



# CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

Public Information Meeting #1

Project Overview and Existing Conditions

October 25, 2023



# Visit the Project Website!

[www.downtownnorwichmobilitystudy.com](http://www.downtownnorwichmobilitystudy.com)

  
**CHELSEA HARBOR /  
DOWNTOWN NORWICH**  
Mobility Study

Home   About the Study   Get Involved   Documents   FAQ

Main Street Norwich at Market Street

**Study News & Updates**

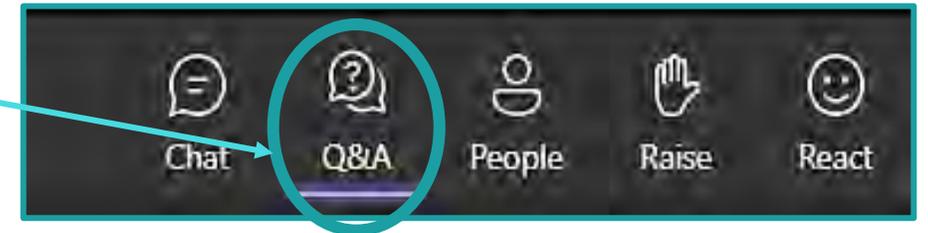
**Attend Public Meeting #1**  
The meeting will provide an opportunity for residents and business owners to learn about the project's purpose, provide input and ask

**Public Survey Now Open!**  
Give us your feedback about traveling in Downtown Norwich. What issues do you experience?



# Teams Online Guidelines

- ❖ Your cameras and microphone will be disabled during the meeting.
- ❖ We will share all pertinent information via the chat.
- ❖ This meeting will be recorded and posted to the website: [www.downtownnorwichmobilitystudy.com](http://www.downtownnorwichmobilitystudy.com)
- ❖ At the end of the presentation there will be a Q and A period.
- ❖ Please submit questions in the Q and A chat box.



# Public Meeting Agenda

- Welcome & Introductions
- Project Overview
- Existing Conditions
- Project Q & A
- Map Breakout Period
- Next Steps & Summary



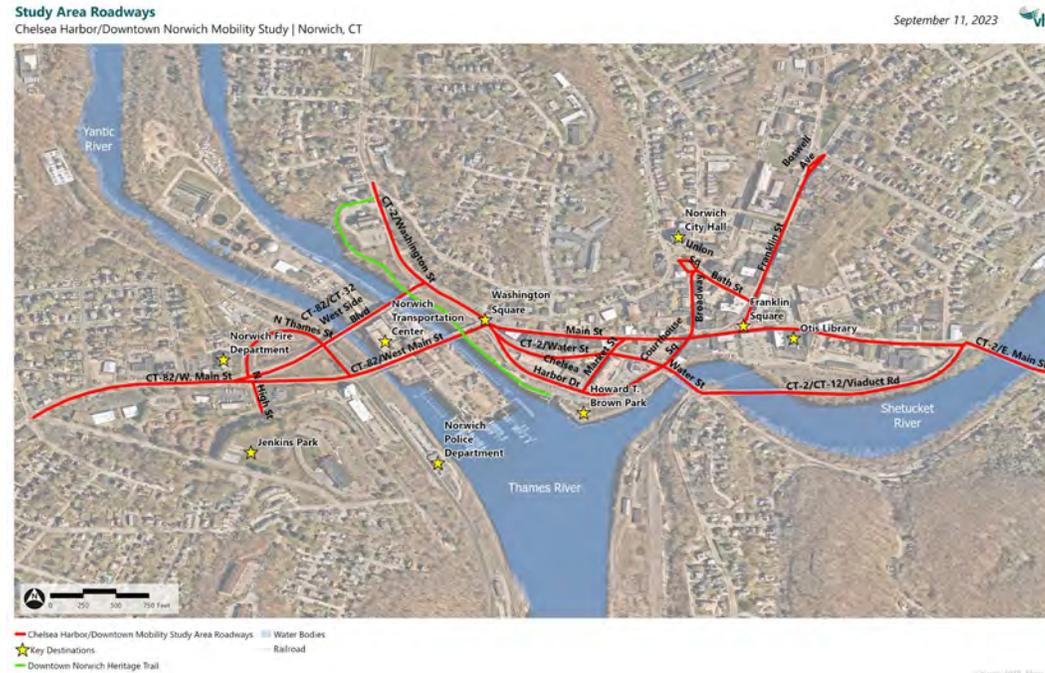
# Project Overview - Goals



## Study Goals:

- Improve livability, mobility, and access to essential services
- Create safe routes to the waterfront, Howard T. Brown Park, Transportation Center, Norwich Marina, and downtown
- Develop alternatives to current road configuration and traffic flows

*Key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities.*

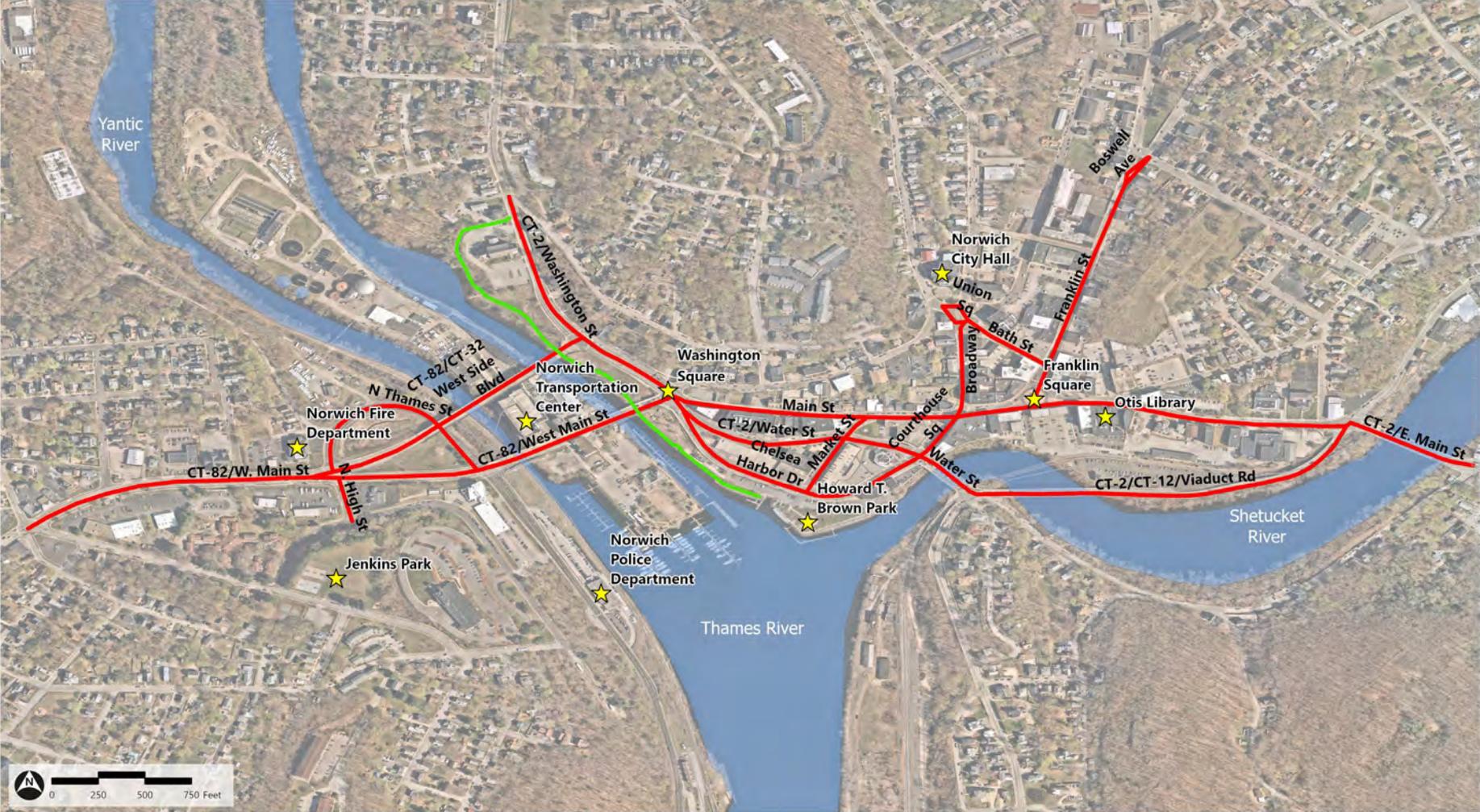


# Project Overview – Study Area

## Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT

September 11, 2023 



-  Chelsea Harbor/Downtown Mobility Study Area Roadways
-  Water Bodies
-  Key Destinations
-  Railroad
-  Downtown Norwich Heritage Trail

Source: VHB, Near Map



# Project Overview: Norwich Transportation Context

- Public landing for colonial port set at the head of the Thames River, known as Chelsea Landing
- Commercial, transportation, and manufacturing hub of the region in the 19<sup>th</sup> century
- Convergence of state roads into Downtown Norwich
- Topography and rivers makes it difficult to route traffic around Downtown

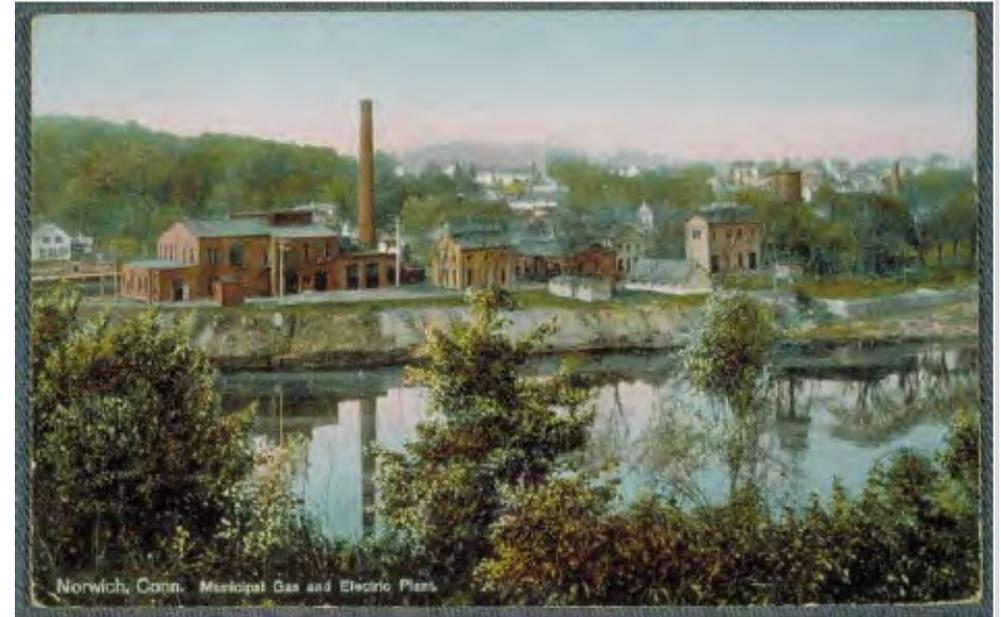


Image from 2023 **City of Norwich Plan of Conservation and Development**



# Project Overview: Norwich Transportation Context

- Mid-20<sup>th</sup> Century transportation concern was getting through traffic quickly to beaches in Westerly, RI from Hartford
- Proposal to extend Route 2 highway north of downtown rejected by City; other proposals to route traffic south of downtown never materialized
- TOPICS program of signals and one-way streets instituted in 1970s was unpopular
- 2022 Complete Streets Policy affirms City commitment to transportation for all users

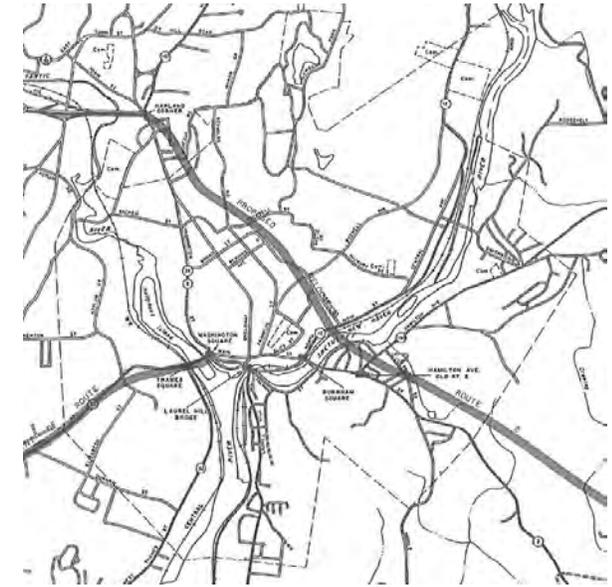


Image from 1969 **Routes 2 & 82 Highway Planning Report** by Michael Baker Jr.



