

Southeastern Connecticut REGIONAL BIKE & PEDESTRIAN PLAN Executive Summary

Southeastern Connecticut Council of Governments
November 2019



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Acknowledgements

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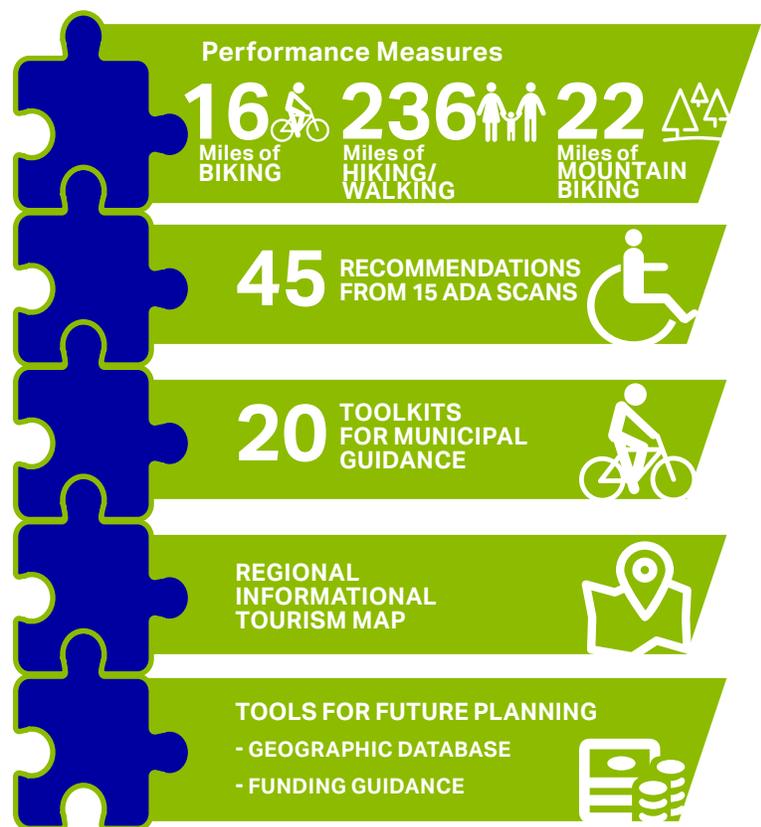
In 2018, the Southeastern Connecticut Council of Governments (SCCOG) commissioned a Regional Bike and Pedestrian Plan – and branded this effort BikeWalk SECT. The Plan provides a comprehensive inventory and recommendations for the region’s bicycle and pedestrian programs and infrastructure. It serves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



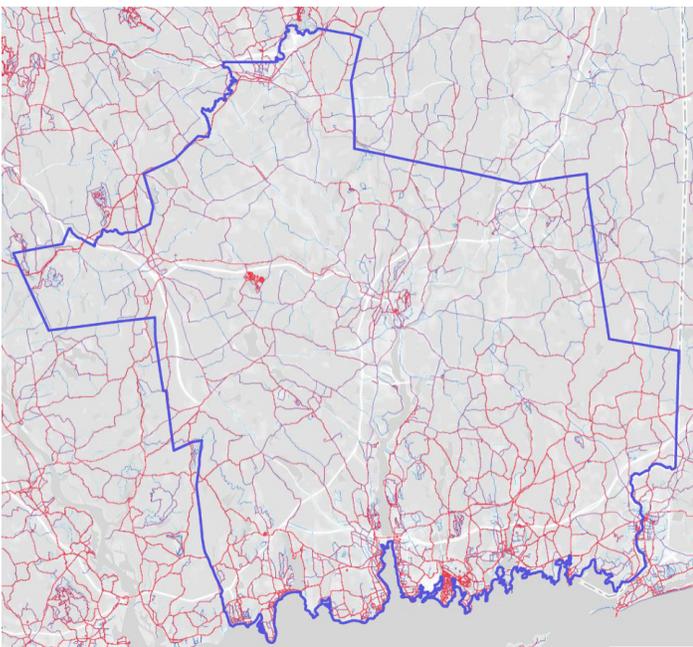
Throughout the development of the plan, there has been strong support for a regional approach to bike and pedestrian planning by local agencies and constituents in the SCCOG region. Continued support and political leadership will be needed in the years to come to keep non-motorized safety and access 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.



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

Figure 0.2 Strava Data in SCCOG Region



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.



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.



Policy and Funding

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.

