



# CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

Transportation Advisory Committee Meeting #2

Existing Conditions Presentation

September 12, 2023



# Meeting Agenda

- Introductions
  - In person & online
- Existing Conditions Presentation
  - Summary
  - Findings
  - Issues Observed
  - Public Engagement
- Discussion/Next Steps



# Existing Conditions - Scope of Work

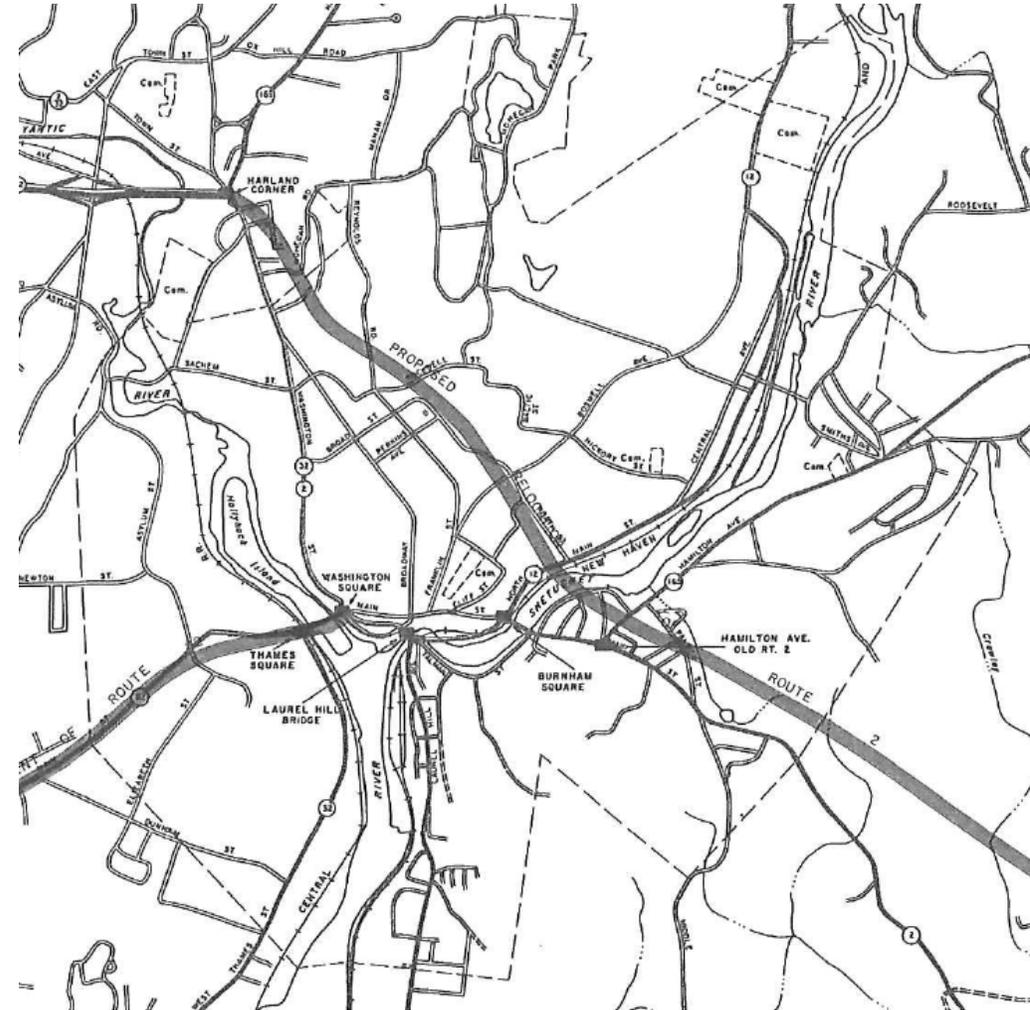
## “ Task 3. Data Collection

- *3.1 Transportation Data Collection*
  - Turning Movement Counts from 12 intersections
  - Automatic Traffic Recorder Data from 9 locations
  - 5 years of Crash Data
  - Field Work/Reconnaissance
  - Review local and regional Transportation Plans
  - Mapping
- *3.2 Land Use and Development Data*
- *3.3 Pedestrians, Bicyclists, and Vulnerable Users*



# Norwich Transportation Context

- Mid-20<sup>th</sup> Century concern was getting through traffic quickly to beaches in Westerly, RI from Hartford
- Topography makes it difficult to route traffic around downtown Norwich
- Proposal to extend Route 2 highway north of downtown rejected
- TOPICS program of signals and one-way streets unpopular
- Other proposals to route traffic south of downtown never materialized
- Recent Complete Streets Policy, planning for other modes

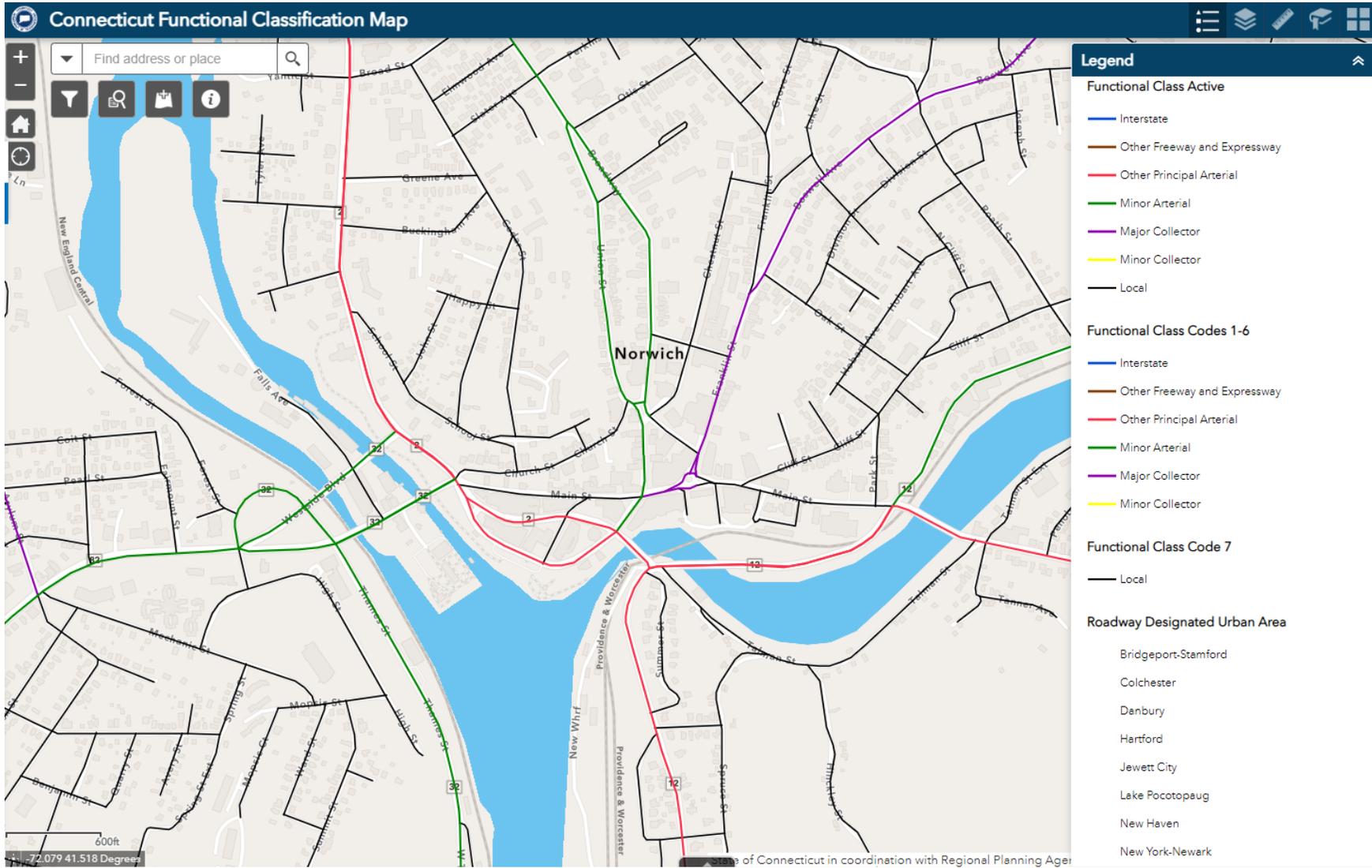


A photograph of a city street scene. In the foreground, a brick sidewalk runs along the right side of the frame. A black lamppost stands on the sidewalk, casting a shadow. The street is paved with asphalt and has white parking lines. Several cars are parked or driving on the street. In the background, there are buildings, including one with a sign that says "Chamber of Commerce". The sky is bright and clear.

