

Southeastern Connecticut REGIONAL BIKE & PEDESTRIAN PLAN Executive Summary

**Southeastern Connecticut Council of Governments
November 2019**



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Table of Contents

Introduction 4

Existing Conditions. 5

Public Involvement 6

Policy and Funding 7

Encouragement and Advocacy 8

Recommendations Summary 11

Performance Measures 13

Municipal Toolkit

Recommendations Map

Tourism Map

Introduction

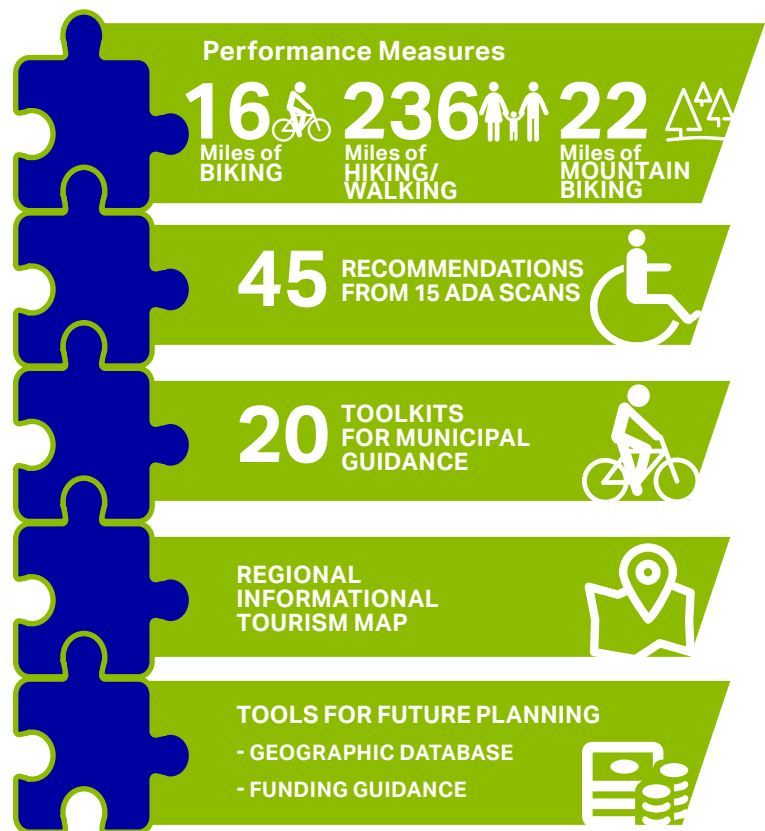
In 2018, the Southeastern Connecticut Council of Governments (SCCOG) commissioned a Regional Bike and Pedestrian Plan – and branded this effort BikeWalk SECT. The Plan provides a comprehensive inventory and recommendations for the region’s bicycle and pedestrian programs and infrastructure. It serves as a companion to the Southeastern Connecticut Metropolitan Transportation Plan, which outlines transportation improvements for the region over the next 40 years. The Plan is an effort to ensure that all municipalities in the SCCOG region have a basic level of bike and pedestrian planning and that each town’s contribution to the network is identified and leveraged in the future.

The Plan envisions a region where people of all ages and abilities safely and conveniently walk and bike on a network of streets and trails that connect our communities.

The following goals were identified as being critical for achieving the Plan’s vision:

- **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

Figure 0.1 Plan Outcomes



Throughout the development of the plan, there has been strong support for a regional approach to bike and pedestrian planning by local agencies and constituents in the SCCOG region. Continued support and political leadership will be needed in the years to come to keep non-motorized safety and access a key element of all infrastructure investments made. The adoption of a Complete Streets Policy (CSP) is the first step to support safe and complete transportation network for all users. These policies set the stage for how regional and municipal governments prioritize decisions such as funding and land use.



Existing Conditions

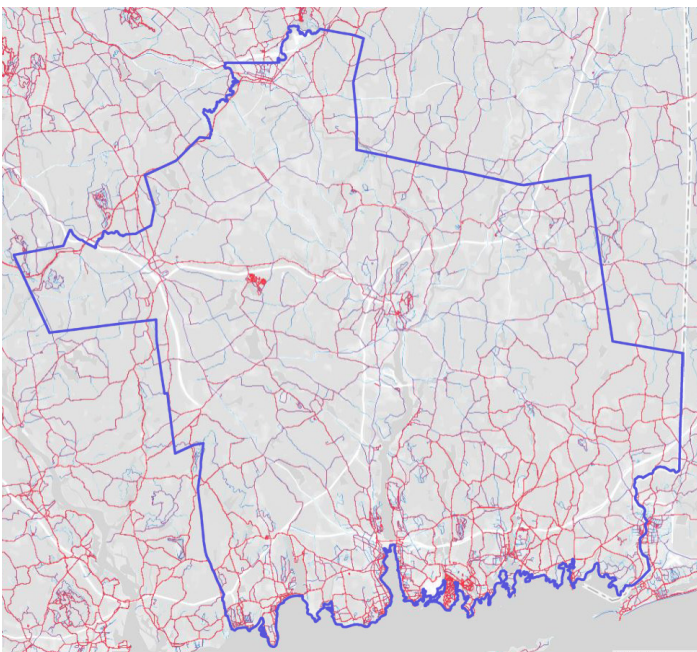
The Plan used multiple objective, data-driven analyses to evaluate existing conditions and better understand the challenges and opportunities to walking and biking in the region. Each municipality was contacted individually to gather information on existing bicycle and pedestrian facilities, programs, and policies. This strategy facilitated the collection of the most current data available regionwide.

The SCCOG region, though not yet rich in bike facilities, offers a wealth of hiking and walking facilities all throughout the region. And while there are several plans to include more facilities, the region currently lacks a complete, interconnected network of bike facilities. Even with a lack of a connected network, biking all over the region can be seen from Strava's

data (). Similarly, pedestrian facilities are generally limited to the region's urbanized areas, though many of those fail to meet American with Disabilities Act (ADA) guidelines. In general, most of the region's municipalities have broadly endorsed improving walking and biking facilities through their Plans of Conservation and Development (POCD). The more populated municipalities, including Groton, Stonington, and New London, have prepared detailed recommendations and studies. As the plan was developed, several municipalities have begun to draft Complete Streets policies that provide the guidance needed for future projects and development to take place.