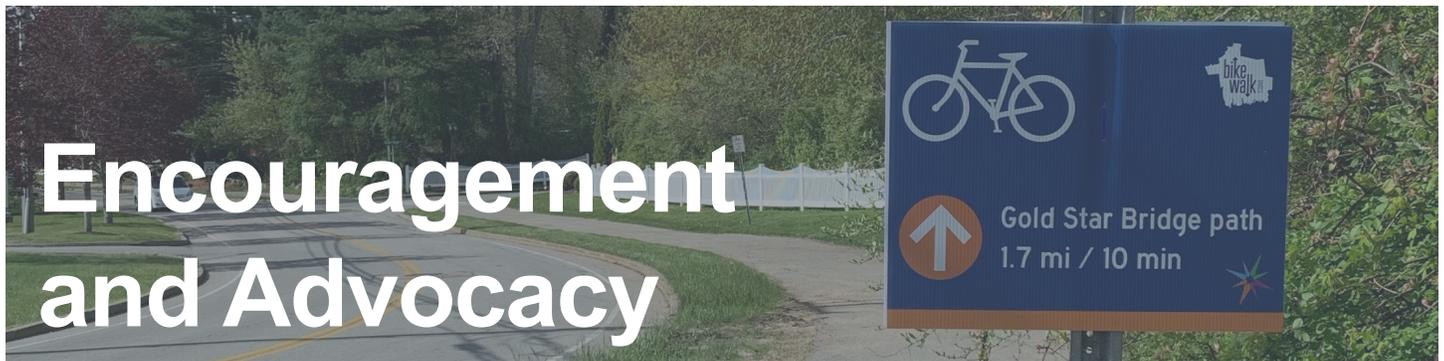
This plan references various funding sources that can be used to help plan and build non-motorized networks, as well as identifying key organizations to contact for guidance. While this is important, municipal maintenance programs are one of the lower cost and easier ways to help fund complete street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



Encouragement and Advocacy

The region has a variety of municipal and non-profit operated programs and organizations that support biking and walking. They are important resources which build and strengthen communities, promote health and safety, and strengthen the region’s economy—demonstrating the value of promoting active transportation in communities. For example, the region is home to Bike New London. Bike New London provides advocacy in the region with bike education classes and a earn a bike program which works with youth and underserved community members of all ages to provide travel independence via biking.

The Plan identified several areas to build off existing programs and organizations to further support and promote active transportation in the region. One such area is to build community capacity by improving the knowledge and understanding of safe walking and biking access across all municipalities. A regional workshop would bring together elected officials, municipal administrators, planners, designers, and police to understand the fundamentals of active transportation. These stakeholders would be educated and encouraged to prioritize pedestrians and bicyclists in roadway design, traffic enforcement, and roadway user education. A regularly meeting working group of these same stakeholders would sustain the community building. SANDAG (the San Diego Association of Governments) has a strong, active transportation working group that could serve as a model for SCCOG.

The SCCOG will develop a municipal ambassador program which will convene regional advocates from all interested towns. This group will support the development of education, advocacy and

infrastructure. The concept of municipal ambassadors was generated from a comment received at a public meeting in this plans process. At the meeting, the plan was supported by constituents. They wanted to take ownership of their respective municipalities to keep pushing for improved biking and walking. Municipal ambassadors are one way to sustain momentum at the local level.

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 updated 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



Recommendations Summary

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

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.

