

Attachment A

Attachment A

This attachment provides some background detail for each of the most significant public outreach activities conducted as part of the Gap Closure Trail Study, between the summer of 2016 and winter of 2018. Included in this attachment are public meeting agendas, presentations, and summaries, as well as copies of published newsletters and reports detailing the summer 2016 mobility tour. This attachment intends to provide documentation of how community members and agency stakeholders were involved throughout the study, a description of comments received at key milestones, and some explanation of how comments were addressed as the effort moved forward.

The attachment is organized to follow the summary of outreach activities included in Chapter 1 of the report, as copied below.

Summary of Gap Closure Trail Study Public Outreach Activities

No.	Outreach Activity	Timing	Who Was Involved?
1.	Community Meetings	July 26, 2016 October 3, 2016 October 4, 2016 October 6, 2016 May 22, 2017 October 18, 2017 February 5, 2018	<ul style="list-style-type: none">• Members of the public participated, representing the communities of Plainville, Southington, New Britain, and other communities nearby• Meetings were interactive, with a workshop format and attracted between 10 and 200 people each• Press releases and meeting notifications were available in English, Polish, and Spanish
2.	Project Newsletters	Summer 2016 Summer 2017 Winter 2018	<ul style="list-style-type: none">• Newsletters were distributed to all who joined the project distribution list. Further distributions were managed by members of the Steering Committee to various groups and organizations• Newsletters were made available in Polish and Spanish
3.	Project Website	Launched July 1, 2016 Updated Monthly (approx.)	<ul style="list-style-type: none">• The project website served as a repository for maps, presentations, and other materials to keep the public informed about the project and its status• E-mails were sent to all those who signed up for the project distribution list when major web updates were made or in advance of public meetings
4.	Discovery Week	July 2016	<ul style="list-style-type: none">• 12 Focus Group meetings• Meeting with Steering Committee• Bicycle Audit in Plainville and New Britain

No.	Outreach Activity	Timing	Who Was Involved?
5.	Booths and Outreach at Community Events and Rides	Summer 2016 Fall 2016 Summer 2017	<ul style="list-style-type: none"> • 2016 Discover New Britain Bike Ride • 2016 Cross the State Ride in Plainville • 2016 Pumpkin Festival
6.	Steering Committee Meetings	April 2016 July 2016 October 2016 November 2016 April 2017 July 2017 January 2018	<ul style="list-style-type: none"> • Meeting notices published in the towns of Plainville and Southington and the City of New Britain • Public comment was taken at each meeting, and was an official agenda item • Open to all members of the general public
7.	Presentations to Town and City Councils	November 2016 June 2017 December 2017	<ul style="list-style-type: none"> • Open to all members of the general public • Presentations to Plainville Town Council and New Britain City Council, followed by receipt of public comments • Notices published with the Town of Plainville
8.	Town Manager Updates to Town Council	Regular	<ul style="list-style-type: none"> • Open to all members of the general public • Regular updates by Town Manager to Town Council on project status and progress • Public notice included in Town Council meeting agendas
9.	On-Line Surveys	July 2016 April 2017	<ul style="list-style-type: none"> • Open to all members of the general public • Posted to project website and distributed widely • More than 600 respondents to Survey 1 (existing conditions) and 300 respondents to Survey 2 (facility type)
10.	Stakeholder Outreach	Summer 2016 Fall 2017	<ul style="list-style-type: none"> • Discussions were held with stakeholders and potentially affected property owners as the project was mobilized, and as the preferred alignment was identified and refined, to discuss potential impacts and benefits. A representative list of stakeholders consulted: <ul style="list-style-type: none"> • Tunxis Community College • Central CT State University • Pan Am Railways • Carling Technologies • Property owners along alignment

Community Meetings

July 26, 2016

October 3, 2016

October 4, 2016

October 6, 2016

May 22, 2017

October 18, 2017

February 5, 2018

Community Meeting
July 26, 2016
5-7pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Public Informational Meeting #1

July 26, 2016, 5 PM – 7 PM

***Plainville Town Library, 56 East Main Street, Plainville, CT 06062
Auditorium***

1. Welcome and Introductions
2. Vision Statement and Objectives
3. What is the study
4. How to Participate
5. Next Steps
6. Questions?



GAP
CLOSURE TRAIL STUDY
Farmington Canal Greenway

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

CRCOG, Plainville, Southington and New Britain

Public Informational Meeting
July 26, 2016

vhb | **MORBYCON** | **CONNECTIONS GROUP** | **BAKER ZIMMER**

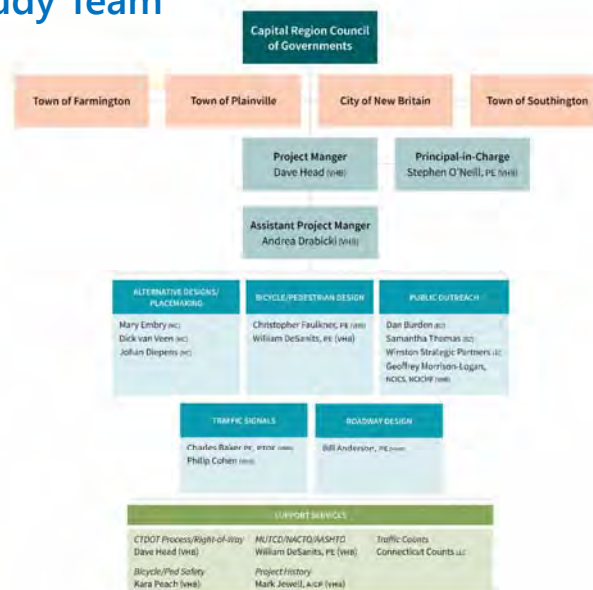


Purpose of Meeting

- Welcome
- Vision Statement and Objectives of the Study
- What is the study
- How to participate / Provide your input
- Next steps
- Questions



Study Team



Key Stakeholders

- General Public
- CRCOG
- Plainville
- Southington
- New Britain
- Farmington
- East Coast Greenway Alliance
- Farmington Valley Trails Council
- Plainville Greenway Alliance
- CTDOT
- CTfastrak

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."

A Little History

- Farmington Canal Heritage Trail
 - 84 mile multi-use trail from New Haven, CT to Northampton, MA
 - Only Gap not in either design or construction is in Plainville / Southington

Farmington Canal Heritage Trail

Suffield	1.2	1.2	0		100
Granby	1.1	1.1	0		100
East Granby	5.3	5.3	0		100
Simsbury	7.5	7.5	0		100
Avon	4.7	4.7	0		100
Farmington	4.8	2.3	2.5	2.5	48 \$5.1m
Plainville	4.3	0	4.3	0	0 Yes, plan
Southington	6.6	4.0	2.6	2.6	61
Cheshire	7.1	3.9	3.2	2.5	55 Yes
Hamden	9.5	9.5	0		100
New Haven	3.4	1.8	1.6	1.6	47 Yes
Total (CT)	55.5	40.3	14.2	7.2	73%
TOTAL	80.2	56.2	22.9	10.1	70%

Farmington Canal Heritage Trail



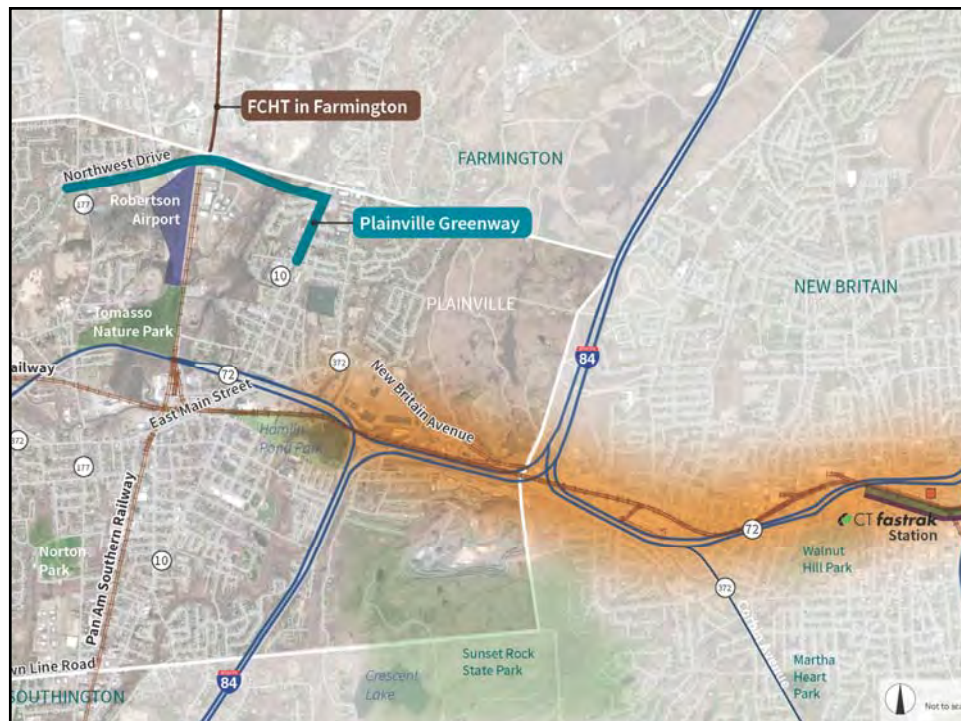
A Little History

- Part of The East Coast Greenway which is a national trail that runs from Key West, FL to Calais, ME.
 - 198 Miles are in CT
 - Of which, 60% are complete or in progress (109 Miles)



What is this Study?

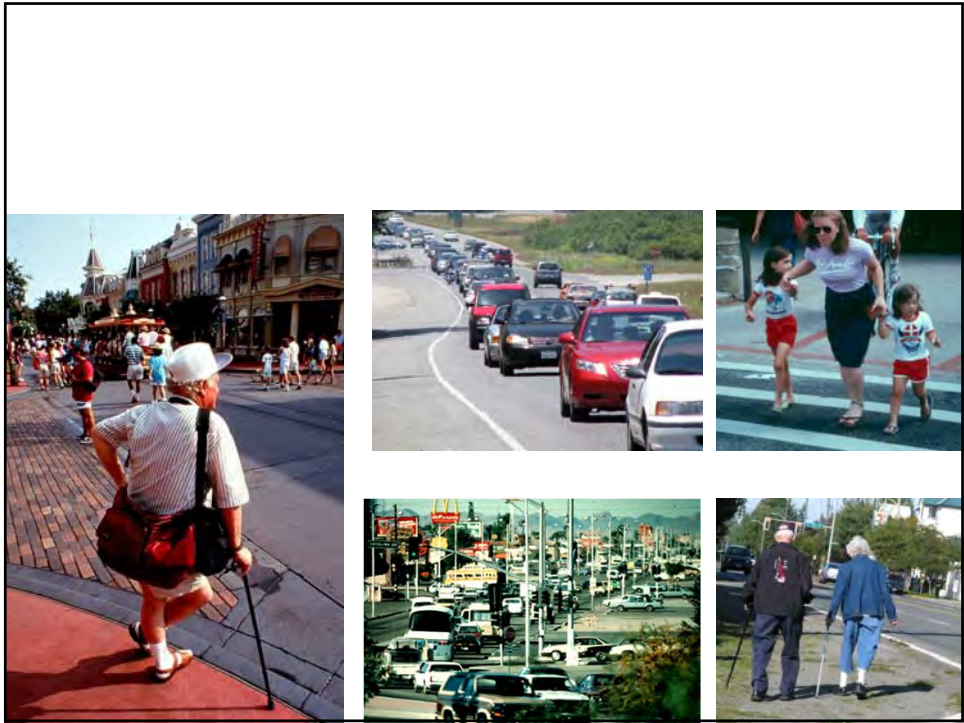
- Study to determine corridor for closing the gap in FCHT
 - Plainville and Southington
- This has been studied before, has not progressed due to difficulty of Plainville section
 - Active Rail Line
- Connection from Plainville to the CTfastrak station in New Britain
 - Provide an alternate means for 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



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





Values to Action



Gap Closure Trail Study



Economics of Trail
and Walkability Investments

Two
Ways To
Grow



↓ 29%



↓ 86%



↑ 19%

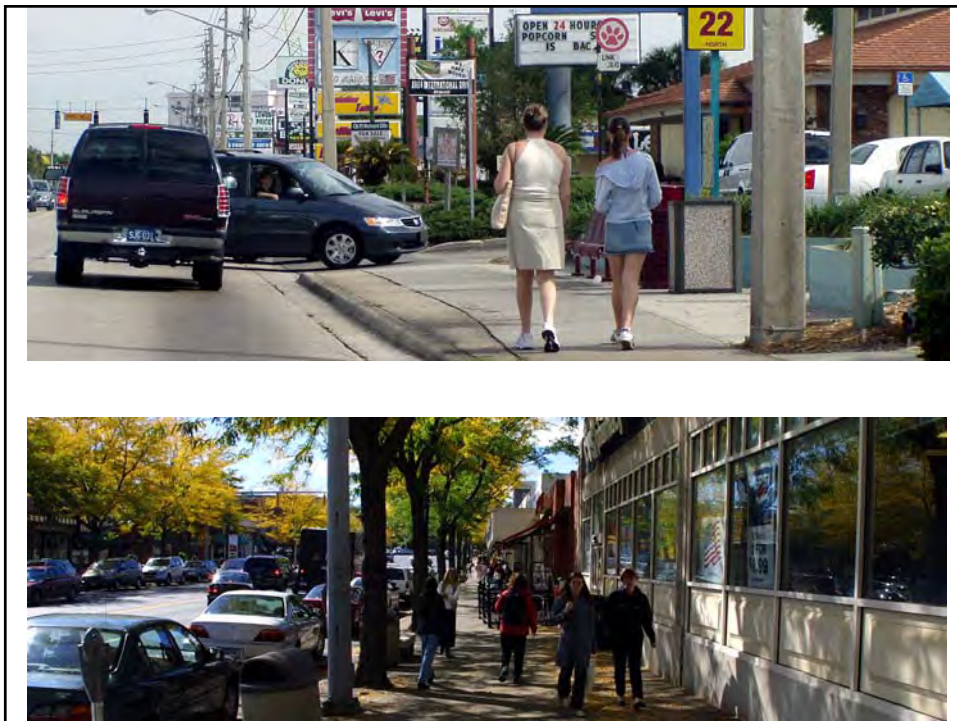
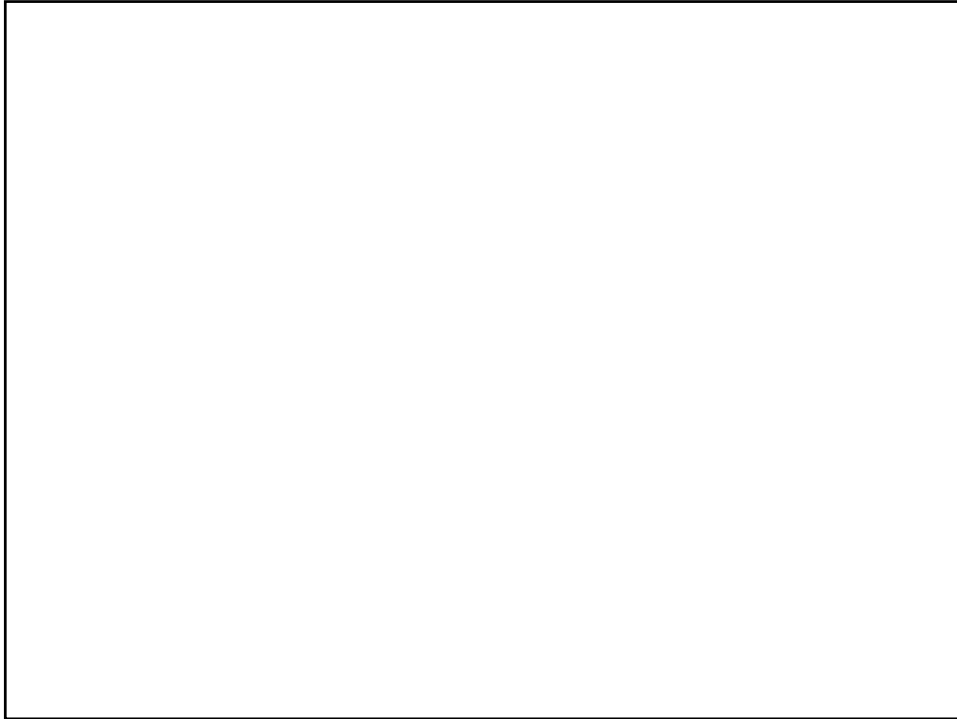


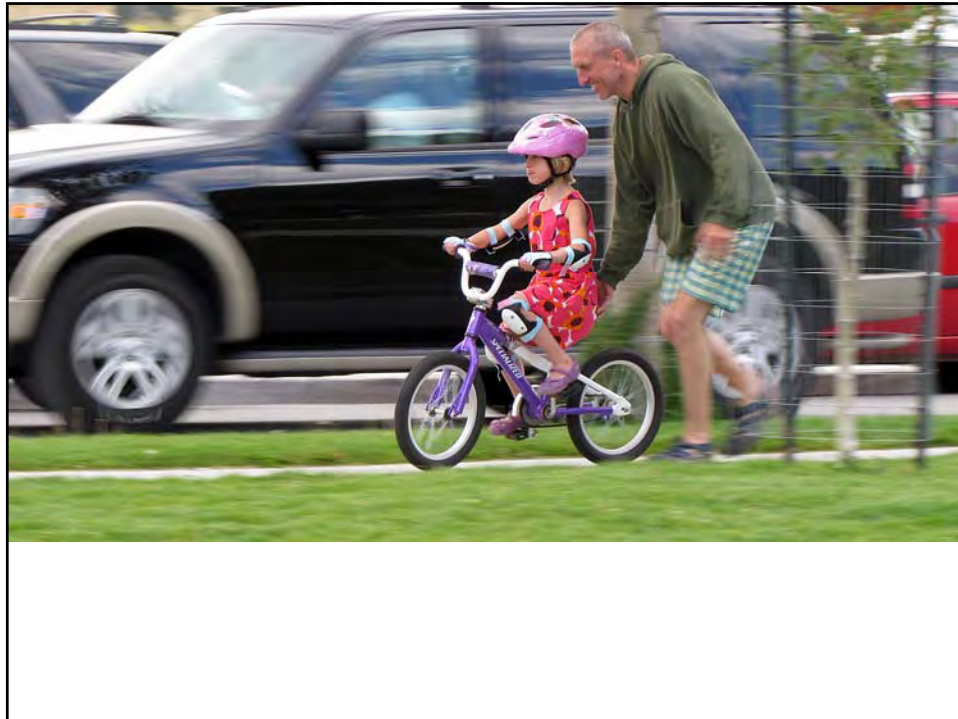




Many people are poised to oppose change.







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.

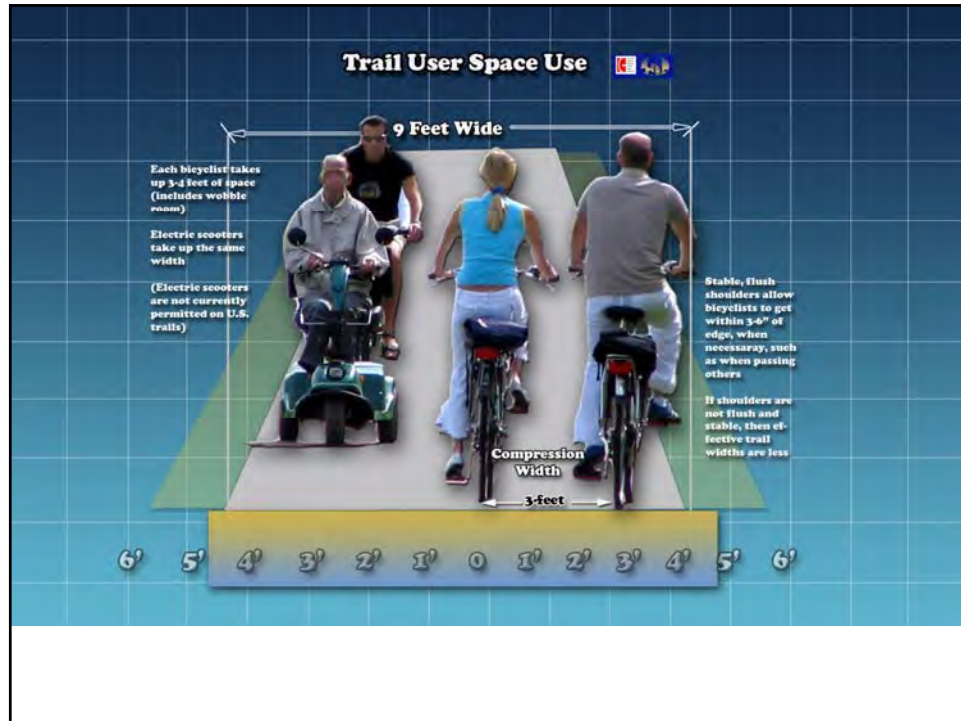
(National Association of Home Builders)

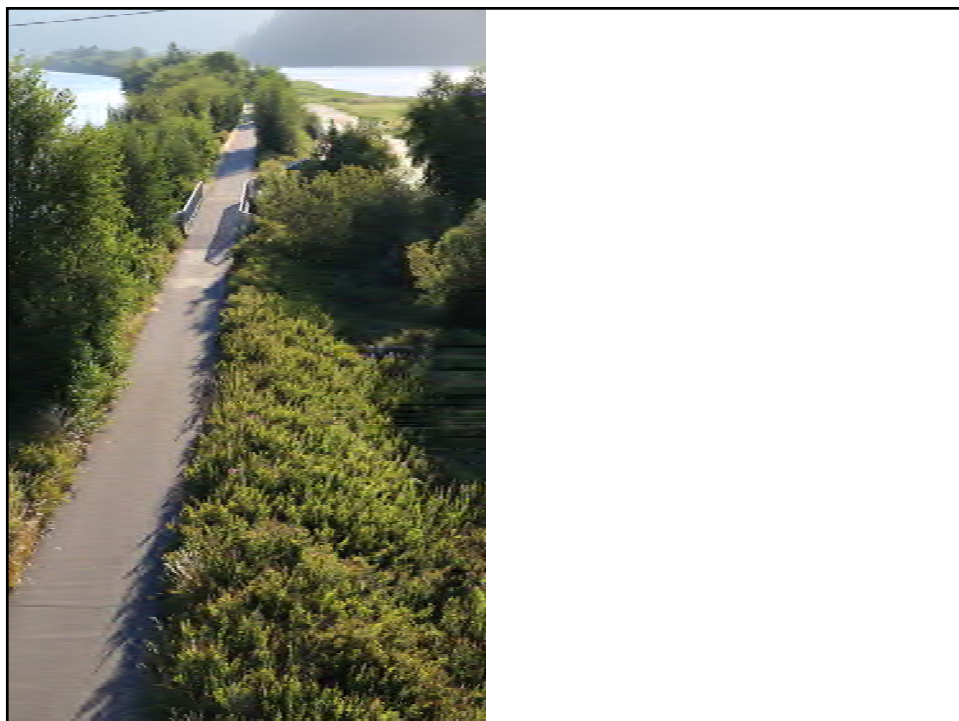




Kawartha Lakes Region, Ontario

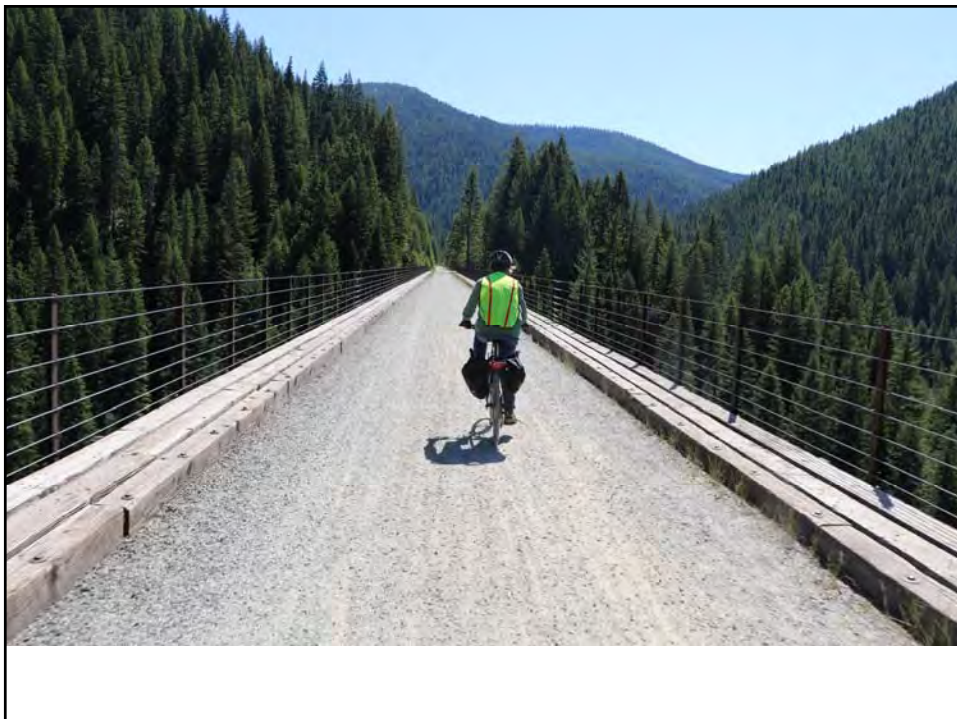
Create a Vision for Greenway Development













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 St Lucie's tree canopy - and provide opportunities for environmental education.