The region currently has several on-road bicycle facilities ranging from designated bicycle lanes to marked shared use lanes. There is also an abundance of hiking and walking facilities. These include eight shared-use paths, varying in length and location type from rural (e.g. the Airline State Park Trail) to urban (the I-95 Southbound Gold Star Bridge Pathway). The Tri-Town Trail Master Plan, completed in 2009 is the only recent multi-town plan in the region. It was prepared by the Bluff Point to Preston Trail Committee and focuses on the development of a multi-use recreational trail which would travel through Groton, Ledyard, and Preston. The trail has not been implemented due mainly to a lack of funding.

Figure 0.2 Strava Data in SCCOG Region





The Plan incorporated a strong public engagement process to solicit feedback about existing walking and biking conditions in the region and where future improvements should be focused. A wide range of stakeholders were engaged ensuring that both current users were heard and programs and facilities that would attract a new audience were identified.

The Plan included a comprehensive public survey that captured demographic information, respondents' mode use/needs, and project priorities. The survey garnered nearly a thousand responses (0.32% of the total population) and was widely distributed via web link and at every outreach event throughout the duration of the planning process. The survey link was advertised at public meetings, town offices, the project and SCCOG websites, and via social media. The survey produced many informative findings on biking and walking challenges in the region, but perhaps the most telling is that the region's users are mostly biking and walking for recreation - few users can access everyday destinations such as the grocery store or the doctor's office by foot or bike. This plan supports current demand and usage while recognizing the need for better facilities for transportation access and mobility.

A web-based mapping platform, map.social, was used to offer respondents the opportunity to identify geographically-specific local and regional facility needs, challenges, and opportunities. Over 70 users provided 812 individual comments.

The survey and map.social were successful in gathering data that informed the plan's recommendations. For instance, one key insight from the survey was that over 54% of respondents could

Figure 0.3 Plan Outreach Efforts



not access supermarket or health care facilities without a car. This informed the plan's recommendation to improve walking and biking facilities in developed areas that lack facilities.

Short term demonstration projects, called tactical engagements, were built in place to give users an understanding of what could be constructed. Tactical engagements were conducted in Norwich (pop-up bike lanes), Jewett City (placemaking), and Groton (wayfinding signage). The engagements were used to demonstrate what potential projects could look and feel like, and it also raised awareness about the plan both through our online platforms and people passing by who saw or used demonstrations. Each of the tactical engagements were manned by SCCOG or consultant staff who interpreted the installation for constituents while soliciting feedback. These projects showed a glimpse of potential facilities and public spaces that the region could have.



Throughout the plan's preparation, there has been strong support from regional and local agencies as well as the constituents for the plans development and implementation. Both financial and institutional support will be needed in years to come. Political leadership will keep non-motorized safety and access a key element of all infrastructure decisions made. The adoption of a Complete Streets Policy (CSP) is the first step to support safe and complete transportation network for all users. These policies set the stage for how regional and municipal governments prioritize decisions such as funding and land use.

Land use policies have significant impacts on the development of non-motorized networks. Developments are happening throughout the SCCOG region and progressive land use policies will create and expand non-motorized networks as communities continue to develop and redevelop. To reinforce safe access and improved mobility for non-motorized users, zoning regulations need to support the towns bike and pedestrian goals. Relying upon development to build out the non-motorist facilities, even with supportive land use policies, will result in an inconsistent network. Identifying and prioritizing needs is a critical step in the complete streets policy-making process. Implementing complete streets goals across departments allows more diverse funding options and ensures incremental improvements.

This plan references various funding sources that can be used to help plan and build non-motorized networks, as well as identifying key organizations to contact for guidance. While this is important, municipal maintenance programs are one of the lower cost and easier ways to help fund complete street networks. This is because municipal governments

Figure 0.4 Building Blocks for a Regional Network



have jurisdiction over all local roads where it is often more comfortable to walk or bike. While infrastructure may not be present today, simple line striping can be done as part of a local road resurfacing program to narrow oversized vehicle lanes and provide bike lanes in the road shoulder. Modifications such as this add only a nominal cost to a project as line striping will occur regardless. Using existing maintenance operations is the fastest and most convenient way to implement new non-motorized infrastructure which is why having a CSP that outlines these intentions and is backed by municipal and regional leaders can be the foundation of change.

Larger projects and those on state or federal land may best be funded by external financial vehicles. Accepting federal or state funds triggers additional regulatory oversight and typically increases cost.

patients and clients to spend more time in nature being active with the goal of improving their health and well-being. In New England, one such organization to participate in Park Rx is the Burlington (Vermont) Parks, Recreation and Waterfront Department, who in partnership with a local community health provider seeks to get patients outside and active through free park activities and health coaching.

Connecticut safety laws make enforcement challenging unless a pedestrian or cyclist are struck. A municipal and regional push is needed for stronger safety laws that are more enforceable to create a safer environment. One step to better enforcement is to encourage greater bike police presence which will encourage more riders in the region and could focus efforts where cycling most frequent. Community policing of bicycle and pedestrian safety laws is another way to increase awareness of bicycling activity and increase safety. Ultimately the region and advocacy agencies such as BikeWalkCT should coordinate efforts to update outdated laws and policies.

When looking at other countries, such as the Netherlands, the non-motorized culture is ingrained in their society. Biking is taught at a young age and is widely accepted as a valid form of transportation. The Netherlands has similar challenges as the SCCOG region, such as narrow roadway widths. It was advocacy and education that sparked the Netherlands to become one of the world's non-motorized leaders. Locally, in Connecticut, BikeWalkCT offers a Walk Audit program for communities in need of assistance. The audit focuses on bike and pedestrian safety concerns. BikeWalkCT supports bicycle safety educational for both adults and children. Many League of American Cyclist certified teachers exist within our community and are able to teach participants and also training others to teach bicycle skills. BikeWalkCT provides fourth grade bike safety curriculum to municipalities statewide, including providing bicycles for the course. Currently, Bike New London provides a build a bike program in addition to

































safety education. Linking programs such as these to the SCCOG school systems curriculum would provide confidence and positive reinforcement of biking and walking.

