



Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, Plainville, Southington and New Britain

New Britain Collaborative Planning Workshop
October 4, 2016





About **CRCOG** CAPITOL REGION COUNCIL OF GOVERNMENTS Working together for a better region.

- CRCOG is one of nine regional councils of governments in the state
- We serve Hartford and the surrounding 37 communities
- We work on:
 - Land use planning
 - Transportation planning
 - Share municipal services
 - Cooperative purchasing
 - Hazard mitigation and more
- CRCOG initiated this study in 2015 to help close the final gap in the Farmington Canal Heritage Trail

What to Expect Tonight

- Welcome and Introductions
- Project Update
- Community Values Exercise
- Star Analysis Mapping Exercise
- Group Report Out
- Next steps
- Conclusion



Purpose of Meeting

- To learn from you about your community through a couple of exercises.
- We will be rolling up our sleeves and working together to solve this puzzle.



Objectives of the Study

1. Close the Gap in the Farmington Canal Heritage Trail through Southington and Plainville
2. Identify a connection to the CTfastrak station in downtown New Britain

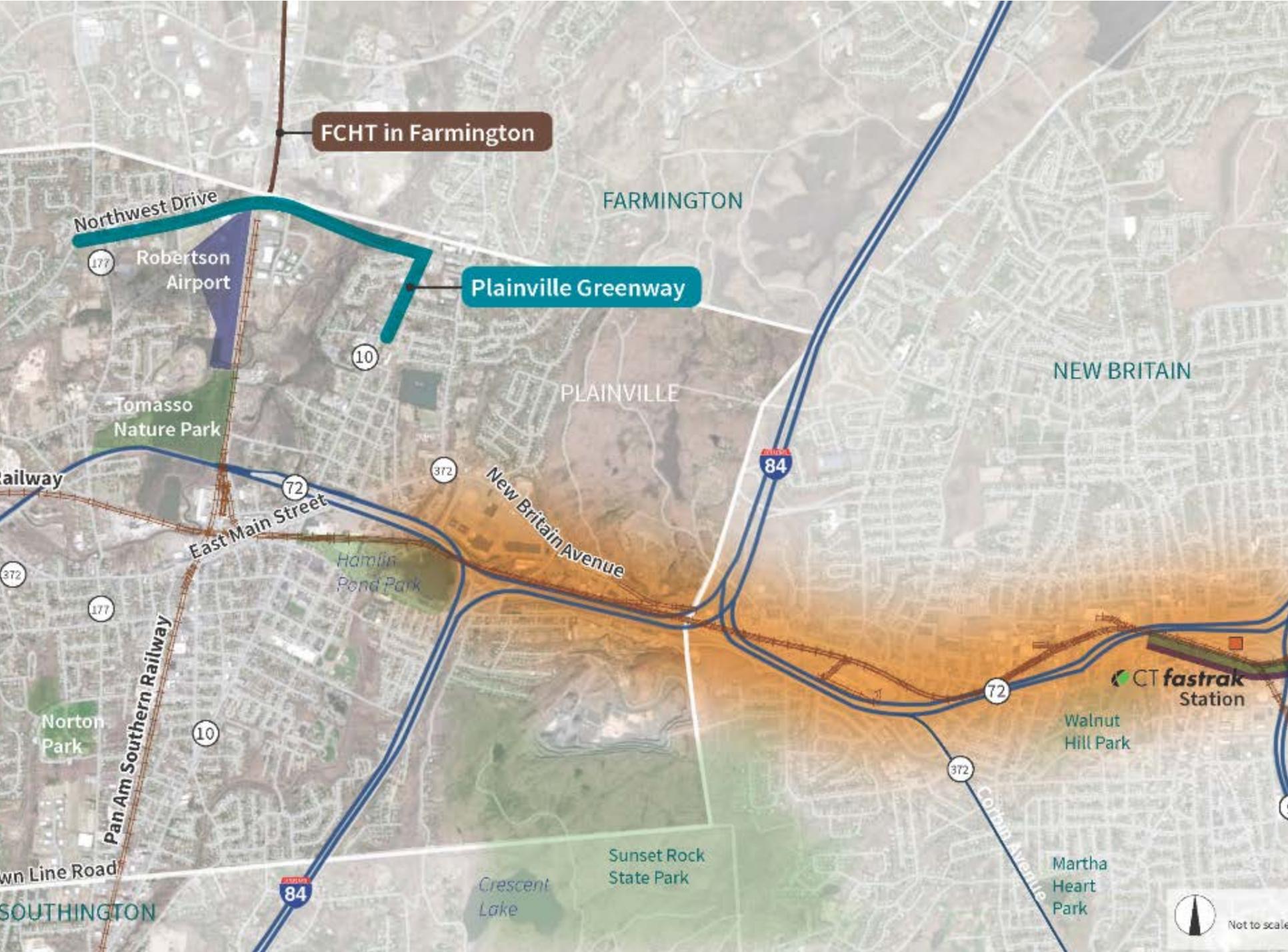


Vision Statement

“The vision for the Farmington Canal Heritage Trail and CTfastrak Gap Closure study is to connect the communities with a world-class multi-use trail that closes the gap in the Farmington Canal Heritage Trail (FCHT) through the towns of Southington and Plainville with a connection to the CT **fastrak** station in downtown New Britain. These links will prioritize safety, comfort, and mobility for all users, regardless of age or ability, through cohesive and attractive trails that promote economic and community vitality.”

What is this Study?

- Study to determine corridor for closing the gap in FCHT
 - Plainville and Southington
- This has been studied before, has not progressed due to difficulty of Plainville section
 - Active Rail Line
- Connection from Plainville to the *CTfastrak* station in New Britain
 - Provide an alternate means for residents to access *CTfastrak*
- CRCOG, CTDOT and Towns want this trail completed (last in the corridor)
 - When complete the FCHT will traverse over 84 miles from New Haven, CT to Northampton, MA
 - It will serve both recreational users and commuters



FCHT in Farmington

FARMINGTON

Plainville Greenway

NEW BRITAIN

PLAINVILLE

84

72

372

New Britain Avenue

East Main Street

CTfastrak Station

Walnut Hill Park

72

372

Cornell Avenue

Martha Heart Park

Sunset Rock State Park

Crescent Lake

Hamlin Pond Park

Tomasso Nature Park

Robertson Airport

177

10

372

177

10

Pan Am Southern Railway

railway

Norton Park

SOUTHINGTON



Not to scale

Why is this Being Done?

