

# **Southeastern Connecticut REGIONAL BIKE & PEDESTRIAN PLAN Executive Summary**

**Southeastern Connecticut Council of Governments  
November 2019**



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# Acknowledgements

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Town of EAST LYME Mark Nickerson, First Selectman  
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# Introduction

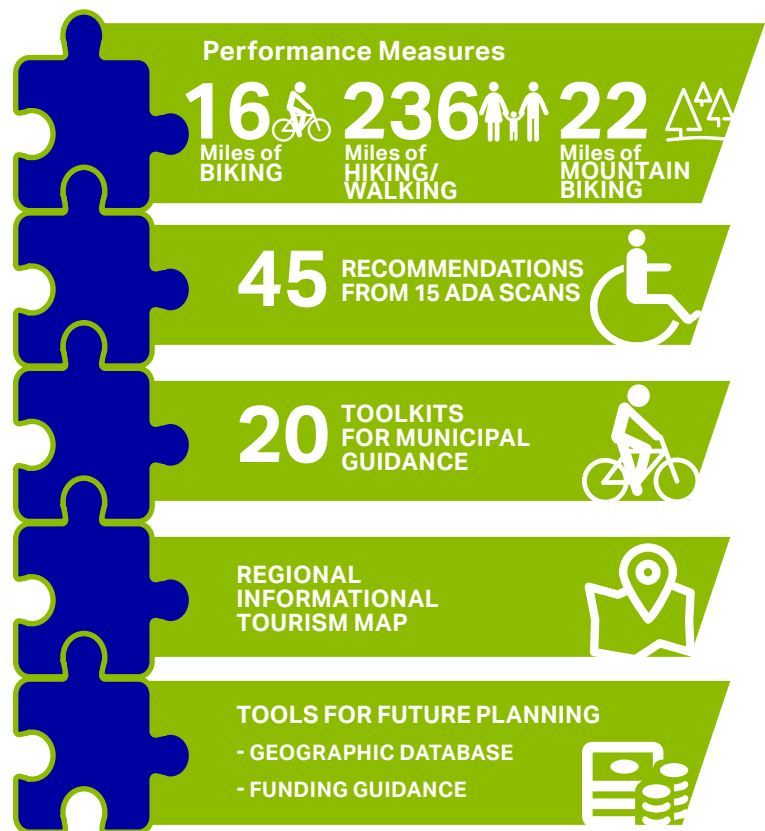
In 2018, the Southeastern Connecticut Council of Governments (SCCOG) commissioned a Regional Bike and Pedestrian Plan – and branded this effort BikeWalk SECT. The Plan provides a comprehensive inventory and recommendations for the region’s bicycle and pedestrian programs and infrastructure. It serves 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

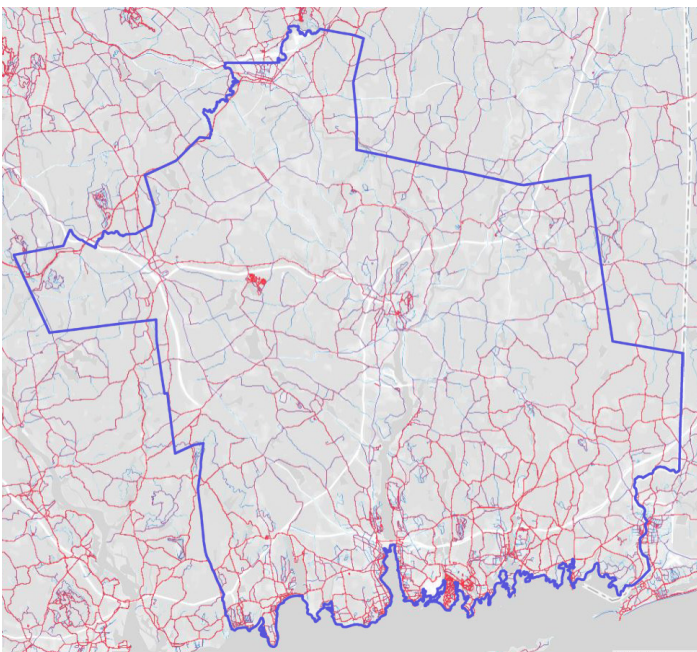
The Plan used multiple objective, data-driven analyses to evaluate existing conditions and better understand the challenges and opportunities to walking and biking in the region. Each municipality was contacted individually to gather information on existing bicycle and pedestrian facilities, programs, 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.