Walking and biking is not only good for people's health and well-being, it also good for the region's bottom-line. Studies have shown providing active transportation options can benefit local economies in a variety of ways such as decreased transportation costs, increased property values, decreased health care costs, and increased employment and tourism.¹ Even in a small, rural state like Vermont, biking and walking provide a significant boost to the local economy. A 2009 study showed biking and walking created at least 1,400 jobs, \$41 million in wages and \$83 million in revenue for the State of Vermont. In addition, the health and property value benefits could bump that up by more than \$400 million². A survey by the Connecticut Trails Census of the Airline State Park Trail found that 94.7% of respondents had spent \$780 annually related to their use of this specific trail. As southeastern Connecticut continues to make investments in walking and bicycling, it should document the benefits through business surveys and economic analyses and further make the case for active transportation.

1 FHWA White Paper: Evaluating the Economic Benefits of Nonmotorized Transportation: http://www.pedbikeinfo.org/cms/downloads/NTPP_Economic_Benefits_White_Paper.pdf

2 Economic Impact of Walking and Biking in Vermont: https://headwaterseconomics.org/wp-content/uploads/Trail_Study_84-bicycling-walking-vermont.pdf

Bike and Pedestrian-Focused Organizations and Groups in the Region and Their Areas of Expertise

The Connecticut Cycling Advancement Program			
Regional cycling and running clubs			
Community Health Districts			
The Mayor's Fitness Initiative (New London participating)			
Girls on the Run			
I Can Bike East Lyme			
BikeWalk CT			
The New England Mountain Bike Association			
Bike New London			
Bike Stonington			
Walk Norwich			
Municipal Conservation Commissions			
Schools			
Mystic Community Bikes			
Spokespeople at Connecticut College			



Community
Engagement



Safety
Education



Health



Legislation



Economic
Development



Regional Connections

Regional planning efforts like this plan address one of the most significant roadblocks in implementing safe and effective bike and pedestrian projects in the state. This plan acknowledges the challenges between the State Department of Transportation and municipalities in coordinating planning efforts given the lack of funding and staff availability. One of the goals of this plan was to provide guidance at a regional level through recommendations tailored to individual municipalities. When developing the municipal-level recommendations, the plan considered how those facilities would support a regional network providing safe means of intra-regional travel for users of all modes; making it feasible for users to travel to important destinations throughout the region either for recreational purposes or more 'utilitarian' purposes like commuting, shopping, and traveling to medical appointments.

One of the exciting regional-level connections presented in this plan is the Eastern Shoreline Path which is composed of bike-friendly facilities on state and local roads along the region's beautiful coastline. Being a path of significant length (nearly 18 miles), it has the potential to boost the economies of SCCOG municipalities, as it would certainly draw people of all ages and abilities from outside the region and the state. This plan also presents successful Complete Streets policies that have been implemented outside of the region. Southeastern Connecticut municipalities can model their Complete Streets policy after these, as well as modify and adopt similar supporting land-use regulations (see Appendix G).

The other two regional connections highlighted in the plan are the Tri-Town Trail and the Colchester to Norwich Signed Bike Route. The Tri-Town Trail is planned to be a 17-mile regional connecting trail that links economic centers and open space by providing a transportation corridor for alternative modes. Significant planning has been conducted for the Tri-Town Trail and needs funding to be implemented.

The Colchester to Norwich Signed Bike Route is a new regional connection identified in the plan that would connect Colchester as well as users of the Airline Trail (via the Colchester spur) to Norwich. The route is planned to be just over 14 miles long and will require cross-jurisdictional cooperation from state, regional, and municipal stakeholders for planning and implementation.

Municipal Recommendations and Toolkits

All recommendations in this plan come from extensive outreach and a data-driven process. To create a plan that is more implementation, recommendations were broken down by municipality to provide smaller, more manageable pieces that can be planned and constructed. This plan uses municipal toolkits as a method to provide a streamlined approach to the implementation process. Each municipal toolkit represents a piece of the larger regional network of recommendations and will result in incremental improvements to safety and usability of pedestrian and bicycle networks.

Buildout of State Network

State bicycle routes are the spine of the regional bicycle network. In most cases, bike facilities on smaller local roads feed into these large state routes, creating an interconnected network. Coordination and cooperation from local and state agencies is critical for a context-sensitive buildout of bike facilities on state roads that is driven by local needs. While the state has jurisdiction over state roads, the municipality and residents are the primary users and need to be included in the planning and design process to ensure that safe and accessible facilities are constructed in every project. For instance, CTDOT is using regular road maintenance to narrow travel lanes as well as look at average daily traffic counts and number of road lanes for potential locations suitable for road diets – where roadways are right-sized to create facilities for bicyclists and pedestrians. This

reallocation of space can accommodate bikes as part of routine resurfacing and restriping. Coordination of these efforts with local governments in advance of construction ensures local needs are being met.

ADA Scans

To address the significant gaps in ADA compliant pedestrian facilities in the region, 15 ADA scans throughout the region were identified by municipal and regional input (). Network gaps, due to lack of communication and regulatory guidance, cause pedestrians to either traverse areas that put them in dangerous situations, or, if they have a choice, resort to a motorized mode of travel because there currently are not safe sidewalk connections to and from destinations in parts of this region. These ADA scans show the results of sprawl and disconnected development, which create inconsistent sidewalk networks as often times these projects only span the length of the parcel being developed. As a result, small stretches of sidewalk are constructed but often do not connect to the larger network. Additionally, as new restaurants, shops, and residential housing locations are built, safe crossings and connections for pedestrians may not be constructed because of road/land ownership. Communication and planning are critical to ensuring that adequate assessments of where sidewalks and crossings are needed takes place, especially in mid-block locations.

Figure 0.6 Colchester's ADA Scan



ADA Highlights

- Aerial survey used
- Pre-identified areas based on municipal knowledge / bus routes
- Identified that sidewalk regulations have not consistently provided appropriate facilities where they are needed
- Shows that the large inventory of sidewalks does not always mean that they are providing access
- Each town is responsible for ADA access on their public roads and for identifying areas that need improving limits liability



Performance measures are used to keep track of a plan's progress and to determine if the region is taking steps in the right direction. Performance measures for this plan are data-driven benchmarks, typically

assessed annually, related to bicycling and walking goals for the SCCOG region (). Goals include building of new facilities, expanding mode share, improving safety, and increasing funding for walking and bicycling programs and projects. These measures are trackable over time, so that the performance of the region against these goals will demonstrate the success level of the plan's implementation.

The region is responsible for distributing Federal funding through a project prioritization process as part of their long range planning efforts. Data driven performance measures can aid this process. Currently, roadway projects are commonly chosen by a

quantitative process, which is difficult to do for bike and pedestrian users as very little data exist. As performance measures are continually tracked for non-motorized users over time, a similar process can be used to inform bicycle and pedestrian projects rather than primarily looking at gaps in the network.