- Need to have a defined alignment to access funds for design and construction
- This will allow the communities to define sections and plan for the project
- Allow the communities to plan for this development as other development comes into the community

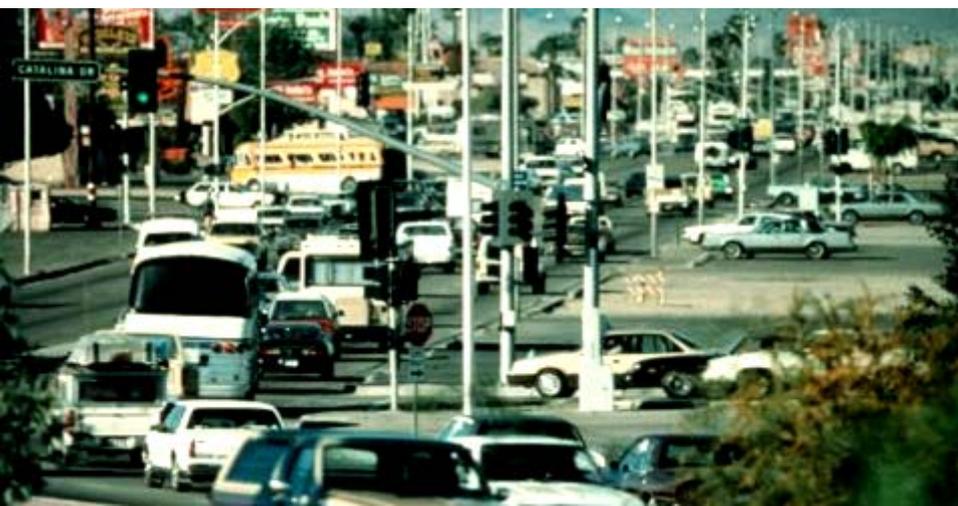


Healthy Communities





*Now that we
are here ...
What can we
do?*





Which focus of investment shown in the two panels to the right brings about the greatest good for a society?

Places for people, or places for cars?



We have become a society that pokes fun at our lack of common sense.

We have made access to housing transportation and health most available to those with wealth.

These effects have raised our cost of living, and reduced our quality of life.





Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Canal Road

Orange Beach, Alabama



Economics

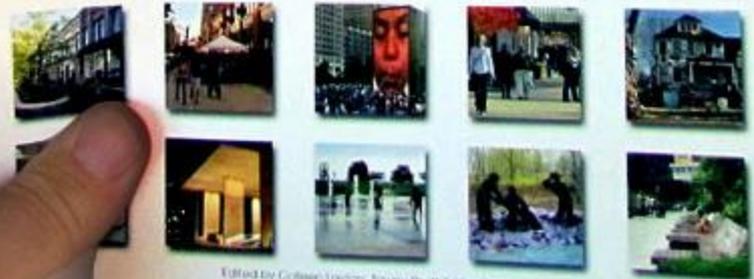


Economics of Trail and Walkability Investments

- A 1 percent increase in walkability yielded \$1,329 increase in property values (CEO's of America (\$800 to \$1,400/point increase))
- Dollar for dollar spent on infrastructure building for walkability costs 1:24 of providing for the auto
- Building trails and sidewalks employs 7 times more people with jobs than money spent on other transportation infrastructure
- An average bicycle tourist leaves \$175/day behind in the community they visit



The Economics of Place: The Value of Building Communities Around People



Edited by Colleen Latham, Sonny Pruitt & Kim Calwood

Two Ways To Grow



Property Taxes:

↓ **29%**

↑ **22%**

Air Pollution:

↓ **86%**

↑ **5%**

Neighborhood Quality:

↑ **19%**

↓ **11%**

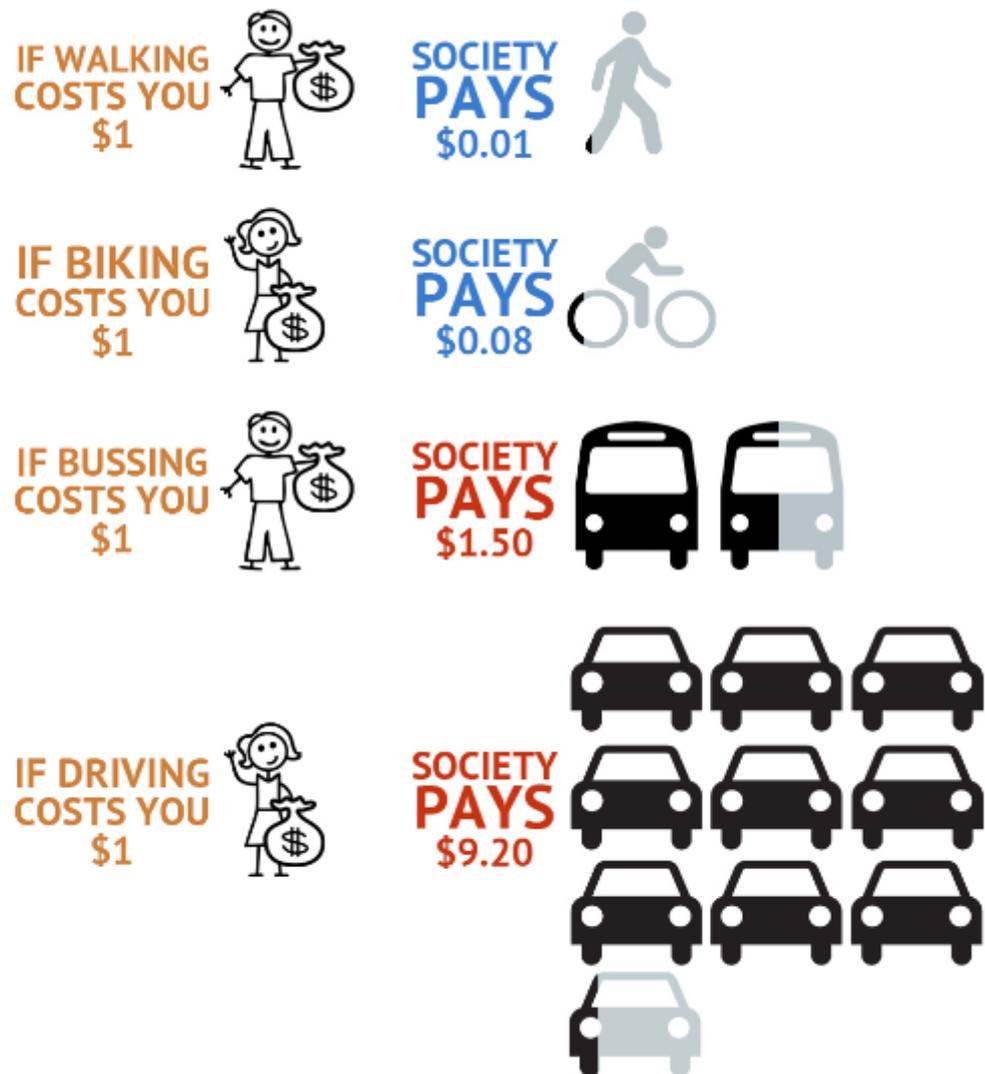
How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.

