



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

**CRCOG, CTDOT, Plainville, Southington and New Britain**

**May 22, 2017 Community Meeting**

# Agenda for Our Presentation

- Brief Project Overview
- Potential Trail Alignments
  - How we used feedback from the charrettes
  - Our shortlist of practical and feasible alternatives
- Framework for Evaluating Alignments
- Our Schedule Moving Forward



# Purpose of Tonight's Meeting

Tonight's meeting we present you with a set of **practical and feasible alternatives** for closing the gap in the Farmington Canal Heritage Trail and connecting to the CT *fastrak* trail, including the process we used to get where we are, and will discuss with you **how we plan to evaluate remaining alternatives**



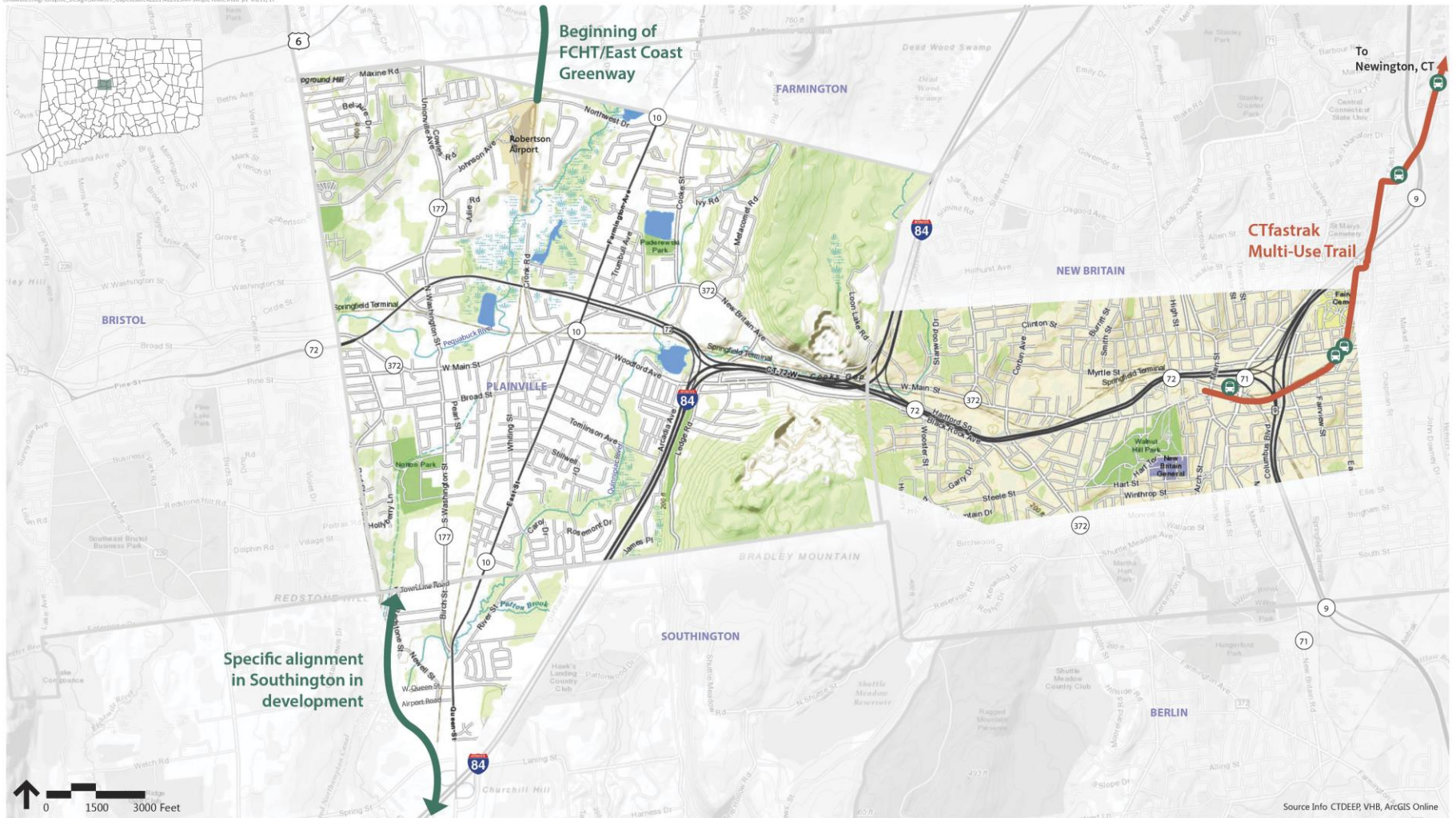


## Brief Project Overview

# Vision Statement

“The vision for the Farmington Canal Heritage Trail and CT **fastrak** 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.”





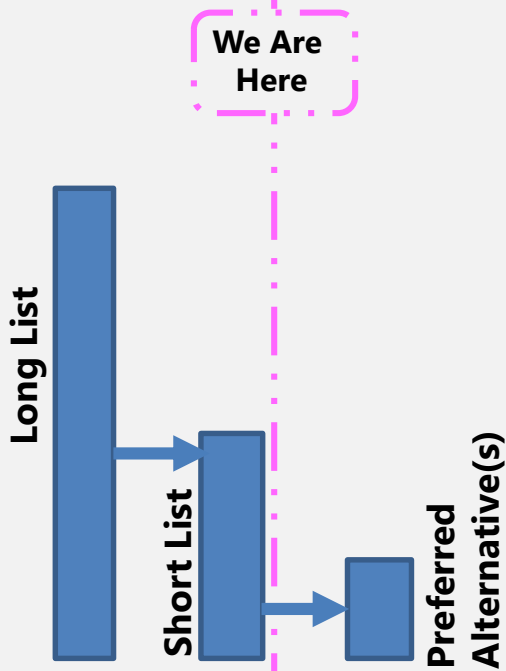
# The Scope of this Study

- Document existing conditions, opportunities and constraints
- Develop a list of potential trail alignments
- Screen and evaluate potential trail alignments
- Identify one preferred trail alignment
  - Complete the FCHT gap
  - Connect to CTfastrak in New Britain
- Prepare concept plan
  - Conceptual level design
  - Cost estimates
  - Implementation plan



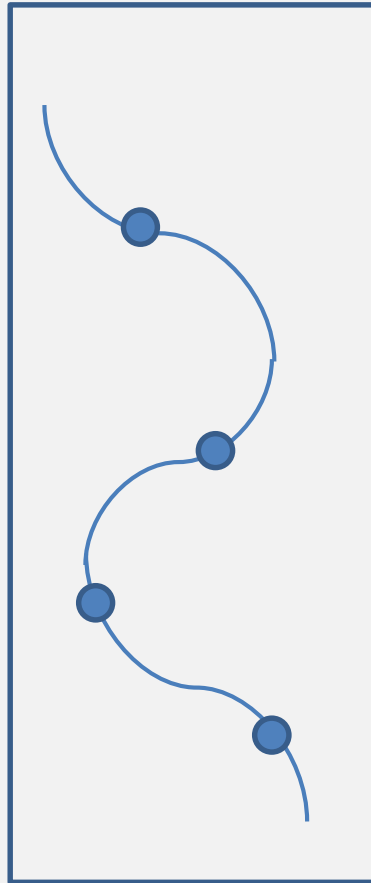
# Our Workplan

## Phase 1: Identify Alternative(s)



Spring 2017

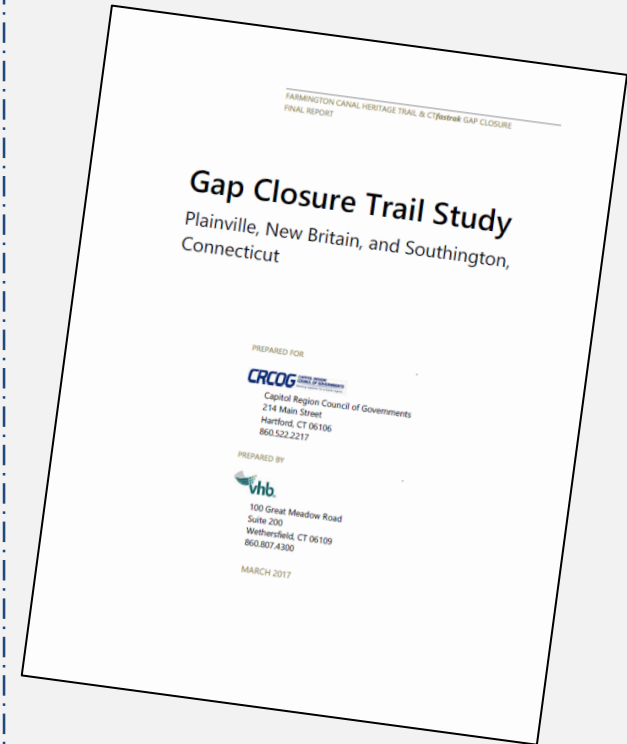
## Phase 2: Refine Alternative(s)



Alignment is for illustrative purposes only.