Social

The St Lucie County 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

Bike Lanes

Neighborhood Streets



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



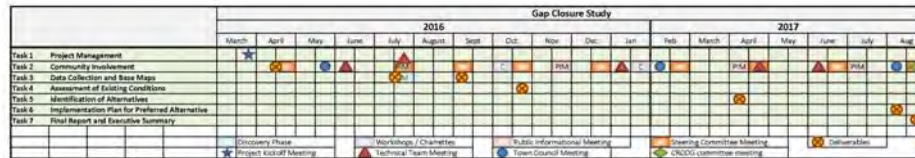
Scope of Work

- Project Management
- Public Engagement Program
- Data Collection / Base Map Creation
- Assessment of Existing Conditions
- Identification of Alternatives
- Implementation Plan
- Final Report

Public Engagement Plan

- Steering Committee (9)
- Technical Team (5)
- Discovery Phase
 - Focus Group Meetings (8)
 - Stakeholder Interviews (10)
 - Mobile Study Tours (2)
- Charrettes (2)
- Public Informational Meetings (4)
- Surveys (3)
- Town Meetings (10)
- Website – www.gapclosurestudy.com
- Newsletters (6)
- Translation Services

Schedule



C – Charrette
M – Mobile Tour
PIM – Public Informational Meeting

How to Participate?

- You're doing it now!
- Attend meetings
- Visit the Website for updates www.gapclosurestudy.com
- Take our survey – you can find it on the website
- Sign up for our interested parties mailing list
- Contact Tim Malone or myself
- Get others involved

Next Steps?

- Review what we hear today
- Continue to work with the Steering Committee
- Begin to look at alternatives for Closing the Gap in Plainville and New Britain
- Keep everyone updated through the website and e-mail blasts
- We will be back for Public Meetings in the Beginning of October

Upcoming Events

- Steering Committee Meeting – Early September
- Planning Charrette – October 3-6
- Public Informational Meeting – October 3

Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Mark Jewell, AICP | mjewell@vhb.com | 860.807.4326

Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224





Meeting Notes

Place: Plainville Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: July 26, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Public Information Meeting #1, 5pm-7pm
Farmington Canal Heritage Trail Gap Closure Study and
CT**fastrak** Connection Study (Gap Closure Trail Study)

The public meeting took place on Tuesday, July 26, 2016 from 5 to 7 PM. The meeting consisted of an open house where members of the public could obtain information and talk to staff about the Gap Closure Study. There were project boards showing base maps of the Plainville and New Britain corridors for the public to review. The project team then gave a formal presentation at 5:15 PM, which was followed by a question and answers period.

Forty Seven (47) people from the public signed in at the meeting.

Presentation

Mr. David Head began the meeting by stating the overall purpose of the public information meeting (PIM) was an introduction to the project, to familiarize the public with the Study Team and key Stakeholders, and concluded by opening up the floor to questions.

Mr. Head then discussed the Objectives of the Study and the Study Vision. These are important concepts so that the public and the decision makers in the communities can always refer back to these to ensure the Study is accomplishing the objectives.

Objectives of the Study are:

- 1.) Close the Gap in the Farmington Canal Heritage Trail through Southington and Plainville.
- 2.) Identify a connection to the CT**fastrak** station in downtown New Britain

The Study Vision is:

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

Mr. Head discussed the reason that the Study is being undertaken, which is to complete the last unplanned section of the Farmington Canal Heritage Trail (FCHT) through the Towns of Southington and Plainville. The FCHT will traverse over 80 miles when complete and presently the 4 mile section through Plainville is the only section not either being designed or in construction. This is due to the active rail line that runs north and south through Town. This study will allow the Towns to identify a corridor that they can move into design and eventually construction.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

Hand in hand with this is to determine a connection over to the CT **fastrak** station in downtown New Britain. Both of these connections will allow for greater use of alternate means of transportation in the region.

Mr. Dan Burden of Blue Zones then gave a short presentation describing the tangible results of establishing a scalable community for all user types and citizens. Having worked in over 3,500 towns and cities across North America, Mr. Burden presented the following information as results of communities with established greenway development corridors:

- Where we spend our money matters
- Communities that focus finances on establishing an auto centric culture have the worst traffic problems
- Property tax reductions occur within communities that establish a more walkable, multi-modal greenway development plan
- Social capital can often be more important than financial capital
- Quality of life index increases for all community residents but especially among seniors

Mr. Head then briefly described the scope of work, schedule and the public engagement for the Study. The scope of work is comprised of seven tasks and the timeframe for the Study is expected to last 18 months, which would have the final reports available for review in August of 2017.

Mr. Head next discussed how the public can participate in the Study, the main opportunity being through the website, www.gapclosurestudy.com. The website will have updates posted, as well as meeting minutes and presentations, upcoming events and includes an "Interested Parties" sign up. The Interested Parties list generated from the website and the sign-in sheets from the public meetings will be used to email the public with project updates.

Mr. Head then went over the next steps of the Study which included reviewing the information gathered from the public today, begin looking at alternatives, keep all interested parties updated, and preparation for another round of public meetings in October. These meetings will take place the first week in October beginning Monday, October 3rd. Please check the website for updated information as we get closer to the meetings.

Question and Answer Period

Mr. Head then opened the floor to the public for questions, there were many questions posed and a good discussion followed. Below is a summary of the questions and answers:

A member of the public asked how the trail positively affects communities or businesses. It was noted that many of these trails / bicycle facilities generate additional influx into the communities they go through. Another member of the community asked if individuals will be advised ahead of time if their properties will be affected by the new trail. It was noted that at this point in the process we are not even to the point where we can identify if a property may be affected with any degree of certainty. As the project moves forward and alignments get refined, if there is a property that will be affected the owner will be notified. It was also noted that, as this time, we aren't even to the point of thinking about the possibility of eminent domain; Mr. Head noted that the Department of Transportation historically will not utilize this tool for bicycle and pedestrian projects.

A question was asked about a related project, which will extend the trail from Red Oak Hill Road in Farmington to Northwest Drive in Plainville. The member of the public was also concerned about the pavilion that will be constructed as part of that project. The study team responded that that section of the trail is part of a separate project and outside of the scope of the current study.

Another question was stated requesting to know if environmental diversity will be looked at. Mr. Head stated that yes an important component of the study will be to determine if there will be any environmental impacts and if so what these may be.

A question was raised concerning the safety of a trail and if the Plainville police had been contacted. Mr. Head stated that security on the trail is an important piece of the puzzle. The police, fire and emergency services in all the towns have been reached out to and will be part of the study process.

A comment was brought up as to how the issue of tree roots along the trail will be handled. Mr. Head stated that this would be through routine maintenance from the Town or an advocacy group. However, Mr. Head also noted that many of the issue with tree roots have been designed out of newly constructed trails with the use of root barriers and removal of nuisance trees (shallow root systems) with local approvals.


Manager Robert Lee, Plainville, concluded the meeting by mentioning his excitement about the upcoming planning process and that he encourages public engagement.

The meeting adjourned at 6:30 pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: website – interested parties list

Project File 42201.00

Community Meeting
October 3, 2016
5-8 pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Plainville Collaborative Planning Workshop

October 3, 2016, 5 PM – 8 PM

***Plainville Public Library, 56 East Main Street, Plainville, CT
Auditorium***

1. Welcome and Introductions
2. Public Comment
3. Project Updates
4. Community Values Exercise
5. Star Analysis Mapping Exercise
6. Group Report Out
7. Next Steps
8. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



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

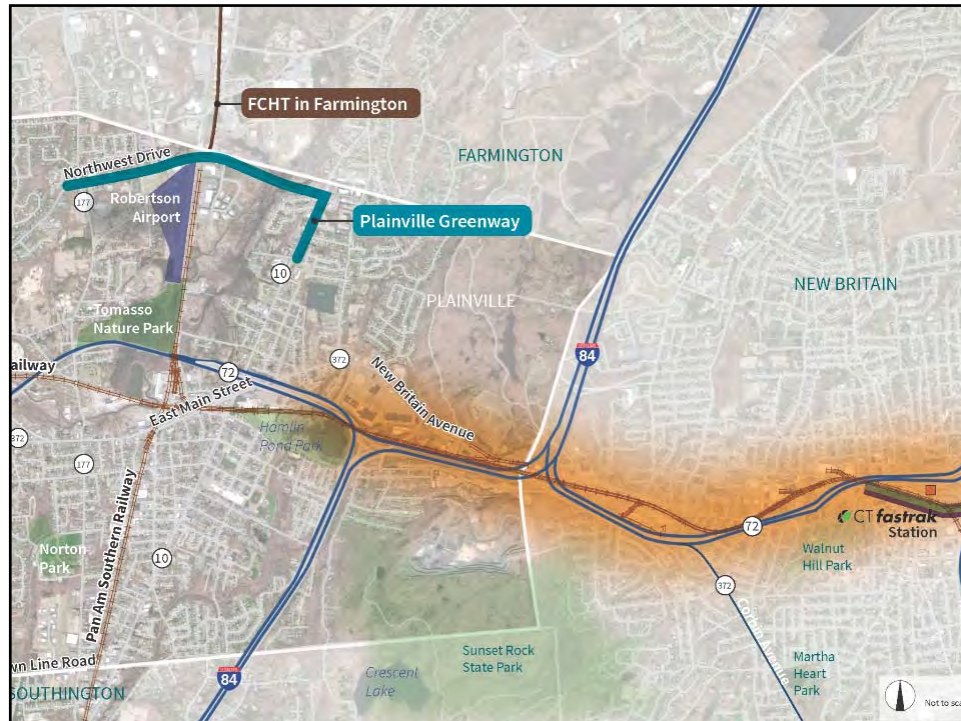


Vision Statement

"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 CT**fastrak** station in New Britain
 - Provide an alternate means for residents to access CT**fastrak**
- 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



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

Schedule

		2016												2017							
		March	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug		
Task 1	Project Management	★																			
Task 2	Community Involvement																				
Task 3	Data Collection and Base Maps		⊗	⊗	⊗	⊗	⊗		C	PM	⊗	C	⊗	⊗	⊗			PM	⊗		
Task 4	Assessment of Existing Conditions																				
Task 5	Identification of Alternatives																				
Task 6	Implementation Plan for Preferred Alternative																				
Task 7	Final Report and Executive Summary																				
Discovery Phase														Steering Committee Meeting							
Project Kickoff Meeting		★												Deliverables							
		Workshops / Charrettes												Public Informational Meeting							
		Technical Team Meeting												Town Council Meeting							
														CRDOO committee meeting							

C – Charrette
M – Mobile Tour
PIM – Public Informational Meeting







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

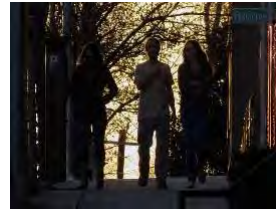



Economics of Trail and Walkability Investments

- 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



Two Ways To Grow



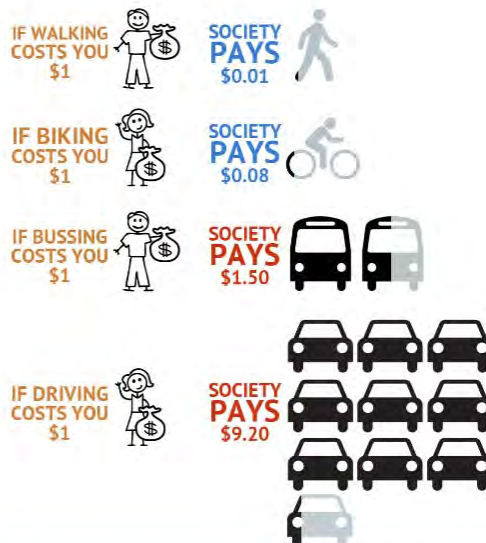
Property Taxes:	 29%	 22%
Air Pollution:	 86%	 5%
Neighborhood Quality:	 19%	 11%

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.

Produced by Discourse Media, data by George Foulos. Calculate your commute at MovingForward.DiscourseMedia.org/CostofCommute



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





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

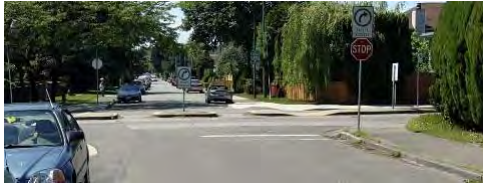


Separate wheels from heels



First mile 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.



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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.



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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.



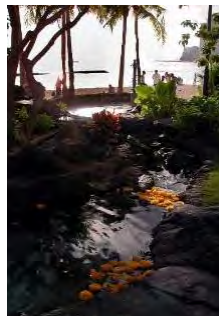
Trails/Paths

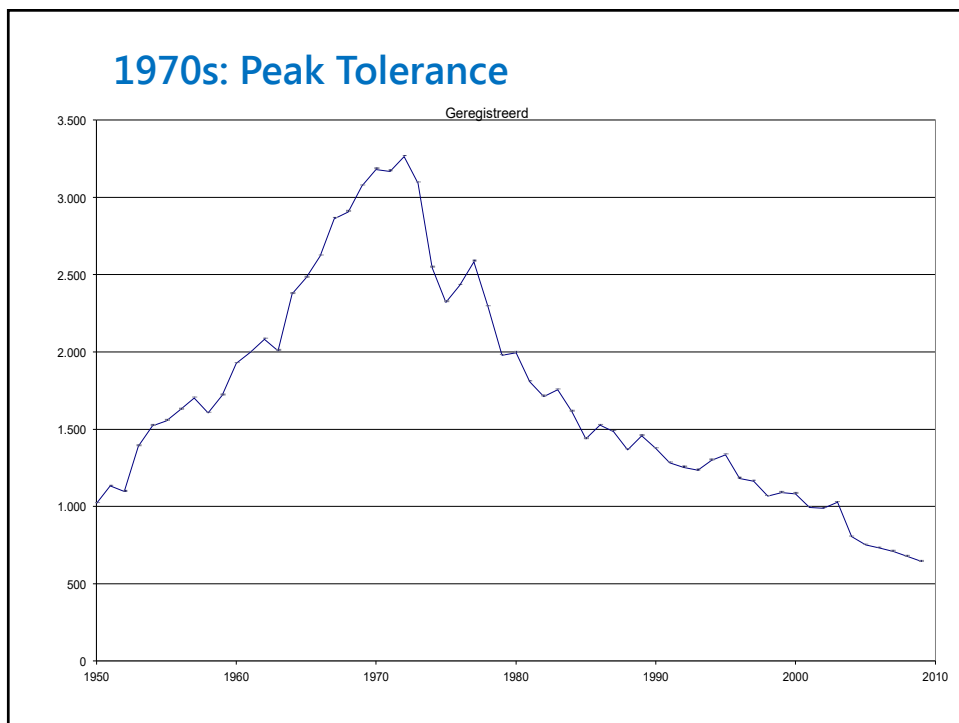
Surface (Paved or Unpaved)
Storm Drainage
Information Signs
Historic Markers/Exhibits
Bridges
Emergency Telephones
Bicycle Parking
Event Banners
Art/Sculpture
Picnic/Seating Areas
Crosswalks.



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







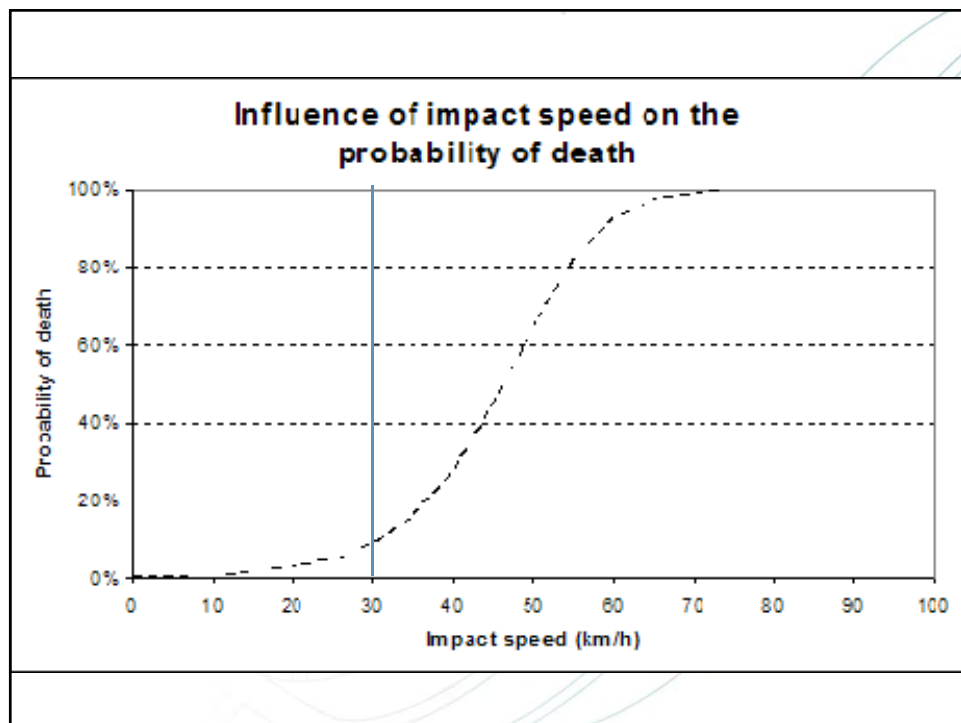
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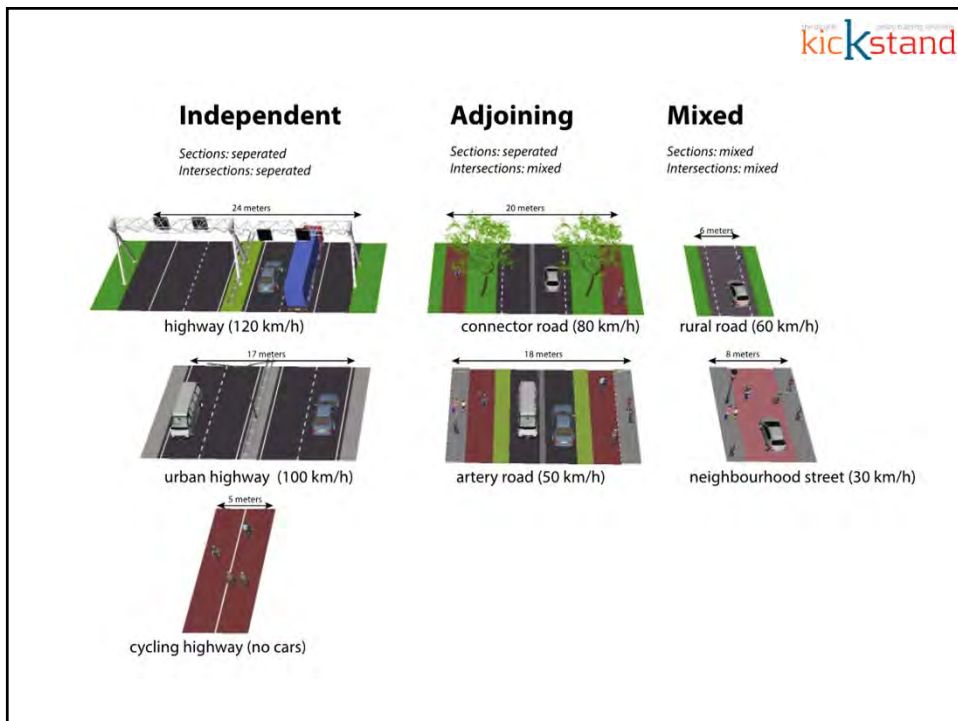


