



# CHELSEA HARBOR/DOWNTOWN NORWICH MOBILITY STUDY

City Council Informational Meeting

Study Overview and Downtown  
Visioning/Potential Improvements

March 18, 2024



# Meeting Agenda

- Study Overview
- Existing & Future Conditions Overview
  - Summary & Findings
- Preliminary Analysis of Potential Improvements
  - Transportation Vision
  - Overview of Potential Improvements
  - Major Intersections & Changes
  - Questions/Discussion
- Next Steps



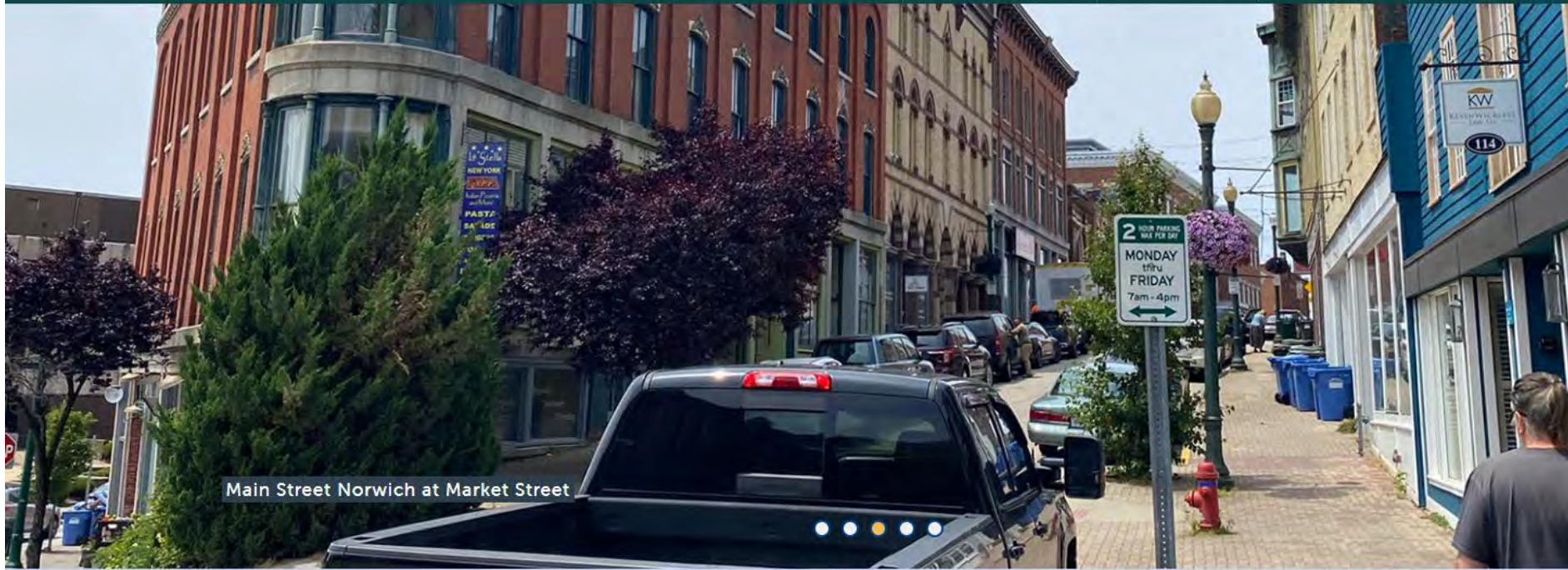
# Visit the Project Website!

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



CHELSEA HARBOR /  
DOWNTOWN NORWICH  
Mobility Study

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## 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?



