

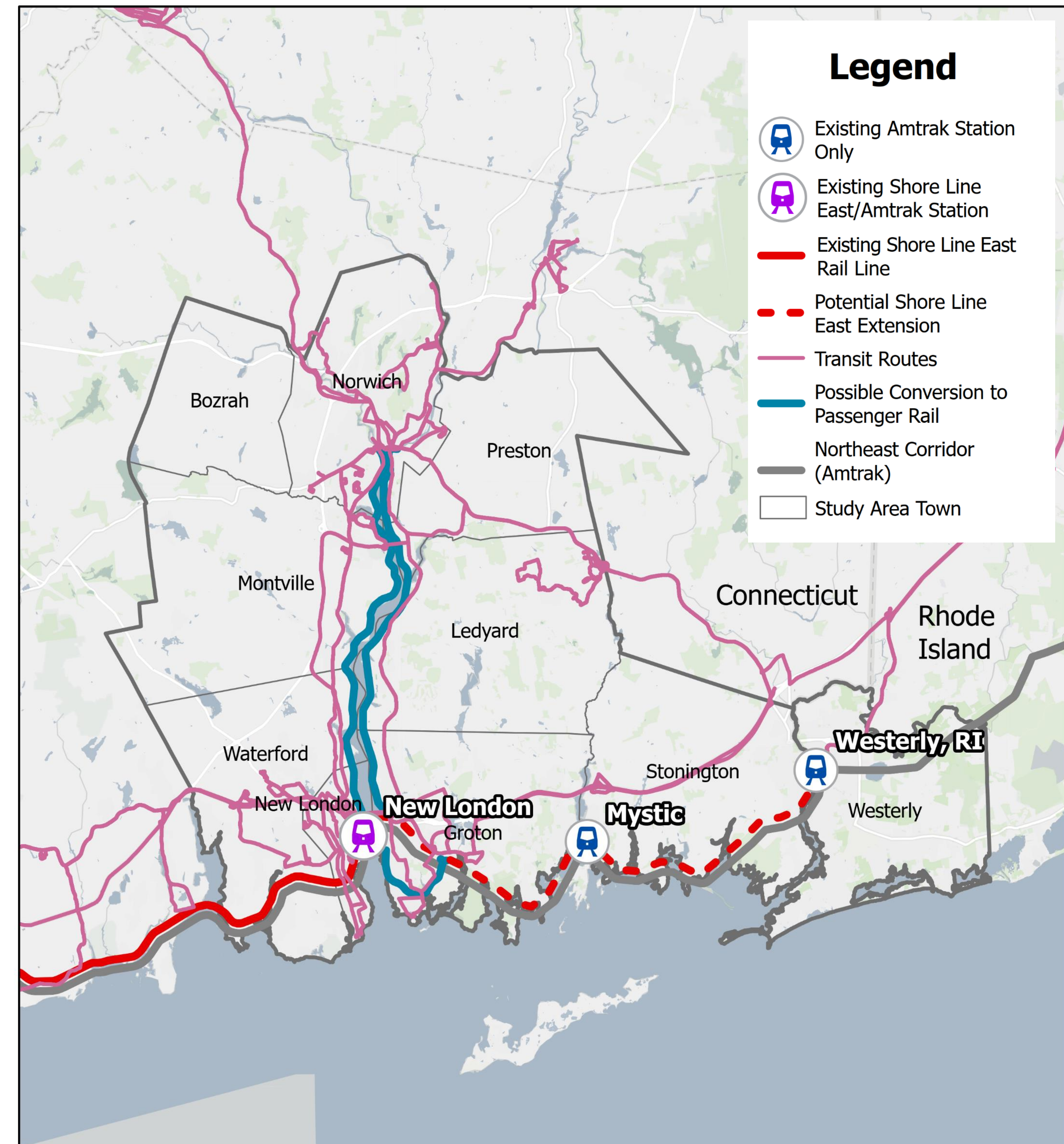
# Study Overview



- 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.