Summer 2017

## Phase 3: Prepare Concept Plan



Fall 2017





## Potential Trail Alignments

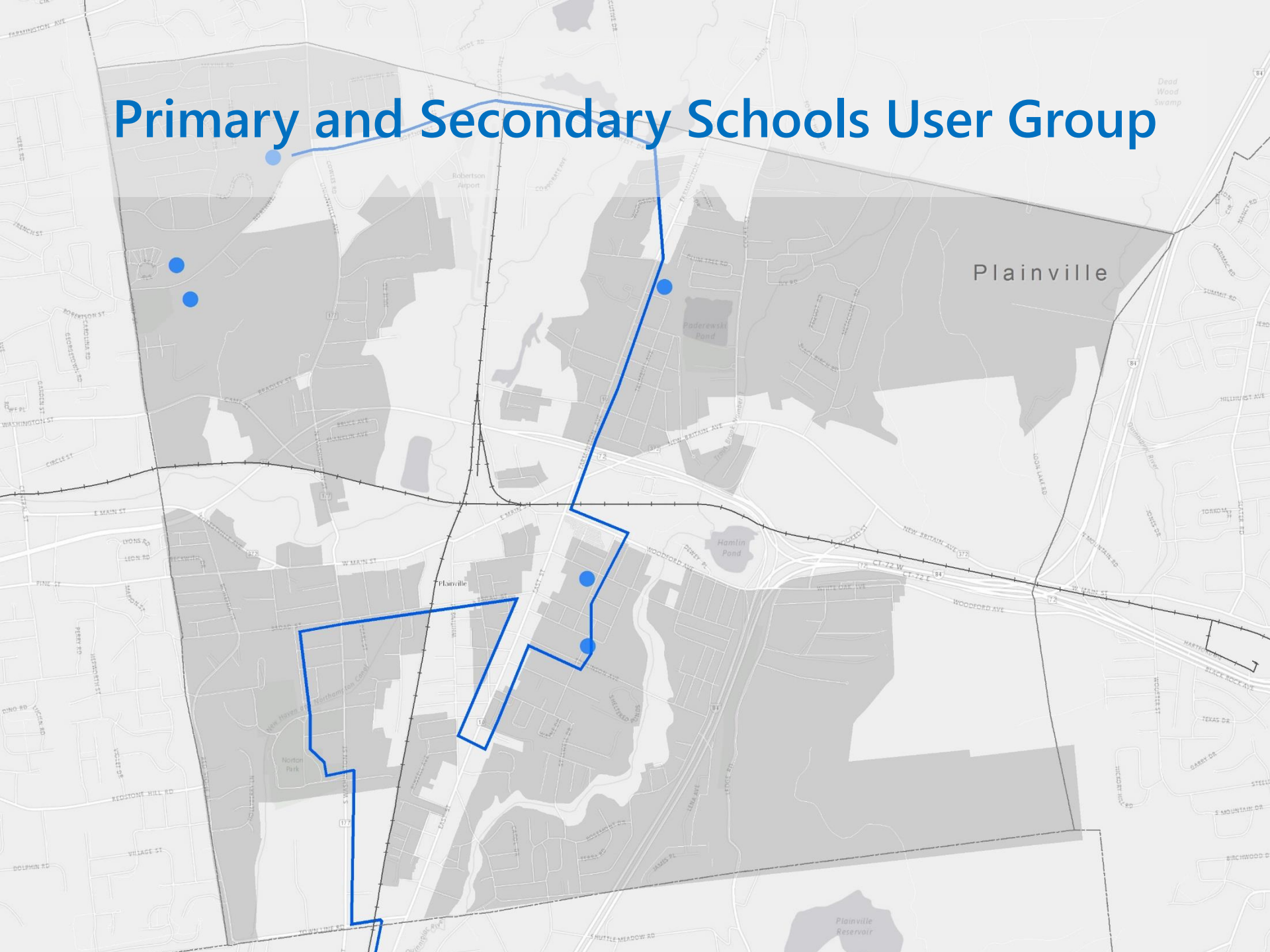
# Alternative Development Process



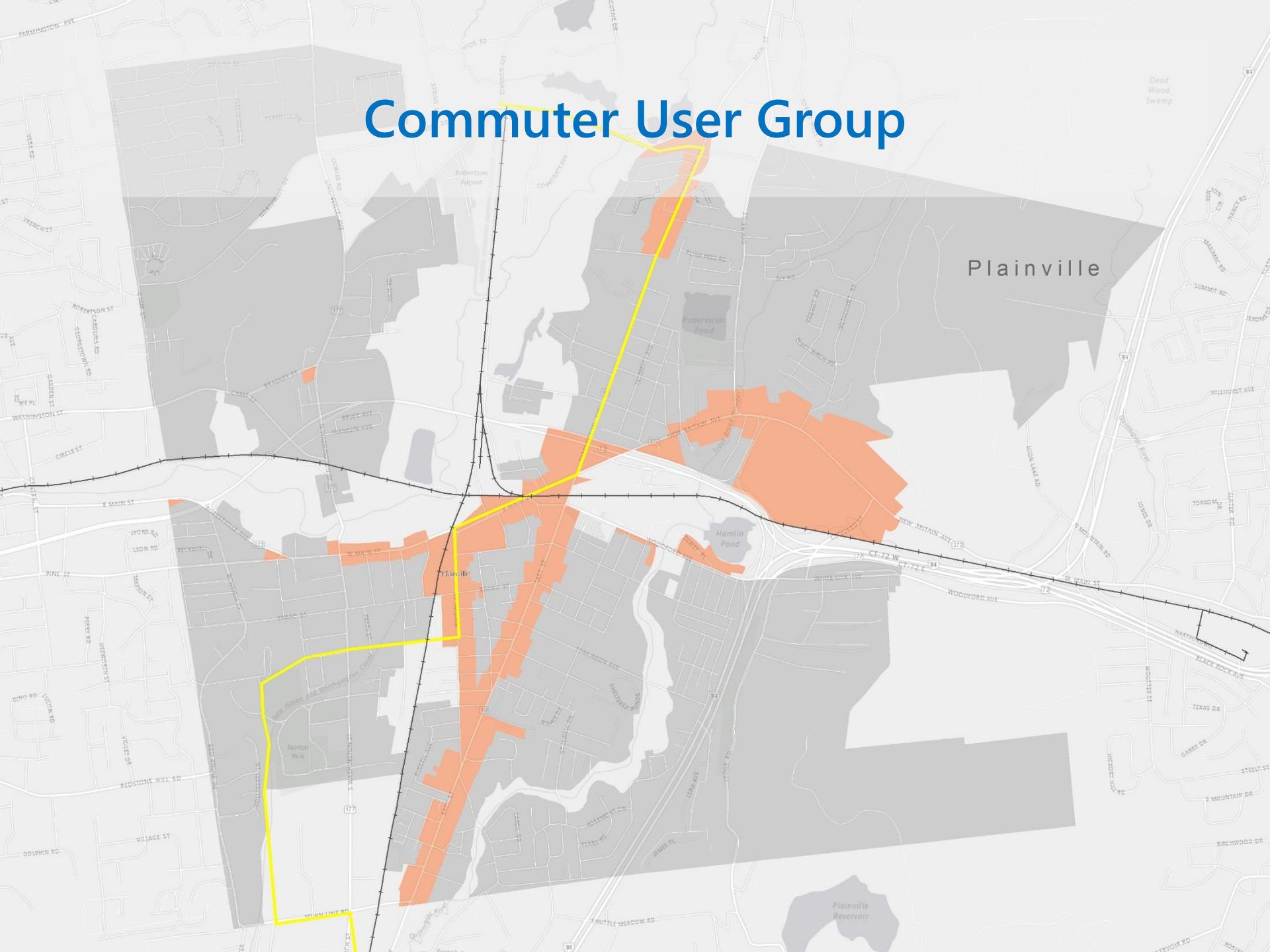


Plainville

# Primary and Secondary Schools User Group



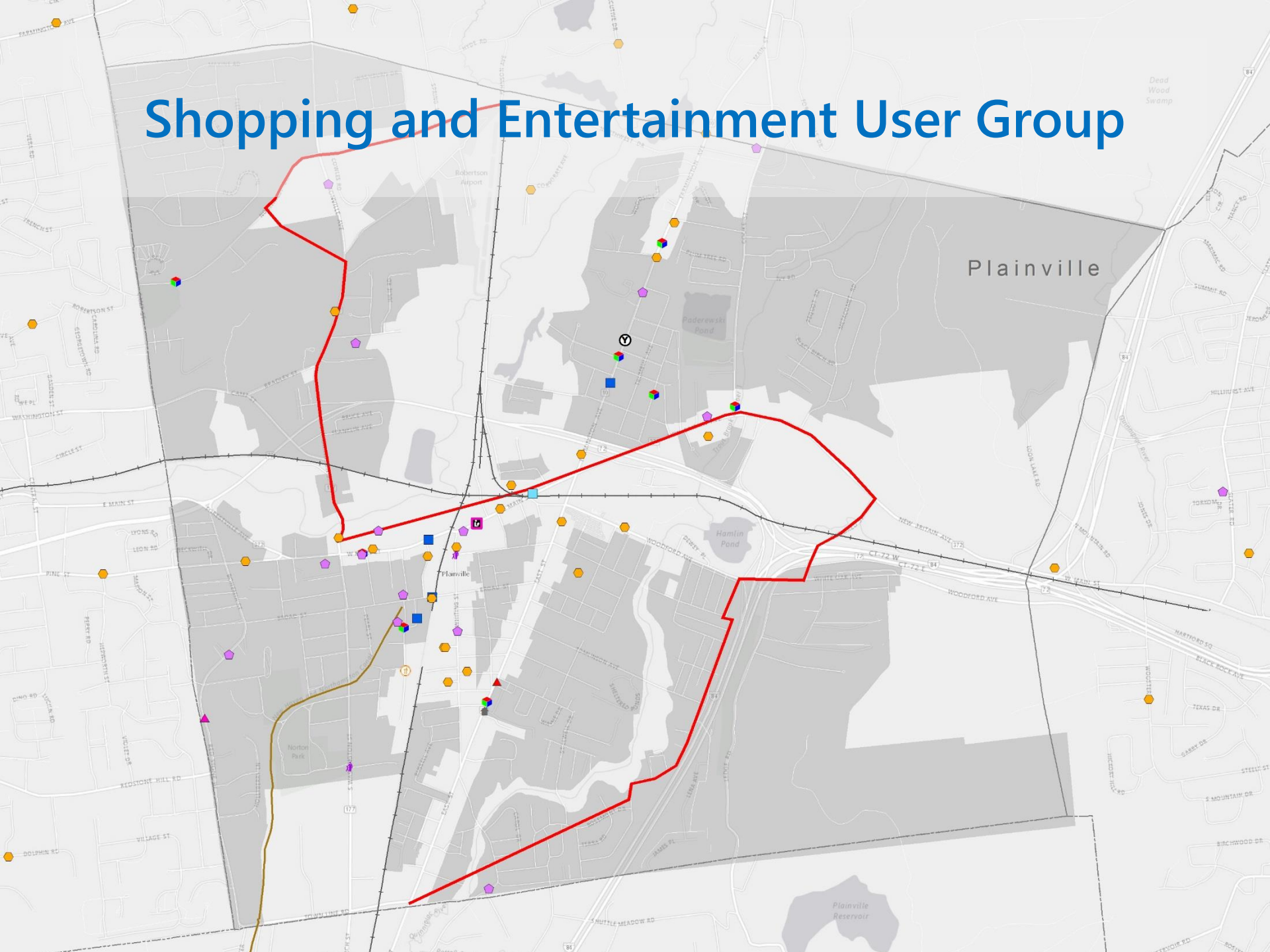
# Commuter User Group



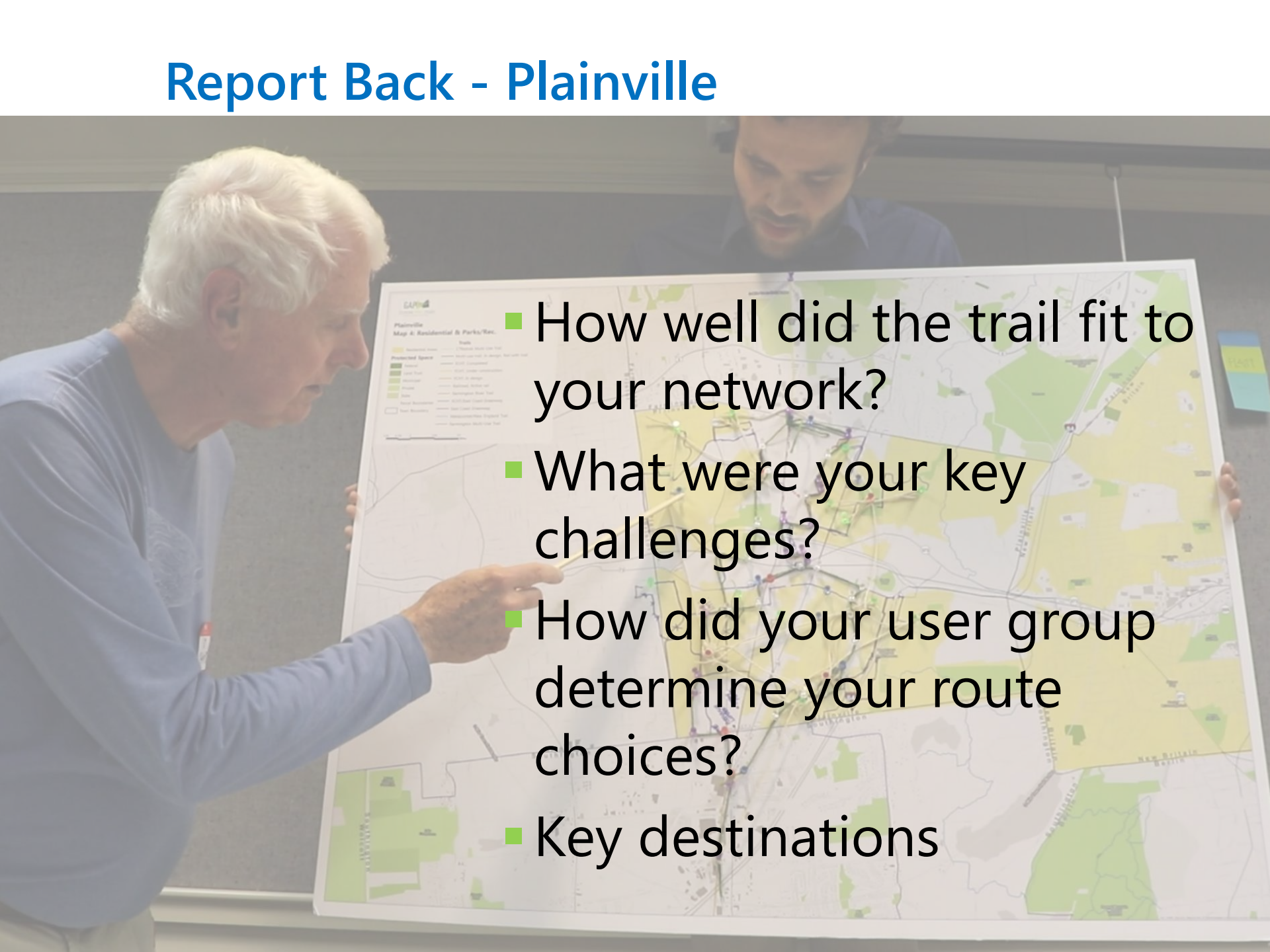
# Parks and Recreation User Group



# Shopping and Entertainment User Group

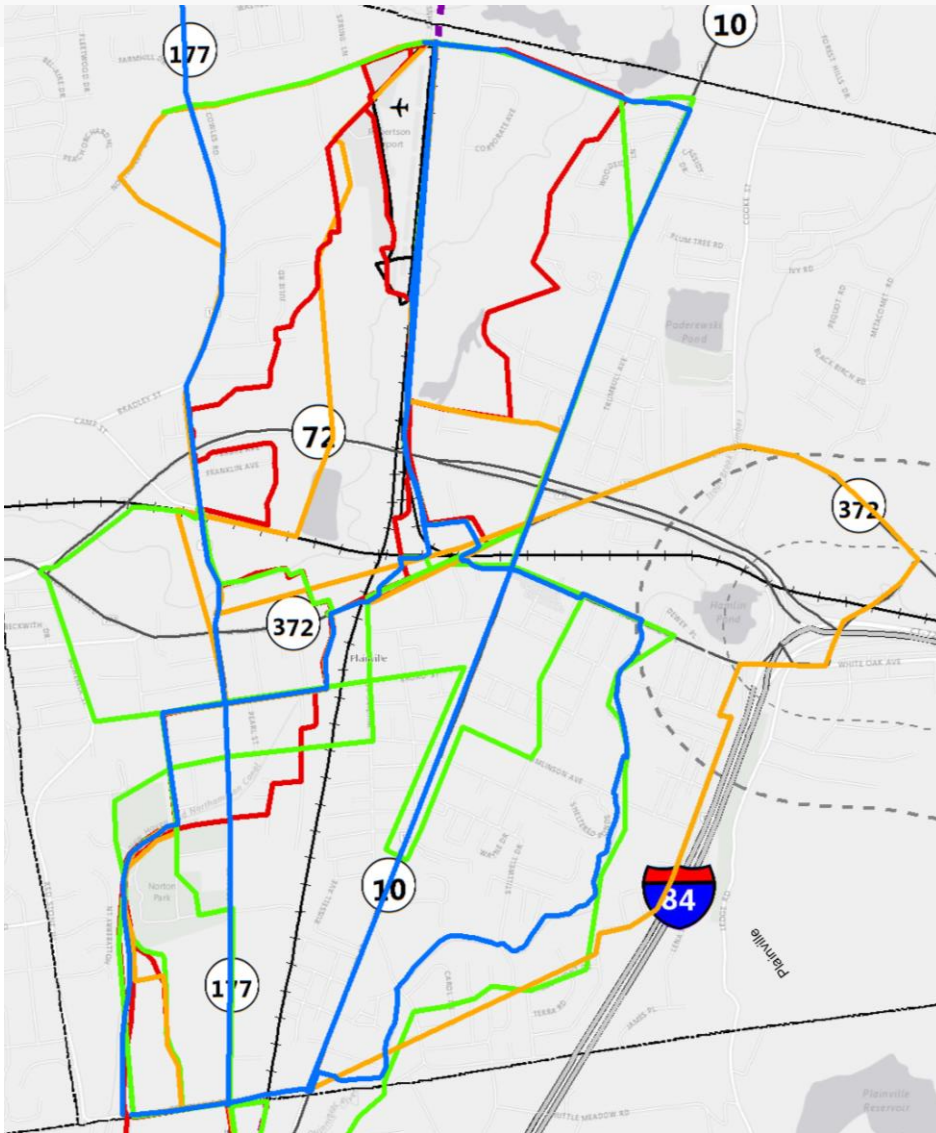


# Report Back - Plainville

- 
- A photograph of a man with white hair, wearing a blue long-sleeved shirt, pointing at a large map of Plainville, Massachusetts. The map is titled 'Plainville Map A: Residential & Parks/Rec.' and shows a network of trails and roads. A second man is partially visible in the background, looking at the map. Overlaid on the right side of the map is a list of four questions, each preceded by a green square bullet point.
- How well did the trail fit to your network?
  - What were your key challenges?
  - How did your user group determine your route choices?
  - Key destinations



# Long List of Alternatives - Plainville



- 14 alternatives in total
- Created during fall 2016
  - Charrettes
  - Steering Committee
  - Stakeholder discussions
  - Technical efforts
- Different focal points
  - Shopping
  - Schools
  - Employment
  - Parks/Recreation



