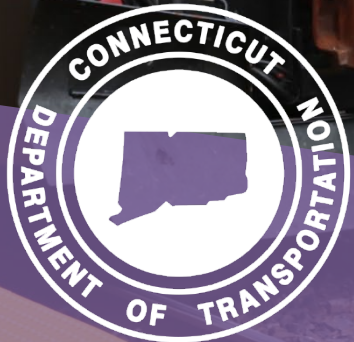


# *Eastern CT Corridor Rail and Transit Feasibility Study*



***Welcome***

**Public Information Meeting  
December 2022**





# Connecticut Department of Transportation

## Title VI Notice to the Public

- ◇ The Connecticut Department of Transportation (CTDOT) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the CTDOT.
- ◇ For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit [www.ct.gov/dot](http://www.ct.gov/dot)
- ◇ A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590
- ◇ A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

Para obter mais informações, ou para auxílio gratuito em outro idioma, ligue para (860) 594-2109

Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109

لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم (860) 594-2109

Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109

अधिक जानकारी या निःशुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화하십시오

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109



## Título VI Aviso al Público

- ◇ El Departamento de Transporte de Connecticut (CTDOT) se compromete a asegurar que ninguna persona sea excluida de participar en, o le sean negados los beneficios de, sus servicios de transporte basándose en la raza, color o país de origen de la persona protegida por el Título VI de la Ley de los Derechos Civiles. Si a usted le parece que ha sido objeto de discriminación en lo que corresponde al Título VI, puede presentar una queja al CTDOT.
- ◇ Para más información sobre el programa de derechos civiles del CTDOT y el proceso de presentar una queja, comuníquese con el Coordinadora del Título VI del CTDOT al teléfono (860) 594-2169, TRS 711; Debra.Goss@ct.gov. También puede visitar nuestra oficina administrativa en 2800 Berlin Turnpike, Newington, CT 06131. Para más información, visite [www.ct.gov/dot](http://www.ct.gov/dot).
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# Title VI Rights

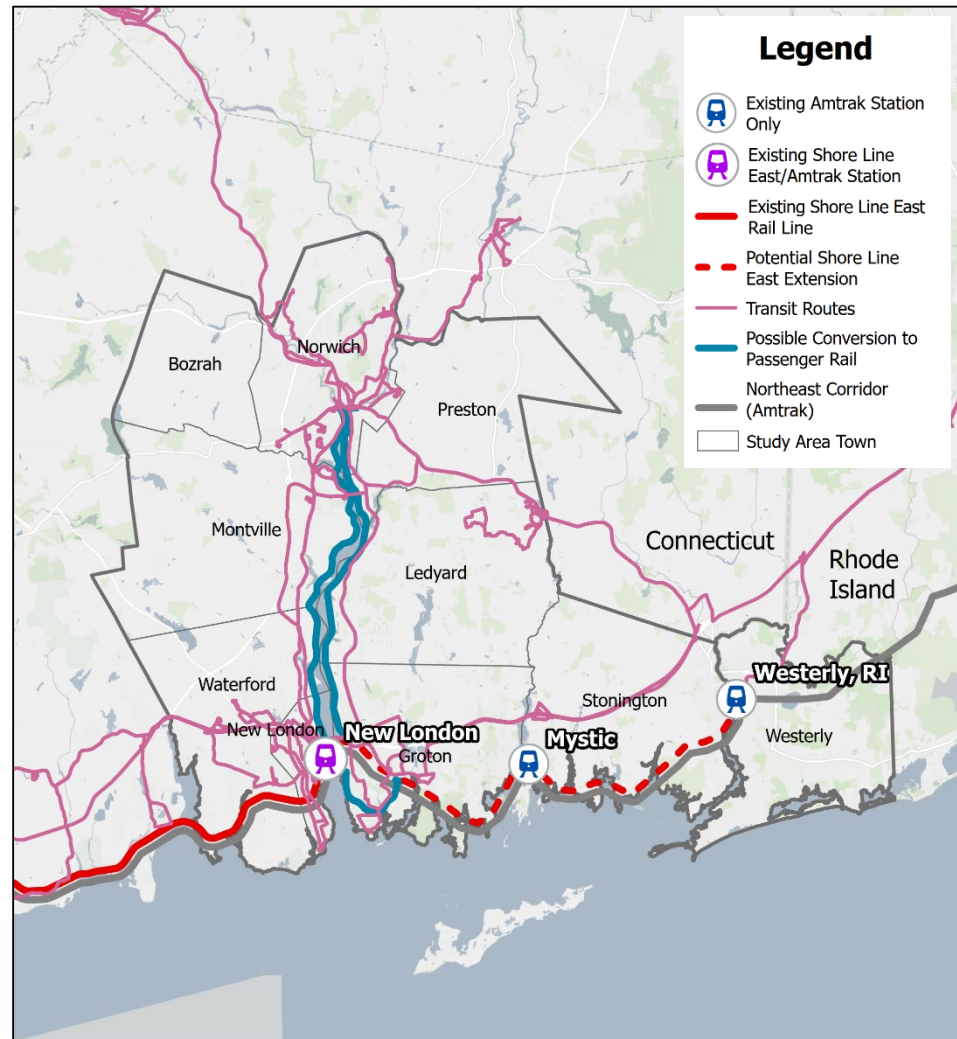


- No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.
- Title VI Rights: <https://portal.ct.gov/DOT/Business/Contract-Compliance/Title-VI-Page>
- Voluntary Post-Meeting Survey: <https://portal.ct.gov/ctdotsurvey>
- A recording of the formal presentation will be posted to YouTube after the live event. Closed captioning, including non-English translations options, will be available at that time.