# Traffic Data



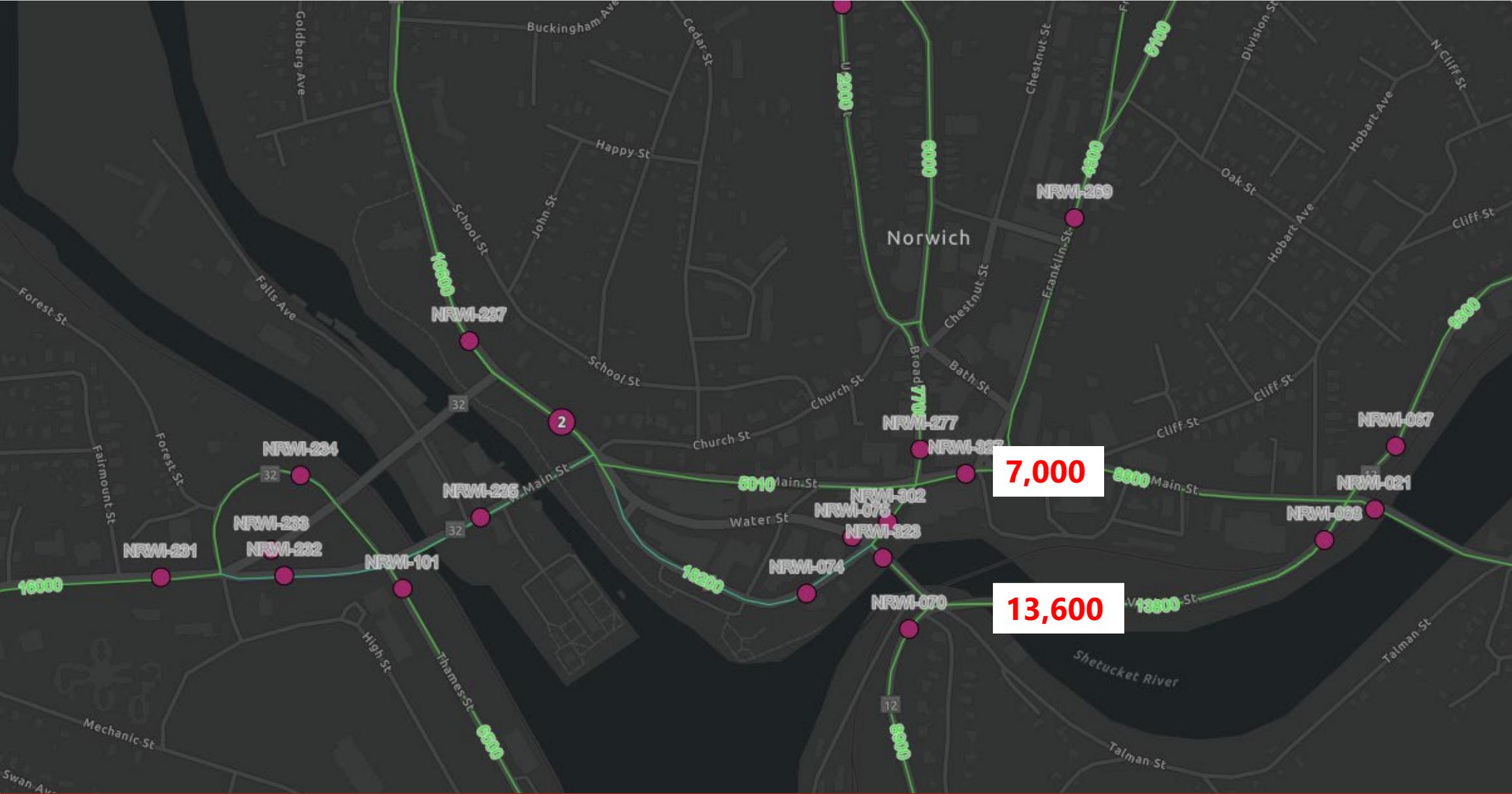
# City Roadway System – State Highways



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



# CTDOT 2020 Daily Traffic Volumes

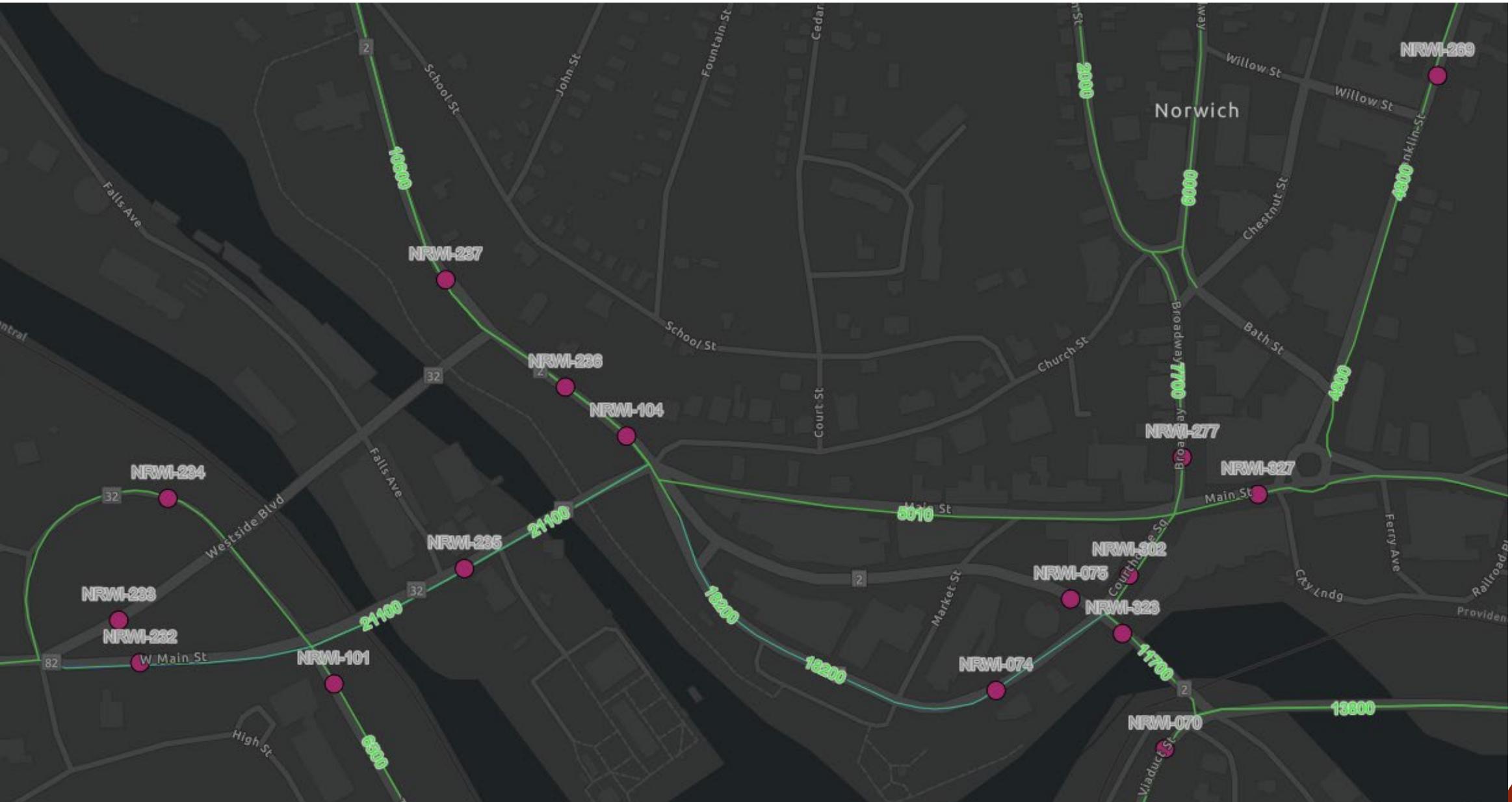


7,000

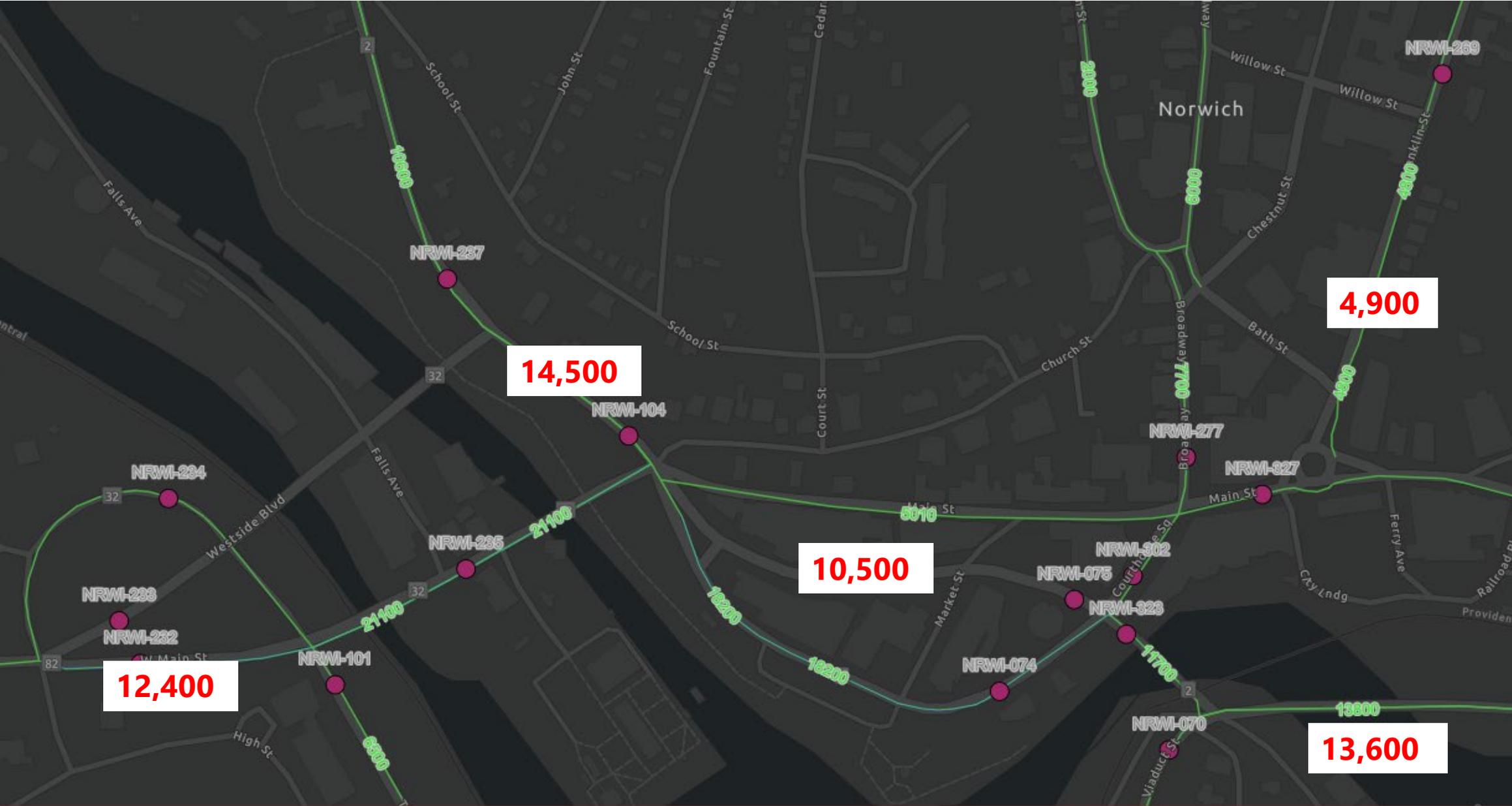
13,600



# CTDOT 2020 Daily Traffic Volumes



# Daily Traffic Volume Comparison (2020 versus 2023 VHB)



# Traffic Data Summary

- 2023 Traffic Counts Similar to CTDOT ADT (Website)
- Higher Than CTDOT 2020 ADT
- 85<sup>th</sup> Speeds Not Unusually High
- June Traffic Counts – 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
53	76	58	80	43
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 West Side Blvd. & N. Thames St/ N. High St.	EB T/R	0.40	16	B	77	203	0.44	17	B	94	279	0.58	20	C	132	#362
	WB L	0.43	48	D	50	91	0.26	44	D	31	69	0.52	44	D	64	100
	WB T	0.30	7	A	42	180	0.31	8	A	45	207	0.47	9	A	76	270
	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 N. Thames St / Thames St.	EB L/T	0.24	9	A	36	119	0.32	10	A	48	170	0.46	15	B	60	222
	EB R	0.05	11	B	0	30	0.04	13	B	0	30	0.06	20	B	0	m34
	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 West Side Blvd.	SE T/R	0.62	31	C	94	152	0.46	28	C	64	114	0.51	29	C	66	105
	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	WB T	0.39	17	B	115	183	0.39	17	B	120	218	0.43	18	B	132	#276
Broadway & Courthouse Sq.	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	WB L	1.06	100	F	~188	#305	0.82	47	D	117	#192	0.83	49	D	122	#240
Viaduct Rd./	WB R	0.55	18	B	58	108	0.63	20	B	70	127	0.56	18	B	62	#136
Laurel Hill Rd/	NB L/T/R	0.42	43	D	5	11	0.49	41	D	11	16	0.61	67	E	7	19
Summer St/	SE L/T	1.01	79	E	150	#411	>1.20	>120	F	226	#647	>1.20	>120	F	307	#758
Talman St	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	WB L/R	0.50	31	C	7	42	0.44	29	C	15	47	0.44	31	C	14	57
Boswell St	NB T	0.20	18	B	15	65	0.28	23	C	24	86	0.32	22	C	35	118
/Oak St	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	EB L	0.16	29	C	12	43	0.22	29	C	18	65	0.43	29	C	27	86
Route 12	EB T/R	0.61	39	D	97	200	0.61	39	D	94	#231	0.71	43	D	121	#325
(Viaduct Rd & N. Main St)	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

- 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



# Traffic Analyses – Stop Sign Controls

**Table 7 Unsignalized 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>	Q95 <sup>4</sup>	v/c	Del	LOS	Q95	v/c	Del	LOS	Q95
Bath St at Chestnut St	WB T/R	0.06	8	A	0.2	0.06	8	A	0.2	0.06	8	A	0.2
	NW L	0.17	7	A	0.6	0.14	7	A	0.5	0.14	7	A	0.5
	NW T	0.06	8	A	0.2	0.06	8	A	0.2	0.06	8	A	0.2
Chestnut St at Broadway	WB L	0.1	8	A	0.3	0.09	8	A	0.3	0.09	8	A	0.3
	SB T	0.07	6	A	0.2	0.1	6	A	0.4	0.1	6	A	0.4
Main St at Franklin St	EB L/T	0.32	6	A	1	0.27	5	A	1	0.38	7	A	2
	WB T/R	0.34	6	A	1	0.39	7	A	2	0.40	7	A	2
	SB L/R	0.20	5	A	1	0.12	4	A	0	0.19	5	A	1



# Crash Data





# 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%)



# 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>	K	A	B	C	O	Total
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>