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THE DOORS

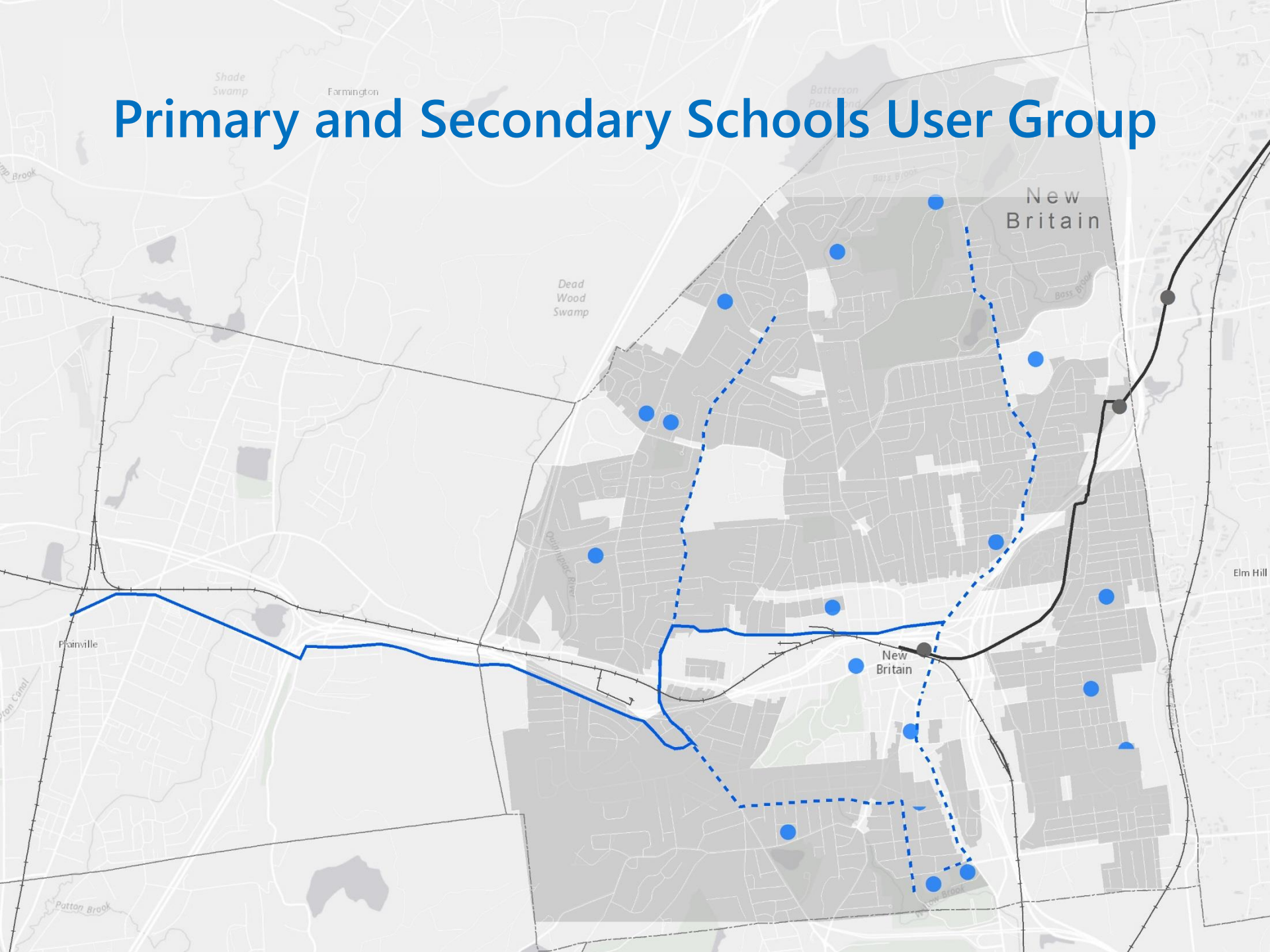
Salerm  
COSMETICS  
La Bella

Jewelry  
Sibbie

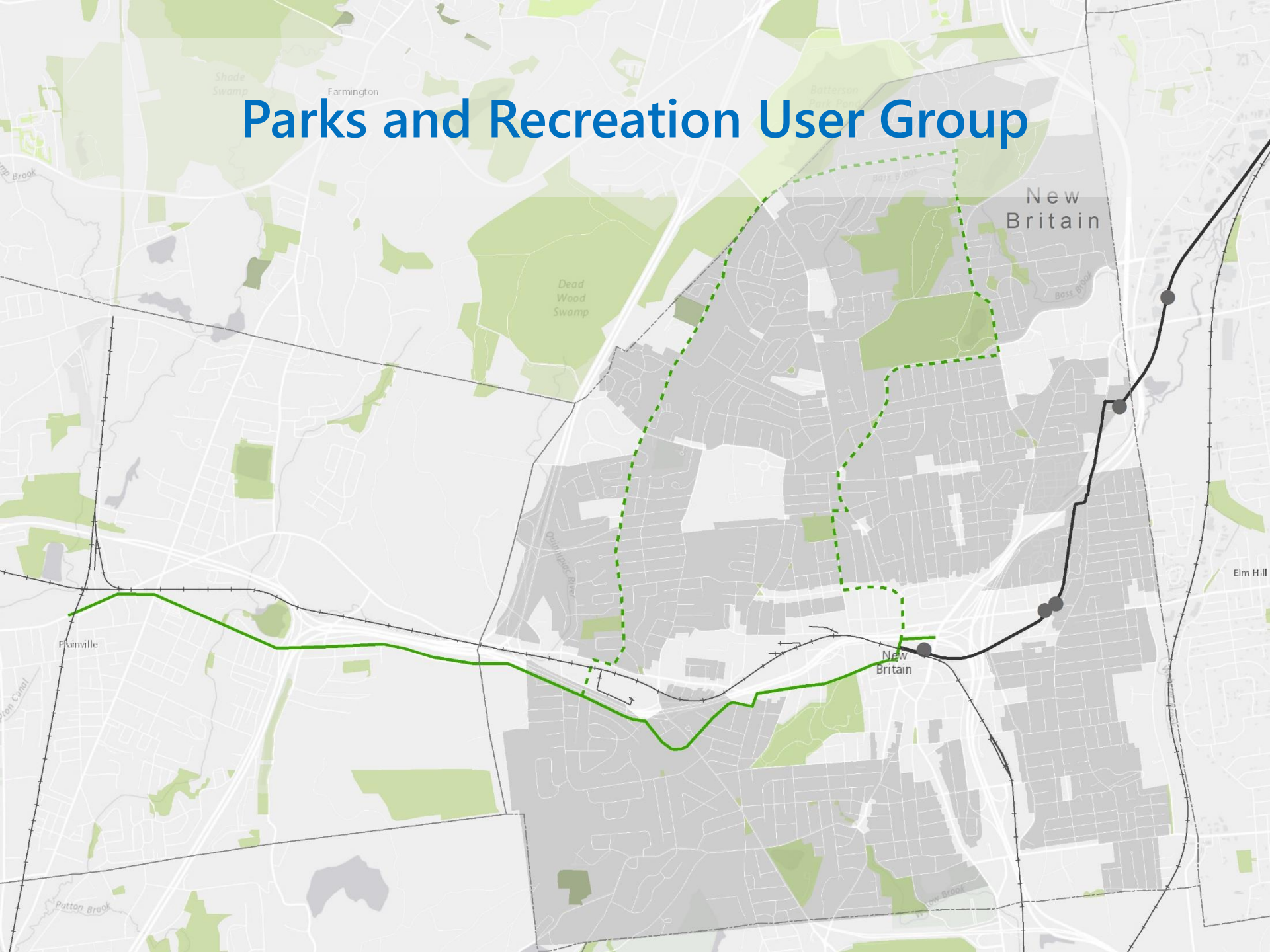
GOLD SILVER JEWELRY  
Highest Prices Paid  
COINS Buy Sell Trade  
CASH PAID  
WE BUY GOLD

New Britain

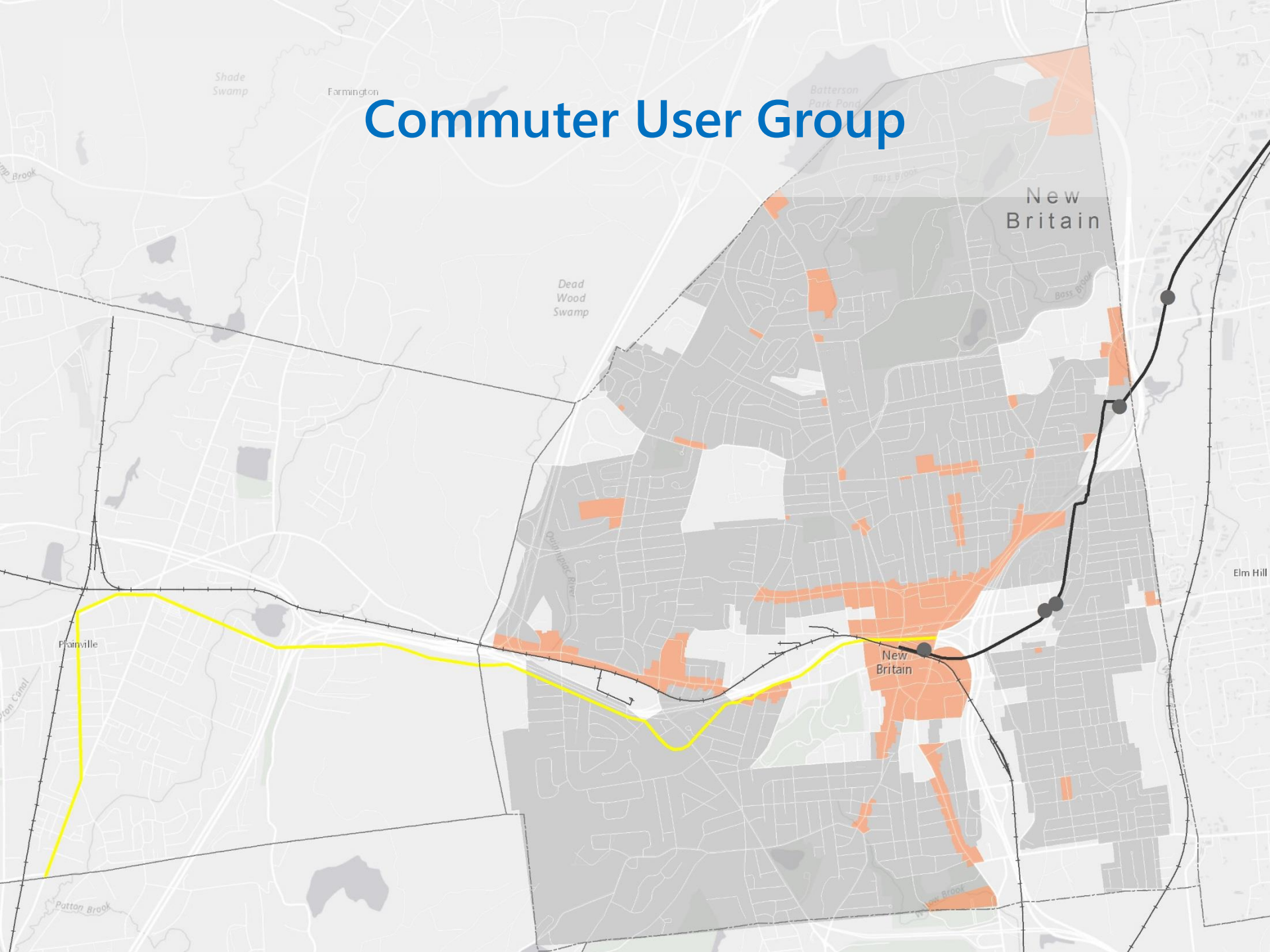
# Primary and Secondary Schools User Group