# Presentation Outline



- Introductions
- Study Overview
- Progress To-Date
- Next Steps



# Introductions



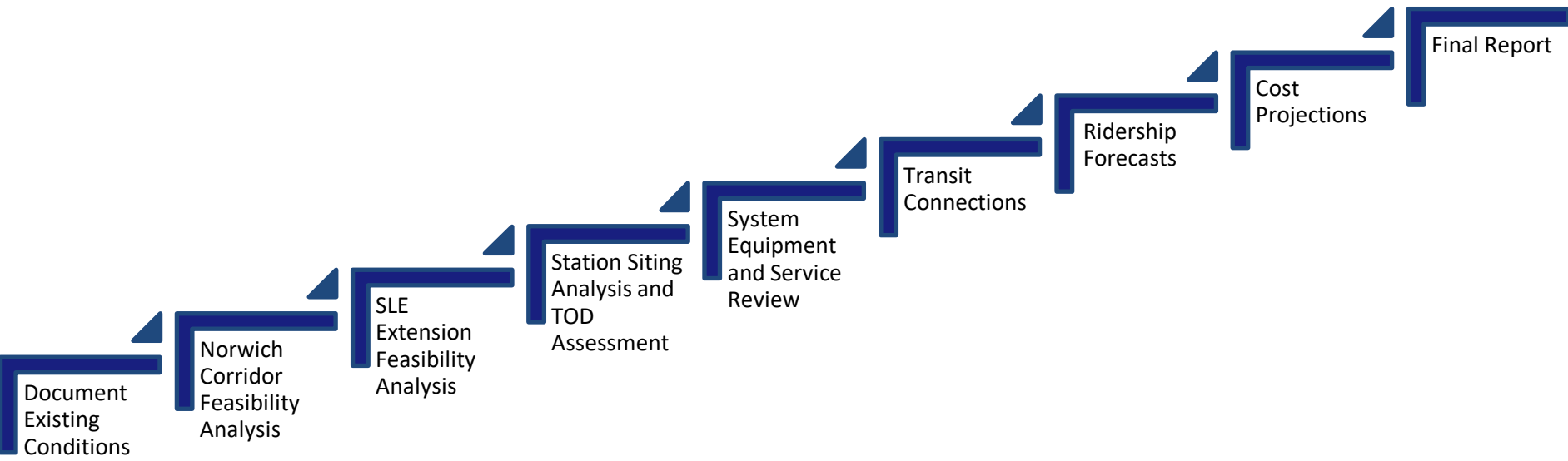
- Connecticut Department of Transportation
  - Bureau of Policy and Planning
    - Office of Strategic Planning and Projects
  - Bureau of Public Transportation
    - Office of Rail
    - Office of Transit and Ridesharing
  
- Consultant Team
  - AECOM
  - WSP
  - STV
  - Goman + York
  - Freeman Companies

# Study Overview and Legislative Direction



- Legislative study with direction to investigate the **feasibility of** and **market for**:
  - extending the Shore Line East rail service to the State of Rhode Island
  - establishing a new passenger rail service from the City of New London to the City of Norwich
  - establishing a new passenger train station in the Town of Groton and Stonington Borough
  - extending other ground transportation systems in the eastern region of the state and provide interconnectivity between such systems and rail lines
- A **feasibility study** is the first step in evaluating the viability of service in corridors. Then, depending on the findings, further, increasingly detailed studies and designs may follow.

# Study Scope & Timeline



## Engagement Activities

**Steering Committee**  
**(4)**

**Working Groups**  
**(2)**

**Public Survey & Meetings**  
**(2)**

**Targeted Interviews**  
**(20)**



# Working Groups



- **Municipal**
  - Met in June 2022
  - Followed up with survey of development plans
  - Met with Municipal Elected Officials in December 2022
- **Transit, Microtransit, Bike/Ped**
  - Met in June 2022
  - Followed up with data request/received additional data
- **Major Employers/Anchor Institutions**
  - Conducting individual interviews Fall -Winter 2022
- **Rail**
  - Met in October 2022
- **Customer-Focused**
  - Plan to meet in early 2023 following December public engagement

# Review of Existing Conditions and Preliminary Analyses



Study Area Demographics and Travel Patterns

Thames River Corridor Assessment

Conceptual Station Site Review

Transit-Oriented Development Corridor Scan

Corridor Capacity Analysis



Preliminary Feasibility Assessment (underway)