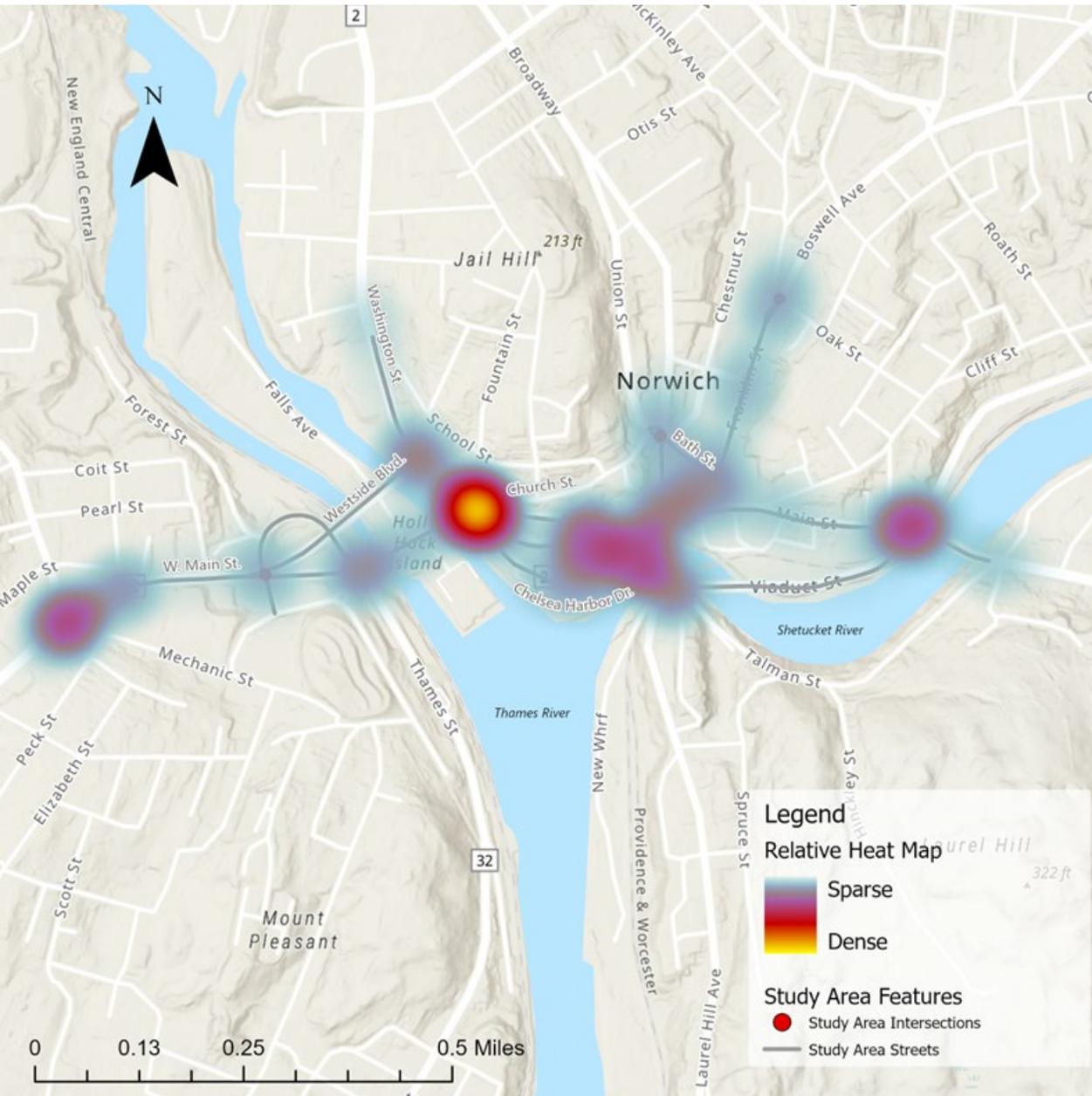


# KABCO Heatmap

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

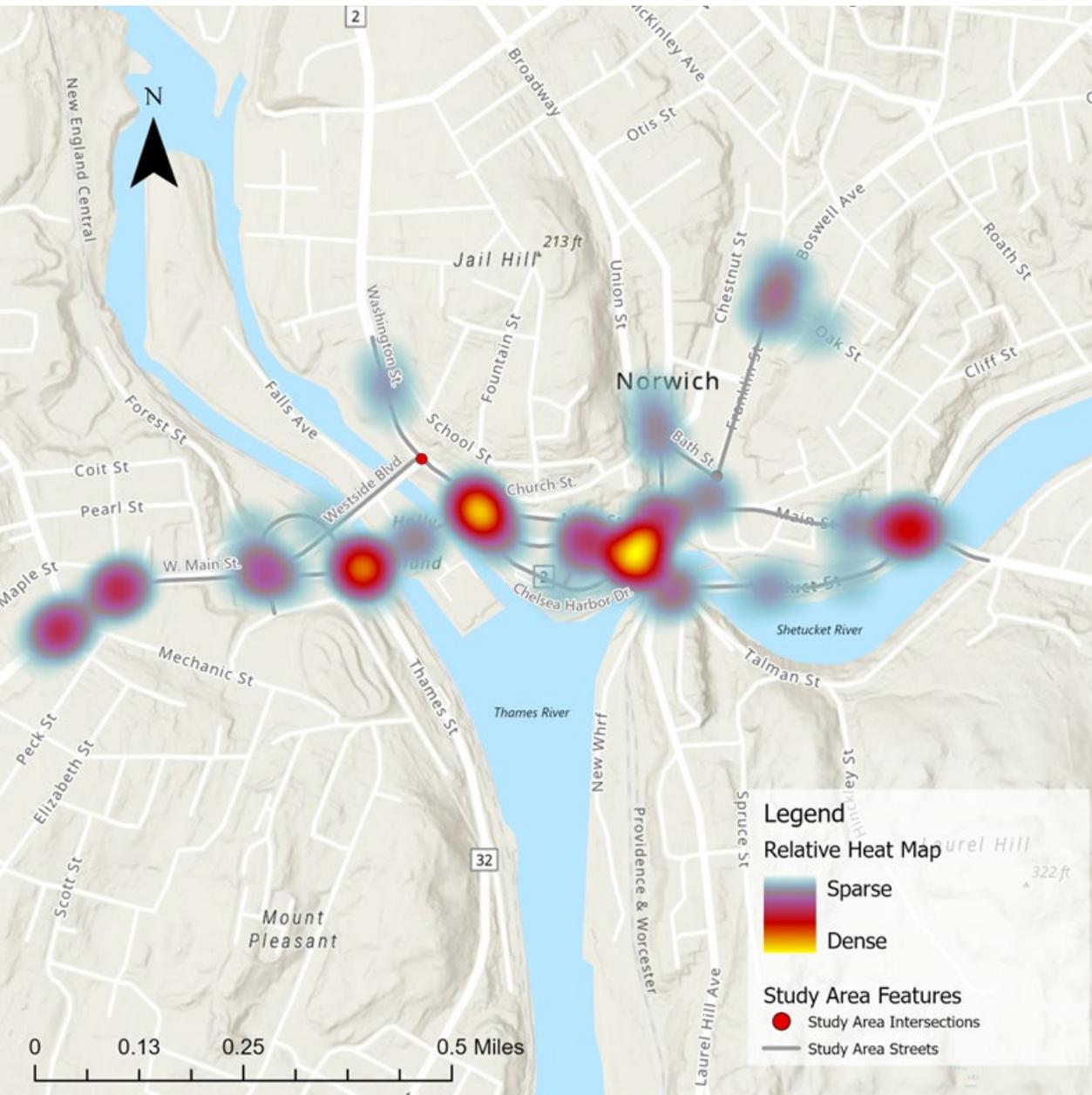


# KAB Heatmap

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



# 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).





# 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%)



# Pedestrian Crashes at Key Intersections

Key Intersections	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>						<b>0</b>
<i>W. Main St. and N. Thames St. (eastbound)</i>					1	<b>1</b>
<i>Washington St. and Westside Blvd.</i>						<b>0</b>
<i>Washington St. and Main St.</i>			1	2		<b>3</b>
<i>Chelsea Harbor Dr./Courthouse Sq. and Water St.</i>		1				<b>1</b>
<i>Water St. and Viaduct St.</i>						<b>0</b>
<i>Viaduct St. and Main St.</i>		1	2			<b>3</b>
<i>Main St. and Franklin St.</i>			1			<b>1</b>
<i>Franklin St. and Bath St.</i>						<b>0</b>
<i>Main St. and Broadway/Courthouse Sq.</i>		1	1			<b>2</b>
<i>Broadway and Union St./Chestnut St.</i>		1	1			<b>2</b>
<i>Franklin St. and Boswell St.</i>		1	1			<b>2</b>
<b>Crashes not at a key intersection</b>			2	2	1	<b>5</b>
<b>TOTAL</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>20</b>



# 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



# Emphasis Area Crash Summary

Emphasis Area	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total
