Introduction
Motor vehicle users have historically been the prime consideration for designers, which has created a motorized-vehicle-dependent society. The concept of "Complete Streets" planning was adopted by the Connecticut Department of Transportation (CTDOT) in 2014. Complete Streets involves designing and operating roads for all users: pedestrians, cyclists, disabled citizens, transit users, and motorists. Examples of Complete Streets provisions include sidewalks, bike lanes, wider shoulders, pavement markings, and signs. Changes to the built environment will happen incrementally as the CTDOT shifts its planning and engineering practices. Communities can reinforce and accelerate the process by adopting a local Complete Streets policy, as New Haven, West Hartford, Fairfield, Madison, Portland, and Stamford have.

Government Structure and Engagement Process
The first point of contact for bicycle and pedestrian issues is the Local Traffic Authority (LTA). In the Town of Groton, in Long Point, the Chief of Police acts as LTA.

Contacts for bike and pedestrian issues in Town of Groton

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone/Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louis J. Fureno</td>
<td>45 Flint Hill Road</td>
<td>(860) 444-8772</td>
<td><a href="mailto:fureno@townofgroton.ct.gov">fureno@townofgroton.ct.gov</a></td>
</tr>
<tr>
<td>David P. Knowles</td>
<td>3 Atlantic Avenue</td>
<td>(860) 539-4521</td>
<td><a href="mailto:dknowles@dpd.org">dknowles@dpd.org</a></td>
</tr>
</tbody>
</table>

Staff that support and augment the work of the LTA in planning, funding land-use and coordination between towns include:

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone/Fax</th>
<th>Email</th>
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<tbody>
<tr>
<td>Jonathan J. Rieker, AICP, Director of Planning, Town of Groton</td>
<td>124 Groton Long Point Road, Groton, CT 06340</td>
<td>(860) 444-9070, Fax: (860) 448-4056</td>
<td><a href="mailto:jrieker@townofgroton.ct.gov">jrieker@townofgroton.ct.gov</a></td>
</tr>
<tr>
<td>Kate Balton, AICP, Principal Transportation Planner, SCCOG</td>
<td>5 Connecticut Avenue, Norwich, CT 06380</td>
<td>(860) 884-3224</td>
<td><a href="mailto:kbalton@scocog.org">kbalton@scocog.org</a></td>
</tr>
<tr>
<td>Robert E. Obey, P.E., District Engineer, CTDOT - District 2</td>
<td>171 Selden Tampke, Norwich, CT 06350</td>
<td>(860) 823-3026</td>
<td><a href="mailto:robob@ctdot.state.ct.us">robob@ctdot.state.ct.us</a></td>
</tr>
<tr>
<td>Joan Smith</td>
<td>Groton Open Space Association, Inc.</td>
<td>(860) 539-3611</td>
<td><a href="mailto:jsmith@goasp.org">jsmith@goasp.org</a></td>
</tr>
<tr>
<td>Chuck Tedrick</td>
<td>Avianco Land Conservancy, Inc.</td>
<td>(860) 564-3500</td>
<td><a href="mailto:ctotalk@avanteden.org">ctotalk@avanteden.org</a></td>
</tr>
<tr>
<td>Laurie Gnaneshi</td>
<td>CT DEEP - Recreational Trails</td>
<td>(860) 474-3575</td>
<td><a href="mailto:lgiele@ct-deep.org">lgiele@ct-deep.org</a></td>
</tr>
</tbody>
</table>

Town of Groton officials are encouraged to use the Form in "Appendix M" to propose a specific improvement to a roadway or intersection. A list of the principles to be considered in developing a bicycle or pedestrian improvement are provided with the form. The LTA, or designer, will review all proposals and determine whether the project is feasible and warranted. If the proposal meets those criteria, town staff will assist with identification of funding. Projects may be submitted through SCCOG's competitive solicitation for grant programs. The SCCOG staff may provide assistance determining eligibility for Federal or State funding.
Background

The recommendations for the Town of Groton were generated from public input received through the map, social site created for the SCCOG Regional Bicycle & Pedestrian Plan, as well as the CT Statewide Active Transportation Plan’s bicycle transportation network map. They are also based on local knowledge of the area. These recommendations encourage bicycle and pedestrian-friendly improvements in appropriate locations throughout the town and specifically to routes 1, 184, 215, and on local roads and trails. Some of the state route improvements continue into adjoining towns.

This study proposes the Eastern Shoreline Path, a continuous bike-friendly corridor from the Rhode island line in Pawcatuck to the Connecticut River 1-95 Chapman Bridge. Groton’s segment includes improvements to Route 1 in downtown Mystic and Pequonnock, Route 215, the G & S Trail, South Road and continuing through the City to the Gold Star Bridge.

Federal transportation funding programs are available for eligible bicycle, pedestrian and transit projects in addition to traditional highway projects. The SCCOG staff can provide funding guidance and technical support to towns applying for those funds, which are explained in Section 4 (Policies, Plans and Practices) of the SCCOG Regional Bicycle and Pedestrian Plan.

Additional funding sources for local match include:
- Private Land Trusts, fundraising through local not-for-profit entities, the Land and Water Conservation Fund; and the Volkswagen Settlement Fund.

Recommendations

The recommendations map on the front page shows routes identified in the regional network specific to the Town of Groton. The blue line (State identified Route) at the top and green line (Regional identified Route) at the bottom of this map are routes prioritized for bicycle and pedestrian improvements.