**Mystic Station**

# Study Area Demographics and Travel Patterns



**Downtown Norwich**

# Demographic Overview



## Eastern Connecticut Corridor Rail & Transit Feasibility Study

### Population Density

#### Legend

#### Study Area

- Municipal Boundaries
- Study Area Boundary

#### Rail Infrastructure

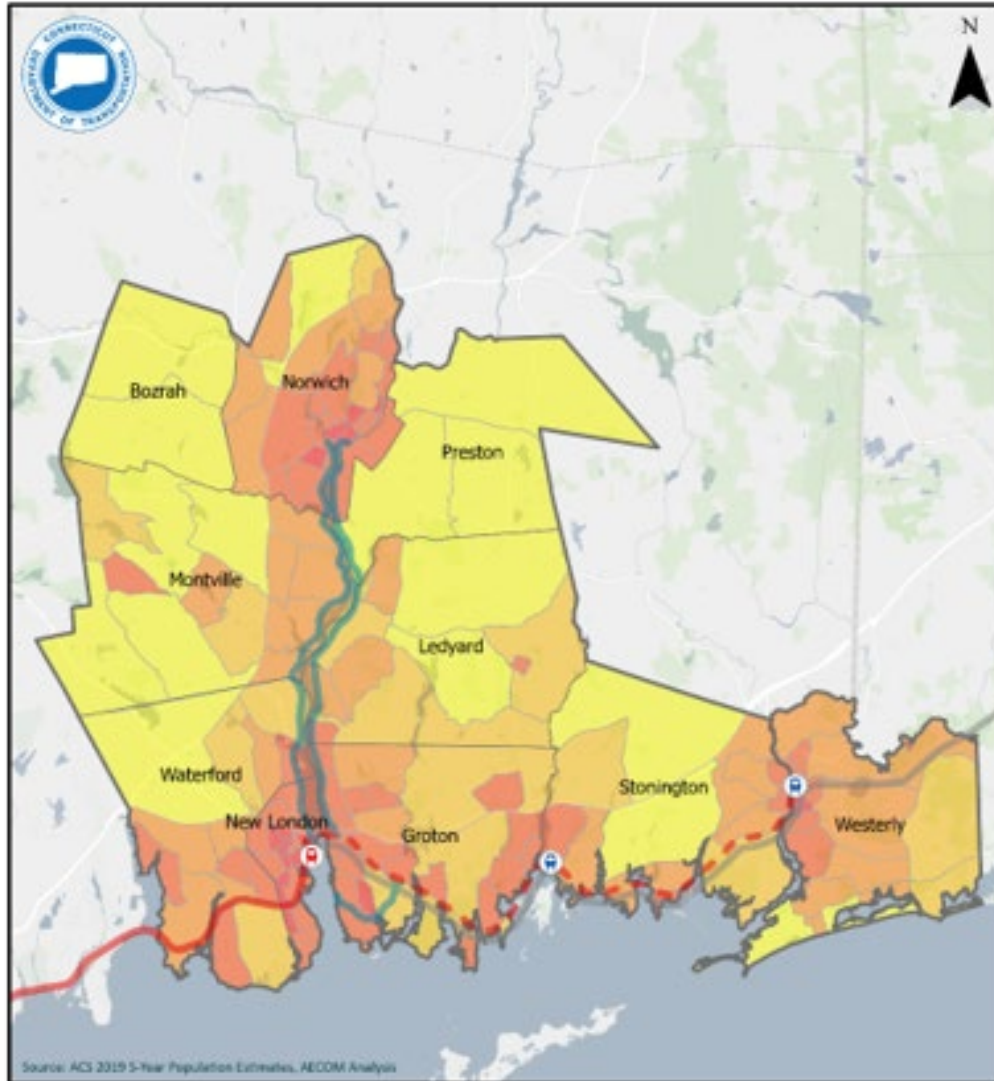
- SLE and Amtrak Station
- Amtrak Station

#### Rail Lines

- Proposed Service Extension
- Shore Line East
- Proposed Norwich Rail
- Northeast Corridor

#### Population Density

- ≤ 250
- 251 to 500
- 501 to 1,000
- 1,001 to 5,000
- > 5,000



Population and employment density is concentrated along the coast and the Thames River