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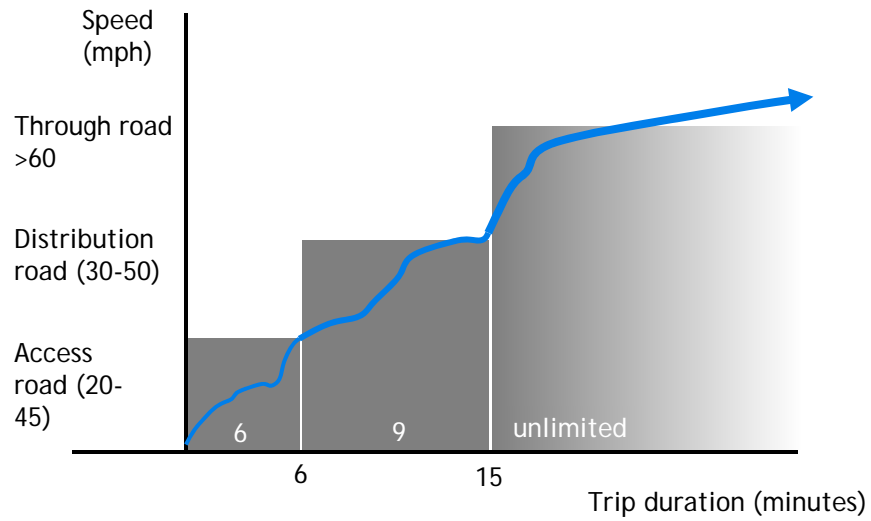
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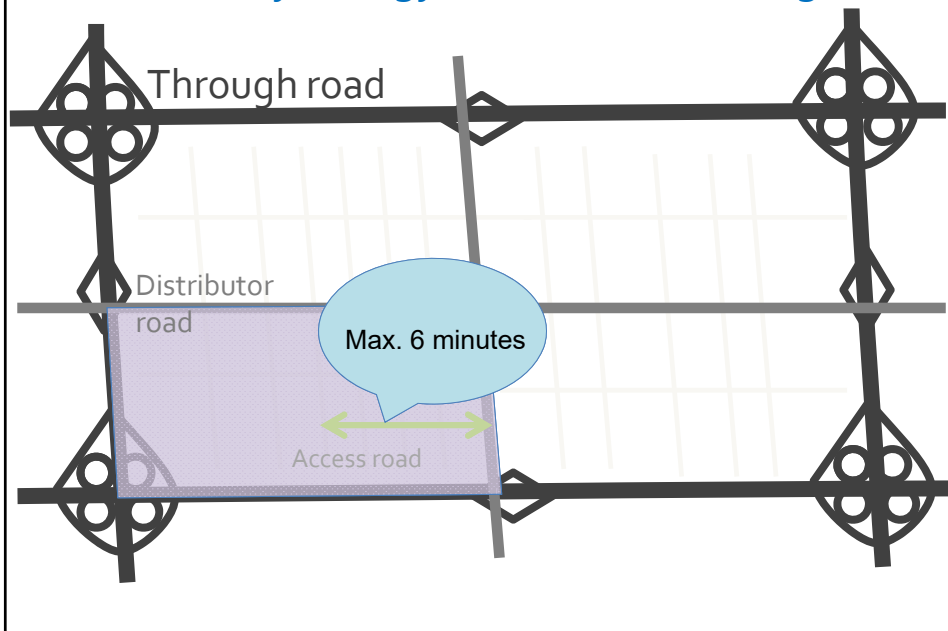


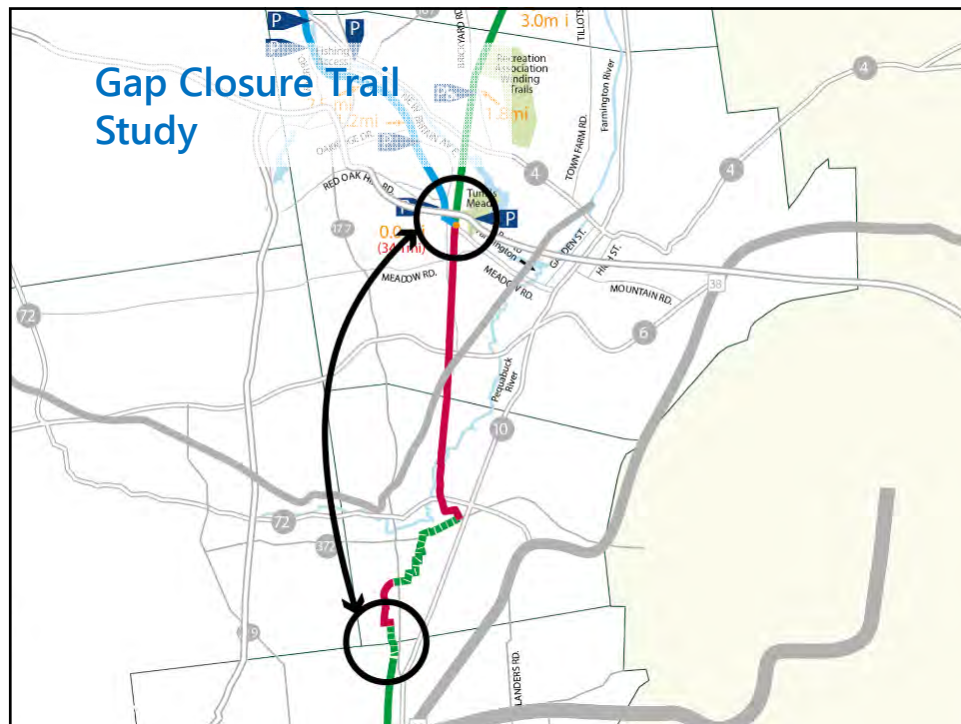


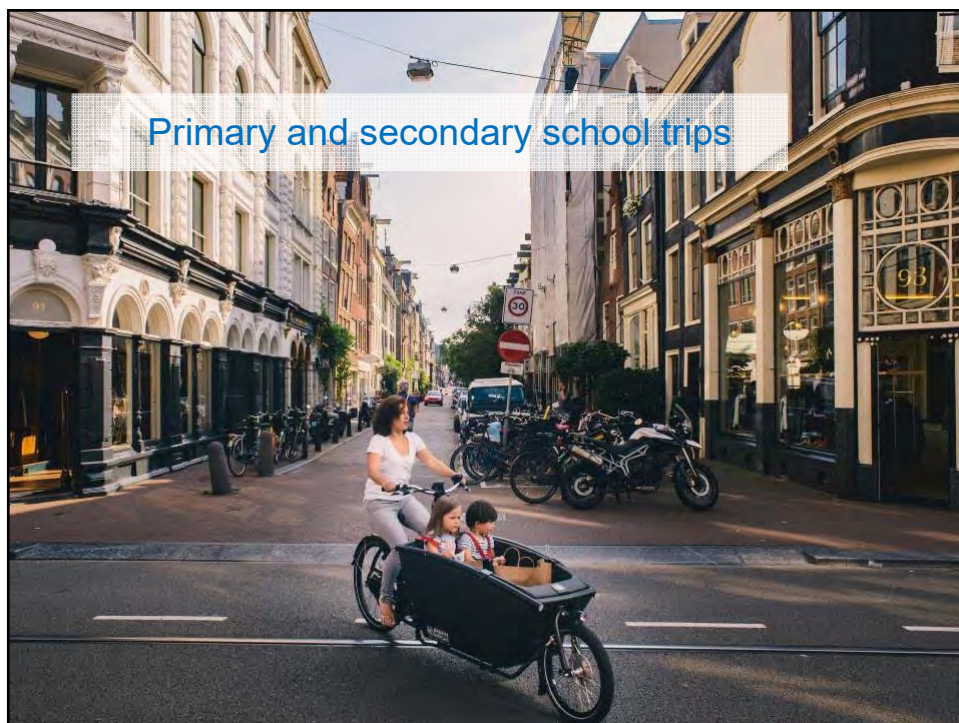
Traffic Psychology

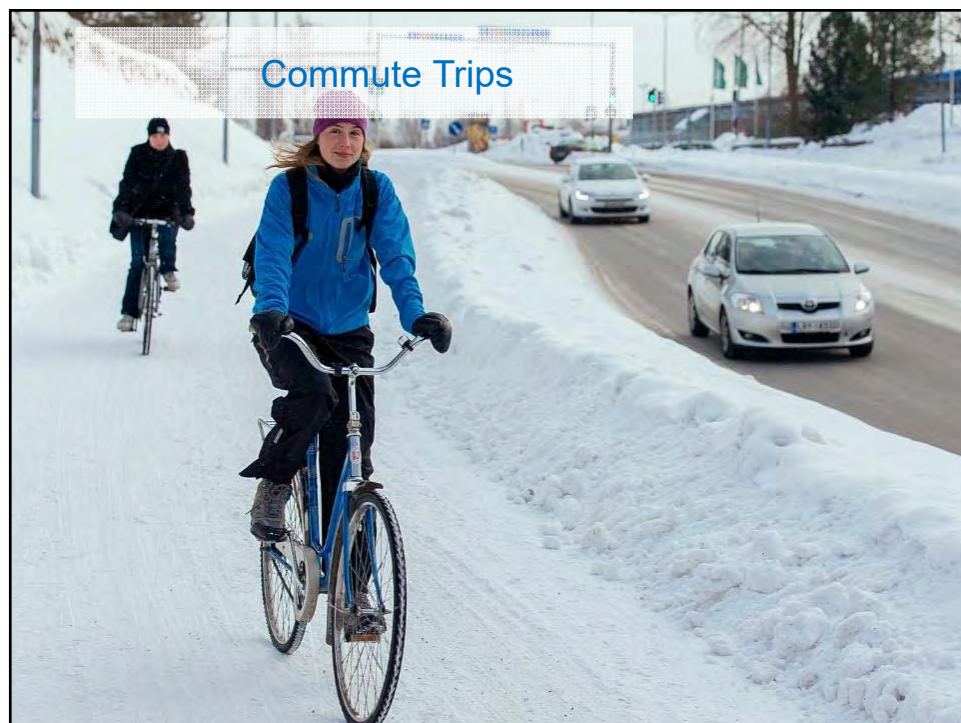
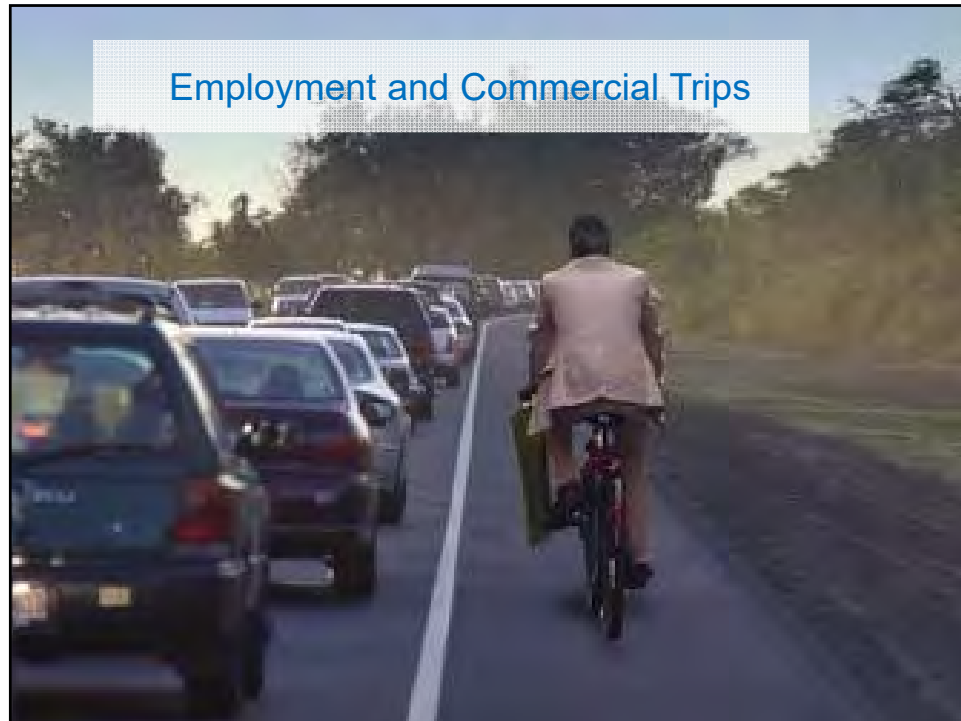


Traffic Psychology in Network Planning

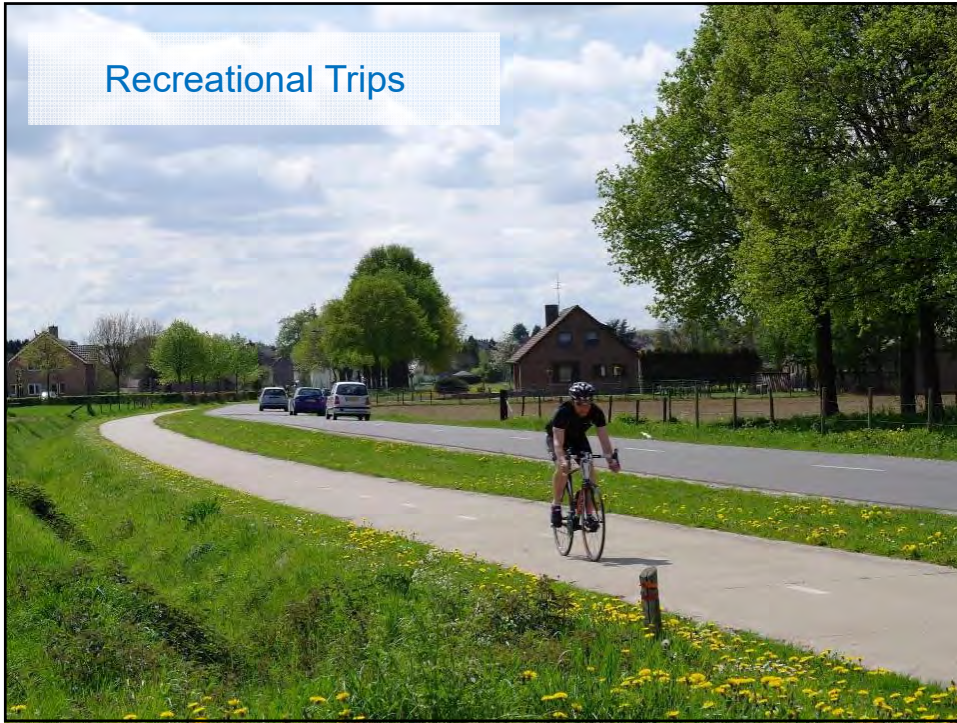








Recreational Trips



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)
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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 6-7 pm for your feedback.

Website - Best Way to Get Information



Select Language

Home About Participate Guided Tour Resources FAQ



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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 Britain (New Britain) to Southington (Southington) covering approximately 61 miles. Of these 61 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 191 active rail line being 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 Capital to the CTfastrak station in New Britain with its adjacent multi-use trail to further enhance the landscape and provide a connection in the region. Since all CTfastrak routes are equipped with bicycle racks, this connection can directly extend the station's bicycle capacity 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
 5:00 - 8:00 PM
 New Britain Public Library

Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: October 3, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Plainville Collaborative Planning Workshop
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Consultant Team

Timothy Malone, Capitol Region Council of Governments (CRCOG)

Dave Head, VHB

Andrea Drabicki, VHB

Geoffrey Morrison –Logan, VHB

Mark Jewell, VHB

Dan Burden, Blue Zones

Samantha Thomas, Blue Zones

Mary Embry, Mobycon

Lennart Nout, Mobycon

The public planning workshop took place on Monday, October 3 and was scheduled from 5:00-8:00pm. The meeting consisted of a presentation and series of collaborative exercises with the public and consultant team.

Forty (40) people from the public signed in and participated in the collaborative workshop.

1. Call to Order: Mr. Tim Malone, CRCOG, called the meeting to order at 5:15pm and welcomed the public. Mr. Geoffrey Morrison-Logan, VHB, introduced the consultant team and informs the public what they are to expect for the evening.

2. Public Comment: Two (2) members of the public inquired:

Q: How far along into the planning study is the project?

A: Seven (7) months out of an eighteen (18) month project schedule

Q: Who does CRCOG answer to?

A: The Capitol Region Council of Governments (CRCOG) has a Policy Board which is it responsible to.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

- 3. Project Updates:** Mr. Dave Head explained the objectives of the study, study area, and what has been completed to date.

4. Community Values Exercise

- a.** Ms. Samantha Thomas and Mr. Dan Burden, Blue Zones, then asked the public to participate in the Community Values Exercise. Each member of the public was given five (5) slips of paper and asked to write down one word per piece of paper which represents their community values.

Questions posed to the public were:

- Why did you move to the Plainville community?
- Why did you live here?

- b.** Mr. Burden presented the principles that are involved in establishing healthy communities
- c.** Blue Zones then reported back the answers received from the public based on the questions posed earlier in the meeting. These were c:
- Environment/Climate/Nature (27)
 - Community/People/Culture (21)
 - Connectivity/Proximity/Location/Access (15)
 - Size/Character of Town (11)
 - Education (10)
 - Safety (10)
 - Recreation (incl. bike trails and walkability) (8)
 - Health (7)
 - Economy/ Jobs/Opportunity (6)
 - Faith (3)
 - Quality of life (3)

5. Star Analysis Mapping Exercise

- a.** Mr. Lennart Nout, Mobycon, presented best practices applied in the Netherlands
- b.** Ms. Mary Embry, Mobycon, then explained the Star Analysis Mapping exercise and encouraged the public to break into groups. During this exercise the public was given a user type, based on trip types, to plan for. These user trip types consisted of, Shopping and Entertainment, Primary and Secondary Schools, Employment and Commercial and Commute Trips. The Public was asked to identify residential areas and plot routes to their user type (Schools, Recreation areas). Then they were to try and combine the individual routes into a single route connecting Downtown Plainville with the CTfastrak station in New Britain.

6. Group Report Out

- a. Each table or group was asked to report out their major findings from the Mapping Exercise. They were asked to answer several questions. Below is the questions and summary response:
 - i. What their user group was.
 - Each Table reported which user group they had.
 - ii. How well the trail alignment fit their user group network.
 - It fit, but there is a need for an east/west connection, or a loop through Town.
 - It didn't fit too well, while the group members individually wanted the trail to run along the railroad, they agreed that their trip type (shopping/entertainment) would be better served with an east/west connection.
 - iii. Did you user group change your route?
 - It determined the route choices to some extent, though most groups identified directness as the preferred characteristic for both the trail and the trip types.
 - The Parks & Rec group focused more on attractiveness, which led to a less direct alignment.
 - iv. What were your key challenges?
 - Infrastructure is a challenge in Plainville, especially at street crossings and railroads.
 - Linear alignment in residential area doesn't work. Destinations and the residential areas are to spread out.
 - A linear trail doesn't catch enough of the users, there is a need for an additional connection, or loop in Town.
 - Traffic is an issue
 - Good and clear wayfinding for any of the trails that aren't a straight line is important.

7. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process for the consultant team:

- a. The consultant team will present and hold the same workshop format the next evening in the City of New Britain on October 4 from 5:30-8:30pm at the New Britain Public Library in the Community Room located at 20 High Street, New Britain.
- b. Take all the information received from the mapping exercises in both communities and place all the drawn alignments by the public and combine them all into one map.
- c. The consultant team will then spend an entire day reviewing all the alignments, values, and then report back to the public what they heard and saw on October 6 from 6-7pm at New Britain City Hall in Room 504 the findings from both the Plainville and New Britain workshops.

8. Conclusion of Meeting: The meeting adjourned at 8:00pm

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00

Community Meeting
October 4, 2016
5:30 - 8:30 pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

New Britain Collaborative Planning Workshop

October 4, 2016, 5:30 PM – 8:30 PM

New Britain Public Library, 10 High Street, New Britain, CT

1. Welcome and Introductions
2. Public Comment
3. Project Updates
4. Community Values Exercise
5. Star Analysis Mapping Exercise
6. Group Report Out
7. Next Steps
8. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310





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

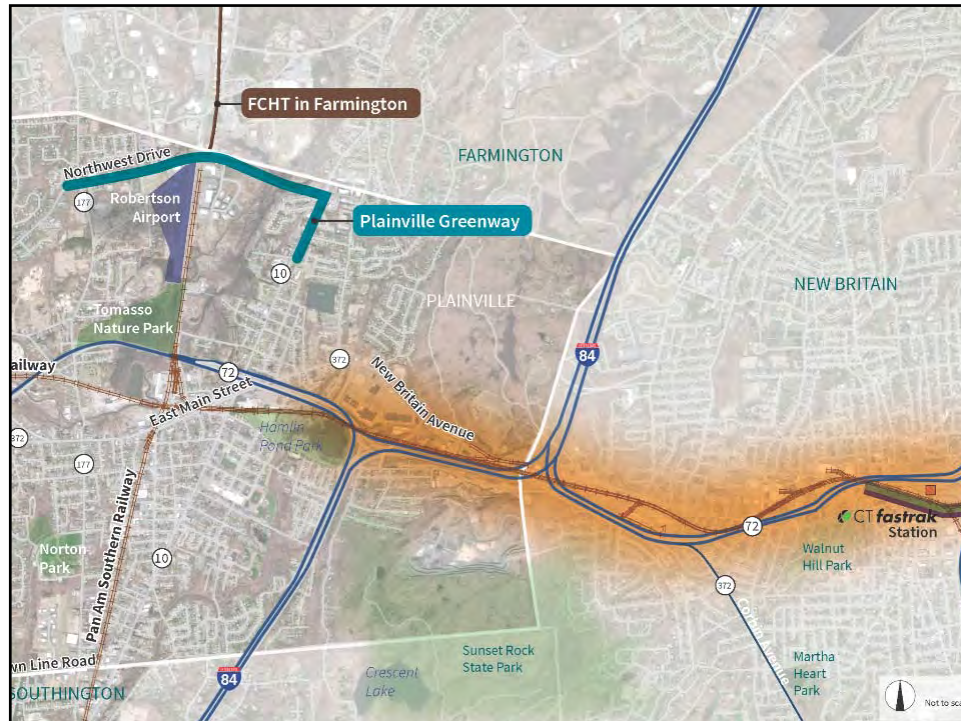


Vision Statement

"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 CT**fastrak** station in New Britain
 - Provide an alternate means for residents to access CT**fastrak**
- 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



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

Schedule

		2016												2017					
		March	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug
Task 1	Project Management	★																	
Task 2	Community Involvement																		
Task 3	Data Collection and Base Maps		⊗	⊗	⊗	⊗	⊗		C	PM	⊗	C	⊗	⊗	⊗	⊗	⊗	⊗	⊗
Task 4	Assessment of Existing Conditions																		
Task 5	Identification of Alternatives																		
Task 6	Implementation Plan for Preferred Alternative																		
Task 7	Final Report and Executive Summary																		
Discovery Phase														Steering Committee Meeting					
Project Kickoff Meeting		★												Deliverables					
		Workshops / Charrettes												Public Informational Meeting					
		Technical Team Meeting												Town Council Meeting					
														CRDOO committee meeting					

C – Charrette
M – Mobile Tour
PIM – Public Informational Meeting







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



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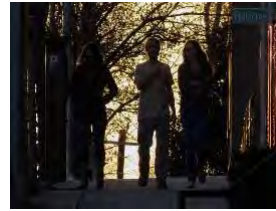


Economics of Trail and Walkability Investments

- 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



Two Ways To Grow



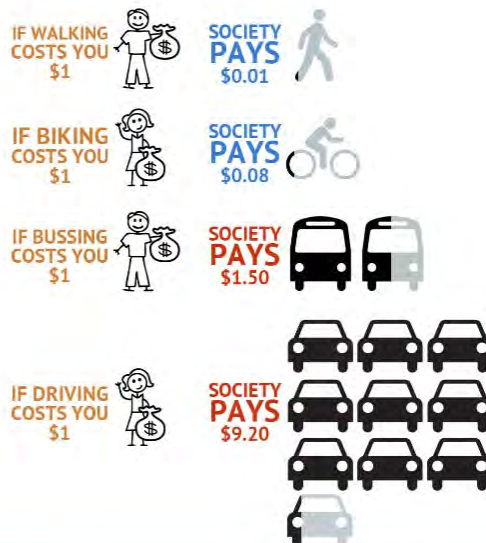
Property Taxes:	↓ 29%	↑ 22%
Air Pollution:	↓ 86%	↑ 5%
Neighborhood Quality:	↑ 19%	↓ 11%

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.