Franklin Square

Image from Image from 2023 **City of Norwich Plan of Conservation and Development**



# Existing Conditions Overview

- Traffic Data
- Safety Data
- Pedestrians
- Bicyclists
- Public Transportation
- Parking
- Public Engagement
- Next Steps

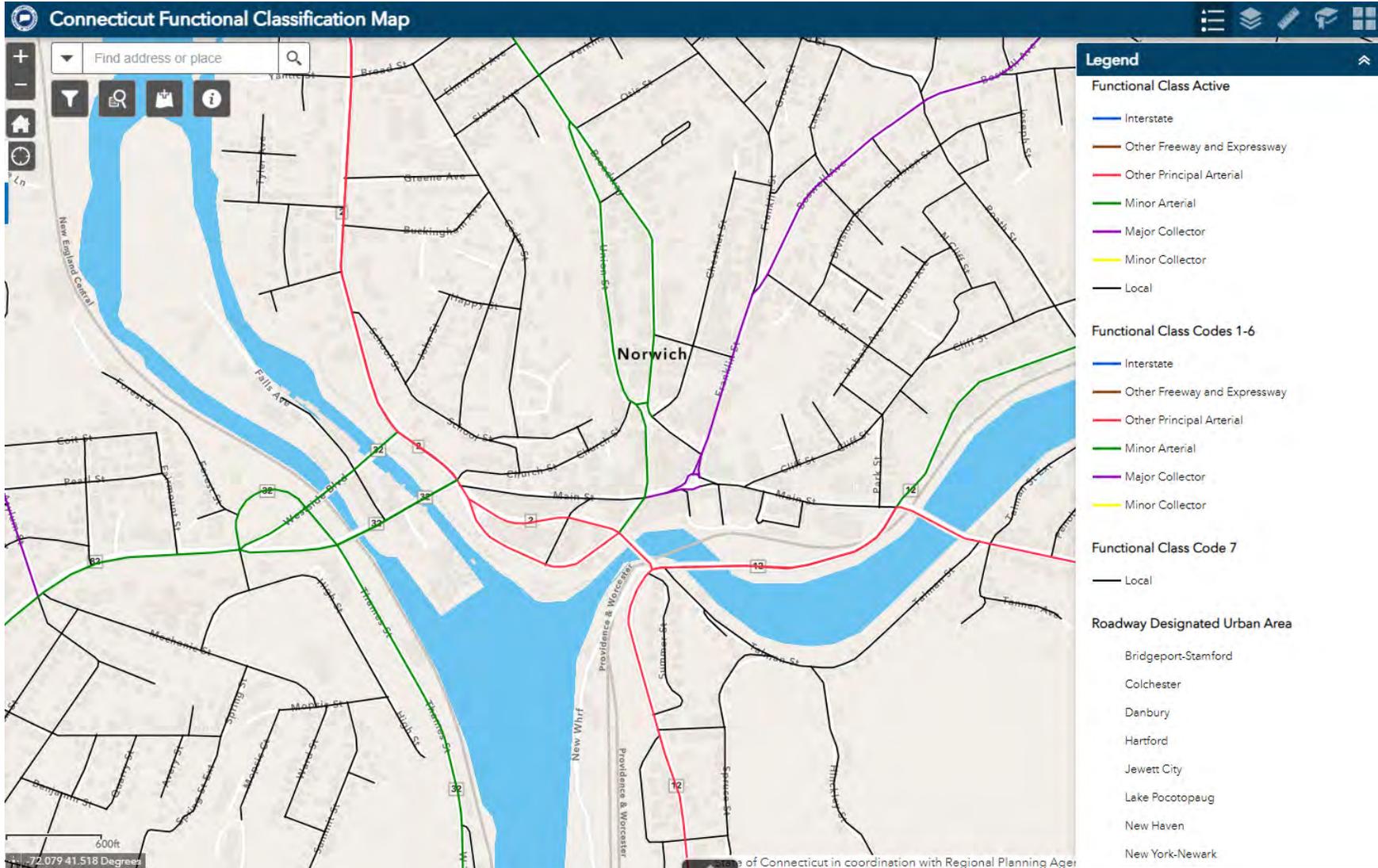


A street scene with cars and a brick sidewalk. The image shows a city street with several cars parked and driving. A brick sidewalk is in the foreground, and a building with a sign that says "Chamber of Commerce" is visible in the background. The text "Traffic Data" is overlaid on the image.

# Traffic Data



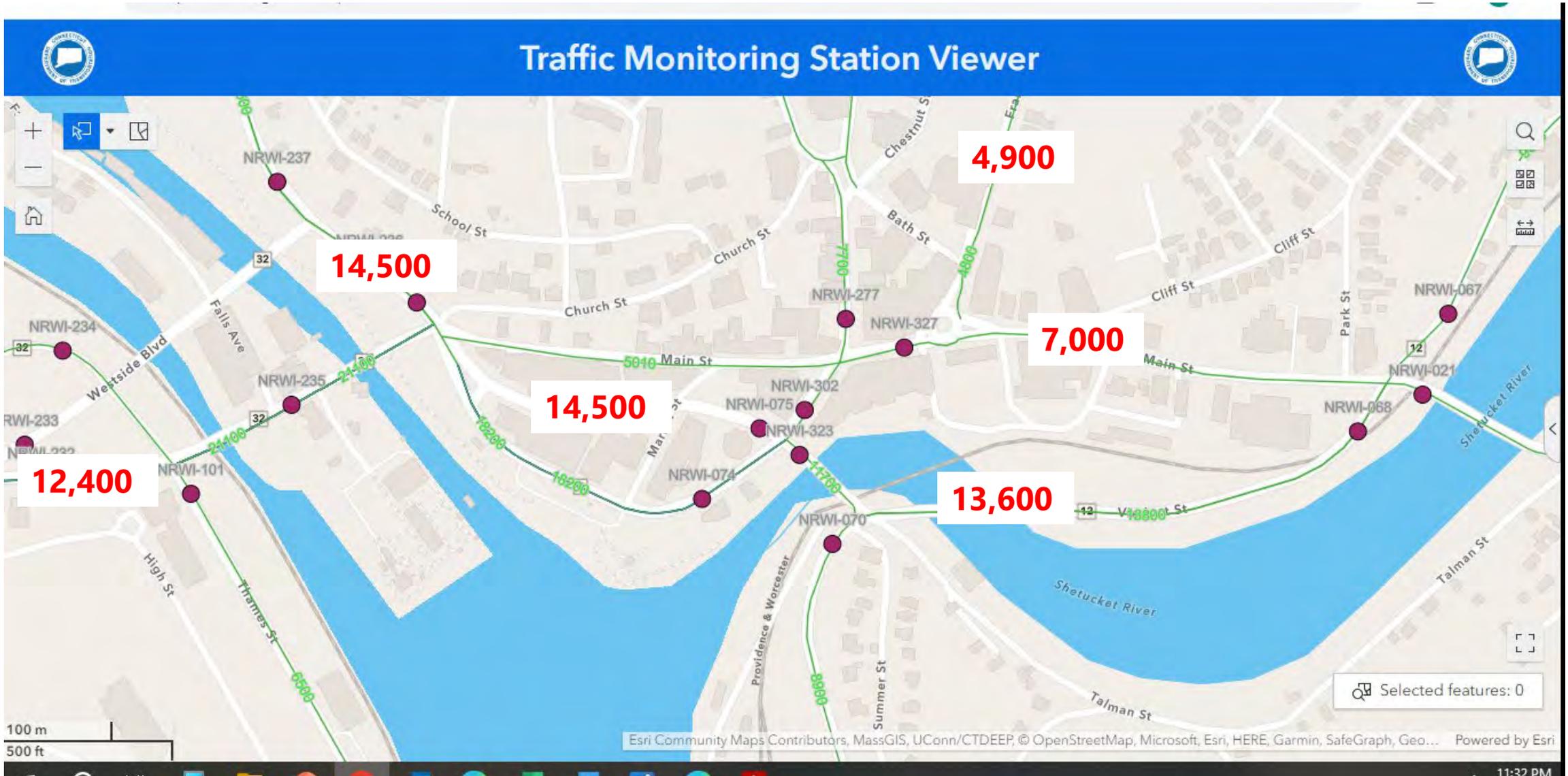
# City Roadway System – State Highways



- Principal Arterials in Downtown
  - Route 2
  - Route 12
- Minor Arterial - Route 82
- Major Collector - Franklin Street
- All Others – Locals

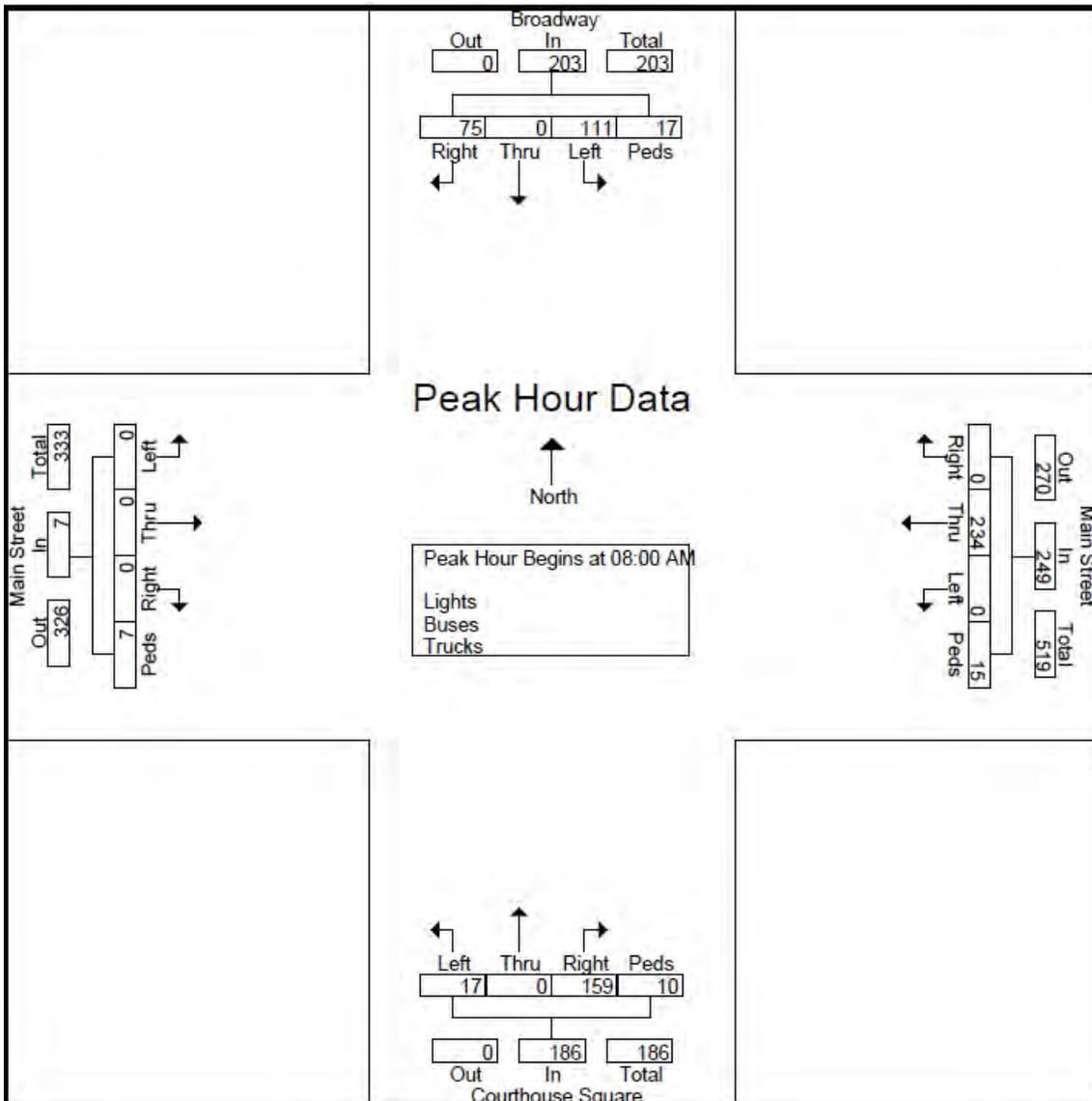


# CTDOT 2020 Daily Traffic Volumes



# Traffic Data Collected

- Counts taken in June 2023 Before Summer Break
- Turning Movement Counts (TMCs) taken at 12 Intersections in Downtown
  - Peak hours on weekdays and mid-day weekend
- Automated Traffic Recorders (ATRs)
  - Nine locations
  - Collected data on daily traffic volumes, speeds, and classification



