lyme border: widen roadway where needed for bike-safe shoulders and at intersections with turn lanes to provide continuous shoulder (requires cross-jurisdictional cooperation with Old Lyme). 2. Flanders Road/Pennsylvania Avenue (Rt 161) from East Lyme High School to Main Street: widen roadway where needed for bike-safe shoulders or bike lanes and at intersections with turn lanes to provide continuous shoulder. Consider alternative N/S 	<ol style="list-style-type: none"> 1. Infill gaps in sidewalk network especially in the Flanders district and along Flanders Road (Rt 161) to Niantic Village.

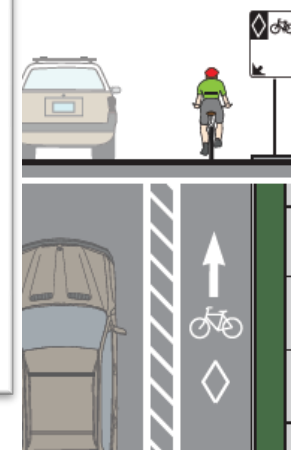
Paved
Shoulder



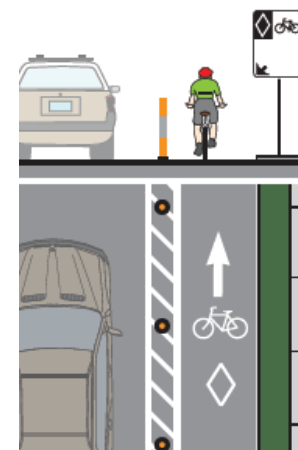
Conventional
Bicycle Lane



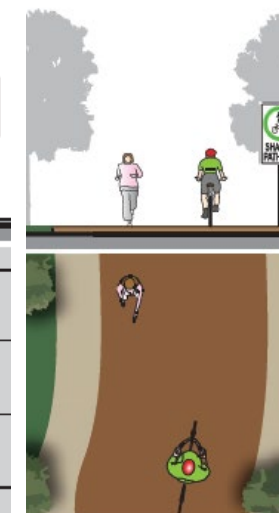
Buffered Bicycle
Lane



Buffered Bicycle
Lane with Flex
Delineators



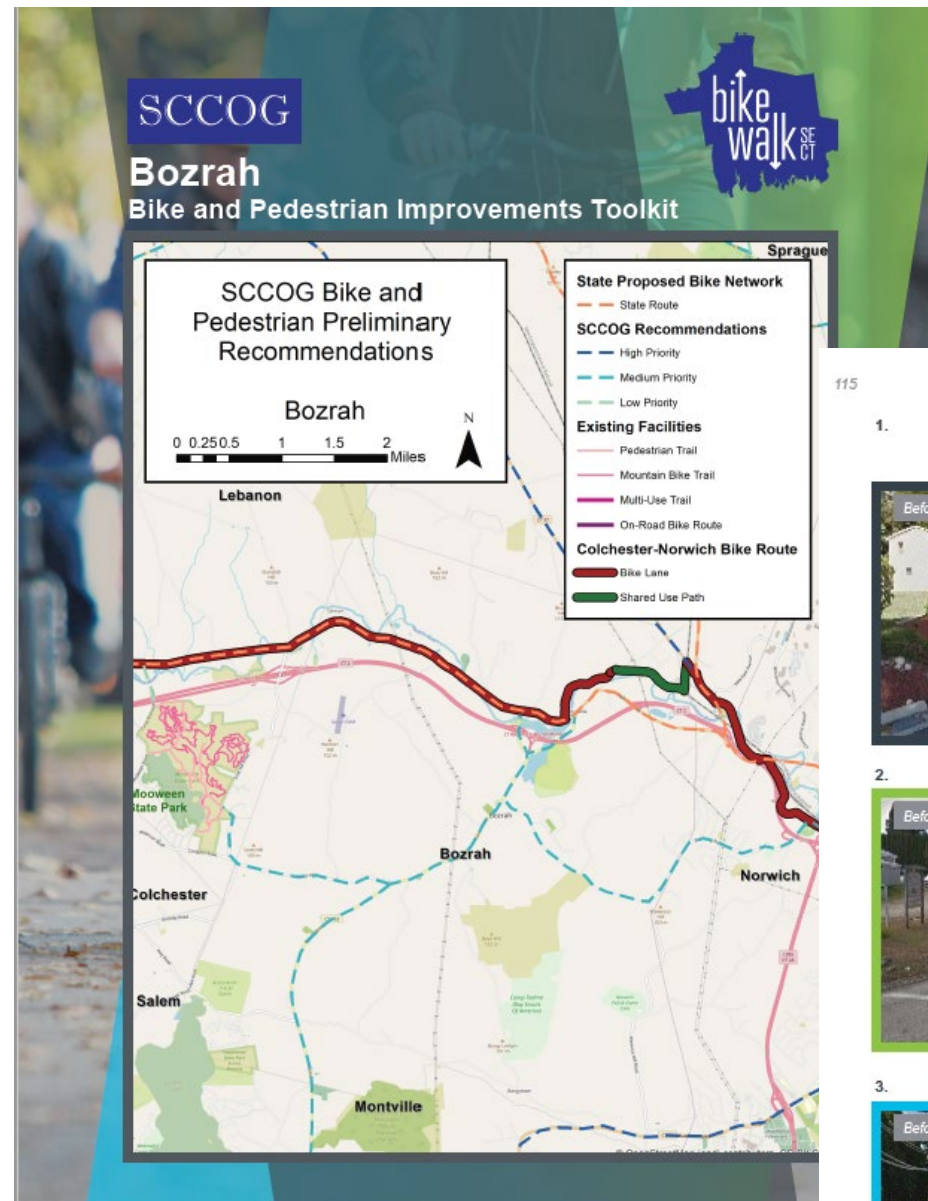
Off-Road
Multi-Use Trail



Images from: Association of Pedestrian and Bicycle Professionals

Town Toolkits

- Purpose of toolkits:
 - Map
 - Contacts
 - Synthesis of town data
 - Recommendations
 - Before and after concepts



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Southeastern Connecticut Regional Bike & Pedestrian Plan

1. Create a signed bicycle route from Norwich – Colchester on Fitchville Road (State Route 616) from the border with Lebanon to Bozrah Road, continuing to Gager Road and Browning Road – into Norwich (requires cross-jurisdictional coordination with Lebanon and Norwich)