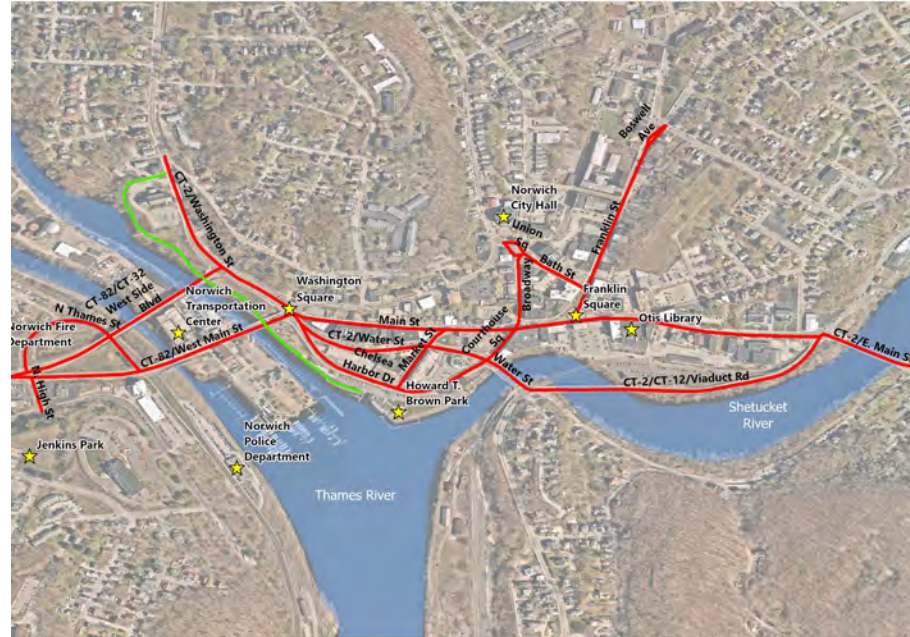
# Study Overview - Goals



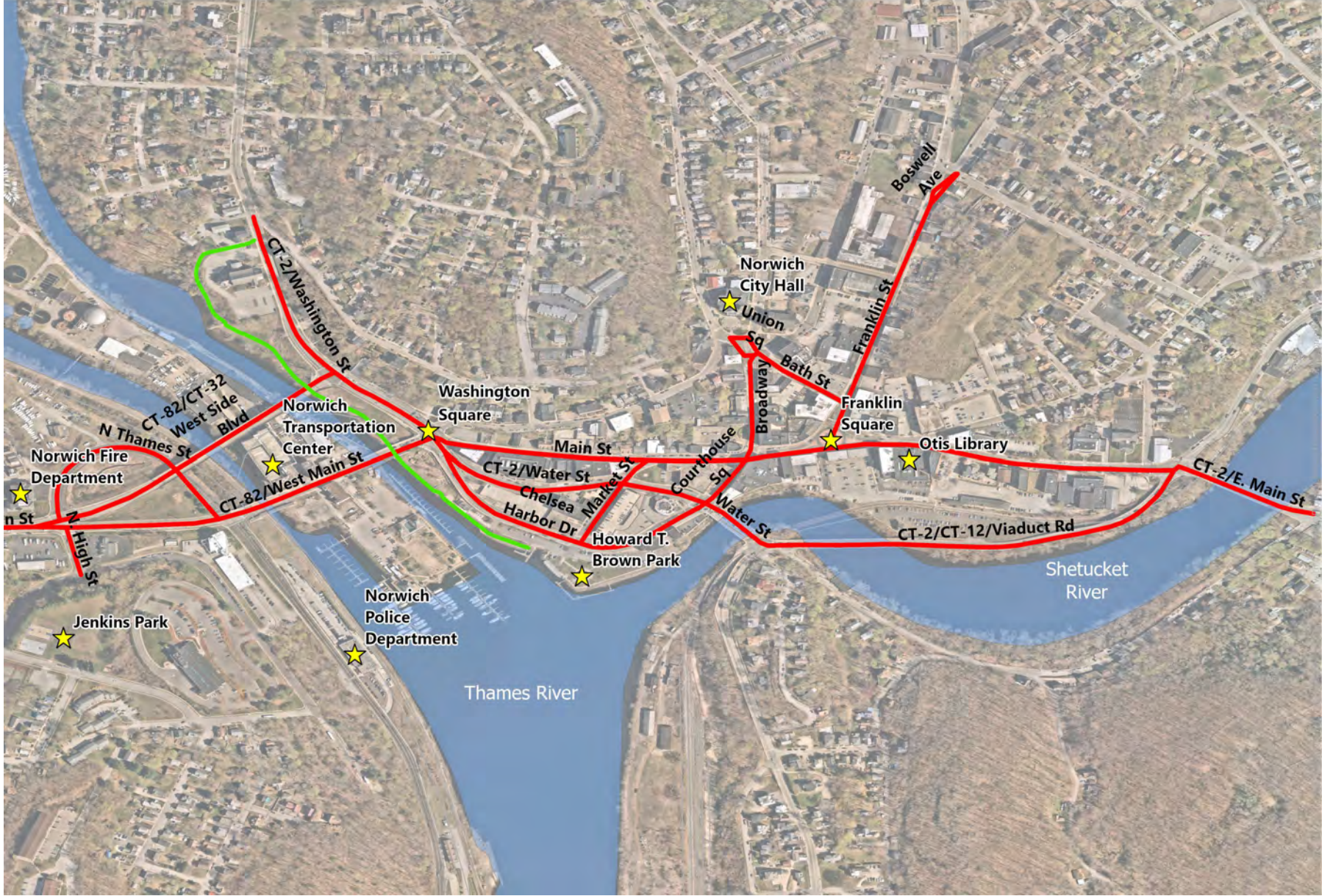
## *Study Goals:*

- *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.*



# Study Area/Limits



# Study Overview

- Led by SCCOG & City of Norwich
- Project Transportation Advisory Committee (including City staff, SCCOG, CTDOT, NCDC)
- Public Meeting on October 25, 2023
- Public Survey open August-November 2023
- Finalized Existing Conditions in early January
- Future Conditions Report early February
- Brief review of Existing & Future Conditions
- Transportation Improvement Vision and Preliminary Concepts



# Public Engagement

- Rock the Docks – August 2023
- Celebrate Cultural Diversity – September 2023
- Two Public Meetings
  - First on October 25, 2023
  - Second planned for June 2024
- Public Survey on Existing Conditions and needs
  - Open from August – November 2023
- Tactical Engagement event
  - To be held May/June
- Project Website ongoing



A photograph of a city street with several cars parked along the curb. The buildings are multi-story brick structures with various storefronts. The street is paved with asphalt and has a sidewalk on the right. The sky is clear and blue. The text "Existing & Future Conditions" is overlaid in the center of the image.

# Existing & Future Conditions





# Existing Conditions

- Collected data on traffic conditions, safety, pedestrians, bicyclists, public transportation, and parking
- Traffic analysis shows problem intersections at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street
- Pedestrians overrepresented in traffic injuries
- Few bicycle accommodations
- Underutilized parking garages



# Future Conditions

- Review projected traffic growth, future operations, opportunities for improvements
- Congestion at intersections will persist at Route 2/Viaduct Road/Laurel Hill Ave and Route 2 at Route 12/N. Main Street
- Traffic signal timing adjustments – only marginal improvements



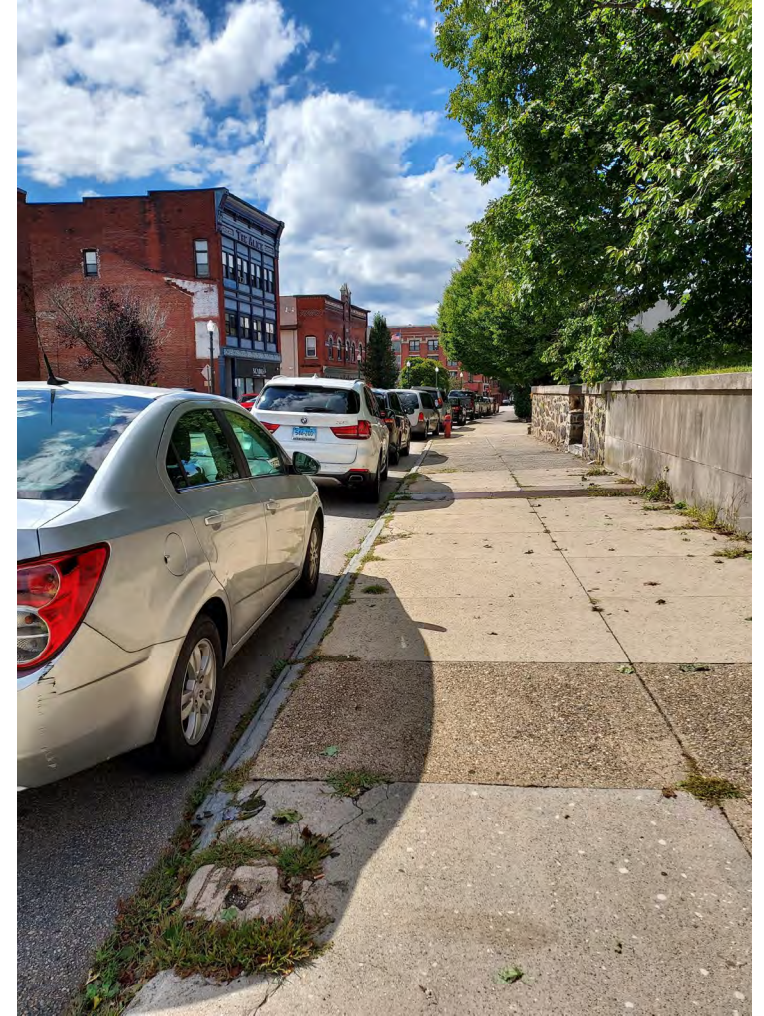
An aerial photograph of a city, likely St. Louis, Missouri, showing a complex network of highways, a river, and various urban buildings. The image is semi-transparent, serving as a background for the text.