The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full-cost accounting." While there are many ways of doing this, this infographic shows one example of how those costs and charges can be calculated.





Aging In Place



Aging-in-place means remaining in one's home safely, independently, and comfortably, regardless of age, income, or ability level. It means the pleasure of living in a familiar environment throughout one's maturing years, and the ability to enjoy the familiar daily rituals and the special events that enrich all our lives.

(National Association of Home Builders)



Demographics & Change



Family Friendly



Health Through Active Transportation



Most Americans contemplating a move to a new city want to know how walkable that city is, and how much choice they will have in moving about.

Corporations want to retain (or hire) the best. Those families want trails.





Applying Principles



Eyes on the Trail



Anticipate future needs and uses



Stop Favoring the Car



Low Speed, low action



Higher speed more separation



Minimize conflicts by speed, volume, complexity



Separate motorized
from non-motorized



Separate by
applying new ways
to use a road



Separate wheels
from heels



First Mile, Last Mile: Cool Tools to Apply

First mile and last mile portions of a journey matter. We must close sidewalk gaps, create place, and complete all of our principal streets if we are to have successful trails.





Bicycle Boulevards



Volunteerism, local history and character



Use Trails as Links



Paint new lanes,
Narrow Travel
Lanes



Separation
(boosts use from
10% to 60% of
population (600%
increase in use))



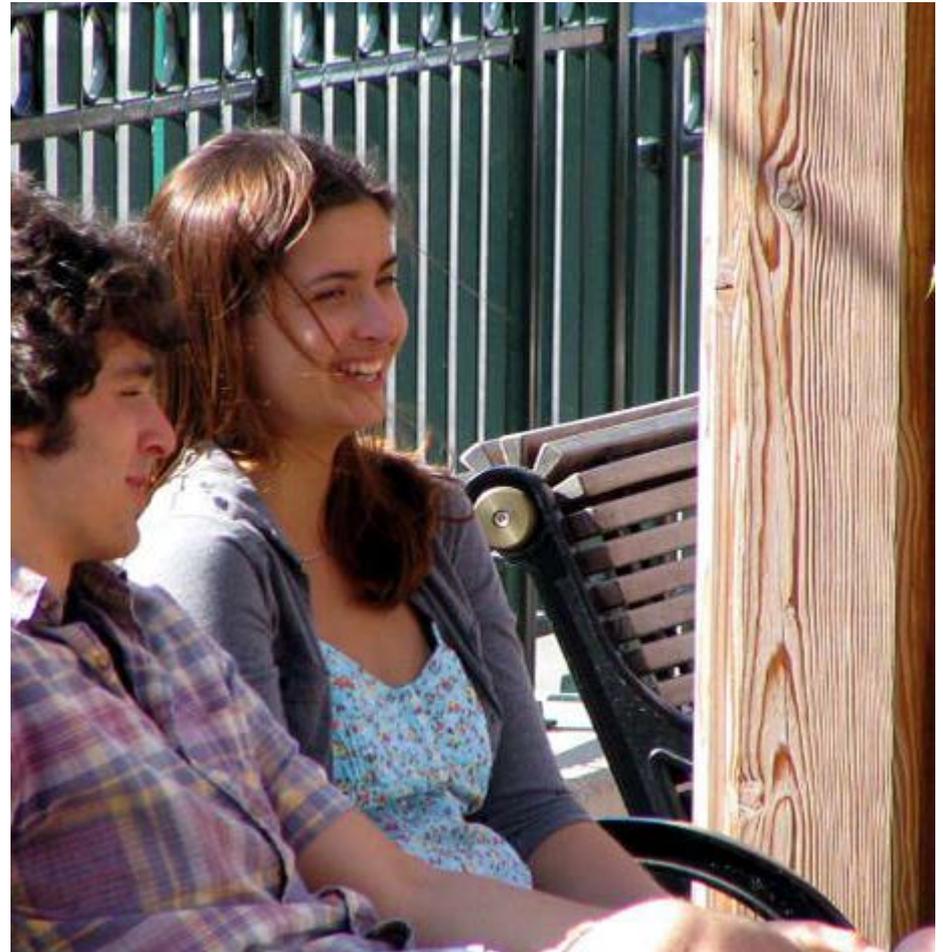
Provide
Intersection
Support

Create a Vision for Greenway Development

- Recreation (exercise, play, discovery, adventure)
- Transportation Access (school, work, errands, visiting)
- Transportation Equity
- Health, wellness, fitness
- Tourism, economic development
- Social (interaction, association, sharing)
- Economic stability and growth

Recreation

Each resident should have easy access to a recreation trail of at least 5 miles in length.



Transportation

Residents (including seniors and children) should be able to have a safe and enjoyable walk or bicycle ride to neighborhood schools, civic buildings, business areas, parks, transit stops and conservation areas.



Environmental Restoration/ Enhancement

Corridors should be designed to include restoration or enhancement of native ecological systems as well as Connecticut's tree canopy - and provide opportunities for environmental education.



Social

The Connecticut Greenways System should encourage social interaction within and between neighborhoods; create gathering places for social or recreational activities; and promote a sense of place for neighborhoods.



Tourism

Visitors should have access to a safe and enjoyable trail of at least 5 miles in length (or about a half-day experience), as well as access to bike rentals and other amenities.



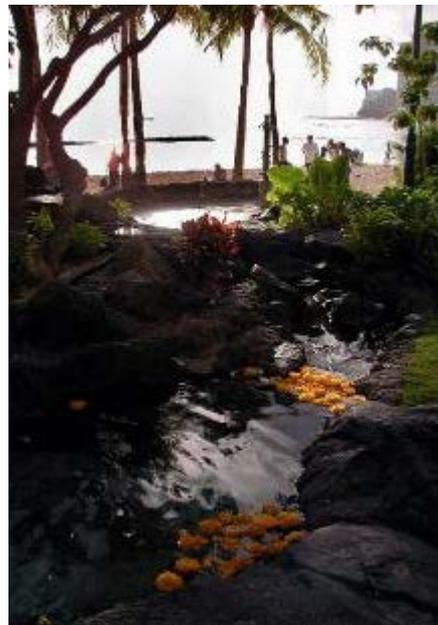
Trails/Paths

- Surface (Paved or Unpaved)
- Storm Drainage
- Information Signs
- Historic Markers/Exhibits
- Bridges
- Emergency Telephones
- Bicycle Parking
- Event Banners
- Art/Sculpture
- Picnic/Seating Areas
- Crosswalks.