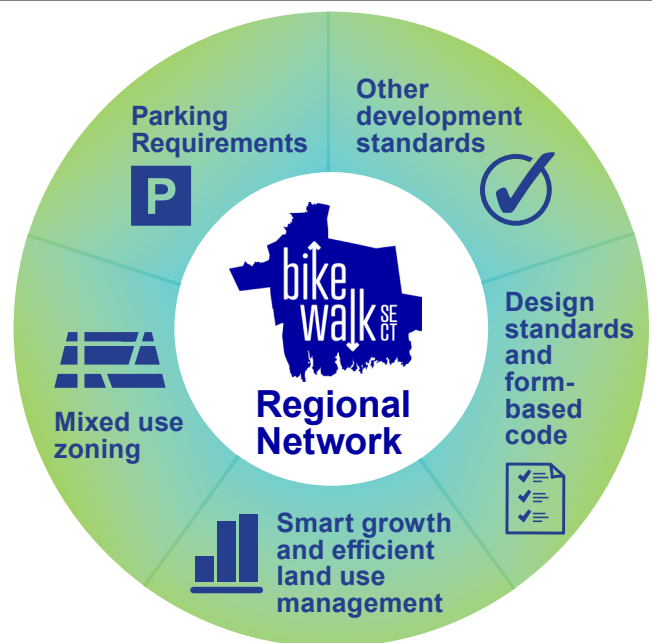


Throughout the plan's preparation, there has been strong support from regional and local agencies as well as the constituents for the plans development and implementation. Both financial and institutional support will be needed in years to come. Political leadership will keep non-motorized safety and 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

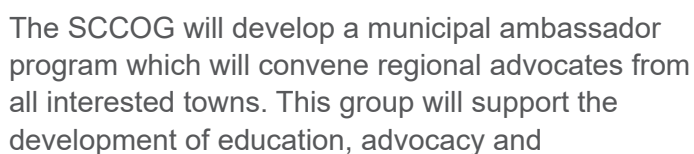


have jurisdiction over all local roads where it is often more comfortable to walk or bike. While infrastructure may not be present today, simple line striping can be done as part of a local road resurfacing program to narrow oversized vehicle lanes and provide bike lanes in the road shoulder. Modifications 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.

The region has several organizations addressing adverse health outcomes, including those related to sedentary lifestyles and lack of access to healthcare. In particular, the four health districts in the region promote active lifestyles and programs that emphasize daily walking. The Community Wellbeing Survey survey showed residents of the SCCOG region feel safe walking at night (3% higher than state average), but the SCCOG region was at the same transportation insecurity rate as the state where residents had to stay home due to lack of reliable transportation. With additional support and partnerships with public land managers, these health districts may be good candidates to participate in Park Prescriptions (Park Rx) ( ), a program to encourage

Figure 0.5 Park Rx program in Burlington, Vermont



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.<sup>1</sup> 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 million<sup>2</sup>. 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.






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1 FHWA White Paper: Evaluating the Economic Benefits of Nonmotorized Transportation: [http://www.pedbikeinfo.org/cms/downloads/NTPP\\_Economic\\_Benefits\\_White\\_Paper.pdf](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](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.