# **Transportation Improvements Vision**



# Transportation Improvements Vision

- Overall Principles:
  - Complete Streets
  - Improve safety for all
  - Create more bicycle and pedestrian space, better crossings
  - Improve access to waterfront, Howard T. Brown Park
  - Lower traffic speeds while keeping traffic flowing
  - Improve operations at worst intersections
  - Make circulation around downtown easier for all



# Bicycle, Pedestrian, and Transit Potential

- Norwich retains much of its walkable urban form, although only about 2-3% of downtown trips are by walking or biking (based on data collection)
- Need to improve safety, especially for pedestrians – overrepresented in injury crashes
- Improve pedestrian crossings, comfort
- Lower traffic speeds, provide separated bicycle space
- Extend and connect Heritage Trail
- Improve frequency, user experience of transit system

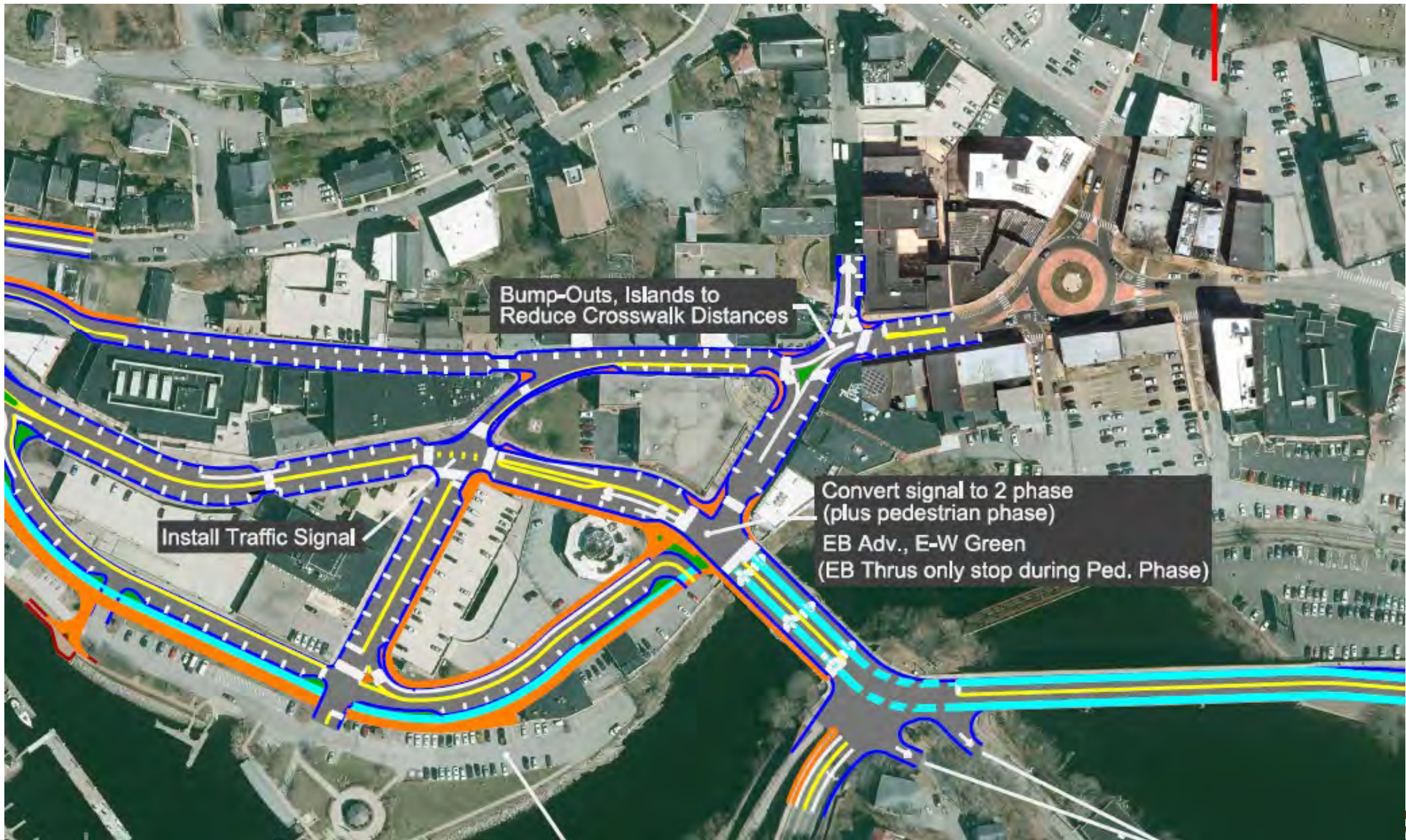


# Transportation Improvements Vision

- High level notes:
  - Initial modeling shows the concept plan *can work* with limited operational issues for traffic
  - Washington Square needs to be modeled using different software to develop more accurate level of service results
- No costs developed yet
- Concepts have been vetted by TAC members
- Diverting Route 2 through traffic can also improve traffic operations to improve viability of these options
- Nothing final – all up for discussion







Bump-Outs, Islands to Reduce Crosswalk Distances

Install Traffic Signal

Convert signal to 2 phase  
(plus pedestrian phase)  
EB Adv., E-W Green  
(EB Thrus only stop during Ped. Phase)