Demographics & Change



Family Friendly





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



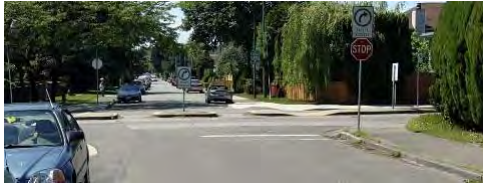
Separate wheels from heels



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.



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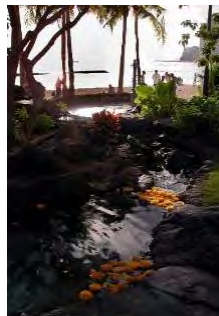
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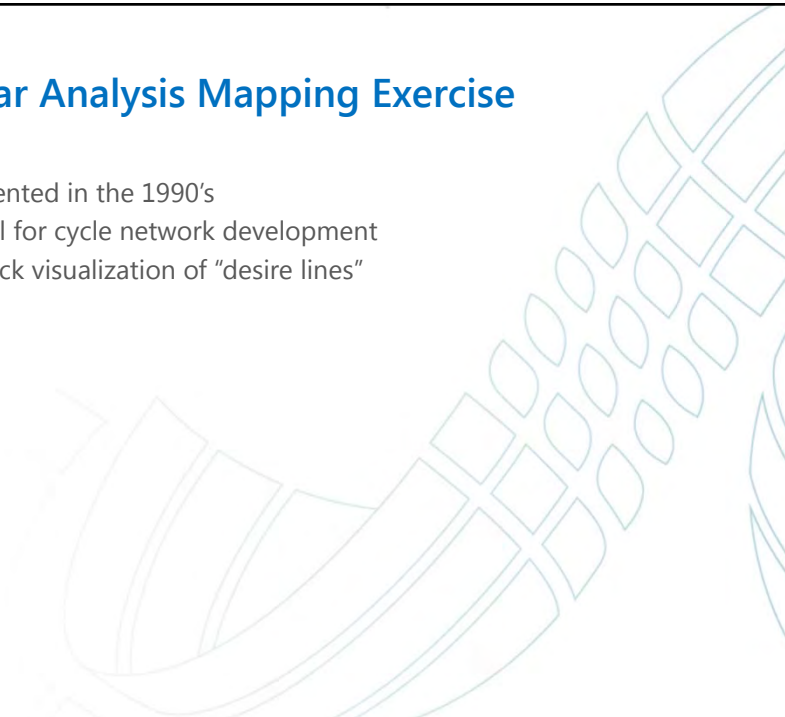
Community Values Exercise

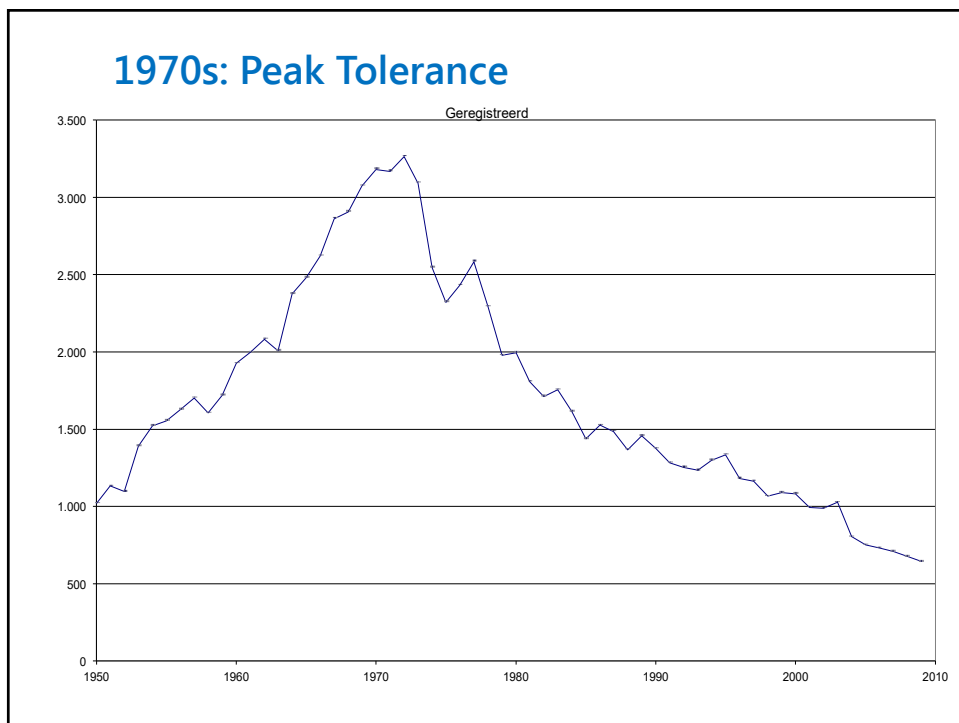
- Defines a set of shared-values that Gap Closure and CT**fastrak** Study will embody moving forward
 - 5 Post-It notes
 - Write 1 word per Post-It note states a value you hold



Star Analysis Mapping Exercise

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







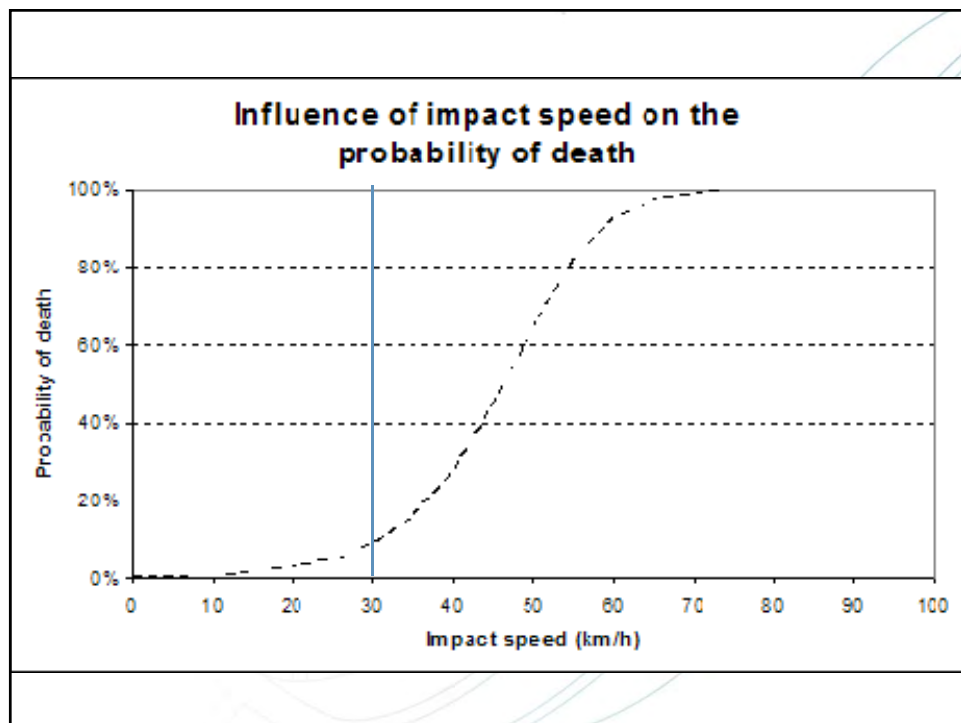
This is the best country to drive in

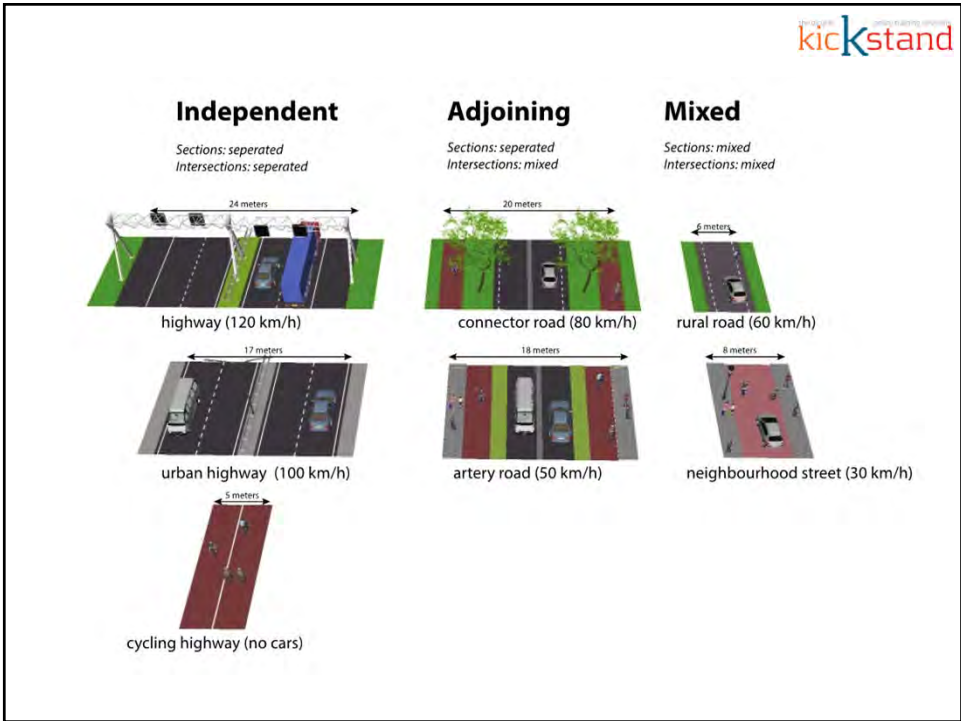


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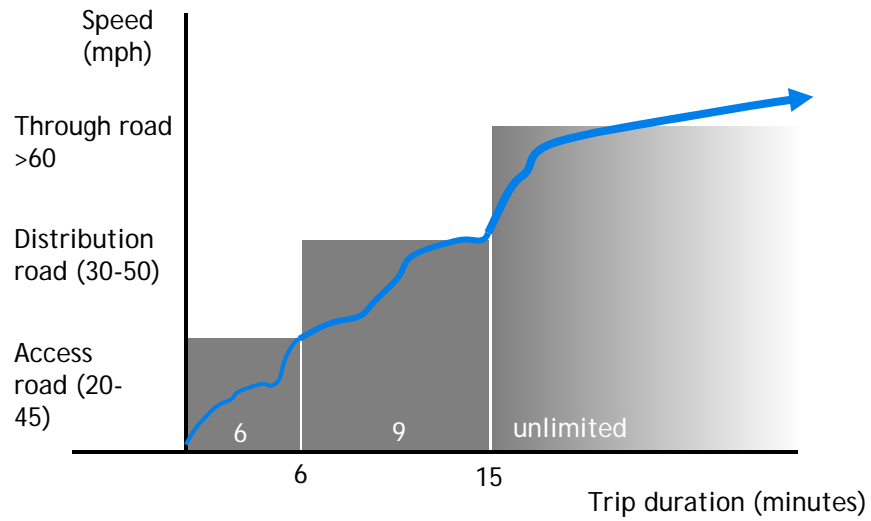
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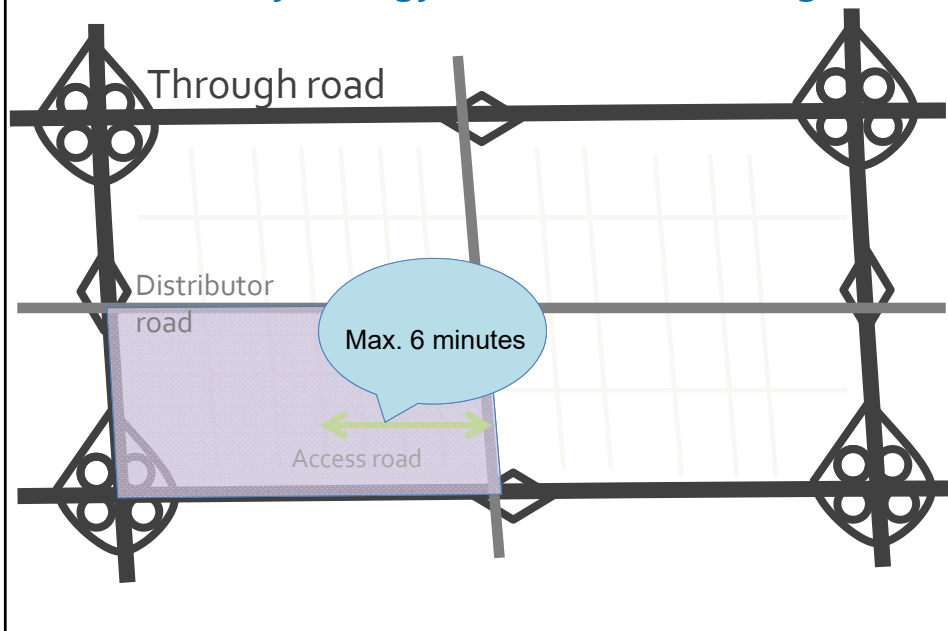


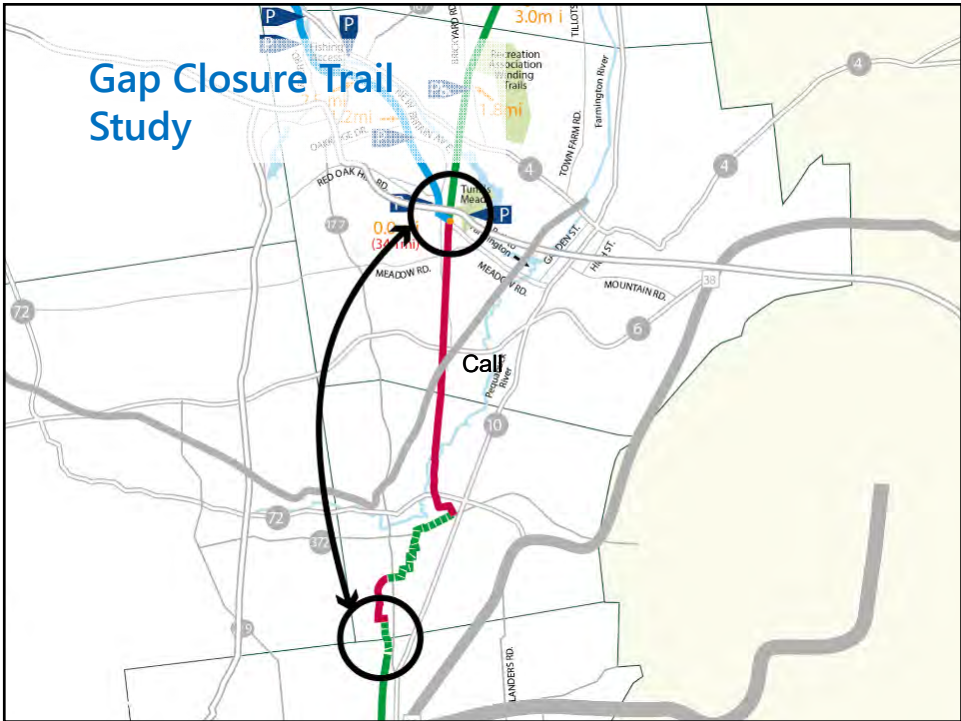
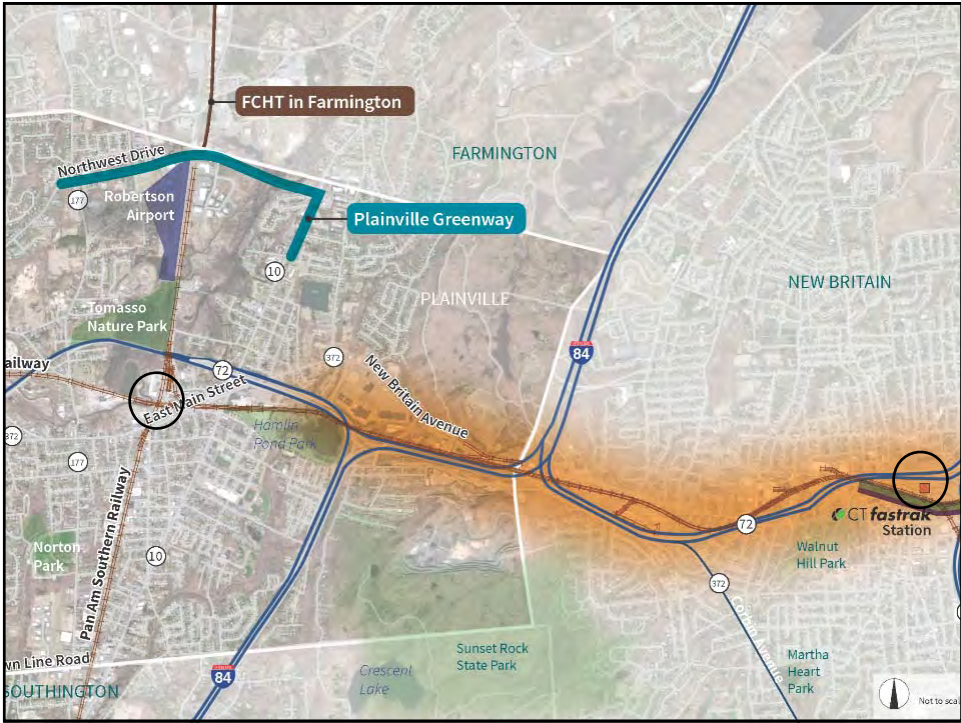


Traffic Psychology



Traffic Psychology in Network Planning



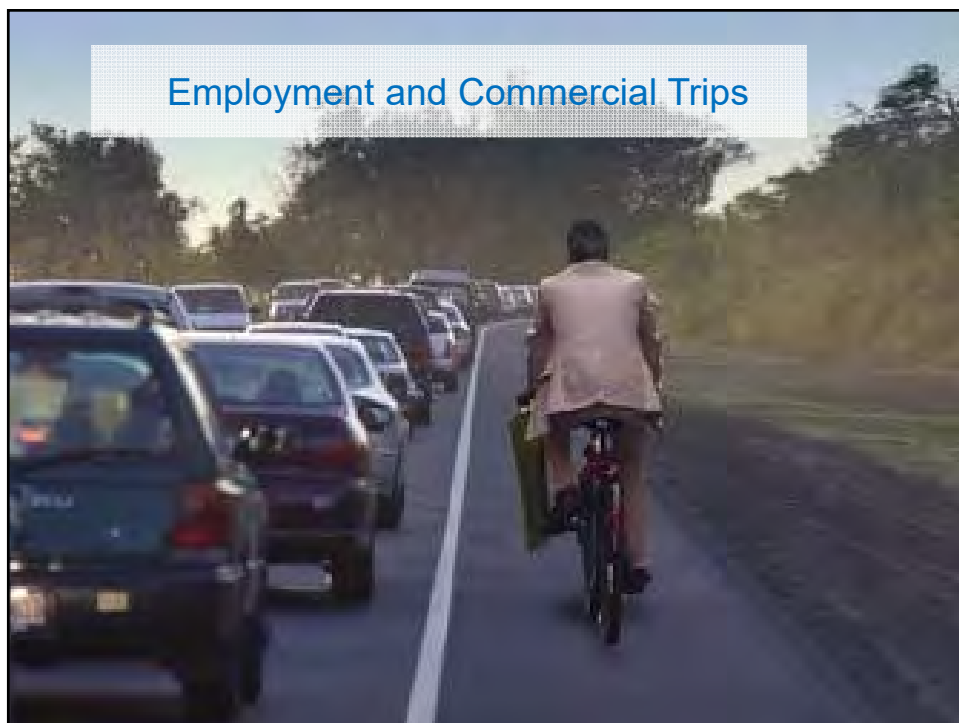
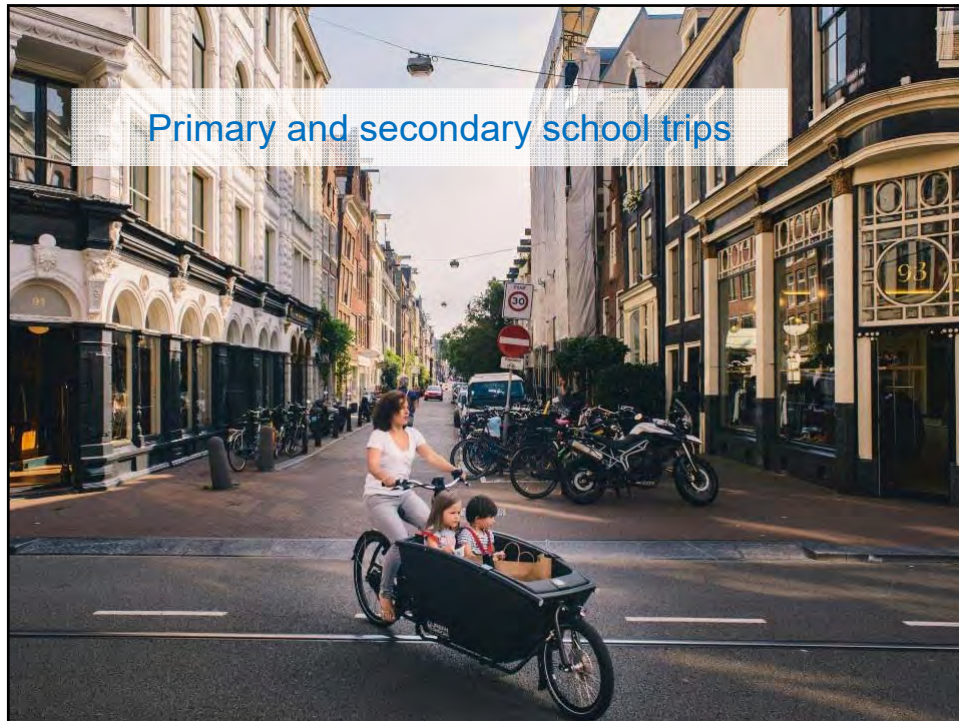


Economics of a Trail

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





Star Analysis Mapping Exercise Part 1 – Origins and Destinations

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2. Identify a connection to the CTfastrak station in New Britain.

The CTfastrak from New Britain (CTfastrak) is approximately 60 miles. Of these 60 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 its active rail line being adjacent 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 CTfastrak station in New Britain into its adjacent Plainville and to further enhance the local bicycle network in the region. Several CTfastrak stations 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
5:00 - 8:00 PM
New Britain Public Library

Tim Malone | tmalone@croc.org | 860.522.2217 Ext. 224

Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357





Meeting Notes

Place: New Britain Public Library
Community Room
20 High Street
New Britain, CT 06051

Date: October 4, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: New Britain Collaborative Planning Workshop
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Consultant Team

Timothy Malone – Capitol Region Council of Governments (CRCOG)

Dave Head, VHB

Andrea Drabicki, VHB

Geoffrey Morrison –Logan, VHB

Chris Faulkner, VHB

Dan Burden, Blue Zones

Samantha Thomas, Blue Zones

Mary Embry, Mobycon

Lennart Nout, Mobycon

The public planning workshop took place on Tuesday, October 4 and was scheduled from 5:30-8:30pm. The meeting consisted of a presentation and series of collaborative exercises with the public and consultant team.