Destinations

- Trailheads
- Stations
- Signs
- Rest Rooms
- Picnic Pavilions
- Exhibits/Trail Maps
- Parking Lot
- Storm Drainage/Retention
- Landscaping / Buffers
- Walks
- Playground
- Bike Parking
- Bus Stop
- Site Furnishings



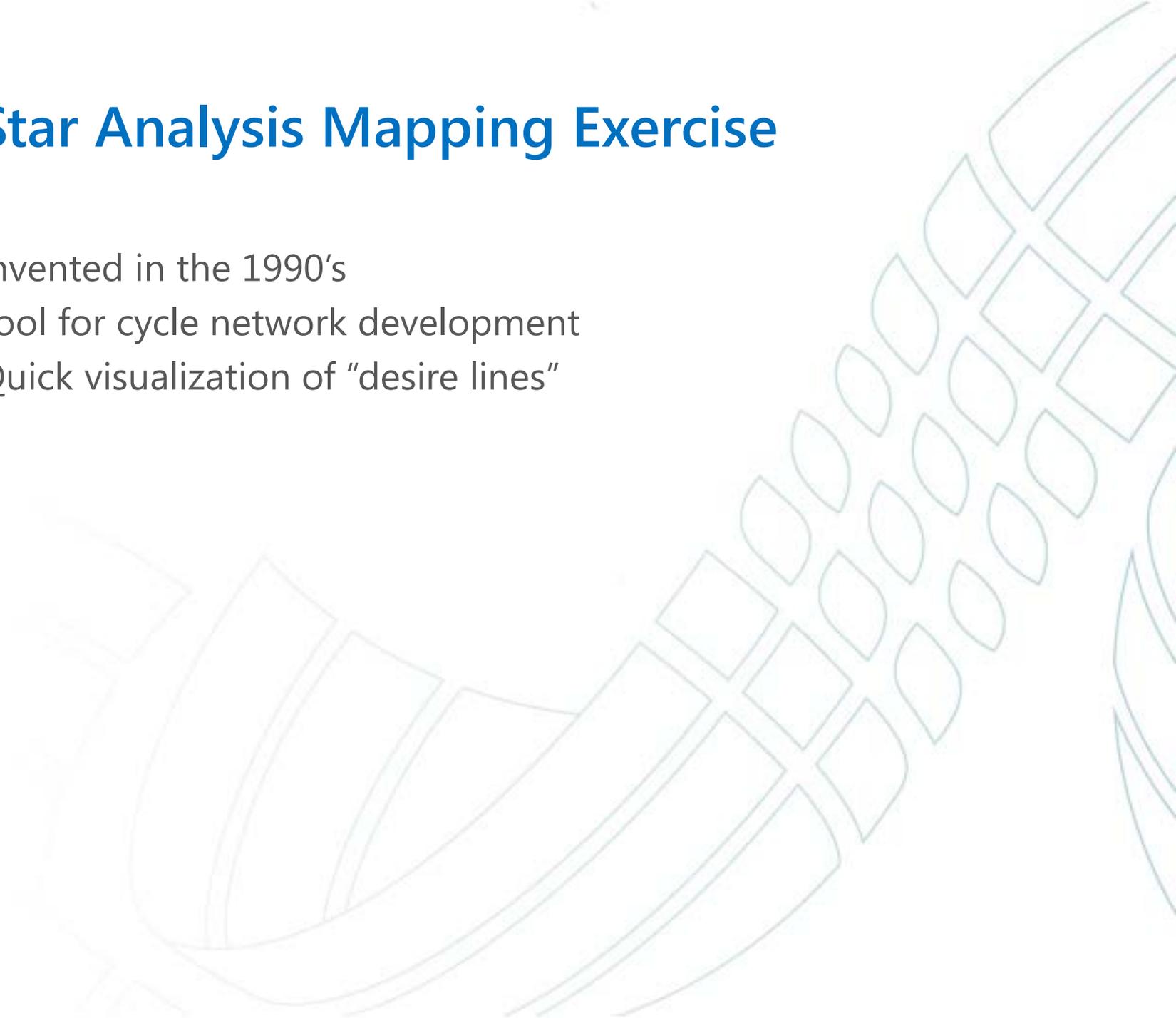
Community Values Exercise

- Defines a set of shared-values that Gap Closure and CT **fastrak** Study will embody moving forward
 - 5 Post-It notes
 - Write 1 word per Post-It note states a value you hold



Star Analysis Mapping Exercise

- Invented in the 1990's
- Tool for cycle network development
- Quick visualization of "desire lines"