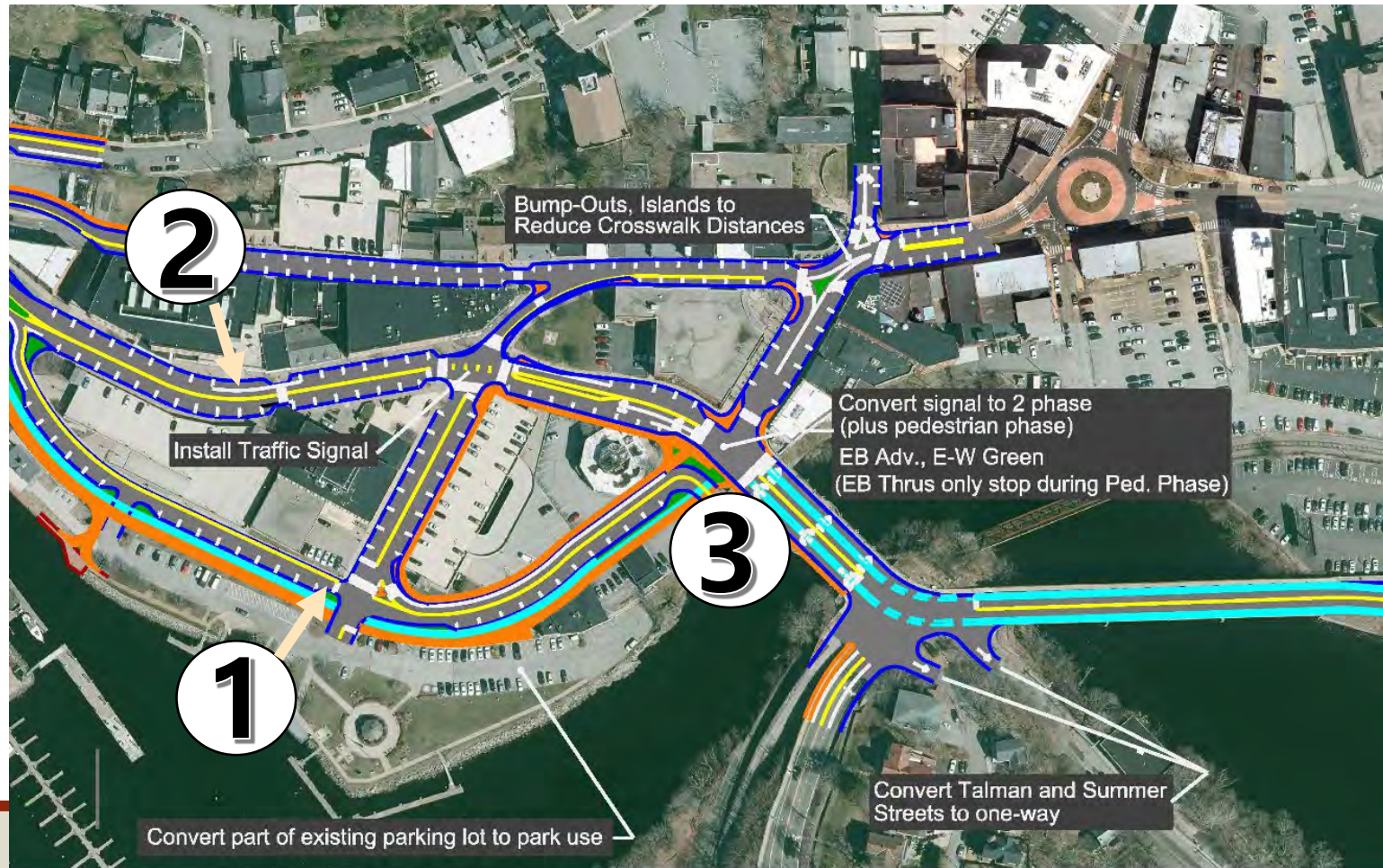




# Transportation Improvements Vision

## Downtown Norwich Project Area:

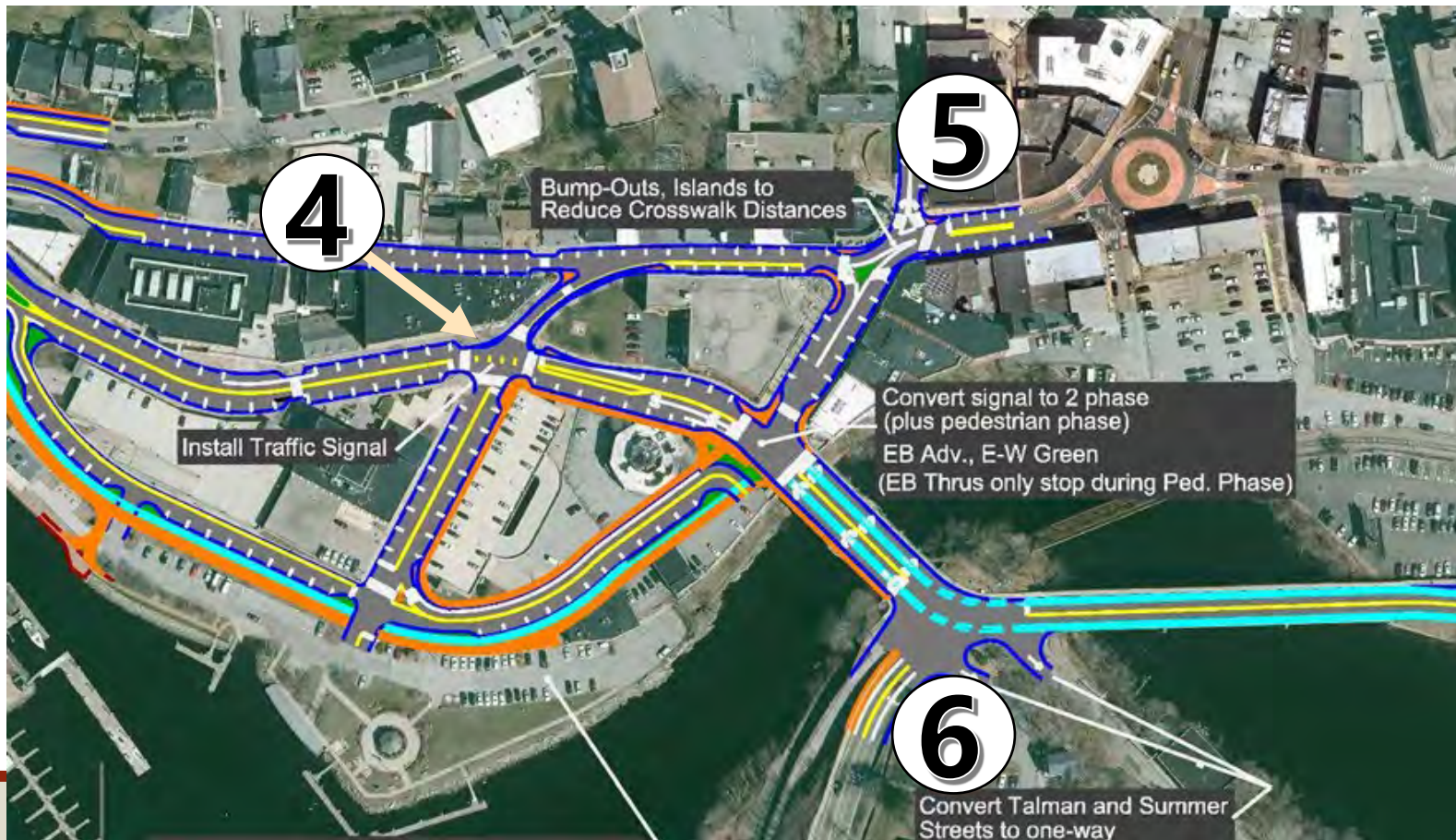
1. Chelsea Harbor Drive becomes local street and does not connect to Water Street
2. Water Street/Route 2 becomes two-way
3. Simplified signal at Water Street and Courthouse Square