Bike-Oriented Recommendations

- Route 184 from intersection with King’s Hwy to Stonington border: Narrow lanes and provide minor widening where needed for bike-safe shoulders and at intersections with turn lanes to provide continuous shoulder.
- Route 1 from Grasso Tech/Sutton Park entrance to Walker Hill Rd/Toil Gate Rd: Infill sidewalk gaps, provide bike lanes, widen roadway where needed and at intersections with turn lanes to provide continuous bike lanes.
- Route 12 from I-95 to Ledyard border: Widen roadway where needed for bike-safe shoulders and at intersections with turn lanes to provide continuous shoulder.
- Crystal Lake Rd/Rt 12/Pleasant Valley Rd/Walker Hill Rd multi-use path: add wayfinding signage directing users to Navy base and Gold Star Bridge.
- River Road: Convert existing two-lane roadway into single center lane with Advisory Shoulders (aka Advisory Bike Lanes) if feasible.
- Haley Farm Shared Use Path: Improve surfacing for safe commuter bike use (permeable bituminous recommended).
- Implement the town’s section of Tri-Town Trail.
- Colonel Ledyard Hwy: Add bike lanes from Rt 184 to Ledyard border. Coordinate with Ledyard.

Eastern Shoreline Path (ESP) Recommendations (east to west)

- Provide “Eastern Shoreline Path Bikeway” (ESP) and wayfinding signs at intervals throughout the route.
- Provide sharrows, R4-11 “Bikes May Use Full Lane” signs on W Main St (US Rt 1) from Mystic River bridge to Water St (RT 215); continuing along Water St to intersection with High St/Latham St and Fort Rachel Pl, continuing on Noank Rd (RT 215), currently a CT DOT signed “Bike Route” with travel lanes narrowed to 10’ and widen roadway to provide 4’ wide bike lanes both sides to intersection with Pequonnock Rd, continue on RT 215 to intersection with Groton Long Point Rd; continuing south on GNP Rd providing bike lanes to junction with southern terminus of Groton Utilities/City of Groton/Town.

1. Route 1 West Main Street Mystic, onto Water Street (Route 215) to High Street: Provide sharrows and “Bikes May Use Full Lane” signage

2. Noank Road (Route 215) from High Street to Groton Long Point Road: Widen roadway & for narrow lanes to 10’ to provide bike-safe shoulders and shift sidewalks within ROW. Install sharrows and “Bikes May Use Full Lane” signage through narrow 25 mph Noank segment

3. Construct Shared Use Path (G&S Trolley Trail Phase 2) within ROW and connect to southeastern terminus of G & S Trolley Trail Phase 1 at Amtrak bike/ped bridge (kiosk/wayfinding point).
Eastern Shoreline Path
Routing for Shoreline Bike Connection from Rhode Island Border to East Lyme/Old Lyme Border
48.6 miles = 4.5 hrs @ 12 mph
40’ R.O.W.
S Broad St
Rt 1
8,600 ADT
35 MPH
80’ R.O.W.
8,600 ADT
45 MPH
Stonington Rd
Rt 1
80’ R.O.W.
8,600 ADT
45 MPH
<table>
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<tr>
<th>Type of Roadway</th>
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<th>Urban</th>
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<tr>
<td></td>
<td>US (feet)</td>
<td>Metric (meters)</td>
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<tr>
<td>Freeway</td>
<td>12</td>
<td>3.6</td>
</tr>
<tr>
<td>Ramps (1-lane)</td>
<td>12-30</td>
<td>3.6-9.2</td>
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<tr>
<td>Arterial</td>
<td>11-12</td>
<td>3.3-3.6</td>
</tr>
<tr>
<td>Collector</td>
<td>16-12</td>
<td>3.0-3.6</td>
</tr>
<tr>
<td>Local</td>
<td>9-12</td>
<td>2.7-3.6</td>
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Source: A Policy on Geometric Design of Highways and Streets, AASHTO.
Eastern Point Rd
Rt 349
50' R.O.W.
3,000+ ADT
35 MPH
Gold Star Bridge
Southbound Span
Rt 1 / I-95
Existing Narrow Path
Gold Star Bridge
Northbound Span
Rt 1 / I-95

Existing Right Lane:
Exit-on/Exit-off Full Length of Bridge

Proposed Protected Bi-directional Path

4 Through Lanes
New London Bikeway & Wayfinding System

Source: Kent + Frost
8,000+ ADT
25 MPH

45’ ROADWAY

Source: FHWA Small Town & Rural Multimodal Networks
Howard St
9,700+ ADT
25 MPH
BICYCLE BOULEVARD

Glenwood Ave
25 mph

Figure 3-8. Bicycle boulevards combine road markings, traffic-calming measures, and crossing improvements designed to enhance the comfort and priority of bicyclists traveling along the route.

Source: FWHA Small Town & Rural Multimodal Networks
Shore Rd
25 mph
46’ R.O.W.
9,300 ADT
35 MPH
35' R.O.W.
Main St
Rt 156
Alternate Route
Figure 9.4 Should Width Recommendations

- **10′ Shoulder**
- **8′ Shoulder**
- **5′ Shoulder**

VOLUME - VEHICLES PER DAY:

- 20k
- 10k
- 5k
- 2k
- 1.5k
- 1k
- 500
- 300
- 250
- Shared Lanes

SPEED - MILES PER HOUR:

- W Main St
- 8,000 ADT
- 35 MPH