*Note: Network data has not been collected for this region prior to this report. For this reason, 2018 is the first year that network data is available. Additionally, Census data, which is used to determine the number of residents in the region, is not yet available for 2018. Due to these restrictions in data availability, we have used 2017 population data and 2018 network data to measure performance. Moving forward, SCCOG should work with partners to catalog data and measure regional progress.

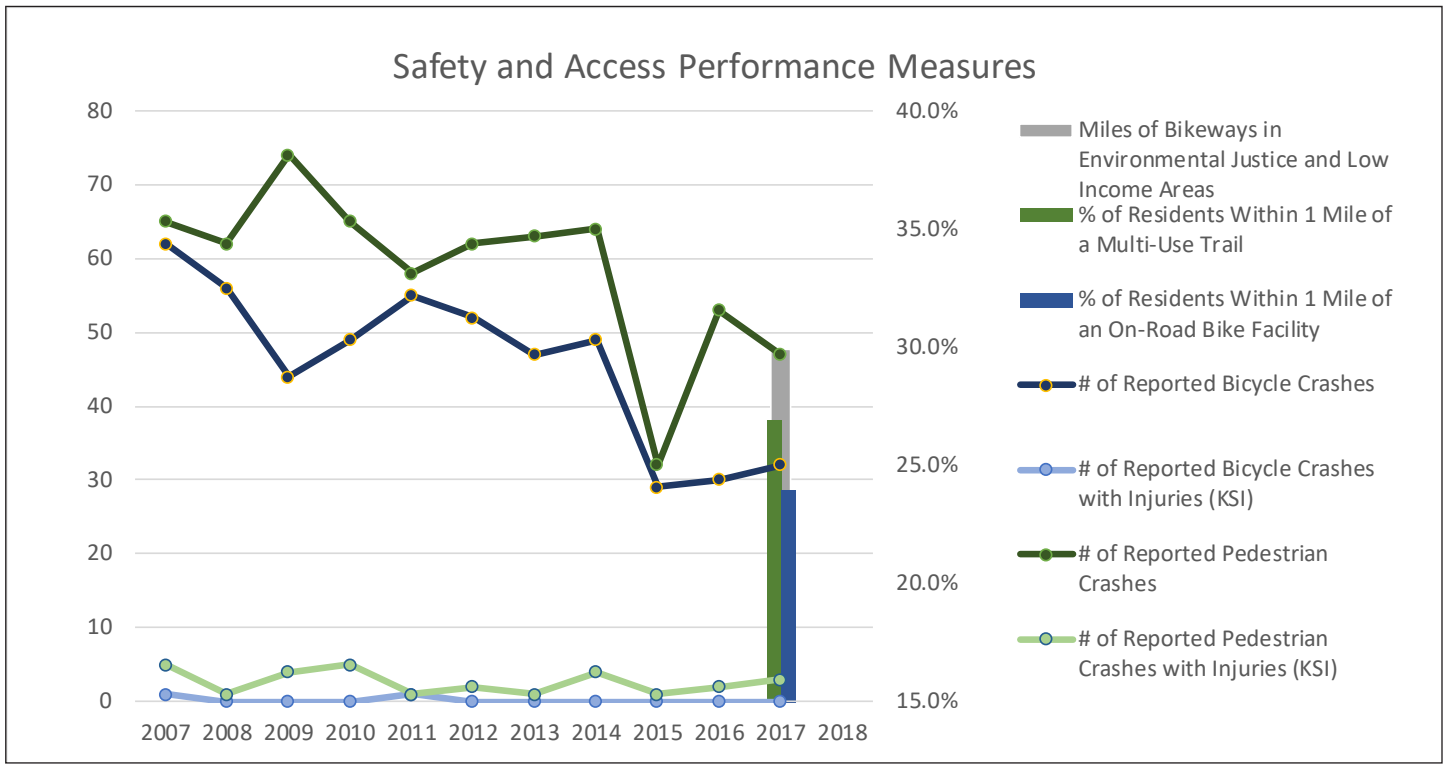
Figure 0.7 Performance Benchmarks

Metric	2018	2019
Network		
miles of all bike facilities (includes trails)	130.81	NA
miles of multi-use paths	91.93	NA
miles of mountain bike paths	22.28	NA
miles of on-road facilities	16.60	NA
miles of sharrowed facilities	1.22	NA
miles of bike lanes	4.87	NA
miles of bike routes	10.51	NA
miles of walking paths	236.46	NA