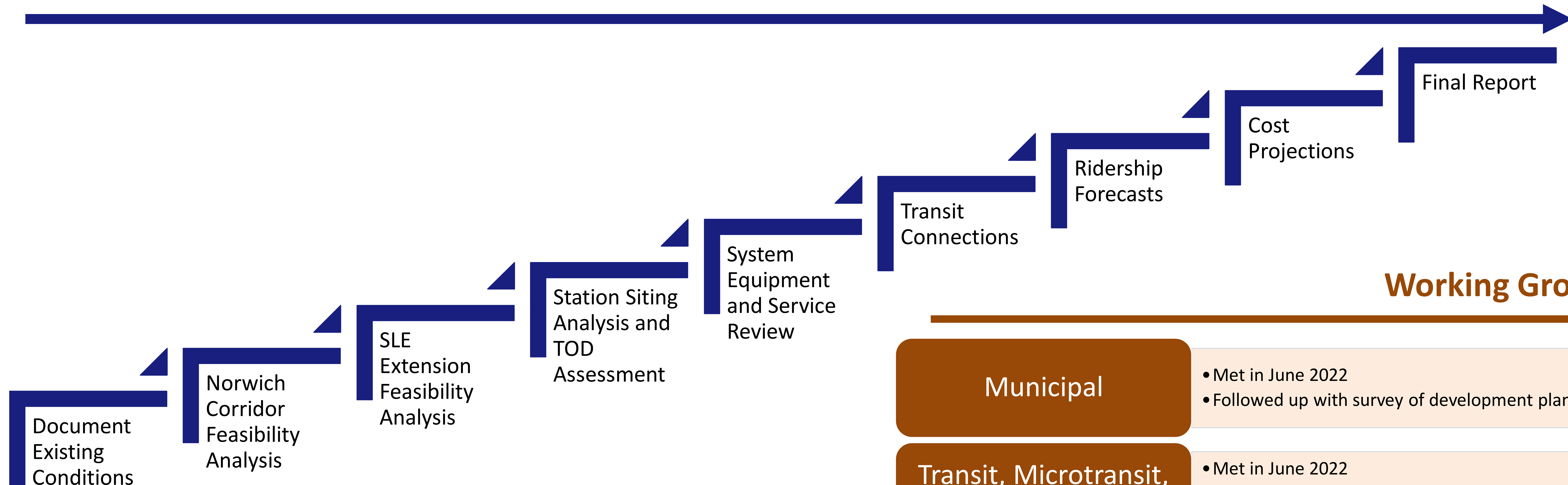




# Study Timeline and Engagement Strategy



## Timeline



## Working Groups

Municipal	<ul style="list-style-type: none"> <li>Met in June 2022</li> <li>Followed up with survey of development plans</li> </ul>
Transit, Microtransit, Bike/Ped	<ul style="list-style-type: none"> <li>Met in June 2022</li> <li>Followed up with data request/ received additional data</li> </ul>
Major Employers/ Anchor Institutions	<ul style="list-style-type: none"> <li>Conducting individual interviews Fall -Winter 2022</li> </ul>
Rail	<ul style="list-style-type: none"> <li>Met in October 2022</li> </ul>
Customer-Focused	<ul style="list-style-type: none"> <li>Plan to meet in early 2023 following December public engagement</li> </ul>

