

Additional Improvements Proposed

Conceptual improvements are also being studied for the intersection of Franklin Street at Oak Street, and for Bath Street, Broadway, and in front of City Hall.

Franklin Street/Oak Street



Bath Street/Broadway/City Hall



Chelsea Harbor/Downtown Norwich Mobility Study

The Southeastern Connecticut Council of Governments (SCCOG) and the City of Norwich have partnered with the consulting firm VHB to conduct a Mobility Study for the Chelsea Harbor/Downtown Norwich area. 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.

What Improvements are Being Proposed?

There are a variety of improvements to the transportation system and circulation that are being proposed. A list of the critical changes is below, while a full overview map of the changes is on the back page.

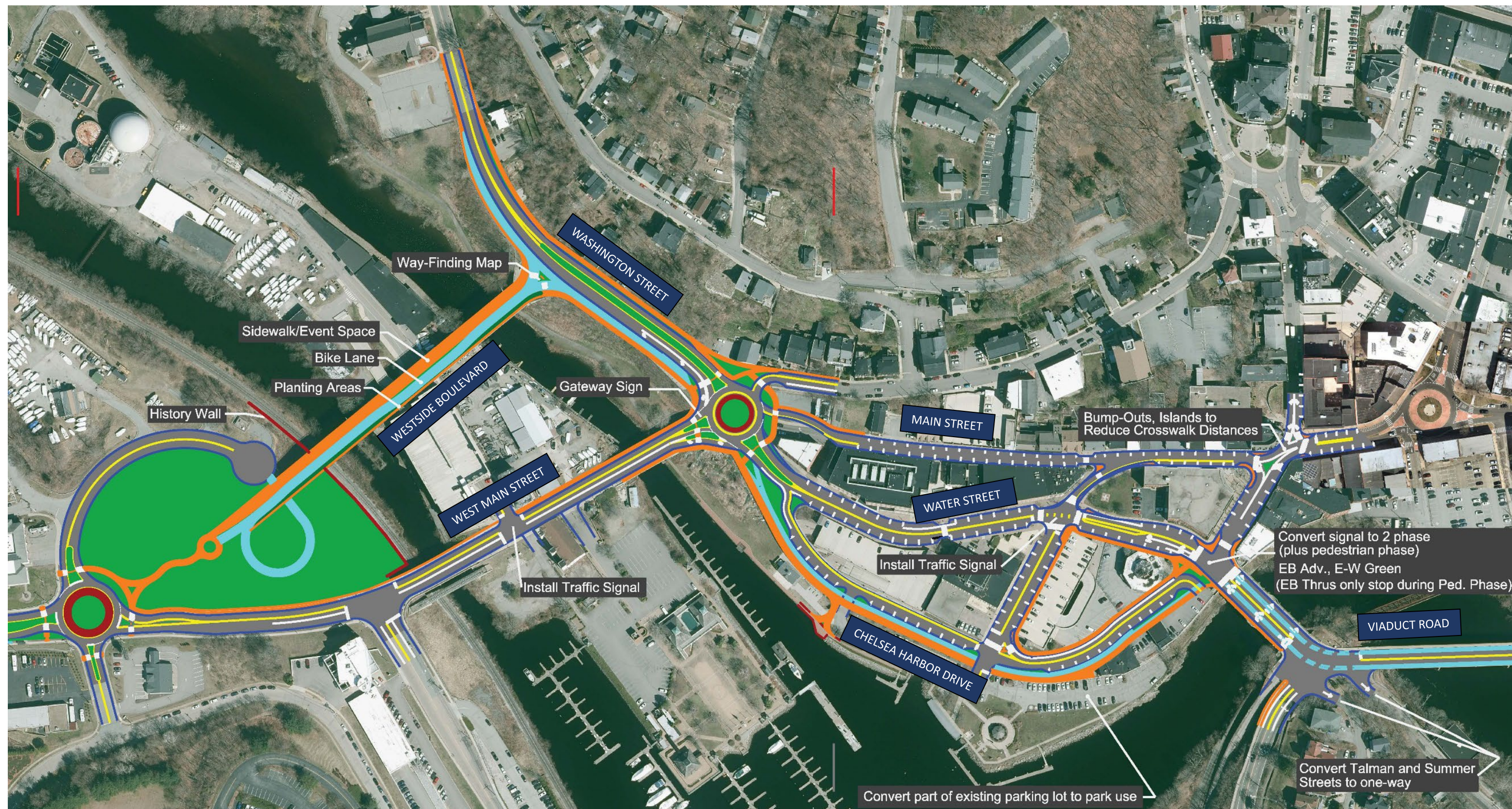
- Chelsea Harbor Drive becomes a local street and is cut off from Water Street.
- Water Street/Route 2 becomes two-way, with one lane in each direction, carrying both eastbound and westbound traffic.
- With the removal of Chelsea Harbor Drive from the intersection, the traffic signal at the Water Street/Courthouse Square intersection can have a much simpler two-phase operation.
- Install a traffic signal at Water Street and Market Street to allow all vehicle movements from Market Street onto Water Street.
- Install curb extensions and a median island to reduce the crosswalk distance at Main Street/Broadway/Courthouse Square.
- Convert Washington Square into a roundabout, similar to Franklin Square.
- Convert Westside Boulevard into a pedestrian and bike "Bridge of Roses" with a park area at the west end of the bridge.
- Install a roundabout at the intersection of W. Main Street/Route 82 and N. Thames Street/N. High Street.
- The W. Main Street bridge/Route 82 becomes two-way between Washington Square and N. Thames Street/N. High Street.
- Install a traffic signal at W. Main Street and Falls Ave/the Norwich Marina.

These improvements will give the City of Norwich a blueprint to move forward with transportation changes that will make getting around downtown easier and more accessible for all users. An implementation plan will be developed to recommend phasing and provide high-level cost estimates of the different options.

How Can I Provide My Feedback?

Come to our public meeting in Room 335 at Norwich City Hall on June 5 at 5 pm.

Go to www.downtownnorwichmobilitystudy.com and send us a message!



LEGEND	
Pedestrian Areas/Sidewalks	<div></div>
Bicycle Lanes/Areas	<div></div>
Park/Planting Areas	<div></div>
Yellow Pavement Markings	<div></div>