# Environmental Justice Communities



## Eastern Connecticut Corridor Rail & Transit Feasibility Study Environmental Justice Populations

### Legend

#### Study Area

- Municipal Boundaries
- Study Area Boundary

#### Rail Infrastructure

- SLE and Amtrak Station
- Amtrak Station

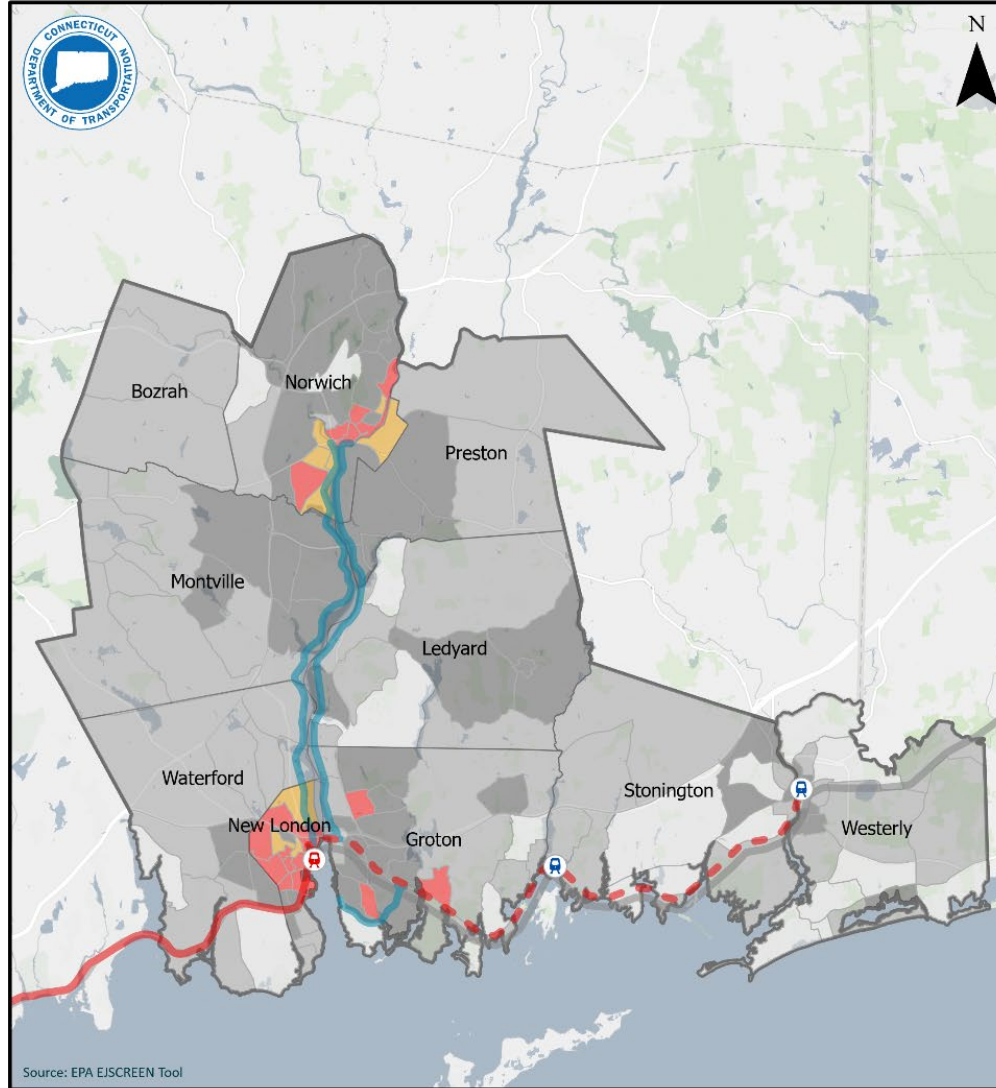
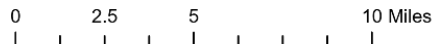
#### Rail Lines

- Proposed Service Extension
- Shore Line East
- Proposed Norwich Rail
- Northeast Corridor

#### Environmental Justice

##### Demographic Vulnerability Index

- Very Low Social Vulnerability
- Low Social Vulnerability
- High Social Vulnerability



EJ communities are concentrated in New London and Norwich with some pockets in Groton

# Regional Travel Patterns



## Eastern Connecticut Rail Study

Employment Destination Mapping

### Legend

#### Study Area

Study Area

#### Existing Stations

Shore Line East Station  
Amtrak Station

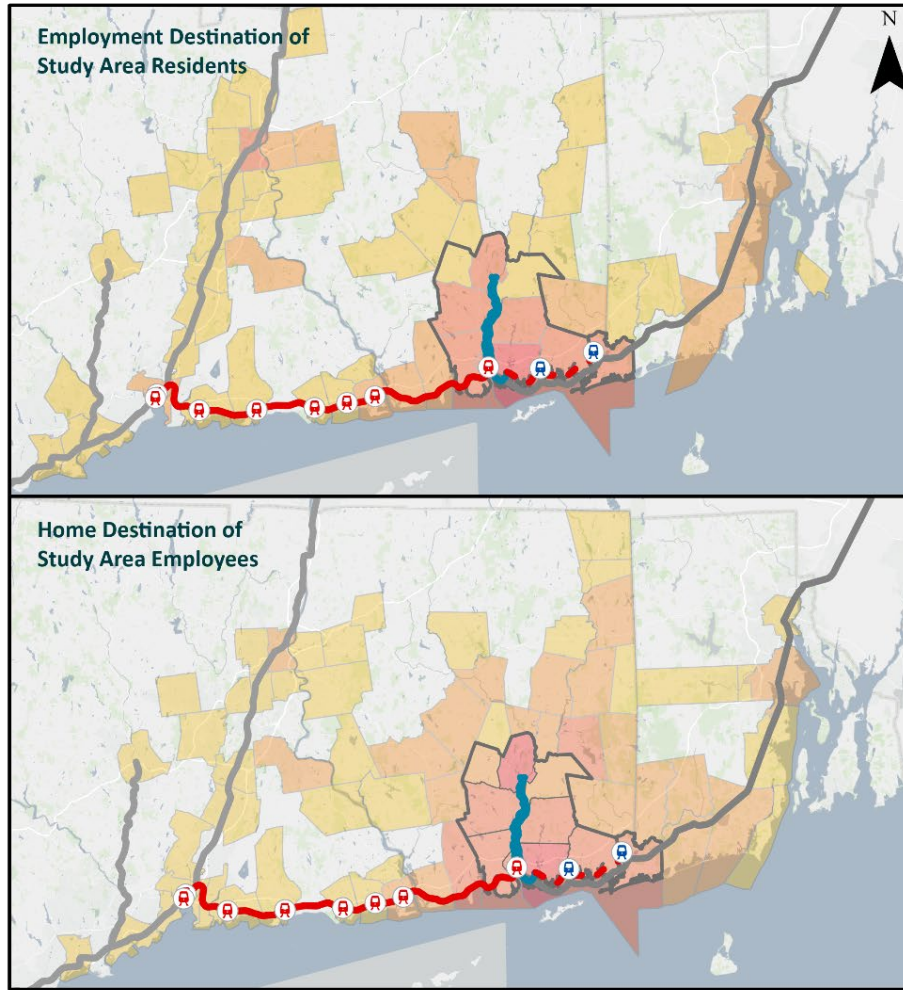
#### Rail Lines

Proposed Service Extension  
Shore Line East  
Proposed Norwich Rail  
Northeast Corridor