# Traffic Data Summary

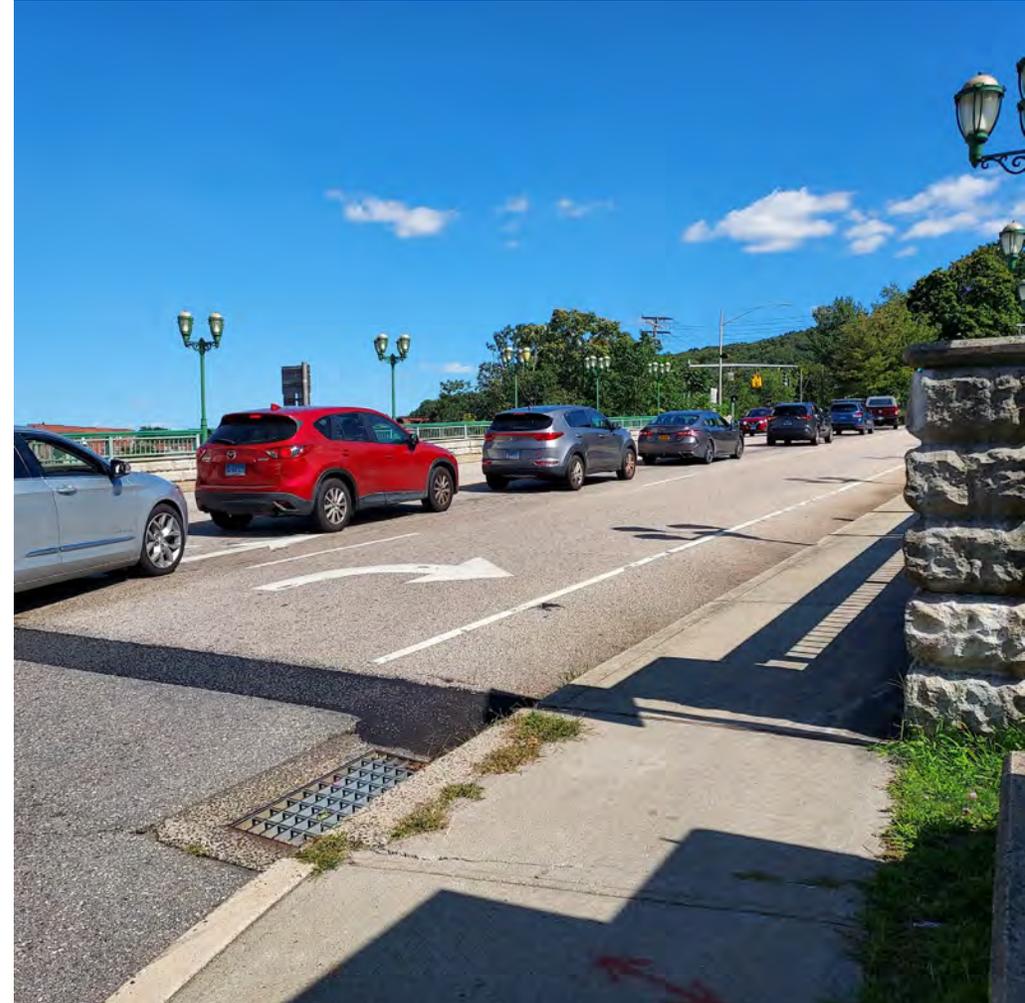
- 2023 average daily traffic (ADT) similar to 2023 CTDOT ADT; but higher than 2020 CTDOT ADT
- 85<sup>th</sup> percentile speeds not unusually high
- June Traffic Counts comparison: Thursday – Saturday daily volume similar at some locations
- Non-Traditional Peak Hours
  - Weekday Mid-Day Peaks
  - 3pm Afternoon Peak Hours
    - Highest of Day

Thu -Jun-23	Fri 09-Jun-23	Week Day Average	Sat 10-Jun-23	Sun 11-Jun-23
31	22	26	45	40
6	12	9	18	24
16	6	11	16	21
19	17	18	8	10
22	21	22	24	16
73	80	76	44	34
130	134	132	54	34
229	204	216	83	94
213	207	210	140	116
204	205	204	172	173
169	194	182	208	201
171	226	198	211	195
192	223	208	228	200
151	222	186	233	201
218	194	206	251	189
189	214	202	234	184
201	245	223	205	182
238	245	242	274	169
159	314	161	241	137
130	211	159	221	129
124	181	136	159	102
76	115	88	103	80
61	83	67	90	72
52	76	59	80	42
3075	3651	3240	3342	2646



# Observations: Traffic

- Typical Route 2 through traffic
- Higher speeds along Chelsea Harbor and Water Street due to wider roadways
- Signals causing congestion at key intersections
- Queuing observed:
  - Water St & Chelsea Harbor Dr/Courthouse Sq, going eastbound on Route 2
  - Main St & Courthouse Sq/Broadway, going westbound, backing up into roundabout





# Traffic Analyses – Signalized Intersections

**Table 6** Signalized Intersection Capacity Analysis Summary – Existing Conditions

Location	Mov't	Morning Peak Hour					Midday Peak Hour					Evening Peak Hour				
		v/c <sup>1</sup>	Del <sup>2</sup>	LOS <sup>3</sup>	Q50 <sup>4</sup>	Q95 <sup>5</sup>	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Route 82 at	EB T/R	0.40	16	B	77	203	0.44	17	B	94	279	0.58	20	C	132	#362
West Side Blvd. &	WB L	0.43	48	D	50	91	0.26	44	D	31	69	0.52	44	D	64	100
N. Thames St./	WB T	0.30	7	A	42	180	0.31	8	A	45	207	0.47	9	A	76	270
N. High St.	WB R	0.15	7	A	0	31	0.09	6	A	0	31	0.13	7	A	0	21
	NB L/T/R	0.04	43	D	0	0	0.04	43	D	0	0	0.06	42	D	0	17
	SB L/T/R	0.21	44	D	14	46	0.03	43	D	0	0	0.13	42	D	10	23
	<b>Overall</b>	<b>0.33</b>	<b>15</b>	<b>B</b>			<b>0.33</b>	<b>15</b>	<b>B</b>			<b>0.44</b>	<b>17</b>	<b>B</b>		
Route 82 at	EB L/T	0.24	9	A	36	119	0.32	10	A	48	170	0.46	15	B	60	222
N. Thames St /	EB R	0.05	11	B	0	30	0.04	13	B	0	30	0.06	20	B	0	m34
Thames St.	NB T	0.10	33	C	20	38	0.15	36	D	25	50	0.13	32	C	28	53
	NB R	0.17	34	C	0	39	0.15	36	D	0	52	0.14	32	C	0	53
	SB L	0.09	33	C	12	29	0.06	35	D	7	18	0.05	31	C	7	16
	SB T	0.66	42	D	124	178	0.62	43	D	103	128	0.70	42	D	146	146
	<b>Overall</b>	<b>0.32</b>	<b>23</b>	<b>C</b>			<b>0.36</b>	<b>21</b>	<b>C</b>			<b>0.47</b>	<b>23</b>	<b>C</b>		
Route 2 at	SE T/R	0.62	31	C	94	152	0.46	28	C	64	114	0.51	29	C	66	105
West Side Blvd.	NW L	0.34	12	B	63	177	0.39	13	B	77	212	0.49	14	B	104	#278
	NW T	0.31	4	A	0	148	0.30	4	A	0	146	0.38	4	A	0	191
	<b>Overall</b>	<b>0.40</b>	<b>18</b>	<b>B</b>			<b>0.39</b>	<b>16</b>	<b>B</b>			<b>0.47</b>	<b>17</b>	<b>B</b>		



# Traffic Analyses – Signalized Intersections

**Table 6** Signalized Intersection Capacity Analysis Summary – Existing Conditions

Location	Mov't	Morning Peak Hour					Midday Peak Hour					Evening Peak Hour				
		v/c <sup>1</sup>	Del <sup>2</sup>	LOS <sup>3</sup>	Q50 <sup>4</sup>	Q95 <sup>5</sup>	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Route 2 (Water St) at Route 82 & Church St. & Main St.	WB L/R	0.49	32	C	20	61	0.51	32	C	28	90	0.74	51	D	33	#112
	WB R	0.53	33	C	21	65	0.53	33	C	28	94	0.79	62	E	35	#126
	NB T/R	0.60	21	C	86	215	0.60	22	C	92	212	0.69	26	C	99	#257
	SB L/T	0.54	21	C	65	134	0.33	20	C	43	115	0.33	22	C	40	114
	NE L	0.32	20	C	41	140	0.30	21	C	43	131	0.46	26	C	61	192
	NE T/R	0.45	23	C	45	#208	0.74	32	C	102	#377	0.70	34	C	86	#367
	NE R	0.20	19	B	0	70	0.28	20	C	0	71	0.27	23	C	0	86
	<b>Overall</b>	<b>0.49</b>	<b>22</b>	<b>C</b>			<b>0.60</b>	<b>24</b>	<b>C</b>			<b>0.61</b>	<b>29</b>	<b>C</b>		
Chelsea Harbor Dr. at Market Street	EB L/T/R	0.18	1	A	21	34	0.22	2	A	29	47	0.23	2	A	33	53
	NB T/R	0.12	37	D	5	26	0.12	36	D	5	30	0.10	36	D	5	26
	SB L/T	0.26	38	D	10	32	0.38	39	D	16	41	0.41	39	D	18	45
	<b>Overall</b>	<b>0.19</b>	<b>3</b>	<b>A</b>			<b>0.23</b>	<b>4</b>	<b>A</b>			<b>0.25</b>	<b>4</b>	<b>A</b>		
Route 2 (Water St) at Courthouse Sq. & Chelsea Harbor	NW T/R	0.33	7	A	27	184	0.35	8	A	32	170	0.39	9	A	43	207
	NE L/T	0.22	22	C	10	42	0.29	22	C	16	60	0.44	22	C	32	87
	NE R	0.42	4	A	0	30	0.45	4	A	0	41	0.60	5	A	0	21
	<b>Overall</b>	<b>0.39</b>	<b>8</b>	<b>A</b>			<b>0.42</b>	<b>8</b>	<b>A</b>			<b>0.56</b>	<b>9</b>	<b>A</b>		



Table 6

## Signalized Intersection Capacity Analysis Summary – Existing Conditions (Continued)

Location	Mov't	Morning Peak Hour					Midday Peak Hour					Evening Peak Hour				
		v/c <sup>1</sup>	Del <sup>2</sup>	LOS <sup>3</sup>	Q50 <sup>4</sup>	Q95 <sup>5</sup>	v/c	Del	LOS	Q50	Q95	v/c	Del	LOS	Q50	Q95
Main St at Broadway & Courthouse Sq.	WB T	0.39	17	B	115	183	0.39	17	B	120	218	0.43	18	B	132	#276
	NB L	0.01	34	C	0	0	0.01	34	C	0	0	0.02	34	C	0	0
	NB R	0.11	8	A	0	34	0.13	8	A	0	36	0.20	9	A	0	30
	SB L	0.49	31	C	60	99	0.48	33	C	59	99	0.49	32	C	67	113
	SB R	0.40	31	C	43	77	0.48	33	C	54	92	0.55	33	C	68	116
	<b>Overall</b>	<b>0.32</b>	<b>20</b>	<b>B</b>			<b>0.32</b>	<b>19</b>	<b>B</b>			<b>0.37</b>	<b>20</b>	<b>B</b>		
Route 2 at Viaduct Rd./ Laurel Hill Rd/ Summer St/ Talman St	WB L	1.06	100	F	~188	#305	0.82	47	D	117	#192	0.83	49	D	122	#240
	WB R	0.55	18	B	58	108	0.63	20	B	70	127	0.56	18	B	62	#136
	NB L/T/R	0.42	43	D	5	11	0.49	41	D	11	16	0.61	67	E	7	19
	SE L/T	1.01	79	E	150	#411	>1.20	>120	F	226	#647	>1.20	>120	F	307	#758
	SE R	0.41	16	B	51	150	0.20	13	B	24	91	0.29	14	B	36	125
	NW L/T/R	0.42	41	D	10	8	0.30	42	D	3	13	0.52	49	D	6	10
	NE L/R	>1.20	>120	F	~191	#213	0.89	56	E	89	#162	>1.20	>120	F	~155	#247
<b>Overall</b>	<b>1.07</b>	<b>104</b>	<b>F</b>			<b>1.00</b>	<b>82</b>	<b>F</b>			<b>1.20</b>	<b>&gt;120</b>	<b>F</b>			
Franklin St at Boswell St /Oak St	WB L/R	0.50	31	C	7	42	0.44	29	C	15	47	0.44	31	C	14	57
	NB T	0.20	18	B	15	65	0.28	23	C	24	86	0.32	22	C	35	118
	NB R	0.14	6	A	8	59	0.20	8	A	30	109	0.30	9	A	49	160
	SB L	0.21	24	C	5	33	0.29	27	C	9	44	0.32	27	C	11	49
	SB T	0.17	12	B	10	70	0.15	16	B	14	60	0.14	13	B	15	63
	SW L/R	0.48	19	B	29	116	0.32	18	B	38	111	0.46	22	C	49	141
	<b>Overall</b>	<b>0.33</b>	<b>16</b>	<b>B</b>			<b>0.29</b>	<b>17</b>	<b>B</b>			<b>0.36</b>	<b>17</b>	<b>B</b>		
Route 2 at Route 12 (Viaduct Rd & N. Main St)	EB L	0.16	29	C	12	43	0.22	29	C	18	65	0.43	29	C	27	86
	EB T/R	0.61	39	D	97	200	0.61	39	D	94	#231	0.71	43	D	121	#325
	WB L	0.86	44	D	128	#315	0.76	34	C	110	#291	0.94	61	E	130	#374
	WB T/R	0.64	34	C	149	#392	0.66	36	D	138	#406	0.90	57	E	211	#574
	NB L/T/R	0.96	69	E	196	#587	>1.20	>120	F	~384	#816	>1.20	>120	F	~373	#872
	SB L	0.40	22	C	35	115	0.37	22	C	26	98	0.36	23	C	29	86
	SB T/R	0.60	22	C	154	416	0.45	19	B	104	320	0.52	21	C	138	324
<b>Overall</b>	<b>0.86</b>	<b>40</b>	<b>D</b>			<b>0.94</b>	<b>89</b>	<b>F</b>			<b>0.99</b>	<b>78</b>	<b>E</b>			