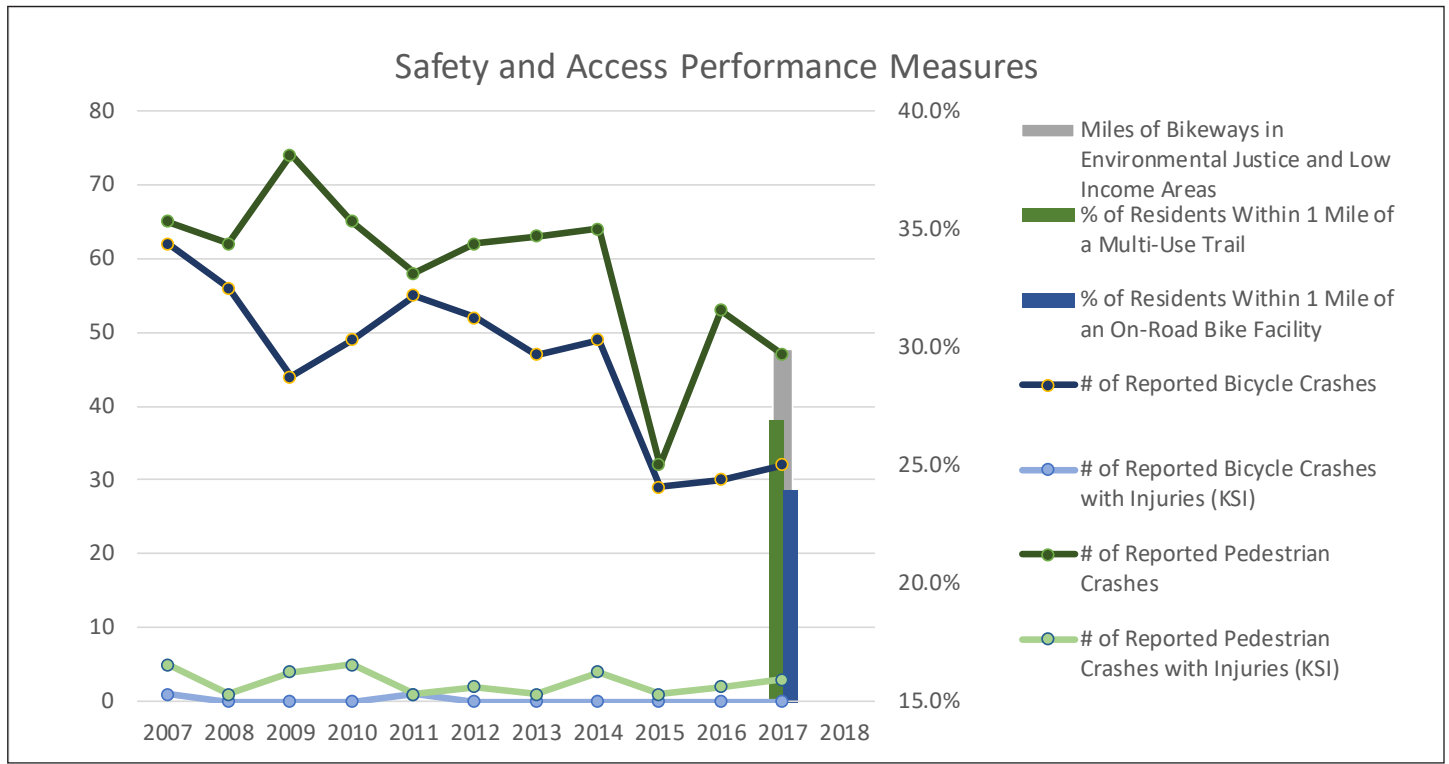
Figure 0.7 Performance Benchmarks

Metric	2018	2019
<b>Network</b>		
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

