

# DOT PLANNING STUDY - Application

**Date of Submittal: 3/14/25**

## **1.0 Study Title**

Provide the title of the Study: **Bike/Ped Plan Implementation**

## **2.0 Study Sponsor**

The Study Sponsor is the applicant and will be the entity that enters into agreement with the Council of Governments for program administration and funding. Please indicate the formal legal names of the organization and duly authorized representative.

Study Sponsor: **Southeastern CT Council of Governments (SECOG)**

## **3.0 Study Contact (Representative from Study Sponsor)**

The Study Contact must be a representative of the Study's Sponsor agency. The Study Contact will act as the project manager and will be the primary person to which correspondence, inquiries and study coordination will be directed regarding the application and subsequent project if funds are awarded.

First Name: **Kate**

CT Municipality: **Norwich**

Last Name: **Rattan**

Division/Office:

Title: **Director of Transportation Planning**

Street: **5 Connecticut Ave**

Telephone No: **860-889-2324x111**

Zip Code: **06360**

Facsimile No:

Email Address: **krattan@secogct.gov**

## **4.0 Study Location**

(Clearly Define Study Location and Limits)

**Town of Waterford: Rope Ferry Road, Gardiners Wood Road, Jordan Cove Road, Shore Road, Palmer Road, Great Neck Road, Harkness State Park, Ridgewood Ave, Route 213 from Ridgewood Ave to Rope Ferry Road**

Identify the municipality (ies) having boundaries encompassing the study location.