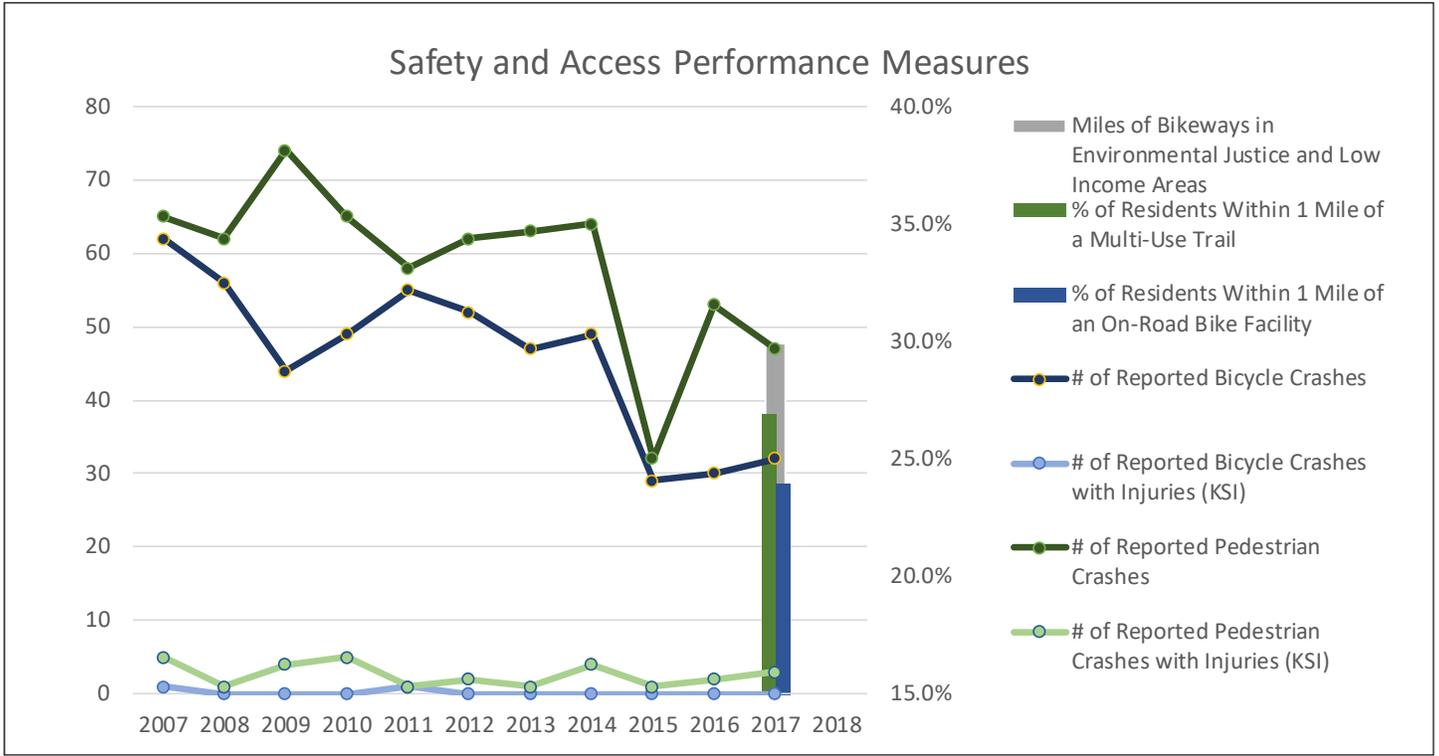
Figure 0.7 Performance Benchmarks

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



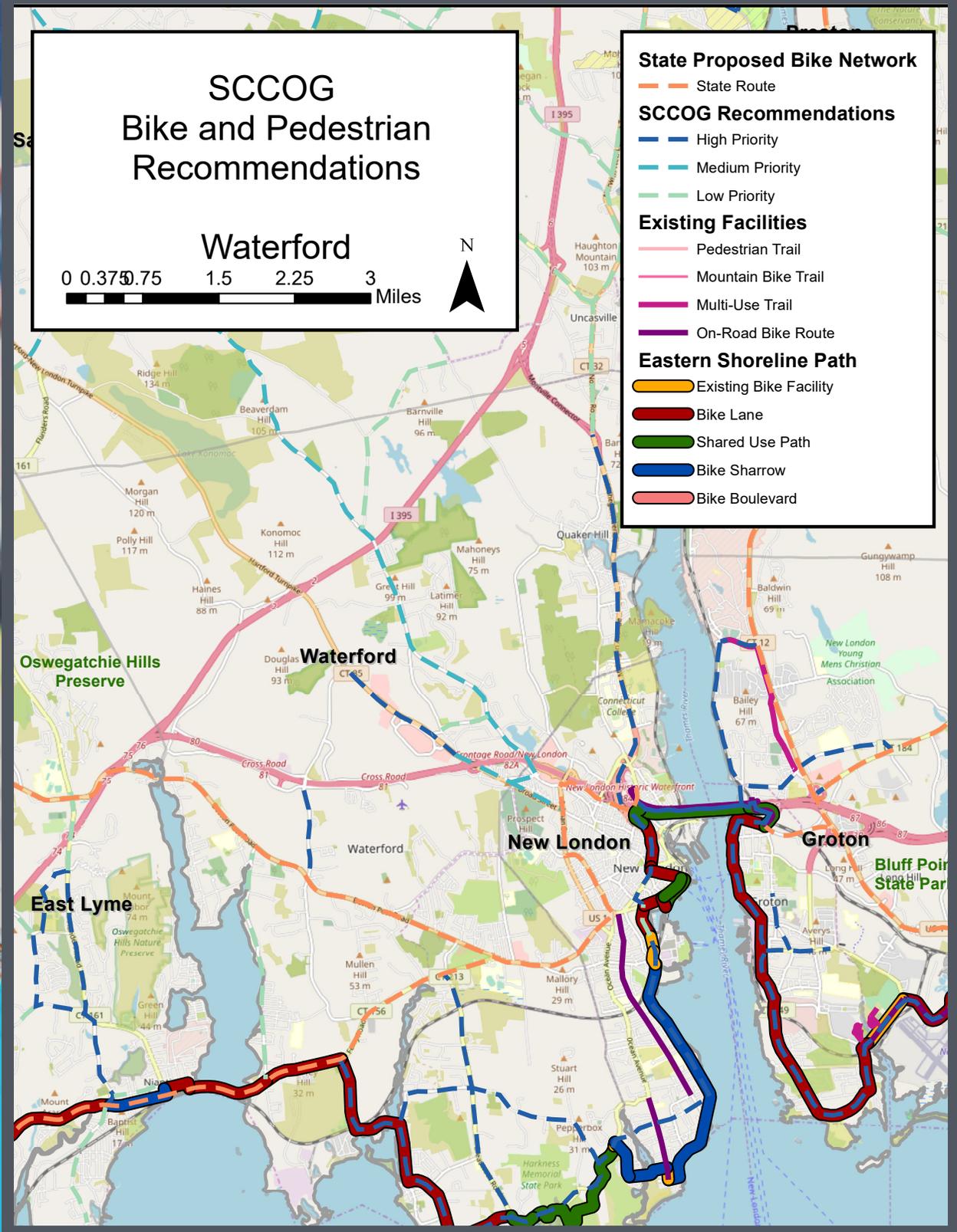
Figure 0.9 SCCOG Performance to Date



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.

Waterford

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

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

Contacts for bike and pedestrian issues in Waterford

Name	Address	Phone/Fax	Email
Mr. Brett Mahoney Chief of Police Waterford Police	41 Avery Lane Waterford, CT 06385	Tel: (860) 442-3603 Fax: (860) 442-2557	bmahoney@waterfordct.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
Abby Piersall, AICP Planning Director	15 Rope Ferry Road Waterford, CT 06385	Tel: (860) 444-5813	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
Waterford Land Trust	P.O. Box 926 Waterford, CT 06385	info@waterfordlandtrust.org	Land Acquisition Issues, Funding
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
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 Waterford 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 Waterford 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.