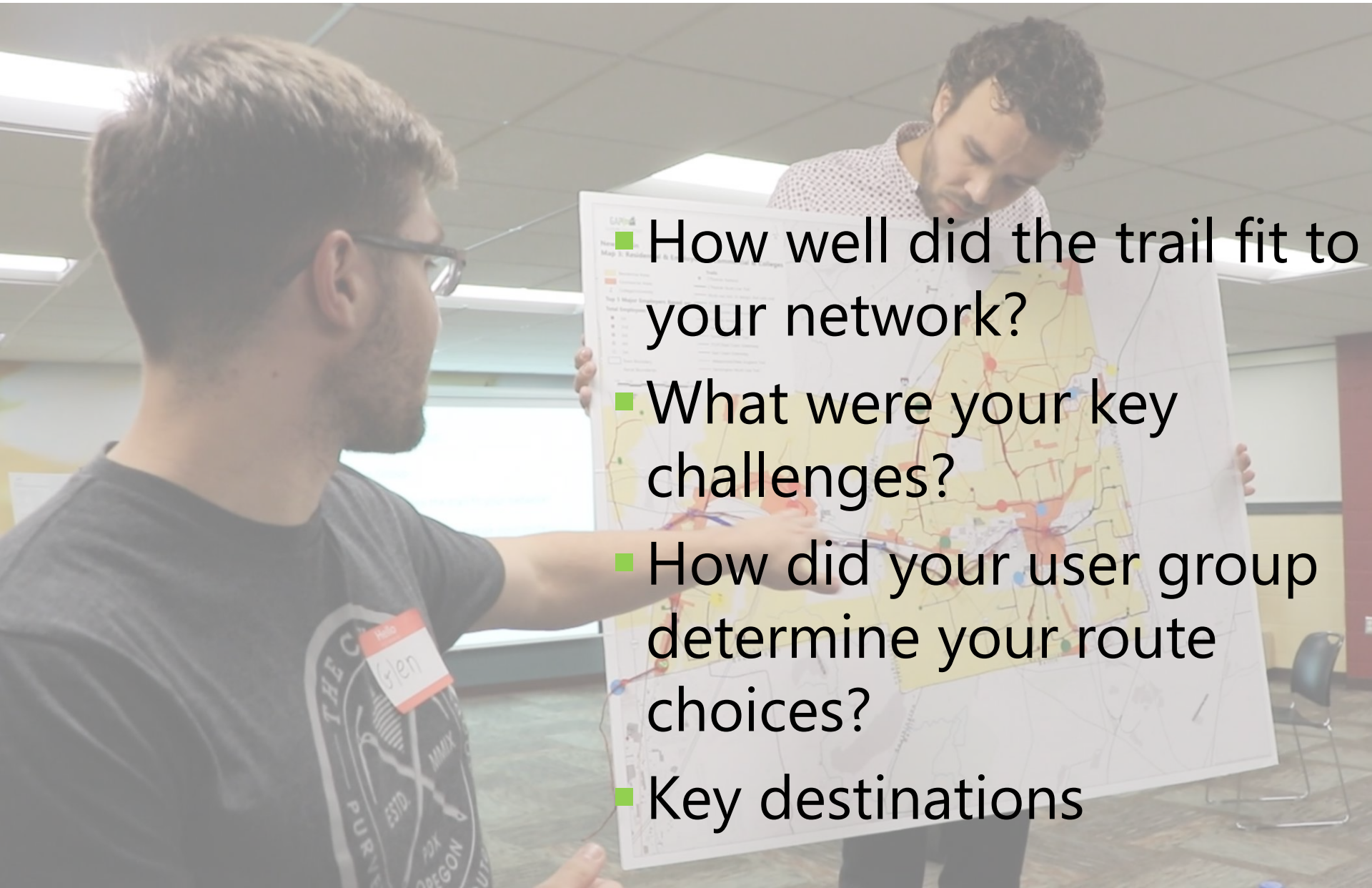
# Parks and Recreation User Group



# Commuter User Group



# Report Back – New Britain



- How well did the trail fit to your network?
- What were your key challenges?
- How did your user group determine your route choices?
- Key destinations

# Long List of Alternatives – New Britain



- 5 alternatives in total
- Focus is on connections to CTfastrak

# Screening Criteria

Screening Criteria	Threshold
Connection with FCHT (Plainville)	North West Drive to Town Line Road
Connection with CTfastrak (New Britain)	CTfastrak station (New Britain)
Connection with downtown Plainville	Connects with Main Street) somewhere between Woodford Avenue and Rte 177
Major off-road element	More than 75% off-road
Avoids significant ROW impacts	Fewer than 30
Avoids undue reliance on Rail ROW	Avoids permanent impacts to Waterbury Branch and rail yard  Fewer than three at-grade crossings of the Waterbury Branch
Avoids being overly circuitous	Not more than double straight-line distance





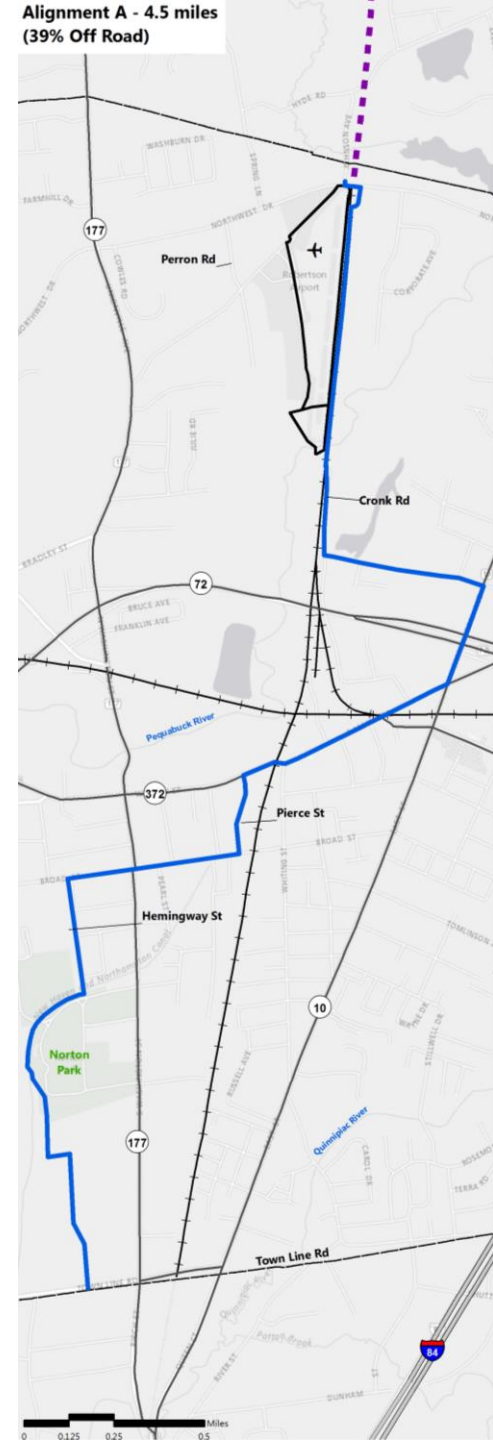
# Shortlist of Alignments

- Plainville
  - Alignment A – Milone & MacBroom study preferred alternative
  - Alignment B – Eastern Option
  - Alignment C – Western Option
  - Alignment D – Eastern Option
- New Britain
  - Alignment E – Off-Road Option
  - Alignment F – On-Road Option