#### Employment Destination Mapping (employees)

≤200  
201 - 500  
501 - 2,000  
2,001 - 8,000  
>8,000

0 10 20 40 Miles

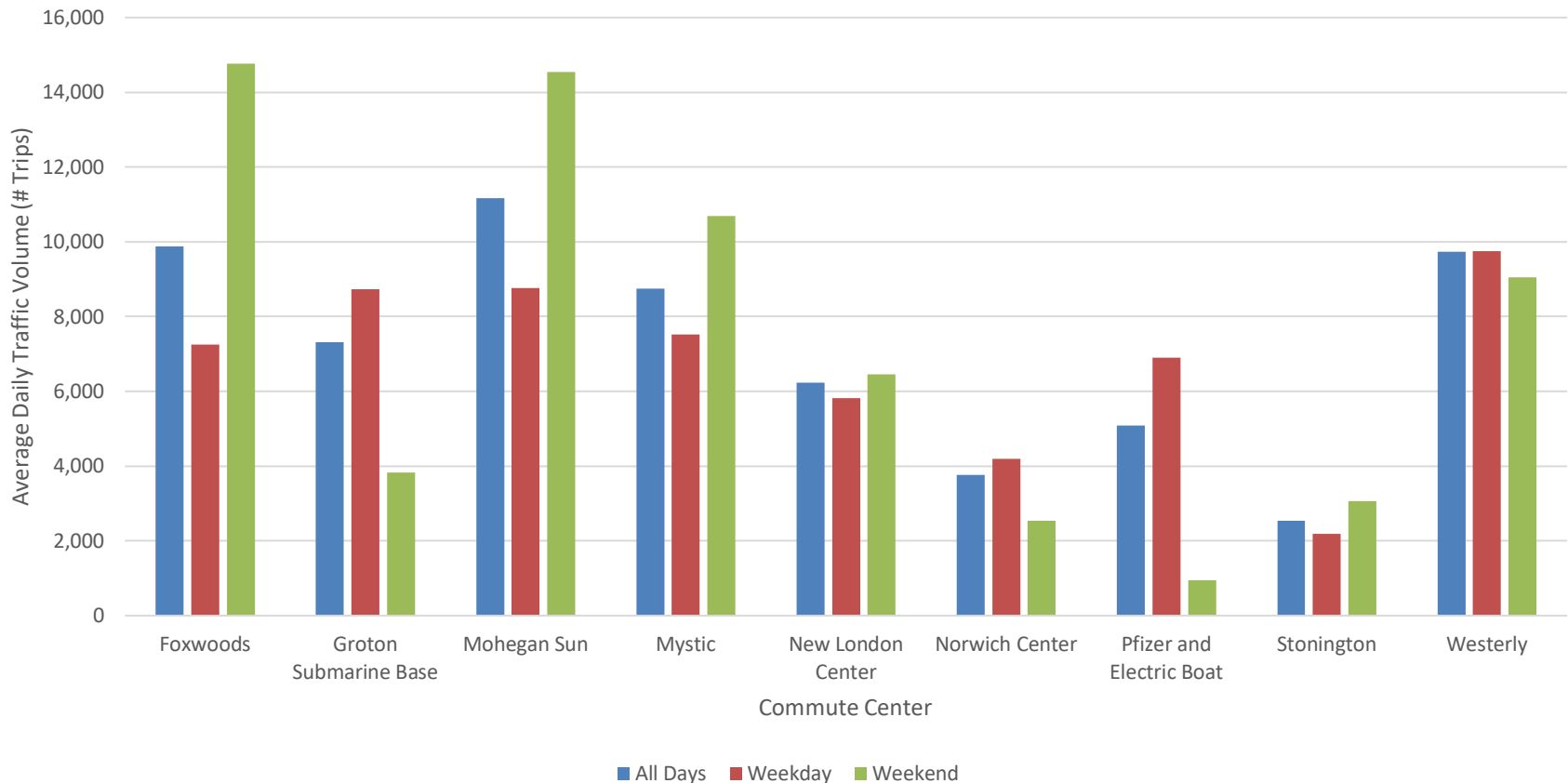


- People live and work in the study area and adjacent communities
- Outside the study area:
- Residents work north of the study area and in the Hartford and Providence metro areas
- Employees are coming from areas north/northeast of the study area and from the Hartford and Providence metro areas