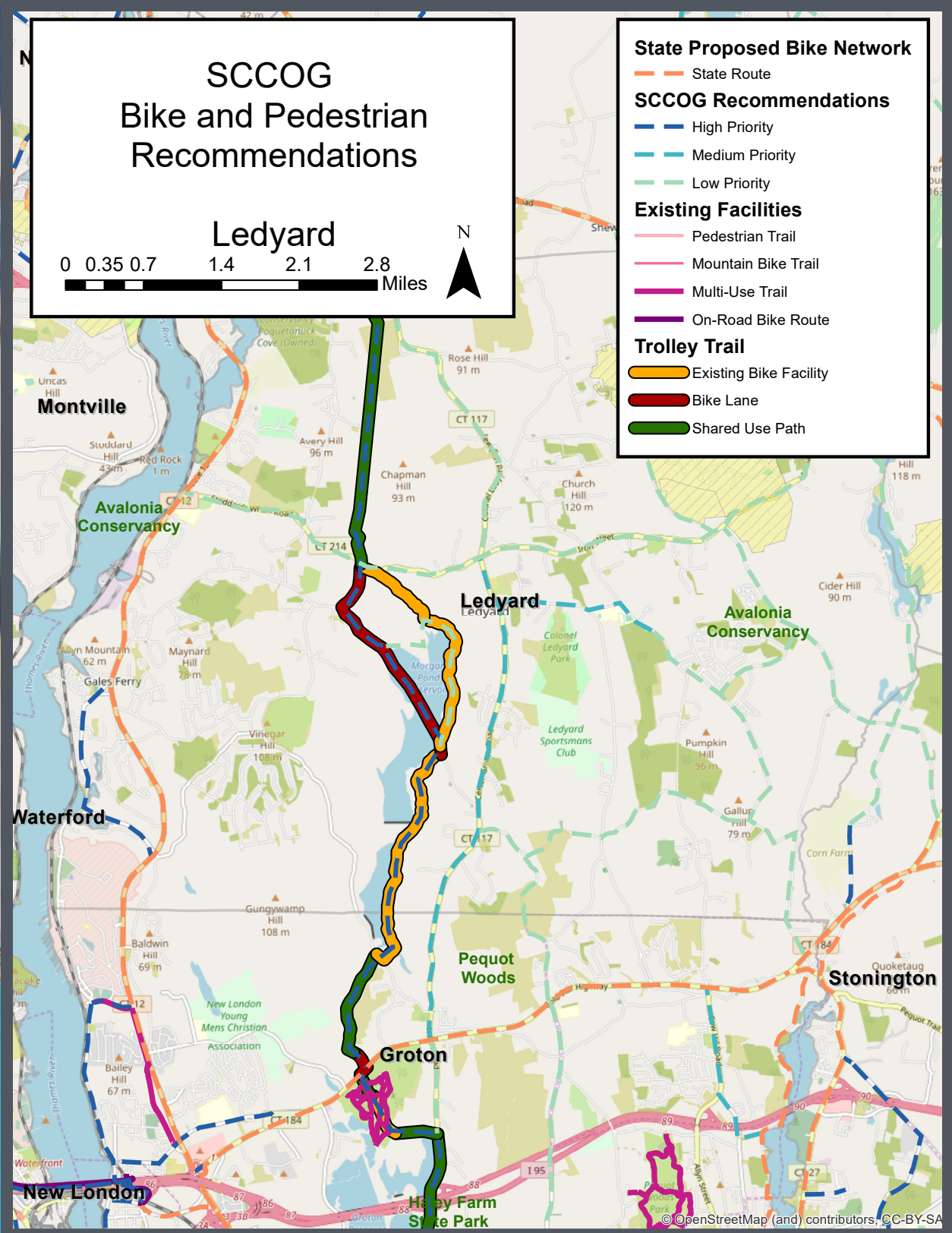


Figure 0.9 SCCOG Performance to Date



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.

## Ledyard 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

Ledyard’s first point of contact for bicycle and pedestrian issues is the Local Traffic Authority (LTA) – which is one of the designated roles of the Police Chief.

### Contacts for bike and pedestrian issues in Ledyard

Name	Address	Phone/Fax	Email
Mr. John J. Rich Chief of Police	11 Lorenz Parkway Ledyard, CT 06339	Tel: (860) 464-6400 Fax: (860) 464-8455	chief.rich@ledyardct.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
Elizabeth Burdick Planning Director Town of Ledyard	Planning & Development Dept., 741 Colonel Ledyard Hwy., Ledyard, CT 06339	Tel: (860) 464-3215 Fax: (860) 464-1126 planner@ledyardct.org	Local planning
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
FHWA Office of Tribal Transportation (OTT)	<a href="https://flh.fhwa.dot.gov/programs/ttp/">https://flh.fhwa.dot.gov/ programs/ttp/</a>		Administers the Tribal Transportation Program, provides oversight of direct funding agreements with recognized Tribes, supports FHWA activities affecting tribal transportation - including grants awarded to Tribes, and the transfer of funds from States and local governments to Tribes.
Dennis Main Avalonia Land Conservancy, Inc.	P.O. Box 49 Old Mystic, CT 06372	Tel: (860) 884-3500 president@avalonialc.org	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 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 bicycle or pedestrian improvement are provided with the form. The LTA, 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 Ledyard were generated from public input received through the map.social site created for this project, as well as referencing the CT Statewide Active Transportation Plan's bicycle transportation network map, and local knowledge of the area.

Ledyard's 2017 Responsible Growth and Transit-Oriented Development (TOD) Program, Phase I recommendations were to make highway improvements along the Colonel Ledyard Highway (Route 117) to Gallup Hill Road.