<i>Roadway Departure</i>	1	2	10	12	90	<b>115</b>
<i>Intersection</i>	1	6	43	40	318	<b>408</b>
<i>Impaired Driving</i>			3	4	25	<b>32</b>
<i>Aggressive Driver</i>			26	34	274	<b>334</b>
<i>Unrestrained Occupants</i>		1	1	3	34	<b>39</b>
<i>Motorcycle*</i>		1	10	3	8	<b>22</b>
<i>Distracted Driving</i>			6	10	35	<b>51</b>
<i>Pedestrians</i>		5	9	4	2	<b>20</b>
<i>Bicyclists**</i>				3	1	<b>4</b>
<i>Young Drivers (15-20)***</i>			18	27	130	<b>175</b>
<i>Older Drivers (65+)***</i>	1	2	20	21	148	<b>192</b>

\*Motorcycle involved crashes resulted in the second highest proportion of KAB level injuries. 50% of motorcycle crashes resulted in a KAB injury.

\*\* Bicyclists are not listed as a core emphasis area for Connecticut but are included due to their relevance to this project. All bicycle crashes occurred in daylight.

\*\*\*Young drivers and older drivers are not core emphasis areas in the Connecticut Strategic Highway Safety Plan but are considered Additional Safety Areas.



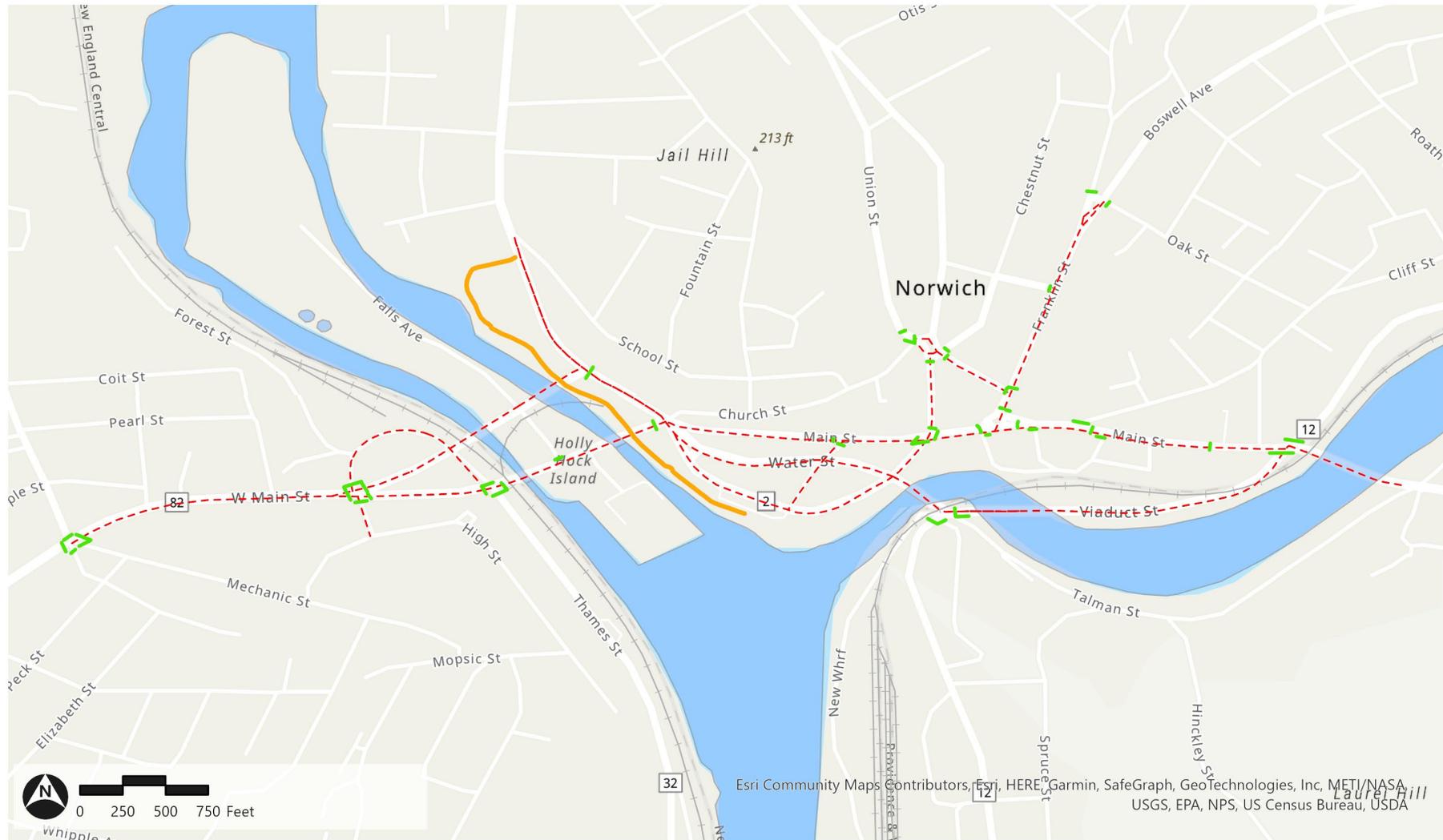


# Pedestrians



# Crosswalks Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



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

Source: VHB

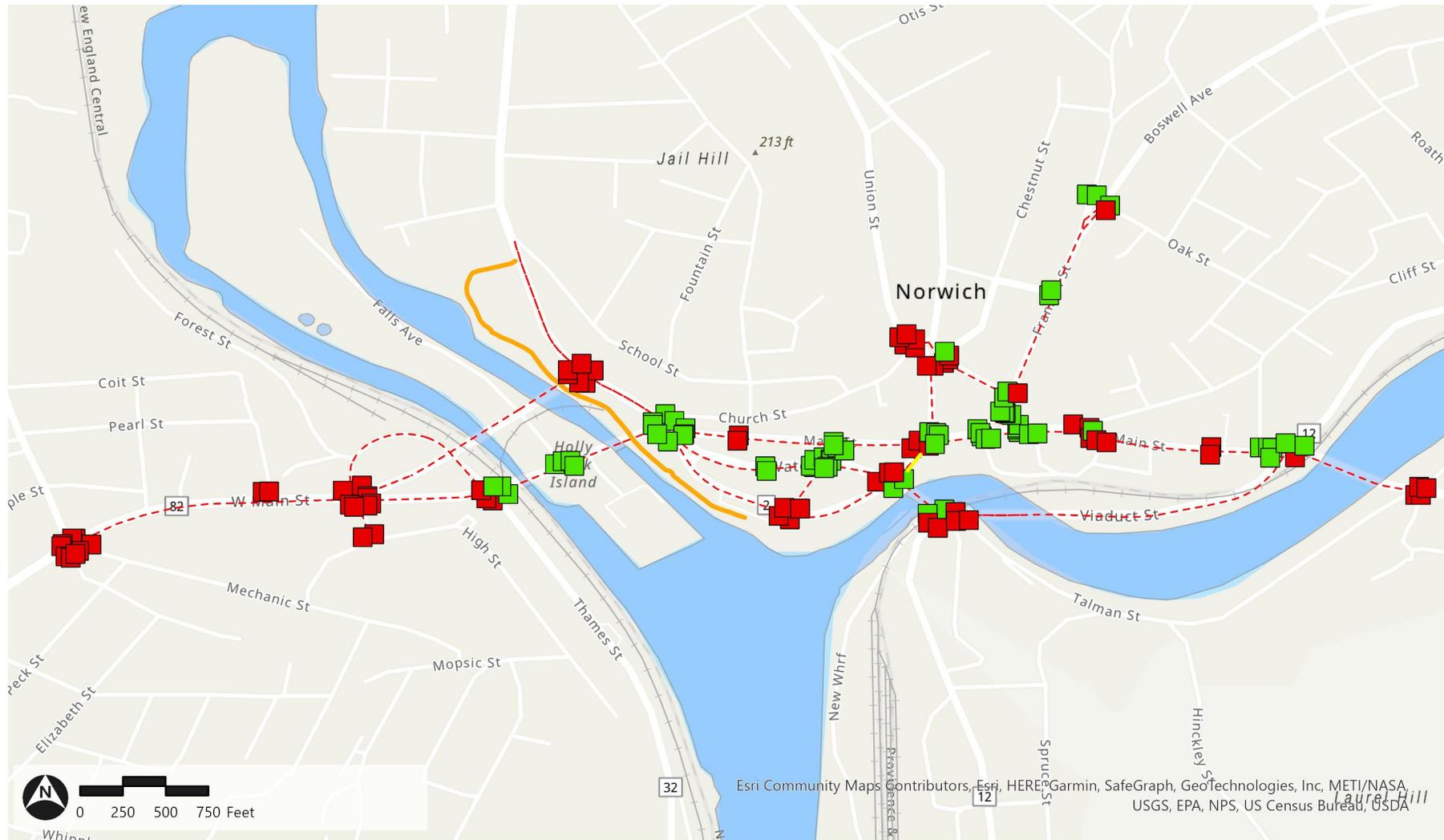
Path: \\vhb.com\gis\proj\Weatherfield\43283.00 Norwich Circulation\Project\Chelsea Harbor-Norwich basemapping.aprx (damstutz, 9/1/2023)