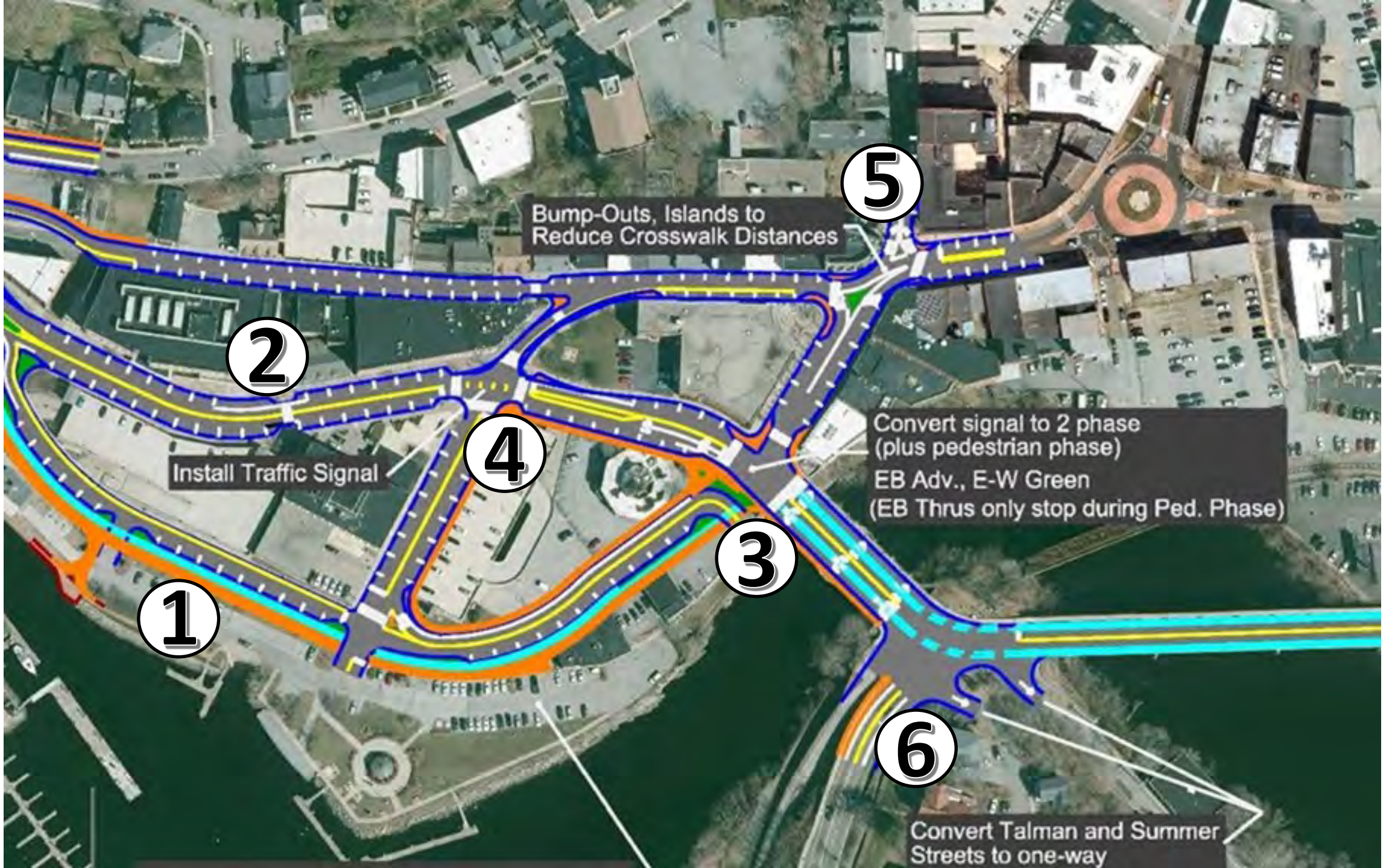


# Transportation Improvements Vision

## Downtown Norwich Project Area:

4. Install Traffic Signal at Water Street and Market Street
5. Install bump-outs, median island to reduce crosswalk distance at Main Street/Broadway/Courthouse Square
6. Make Talman Street and Summer Street one-way away from the Water Street/Laurel Hill Ave/Viaduct Road intersection to simplify operations







# OPTION 1

Way-Finding Map

Gateway Sign

Sidewalk/Event Space

Bike Lane

Planting Areas

Public Art Wall

Potential Pedestrian Bridge  
Connection to Garage

Install Traffic Signal

Potential Park Area



# Transportation Improvements Vision

West end of Project Area – Alternative 1:

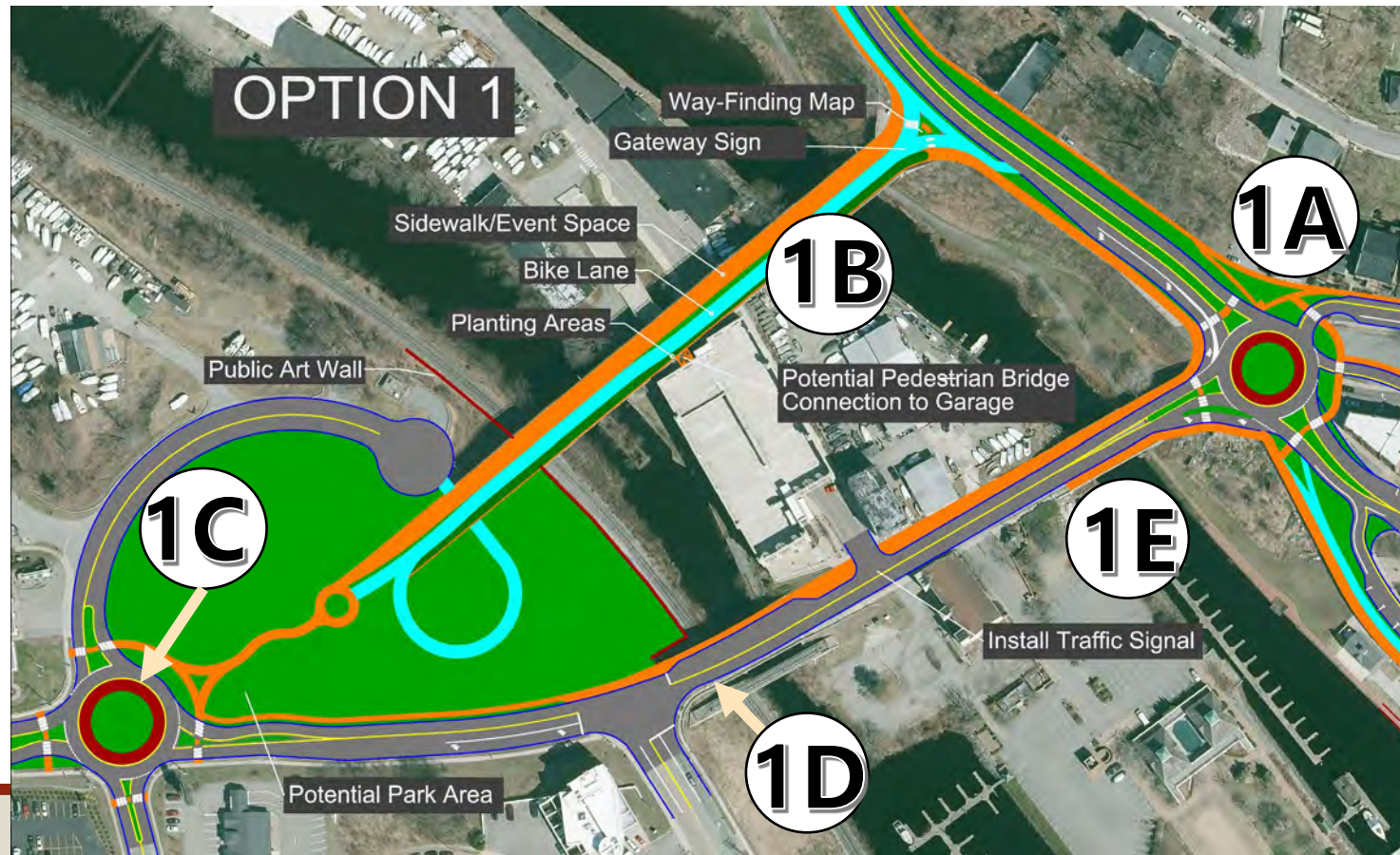
1A. Roundabout at Washington Square

1B. Convert W. Side Boulevard to Pedestrian-Bike Bridge

1C. Roundabout at W. Main Street/Route 82 and N. Thames Street

1D. W. Main Street Bridge/Route 82 becomes two-way

1E. Install Traffic Signal at W. Main Street and Falls Ave/Norwich Marina



# Pedestrian-Bike "Bridge of Roses"



# OPTION 1

Way-Finding Map

Gateway Sign

Sidewalk/Event Space

Bike Lane

Planting Areas

Public Art Wall

1B

Potential Pedestrian Bridge Connection to Garage

1A

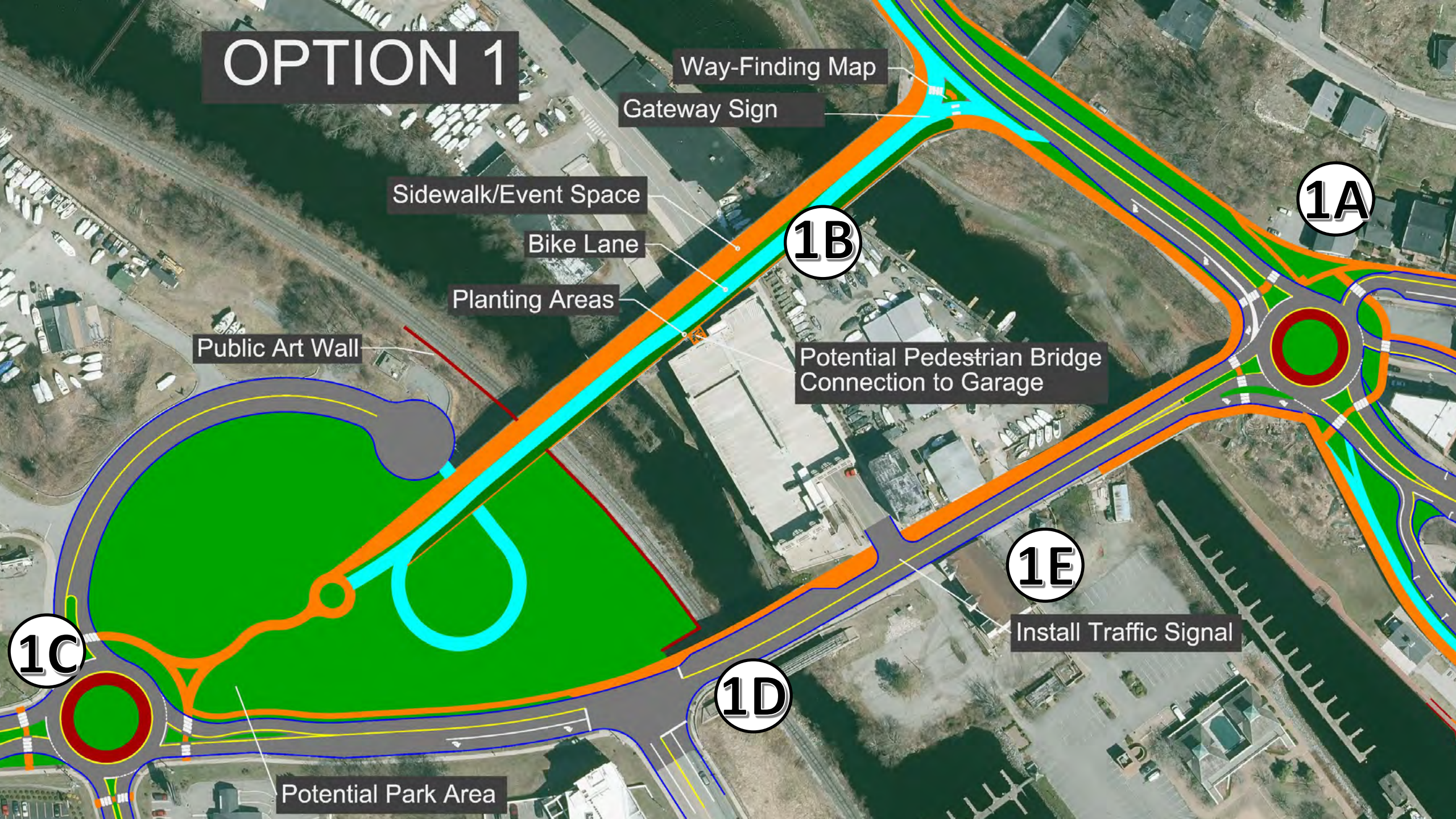
1E

Install Traffic Signal

1C

1D

Potential Park Area





# Transportation Improvements Vision

West end of Project Area – Alternative 2:

2A. Roundabout at Washington Square

2B. Convert W. Main Street between Falls Ave and Washington Square into Pedestrian Plaza