Twelve (12) people from the public signed in and participated in the collaborative workshop.

1. Call to Order: Mr. Tim Malone, CRCOG, called the meeting to order at 5:45pm and welcomed the public. Mr. Geoffrey Morrison-Logan, VHB, introduced the consultant team and informed the public what to expect for the evening.
2. Public Comment: Mr. Mark Moriarty, New Britain Department of Public Works stated for the record that he has received feedback from the community that the lack of bike lockers at the CTfastrak stations are turning people off from using the rapid bus transit
3. Project Updates: Mr. Dave Head explained the objectives of the study, study area, and what has been completed to date.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

4. Community Values Exercise

- a. Ms. Samantha Thomas and Mr. Dan Burden, Blue Zones, then asked the public to participate in the Community Values Exercise. Due to the size of the group Blue Zones did not formally ask the public to write down their values but encouraged everyone to state one word which best represented their values.

Questions posed to the public were:

- Why did you move into the New Britain community?
- Why do you live or work here?

- b. Mr. Burden presented the principles that are involved in establishing healthy communities

- c. Blue Zones then reported back the answers received from the public based on the questions posed earlier in the meeting. These were:

- Work
- University
- Parks
- Museum
- History
- Backroads
- Accessibility
- History
- Urban
- Diversity
- Community

5. Star Analysis Mapping Exercise

- a. Mr. Lennart Nout, Mobycon, presented best practices as they are applied in the Netherlands
- b. Ms. Mary Embry, Mobycon, then explained the Star Analysis Mapping exercise and encouraged the public to break into groups. During this exercise the public was given a user type, based on trip types, to plan for. These user trip types consisted of, Shopping and Entertainment, Primary and Secondary Schools, Employment and Commercial and Commute Trips. The Public was asked to identify residential areas and plot routes to their user type (Schools, Recreation areas). Then they were to try and combine the individual routes into a single route connecting Downtown Plainville with the CTfastrak station in New Britain.

6. Group Report Out

- a. Each table or group was asked to report out their major findings from the Mapping Exercise. They were asked to answer several questions. Below is the questions and summary response:
 - i. What their user group was.
 - Each Table reported which user group they had.
 - ii. How well the trail alignment fit their user group network.
 - The Alignment fit, but there is a need for a loop in the City.
 - iii. Did you user group change your route?
 - The user group determined the route choices to some extent, most groups identified directness as the preferred characteristic for both the trail and the trip types. Even recreational trips could form a relatively direct east west route by going through Walnut Hill Park.
 - iv. What were your key challenges?
 - East west connector - there is a large catchment area that needs a north south route, or loop.
 - 2. Infrastructure an issue - especially at road and railroad crossings.
 - 3. Traffic.
 - 4. Road conditions, particularly around industrial areas.

7. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process for the consultant team:

- a. Take all the information received from the mapping exercises in both communities of Plainville and New Britain and place all the drawn alignments by the public and combine them all into one map.
- b. The consultant team will then spend an entire day reviewing all the alignments, values, and then report back to the public what they heard and saw on October 6 from 6-7pm at New Britain City Hall in Room 504 the findings from both the Plainville and New Britain workshops.

8. Conclusion of meeting: Meeting Adjourned at 8:00pm

Next Steps

- The consultant team will then spend an entire day reviewing all the alignments, values, and then report back to the public what they heard and saw on October 6 from 6-7pm at New Britain City Hall in Room 504 the findings from both the Plainville and New Britain workshops.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00

Community Meeting
October 6, 2016
6-7 pm
New Britain City Hall



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Plainville, Southington, New Britain Report Out Meeting

October 6, 2016, 6 PM – 7 PM

***New Britain City Hall, 27 W Main Street, New Britain, CT
Room 504***

1. Welcome and Introductions
2. Public Comment
3. What we Learned
4. Next Steps
5. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

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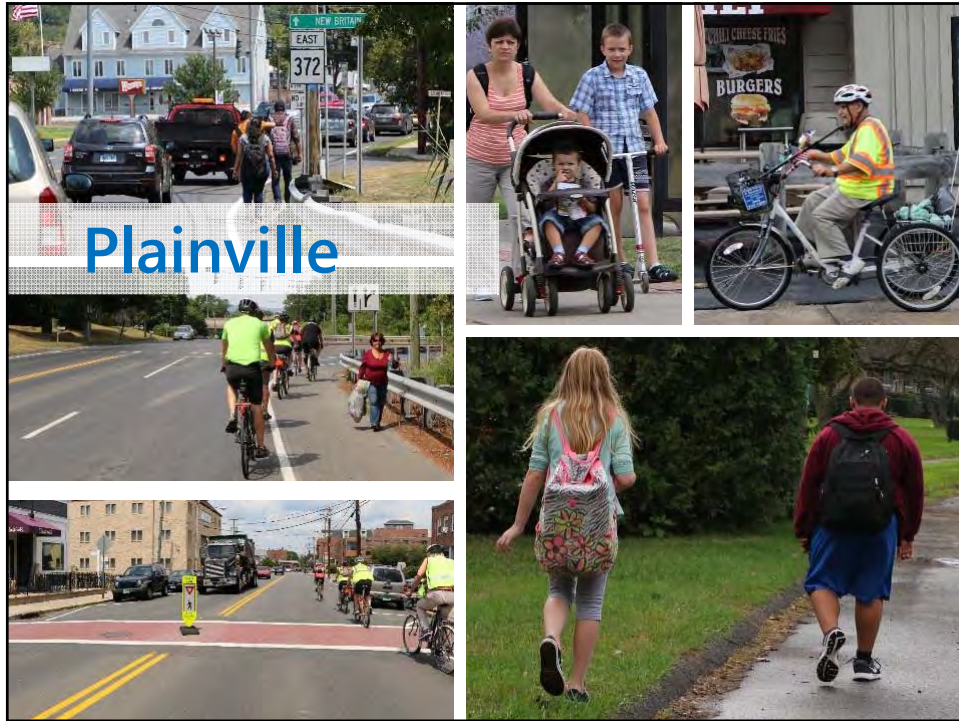
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Purpose of Meeting

- Welcome and Introductions
- Review What We Heard
- Next steps
- Your Feedback







Our Values



WHY?



Active Transportation



Jobs



Age Friendly



Nature with Urban



WHY?



Universal Design



Safe Routes to School



Millenials/Lifestyle



Connectivity



Family



Vibrant Town Centers



Non-Nuclear Families

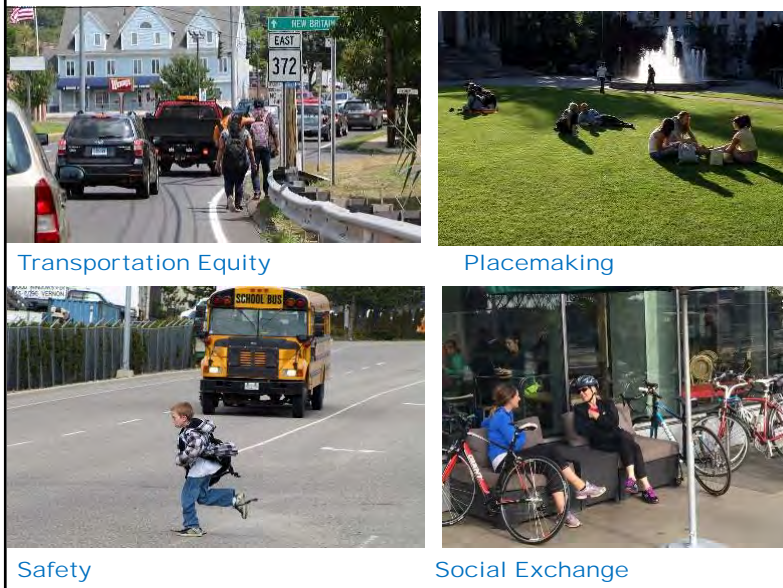
WHY?



WHY?



WHY?



WHY?



Long-Distance Bicyclists



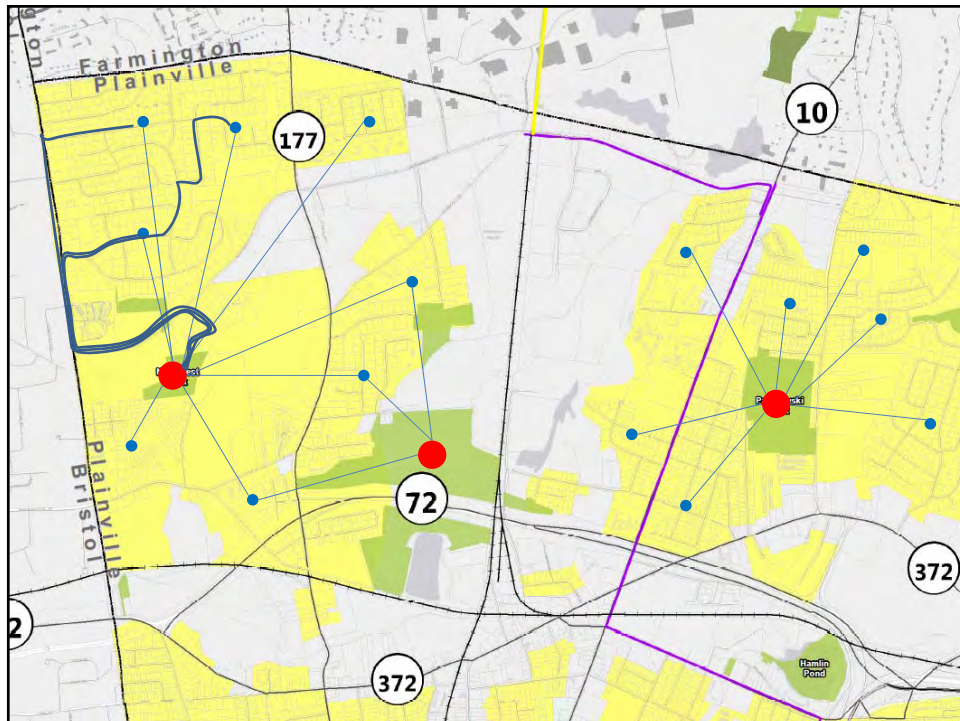
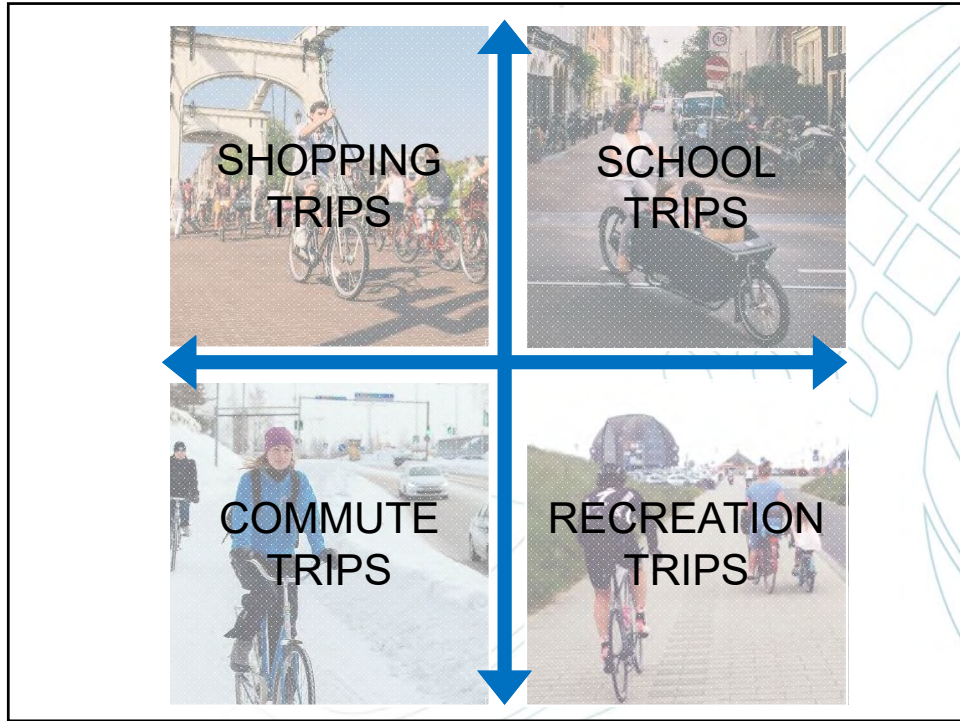
Linkages Parks-to-Parks

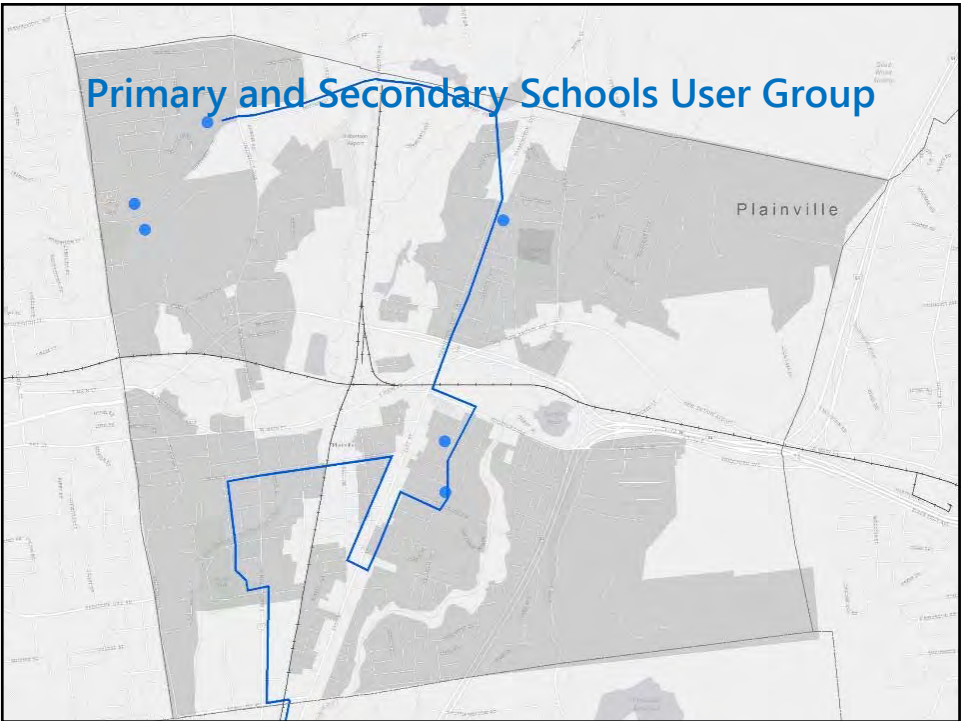
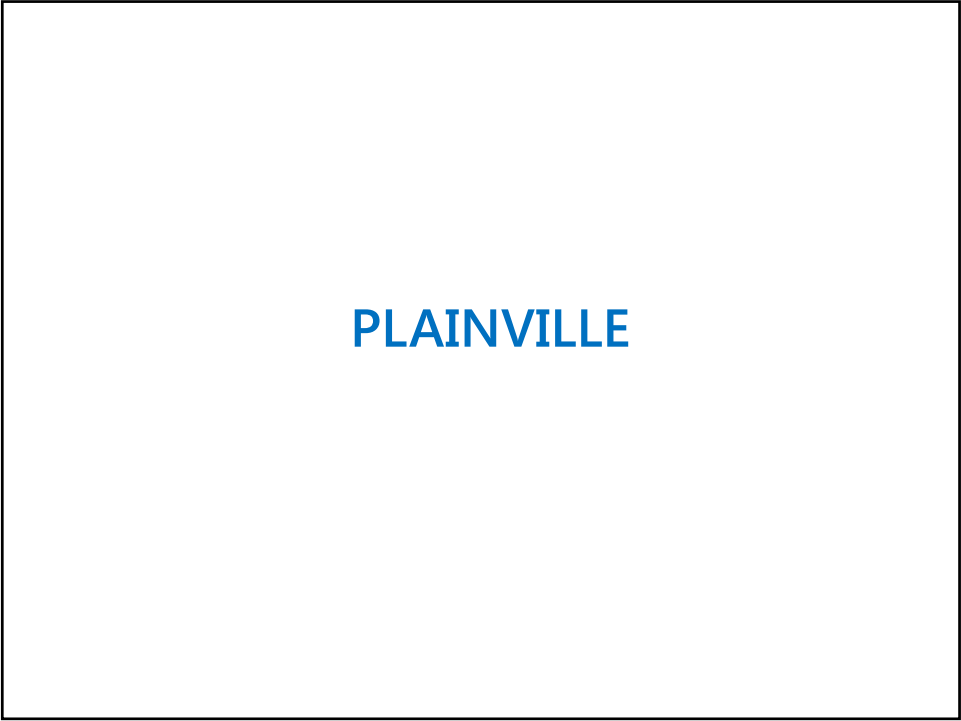


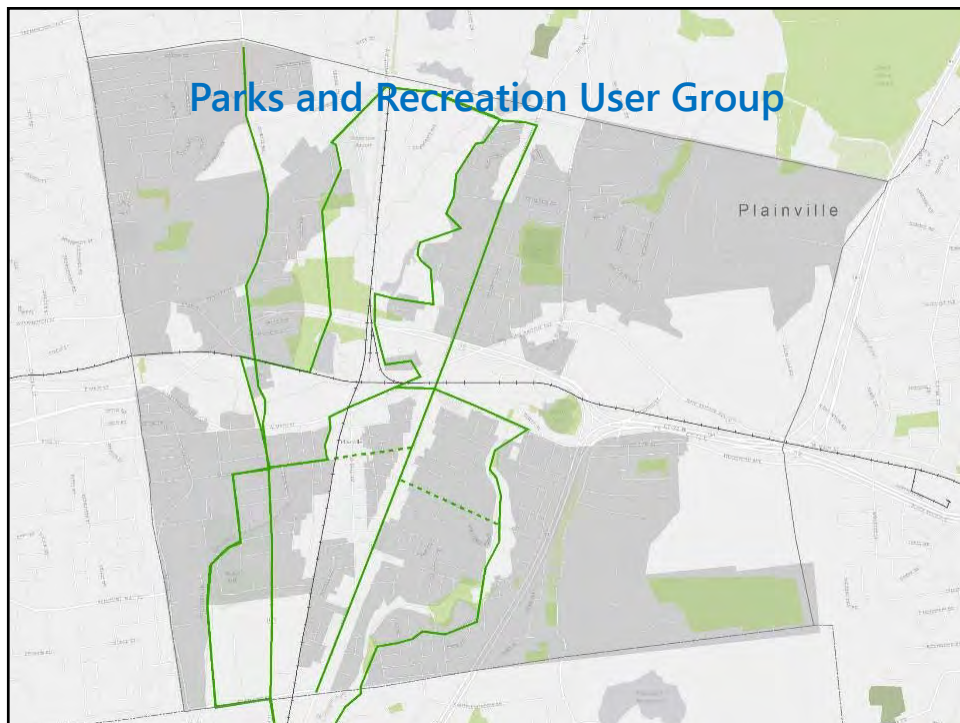
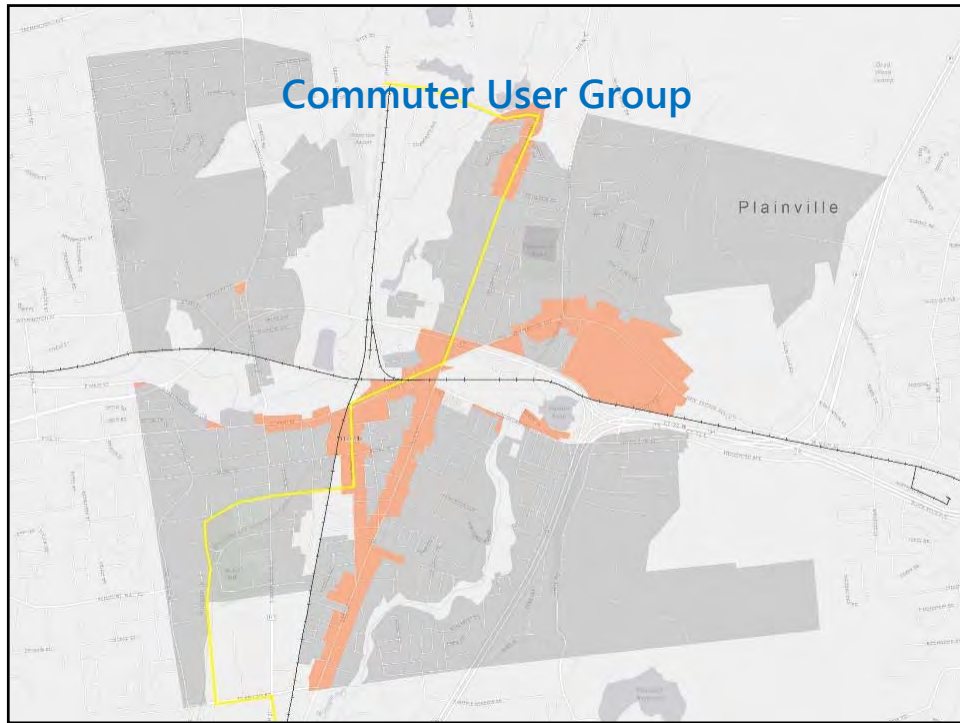
Local Residents