This project will modify the roadway width to accommodate full bike lanes in both directions. A 5' wide concrete sidewalk will be built along the north side of the roadway, where the High School, businesses and Ledyard Center are accessed. New ADA crosswalks will be added at all intersections to facilitate safe passage. This is the first phase of a multi-phase project, which will extend the bike lanes and sidewalk south connecting additional neighborhoods – eventually to the Town of Groton. The recommendations shown in this Toolkit acknowledge and build on the Responsible Growth and TOD Program's Phase I recommendations. They will encourage bicycle and pedestrian-friendly improvements in appropriate locations throughout the town and specifically to Gallup Hill Road, Ledyard Center, Route 12 in Gales Ferry, and the Tri-Town Trail.

Federal transportation funding programs are available for eligible bicycle, 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 Section 4 (Policies, Plans and Practices) of the SCCOG Regional Bicycle 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 Ledyard. 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.

### **Bike-Oriented Recommendations**

- Colonel Ledyard Hwy: Add bike lanes from Groton border, past Ledyard High School to Rt 117. Coordinate with Groton.
- Ledyard Center - Route 117: Remove north-bound right-turn lane onto Rt 214 and replace with bike-safe shoulders.
- Route 12 from Groton border to Preston border: Widen roadway where needed for bike-safe shoulders and at intersections with turn lanes to provide continuous shoulder.
- Implement the town's section of Tri-Town Trail.
- Interconnect various off-road shared use trails on open space parcels with on-road bike lanes or shoulders.

### **Pedestrian-Oriented Recommendations**

- Route 117 in Ledyard Center: Infill gaps in sidewalk network.
- Colonel Ledyard Hwy: Add sidewalks from High School to Rt 117.
- Route 12 Gales Ferry: Expand sidewalk network to commercial developments.

## **References**

Recent reports referencing bicycle and pedestrian infrastructure in Ledyard include:

- Plan of Conservation and Development (2005)
- Responsible Growth and Transit Oriented Development Program (2017)
- Southeastern CT Metropolitan Transportation Plan (2019-2045)

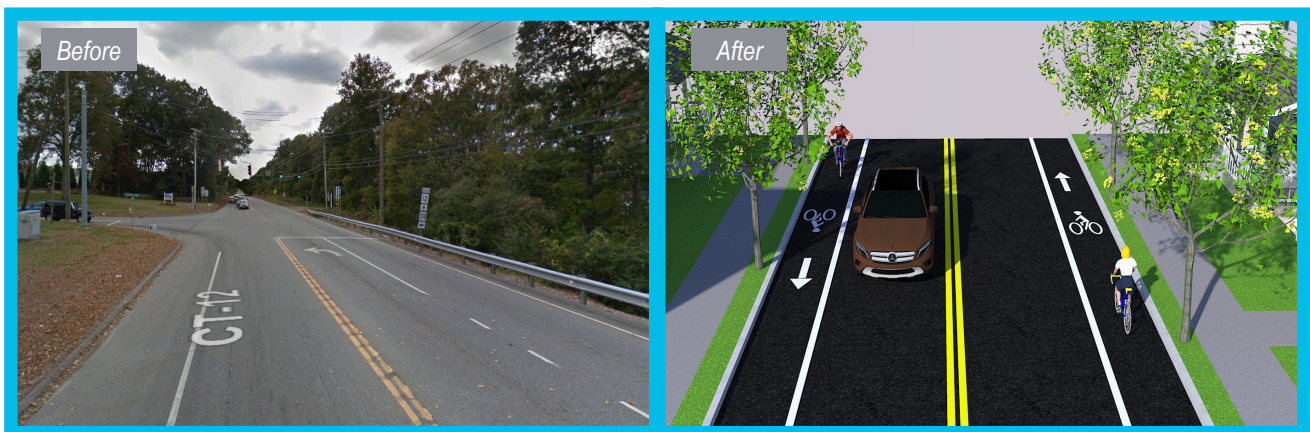
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2. **Ledyard Center - Route 117: Remove north-bound right-turn lane onto Route 214 and replace with bike-safe shoulders.**



3. **Route 12 from Groton border to Preston border: Widen roadway where needed for bike-safe shoulders and at intersections with turn lanes to provide continuous shoulder**