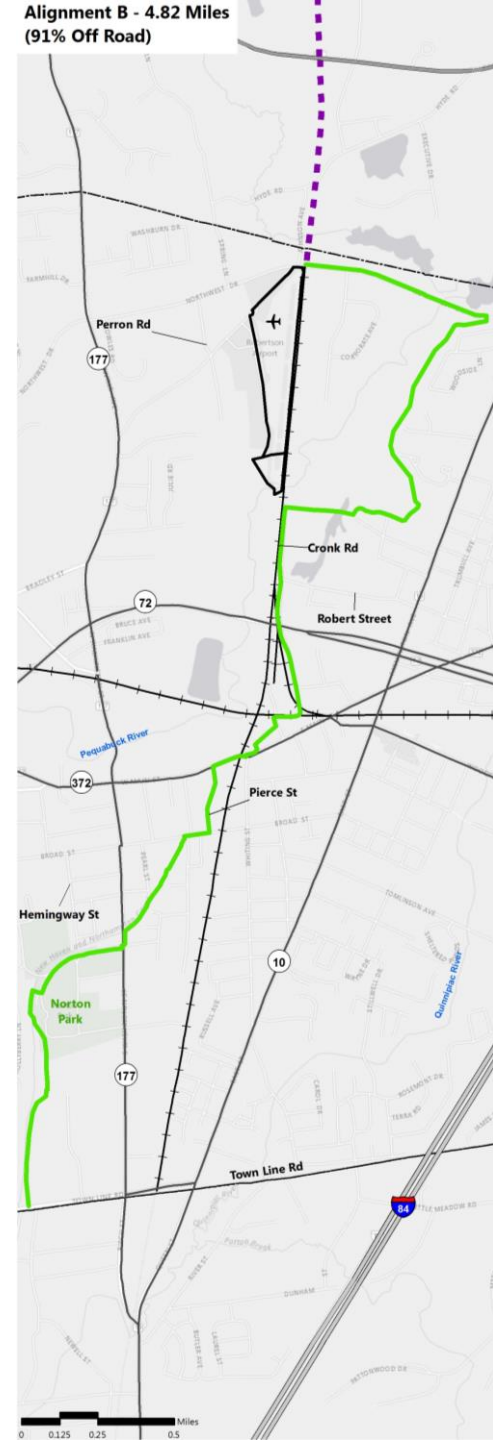
# Alignment A

- Preferred alternative from the 2009 Milone & MacBroom study
- Uses Pan Am right of way at north end
- Minimizes property impacts by staying in public right of way
- Connects with downtown Plainville and Norton Park
- Largely an on-road alignment from Roberts Street Extension south
- 39% off-road, 4.5 miles



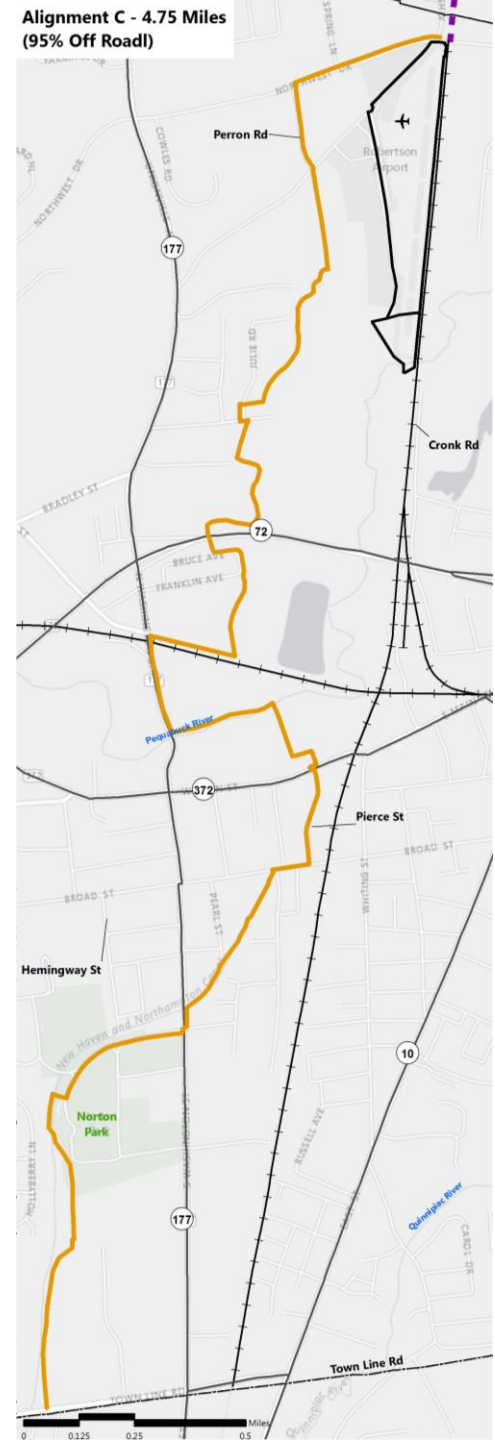
# Alignment B

- Uses existing side path on North West Drive and weaves in back of homes and businesses west of Farmington Road
- Flyover over rail yard and Waterbury Branch rail line
- Connects with downtown Plainville and Norton Park
- 91% off-road, 4.8 miles



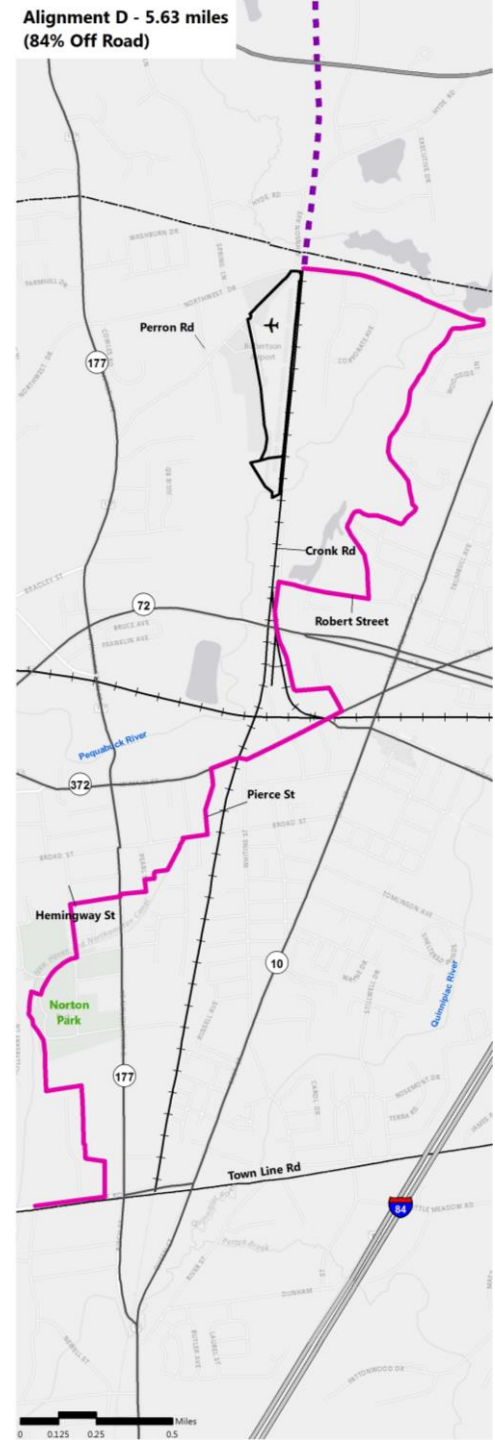
# Alignment C

- Called the “Western Alignment” as it is the only alignment that goes west of Robertson Airport
- Uses public right of way where possible
- Connects with downtown Plainville, Tomasso Nature Park and Norton Park
- 95% off-road, 4.8 miles



# Alignment D

- Uses existing side path on North West Drive and weaves in back of homes and businesses west of Farmington Road
- Stays at-grade and weaves around rail yard
- Connects with downtown Plainville and Norton Park
- 86% off-road, 5.5 miles