# Activity Center Travel Patterns



Activity Center Average Daily Traffic Volumes



# Existing Transit and Active Transportation Options



SEAT Bus in New London



# Existing Transit Services



## 9

### Transit/Rail Providers Operate in the Area

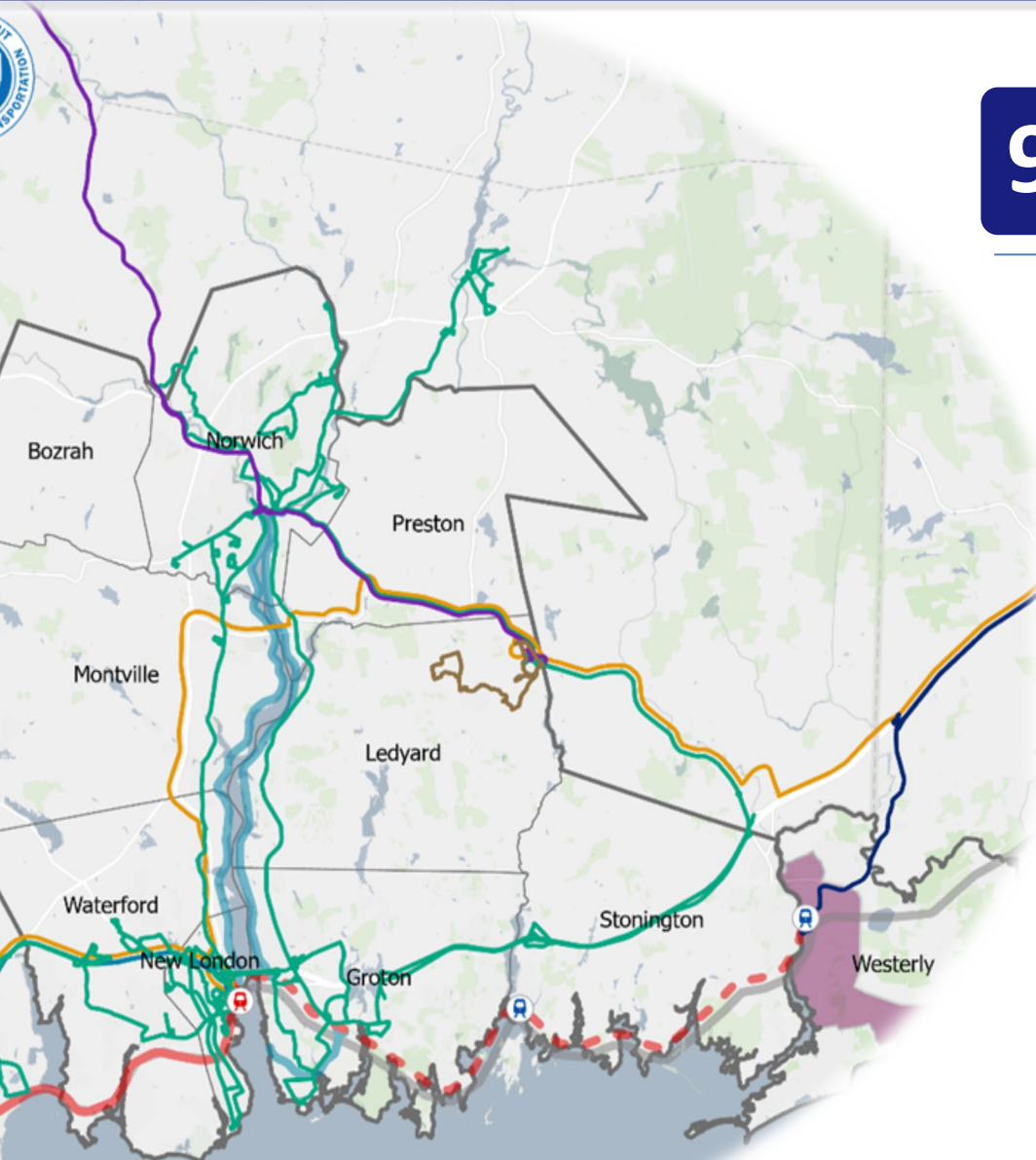
- 16 Regional Amtrak trains daily at New London, 8 at Mystic
- 23 SLE trains daily at New London
- 21 bus routes
- 3 on-demand services
- 2 intercity bus routes
- 4 ferry routes



### Active Transportation



- Multi-use trail in Norwich
- On-road bike paths in the downtown New London and Groton areas



# Thames River Corridor Assessment



Example Grade Crossing with Severe Heaving

# Thames River Corridor Assessment



- Both corridors (east and west side of the Thames River) are owned and operated by Genesee and Wyoming Inc.
- Freight activity is currently 1-2 trains/day on east and west sides
- Upgrading to operate passenger service on the corridors requires substantial capital upgrades and geometric alignment as identified through visual inspection
- Preliminary capital upgrade costs will be estimated



# Thames River Corridor Assessment



- Numerous follow-up studies/testing if appropriate (beyond the scope of this study)
  - Bridge Inspection/Load Rating
  - Grade Crossing Inspection
  - Utility Coordination
  - Positive Train Control (PTC) Feasibility, etc.