Waterford's Plan of Conservation and Development (POCD) includes a map of priority pedestrian connections. Discussions about improving bicycle and pedestrian conditions in the town center area are ongoing. The town is rebuilding sidewalks along Route 156/Rope Ferry Road from Avery Lane to B Lane. Priority areas for improvements include the town center area/Civic Triangle, Route 85, the Route 1 commercial area (and connecting this to the Civic Triangle), and developing better bike lanes to connect from East Lyme to Harkness Memorial State Park and the town center. Most priorities involve state routes.

These recommendations encourage bicycle and pedestrian-friendly improvements in appropriate locations throughout the town and specifically for bike safety improvements to Rope Ferry Road (Route 156) and pedestrian safety improvements to Routes 1, 85, and 156.

This study proposes the Eastern Shoreline Path, a continuous bike-friendly corridor from the Rhode Island line in Pawcatuck to the Connecticut River I-95 Baldwin Bridge. Waterford's segment includes improvements to Route 213, Shore Road, Jordan Cove Road, Gardeners Wood Road, and Route 156 to the East Lyme border.

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 Waterford. 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

- Rope Ferry Rd (Rt 156) from Avery Ln to East 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 East Lyme).
 - Rope Ferry Rd (Rt 156) from Rt 1 to Avery Ln: Add bike lanes
- Eastern Shoreline Path (ESP) Recommendations (east to west)*
- Provide "Eastern Shoreline Path Bikeway" (ESP) and wayfinding signs at intervals throughout the route.
 - From New London border at Highland Avenue bridge over Alewife Cove, continue on Peninsular Avenue* to Ridgewood Avenue and continue north to intersection with Great Neck Road (Rt 213). Turn onto Great Neck Road (Rt 213) heading south; realign Rt 213 to the west within existing ROW to allow for protected bi-directional bike lane on east side for approximately 500'; align bike lane onto Waterford town land at this point.
*Create Bicycle Boulevard on Peninsular Avenue (requires cross-jurisdictional cooperation with New London).
 - 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).

- Harkness State Park section (bituminous permeable pavement recommended for all bike facilities): Design a Shared Use Path to traverse the park; alignment could utilize some existing driveways and/or new pathways to be determined (kiosk/wayfinding point); continue path along Rt 213 roadside at Goshen Cove and rejoin Rt 213 ROW at western end of State land.
- Transition from Shared Use Path to bike lanes onto Rt 213 and continue bike lanes onto Shore Rd; provide bike lanes or consider Advisory Bike Shoulder conversion; or provide sharrows and R4-11 “Bikes May Use Full Lane” signs; continue to Jordan Cove Rd.
- Jordan Cove Rd to Gardners Wood Rd to Rope Ferry Rd (Rt 156): provide bike lanes.
- Rope Ferry Rd (Rt 156) to Niantic River Bridge – East Lyme border: provide protected bi-directional bike lane on north side of Rt 156 to bridge; shift lanes south and widen existing bridge sidewalk to accommodate bi-directional bike lanes and pedestrians (requires cross-jurisdictional cooperation with East Lyme).

Pedestrian-Oriented Recommendations

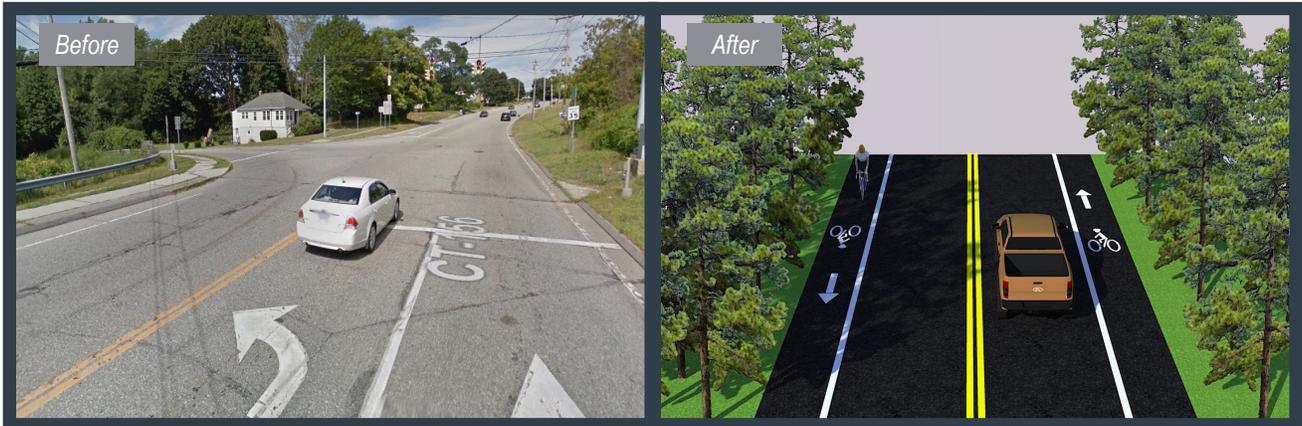
- Hartford Tpk (Rt 85) from I-95 to Cross Rd: implement pedestrian safety measures including sidewalks, crossings, lighting and landscaping.
- Rope Ferry Rd (Rt 156) from Rt 1 to Jordan Village: implement pedestrian safety measures including sidewalks, crossings, lighting and landscaping.
- Boston Post Rd (Rt 1) from Avery Ln to New London border: implement pedestrian safety measures including sidewalks, crossings, lighting and landscaping.
- Town center/Civic triangle area: Infill gaps in sidewalk network.