# Traffic Analyses – Signalized Intersections



# Traffic Analyses – Signalized Intersections

- Problem Intersections LOS
- LOS E/F Conditions
  - Notorious Viaduct Road Intersection
    - Too Many Approaches
  - Route 2 at Route 12/Nmain
    - LOS E/F and Queues
- All Others Operate Favorably

<b>Signalized Intersection Level of Service Summary</b>	<b>AM</b>	<b>Mid</b>	<b>PM</b>
<b>Location</b>	<b>LOS</b>	<b>LOS</b>	<b>LOS</b>
Route 82 at West Side Blvd & N. Thames St/N. High St	B	B	B
Route 82 at N. Thames St/Thames St	C	C	C
Route 2 at West Side Blvd	B	B	B
Route 2 (Water St) at Route 82 & Church St & Main St	C	C	C
Chelsea Harbor Dr at Market St	A	A	A
Route 2 (Water St) at Courthouse Sq & Chelsea Harbor	A	A	A
Main St at Broadway & Courthouse Sq	B	B	B
Route 2 at Viaduct Rd/Laurel Hill Rd/Summer St/Talman St	F	F	F
Franklin St at Boswell St/Oak St	B	B	B
Route 2 at Route 12 (Viaduct Rd & N. Main St)	D	F	E



# Crash Data





Source: Connecticut Crash Data Repository

## All Study Area Crashes

- For the 2018-2022 period, 938 crashes
- 17% were injury crashes
- Most common crash types were front to rear (rear-end) at 43%, sideswipe same direction at 20%, and angle crashes at 18%
- December accounts for highest proportion of crashes by month (10%)
- Friday accounts for highest proportion of crashes by day of the week (17%)
- 20 pedestrian crashes, 4 bicycle crashes



# Manner of Collision Summary

Crash Severity		Number of Crashes	Percent of Total							
Fatal Injury(K)		1	0%							
Suspected Serious Injury (A)		10	1%							
Suspected Minor Injury (B)		72	8%							
Possible Injury (C)		77	8%							
No Apparent Injury (O)		778	83%							
<b>Total</b>		<b>938</b>	<b>100%</b>							
<b>KAB Crashes</b>		<b>83</b>	<b>9%</b>		<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>O</b>	<b>Total</b>
Manner of Collision	Front to Rear	404	43%			25	40	339	<b>404</b>	
	Sideswipe, Same Direction	183	20%			4	2	177	<b>183</b>	
	Angle	166	18%		3	21	19	123	<b>166</b>	
	Sideswipe, Opposite Direction	23	2%			2	3	18	<b>23</b>	
	Other	21	2%			3	2	16	<b>21</b>	
	Front to Front	14	1%	1		1	2	10	<b>14</b>	
	Rear to Side	6	1%					6	<b>6</b>	
	Rear to Rear	1	0%					1	<b>1</b>	
	Unknown	14	1%					14	<b>14</b>	
	Not Applicable*	106	11%		7	16	9	74	<b>106</b>	

Source: Connecticut Crash Data Repository, 2018-2022

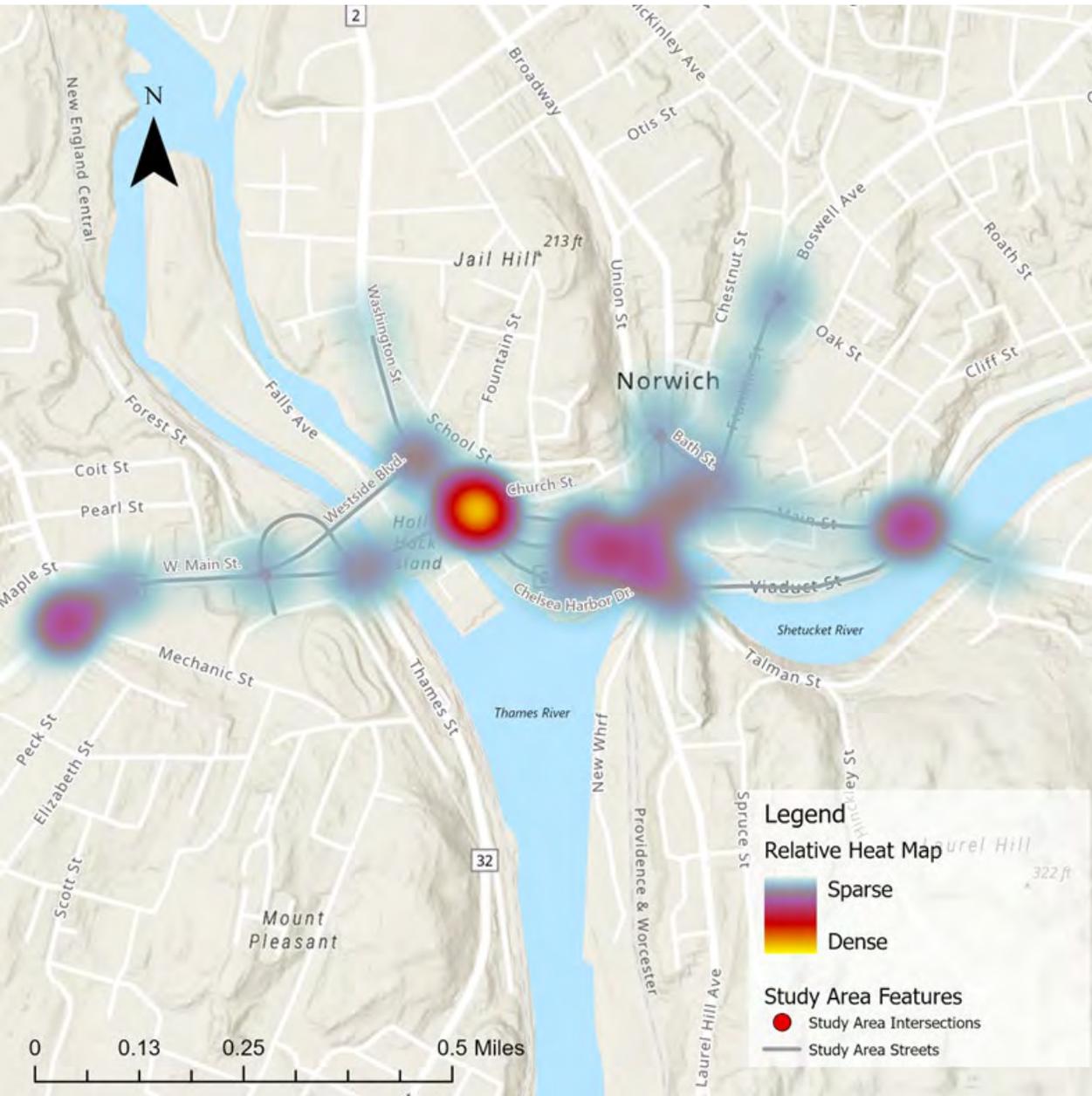


# KABCO Heatmap

Map shows density of crashes at study intersections for all crash severities.

- K = fatality
- A = Suspected Serious Injury
- B = Suspected Minor Injury
- C = Possible Injury
- O = No apparent injury

Highest crash density at Washington Square



Source: Connecticut Crash Data Repository, 2018-2022

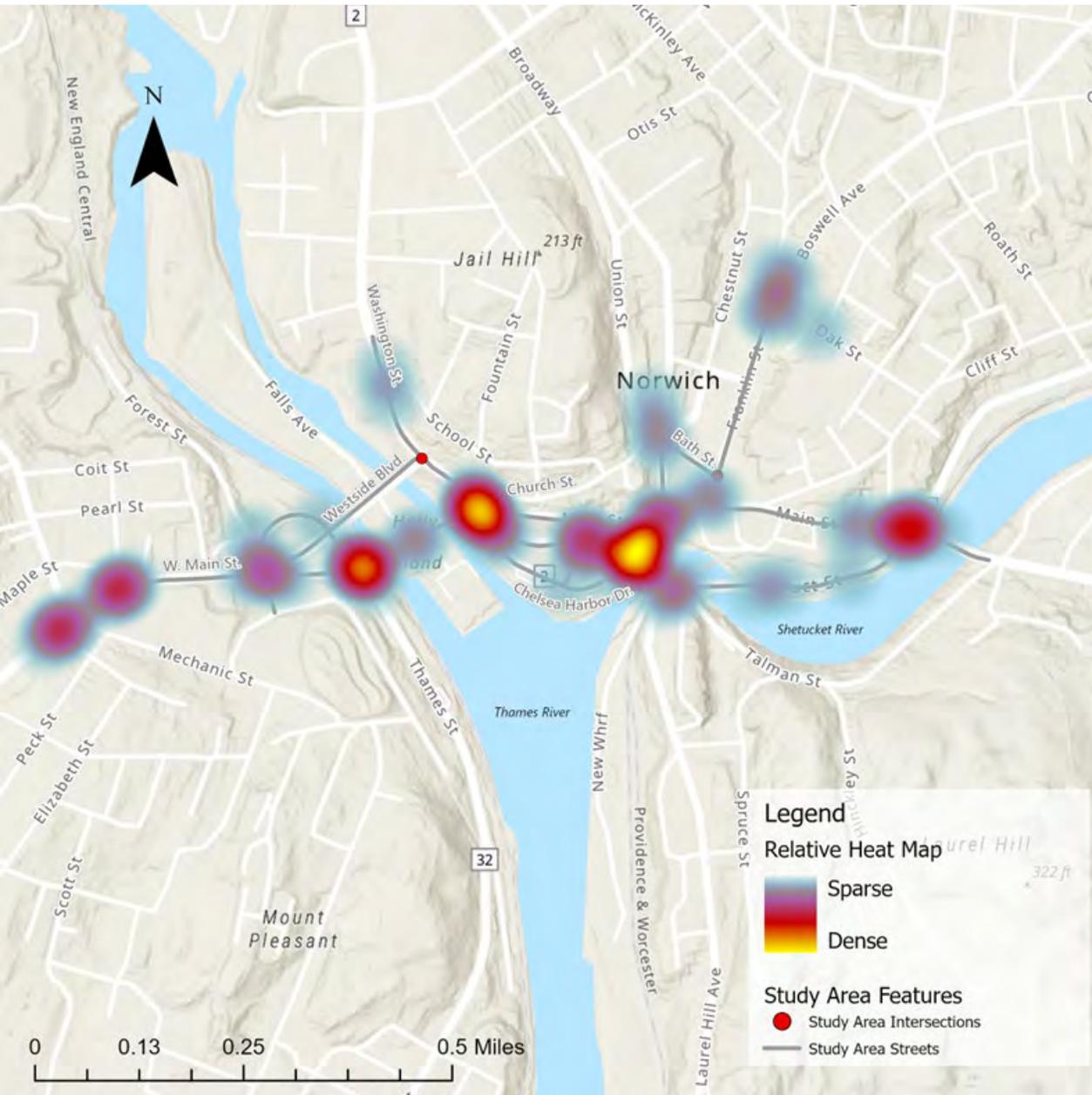


# KAB Heatmap

Map shows density of crashes at study intersections for highest crash severities.

- K = fatality
- A = Suspected Serious Injury
- B = Suspected Minor Injury

High severities at Washington Square, Water St/Chelsea Harbor Dr, W. Main St/Thames St, and Main Street/Viaduct Rd



Source: Connecticut Crash Data Repository, 2018-2022



# Key Intersection Crash Summary

Intersection	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total
<i>W. Main St. and N. Thames St. (westbound)</i>	1		2	1	10	<b>14</b>
<i>W. Main St. and N. Thames St. (eastbound)</i>		1	6	3	9	<b>19</b>
<i>Washington St. and Westside Blvd.</i>					24	<b>24</b>
<i>Washington St. and Main St.</i>			6	8	82	<b>96</b>
<i>Chelsea Harbor Dr./Courthouse Sq. and Water St.</i>		1	7	8	15	<b>31</b>
<i>Water St. and Viaduct St.</i>			2	2	15	<b>19</b>
<i>Viaduct St. and Main St.</i>		2	3	3	30	<b>38</b>
<i>Main St. and Franklin St.</i>		1	1		9	<b>11</b>
<i>Franklin St. and Bath St.</i>					8	<b>8</b>
<i>Main St. and Broadway/Courthouse Sq.</i>			3	1	7	<b>11</b>
<i>Broadway and Union St./Chestnut St.</i>			1	1	4	<b>6</b>
<i>Franklin St. and Boswell St.</i>		1		1	12	<b>14</b>
<b>TOTAL</b>	<b>1</b>	<b>6</b>	<b>31</b>	<b>28</b>	<b>225</b>	<b>291*</b>

\*291 of the 408 total intersection crashes occurred at the twelve key intersections. Intersection crashes are identified as directed in the 2022-2026 Connecticut Strategic Highway Safety Plan. The other intersections with the highest crashes – making up 70% of the remaining crashes – were Market St/Water St (32), W. Main St/Asylum St (39) and Franklin St/Willow St (11).