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



# 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

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

Path: \\vhb.com\gis\proj\Weatherfield\43283.00 Norwich Circulation\Project\Chelsea Harbor-Norwich basemapping.aprx (damstutz, 9/6/2023)





SOUTHEAST AREA TRANSIT DISTRICT

1806

9 via ROUTE 12

100% COLLEGE TUITION

AIRGUARD



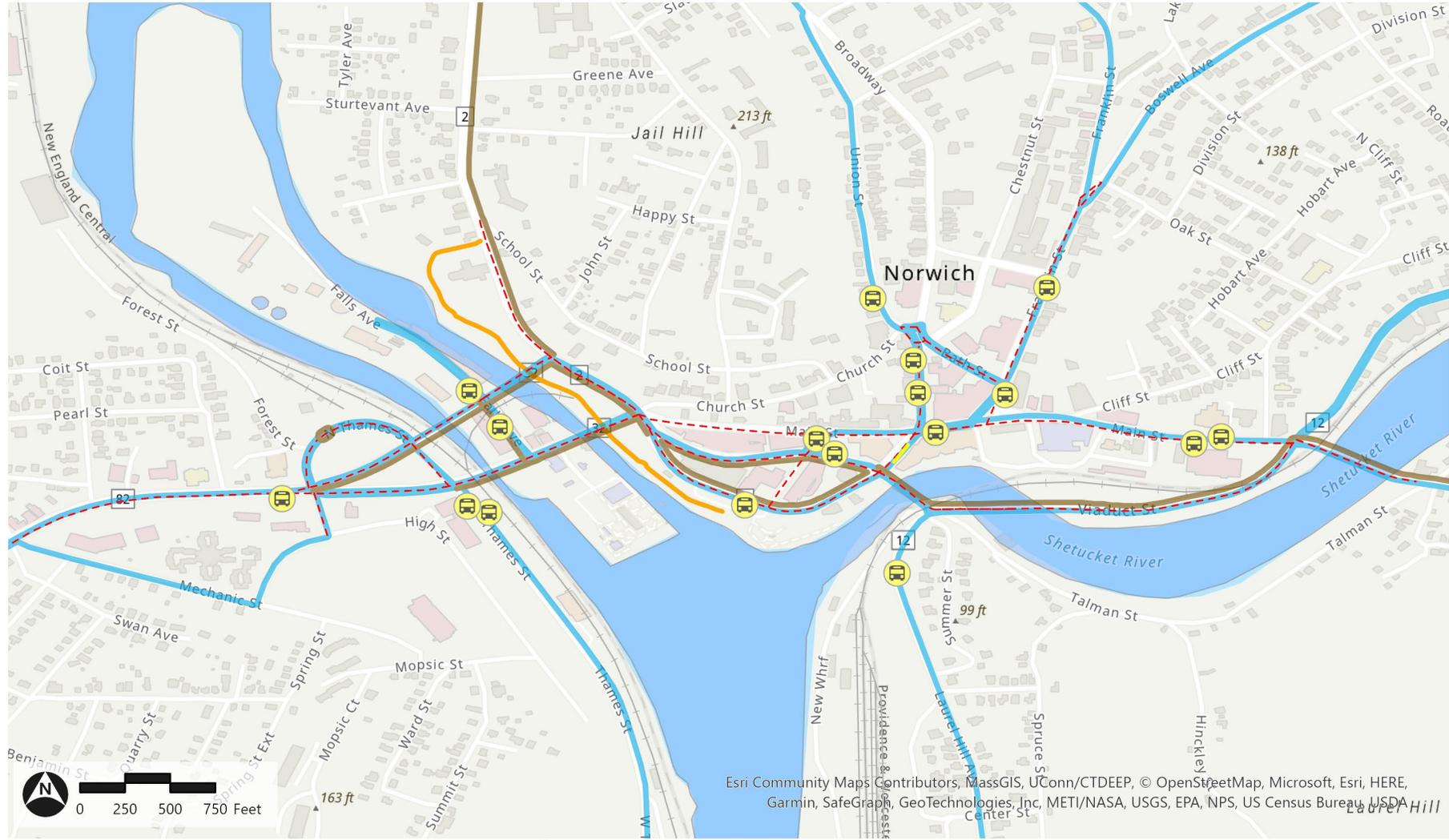
# Public Transit



# Observations: Public Transit

- Google Map and GIS data do not appear to align with on-the-ground experience
- Lack of signage for bus stops – bus shelters lack route information
- When present, signage affixed to other signs and posts, hard to notice
- Some bus stops in conflict with on-street parking spaces – not dedicated for bus stop





- - 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



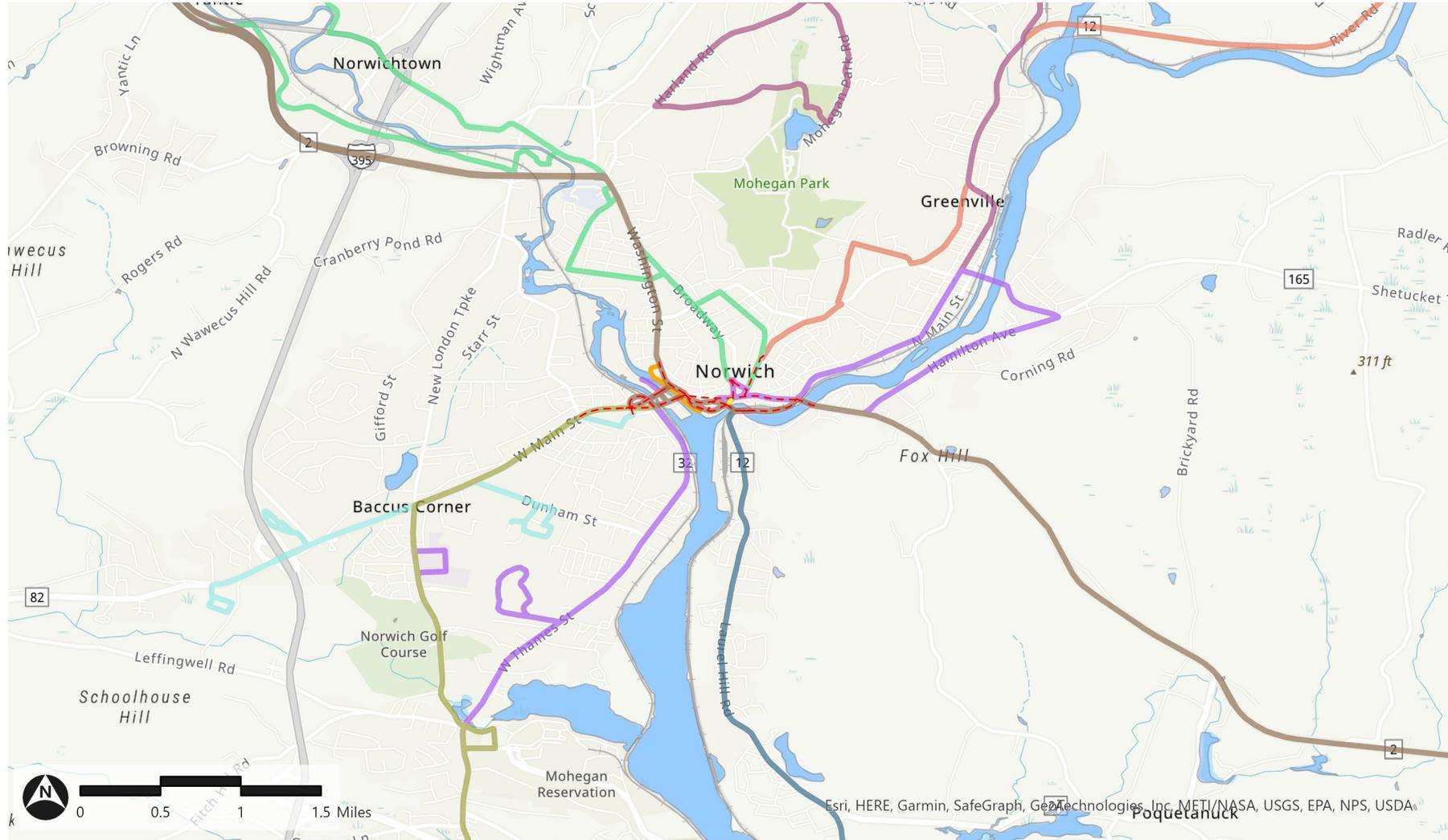
Esri Community Maps Contributors, MassGIS, UConn/CTDEEP, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Path: \\vhb.com\gis\proj\Wethersfield\43283.00 Norwich Circulation\Project\Chelsea Harbor\Norwich basemapping.aprx (damstutz, 9/5/2023)



# Public Transit in the Norwich Region

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



- Chelsea Harbor/Downtown Mobility Study Area Roadways
  - Downtown Norwich Heritage Trail
  - Railroad
  - Water Bodies
- Bus Routes**
- SEAT - Business Park - Backus Hospital
  - SEAT - Hamilton Ave - Mohegan Sun
  - SEAT - Lisbon Landing via Rt 12
  - SEAT - Norwich - Groton - New London
  - SEAT - Norwich - New London
  - SEAT - Taftville - Occum - Greenville
  - SEAT - West Side - Norwich Wal-Mart via Marcus Plaza
  - WRTD - Willimantic - Norwich