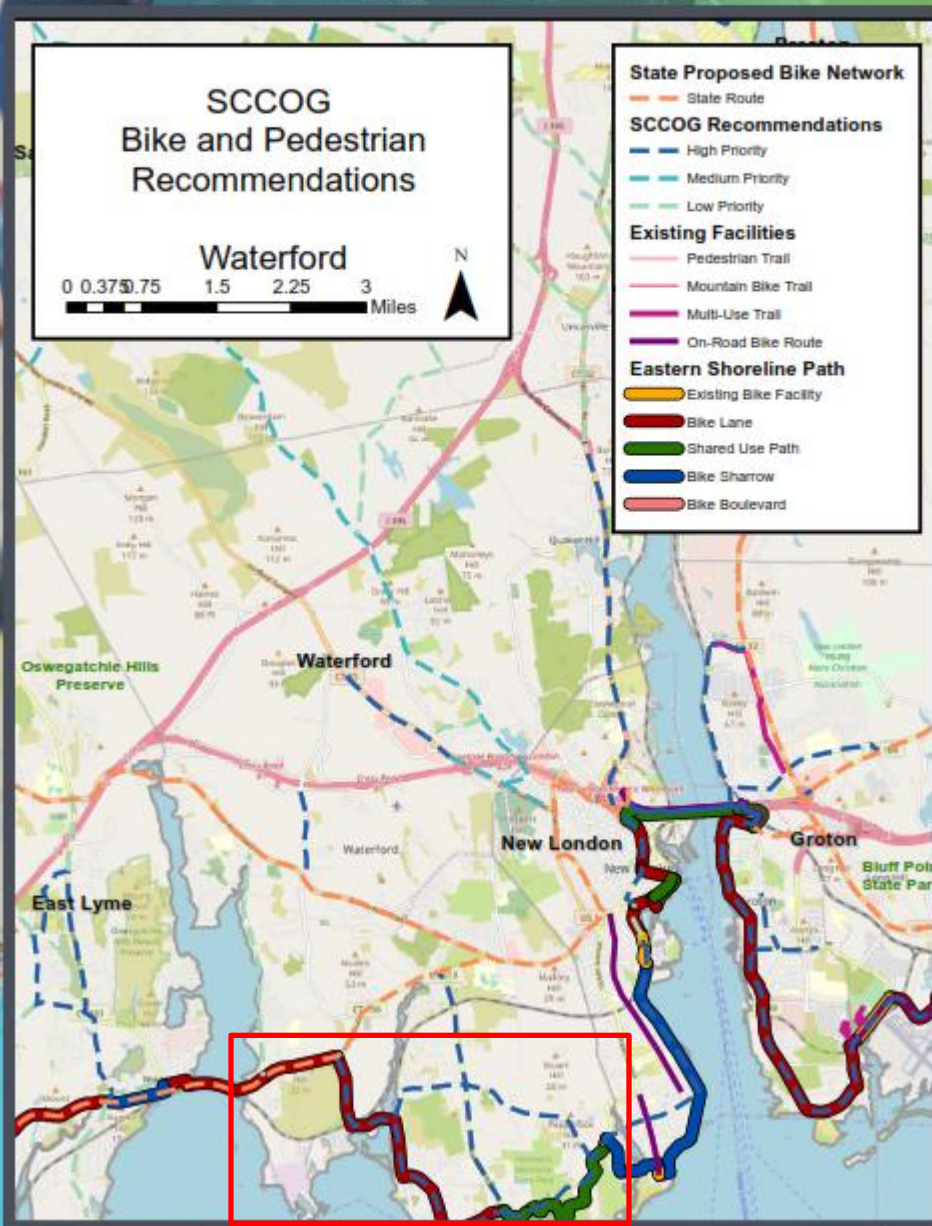
Primary CT Municipality: **Waterford**

Other Municipality (ies):

**LOCATION MAP:** Depict the location of the study on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly depict the study's overall location. Provide a hard copy.

Figure 11.3 Routing for shoreline bike connection from Rhode Island border to CT River Bridge





Waterford segment of Eastern Shoreline Trail is located within the red box. Route 213 bike lanes are the blue dashed lines running north-south.

### 5.0 Study Description

Briefly describe - Additional pages can be attached.

**The study would provide planning-level design for Eastern Shoreline Path facilities within Waterford from the border of New London to the border with East Lyme (east to west). High-level recommendations made in the 2019 Bicycle and Pedestrian Plan, shown below, will be validated through the planning process and current facility guidelines will be applied. Where appropriate facility types and alignment may differ from the 2019 recommendation. As funding permits, consultants may be asked to develop recommendations for facilities connecting the Eastern Shoreline Path to points of interest within Waterford and adjoining towns.**

- ❖ 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, create bicycle boulevard 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 Shared Use Path parallel to Rt 213 but separated by woodland buffer wherever possible on town/state 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 (coordinate with East Lyme at border)
- ❖ In addition to the designated Eastern Shoreline Trail, we propose to also evaluate the feasibility of adding bike lanes to Route 213, linking the Trail to Great Neck Elementary School and Waterford’s Route 1 civic/retail center.

**Study activities will include the following:**

- Gather and evaluate relevant data including: traffic volume/crashes/signals/speed data, ROW(regional database), topography, environmental resources data, utility, structural data, land use data, crash data, review current geometry and planned and programmed road projects.
- Develop and evaluate facility alternatives (e.g. separated bike lanes, sharrows) for feasibility and appropriateness
- Create signage plan showing locations of all directional signs
- Create planning level design of the recommended facility, including short and long term solutions
- Evaluate impacts to right-of-way
- Enumerate permitting coordination requirements
- Gather pavement, bridge, drainage data as available
- Estimate cost, including phase breakout if appropriate
- Public engagement, one or more opportunities for public input
- Stakeholder engagement (Waterford, DEEP, CTDOT, those impacted by project ROW)

## 6.0 Purpose and Need

Briefly explain the purpose and need for the study including anticipated significance and impact. Provide any additional information and data that may assist with determining the eligibility of and ranking of this study. This is an opportunity to discuss why this study should be selected for funding.