# 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

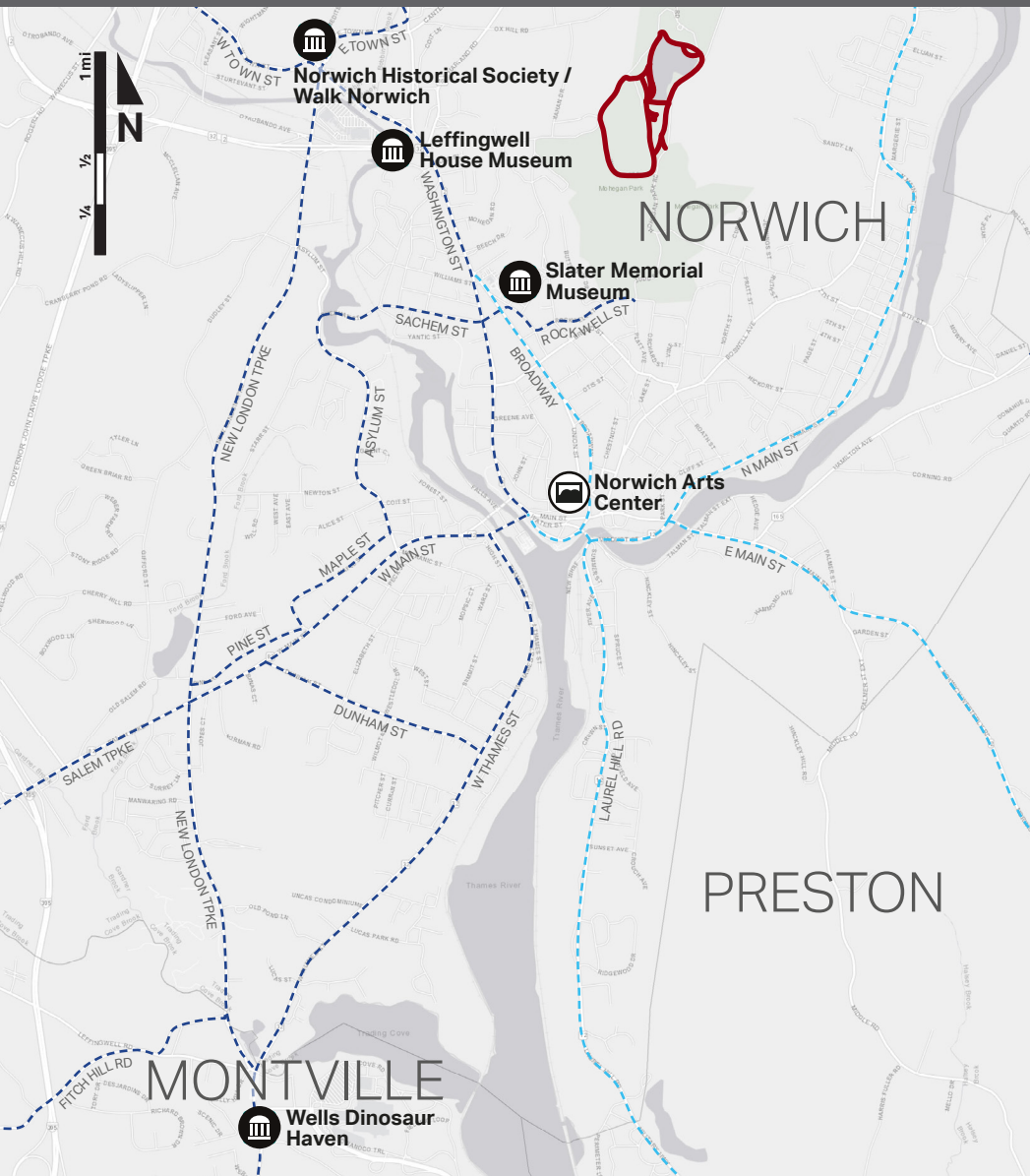