## Engagement Activities

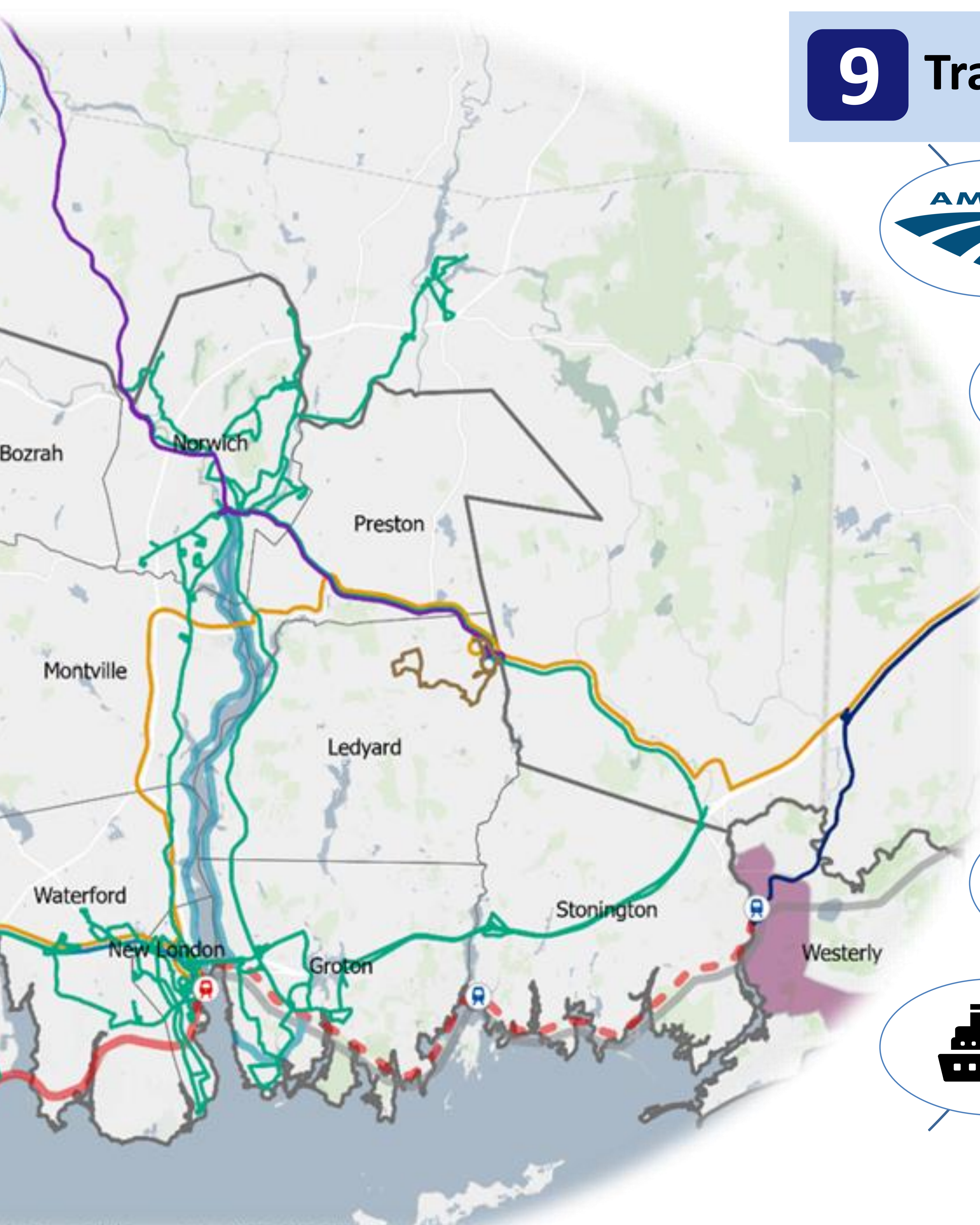
Steering Committee (4)	Working Groups (2)	Public Survey & Meetings (2)	Targeted Interviews (20)
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# Existing Transit Service