2. Stockhouse Road from Route 608/Fitchville Road to Route 87: Provide Shared Bicycle Lane



3. Fitchville: Provide sidewalks along Route 608/Fitchville Road from the Post Office to Haughton Road



Recommendations Map



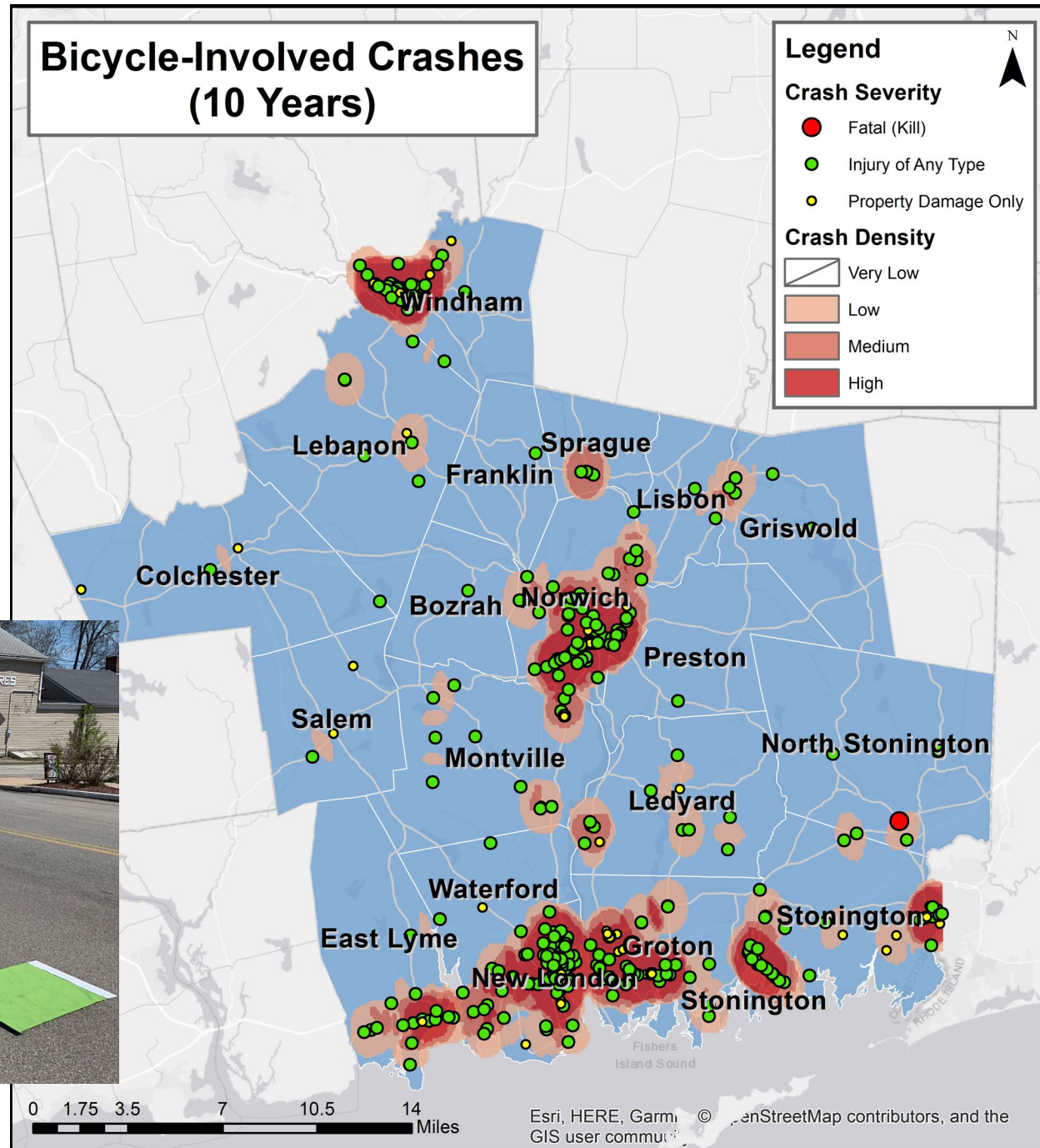
Project Estimates

- 8 region wide estimates + 2 regional routes
- Planning level estimates of priority projects and two proposed regional facilities
- ROW, Permits, Bridges, Environmental Impacts
- Funding source has implications for cost

Municipality	"Bicycle/Pedestrian oriented Improvement"	Facility Type	Length/ Quantity	Average Cost Per Mile/Unit	Project Cost	Construction Contingency (10%)	ROW Contingency (15%)	Total Project Cost
Bozrah	Fitchville Center: Provide sidewalks along Norwich-Colchester Tpk (Rt 608 from the Post Office to Houghton Road).	5ft Sidewalks on both sides of the road	0.7 Miles	\$210,672	\$147,470	\$14,747	\$22,121	\$184,338
Groton	Colonel Ledyard Hwy: Add bike lanes from Rt 184 to Ledyard border. Coordinate with Ledyard.	5ft Bike lanes on both sides of the road	0.6 Miles	\$151,814	\$91,088	\$9,109	\$13,663	\$113,860
Lisbon	Extend sidewalks along River Rd (Rt 12) north from Lisbon Landing entrance road to Jewett City.	5ft Sidewalks on both sides of the road	1.4 Miles	\$210,672	\$294,941	\$29,494	\$44,241	\$368,676
Montville	Provide shared use path on proposed second span of Mohegan-Pequot Bridge (Rt 2A), also provide pathway bridge access from adjacent roads to the north (Mohegan Sun) and south.	Shared use path	0.9 Miles	\$548,500	\$493,650	\$49,365	\$74,047	\$617,062