References

Recent reports referencing bicycle and pedestrian infrastructure in Waterford include:

- Plan of Conservation and Development (2012)
- Southeastern CT Metropolitan Transportation Plan (2019-2045)

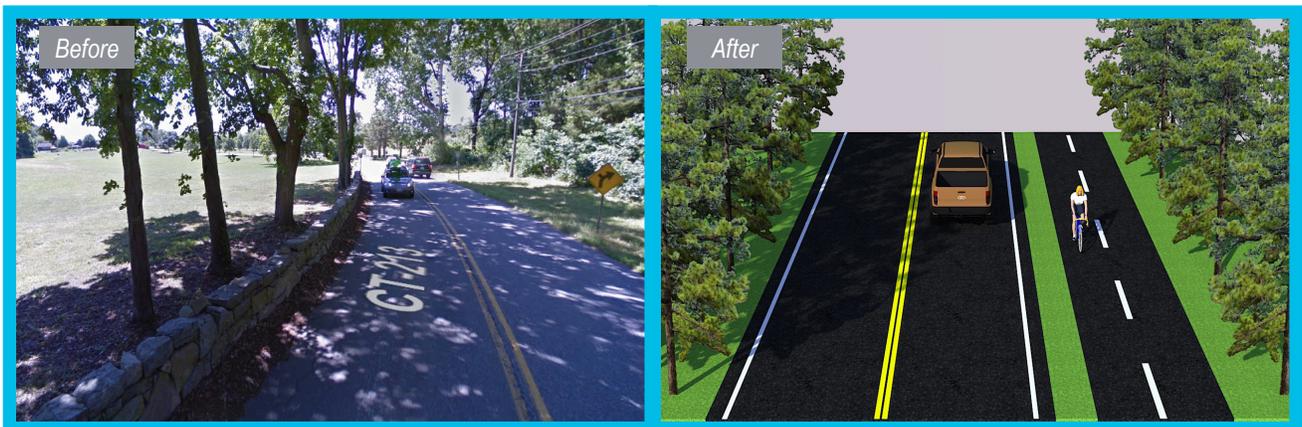
1. Rope Ferry Rd (Route 156) from Avery Lane to East Lyme border: widen roadway where needed for bike-safe shoulders and at intersections with turn lanes to provide continuous shoulder (requires cross-jurisdictional cooperation with East Lyme)