Figure 0.8 Conducting Counts and Surveys in Norwich

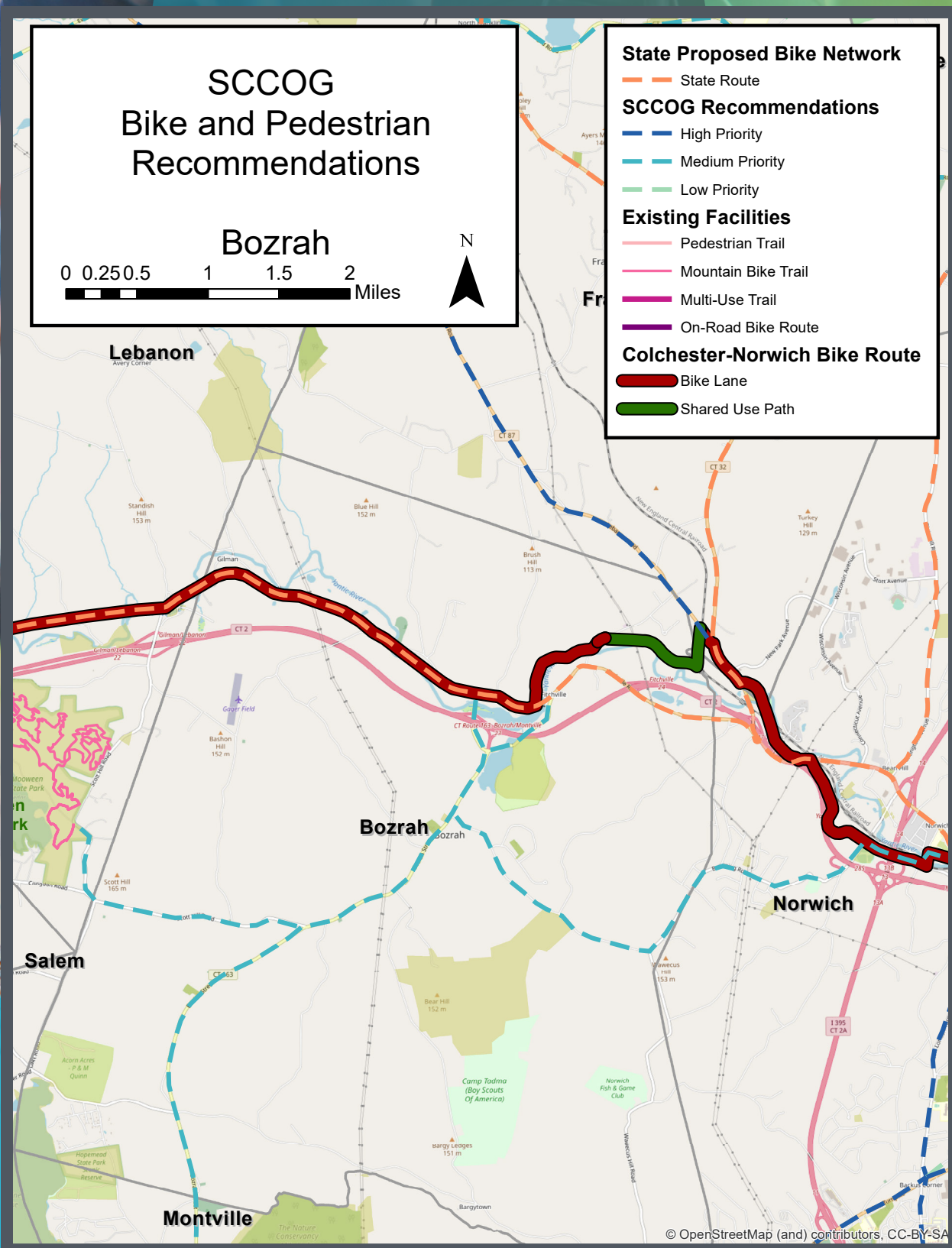


Figure 0.9 SCCOG Performance to Date



The executive summary was individualized for SCCOG Municipal CEOs with the inclusion of a town specific municipal toolkit, recommendations map and tourism map in addition to the executive summary. Please refer to the table of contents for the location of these additional products as included in the Plan.

Bike and Pedestrian Improvements Toolkit



Introduction

Motor vehicle users have historically been the prime consideration for designers, which has created a motorized-vehicle-dependent society. The concept of “Complete Streets” planning was adopted by the Connecticut Department of Transportation (CTDOT) in 2014. Complete Streets involves designing and operating roads for all users: pedestrians, cyclists, disabled citizens, transit users, and motorists. Examples of Complete Streets provisions include sidewalks, bike lanes, wider shoulders, pavement markings, and signs. Changes to the built environment will happen incrementally as the CTDOT shifts its planning and engineering practices. Communities can reinforce and accelerate this process by adopting a local Complete Streets policy, as New Haven, West Hartford, Fairfield, Madison, Portland, and Stamford have.

Government Structure and Engagement Process

Bozrah's first point of contact for bike and pedestrian issues is the Local Traffic Authority (LTA) – which is the designated role of the First Selectman.

Name	Address	Phone/Fax	Email
Glenn Pianka First Selectman	1 River Road Bozrah, CT 06334	Tel: (860) 889-2689 x1	firstselectman@bozrahct.org

Staff that support and augment the work of the LTA in planning, funding land-use and coordination between towns include:

Name	Address	Phone/Email	Issue/Area
Kate Rattan, AICP Principal Transportation Planner, SCCOG	5 Connecticut Avenue, Norwich, CT 06360	Tel: (860) 889-2324 krattan@seccog.org	Local and Regional Planning, Projects, Funding, Inter-town coordination
Robert E. Obey, P.E. District Engineer CTDOT – District 2	171 Salem Turnpike, Norwich, CT 06360	Tel: (860) 823-3204 robert.obey@ct.gov	Encroachment Issues
Lee Dunbar Eastern Connecticut Forest Landowners Association/ Wolf Den Land Trust	P.O. Box 404 Brooklyn, CT 06234	Tel: (860) 617-1152 leedunbarl@gmail.com	Land Acquisition Issues, Funding
Laurie Giannotti CT DEEP – Recreational Trails	79 Elm Street, Hartford, CT 06106	Tel: (860) 424-3578 laurie.giannotti@ct.gov	General information about the state recreational trails

Town of Bozrah officials are encouraged to use the Form in "Appendix M" to propose a specific improvement to a roadway or intersection. A list of the principles to be considered in developing a bike or pedestrian improvement are provided with the form. The First Selectman, or designee, will review all proposals and determine whether the project is feasible and warranted. If the proposal meets those criteria, town staff will assist with identification of funding. Projects may be submitted through SCCOG's competitive solicitation for grant programs. The SCCOG staff may provide assistance determining eligibility for Federal or State funding.

Background

The recommendations for Bozrah were generated from public input received through the map.social site created for this report, as well as referencing the CT Statewide Active Transportation Plan's bike transportation network map. They are also based on a review of Strava data and the Average Daily Traffic (ADT) on Bozrah's roads.

The 2016 Road Safety Audit of Fitchville Road included some short- and a medium- term recommendations that will improve pedestrian safety. According to the SCCOG Regional Metropolitan Transportation Plan, sidewalk and intersection improvements are planned for Fitchville Road in the 2024-2028 timeframe.

According to Strava bicycling heatmaps, one of the most heavily traveled routes in Bozrah is Stockhouse Road, from Route 608/Fitchville Road to Route 87. Average Daily Traffic (ADT) volume is low, at 1700, making it a possible candidate for a shared bike lane, or a signed bike route. The southernmost end of Stockhouse Road is also near a school, campground, and mini-golf. Safely connecting these destinations for bicyclists and pedestrians could be instrumental in encouraging more active transportation in the area.

The installation of sidewalks along Fitchville Road from the Post Office to Haughton Road has been long desired, but the most recent request for funding was unsuccessful. This project would, however, tie in with the recommendation to create bike facilities along Stockhouse Road, so the recommendation is repeated here. It would create a route for pedestrians and cyclists of all ages within Fitchville, and safely connect walkable destinations to which people currently drive.