Path: \\vhb.com\gis\proj\Wethersfield\43283.00 Norwich Circulation\Project\Chelsea Harbor-Norwich basemapping.aprx (damstutz, 9/6/2023)



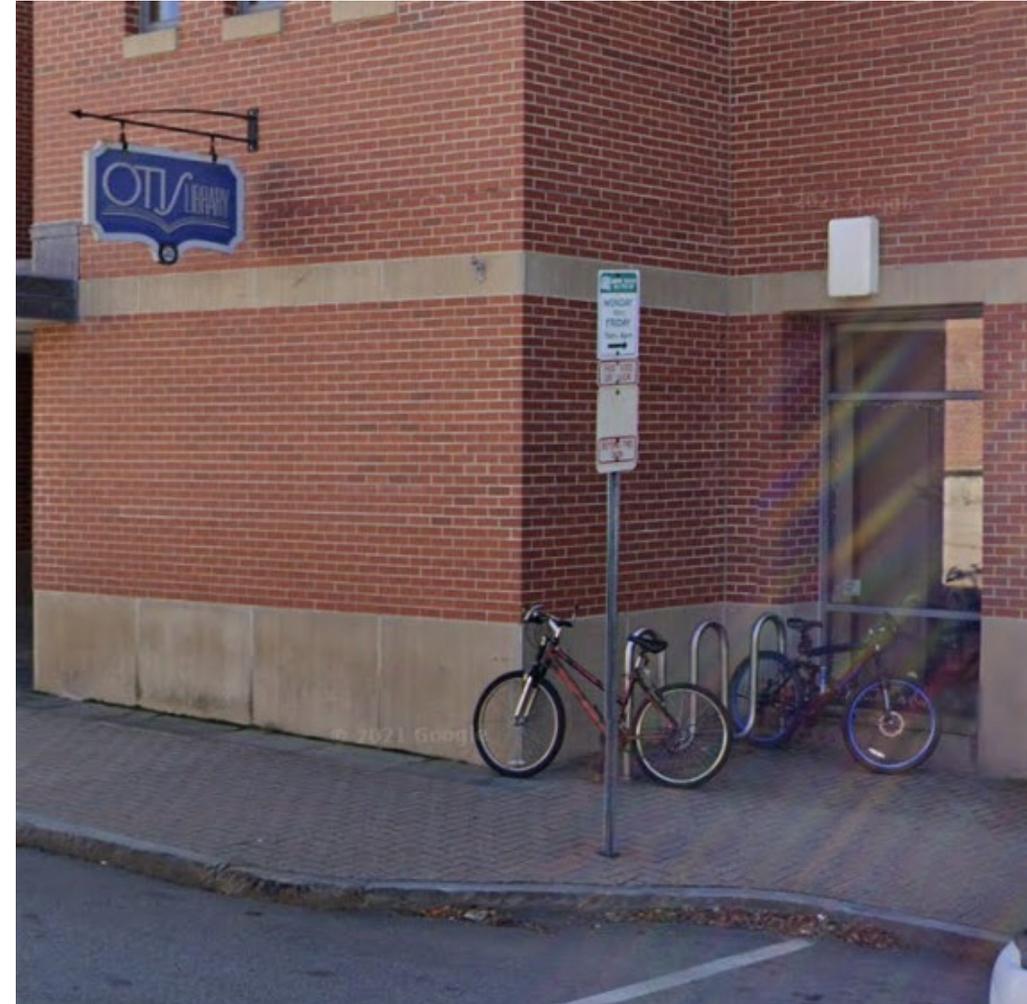


# Bicycling



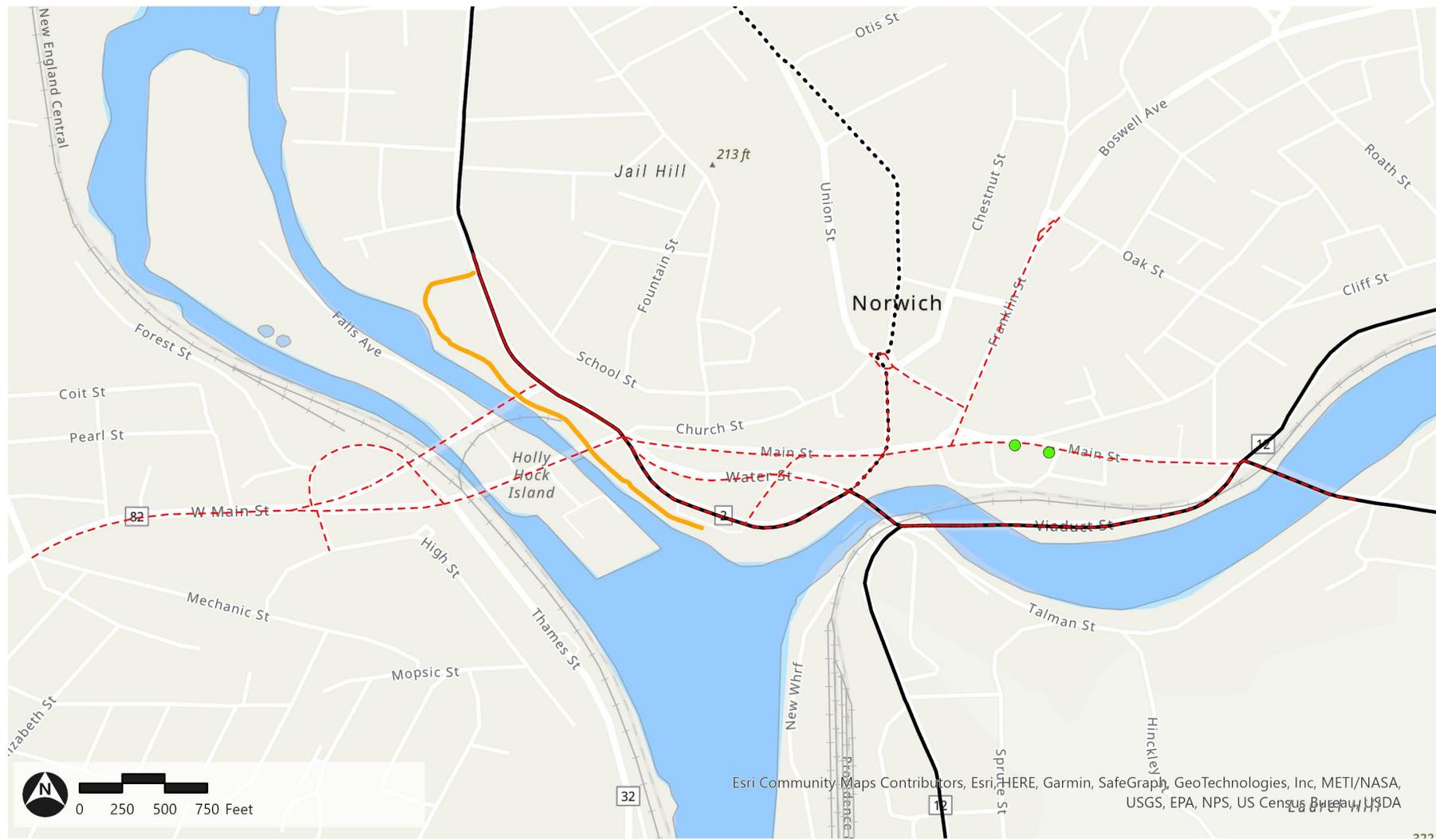
# Observations: Bicycling

- No bicycle lanes or bike pavement markings observed
- A handful of bike racks near the library
- Few people observed bicycling, except near Howard T. Brown Park
- Heritage Walk Trail – only off-road facility with limited connectivity, but oriented to pedestrians



# Bicycling Along Study Area Roadways

Chelsea Harbor/Downtown Norwich Mobility Study | Norwich, CT



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

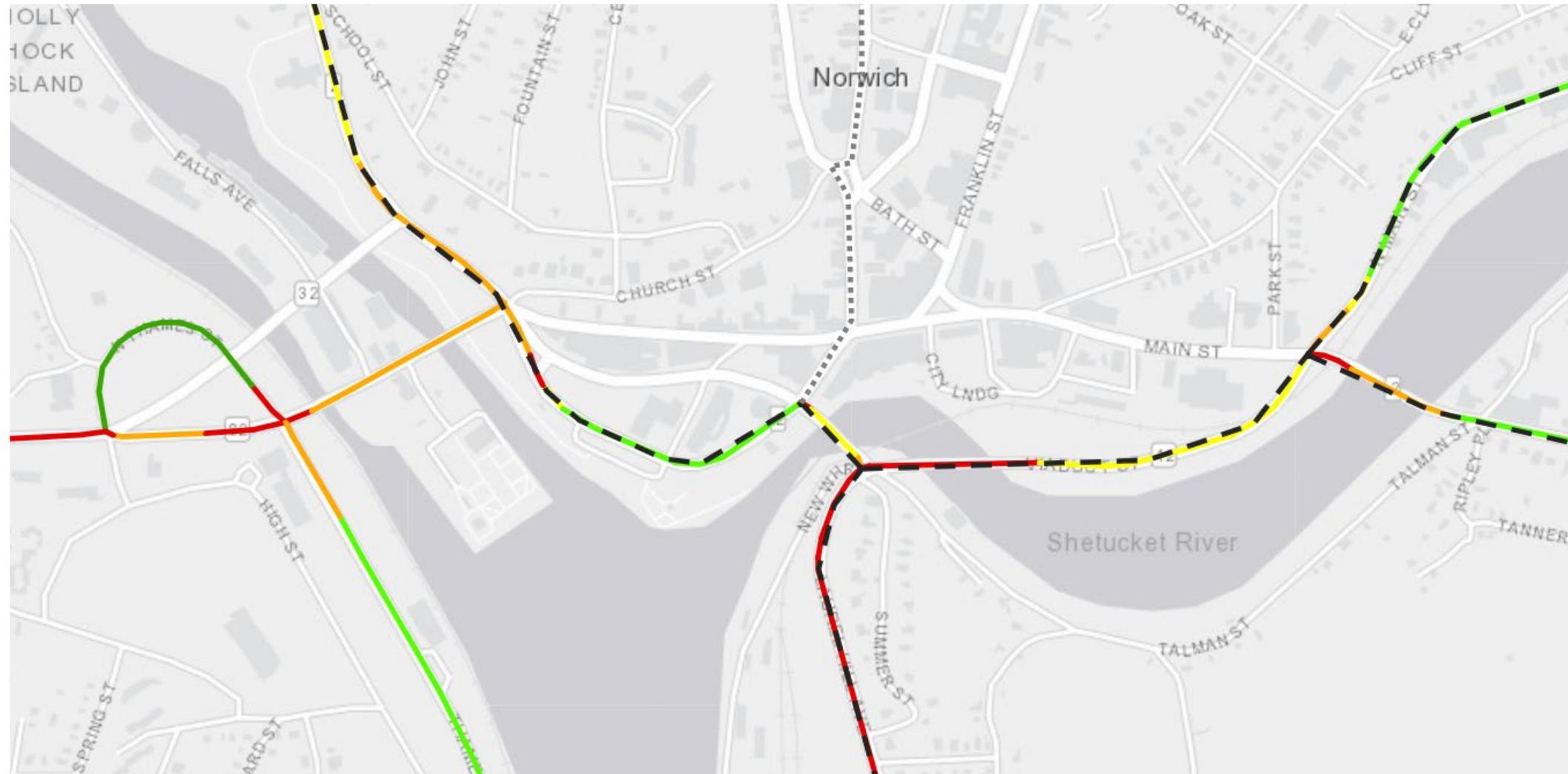
Source: VHB

Path: \\vhb.com\gis\proj\Weatherfield\43283.00 Norwich Circulation\Project\Chelsea Harbor-Norwich basemapping\Chelsea Harbor-Norwich basemapping.aprx (damstutz, 9/6/2023)