In 2018, SECOG prepared a Regional Bike & Pedestrian Plan which outlined recommended improvements at both a municipal and regional level. One of its recommendations was the completion of an Eastern Shoreline Trail, providing a continuous bicycle route stretching from East Lyme through Waterford, New London, Groton, and Stonington and connecting at either end to bicycle infrastructure in the RiverCOG region and in Rhode Island. Within the Town of Waterford, creation of the Trail would provide improved bicycle/pedestrian connections from its westernmost border where Waterford's Mago Point links to Niantic in East Lyme, through the Jordan Cove neighborhood, past Seaside Sanatorium (where the current plan is for passive recreation with limited vehicular access), alongside and within Harkness Memorial State Park, past Camp Harkness, Waterford Beach Park, and the adjacent Eugene O'Neill Theater Center, connecting to New London at New London's Ocean Beach Park. The project would require improvements to Route 156, Gardeners Wood Road, Jordan Cove Road, Shore Road, and Route 213. The Town of Waterford's Plan of Conservation and Development include several recommendations to improve pedestrian connections, including to Harkness State Park.

Despite the high demand for cycling and walking along the shoreline, evidenced by STRAVA Metro data, there are substandard and inconsistent facilities provided within the SECOG region. Within the study area the sidewalk network is incomplete, and no bike facilities are available. This study will build upon relatively robust facilities in New London, to extend the walkshed through Waterford to the East Lyme border, capitalizing on state and locally owned recreational assets.

The study area exhibits 85 crashes in the 5-year crash record, three of these were severe injuries. Three crashes involved non-motorists. This study will focus on the provision of facilities for non-motorists, however the review of crash data will determine opportunities for safety improvement that will benefit all users. Providing safe, non-vehicular mobility through this corridor will enable alternative modes and enhance mobility.

The proposed study, and subsequent recommendations, will support U.S. Bike Route designation. The SECOG is coordinating with RiverCOG, SCRCOG, CTDOT and RIDOT on the establishment of a U.S. Bike Route System (USBRS) designation for the shoreline, connecting to the East Coast Greenway. The MPOs have received buy-in from municipalities and CTDOT active transportation staff have reviewed the route. Requests for designation are made by state DOTs at AASHTO's biannual meeting. While this effort is a stand-alone designation of wayfinding, study recommendations will enhance route facilities making it accessible for younger, older and less confident cyclists and pedestrians through the provision of safer more accommodating facilities and signage. USBRS routes provide economic growth in tourism, hospitality and service industries.

Creation of this trail would extend existing bicycle infrastructure linking downtown New London to Ocean Beach (via marked bike lanes on Montauk Ave and Ocean Avenue to Ocean Beach) to top southeastern CT tourism and recreation destinations in Waterford, which are currently accessible only to residents with vehicles or living within very close walking distance. On the western border, the Town of Waterford has proposed improving sidewalk facilities leading to Mago Point at Niantic River Road. In East Lyme, the Town partnered with SECOG on LOTCIP funded sidewalk installation on East Pattagansett as well as conducting a 2023 Corridor Study to develop plans to improve sidewalks and add bike lanes on Route 161 connecting the Flanders neighborhood to Niantic. Taken together, the existing and proposed improvements will create a network of facilities that connect major civic and business centers to top regional destinations for recreation and tourism, further solidifying the southeastern Connecticut as a desirable place to live or visit.

The proposed study would provide recommendations for facilities that transit accessibility to the existing SEAT transit routes #3 and #13 serving Ocean Beach in New London and Route 156 in East Lyme.

A safe, accommodating facility in this corridor will also support Safe Routes to School for the Great Neck School population. There are over 1,000 parcels within one mile of the school, which is zoned primarily for residential use. The study will additionally look at connections to the Route 156 corridor along Great Neck (as funds permit), providing additional access to civic triangle, including town hall, the library, the community center, Waterford High School as well as grocery stores and other commercial businesses.

## 7.0 Community Character and Regional Significance

Briefly describe the relationship and fit of this study to other studies planned or underway as well as how this study is consistent with the municipal Plan of Conservation and Development in the area served and the Metropolitan Transportation Plan. Be sure to include other pending or approved studies/grants that would affect the outcome.