The creation of a signed bike route along Route 608/Fitchville Road, from the border with Lebanon to Route 163/Gager Road/Browning Road into Norwich assumes cross-jurisdictional cooperation with Lebanon and Norwich – as it is a state route that crosses through each community. This route would promote regional connectivity and cooperation, and could set positive precedent for both.

Federal transportation funding programs are available for eligible bike, pedestrian and transit projects in addition to traditional highway projects. The SCCOG staff can provide funding guidance and technical support to towns applying for those funds, which are explained in of the SCCOG Regional Bike and Pedestrian Plan.

Additional examples of funding sources for local match include:

[Private Land Trusts](#), fundraising through local not-for-profit entities and the Land and Water Conservation Fund.

Recommendations

The recommendations map on the front page shows routes identified in the regional network specific to Bozrah. The blue line (State identified Route) at the top and green line (Regional identified Route) at the bottom of this map are routes prioritized for bicycle and pedestrian improvements. In the long term, connecting them – with improvements along the length of Route 163 – will further the regional active transportation network.

Bike-Oriented Recommendations

- Create a signed bike route on Fitchville Rd (State Route 616) from the border with Lebanon to Bozrah Rd (Rt 163), to Gager Rd, to Browning Rd, to the Norwich border (requires cross-jurisdictional cooperation with Lebanon and Norwich).
- Stockhouse Road from Route 608/Fitchville Road to Route 87: Provide shared lane.

Pedestrian-Oriented Recommendations

- Fitchville Center: Provide sidewalks along Norwich-Colchester Tpk (Rt 608 from the Post Office to Haughton Road).

References

Recent reports referencing bicycle and pedestrian infrastructure in Bozrah include:

- Plan for Fitchville Road/Route 608 Sidewalk (from Fitchville Post Office on Fitchville Road to Haughton Road)
- Road Safety Audit: Fitchville Road (2016)
- Southeastern CT Metropolitan Transportation Plan (2019-2045)

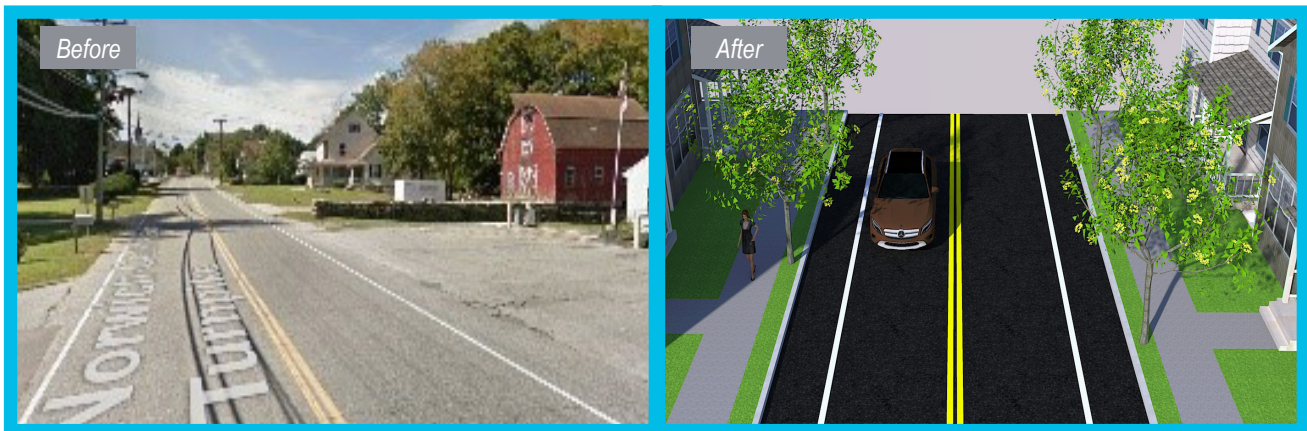
1. **Create a signed bicycle route from Norwich – Colchester on Fitchville Road (State Route 616) from the border with Lebanon to Bozrah Road, continuing to Gager Road and Browning Road – into Norwich (requires cross-jurisdictional coordination with Lebanon and Norwich)**