Source: Connecticut Crash Data Repository, 2018-2022



# Pedestrian Crashes

There were 20 pedestrian crashes in the 2018-2022 period.

- 70% of pedestrian involved crashes resulted in a KAB level injury level (most severe)
- Pedestrians account for nearly *17% of all KAB level injuries* despite having commute to work mode share of only *2.4%* and represent only *2% of total crashes*
- Most pedestrian crashes happened in low-light conditions (70%)
- Highest number of pedestrian crashes at Washington Square and Viaduct Road and Main Street (3 each)



Source: Connecticut Crash Data Repository, 2018-2022



# Bicycle Crashes

4 bicycle crashes occurred in the 2018-2022 period.

- Minor Injuries at three locations:
  - W. Main St. and N. Thames St.
  - Washington St. and Main St.
  - W. Main St. and Ann St.
- 1 No Injury crash at W. Main St. and American Way

All four bicycle crashes occurred in daylight



Source: Connecticut Crash Data Repository, 2018-2022





# Pedestrians



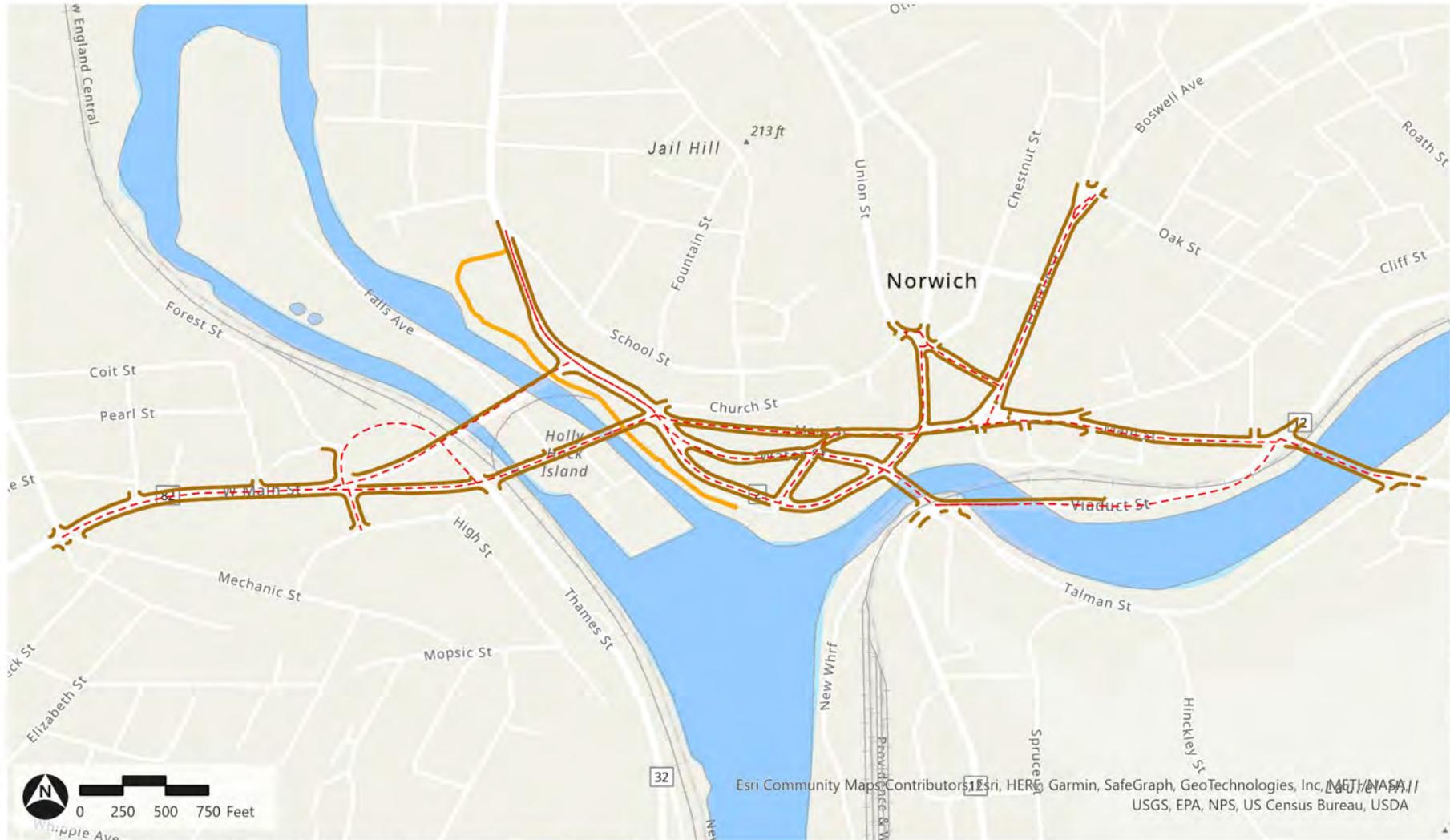
# Observations: Pedestrians

- Only some curb ramps upgraded at many intersections
- Lack of yielding for pedestrians at unsignalized crosswalks (Water St example)
- Speed of car traffic with limited buffer
- Aggressive driving – pulling into crosswalks
- Outside of immediate downtown, long distances to find safe crossings



# Existing Sidewalks in the Study Area

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



- - - Chelsea Harbor/Downtown Mobility Study Area Roadways
- Existing Sidewalks
- Downtown Norwich Heritage Trail
- Railroad
- Water Bodies

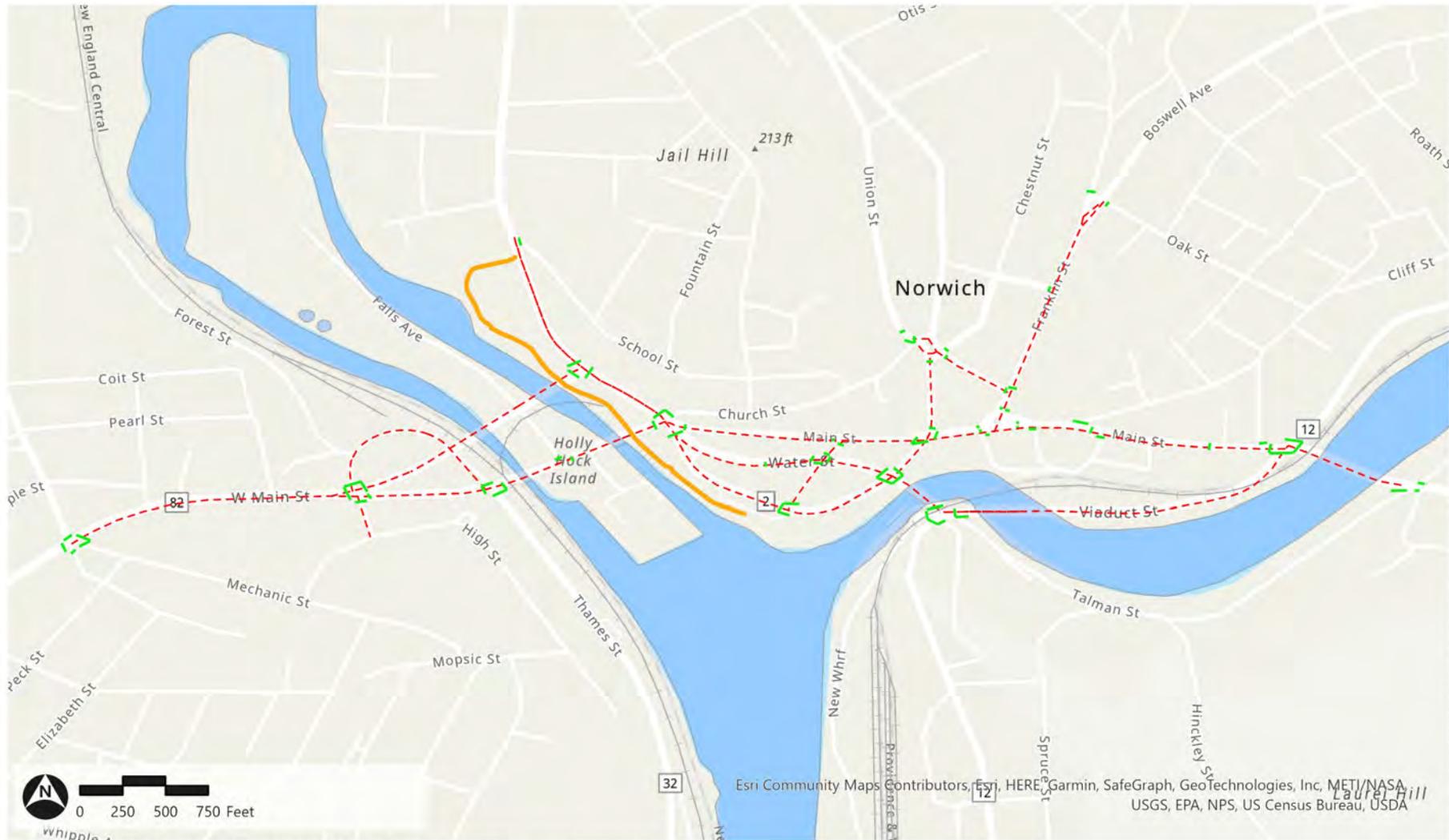
Path: \\vhlb.com\gis\proj\Weather\city\43283.00\Norwich\_Circulation\Project\Chelsea Harbor\Norwich\basemapping\Chelsea Harbor\Norwich\basemapping.aprx (damstat: 10/18/2023)

Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., NAVI, NASA, USGS, EPA, NPS, US Census Bureau, USDA



# Crosswalks Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



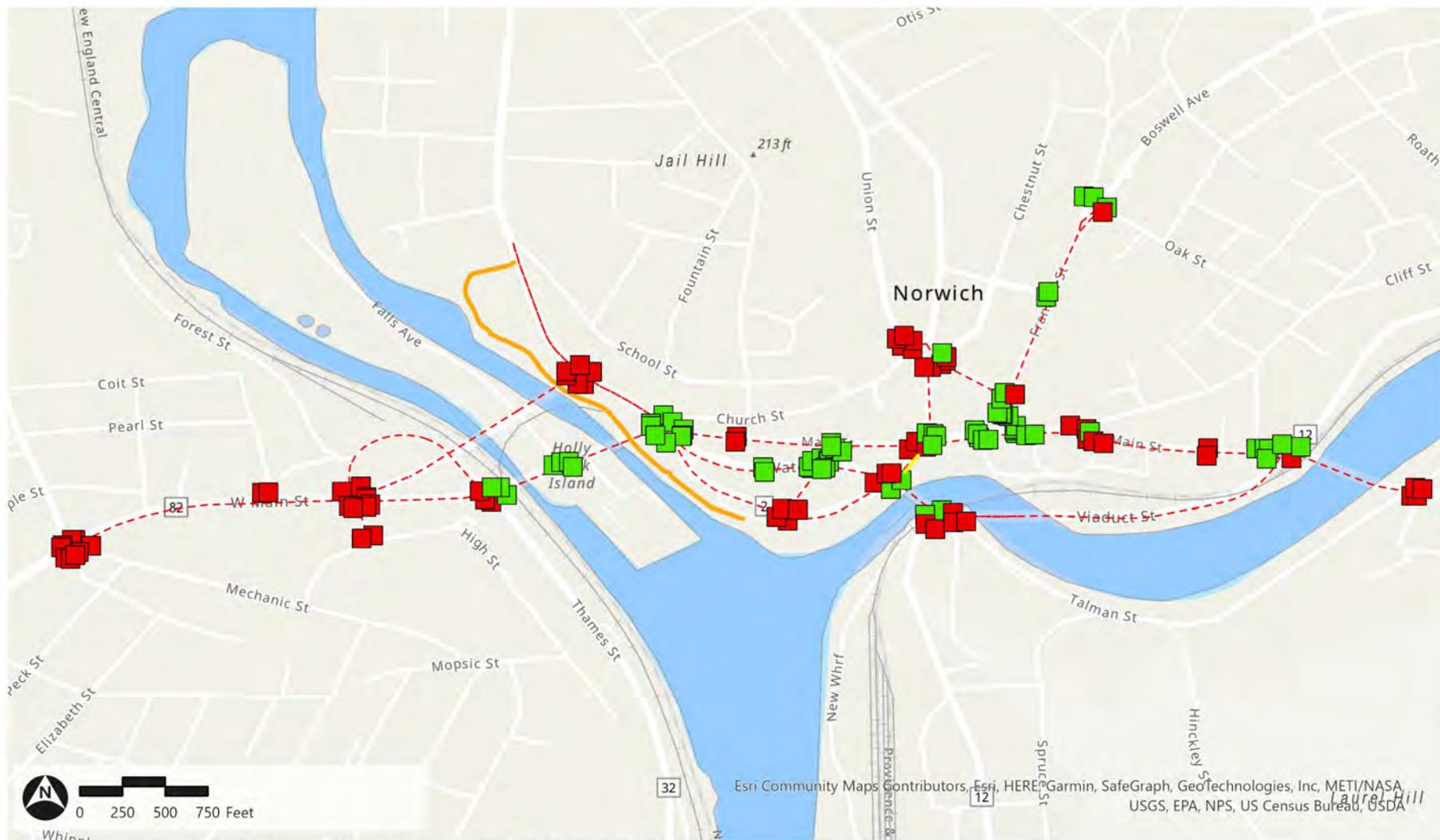
- - - Chelsea Harbor/Downtown Mobility Study Area Roadways
- Downtown Norwich Heritage Trail
- Railroad
- Water Bodies
- Crosswalks