## 9 Transit/Rail Providers Operate in the Area



16 Regional Amtrak trains daily at New London, 8 at Mystic



23 Shore Line East trains daily at New London



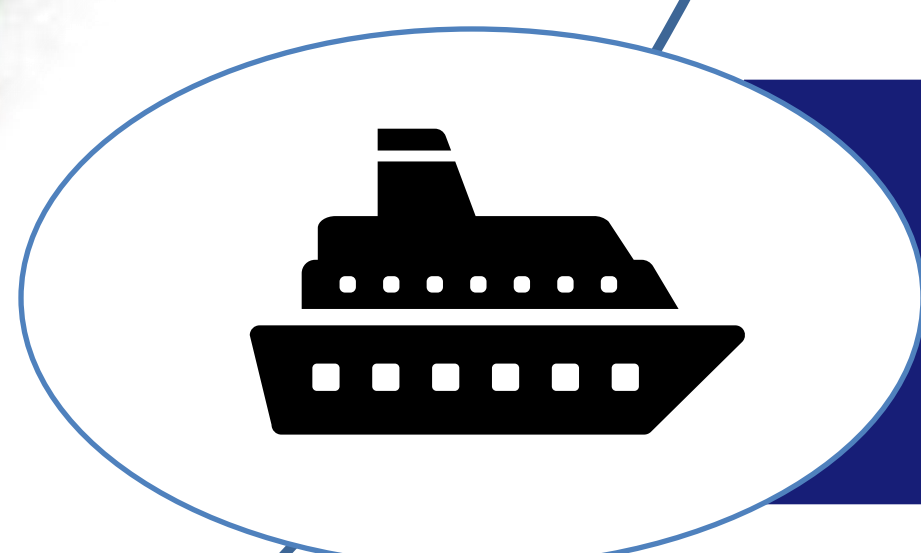
21 bus routes



3 on-demand services



2 intercity bus routes



4 ferry routes

cket Pequot Tribal Transportation; WRTD; SEAT; RIPTA; 9 Town Transi; G



# Study Area Activity Centers

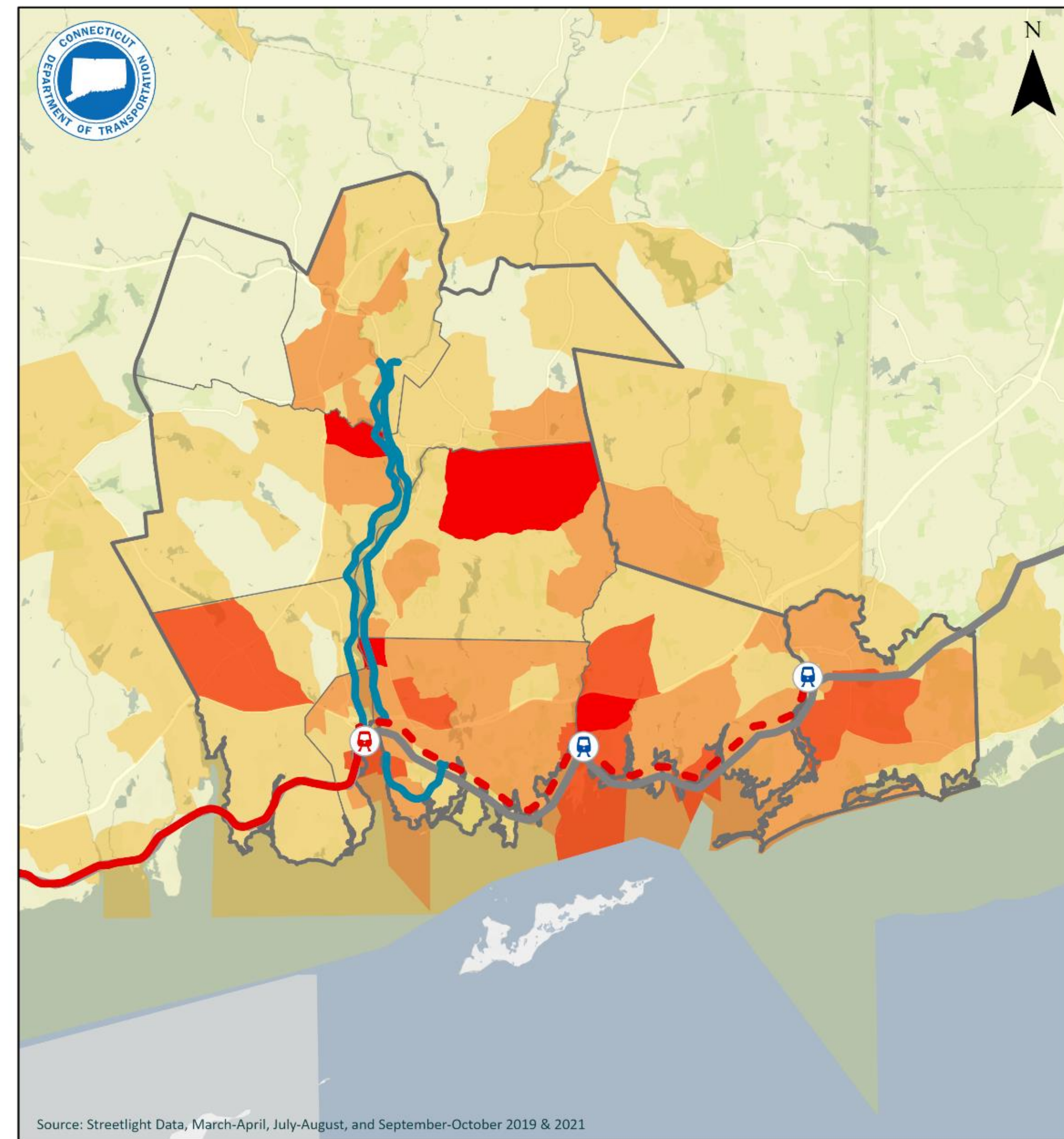
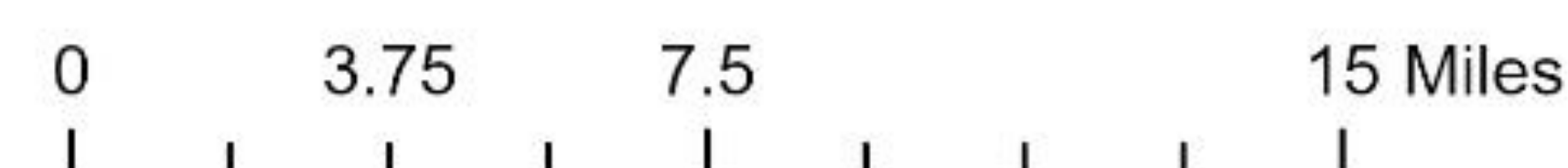