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**



Bike and Pedestrian Final Recommendations

State Proposed Bike Network

State Route

SCCOG Recommendations

High Priority

Medium Priority

Low Priority

Existing Facilities

Pedestrian Trail

Mountain Bike Trail

Multi-Use Trail

On-Road Bike Route

Parks & Recreation Areas

Park / Open Space

Tribal Boundary

Tribal Boundary

Eastern Shoreline Path

Existing Bike Facility

Bike Lane

Shared Use Path

Bike Sharrow

Bike Boulevard

Colchester-Norwich Route

Bike Lane

Shared Use Path

Trolley Trail

Existing Bike Facility

Bike Lane

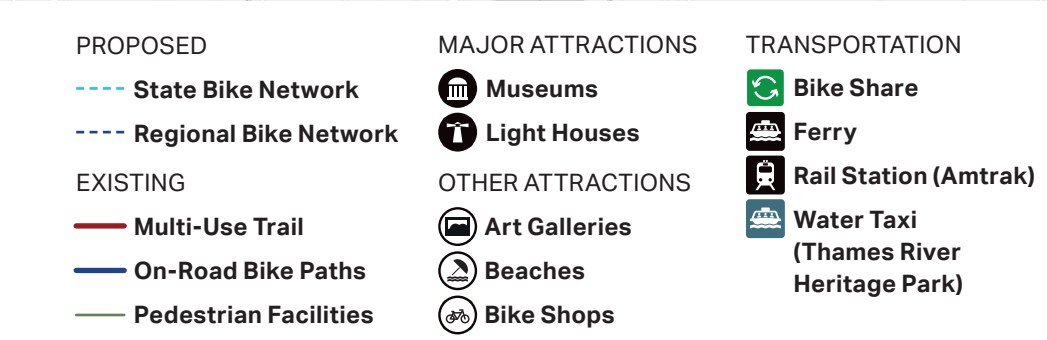
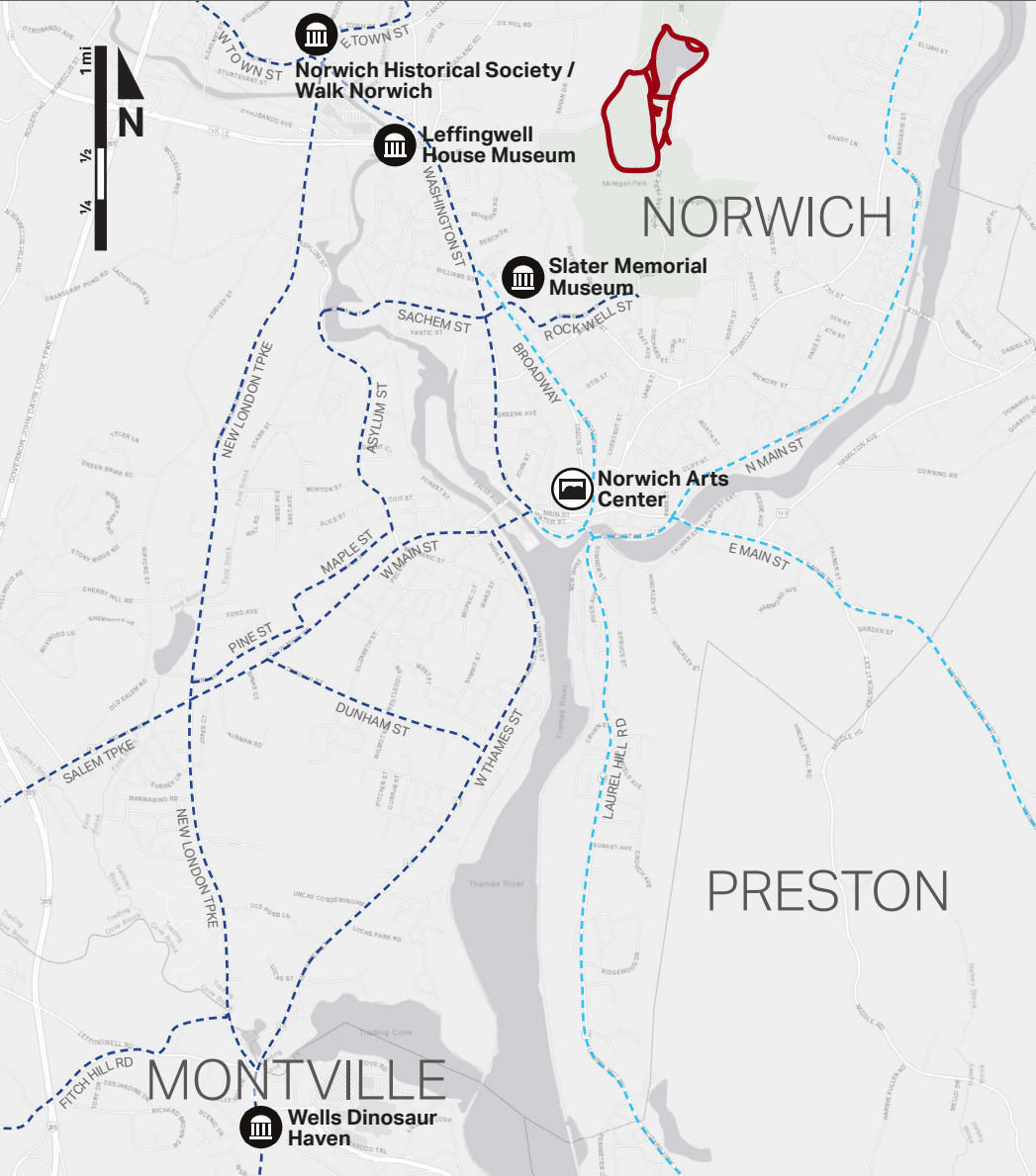
Shared Use Path

Note: The Southeastern Connecticut Council of Governments does not make any warranty, expressed or implied, and does not assume any legal liability or responsibility for the accuracy, completeness, or usefulness of the data provided herein. Areas depicted are approximate, are for illustration purposes only and do not take the place of a professional survey. The data are not necessarily accurate to mapping, survey, or engineering standards. Areas depicted are not suitable for site-specific decision-making and have no legal bearing on the true shape, size, location, or existence of a geographic feature, property line, or political boundary line representation. This map may contain errors and omissions and should not be referenced or incorporated in any manner in legal documents or proceedings. This data (map) is for general reference only.