Source: VHB



# Curb Ramps Along Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



- - - Chelsea Harbor/Downtown Mobility Study Area Roadways
  - Downtown Norwich Heritage Trail
  - Railroad
  - Water Bodies
- Pedestrian Curb Ramps**
- Observed Compliant
  - Observed Non-Compliant

Source: VHB

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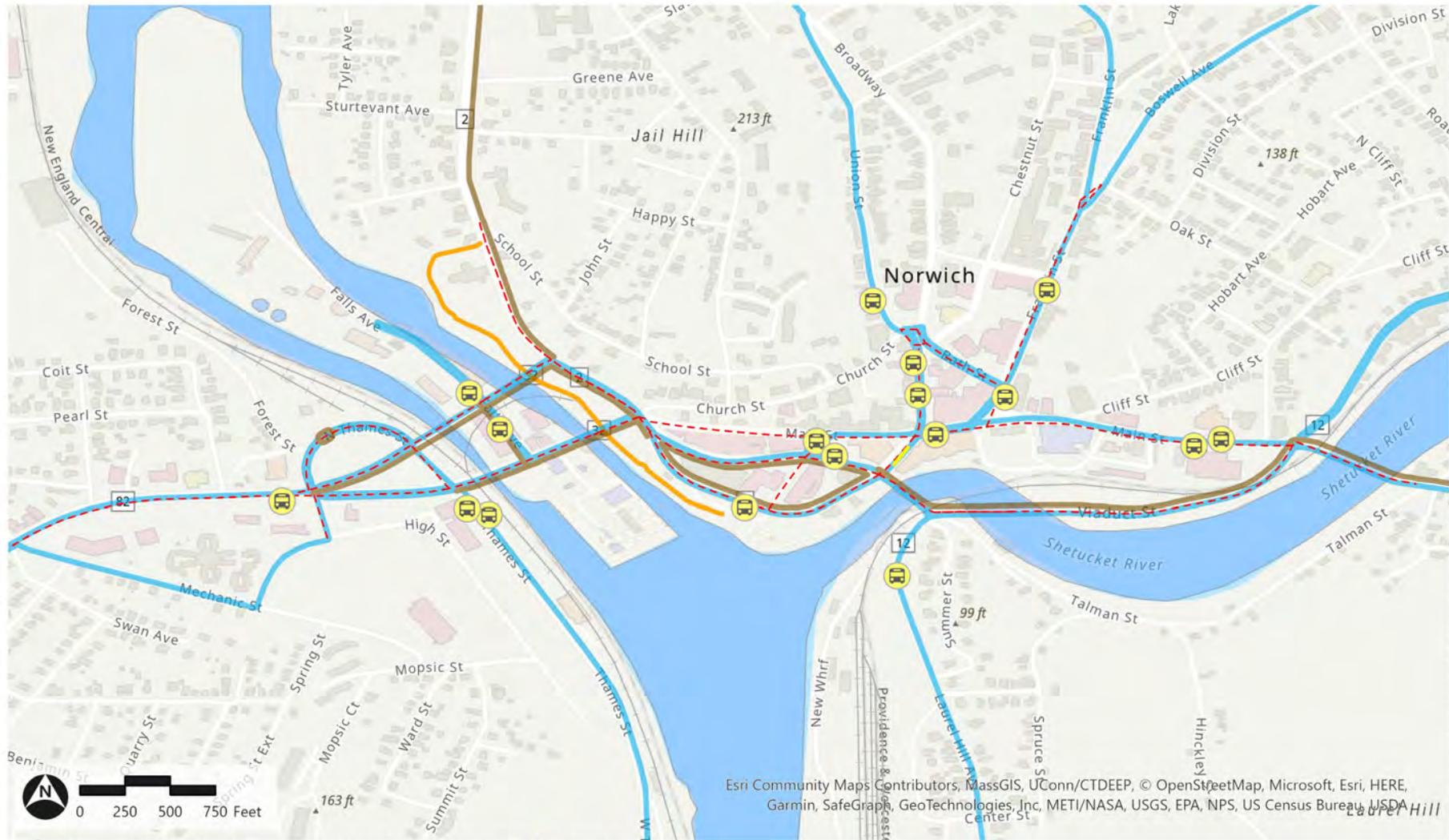
# Public Transit



# Observations: Public Transit

- Google Map and GIS data show bus stops, although SEAT is flag-down service
- Bus shelters lack route information; some shelters not used by transit service
- Some SEAT signage is present – unclear of its purpose, and affixed to other signs and posts, can be hard to notice



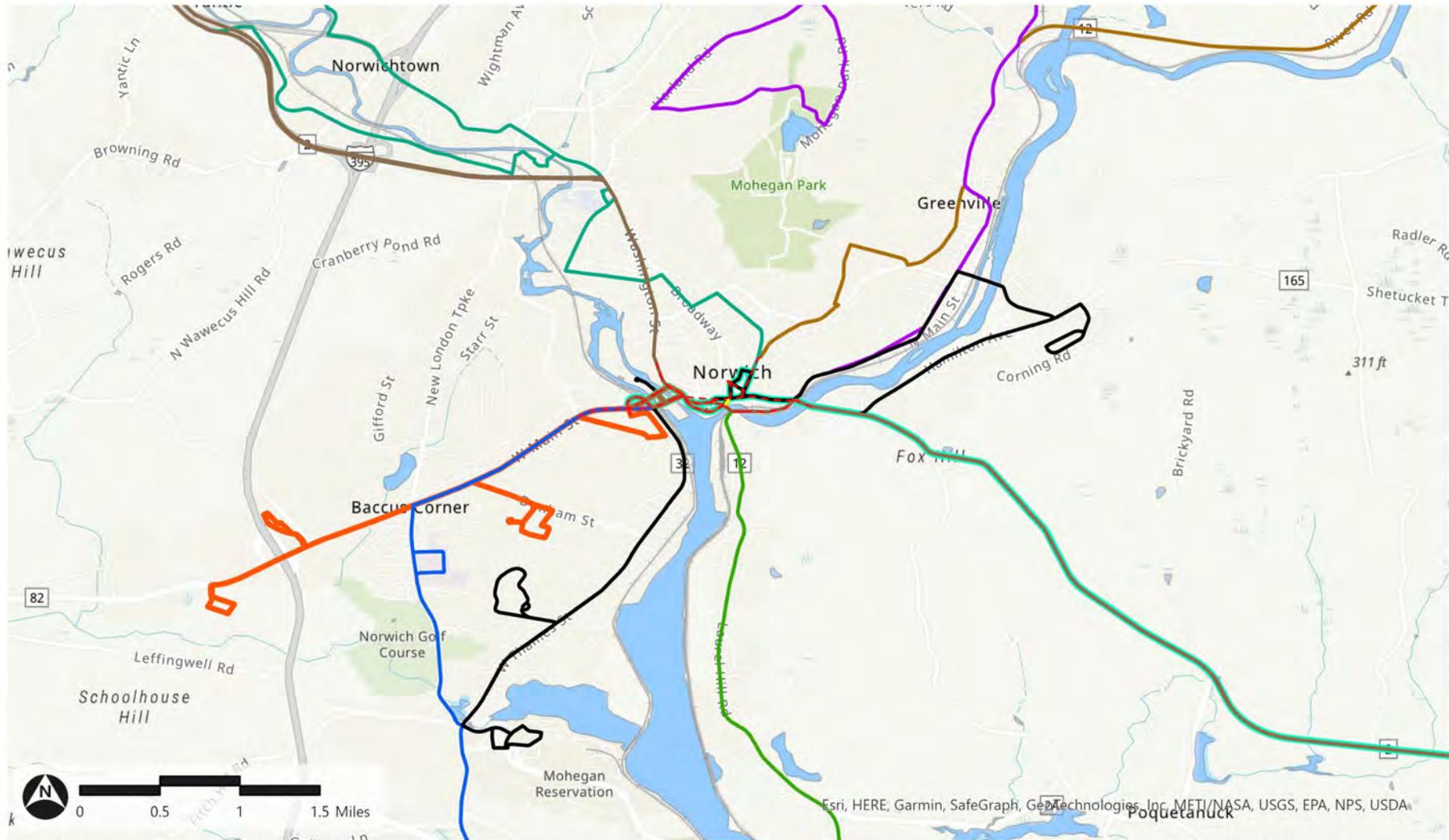


- - - Chelsea Harbor/Downtown Mobility Study Area Roadways
- Downtown Norwich Heritage Trail
- Railroad
- Water Bodies
- Bus Stops
- Bus Routes**
- Southeast Area Transit District
- Windham Region Transit District



# Public Transit in the Norwich Region

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



- Chelsea Harbor/Downtown Mobility Study Area Roadways
- Railroad
- Water Bodies
- WRTD - Willimantic - Norwich
- SEAT Bus Routes**
- Route 1 - Norwich / New London Via Rt 32
- Route 2 - Norwich / New London Via Rt 12 & Groton
- Route 4 Norwich To Occum / Taftville
- Route 5 - Norwich To Norwich Business Park Via Backus Hospital
- Route 6 - Norwich To Norwich Wal-Mart Via Marcus Plaza
- Route 7 - Norwich To Hamilton Ave, Mohegan Sun & Uncas-On-Thames
- Route 9 - Norwich To Lisbon Landing Via Rt 12
- Route 982 - Norwich-Foxwoods

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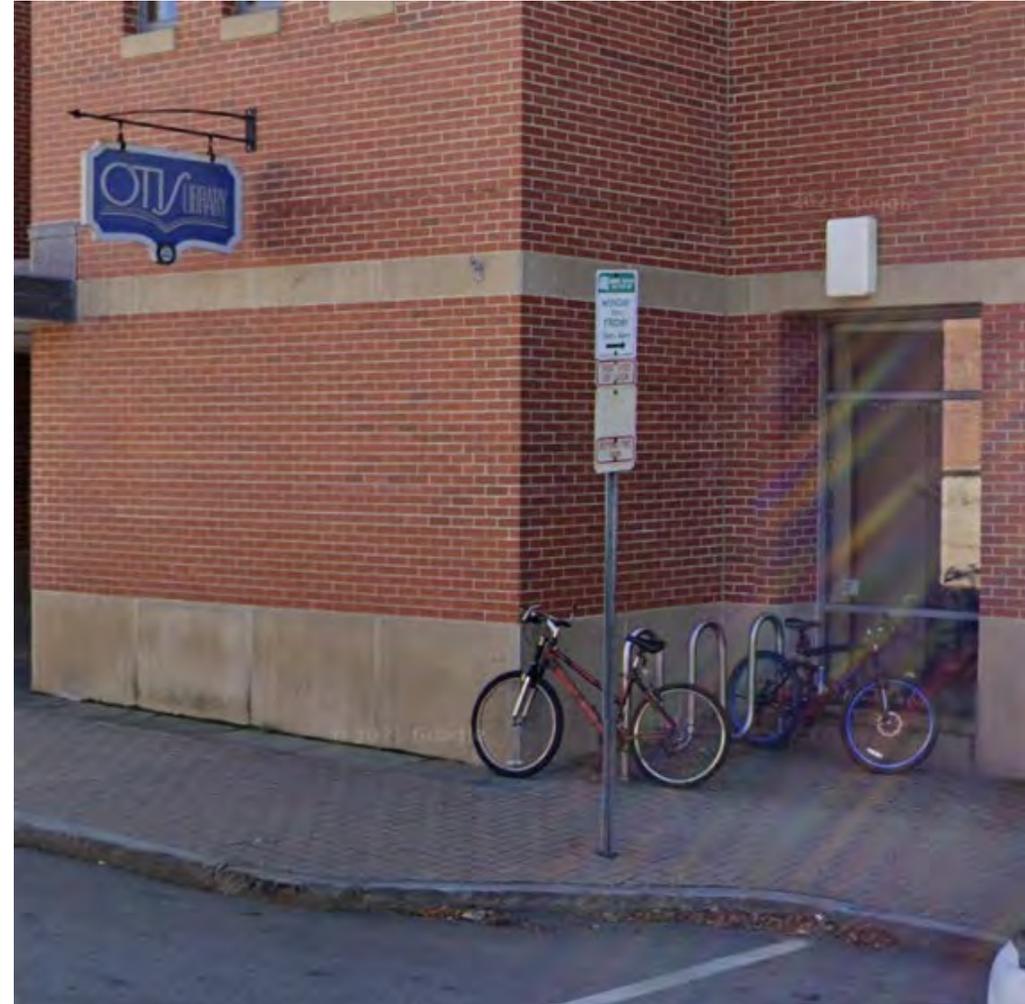
A scenic outdoor area featuring a brick-paved path on the right, a green lawn in the foreground, and a stage under a white canopy in the middle ground. The stage has a sign that reads "Rock the Docks SUMMER CONCERT SERIES". In the background, there is a lake, trees, and a building. A blue portable toilet is visible on the right side of the path.