2. Rope Ferry Road (Route 156) from Route 1 to Avery Lane: Add bike lanes



3. Create Shared Use Path parallel to Route 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)



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

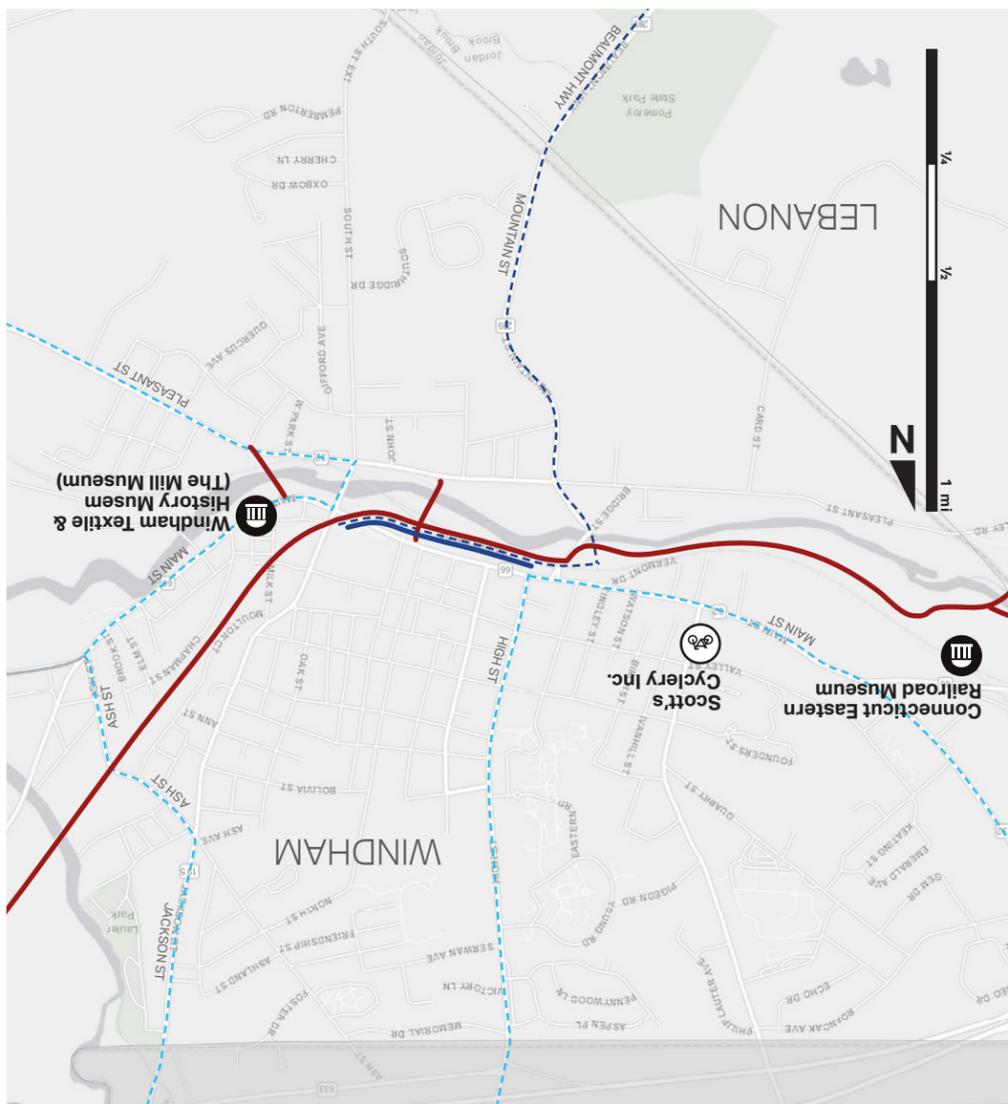
— Shared Use Path

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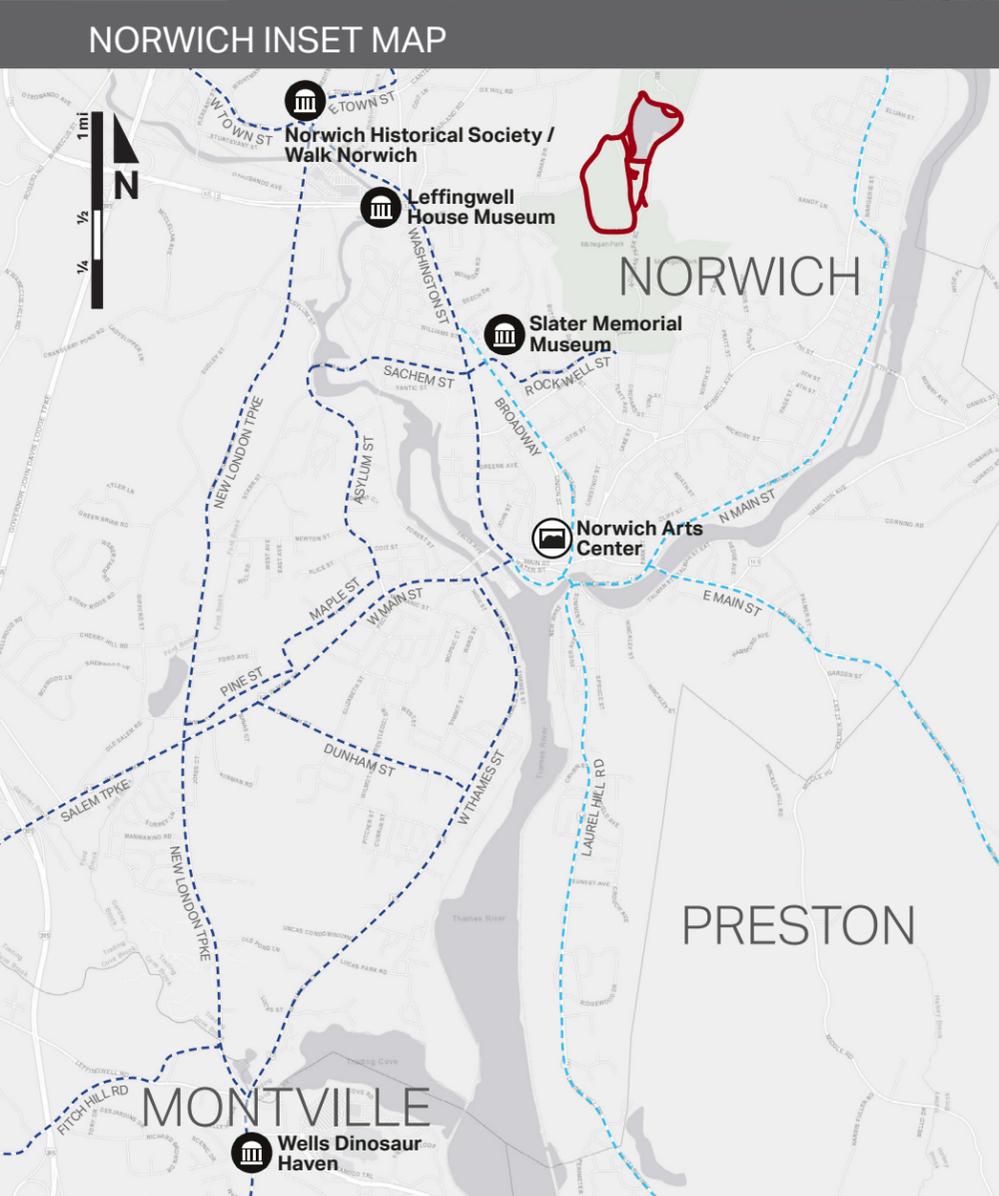