The proposed study will continue visioning work done in the 2019 Regional Bicycle and Pedestrian Plan, referenced in the 2023 Metropolitan Transportation Plan. The 2019 plan indicated that there was highest demand for cycling along the shore within the SECOG region. Public input consistently requested separated cycling and pedestrian facilities, in particular separated paths that provide recreation as well as transportation. The challenge within SECOG is that, unlike the Farmington Valley Canal Heritage Trail or the Airline State Park Trail corridors, the shoreline does not have abandoned rail right of way to quickly mobilize implementation. Despite a clear right of way, there has been significant progress.

Subsequent to the 2019 Regional Bicycle and Pedestrian Plan, the Eastern Shoreline Path has made steady progress toward a regionwide asset. In 2019 New London published a bike route map and has installed map kiosks and wayfinding signage. New London projects have installed bike lanes on Ocean Avenue (LOTICIP) and constructed a multiuse path in Downtown New London (DEEP RTP). The SECOG has worked closely with CTDOT to ensure that rehabilitation to the Gold Star Bridge includes sufficient accommodation for cyclists to connect to Groton by 2030. Groton has provided regional leadership in townwide planning and developing an extensive network of accessible facilities; currently they are designing a bike connection from Bluff Point State Park to the Thomas Road bike path (Transportation Alternatives) along the Eastern Shoreline Path. Stonington is applying for Mystic Route 1 improvements (LOTICIP) which were generated in the CTDOT 2024 road safety audit. CTDOT's road diet of RT156 is an interim step that has improved the shoulder for cycling, this study will consider if additional improvement is warranted. East Lyme's efforts have been on adjacent corridors of RT161 and East Pattagansett Rd. East Lyme has a boardwalk, providing ADA accessibility as well as a bike shop which will be destinations made more accessible through the proposed study.

SECOG participates in the [CTTrailCensus](#), counting pedestrians on trails statewide. Along the Eastern Shoreline Path permanent counter data is available for New London Waterfront Park, and Bluff Point State Park and the G&S Trolley Trail in Groton. Statewide average trail use for 2023 was 257, permanent counters showed that Bluff Point sees 1099 average users, with summer peak traffic of over 1,500 daily uses, this is more than any other location counted in the state. New London boasted 423 daily users. East Lyme data showed 1,678 users daily. Intercept surveys were performed during the count period in East Lyme and noted high utilization by older individuals and those with mobility and intellectual disabilities. Interviewed individuals identified that ADA accessibility influenced their choice to come from Waterford and other surrounding towns to use the facility.

Within Waterford, this study will be the first planning effort along the Eastern Shoreline Path route. Other proximal work includes construction of pedestrian facilities on Route 156 (Community Connectivity in 2023) and improvements to civic triangle park (accessible boardwalks around the pond connecting to the library). Developments at Mago Point have revitalized the westerly end of the study corridor with new restaurants, charter fishing, and marina uses. The town is also developing a LOTICIP application for sidewalks from Mago Point, north along Niantic River Road.

The State of Connecticut Department of Energy and Environmental Protection has two properties within the study area. Seaside is newly identified for passive recreation, and it is anticipated visitation rates will increase as the park is more widely known. Harkness Memorial State Park is a regional recreation draw. In 2024, Harkness Memorial State Park was visited by 192,000 individuals/groups, an 18% increase over 2023 ([Placer.ai](#)). It is the sixth most-visited "nature and landmarks" destination in Connecticut ([Placer.ai](#)). The park is a popular destination year round but particularly from May to November. Locally, the park draws users from central Waterford and from across the City of New London. State of Connecticut's Passport to the Parks program has broadened the appeal of this park by allowing those with a registered passenger vehicle to park for free, providing facilities for alternative modes helps to maintain local access while also accommodating the influx of non-residents.

Adjacent to Harkness Memorial State Park, Camp Harkness provides camping, horseback riding, access to the beach and other amenities for people with disabilities and their families. Further east is the Waterford Town Beach. Lastly, the Eugene O'Neill Theater Center provides a space for writers and actors to craft and refine theatrical works with year-round programming, conferences, festivals, and residential opportunities. The Waterford section of the Eastern Shoreline Path will serve a diverse audience including school age children, seniors, disabled users from Waterford, the broader region and statewide.