# Bicycling



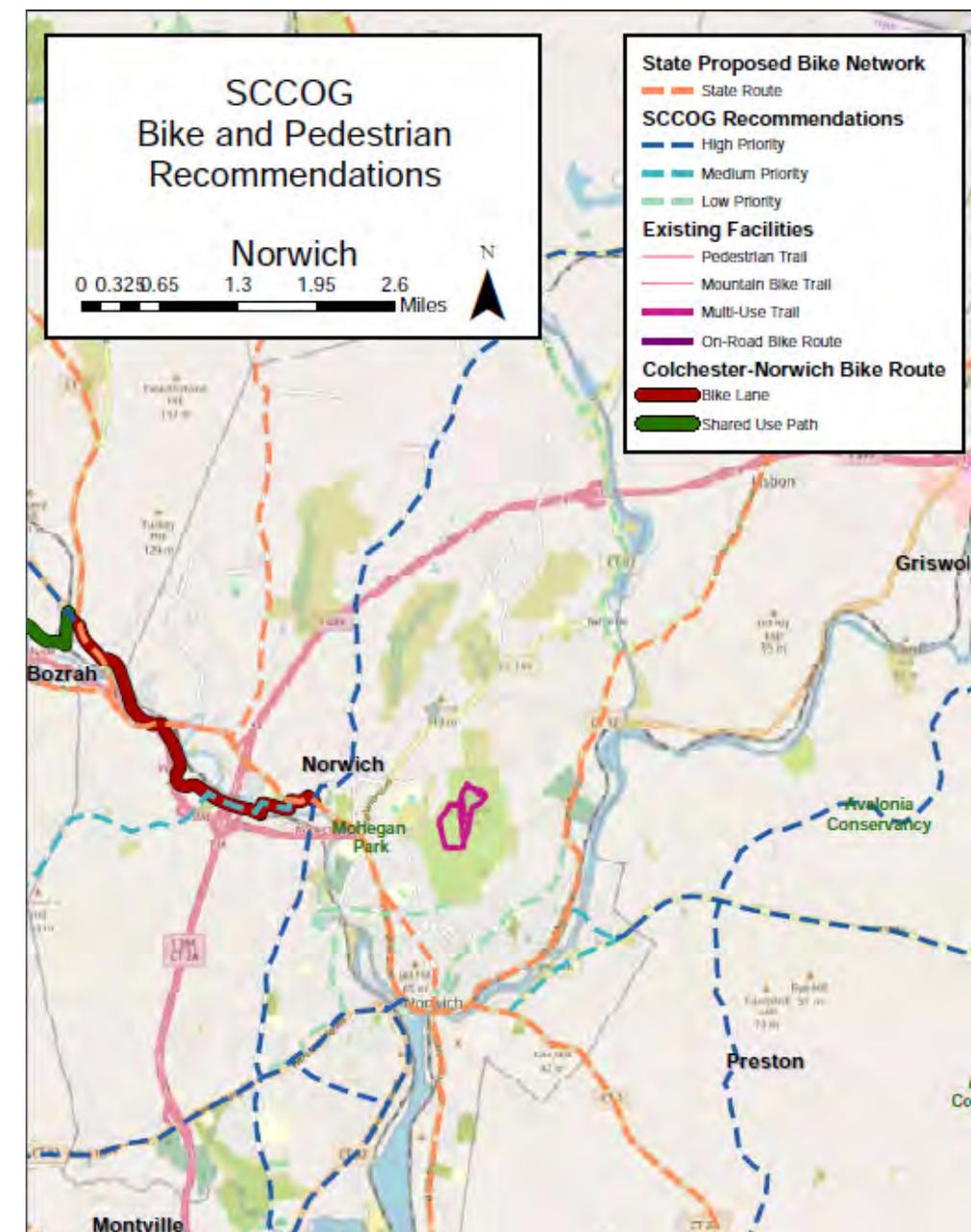
# Observations: Bicycling

- No bicycle lanes or bike pavement markings observed
- Bike racks near the library, at the Transportation Center
- People bicycling on Main Street and near Howard T. Brown Park
- Heritage Walk Trail – only off-road facility with limited connectivity, but oriented to pedestrians



# SCCOG Bike & Pedestrian Plan

- Recommendations around Downtown Norwich:
  - Provide bike lanes, sharrows, and “Bikes May Use Full Lane” signs in downtown
  - Bicycle accommodations for Boswell Ave and Talman St
  - Route 12 from Water St to Preston Border: widen roadway for bike-safe shoulders
  - Add short-term and long-term bike parking
  - Signed bike route along Norwich Ave from the Town Green in Colchester to downtown Norwich



# Bicycling Along Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



- - - Chelsea Harbor/Downtown Mobility Study Area Roadways
- Downtown Norwich Heritage Trail
- Railroad
- Water Bodies
- Bicycle Racks
- CTDOT On Road Bicycle Planning Network**
- Municipal Maintained Road
- State Maintained Road

Source: VHB



# CTDOT Active Transportation Plan Bicycle Suitability Map



# CTDOT Active Transportation Plan

## Bicycle Facility Implementation Tiers



- Tier I
- Tier II-1 to Tier II-5
- Tier II-6 to Tier II-8
- Tier III-1 to Tier III-2
- Tier III-3

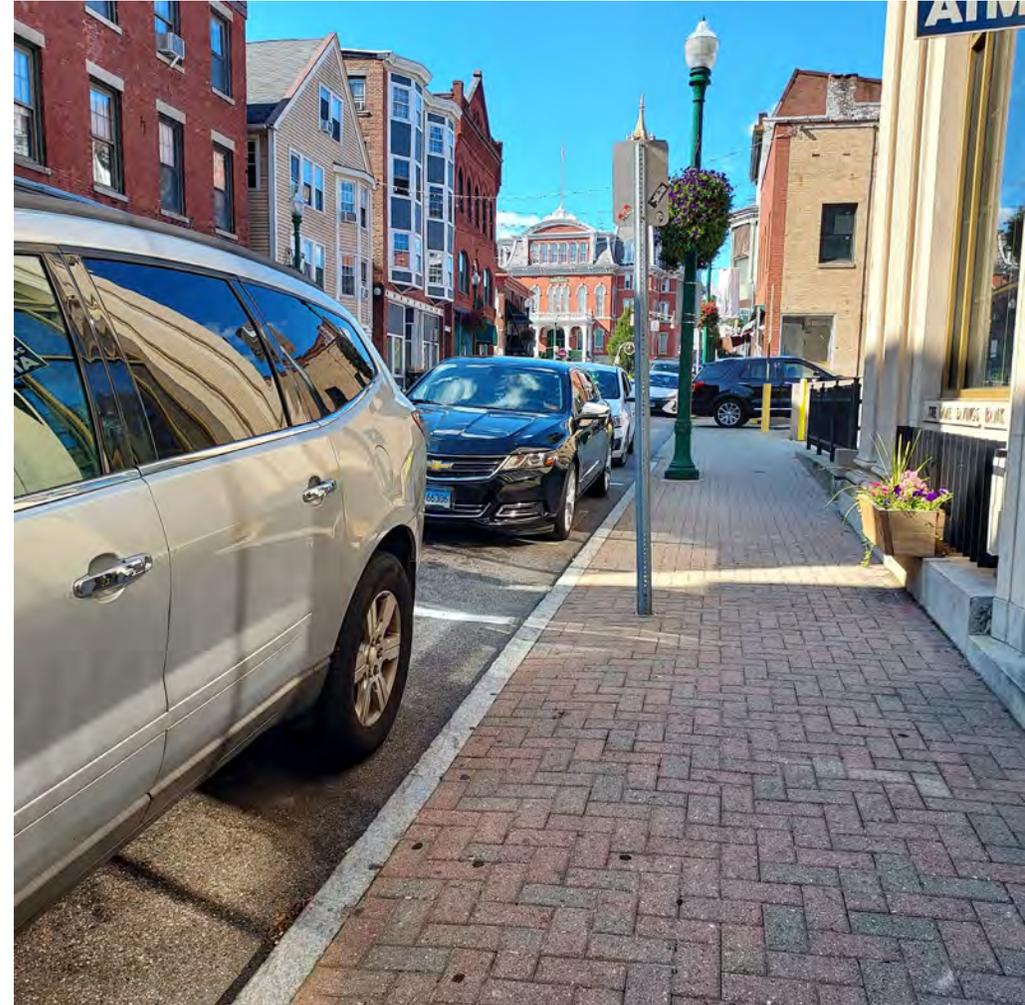


# Parking



# Observations: On-Street Parking

- Wide array of parking regulations and restrictions focused on directly adjacent land uses
- Time-limited on-street parking may change in a single block (e.g., 2-hour parking from 7 am – 4 pm and 8 am – 6 pm)
- Main Street, Broadway, Courthouse Square with heavy parking occupancy



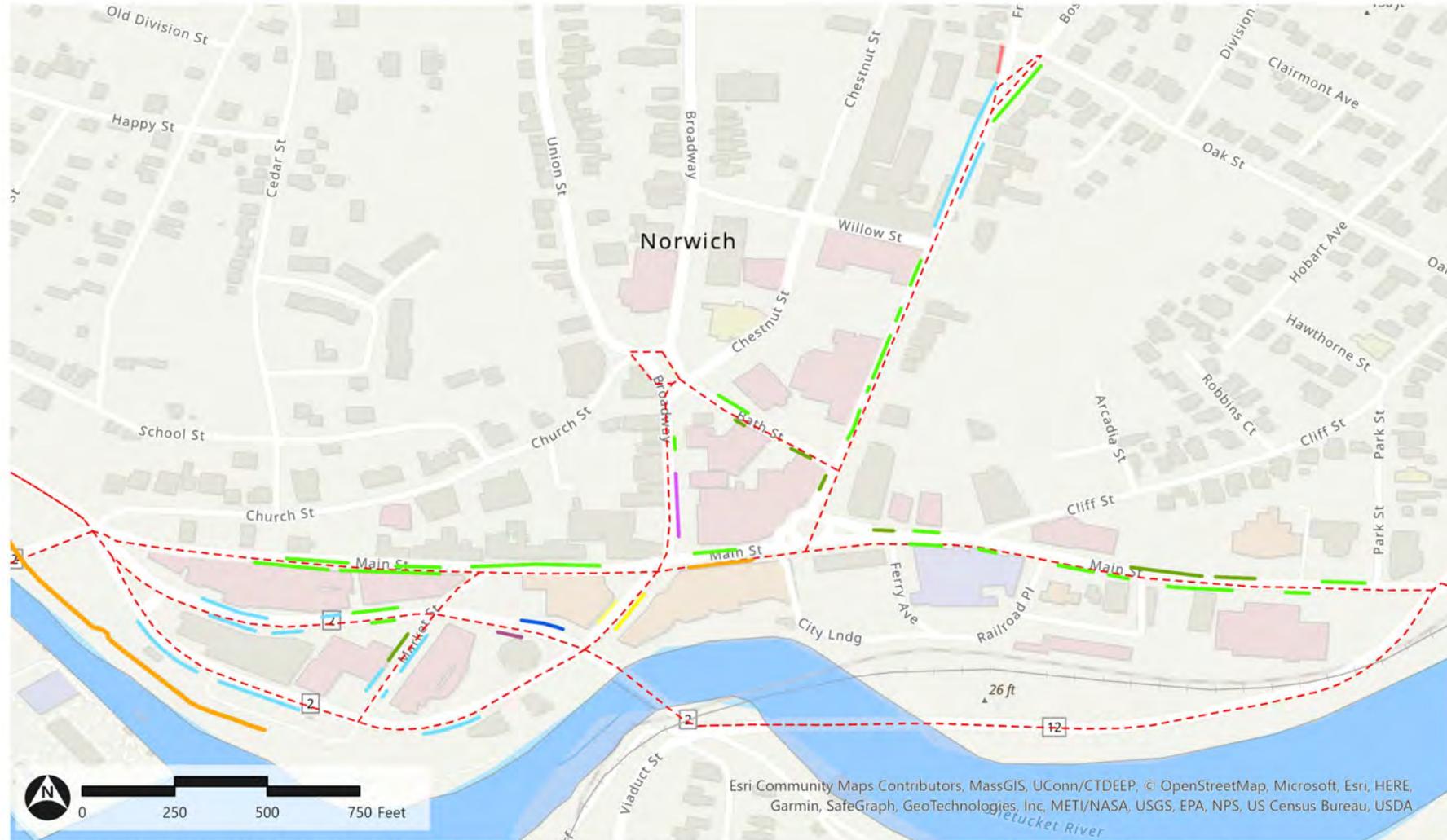
# Observations: Off-Street Parking

- Off-street garages and parking lots underutilized
- Images taken late morning Thursday August 31



# Parking Along Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



- - - Chelsea Harbor/Downtown Mobility Study Area Roadways
- Downtown Norwich Heritage Trail
- Railroad
- Water Bodies

### Parking Along Study Roadways

- 10 Minute Parking
- 2 Hour Parking 8 am to 6 pm
- 2 Hour Parking Monday - Friday 7 am to 4 pm
- 2 hour parking / express zone 15 minute parking
- 20 Minute Parking 8 am to 10 pm

- Short-Term Parking, Unsigned
- DCF State Vehicles Only
- Express zone 15 minutes max
- No parking Police Only

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# Public Outreach



# Public Survey

Public Survey is now available!