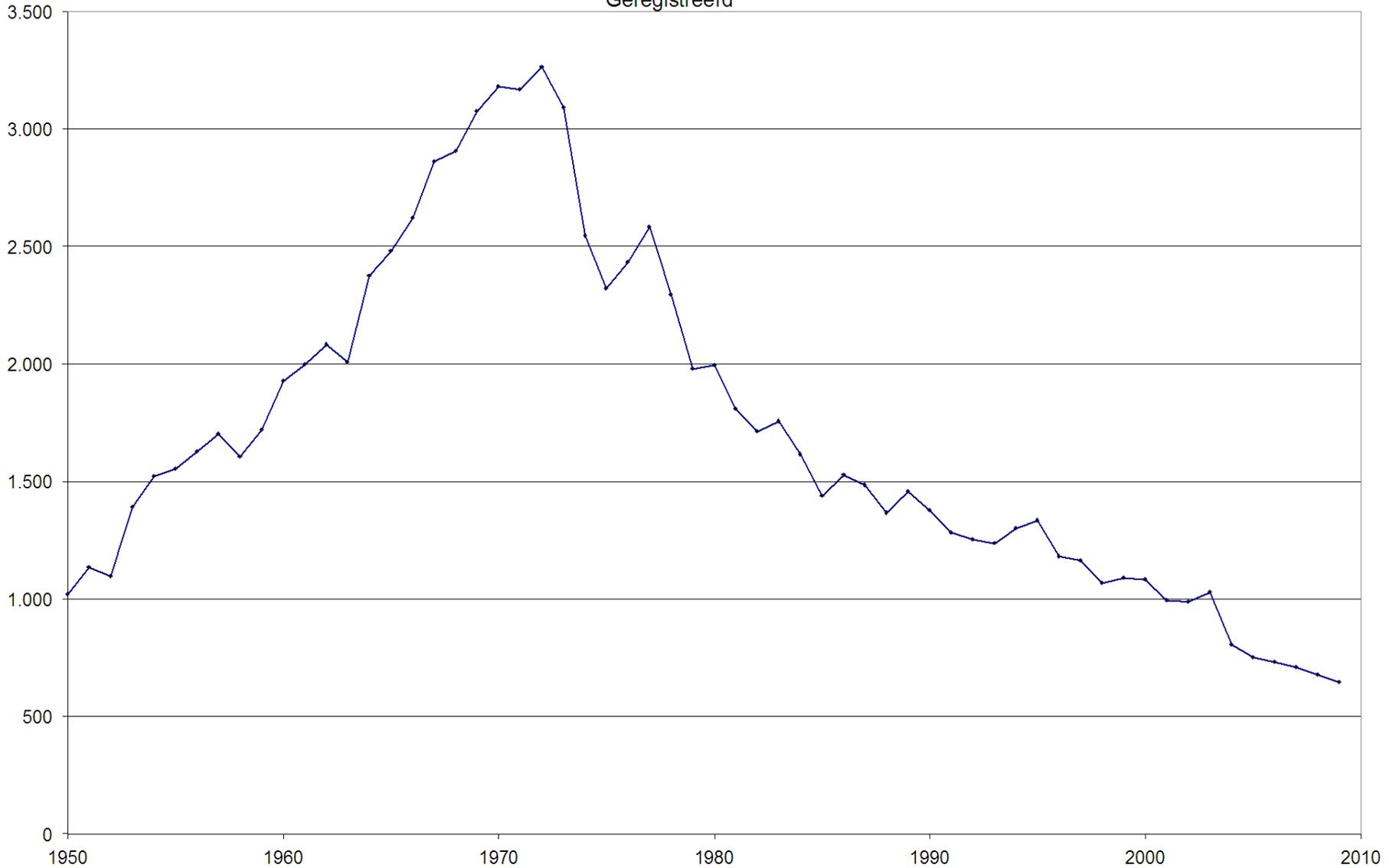


Best Practices from the Netherlands



1970s: Peak Tolerance

Geregistreerd





This is the best country to drive in



The Dutch have the best rides.

Those who drive in the Netherlands have the most satisfying experience in the world, according to a [new study](#) launched by Waze.

The popular navigation app has released its first-ever “Driver Satisfaction Index,” a study that curates data from 50 million users from 32 countries and 167

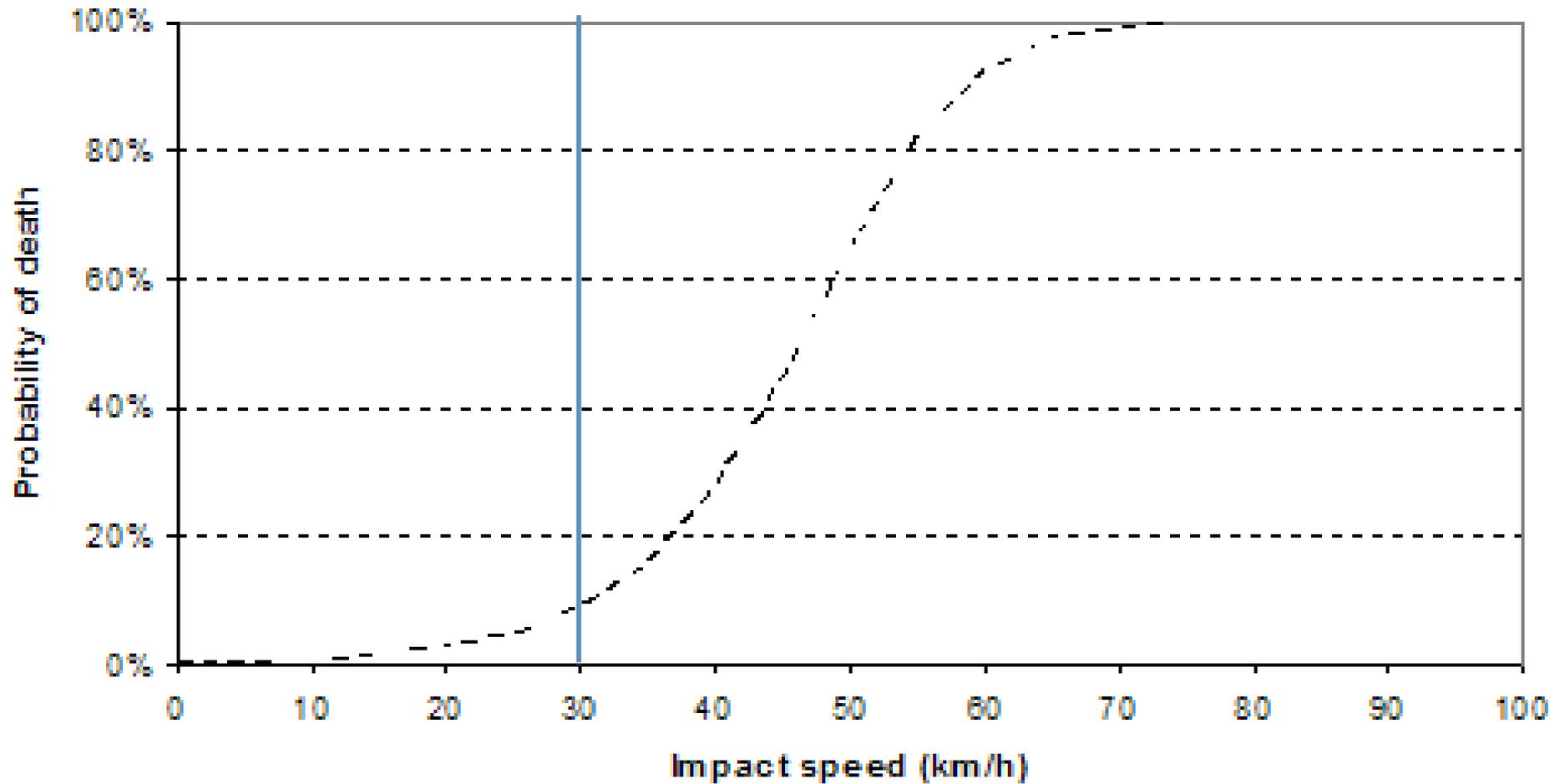


SUSTAINABLE SAFETY +

VISION ZERO  

**ALL
TRAFFIC FATALITIES
ARE UNETHICAL AND
PREVENTABLE.**

Influence of impact speed on the probability of death





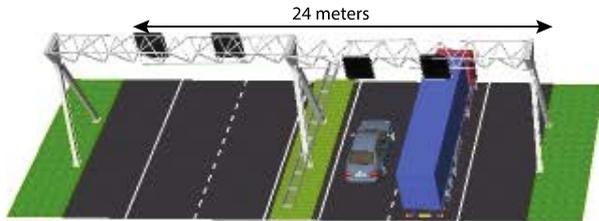
Adjoining

Mixed

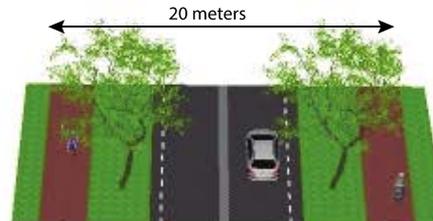
Sections: seperated
Intersections: seperated