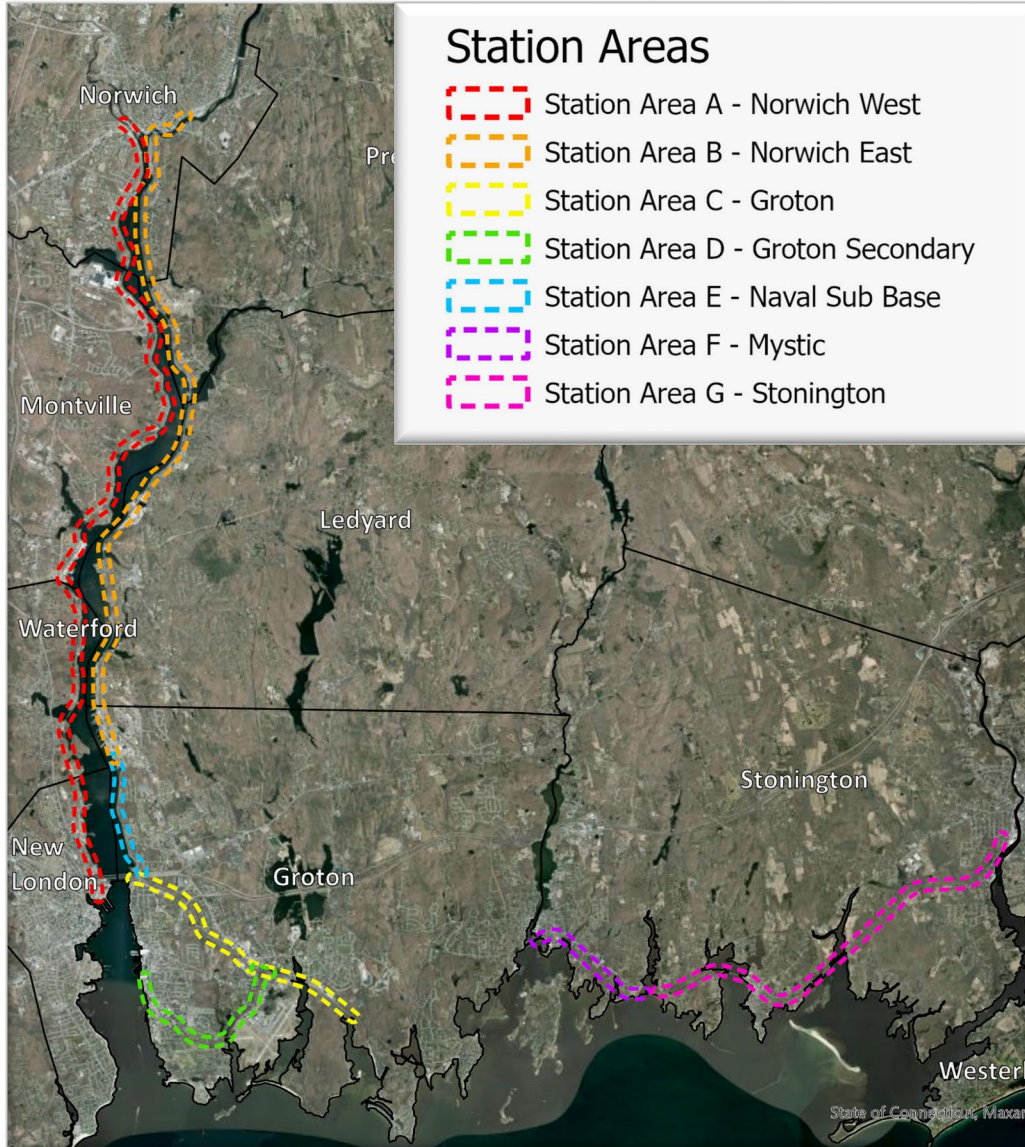
**Union Station, New London**

# Conceptual Station Site Review



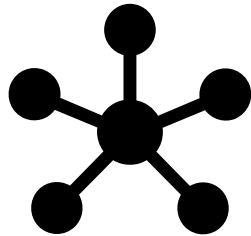
**Overlooking the tracks in Stonington**

# Conceptual Station Review

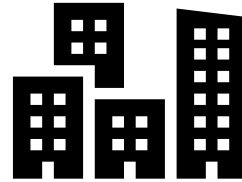


- Identified seven distinct station area zones.
- Identified potential terminus and/or intermediate stop locations within each station area zone.
- Conducted initial existing conditions assessment of selected locations and compiled high level site data.

# Conceptual Station Review



Site Constraints



Compatibility with  
Surrounding Land Uses



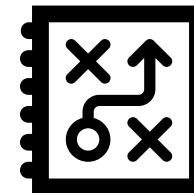
Market Development  
Potential



Environmental  
Considerations



Transit-Supportive  
Land Use



Operational Feasibility

Cataloged conditions will inform further analysis in this study, which will recommend potential priority station sites based on this and other existing conditions assessments.

# Example Conceptual Station Review



## Preliminary Review

Tenth of a mile from US Route 1

Proximate to commercial hub and residential communities

Located within Groton Enterprise Zone and Airport Development Zone

Currently zoned as Neighborhood Commercial

Site is privately owned

Site is flat but the railroad ROW is on an embankment

Located within the 500-year flood risk area and wetland designated areas

SEAT Routes 11 and 108 serve the area with local and regional service

Sidewalks on both sides of US Route 1 and Poquonnock Road

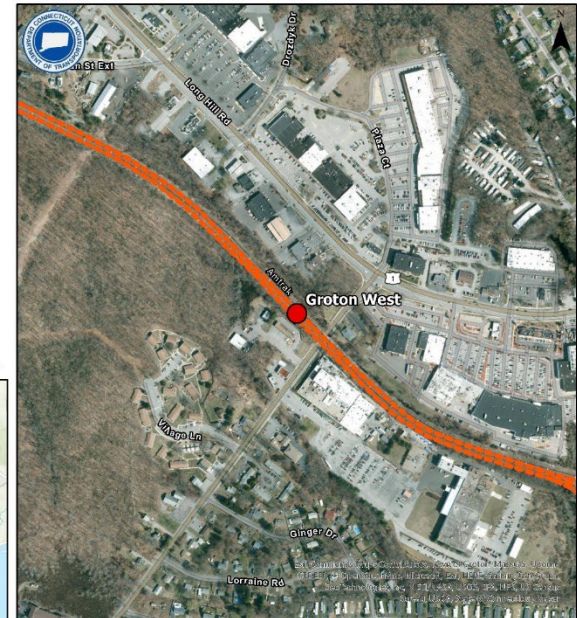
## Groton West

Eastern Connecticut  
Corridor Rail & Transit  
Feasibility Study  
Potential Station Location