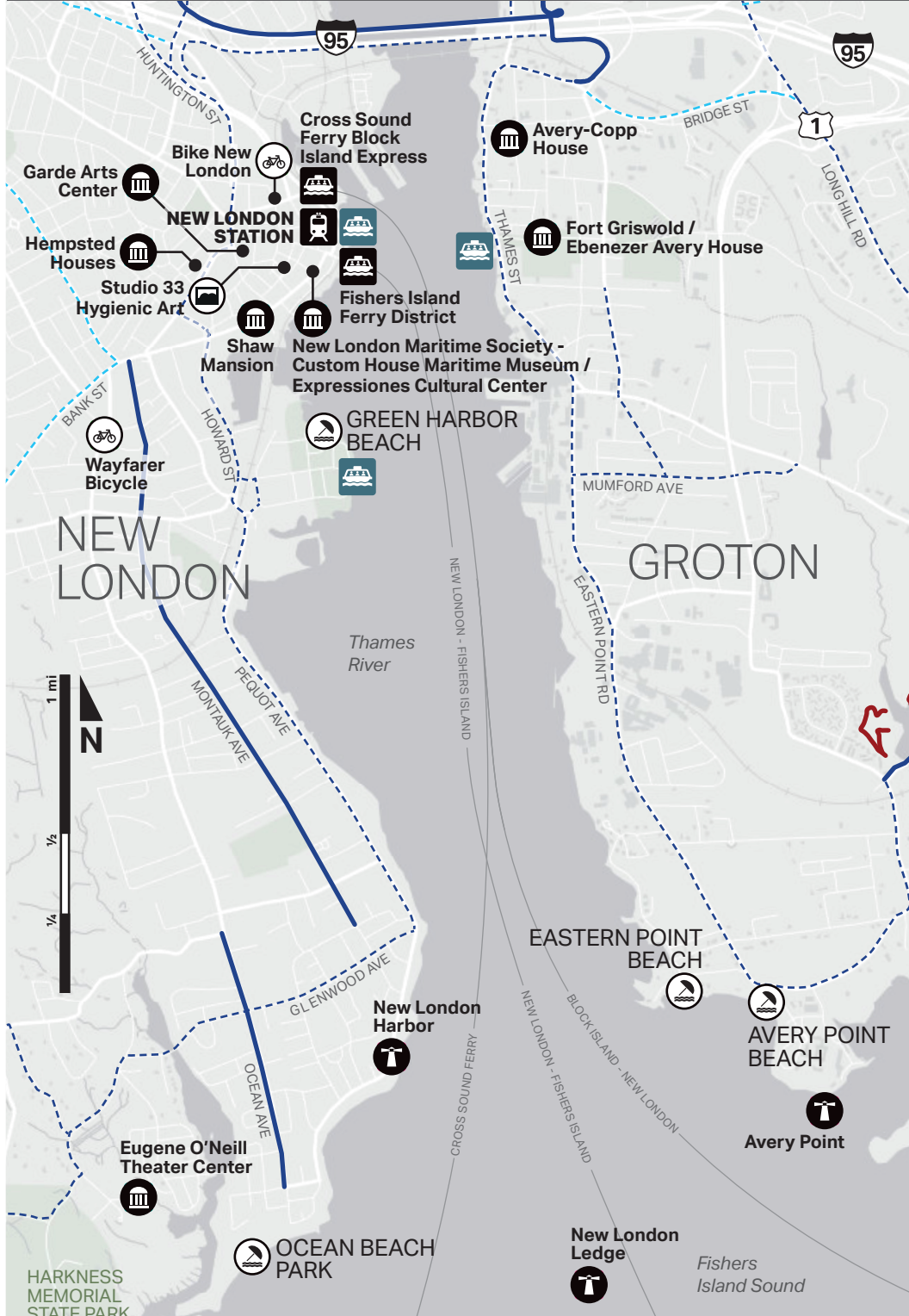


NORWICH INSET MAP



WINDHAM INSET MAP

NEW LONDON / GROTON INSET MAP



REGIONAL BIKE & PEDESTRIAN TOURISM MAP

PROPOSED

- State Bike Network
- Regional Bike Network

EXISTING

- Multi-Use Trail
- Mountain Bike
- On-Road Bike Paths
- Pedestrian Facilities

TRANSPORTATION

- Bike Share
- Regional Rail (Amtrak)

Map Labels: WINDHAM, LEBANON, FRANKLIN, SPRAGUE, LISBON, NORWICH, BOZRAH, PRESTON, COLCHESTER, SALEM, MONTVILLE, LEDYARD, GROTON, STONINGTON, WATERFORD, EAST LYME, NEHANTIC STATE FOREST TRAIL, OSWEGATCHIE HILLS NATURE PRESERVE, PACHAUG STATE FOREST (CHAPMAN AREA), PACHAUG STATE FOREST (GREENS FALLS AREA), TRITOWN FOREST PRESERVE, NARRAGANSETT TRAIL, PEQUOT TRAIL, SALMON RIVER TRAIL, ROCKY NECK STATE PARK, HOLE IN THE WALL BEACH & MCCOOK POINT BEACH, BARN ISLAND WILDLIFE MANAGEMENT AREA, WESTERLY STATION, MORGAN POINT, LATIMER REEF, STONINGTON POINT, DUBOIS BEACH, MYSTIC RIVER INSET BELOW, NEW LONDON STATION, NEW LONDON / GROTON INSET ON OTHER SIDE, NORWICH INSET ON OTHER SIDE, WINDHAM INSET ON OTHER SIDE.

Trail Numbers: 1, 2, 3, 4, 5, 7, 8, 9, 10 & 22, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26.

This map illustrates the Groton and Stonington area in Connecticut, highlighting the Groton Greenway (red line) and the Stonington Greenway (blue line). The map includes a scale bar (0 to 1 mile) and a north arrow. Key locations marked include Mystic Harbor, Mystic Station, Mystic Museum of Art, Mystic Seaport Museum, Thompson Exhibition Building, Mystic Aquarium, Denison Homestead / Denison Pequotsepos Nature Center, Mystic Cycle Centre, Williams Beach Park, Latham Chester Store Museum, Noank Historical Society, Esker Point Beach, and Morgan Point. The map also shows the Connecticut River, Fishers Island, and various roads like New London Rd, Elm St, Selma St, and Williams Ave.

1	The American Velvet Mill	D4
2	Ashbel Woodward Museum	B2
3	Blue Slope Country Museum	C2
4	Children's Museum of Southeastern Connecticut	B4
5	Colchester Historical Society	A2
6	Denison Homestead / Denison Pequotsepos Nature Center	D5
7	The Dinosaur Place at Nature's Art Village	B3
8	Griswold Historical Society Museum	C2
9	Indian & Colonial Research Center	D4
10	Jabez Smith House	D4
11	John Bishop Museum	C2
12	La Grua Center	D4
13	Latham Chester Store Museum	C7
14	Lebanon Historical Society Museum & Visitor Center	B2
15	Mashantucket Pequot Museum & Research Center	D3
16	Mystic Aquarium	D5
17	Mystic Museum of Art	D6
18	Mystic Seaport Museum	D5
19	The Nathan Lester House Museum and Tool Museum	C3 / C4
20	Noank Historical Society	C7
21	Sprague Historical Society Museum	C2
22	Stonington Historical Society/ Captain Nathaniel Palmer House	D4
23	The Thomas Lee House	B4
24	Thompson Exhibition Building	D5
25	U.S. Navy Submarine Force Museum and Historic Ship Nautilus	C4
26	U.S. Coast Guard Museum	C4

1	Lyman Allyn Art Museum	B4 / C4
2	Nature's Art Village	B3

1	Latimer Reef	D4
2	Morgan Point	C4
3	Stonington Historical Society/ Stonington Point Lighthouse	D4

1	DuBois Beach	D4
2	Esker Point Beach	C7
3	Hole In The Wall Beach	B4
4	McCook Point Beach	B4
5	Rocky Neck State Park	B4
6	Williams Beach Park	D6

1	Cycle Shed Stores	C3 / C4
2	Mystic Cycle Centre	D6
3	Niantic Bay Bicycles	B4
4	Sunshine Cycle & Run	A2

1	Barn Island Wildlife Management Area	D4
2	Narragansett Trail	D3
3	Nehantic State Forest Trail	B3 / B4
4	Oswegatchie Hills Nature Preserve	B4
5	Pachaug State Forest – Chapman Area – Greens Falls Area	D2 D2
6	Pequot Trail	C3
7	Rocky Neck State Park	B4
8	Salmon River Trail	A2
9	TriTown Forest Preserve	D3