Sections: seperated
Intersections: mixed

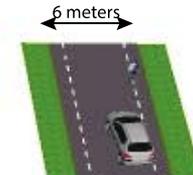
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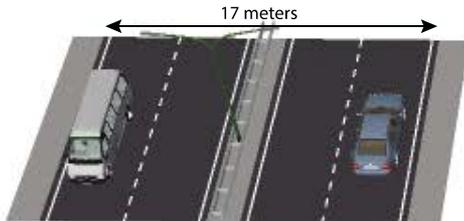
highway (120 km/h)



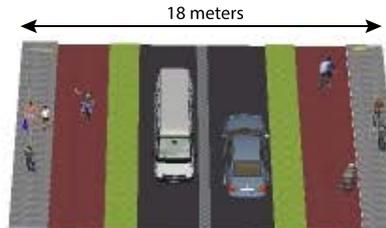
connector road (80 km/h)



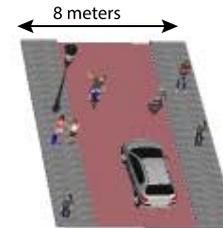
rural road (60 km/h)



urban highway (100 km/h)



artery road (50 km/h)

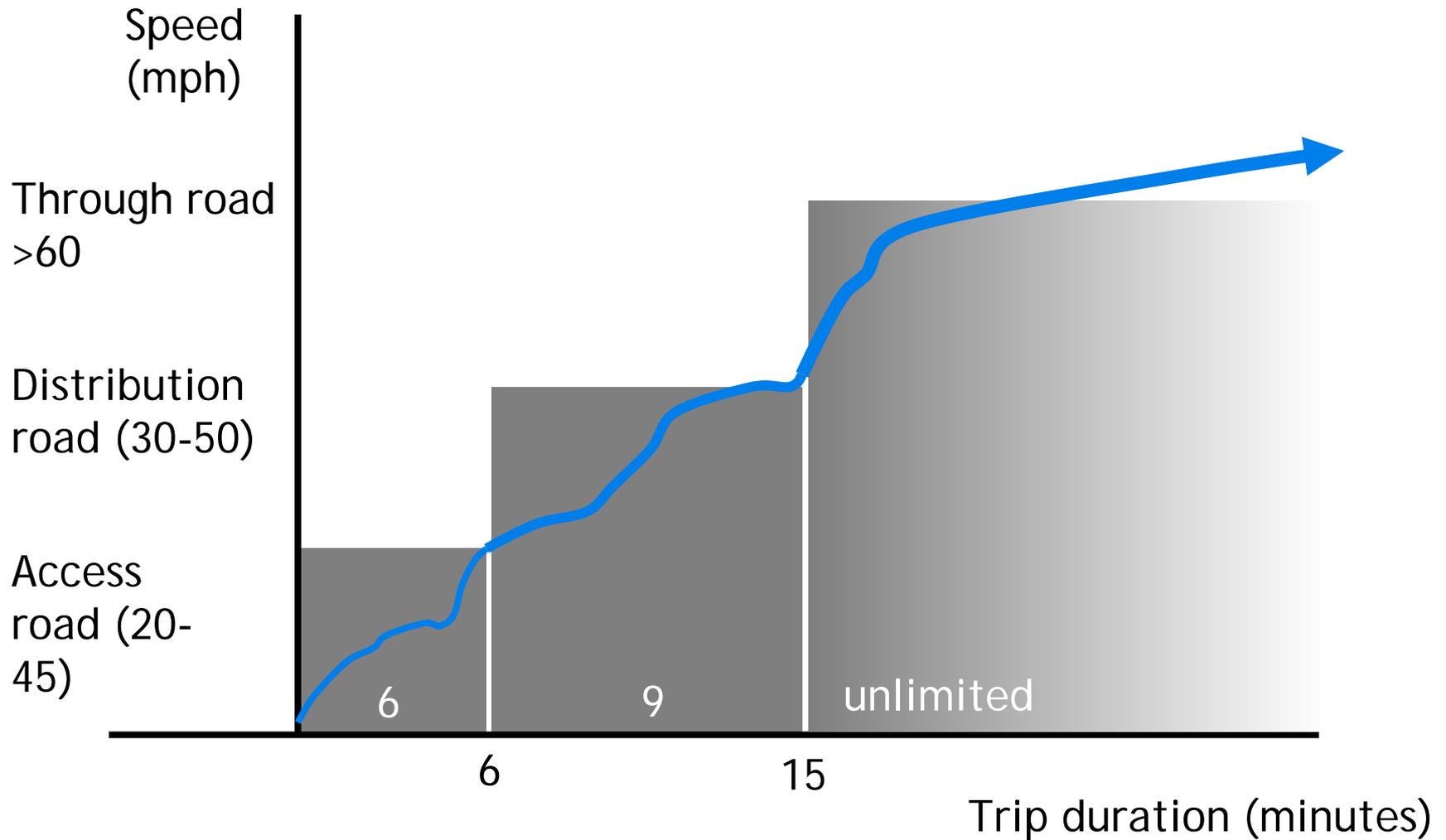


neighbourhood street (30 km/h)