# Alignment E

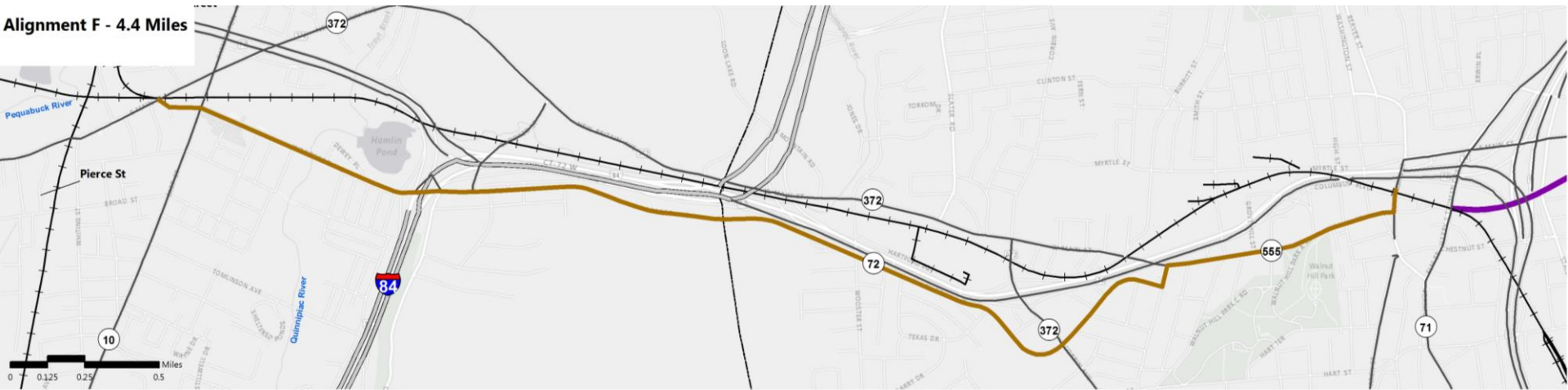
Alignment E - 4.5 Miles  
(92% Off Road)



- Called the New Britain “off road” alignment
- Assumes “road diet” on Woodford Avenue
- Mainly relies on state-owned right of way between Rte 72 and Black Rock Avenue
- 92% off-road, 4.5 miles

# Alignment F

Alignment F - 4.4 Miles



- Called the New Britain “on road” alignment
- Assumes “road diet” on Woodford Avenue
- Mainly relies on existing bike lanes on Black Rock Avenue in New Britain, and construction of new bike lanes on Black Rock Avenue in Plainville
- 25% off-road, 4.4 miles

# Evaluation Criteria

Evaluation Criteria	Factors Considered
Connectivity	Connections to people and recreational resources
Safety	Speeds, crash history, number of driveways, and traffic volumes
Security	“Eyes on the trail” and access/egress options
Potential Property Impacts	Easements needed, ease of construction
Potential Environmental Impacts	Floodplains, wildlife habitat, hazardous materials, historic/cultural, and section 4f
Estimated Costs	Order of magnitude lifecycle costs





# The Evaluation Step

- Will incorporate feedback received tonight
- Separates Plainville alignments
  - North of downtown
  - South of downtown
- Uses data collected for this study and available from other sources
- TIMEFRAME: Next 1-2 months



# A Final Note...

- All alignments are preliminary  
- assumptions might change!
- Once a preferred alignment is selected, we will be exploring implementation
  - Phasing
  - Funding
  - Tricky locations
- It is possible that part of an alignment will be on road in the short term while longer term funding is compiled to make it off road

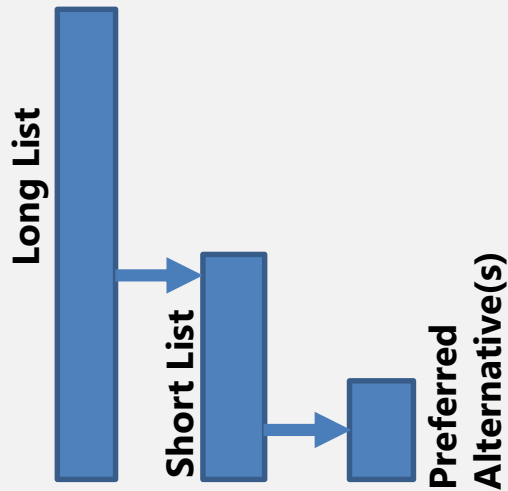




**Next Steps**

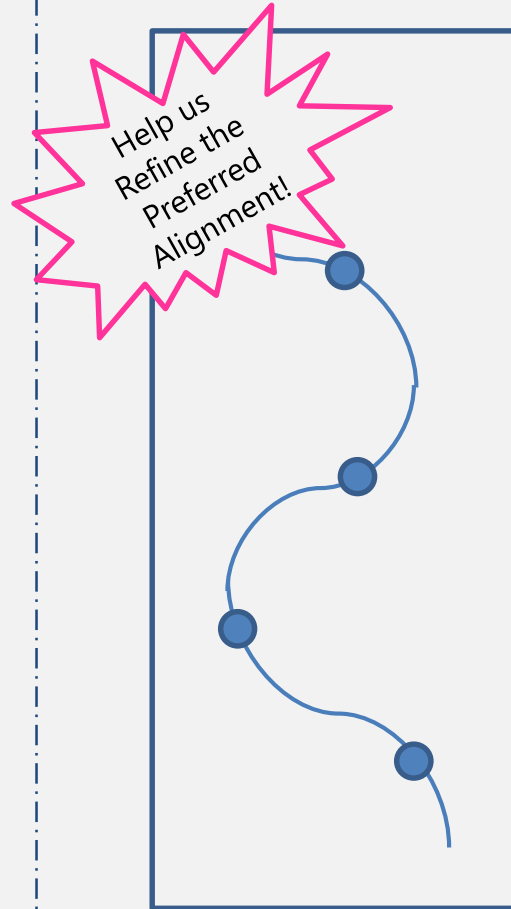
# Our Next Public Meeting - Summer

## Phase 1: Identify Alternative(s)



Spring 2017

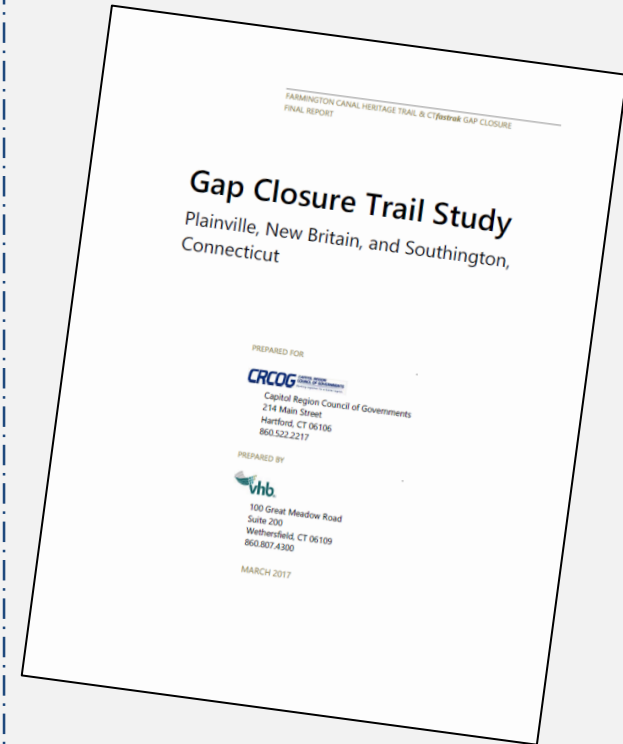
## Phase 2: Refine Alternative(s)



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Summer 2017

## Phase 3: Prepare Concept Plan



Fall 2017

Tim Malone | [tmalone@crcog.org](mailto:tmalone@crcog.org) | 860.522.2217 Ext. 224

Theresa Carr | [tcarr@vhb.com](mailto:tcarr@vhb.com)

Mark Jewell | [mjewell@vhb.com](mailto:mjewell@vhb.com)

Geoffrey Morrison-Logan | [gmorrisonlogan@vhb.com](mailto:gmorrisonlogan@vhb.com)



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