English Version:

<https://www.surveymonkey.com/r/MFBKFVB>

Spanish version:

<https://www.surveymonkey.com/r/F3L5BPX>

Chinese version:

<https://www.surveymonkey.com/r/8K6C5HZ>

## Chelsea Harbor and Downtown Norwich Mobility Study Public Survey

This public survey is being conducted on behalf of the Southeastern Connecticut Council of Governments (SCCOG) and the City of Norwich for the Chelsea Harbor/Downtown Norwich Mobility Study. The Study is a key component in the City of Norwich's efforts to provide streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The Study goals include improvements to livability, mobility, access to essential services, safe routes to the waterfront and Howard T. Brown Park, the Intermodal Transportation Center, the Norwich Marina and other downtown destinations. This will be accomplished through expanded bicycle facilities, sidewalk network improvements, and the reconfiguration of multi-lane, high-speed through streets that currently exist as a barrier between downtown proper and the City's waterfront area, East, and West Side neighborhoods. The Study will develop alternatives to the current configuration and traffic flows of the study area with the above goals in mind.



# Public Survey

Survey is on study website through November 20.

275 people have taken the survey so far.

## Sample comments to Date:

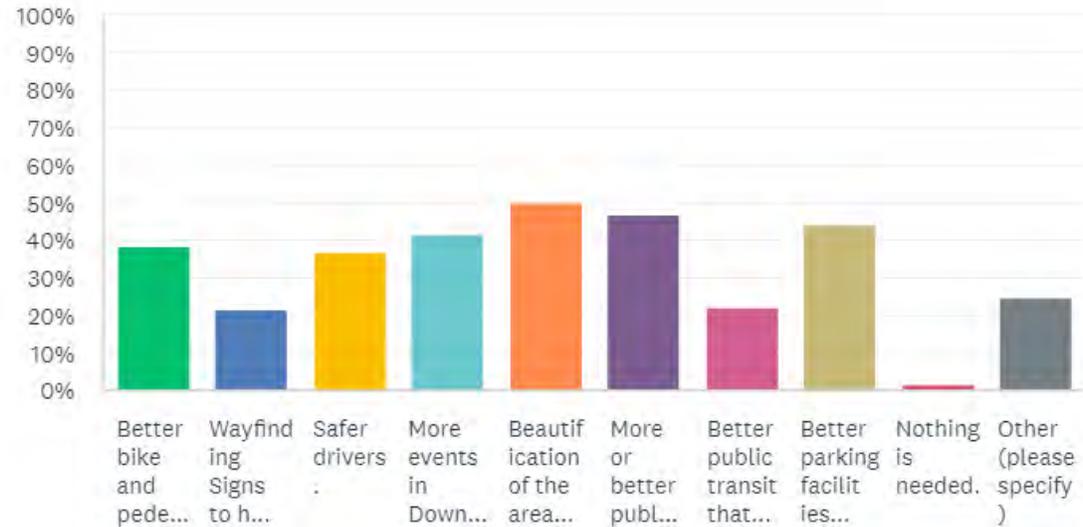
- Requests: More events, beautification, more green space, Improved bike and pedestrian amenities, more economic development, more restaurants and shops.
- Concerns: Driver behavior, personal safety, and congestion.
- Specific Requests: More bike lanes, improvements at marina, improved ped crossings, parking improvements.



# Public Survey

Are there any transportation or public space improvements needed in Downtown Norwich? (check all that apply).

Answered: 270 Skipped: 5



# Pop-Up at Events

Rock the Docks – August 23

Celebrate Cultural Diversity – September 19

- Important opportunity to share the project and promote the public survey
- Interacted with about 75 people total
- Feedback received on maps and through conversations



# Feedback Received

## Safety at Intersections

- ❖ Red light running
- ❖ U-Turns
- ❖ Lane jockeying

## Franklin square Roundabout

- ❖ Some like it, some do not
- ❖ People not using roundabout correctly – not yielding

## Pedestrian Safety

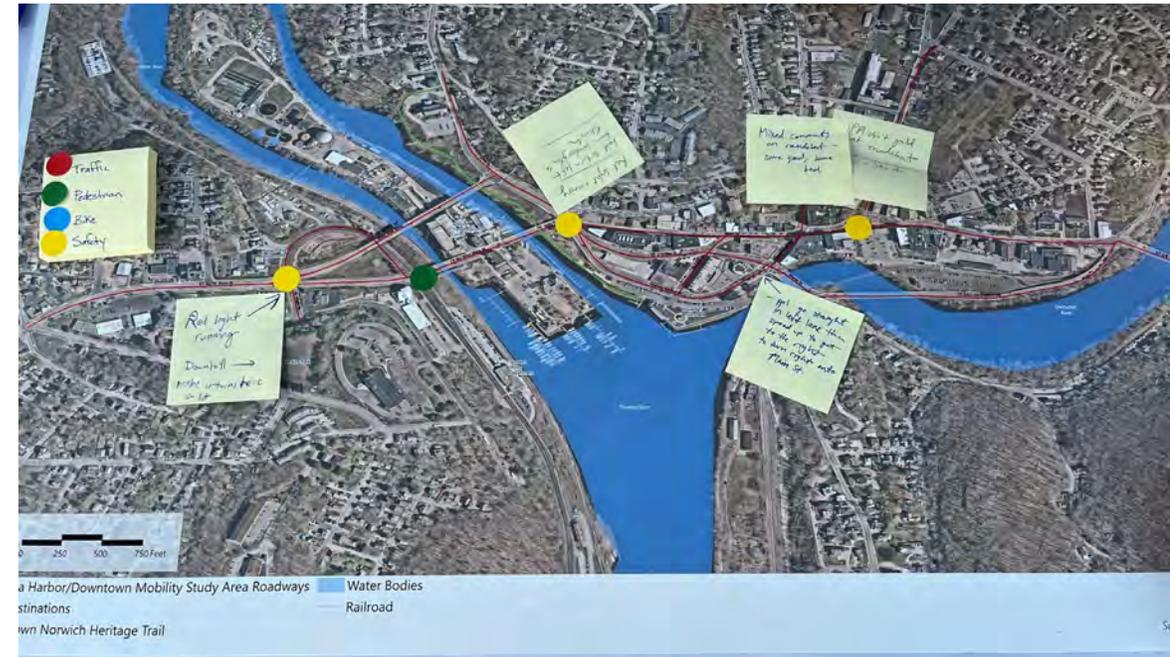
- ❖ Route 82 over the Yantic River
- ❖ Lack of adequate sidewalks in general

## Boat Launch at Howard T. Brown Park

- ❖ Relocate
- ❖ Invest in water access and marina area improvements

## Traffic Concerns

- ❖ Congestion in harbor area
- ❖ Long traffic signal cycle at Route 82 & N. Thames St



## Q & A

- Raise your hand if in person, please come to the podium – need to speak into microphone for online participants and recording
- Online, type questions into chat – we will read them out loud
- For people calling in:
  - Use \*5 to raise your hand
  - Use \*6 to unmute



# Map Breakout

- Three maps, for west, central downtown, and east parts of study area
- Spend about 5-8 minutes on each one

Mobility Study Area - West  
Chelsea Harbor/Downtown Mobility Study | Norwich, CT

October 20, 2023 



Source: Near Map, VHB

Mobility Study Area - Central  
Chelsea Harbor/Downtown Mobility Study | Norwich, CT

October 20, 2023 



Source: Near Map, VHB



# Report Back from Map Breakout

- Facilitators – what comments did you get?



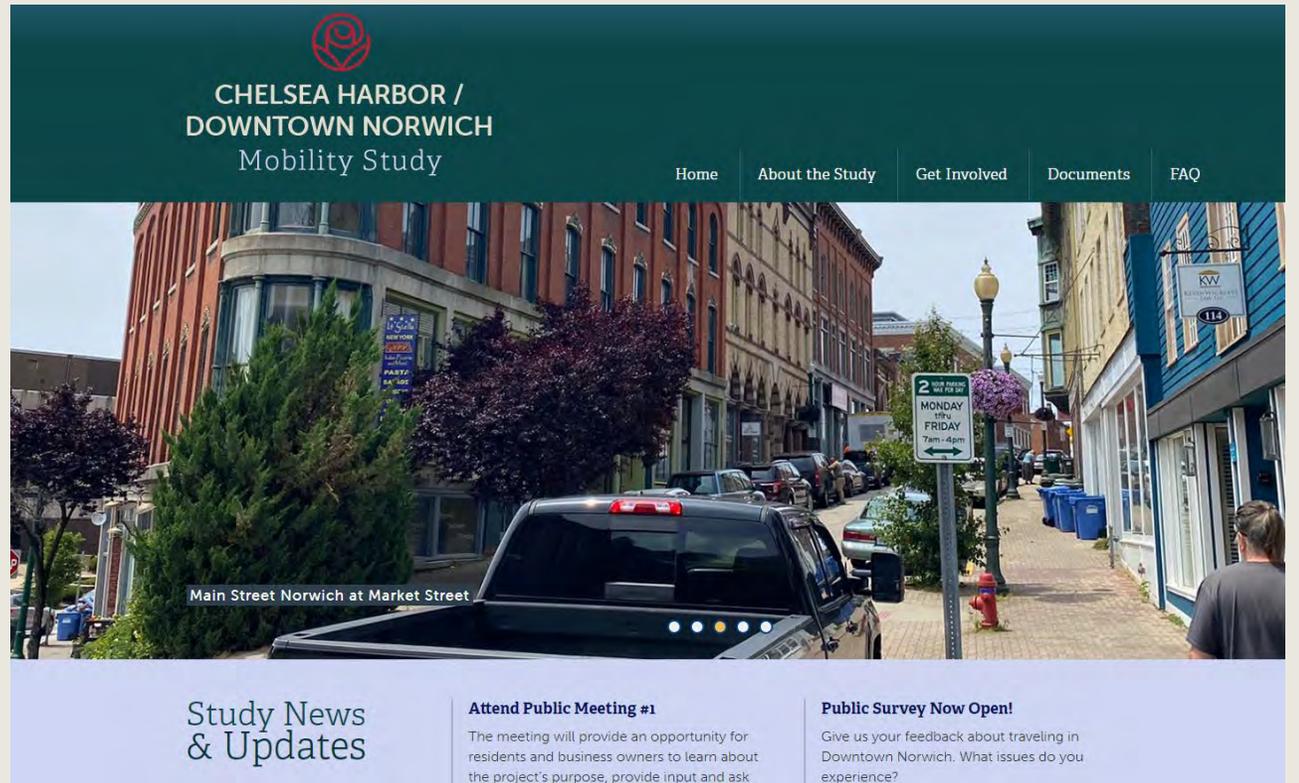


# Questions?

 [jbutler@seccog.org](mailto:jbutler@seccog.org)

 860.889.2324

 <https://downtownnorwichmobilitystudy.com/>



**CHELSEA HARBOR /  
DOWNTOWN NORWICH**  
Mobility Study

Home About the Study Get Involved Documents FAQ

Main Street Norwich at Market Street

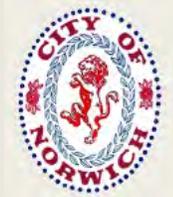
**Study News & Updates**

**Attend Public Meeting #1**  
The meeting will provide an opportunity for residents and business owners to learn about the project's purpose, provide input and ask

**Public Survey Now Open!**  
Give us your feedback about traveling in Downtown Norwich. What issues do you experience?



# Thank You!



Public Information Meeting #1  
Project Overview and Existing Conditions  
October 25, 2023