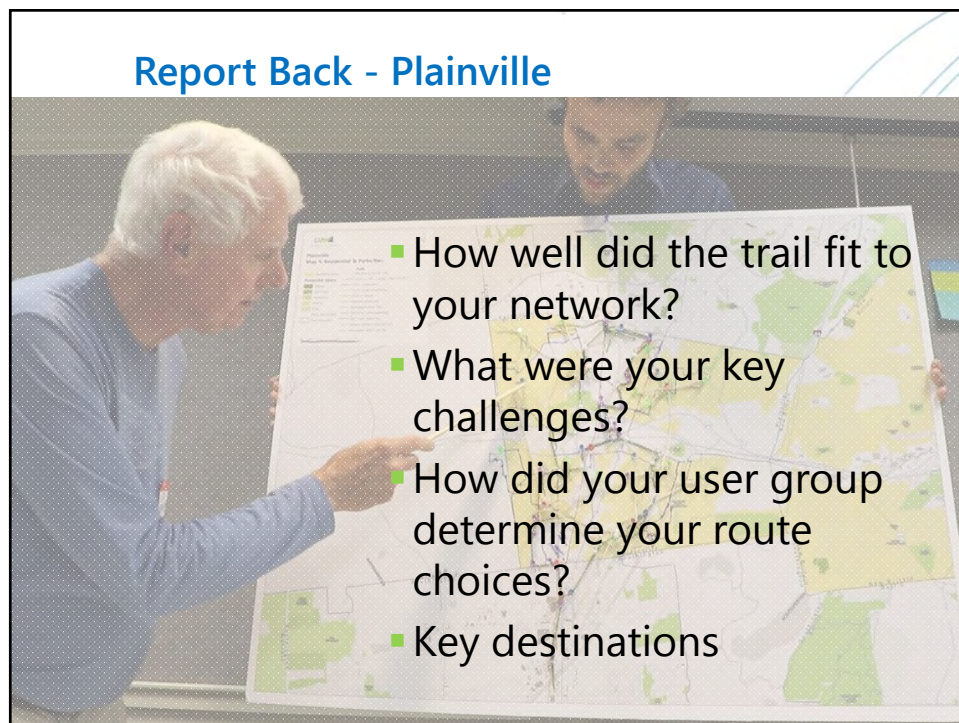
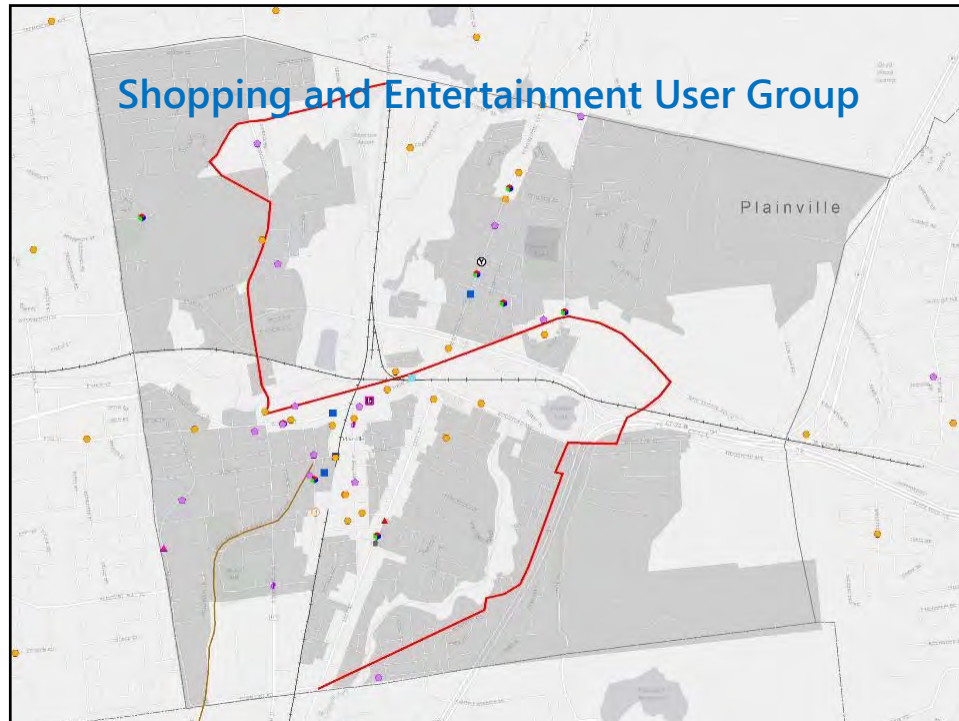




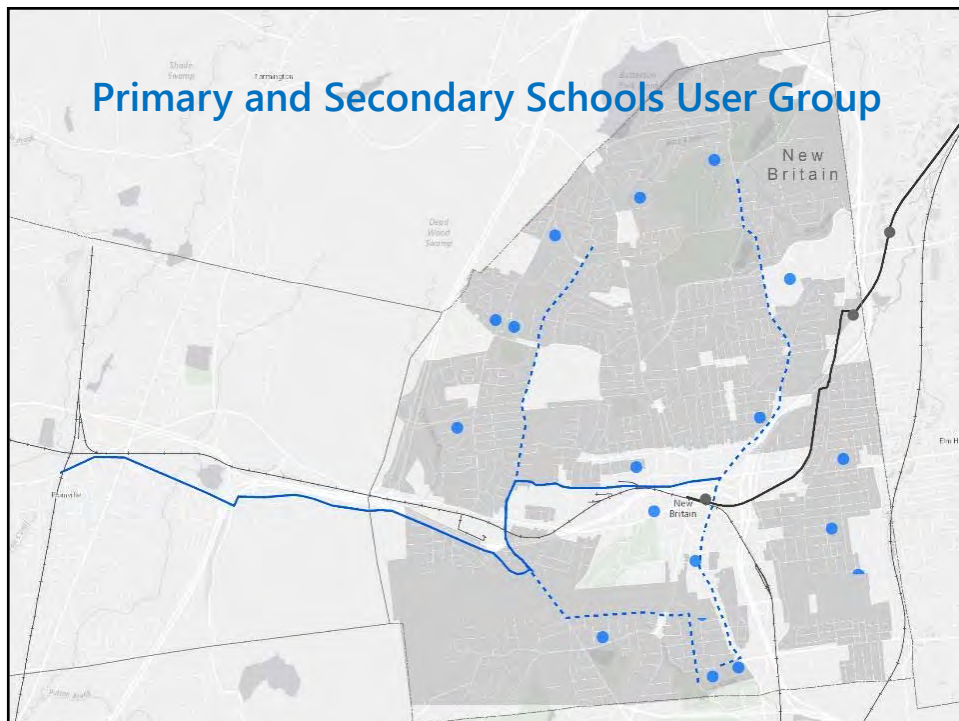


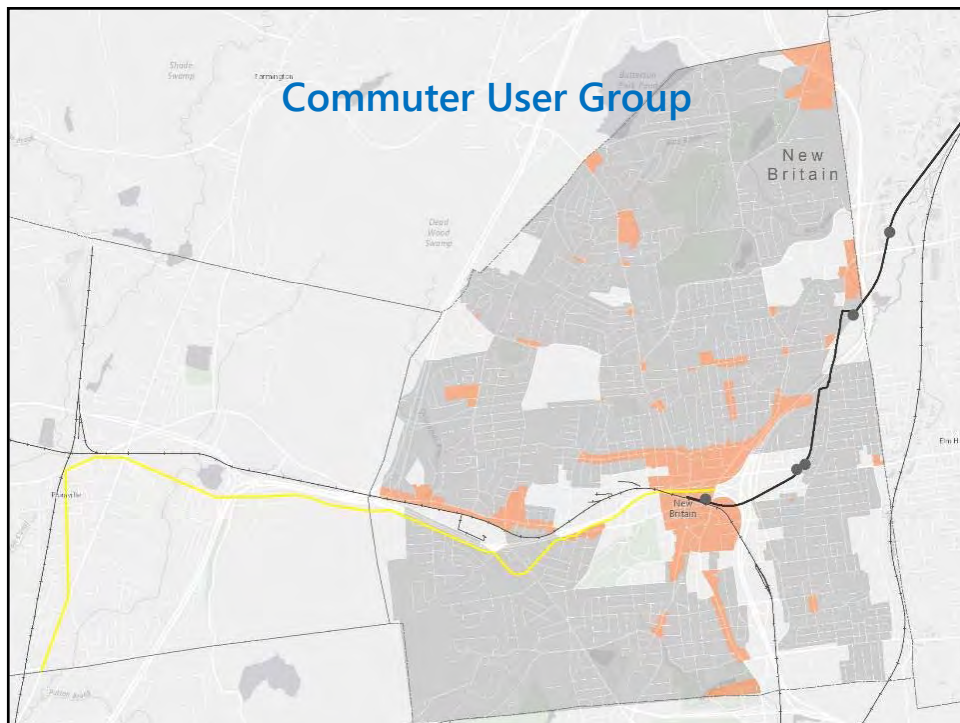
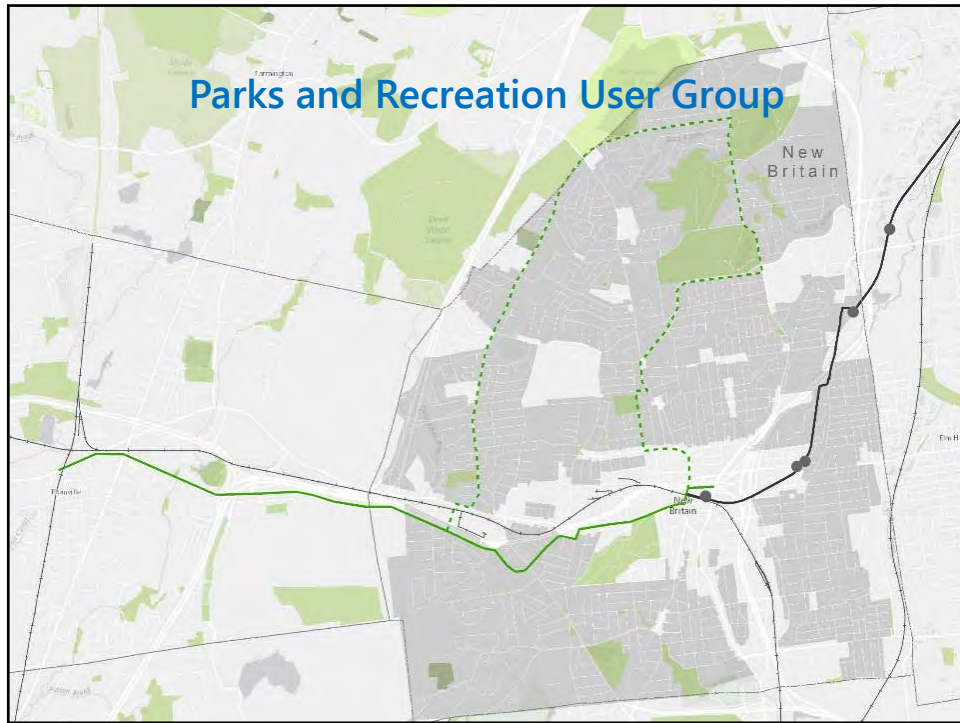




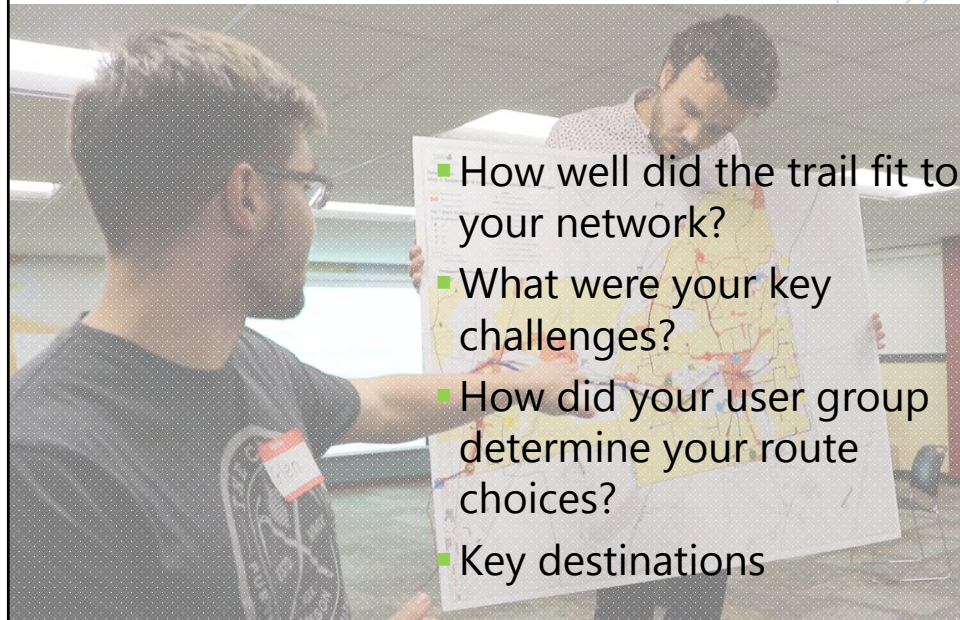


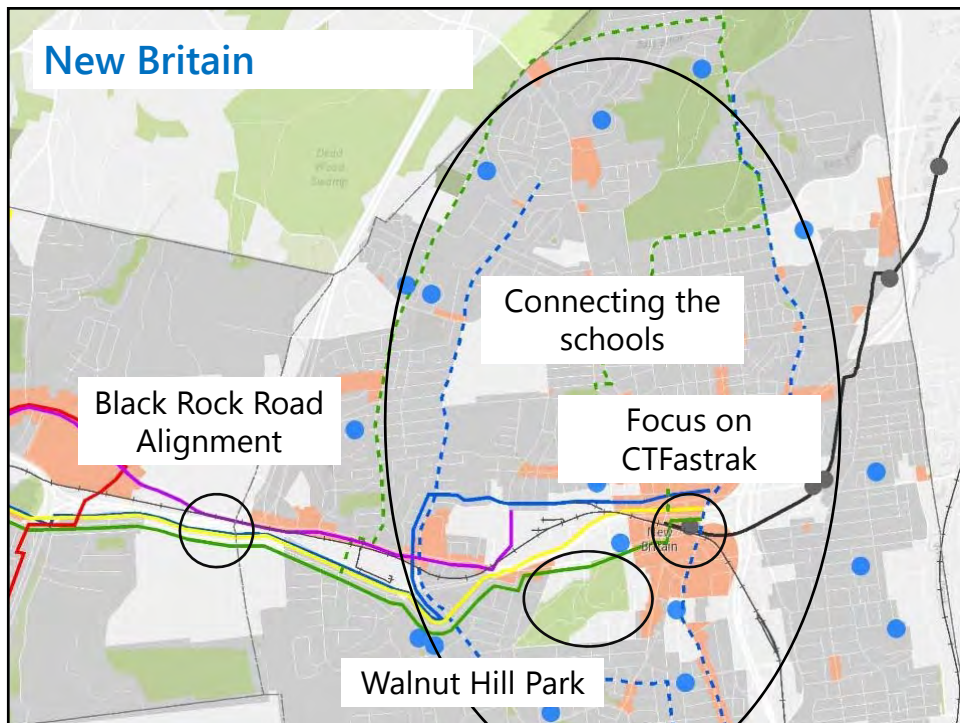
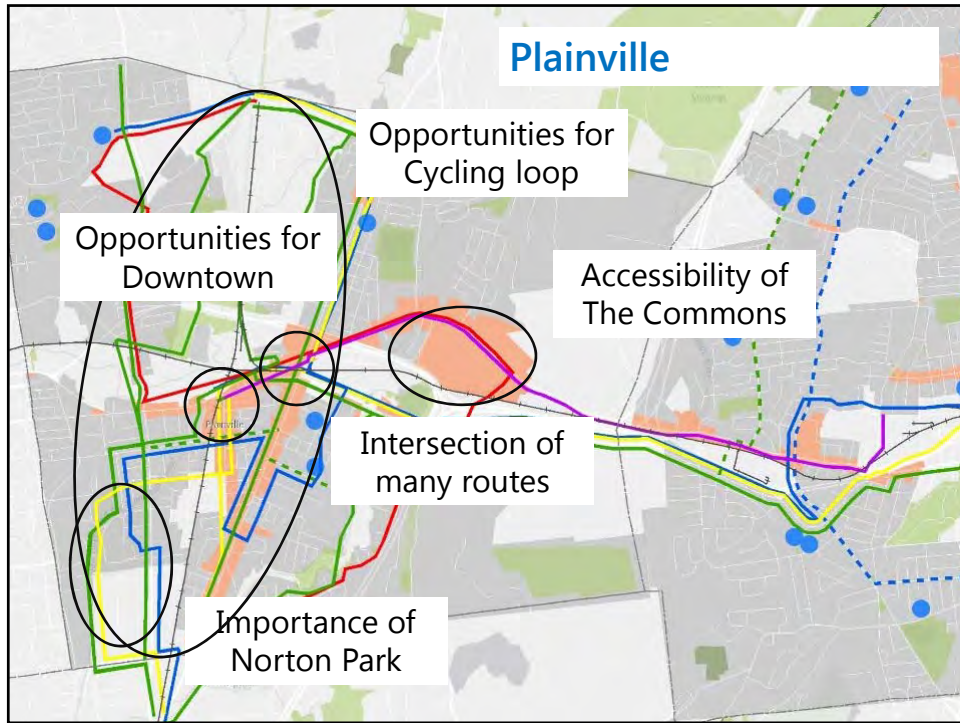
New Britain

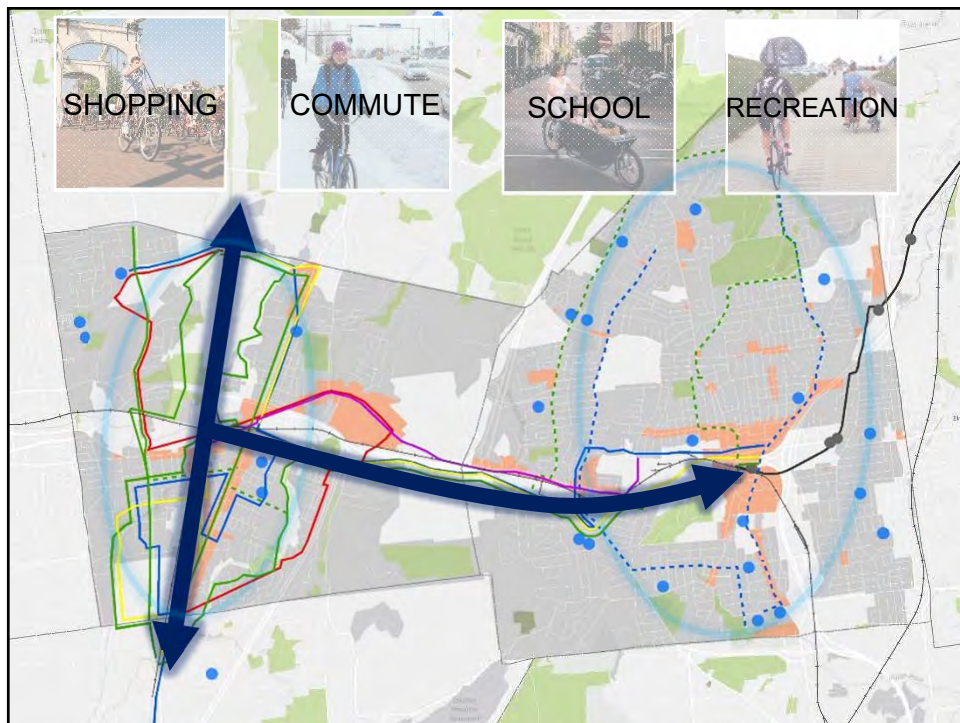
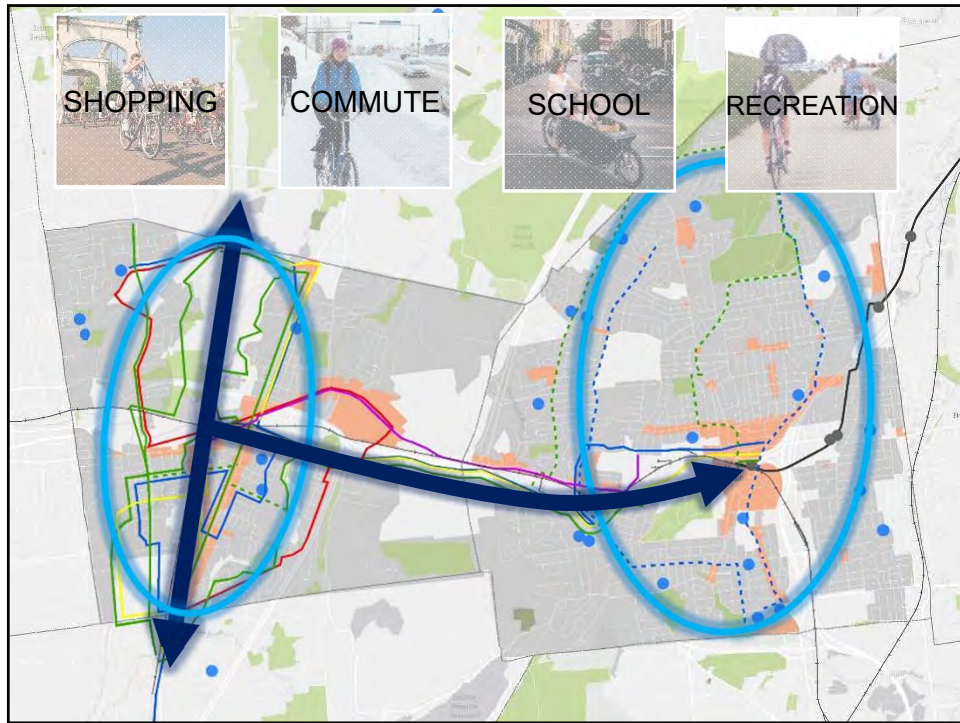