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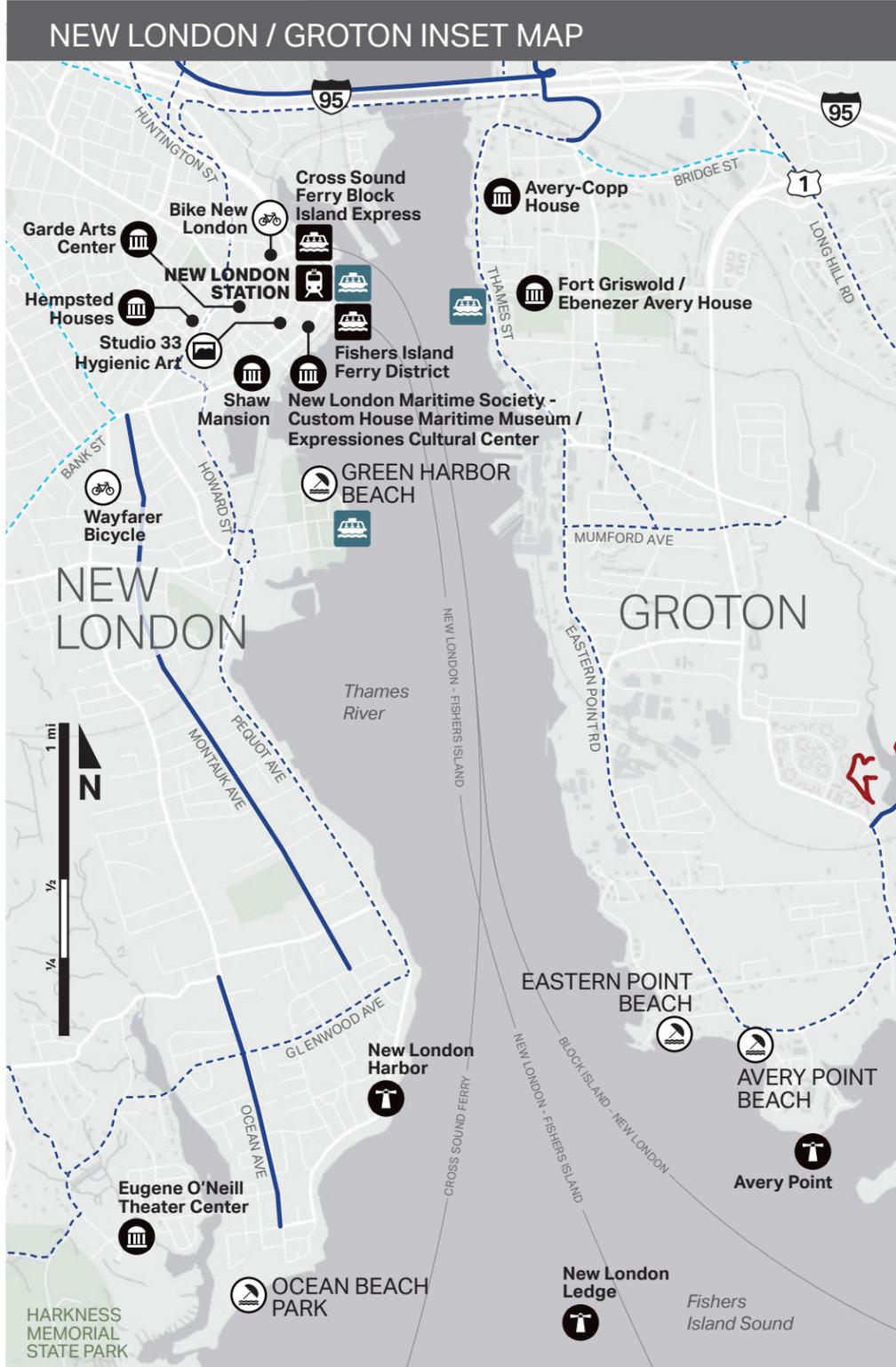
SCCOG REGIONAL BIKE & PEDESTRIAN TOURISM MAP