Montville	Rt 32: Infill gaps in sidewalk network	Sidewalk on east side of road	455 ft	\$210,672	\$18,118	\$1,812	\$2,718	\$22,647
New London	Add both short-term and long-term bicycle parking at the train station, with additional short-term bicycle parking in the surrounding business district.	Long and short term parking	"Long Term=10 Short Term= 20"	"Long Term= \$2,080 Short Term= \$880"	\$34,100	\$3,410	N/A	\$37,510
Waterford	Create Shared Use Path parallel to Rt 213 but separated by woodland buffer wherever possible on town land; cross Beach Park entry road and continue onto Harkness State Park land (bituminous permeable pavement recommended).	Shared use path	3.9 Miles	\$548,500	\$2,139,148	\$213,915	\$320,872	\$2,673,936
Windham	Air Line Trail Connector at Jackson St (Rt 32) and Main St (Rt 66) to Riverside Dr: Provide safe bike access through intersection - bike lanes or grade separated bike lanes (widen sidewalks).	Shared use path	0.6 Miles	\$548,500	\$329,100	\$32,910	\$49,365	\$411,375

Performance Measures

- Safety
- Counts
- Surveys
- Infrastructure



Next Steps



Public Comment

- Provide comment tonight or through the website by 10/21/19
- www.bikewalksect.com



Next Steps

- Incorporate public comments through
- Adopt plan
- Provide plan to municipalities and agencies
- Use the plan to support decision making
- Continue to measure success and document assets
- Work toward regional goals in collaboration with State and Utilities
- Seek funding and support our neighbors in their efforts



SCCOG

Questions?



Contact Information

Project Website: <https://bikewalksect.com/>

Visit us on Facebook: Bike Walk SECT

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