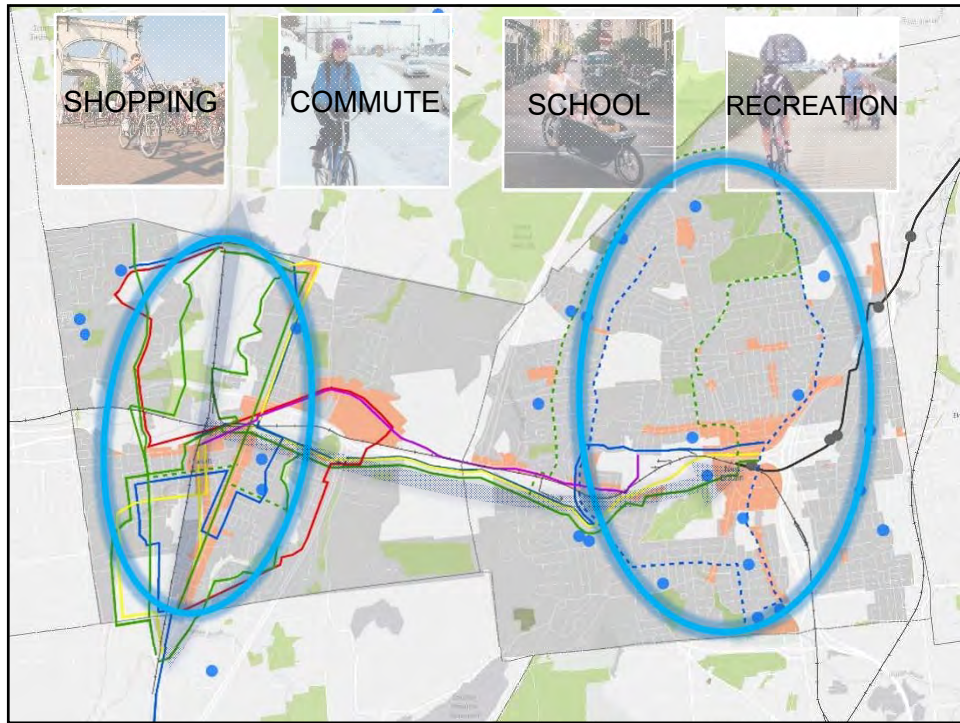


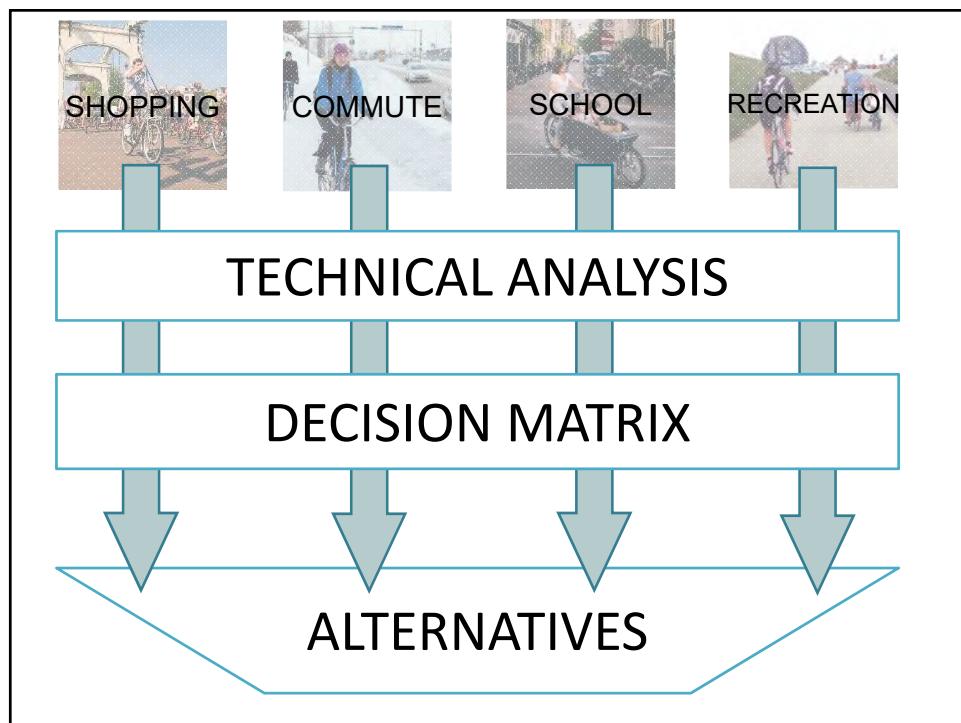
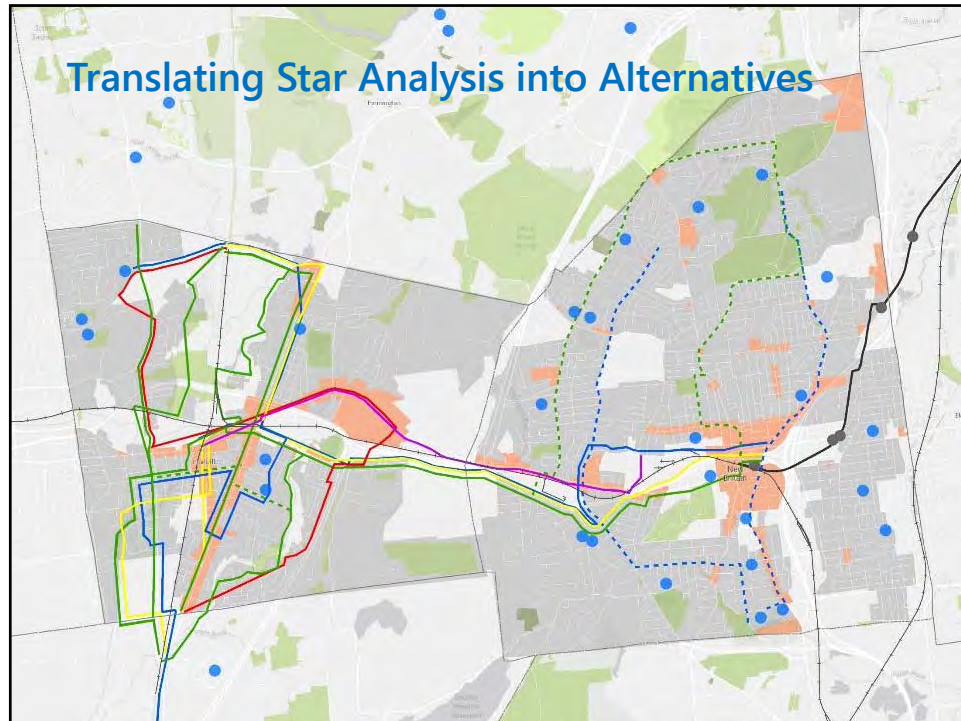
Report Back – New Britain











Technical Evaluation Process

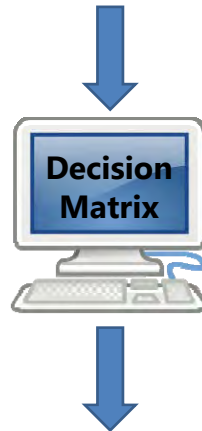
- Alignments will be evaluated to determine which facility type is appropriate for each part of the alignment.
- Once the facility type is determined, alignments will be evaluated using the decision matrix.
- Evaluation will include:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Right-of-way impacts
 - Cost

Decision Matrix by Engineers



Evaluation Process

Inputs: Alignments



Outputs: Top Four Preferred Alignments

Decision Matrix Criteria

- Connectivity – To trails, destinations, schools, etc.
- Safety of Trail – From Traffic and Personal Safety
- Environmental Impacts
- Cost
- On Road / Off Road
- Right-of-way/Property Impacts

Variable	Connectivity
Schools	0
Recreation Facilities	9
Commercial Locations	396
Cultural Resources	32
Population	<ul style="list-style-type: none"> • Plainville: 4,087 • Southington: 320 • Farmington: 55
	Environmental
Wetland Impact	4.51
Floodplain Impact	25.6%
Natural Diversity Database	No
Historic Cultural Resources	3
Hazardous Materials	4
Impervious Surface	6.18
	Potential Property Impacts
Private Property	72
Town-Owned Property	6

Facility Types



Separated Bike Lane



Buffered Bike Lane



Active Rail with Trail



Bike Lane

Facility Types



Multi-use Trail



Bike Shoulder



Marked Shared Lane (Sharrow)



Sidepath

We Want to Hear From You!

Public Information Meeting Early Winter



Website - Best way to get Information



Select Language

Home About Participate Guided Tour 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 trail through Southington and Plainville and
2. Identify a connection to the CTfastrak station in New Britain.

The FCHT runs from New Britain (CT) to Northampton, MA, covering approximately 61 miles. Of these 61 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 191 active rail line being 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 Capital to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the landscape and provide amenities in the region. Since all CTfastrak routes are equipped with bicycle racks, this connection can directly extend the station's bicycle capacity 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
 5:00 - 8:00 PM
 New Britain Public Library



Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224

Dave Head | dhead@vhb.com

Andrea Drabicki | adrabicki@vhb.com

Dan Burden | dan.burden@bluezones.com

Samantha Thomas | samantha@bluezones.com

Mary Elbech | m.embry@mobycon.com

Lennart Nout | l.nout@mobycon.com





Meeting Notes

Place: New Britain City Hall
Room 504
27 West Main Street
New Britain, CT 06051

Date: October 6, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Plainville and New Britain Planning Workshop Findings
Report Out
Farmington Canal Heritage Trail Gap Closure Study and
CT **fastrak** Connection Study (Gap Closure Trail Study)

The public meeting took place on Thursday, October 6 and was scheduled from 6:00-7:00pm. The meeting consisted of a presentation to report out the findings from the two public planning workshops held earlier that week on October 3 in Plainville and October 4 in New Britain, in addition to the workshop the Steering Committee and Technical team participated in on the morning of October 4. After the presentation a question and answer period occurred and a brief public engagement exercise was asked of attending members of the public.

Twenty (20) people from the public signed in at the meeting.

1. **Call to Order:** Mr. Tim Malone called the meeting to order at 10:14am and welcomed members of the Steering Committee and Technical Team.
2. **Public Comment:** No one chose to speak at this time.
3. **What We Learned:** Mr. Dave Head introduced the consultant team which will go into detail regarding the findings from the two public planning workshops held earlier that week on October 3 in Plainville and October 4 in New Britain, in addition to the workshop the Steering Committee and Technical team participated in on the morning of October 4.
 - a. Ms. Samantha Thomas, Blue Zones, then described the process the consultant team used to gather information from the public using "informed consent". Whereas citizens and stakeholders are active in the planning process throughout the duration of project schedule to determine where an alignment should be routed through their community; thus, creating enough political and social capital for decision makers to buy-in to the process and the final preferred alignment as determined by the citizen base in each community.
 - b. Ms. Mary Embry, Mobycon, then reported on what the consultant team heard during the public workshops:
 - i. **Town of Plainville – Challenges:**
 - Existing infrastructure networks, especially major intersections and at rail road crossings

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- Existing traffic volumes and patterns
- Wayfinding through town and to destinations
- Destinations and residential areas are spread out, so a linear trail does not appear to meet all potential needs without supplemental side trails.

ii. City of New Britain – Challenges:

- Existing infrastructure networks, especially major intersections and at rail road crossings
- Existing traffic volumes and patterns
- Existing road conditions around industrially zoned areas

- c. Mr. Lennart Nout, Mobycon, presented the alignment routes that the attending participants of both communities developed at the public workshops (see Presentation Packet).

i. Town of Plainville – Opportunities:

- Several primary routes were identified as potential alignments
- Secondary routes or “loops” were identified with purpose to connect schools and shopping
- Need a stronger east-west connection though the community
- Norton Park was identified as an important destination
- Several alignments were routed through downtown, which was also identified as an important destination
- End user trip types tended to be more recreational than commuter oriented

ii. City of New Britain – Opportunities:

- Primary routes were identified along the Route 72 corridor
- Secondary looping routes were identified to provide a recreational experience for the end users
- Need a stronger north-south connection though the community
- Walnut Hill Park was identified as an important destination
- End user trip types tended to be more commuter oriented in nature

4. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process. They are:

a. Technical Evaluation Process

- i. Due to the large project area including a three (3) town area and two (2) neighboring communities the consultant team has developed a model to assist in calculating and assessing multiple variables

- ii. The consultants will take all the alignment routes that were developed during the October public workshops and Steering Committee/Technical Team workshop and run them through the Decision Matrix model and compare the alignments against each other
- iii. The alignments will be compared and evaluated by the consultant team by looking for the highest ranking alignment
 - Whereas, an alignment that receives a higher ranking is determined as having high benefit or low negative impacts and;
 - An alignment that has a lower ranking is of low benefit or high negative impact
- iv. Facility Types will then be voted on by the public through a series of on-going public engagement activities that are currently on the project website and located at public locations in throughout Plainville, Southington, and New Britain i.e. Libraries, YWCA, YMCA
- v. The consultant team will report back to the public and committees in early December the initial findings from the Technical Evaluation process

b. Criteria of the Decision Matrix

- i. The Decision Matrix criteria, vetted by the Steering Committee as definable and measureable, are the following:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Rights-of-way Impacts
 - Cost

c. Facility Types

- i. After ranking the alignments, appropriate facility types will be determined for each segment of an alignment, the facility types are (see Presentation Packet):
 - Separated Bike Lane
 - Buffered Bike Lane
 - Rail with Trail
 - Bike Lane
 - Multi-use Trail
 - Wide Shoulder
 - Shared Roadway (Sharrow)Side Path

5. Conclusions: Mr. Dan Burden, Blue Zones, then asked members of the public who previously attended the planning workshops held earlier in the week. Approximately half of the audience raised their hands. Mr. Burden then proceeded to ask members of the public who participated in the workshops if the consultant team "left anything out?" and "are we on track"? Mr. Burden then proceeded to ask all attending members of the public if there were any questions. The following questions and answer period occurred:

Q: What is the time line on this project? When can we report back to our friends where the trail is going?

A: The Project is scheduled to be complete in August of 2017. You should have a good idea of the refined alignment after the next set of planning workshops in January 2017.

Q: Will you take into consideration what the State is doing regarding the connection from New Britain to Plainville?

A: Yes, all considerations will be taken into account. The State is an ongoing and active participant in the study process and is continually providing feedback to the study team.

Q: Are we using the rail road right-of-way?

A: Using the rail right of way is an option, however, based on past experience a plan that does not use the rail right of way needs to be vetted and agreed upon.

Q: We went through a lot of this seven (7) years ago and it went nowhere, will this happen again?

A: Based on recent events and the pressure to close the gaps in the FCHT and make a connection to CTfastrak, it is felt that the outcomes of this study will move forward. However, to ensure that this happens the communities continued support is a critical piece of the puzzle.

Q: The Stanley Works buildings in New Britain are an eyesore, why aren't they being torn down?

A: This is a local issue and should be brought up with the City.

Q: It feels like there is a lot of interest what is the time line for the state to secure money?

A: The State has several avenues of funding available once an alignment is chosen, some of which are federal monies for trail design and construction as well as State money identified in the Governors "Let's Go CT" transportation plan.

Q: How can we influence our town officials?

A: Your continued support of the project is critical, including attendance at Town Council meetings and speaking with your representatives.

Q: Who brought this idea of "closing the gap" in New Britain? Why the interest all of a sudden by the state? Which aspect of the study takes priority, Plainville or New Britain?

A: The Plainville to New Britain CTfastrak connection was added to the study once CTfastrak was slated to open and begin operations. It will allow users other mode choices to access the CTfastrak than just local busses or motor vehicles. While both portions of the study are important, the Plainville portion of the study was always envisioned as being taken care of first. Due to interest from the state and local advocates, completing the Plainville Gap will likely take priority.

Q: Can federal money get applied to assist in "closing the gap"?

A: The team noted that there is considerable interest in closing the gap and that as long as the communities continue to support the project, there should not be an issue with finding funding. Many funding sources are available (both state and federal), but garnering enough support will be the key. Mr. Grayson Wright with the

CTDOT added that the Department is behind the study and supports closing the gap. He also added that finding funding should not be an issue.

6. Meeting Adjourned: 7:00pm

Next Steps

- The consultant team will perform the Technical Evaluation Process by ranking the alignments received by the public through the Decision Matrix model over the upcoming weeks
- The consultant team will report out these findings to the public and committees by early winter
- The consultant team will proceed with soliciting input from the public to weight user Trip Types through several mechanisms including display boards at public events
- The consultant team will continue to solicit input from the public to vote on the Facility Types they would like to see best in their community through several mechanisms including display boards located at prominent public community locations and through the public website

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: website – interested parties list

Project File 42201.00

Community Meeting
May 22, 2017
6-8 pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Public Information Meeting

May 22, 2017 / 6:00 PM – 8:00 PM
Plainville Public Library, Auditorium
56 E Main Street / Plainville

1. Welcome and Introductions
2. Public Comment
3. Presentation on Preliminary Alternatives and Evaluation Methodology
4. Public Outreach Schedule
5. Next Steps
6. Open House

More information at: <http://www.gapclosurestudy.org>

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241 Main Street, Hartford, CT 06106-5310



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."

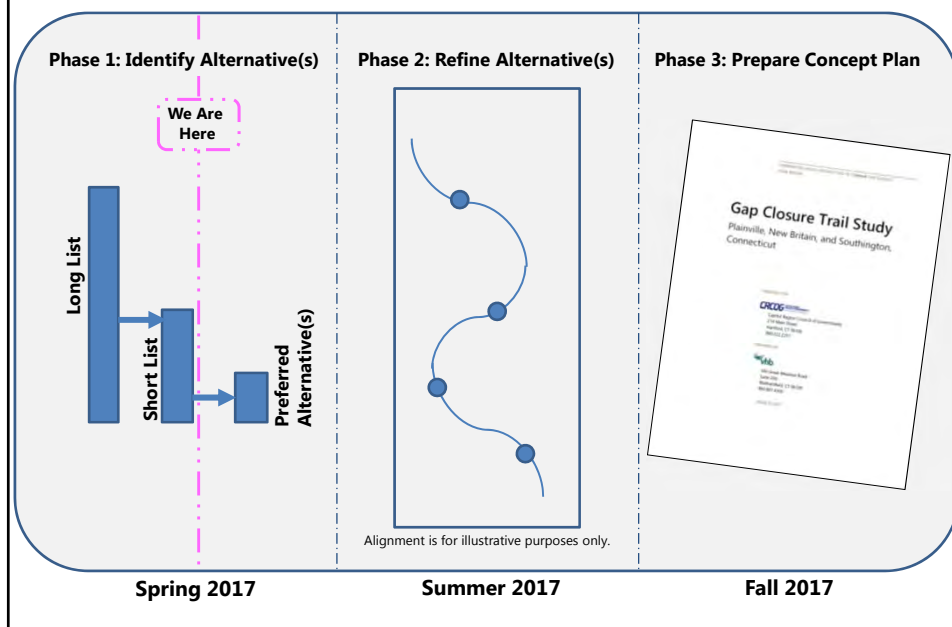


The Scope of this Study

- 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

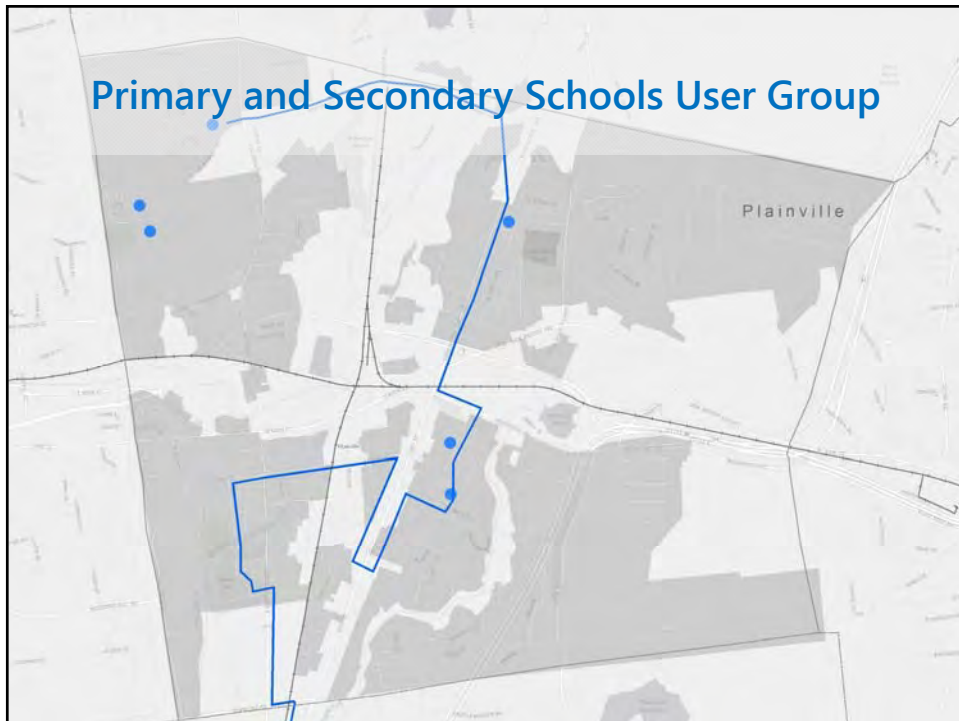
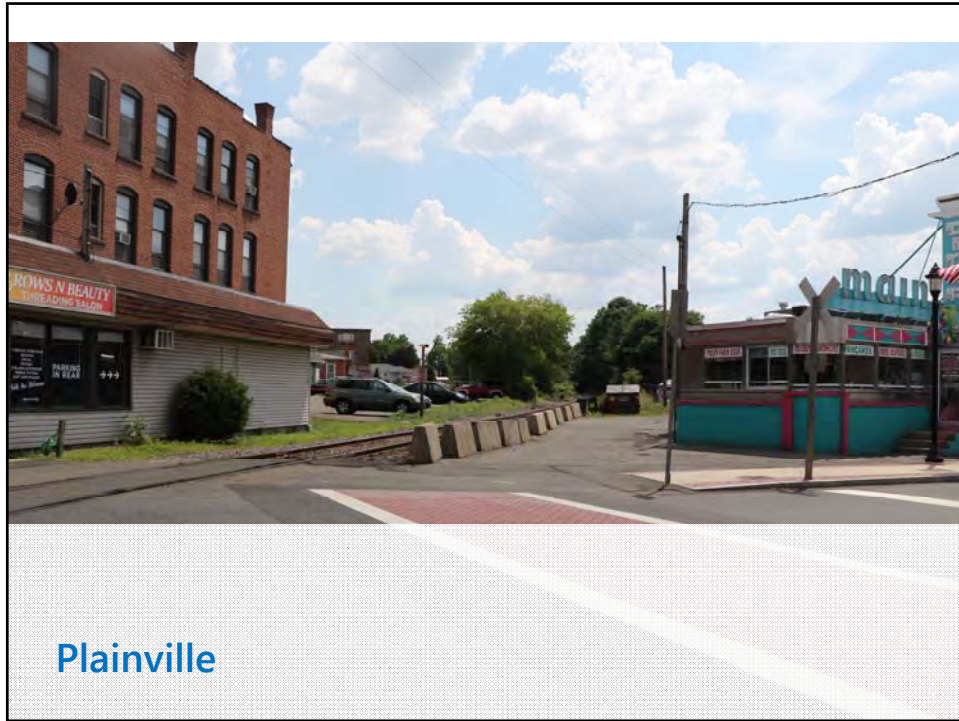


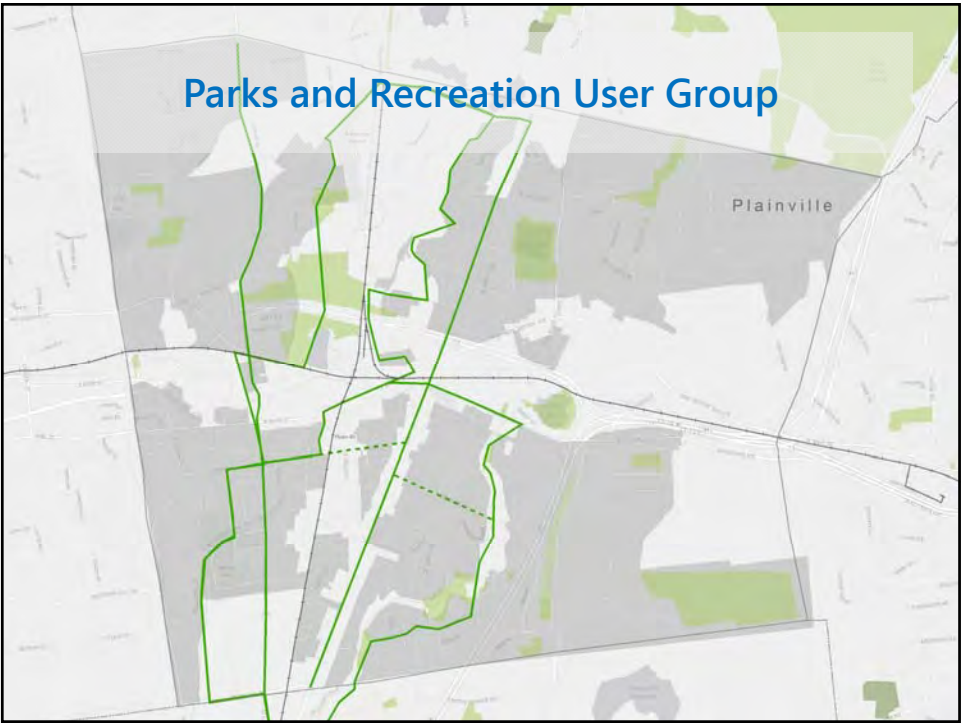
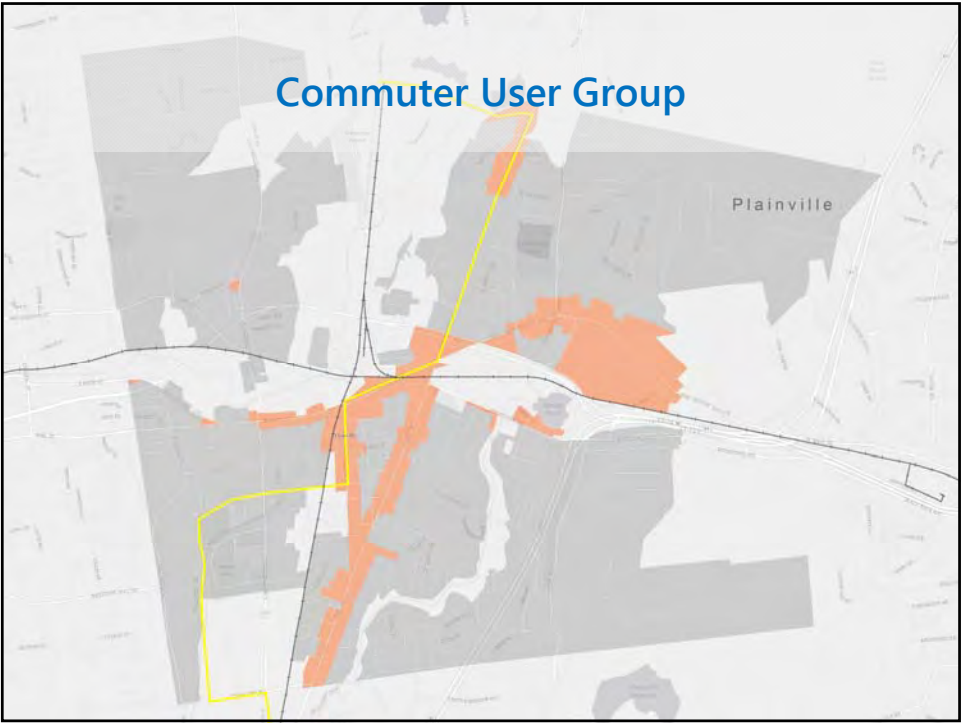