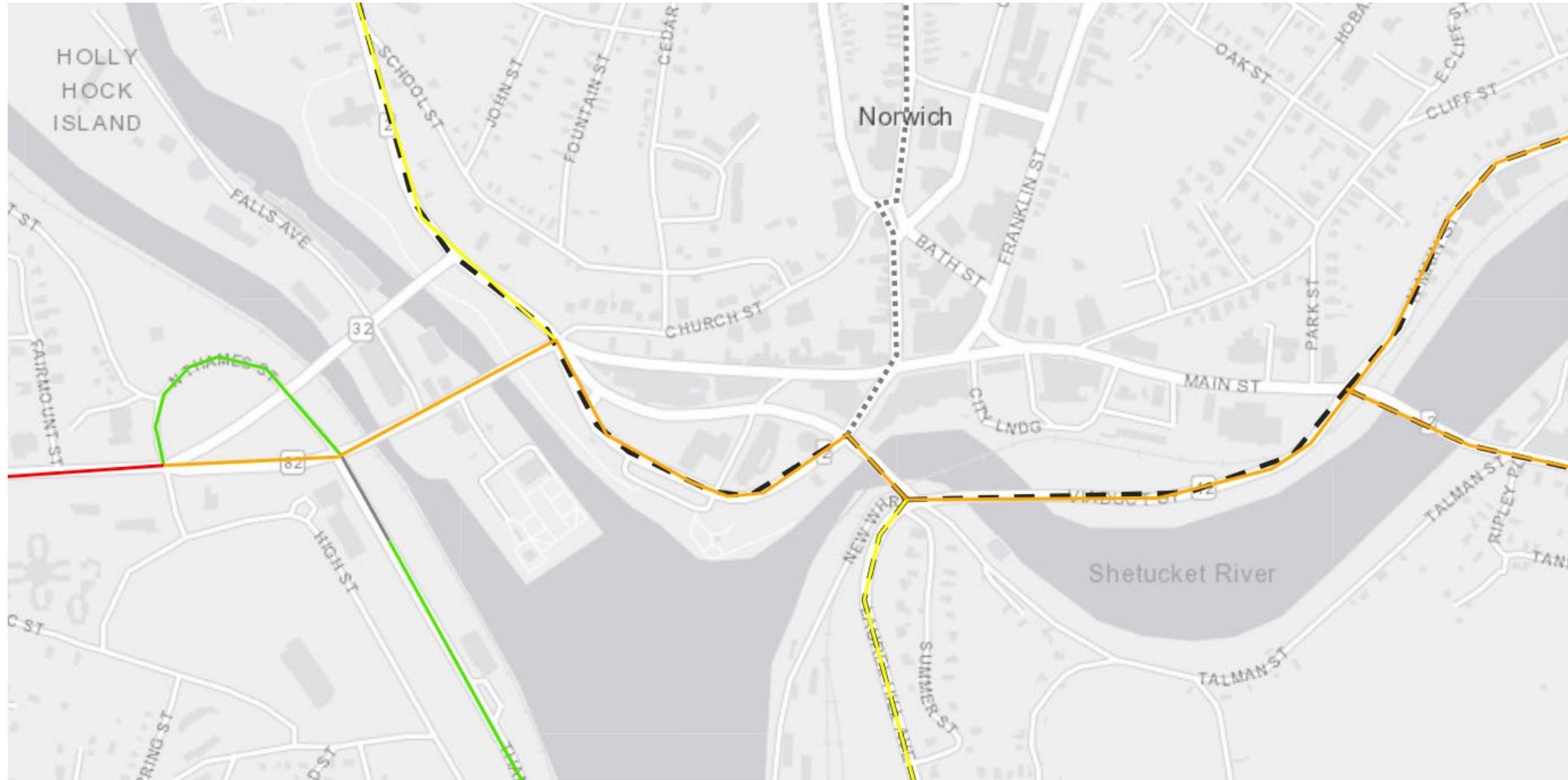
# CTDOT Active Transportation Plan

## 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

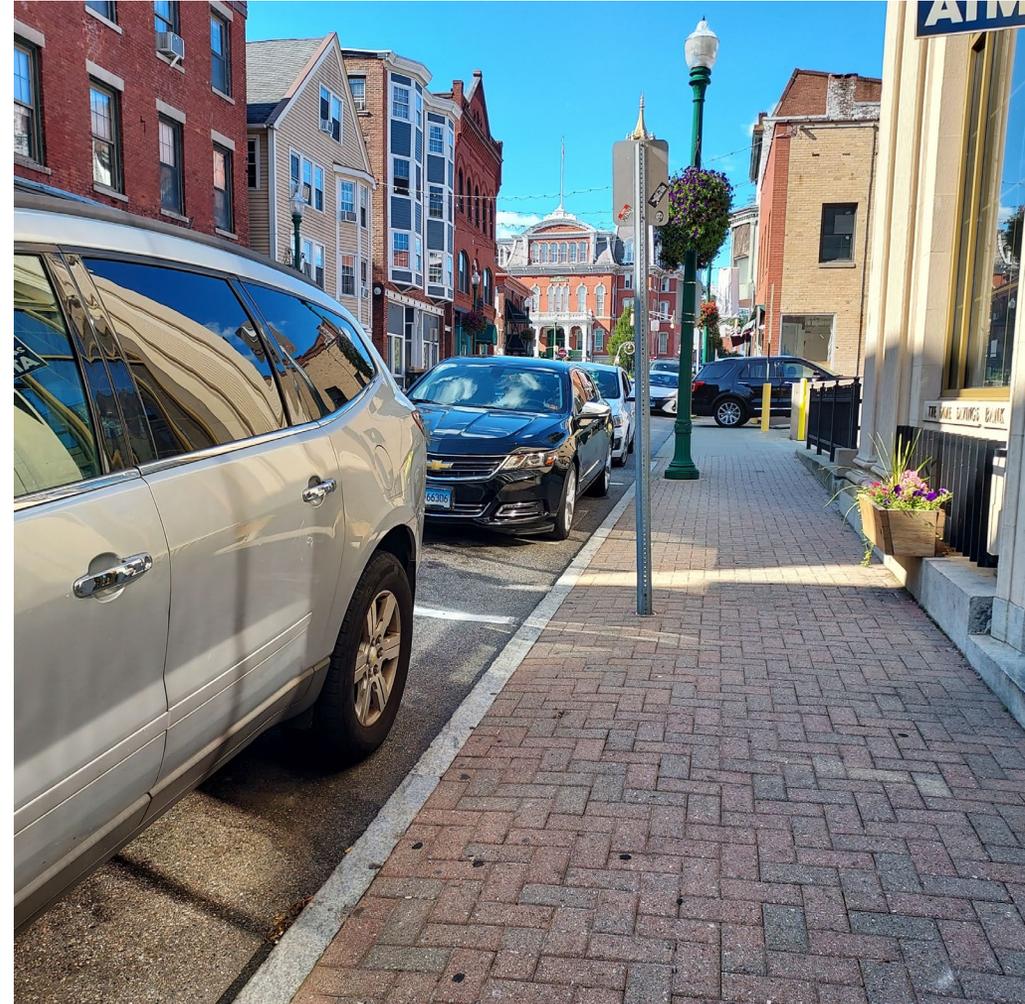


# Parking



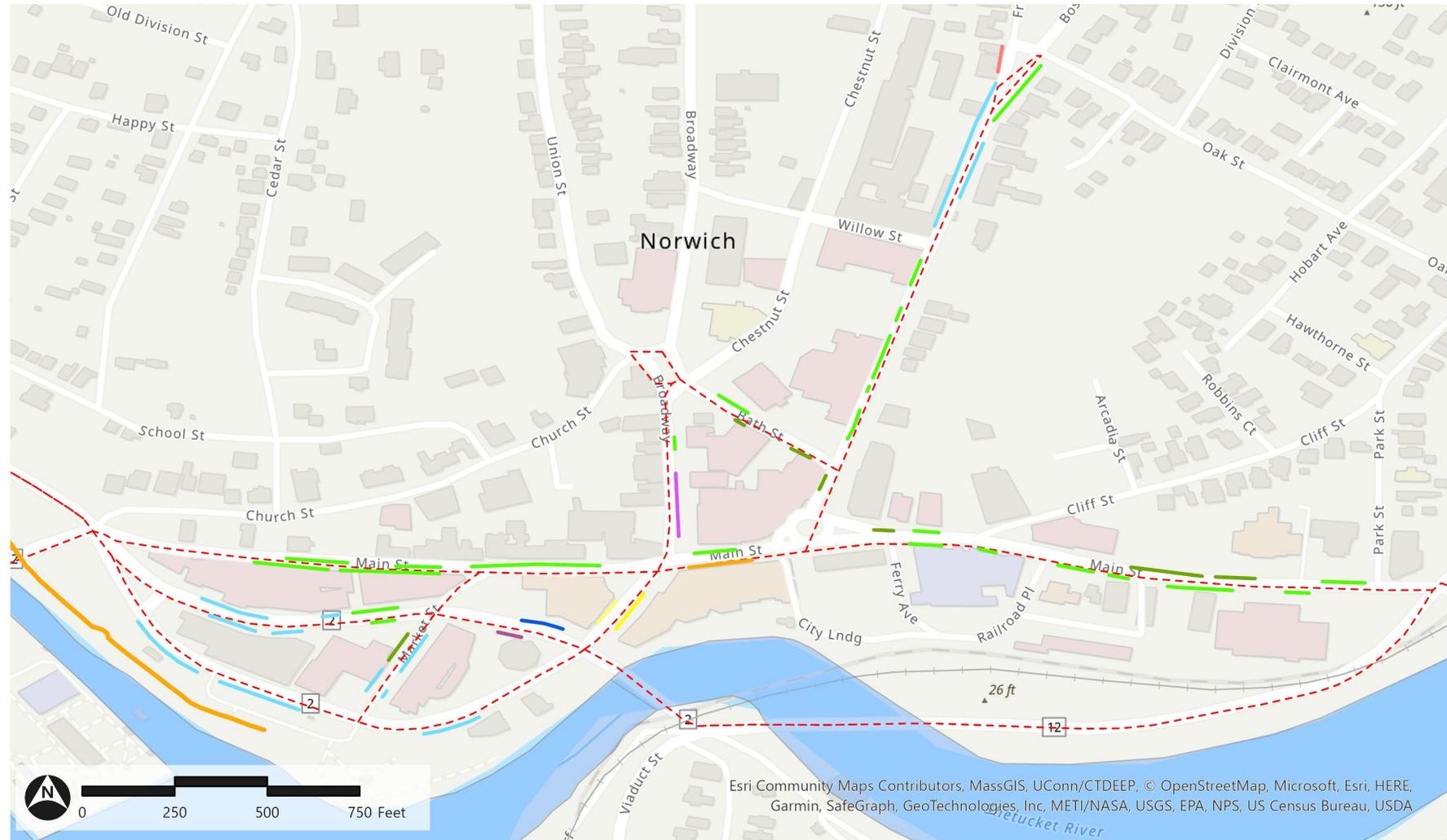
# Observations: Parking

- 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
- Off-street garages and parking lots underutilized



# 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

Path: \\vhb.com\gis\proj\Wethersfield\43283.00 Norwich\_Circulation\Project\Chelsea Harbor-Norwich basemapping.aprx (damstutz, 9/7/2023)





# Public Outreach



# Public Survey

Public Survey is now available!

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

Or <https://tinyurl.com/norwichstudy>

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

Survey is on study website through end of September.

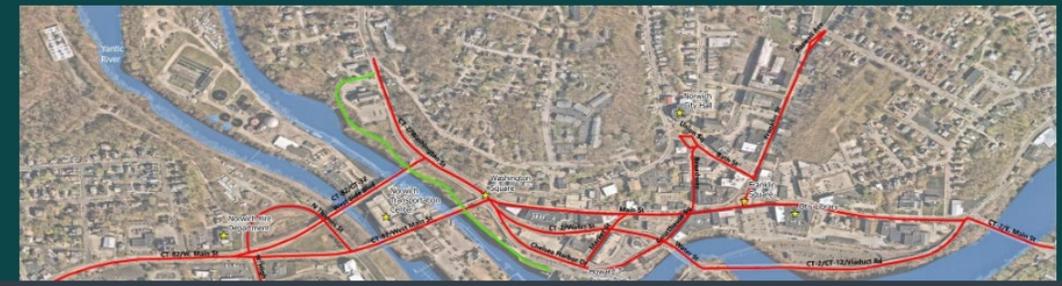
10 people have taken the survey so far.

Sample comments:

- More events
- Safety is an issue
- More bike lanes
- Unappealing or Unsafe:
  - Washington Square
  - Franklin Roundabout
  - Lack of sidewalks

## 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.



# Rock the Docks Event

- Wednesday August 23, 6-8 pm
- Howard T. Brown Park
- Interacted with ~30+ individuals
- Anecdotal Summary from speaking to crowd:
  - Many people from surrounding region
  - Many don't come to downtown often except for events
  - People expressed concern over safety in downtown
  - Limited engagement for completing the survey because most people came to listen to the music

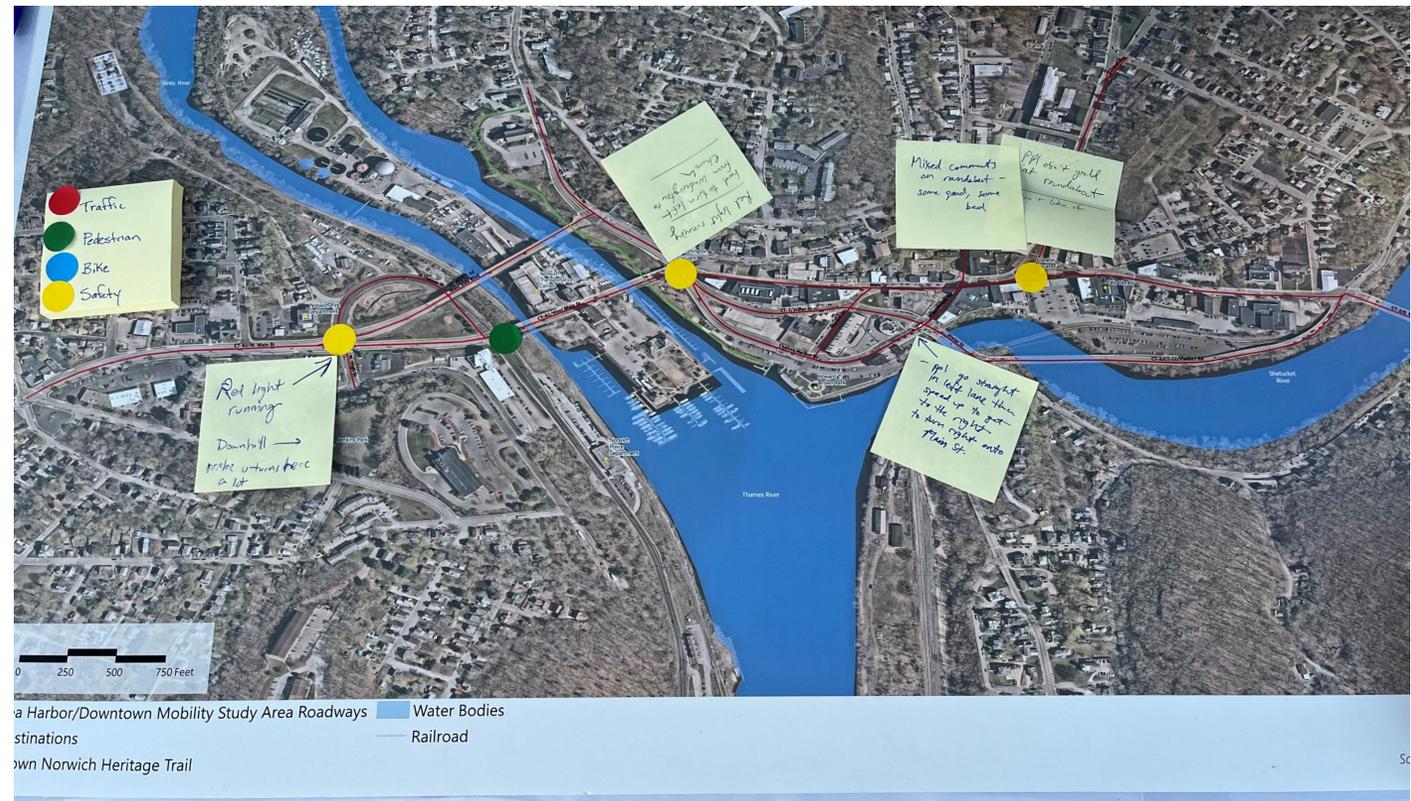


# Rock the Docks

## Map Comment Summary

### Safety at Intersections

- ❖ 82 and Asylum
  - Red light running
  - U-Turns
- ❖ Route 82 and Washington Street
- ❖ Route 2 and Route 12
  - Lane jockeying