Shared Use Path

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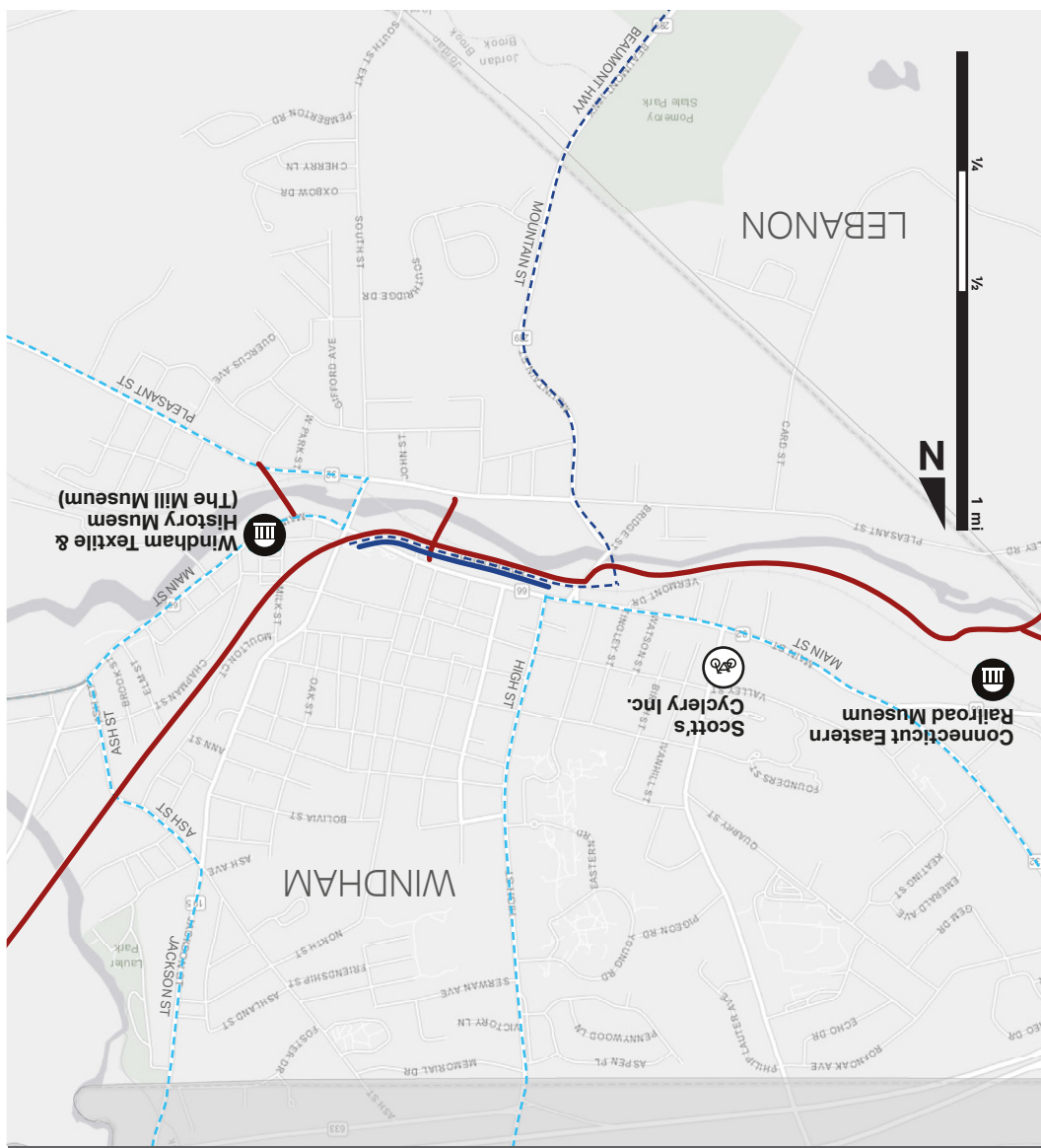