## 8.0 Study Cost Estimation

Provide the estimated cost of the study, include a detailed cost estimate and the basis for the cost estimate. Depending upon the funding source appropriated for the study, the municipality or COG may need to contribute between ten percent (10%) and twenty percent (20%) of the total study cost. The municipality may choose to contribute more than 10% of the local match to the cost of the

study. (Studies funded with LOTCIP will not require a local match). If the study is chosen at the end of the Study Selection process and federal funds will be applied, the municipality may be asked to provide documentation showing the local match will be secured.

**PL (80/10/10) used for SECOG staff time and Complete Streets set-aside(100/0/0) used for consultant work**

Total Study cost: **\$77,237**

Municipal/COG cost (): **\$2,828**

Fed	State	COG	Total 77,237
48,961			CS set aside(PL) 48,961
22,620	2828	2828	PL 28,276

Additional funding contributed by the Municipality/COG:

### **Local Match Financing**

The minimum ten percent (10%) or twenty percent (20%) match typically must come from non-federal sources as there are restrictions on the application of federal monies to the match share of PROGRAM funds. Indicate whether the local match can reasonably be secured by the study sponsor for the project if PROGRAM funds are authorized. LOTCIP funds may not be used as a local match.

Are you providing the match with non-federal sources?  Yes  No

Can the local match be reasonably secured?  Yes  No

Is the applicant able to provide the commitment for the local match for this study?  Yes  No

## **9.0 Attachments and Additional Information/Materials**

**Please limit comments and attached pages to those critical for Review of the Application and proper understanding of the Study Proposal.**

Please indicate any additional materials being submitted with the application package or provided to the COG for consideration. If additional pages were used to answer questions on this application, please indicate the section and number of pages.

<u>Number of Pages:</u>	<u>Application Section:</u>	<u>Brief Description:</u>
<b>Pages: 104, 107-109, 194-199</b>	<b>5</b>	<b>Bicycle and Pedestrian Plan</b>
<a href="https://secogct.gov/wp-content/uploads/2025/01/SCCOG-Bike-and-Ped-Plan_9.27.19_web2.pdf">https://secogct.gov/wp-content/uploads/2025/01/SCCOG-Bike-and-Ped-Plan_9.27.19_web2.pdf</a>	<b>8</b>	Corridor study Estimate and Schedule
<b>2</b>		

Legal Name of Duly Authorized Representative: **Amanda E. Kennedy**

Signature of Duly Authorized Representative

Date (MM/DD/YYYY) **03/14/2025**



# Attachment 2: Corridor Study Estimate and Schedule

Estimate	Task	staff hours	Assigned to	Staff	TP3/P M total	Director total	GIS total	TP1 total	Executive Director	Direct Cost(m eetings / printin g, media/ PL marketi ng)	Total(SEC OG Staff)	Consultant costs (CS set aside)	total cost
	1 Project Management	32	SECOG	KR	7	15	5		10	\$ 4,656	\$ 2,000		
	2 Stakeholder Engagement	30	SECOG	KR, DP	15	10	10	10		\$ 3,700	\$ 1,000		
	3 Public Involvement	40	SECOG	KR, DP, T	10	10	20	10		\$ 4,520	\$ 2,461		
	4 Data collection	40	SECOG and Consultant DR, DC		10	5	10	15		\$ 4,360	\$ 10,000		
	5 Existing Conditions	45	SECOG and Consultant DP, DC		15	5	10	15		\$ 4,850	\$ 23,000		
	6 Alternatives development and Recommendations Report	10	Consultant and SECOG		5	5	5	5		\$ 1,260	\$ 10,000		
	7 Direct costs		Consultants and SECOG		10	10	5	5		\$ 4,430	\$ 500	\$ 500	
										\$ 28,276	\$ 48,961	\$ 77,237	
										Federal \$ 22,621	\$ 48,961	\$ 71,582	
										State \$ 2,828		\$ 2,828	
										COG \$ 2,828		\$ 2,828	