Activity Center (Destination)	Average Daily Traffic Volume
Mohegan Sun	11,163
Foxwoods	9,876
Westerly	9,728
Mystic	8,747
Groton Submarine Base	7,307
New London Center	6,236
Pfizer and Electric Boat	5,078
Norwich Center	3,759
Stonington	2,531
<b>Total</b>	<b>64,425</b>

## Eastern Connecticut Corridor Rail & Transit Feasibility Study Commute Center Origin Traffic Volumes

### Legend

- Study Area**
  - Study Area Towns
  - Study Area
- Existing Stations**
  - Shore Line East Station
  - Amtrak Station
- Rail Lines**
  - Proposed Service Extension
  - Shore Line East
  - Proposed Norwich Rail
  - Northeast Corridor
- Average Daily Origin Traffic (Vehicles)**
  - 0 - 74
  - 75 - 255
  - 256 - 524
  - 525 - 910
  - 911 - 3,040



Source: Streetlight Data, 2019 and 2021



# 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
- 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.



# Conceptual Station Site Review



Conducted initial existing conditions assessment of selected locations and compiled high level site data.

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

Identified potential terminus and/or intermediate stop locations within each station area zone.

**Site Constraints**

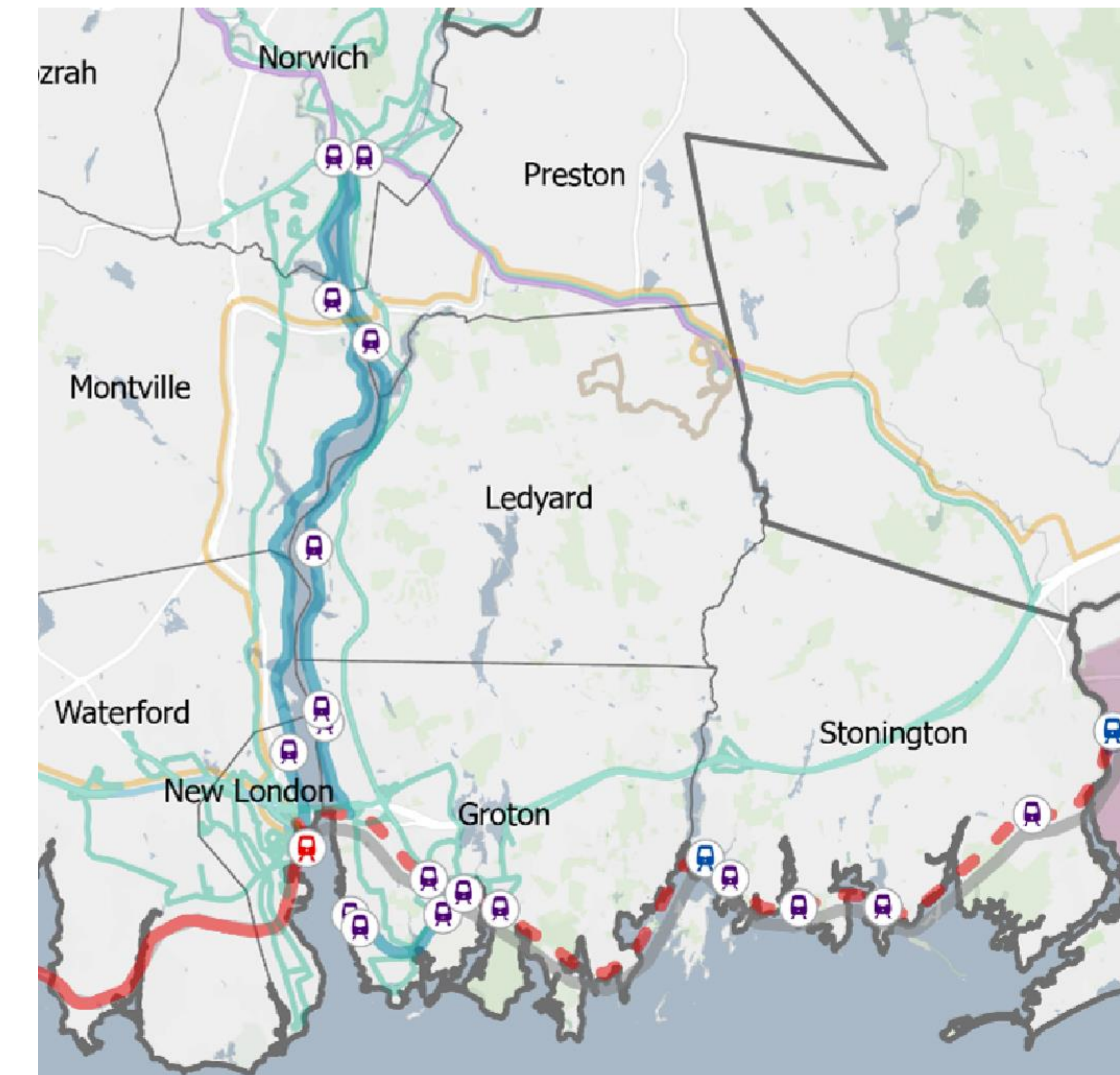
**Environmental Considerations**

**Operational Feasibility**

**Transit-Supportive Land Use**

**Compatibility with Surrounding Land Uses**

**Market Development Potential**



## Example 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

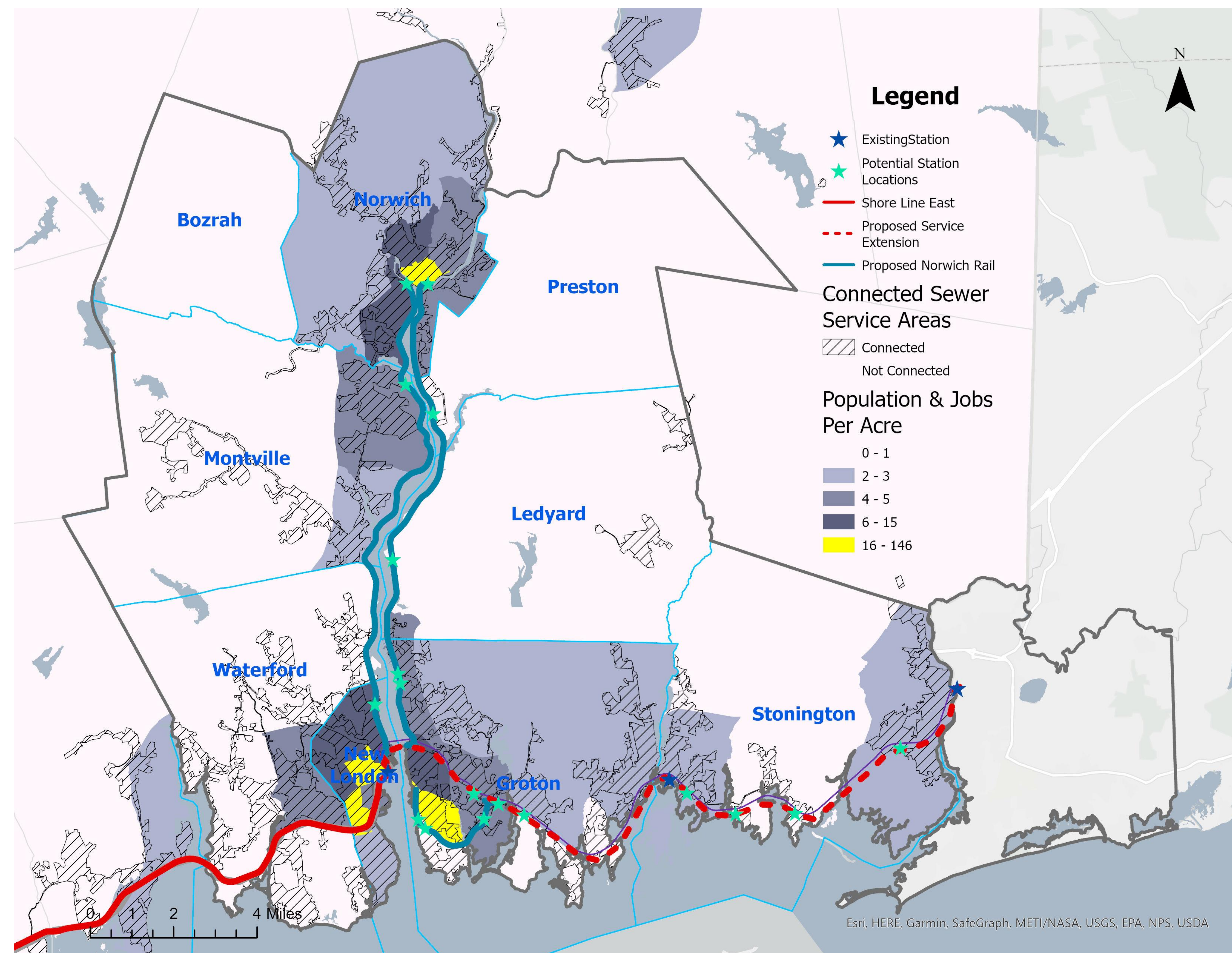




# Transit-Oriented Development (TOD) Corridor Scan



- Historic Challenges:
  - Aging and shrinking population
  - Slow or negative employment growth
  - Lack of modern housing
  - Limited mobility options
- Opportunities:
  - New transit investment
  - Improved travel times to regional employment destinations
  - Direct connections to local employers