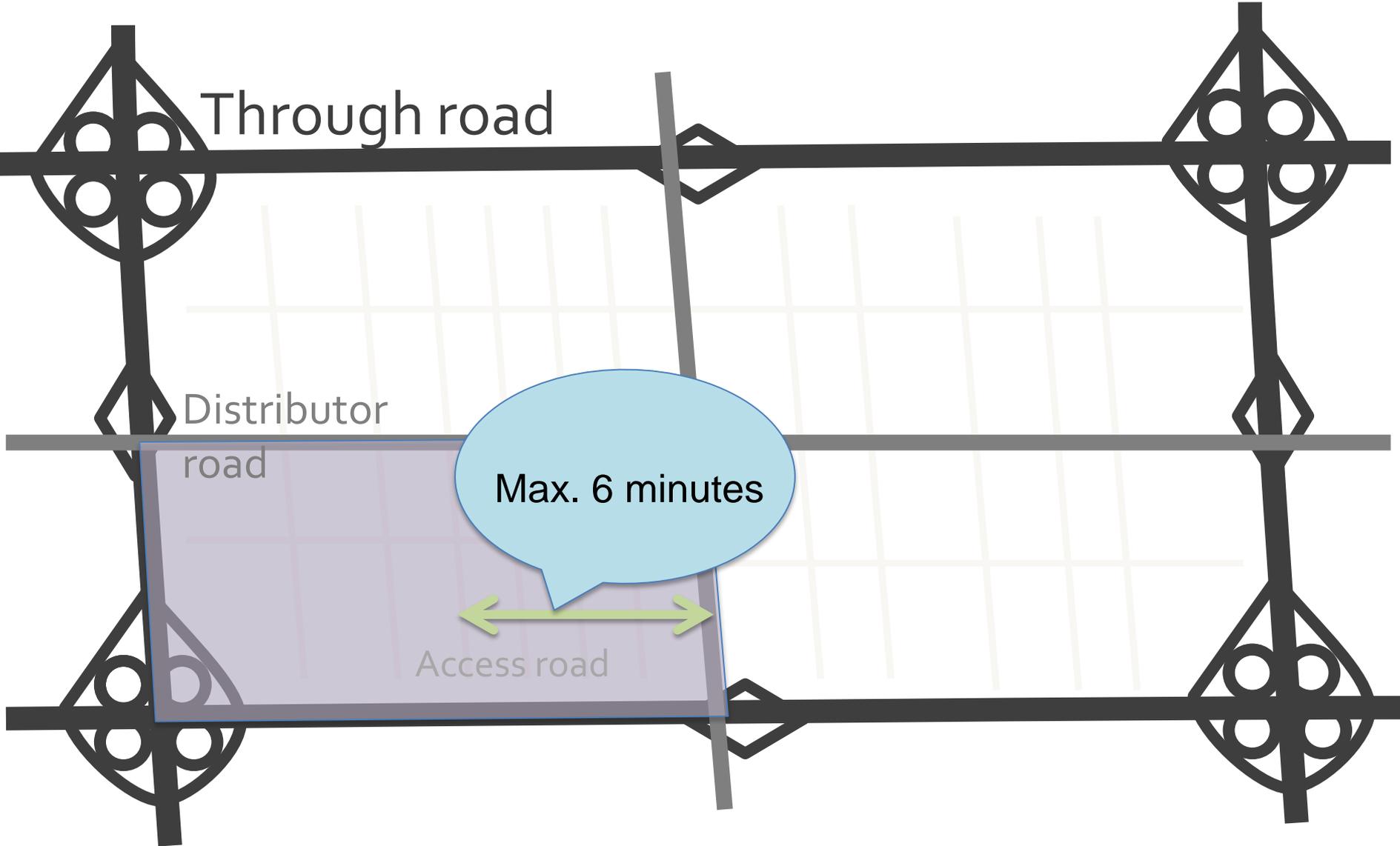


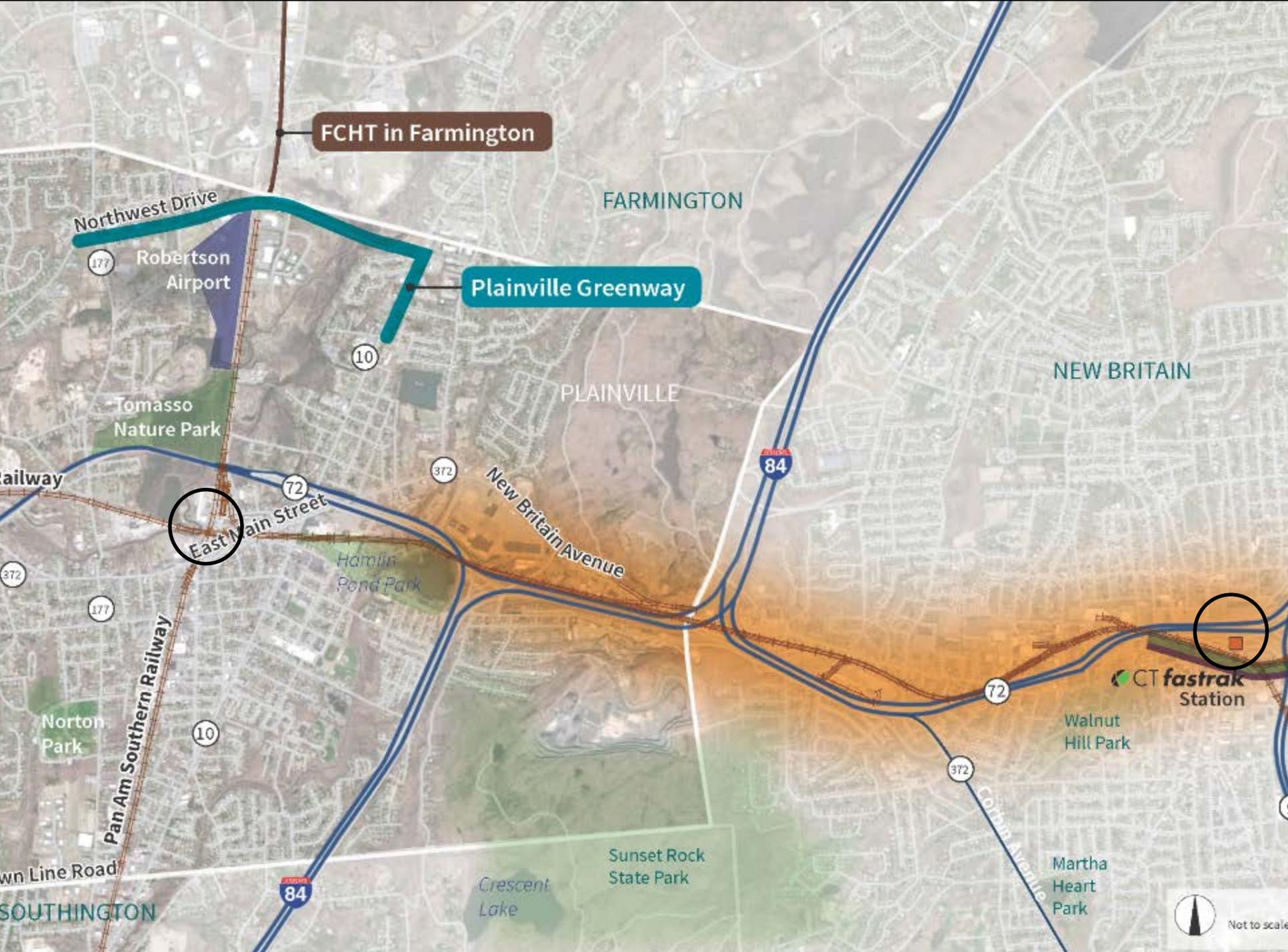
cycling highway (no cars)

Traffic Psychology



Traffic Psychology in Network Planning





FCHT in Farmington

FARMINGTON

Plainville Greenway

NEW BRITAIN

PLAINVILLE

Robertson Airport

Tomasso Nature Park

Hamlin Pond Park

Walnut Hill Park

Martha Heart Park

Sunset Rock State Park

Crescent Lake

CTfastrak Station



Not to scale

Economics of a Trail



Local trail users spend an average of \$17 each trail use.