### Franklin square Roundabout

- ❖ Back up at roundabout due to signal

### Pedestrian Safety

- ❖ Route 82 over the Yantic River



# 2023 Celebrate Cultural Diversity Schedule Main Event

- September 18, 2023
- Event Table
- VHB and VN will participate in the event and continue to share information about the study and collect comments

**Rotary** PEOPLE OF ACTION  The Rotary Clubs of Norwich Diversity Event Committee invites you to 

**Celebrate Cultural Diversity**

**Chelsea Parade Park**  
**Monday, September 18, 2023** (Rain Date Sept. 19)  
**5pm - 8pm, Free Admission**

**Food Tasting 5pm - 7pm \$10 per person, under 6 are free**  
Music, Dance, Entertainment, Sikh dastaar (Turban) Tying, and much more that celebrates the many cultures that together make up Norwich.

**A thank you to our Title and Community Sponsors**

**Title Sponsors**

- Hartford HealthCare Backus Hospital
- Centreville Bank Chelsea Groton
- BerkshireBank
- LIBERTY BANK

**Community Sponsors**

- SIKH ART GALLERY
- Norwich Public Utilities
- BROWN JACOBSON
- UCFS Healthcare
- CorePlus Credit Union
- The Greater Norwich Area Chamber of Commerce
- Rotary Community Group of Norwich

For more info scan here 



# Missing Information

- Local GIS Data, including land use, ROW and property delineation mapping
- Development pipeline information and planned developments – locations/addresses
- CTDOT ADA GIS Inventory Map
- Construction plan as-builts for Route 82 roadway and bridge plans
- Recent parking study of downtown





# Questions/Discussion?

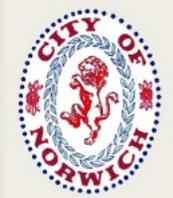
 [jbalskus@vhb.com](mailto:jbalskus@vhb.com)

 860.807.4405

 <https://downtownnorwichmobilitystudy.com/>



# Thank You!



Transportation Advisory Committee  
Existing Conditions Presentation