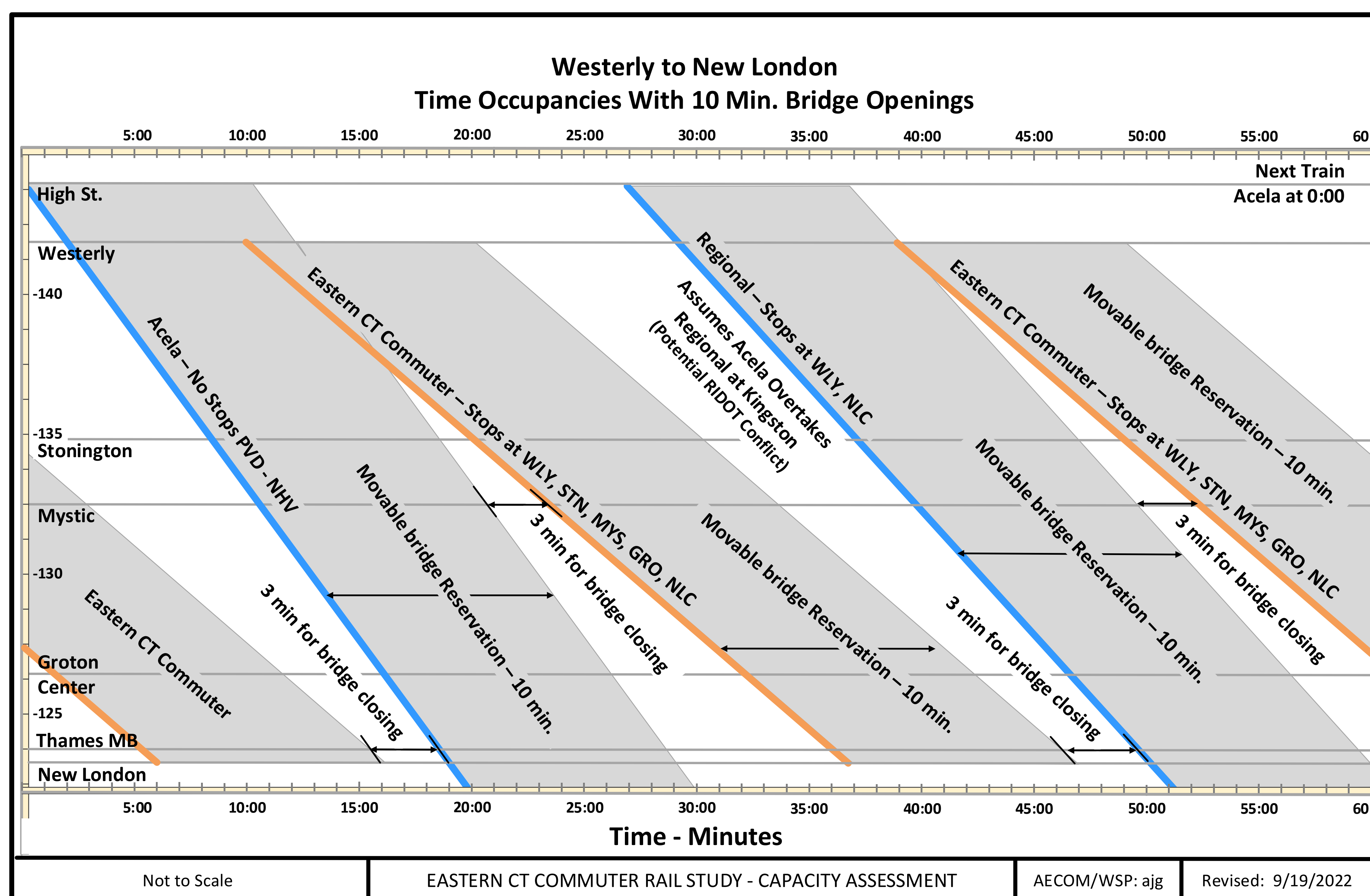
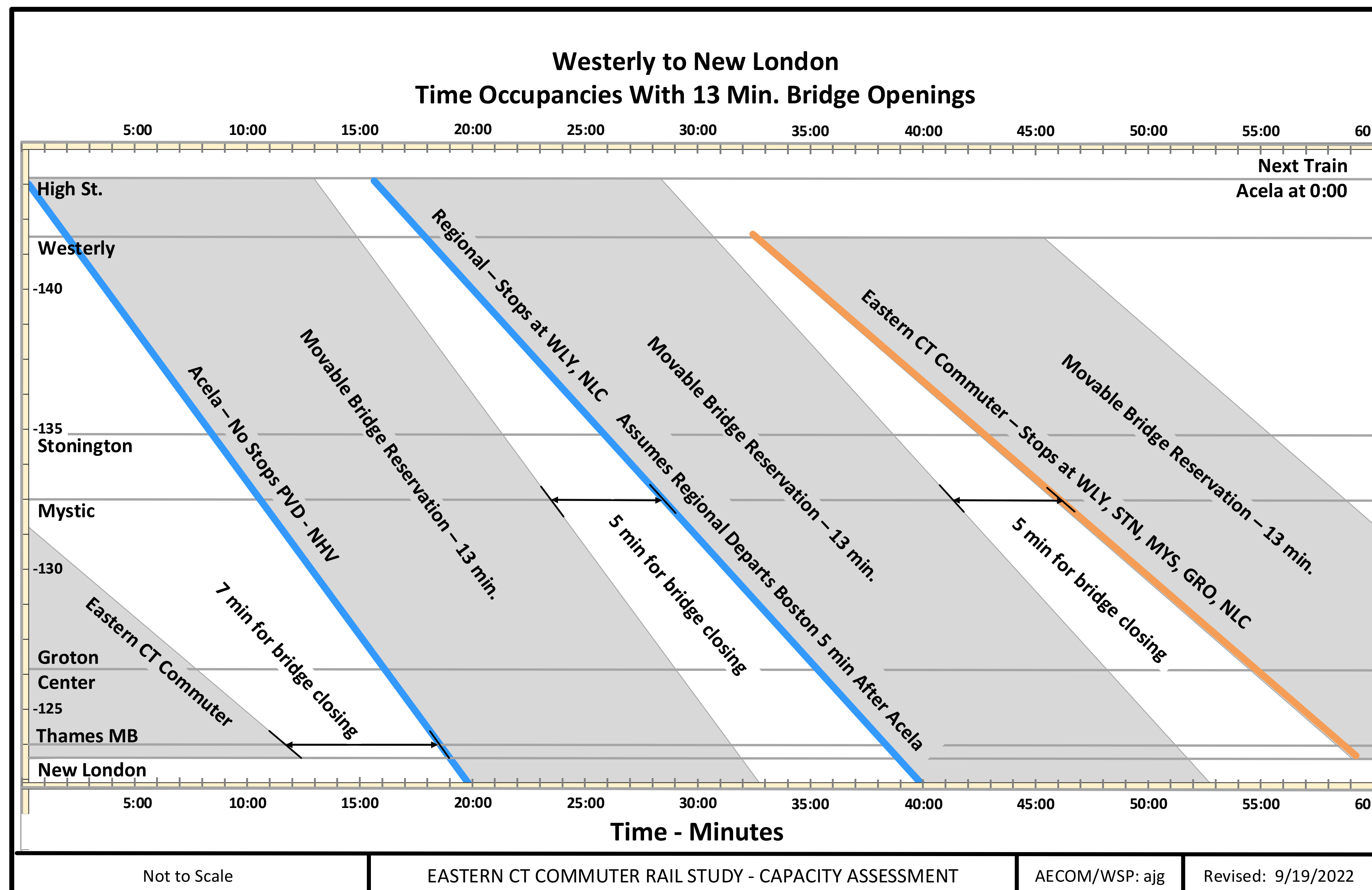




# Corridor Capacity Analysis



## New London – Westerly: Movable Bridge Constraints



## Thames River Corridor

### West Side Needs

- Passing siding for passenger trains at New London off the NEC and clear of all yard operations
- Long Lead Track or Double Track approaching the New London Yard port facilities
- Potential mid-point passing track between New London and Norwich able to hold a road freight train (also likely needed for passenger service)
- Potential lead track extensions of industrial sidings able to hold a local freight train
- Passing siding at Norwich for freight trains, north of the passenger station, or double track approaching the Norwich passenger station.

### East Side Needs

- Passing siding for passenger or freight trains at Groton on the east corridor track clear of the NEC
- Potential mid-point passing track between New London and Norwich able to hold a local freight train or passenger train
- Potential lead track extensions of industrial sidings able to hold a local freight train
- Ability to hold a freight train north of the passenger station, without interfering with grade crossings, etc.



# 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 design-making around further study in each corridor

## Study Contact Information

- CTDOT Project Manager  
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- Visit the study website for more information and updates