WINDHAM INSET MAP



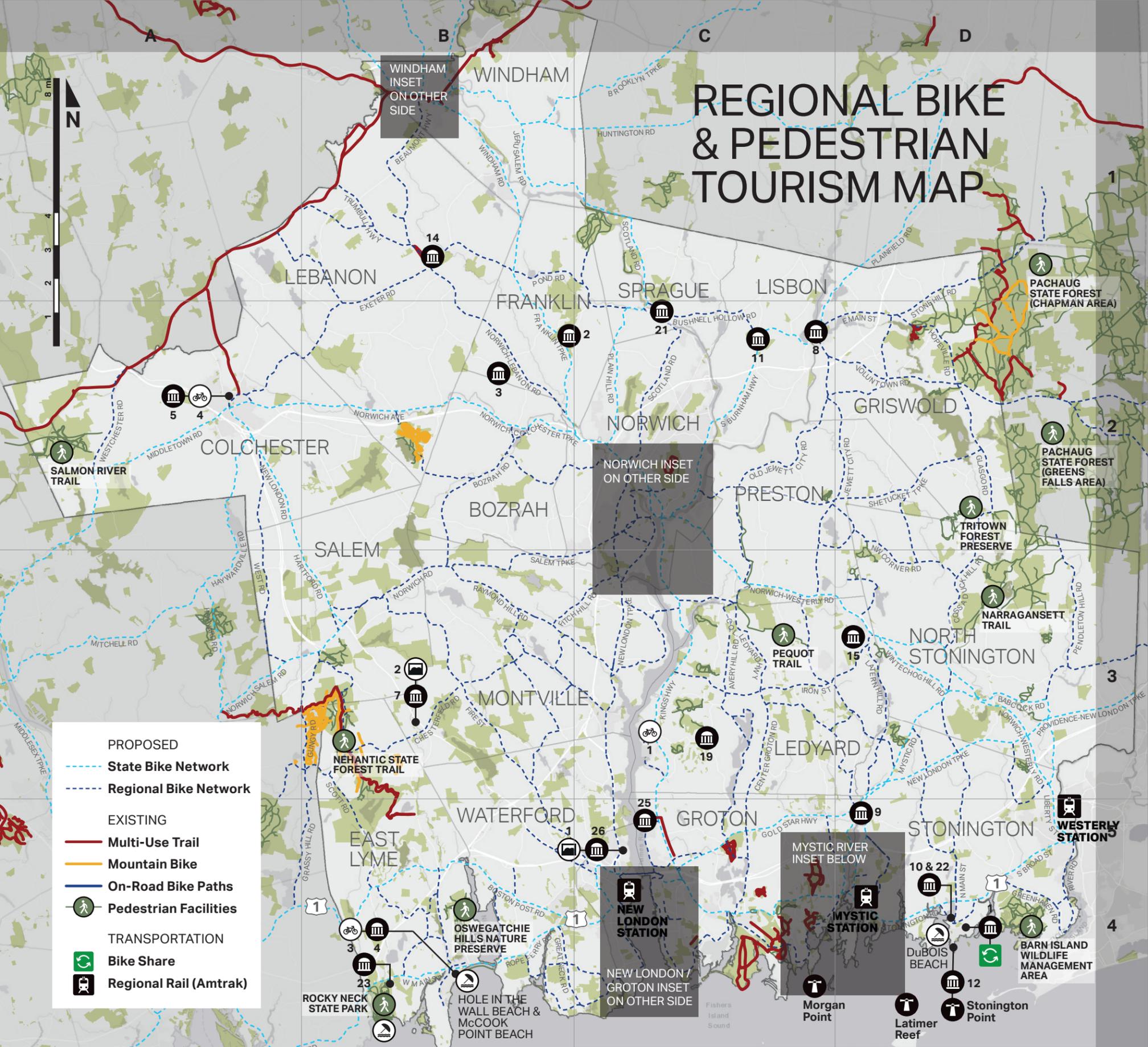
- | | | |
|-----------------------|--------------------------|---|
| PROPOSED | MAJOR ATTRACTIONS | TRANSPORTATION |
| State Bike Network | Museums | Bike Share |
| Regional Bike Network | Light Houses | Ferry |
| EXISTING | OTHER ATTRACTIONS | Rail Station (Amtrak) |
| Multi-Use Trail | Art Galleries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



NEW LONDON / GROTON INSET MAP

- | | |
|-----------------------|-------------------|
| On-Road Bike Paths | Bike Shops |
| Multi-Use Trail | Museums |
| Regional Bike Network | MAJOR ATTRACTIONS |
| State Bike Network | OTHER ATTRACTIONS |
| PROPOSED | |

REGIONAL BIKE & PEDESTRIAN TOURISM MAP



MUSEUMS	ART GALLERIES
1 The American Velvet Mill D4	1 Lyman Allyn Art Museum B4 / C4
2 Ashbel Woodward Museum B2	2 Nature's Art Village B3
3 Blue Slope Country Museum C2	
4 Children's Museum of Southeastern Connecticut B4	LIGHTHOUSES
5 Colchester Historical Society A2	1 Latimer Reef D4
6 Denison Homestead / Denison Pequotsepos Nature Center D5	2 Morgan Point C4
7 The Dinosaur Place at Nature's Art Village B3	3 Stonington Historical Society / Stonington Point Lighthouse D4
8 Griswold Historical Society Museum C2	BEACHES
9 Indian & Colonial Research Center D4	1 DuBois Beach D4
10 Jabez Smith House D4	2 Esker Point Beach C7
11 John Bishop Museum C2	3 Hole In The Wall Beach B4
12 La Grua Center D4	4 McCook Point Beach B4
13 Latham Chester Store Museum C7	5 Rocky Neck State Park B4
14 Lebanon Historical Society Museum & Visitor Center B2	6 Williams Beach Park D6
15 Mashantucket Pequot Museum & Research Center D3	BIKE SHOPS
16 Mystic Aquarium D5	1 Cycle Shed Stores C3 / C4
17 Mystic Museum of Art D6	2 Mystic Cycle Centre D6
18 Mystic Seaport Museum D5	3 Niantic Bay Bicycles B4
19 The Nathan Lester House Museum and Tool Museum C3 / C4	4 Sunshine Cycle & Run A2
20 Noank Historical Society C7	PEDESTRIAN FACILITIES
21 Sprague Historical Society Museum C2	1 Barn Island Wildlife Management Area D4
22 Stonington Historical Society / Captain Nathaniel Palmer House D4	2 Narragansett Trail D3
23 The Thomas Lee House B4	3 Nehantic State Forest Trail B3 / B4
24 Thompson Exhibition Building D5	4 Oswegatchie Hills Nature Preserve B4
25 U.S. Navy Submarine Force Museum and Historic Ship Nautilus C4	5 Pachaug State Forest - Chapman Area D2
26 U.S. Coast Guard Museum C4	6 Pequot Trail C3
	7 Rocky Neck State Park B4
	8 Salmon River Trail A2
	9 TriTown Forest Preserve D3

MYSTIC INSET MAP