Overnight bike tourists spend an average of \$114 a day in trail communities.

Shopping and entertainment trips



Primary and secondary school trips



Employment and Commercial Trips



Commuter Trips



Recreational Trips



Star Analysis Mapping Exercise Part 1 – Origins and Destinations

1. Split up into groups
2. Push pins at trail head in north and south
3. Connect the pins with string (leave extra string)
4. Find the destinations of your assigned target group on the map, and mark them with a pin
5. Mark clusters of ~30-50 houses with a pin
6. Connect pins between houses and destinations with string

Star Analysis Mapping Exercise Part 2 – Bundling Routes

1. Briefly discuss the needs of your assigned target group. What type of route are they looking for?
2. Pin the string to the existing road network. If there are multiple roads to choose from, consider the road your target group would be most comfortable cycling.
3. How can the trail and the network fit together?

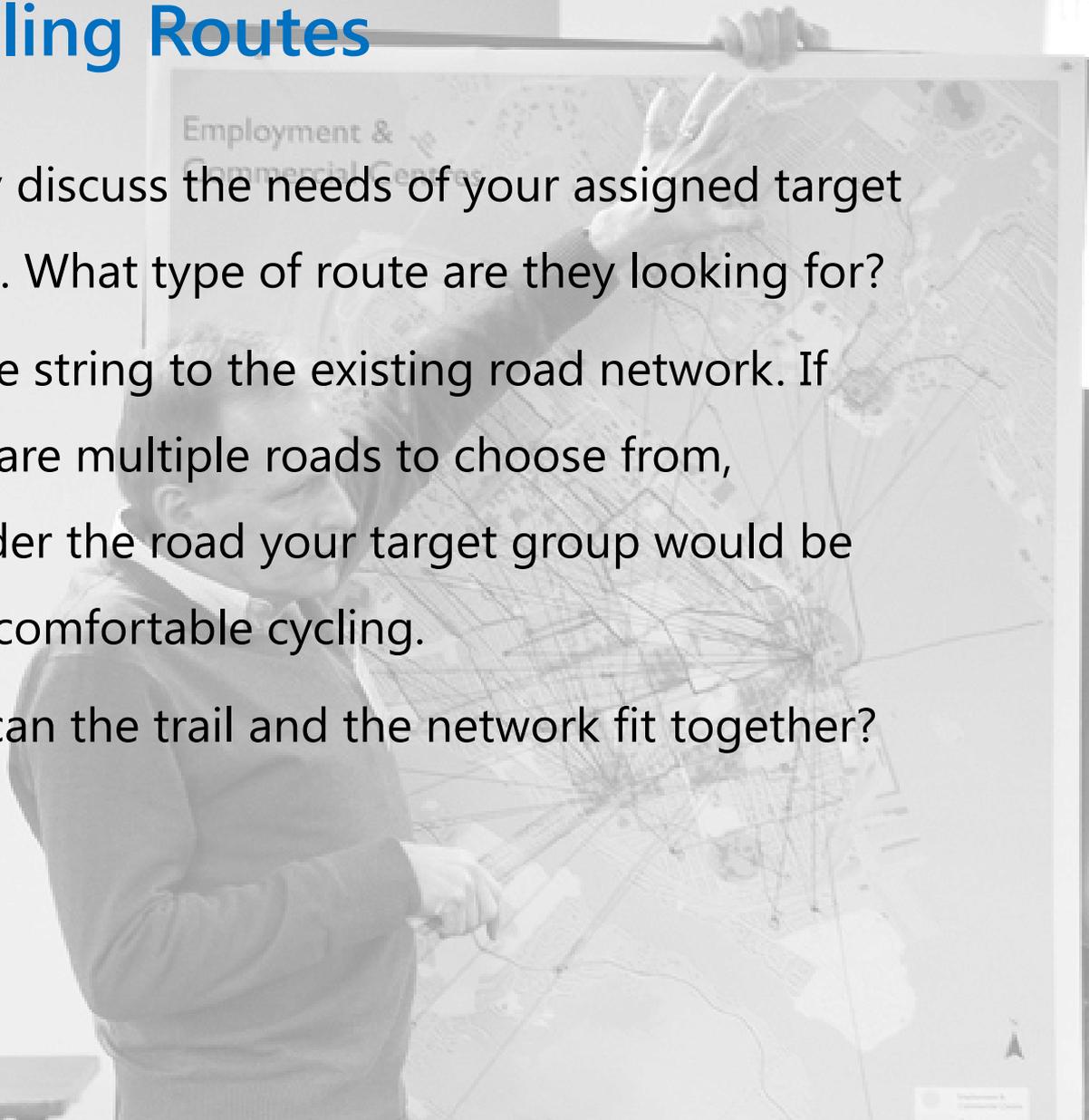


Table Report Out!

- User Group
- How well does the trail fit your network?
- Did your user group change your route?
- Key challenges?

Next Steps?

- Review what we hear today
- Put this into potential alignments to address what we heard
- Report back to you on Thursday October 6, New Britain City Hall, Room 504, 6-7 pm.

Website - Best Way to Get Information



Select Language | ▼

Home | About | Participate | Study Team | Resources | FAQ



The Capitol Region Council of Governments (CROCG), the Connecticut Department of Transportation (Department), the Town of Plainville (Plainville), the Town of Southington (Southington), the City of New Britain (City) and the Plainville Greenway Alliance (PGA) have initiated this study to evaluate the feasibility of potential alignments and infrastructure needs for the Farmington Canal Heritage Trail (FCHT) through Plainville and into Southington and a connection to New Britain's bicycle network and CTfastrak station.

This study will have two distinct objectives:

1. Close the Gap in the FCHT through Southington and Plainville and
2. Identify a connection to the CTfastrak station in New Britain.

The FCHT runs from New Haven, CT to Northampton, MA, covering approximately 84 miles. Of these 84 miles, the only Gap in the trail is through the Town of Plainville and into Southington, all other sections are either completed, or in design or construction. The Plainville section has not been completed due largely to an active rail line being present within the FCHT corridor.

The recent opening of CTfastrak in Connecticut includes a new multi-use trail for central Connecticut. The next logical step is to connect the FCHT to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the bicycle and pedestrian amenities in the region. Since all CTfastrak buses are equipped with bicycle racks, this connection can greatly extend the distance a cyclist can travel to get to

UPCOMING EVENTS

October 3, 2016

Plainville Planning Workshop

5:00 - 8:00 PM

Plainville Public Library

October 4, 2016

New Britain Planning Workshop

5:30 - 8:00 PM

New Britain Public Library

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