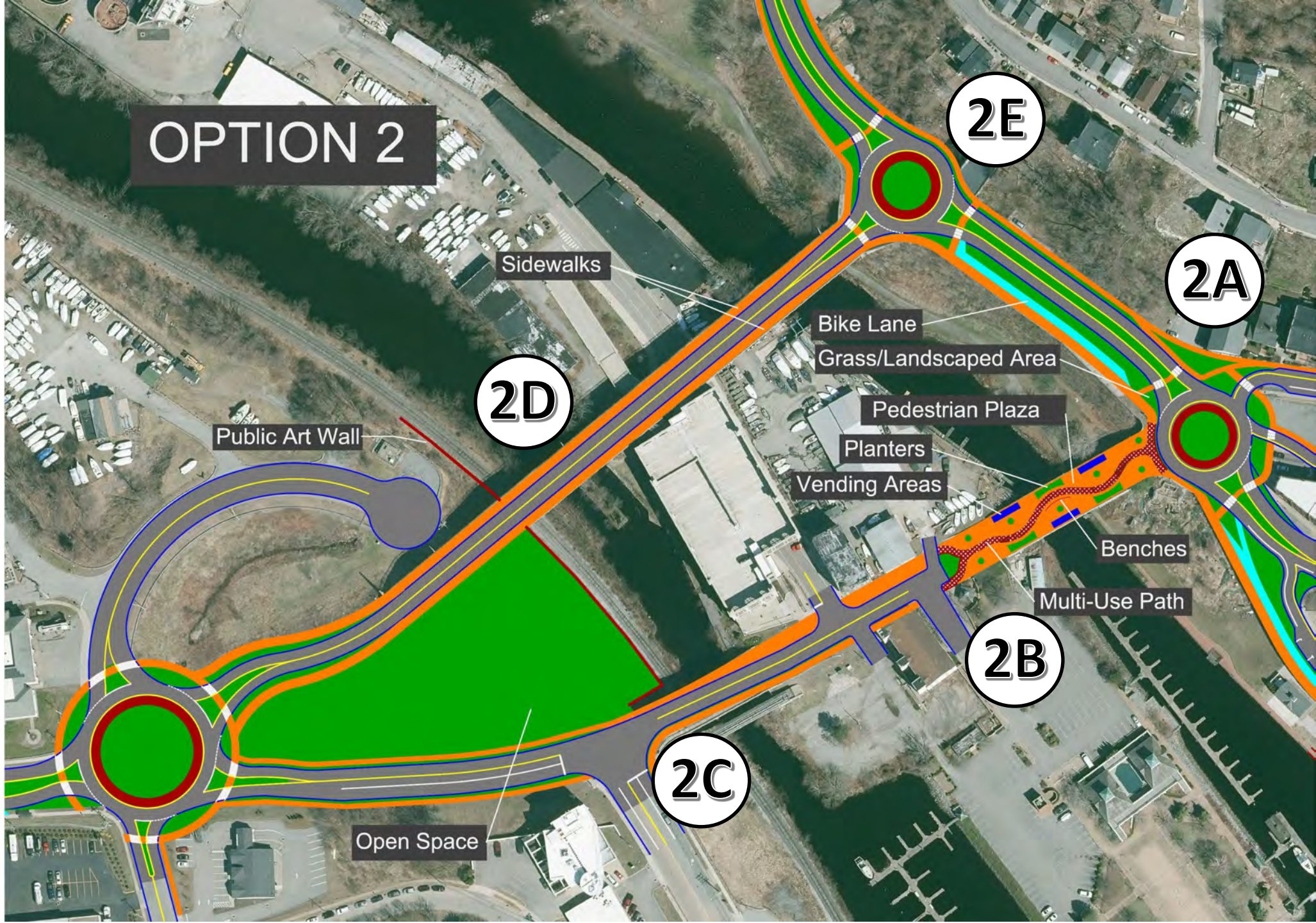
2C. Convert West Main Street to two-way road

2D. Convert West Side Boulevard to two-way road

2E. Roundabout at Washington Street and West Side Boulevard



# OPTION 2



# Transportation Improvements Vision

West end of Project Area – Alternative 3:

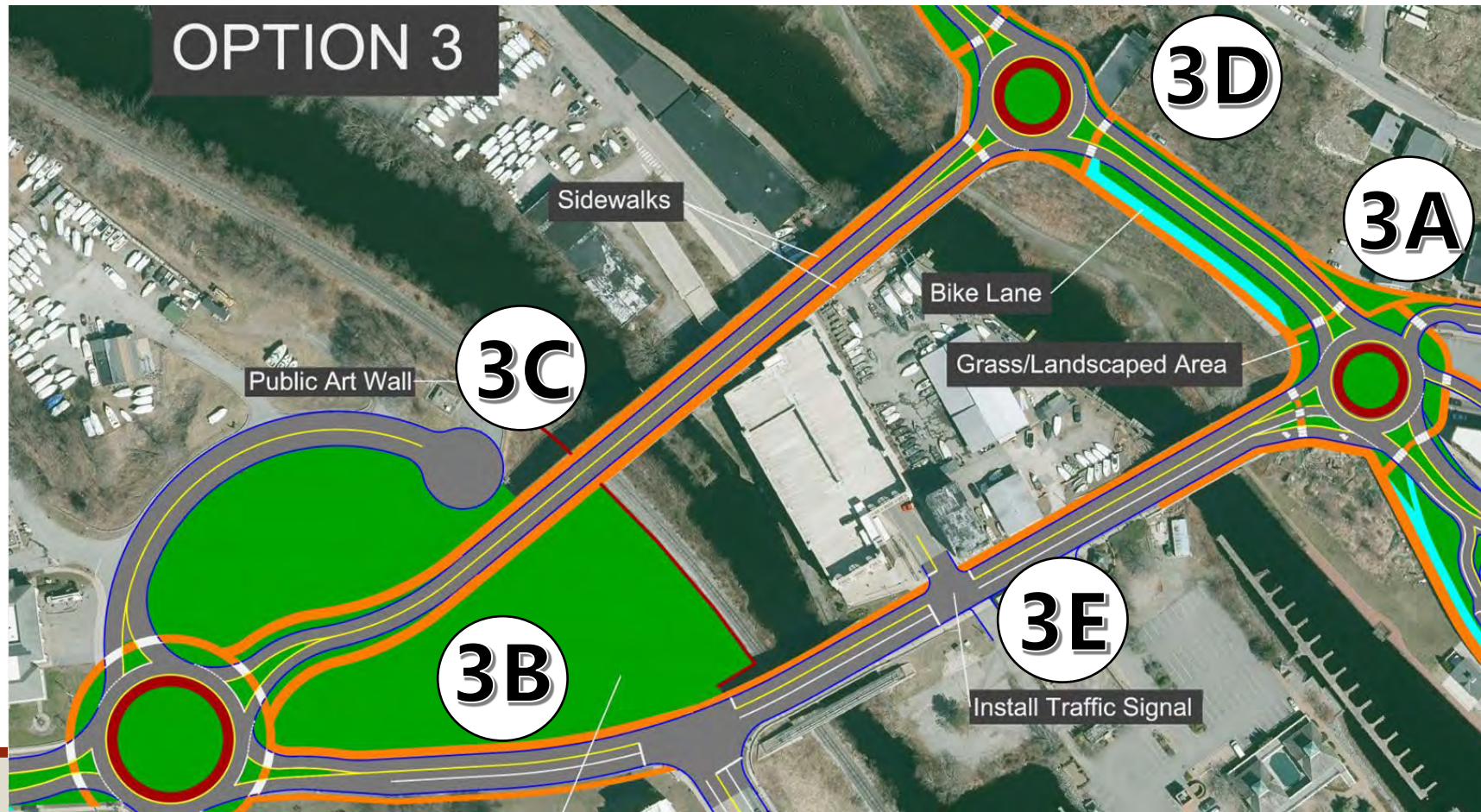
3A. Roundabout at Washington Square

3B. Convert W. Main Street to two-way road

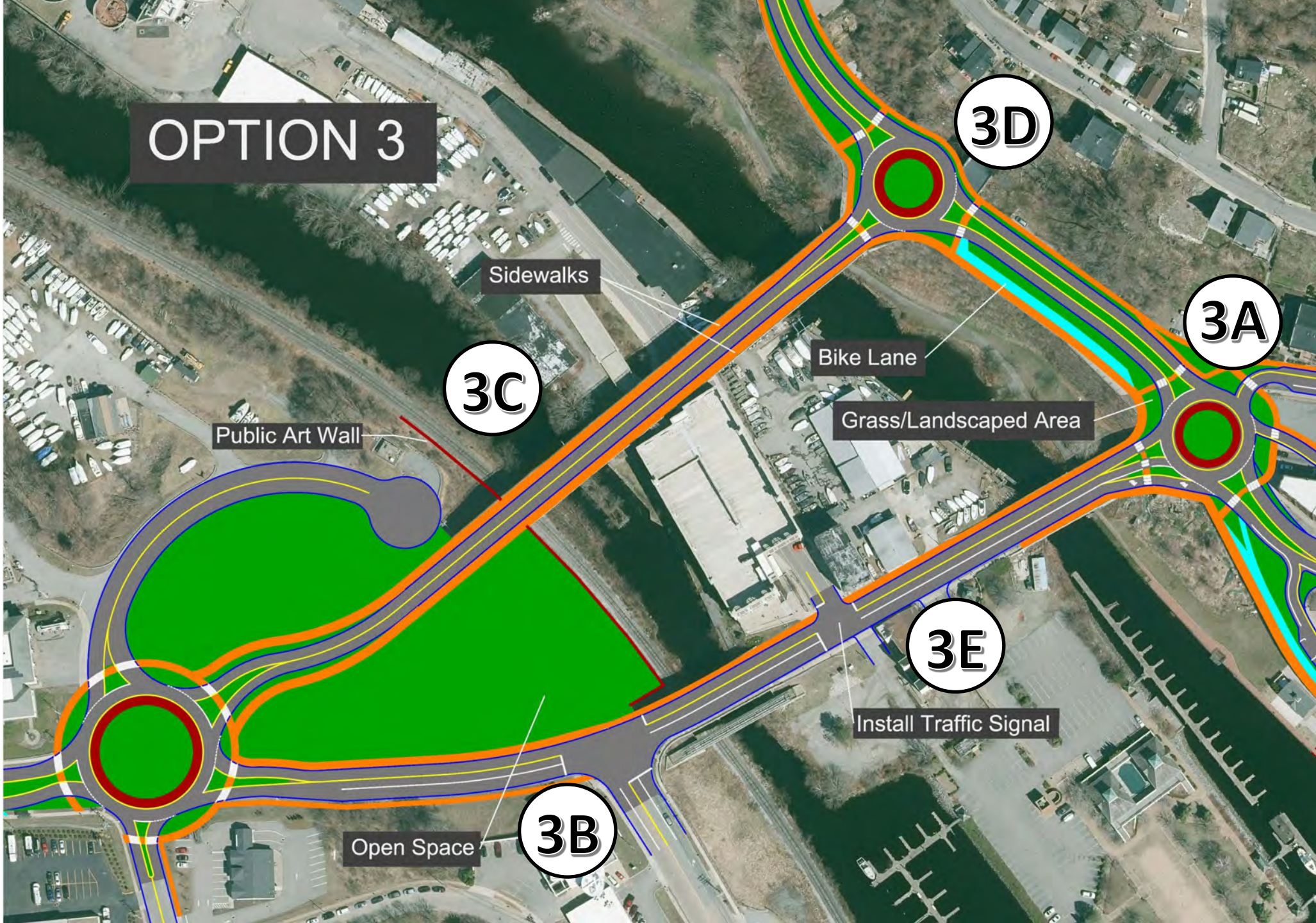
3C. Convert West Side Boulevard to two-way road

3D. Roundabout at Washington Street and West Side Boulevard

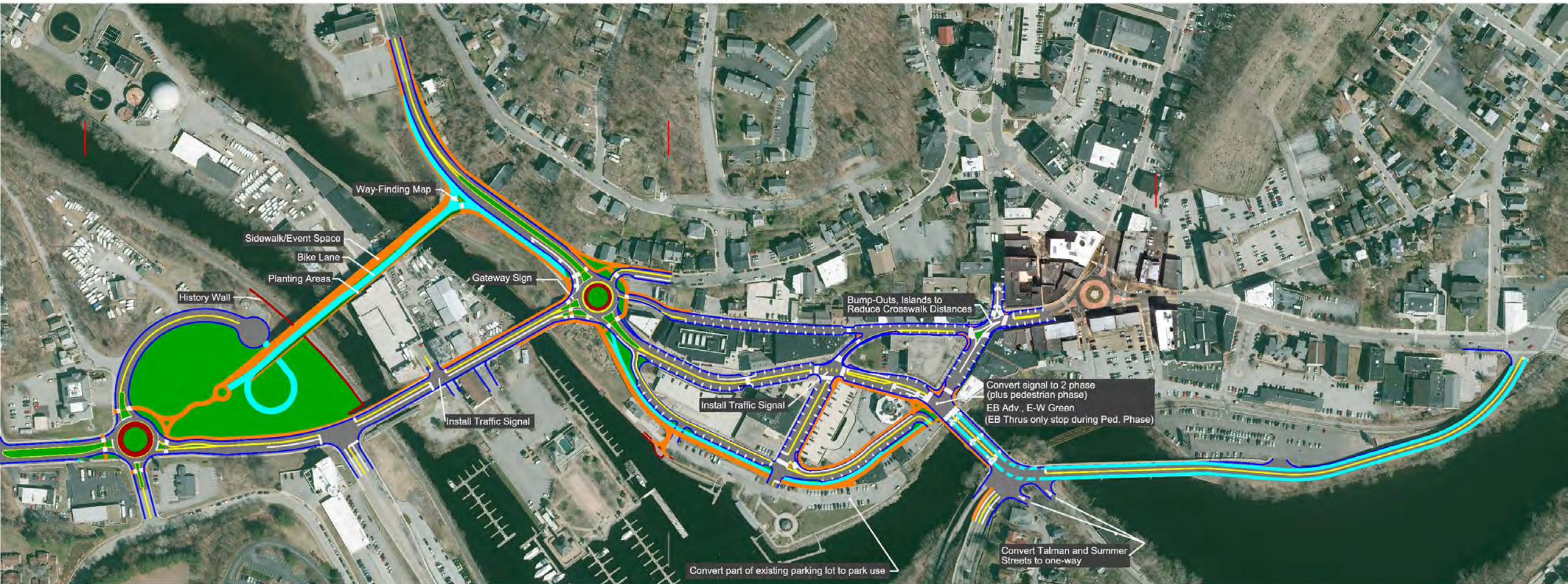
3E. Install Traffic Signal at W. Main Street and Falls Ave/Norwich Marina



# OPTION 3



# Comments/Discussion



## Next Steps

- April/May – Pop-up Meeting and Tactical Engagement Event
- May – Draft Alternatives Report
- June – Public Information Meeting #2
- July – TAC Meeting #4
- June/July – Draft and Final Study Report





# Questions/Discussion?

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 <https://downtownnorwichmobilitystudy.com/>



# Thank You!



SCCOG



Transportation Advisory Committee  
Future Conditions and Potential Improvements