### Legend

- Potential Station Location
- Railroad

0 0.05 0.1 0.2  
Miles





# Transit-Oriented Development (TOD) Corridor Scan



**Looking downtown from Westerly  
Station**

# Factors and Implications for TOD



## *TOD Focus Area: 2-mile buffer along the possible rail corridors*

### Highlights within the **TOD Focus Area:**

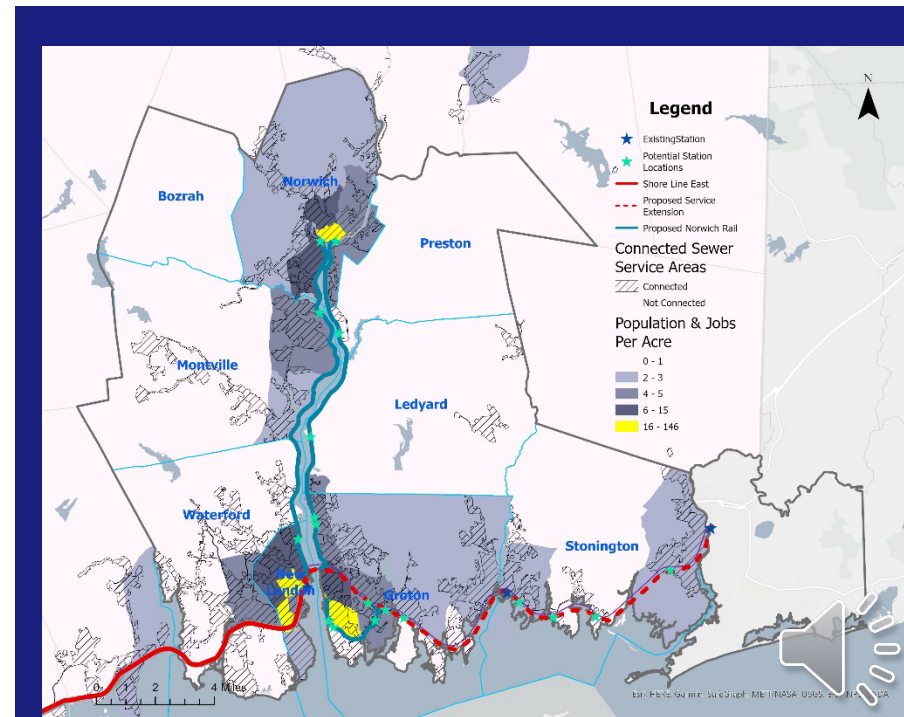
- Base of 6 of the region's 8 major employers
- Concentration of office buildings and multifamily housing in New London and Norwich, as well as Mystic (offices) and Groton (housing)
  - Similar patterns for combined population and job density
- Dispersed retail nodes

### Historic Challenges:

- Aging and shrinking population
- Slow or negative employment growth
- Lack of modern housing
- Limited mobility options

### Opportunities with Projected Growth:

- New transit investment
- Improved travel times
- Direct connections to local employers



# Corridor Capacity Analysis



***CTrail* Shore Line East Train**

# Corridor Capacity Analysis



## Preliminary analysis findings

### Thames River

**WEST:** Increase from limited freight operations (1-2 per day) to both freight and potential passenger services

**EAST:** Increase once-per-day local freight operation to both freight and potential passenger services

### Possible SLE Extension

Conceptually feasible: one commuter train per hour in each direction between Westerly and New London  
Added possibility: second commuter train each hour

## Key factors included in the analysis

- Track infrastructure and train control/signal systems
- Station and freight facility infrastructure
- Presence of movable bridges
- Equipment assumptions (storage)
- Current and proposed schedules
- Maximum and average speeds over the section; speed differential between types of services

# What's Next?



## Next Steps

- Complete preliminary feasibility assessment (*Early 2023*)
- Use assessment to define path forward
  - Refine corridors and possible station sites
  - Conduct more detailed market and TOD analysis
  - Identify rail and transit service options
  - Estimate ridership potential and costs
- Use results to inform decision-making around further study in each corridor

## Upcoming Engagement

- Updates on Study Website
- Customer-Focused Working Group meeting in early 2023
- Steering Committee Meeting in January



[Study Website](#)

# Eastern CT Corridor Rail and Transit Feasibility Study

## Contact Information

CTDOT Project Manager

Elise Greenberg

[DOTplanning@ct.gov](mailto:DOTplanning@ct.gov)

Study Website

<https://portal.ct.gov/Eastern-CT-Rail>

Scan the QR  
code to access  
the survey

English →



Español →



中国人 →



Kreyòl  
ayisyen →