NORWICH INSET MAP

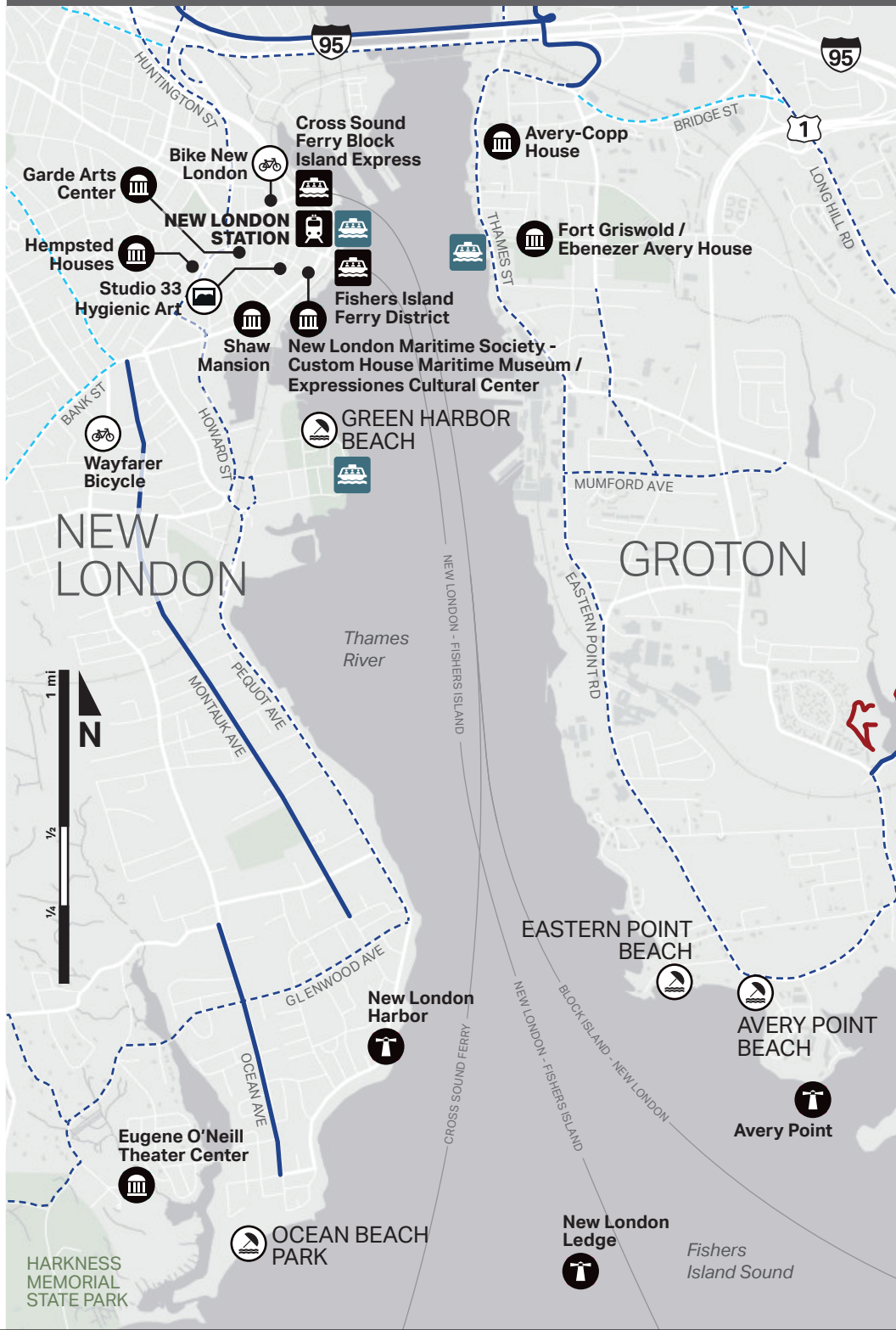


- |                       |                          |   |
|-----------------------|--------------------------|---|
| <b>PROPOSED</b>       | <b>MAJOR ATTRACTIONS</b> | <b>TRANSPORTATION</b>                   |
| State Bike Network    | Museums                  | Bike Share                              |
| Regional Bike Network | Light Houses             | Ferry                                   |
| <b>EXISTING</b>       | <b>OTHER ATTRACTIONS</b> | Rail Station (Amtrak)                   |
| Multi-Use Trail       | Art Galleries            | Water Taxi (Thames River Heritage Park) |
| On-Road Bike Paths    | Beaches                  |   |
| Pedestrian Facilities | Bike Shops               |   |

WINDHAM INSET MAP



NEW LONDON / GROTON INSET MAP





MUSEUMS	
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

ART GALLERIES	
1 Lyman Allyn Art Museum	B4 / C4
2 Nature's Art Village	B3
LIGHTHOUSES	
1 Latimer Reef	D4
2 Morgan Point	C4
3 Stonington Historical Society/ Stonington Point Lighthouse	D4
BEACHES	
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
BIKE SHOPS	
1 Cycle Shed Stores	C3 / C4
2 Mystic Cycle Centre	D6
3 Niantic Bay Bicycles	B4
4 Sunshine Cycle & Run	A2
PEDESTRIAN FACILITIES	
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	D2
5 Pachaug State Forest - Greens Falls Area	D2
6 Pequot Trail	C3
7 Rocky Neck State Park	B4
8 Salmon River Trail	A2
9 TriTown Forest Preserve	D3