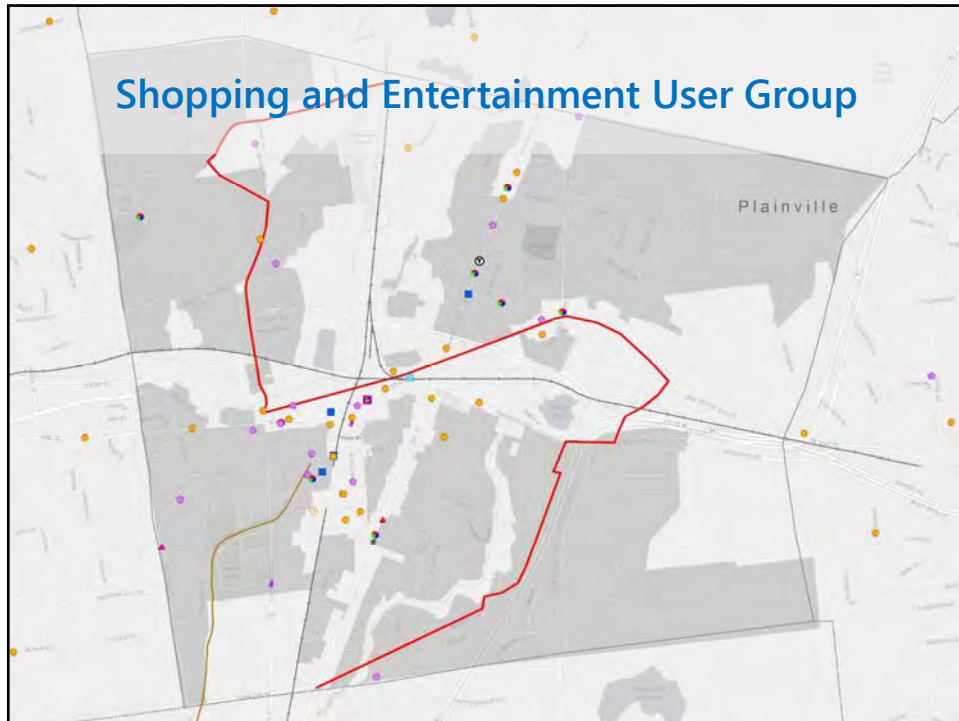
Potential Trail Alignments

Alternative Development Process







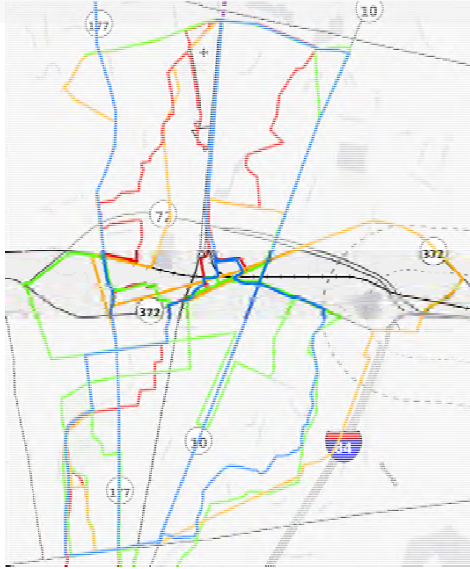


Report Back - Plainville

Two men are shown looking at a large map. One man, with white hair and wearing a blue shirt, is pointing at the map. The other man, with dark hair and wearing a blue shirt, is looking at the map. The map shows a network of roads and green spaces.

- 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

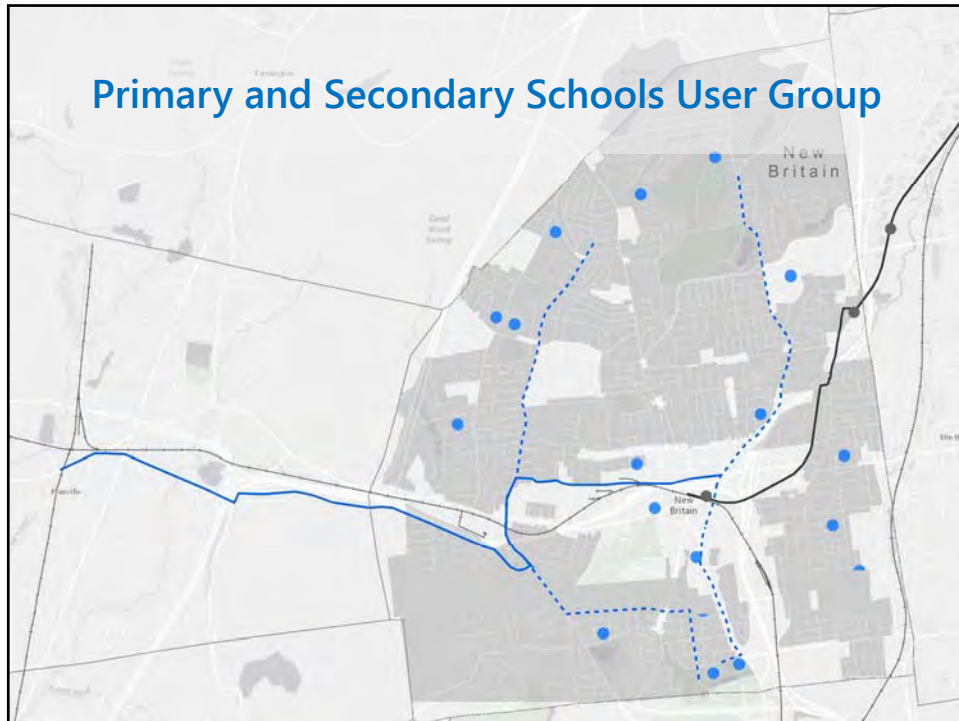


- 14 alternatives in total
- Created during fall 2016
 - Charrettes
 - Steering Committee
 - Stakeholder discussions
 - Technical efforts
- Different focal points
 - Shopping
 - Schools
 - Employment
 - Parks/Recreation



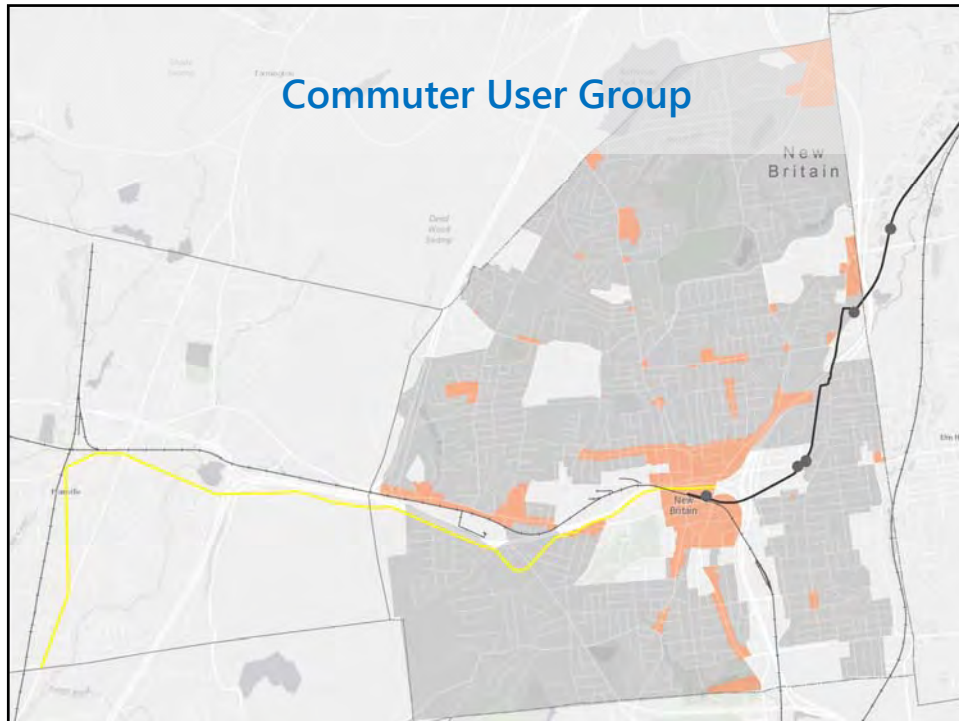
New Britain

Primary and Secondary Schools User Group



Parks and Recreation User Group





Report Back – New Britain

Two men are shown in a meeting, looking at a large map. The man on the left is wearing a dark t-shirt and glasses, and the man on the right is wearing a light-colored shirt. They are both looking at the map, which has a yellow route highlighted. Overlaid on the map are four questions in a list format, 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 – 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 – Western Option
- New Entrance
- 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



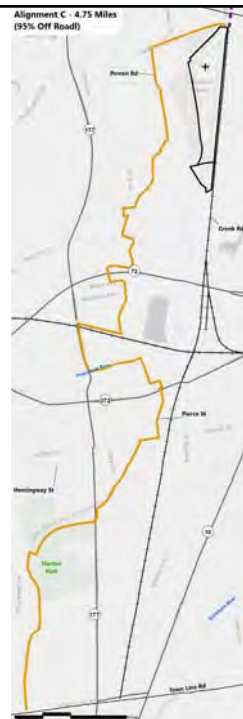
Alignment B

- 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



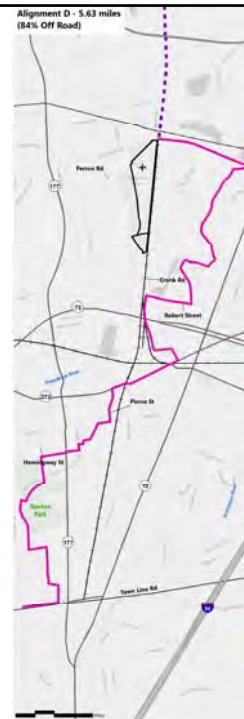
Alignment C

- 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



- 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



- 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



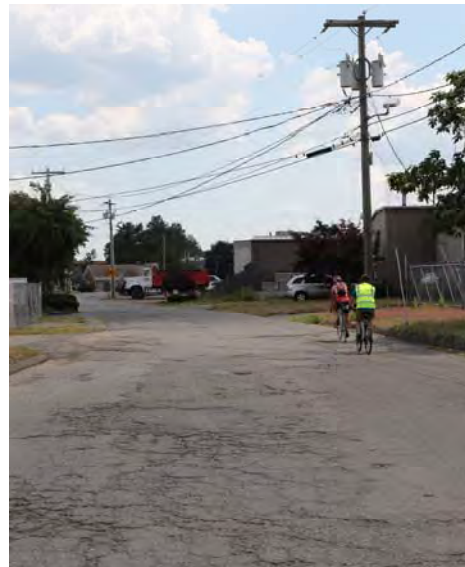
The Evaluation Step

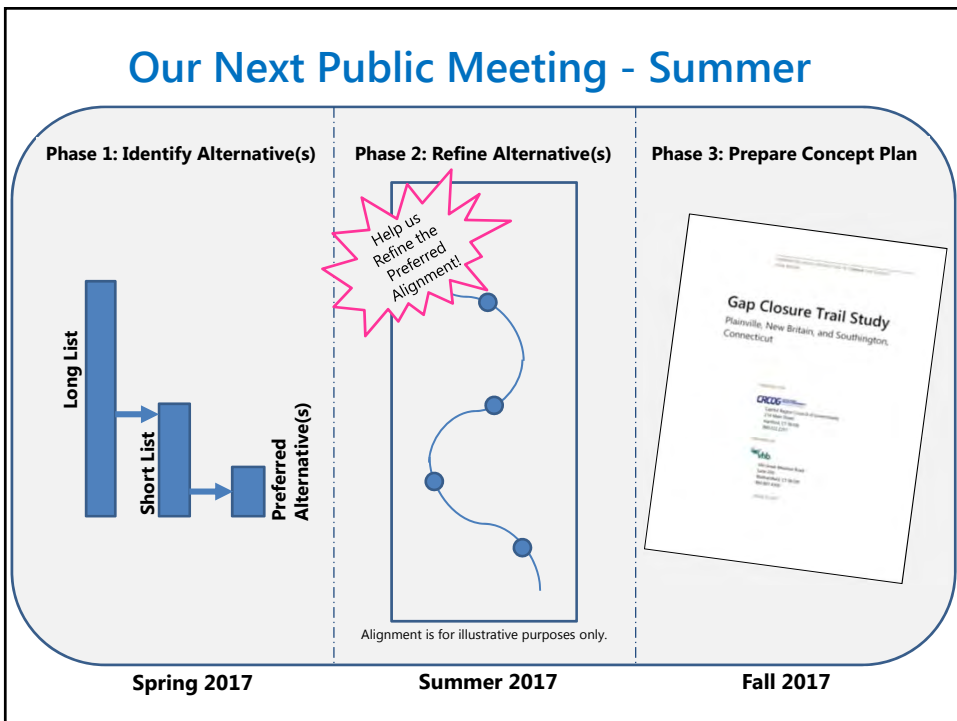
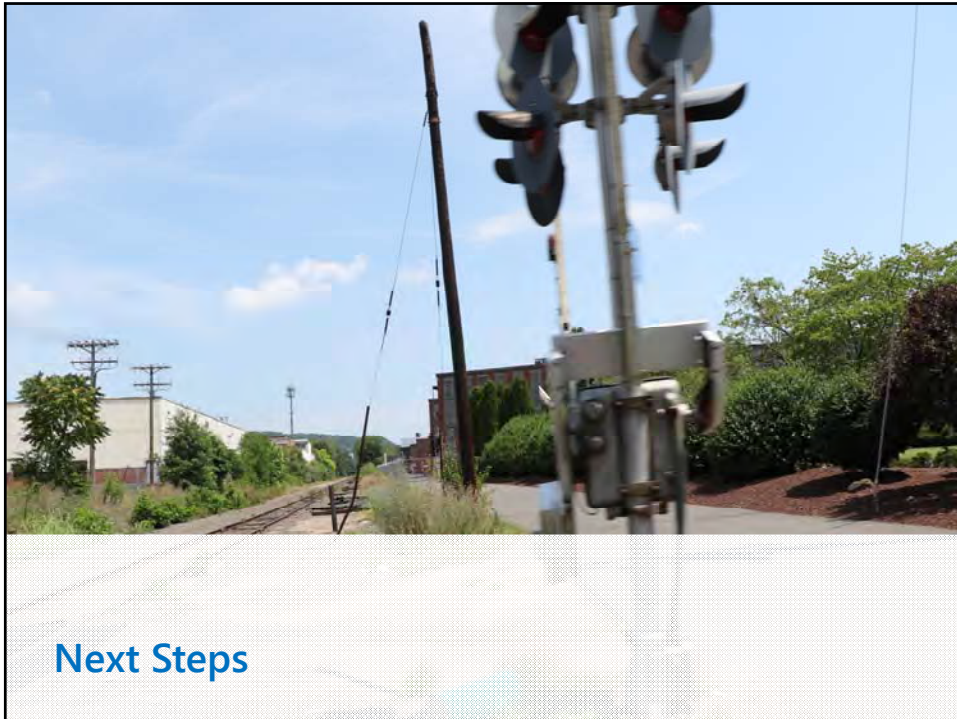
- Will incorporate feedback received tonight
- Separates Plainville alignments
 - North of downtown
 - South of downtown
- Uses data collected for this study and available from other sources
- TIMEFRAME: Next 1-2 months



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





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Mark Jewell | mjewell@vhb.com

Geoffrey Morrison-Logan | gmorrisonlogan@vhb.com





Meeting Notes

Place: Plainville Library
Lower Level Meeting Room
56 E Main St, Plainville, CT 06062

Date: May 22, 2017

Notes Taken by: Geoffrey Morrison-Logan

Project #: 42201.00

Re: Plainville and New Britain Planning Public Meeting Summary
Farmington Canal Heritage Trail Gap Closure Study and CT**fastrak**
Connection Study (Gap Closure Trail Study)

The public meeting took place on Monday, May 22, 2017 from 6:00-8:00pm. The meeting consisted of a presentation to report on the findings of the work that had been undertaken since the 2016 Fall Public Workshops. This work included the review of the long list of alignments, the creation of screening criteria, the development of a short list of trail alignments for Plainville and New Britain, and a set of criteria that will be used to evaluate the short list of alignments. The presentation, followed by a large group question and answer period, began at 6:15pm and went for approximately one hour. After the presentation, there was an open house segment where members of the Steering Committee and the consultant team were available for one-on-one discussions with the public. Comment forms were distributed at the meeting to gather input on the alignments and evaluation criteria. The PowerPoint presentation and PDF's of the short list alignments have been made available on the project website.

A total of 93 members of the public signed in at the meeting, and 22 comment forms were submitted

1. Call to Order: Geoffrey Morrison-Logan (VHB) called the meeting to order at 6:20pm, welcoming members of the public and introducing Tim Malone (CRCOG). Mr. Malone also welcomed the public and provided a brief overview of the agenda for the public meeting.

2. Public Comment:

a. No one chose to speak at this time.

3. Presentation Overview:

- a. Mr. Malone started the presentation with an overview of the scope of the study and highlighted some of the major deliverables that included:
 - i. Document existing conditions, opportunities and constraints
 - ii. Develop a list of potential trail alignments
 - iii. Screen and evaluate potential trail alignments
 - iv. Identify one preferred trail alignment that completes the FCHT gap
 - Identify one preferred trail alignment that connects to CT**fastrak** in New Britain
 - v. Prepare concept plan
 - Conceptual level design
 - Cost estimates
 - Implementation plan
- b. Mr. Malone provided a summary of the Work Plan that included three phases;

- i.** Phase 1: Identify Alternative(s)
 - ii.** Phase 2: Refine Alternative(s)
 - iii.** Phase 3: Prepare Concept Plan
- c.** Mr. Morrison-Logan provided a summary of the potential trail alignments that were developed in the Fall workshops. He discussed the outreach efforts that were undertaken as well as a summary of the star analysis exercise that was used to develop the long list of trail alignments. Slides were presented that showed the various alignments and how they pertained to users groups that included:
 - i.** Primary and Secondary Schools User Group
 - ii.** Commuter User Group
 - iii.** Parks and Recreation User Group
 - iv.** Shopping and Entertainment User Group
- d.** Theresa Carr (VHB) provided a summary of the screening criteria that were used to get from the long list to the short list of alignments. This included a review of the seven screening criteria, as well as the thresholds associated with each criterion.
- e.** Mark Jewell (VHB) provided a summary of the short list of four (4) alignments for Plainville and the two (2) alignments for New Britain that resulted from the screening criteria.

The Plainville alignments were labeled as follows:

- Alignment A – 2009 study preferred alternative
- Alignment B – Eastern Option
- Alignment C – Western Option
- Alignment D – Eastern Option

The New Britain Alignments were labeled as follows:

- Alignment E – Off-Road Option
- Alignment F – On-Road Option

A summary of the major components of each alignment were provided, such as the percentage of off-road facilities and the total length of the trail.

The following questions and comments were raised by members of the public during this portion of the meeting:

- Concern that on Alignment C, which goes through the Tomasso Nature Park, people walking their dogs on the path could disturb the wildlife. The team responded that this was a good point and would take it into consideration.
- Concern that there could be traffic problems in downtown and asked how you deal with that. The team responded that traffic engineers would pay close attention to such issues when designing the trail.
- Pointing out that it seemed possible to mix and match elements from the various alignments. The team noted that during the evaluation step, each alignment would be broken up into a northern and a southern segment, allowing them to be mixed and matched.
- A question about whether there would be consideration of scenic aspects of the study. The team responded that this would be covered in the evaluation.
- A question regarding costs of each of the alignments. The team responded that cost estimates would be developed during the next phase of the evaluation.
- A note that it was essential that the trail be kept off the road as much as possible to keep people safe and make them feel comfortable.
- A note that having the trail go through town means that people will stop and spend money in town.
- A question regarding potential property impacts and whether or not any of the alignments would impact private property. The team responded that at this time they were assuming some potential private property impacts on each of the alignments, but that the exact nature of them would not be clear until later in the process when the alignments are developed further.
- A comment that nobody had mentioned eminent domain yet. The team responded that it was too early in the process to discuss the use of this tool. A determination of the use of that tool would be made during the design phase by either the town/city or the Department of Transportation.
- A question regarding whether or not public safety officials have been brought into the discussion. The team responded that a series of focus groups were held in the summer of 2016 and that public safety personnel were invited.
- A note that in congested areas, cyclists could be instructed to dismount and walk if safety is a concern.
- A question about whether or not the north-south alignment would be prioritized over the east-west one. The team responded that those decisions would be made by the town/city and the Department of Transportation as the projects moved forward. It was noted that completing the East Coast Greenway has been a priority for the state, which the north-south alignment helps to accomplish.
- A question about where information on the long list of alternatives can be found. The team responded that the presentations from the fall public workshops are available on the project website.

- f.** Ms. Carr provided a summary of the Evaluation Criteria that will be used to further assess the Short List of Alignments. The Evaluation Criteria include:
- i.** Connectivity
 - ii.** Safety
 - iii.** Security
 - iv.** Potential Property Impacts
 - v.** Potential Environmental Impacts
 - vi.** Estimated Costs

Ms. Carr outlined the steps that will be undertaken over the next 1-2 month to evaluate the Short List of Alignments, that include:

- Evaluate the Alignments
- Review Results with Steering Committee
- Recommend Preferred Alignment(s)
- Hold Next Public Meeting

- g.** Ms. Carr presented a summary of the projects next steps that include; refining the alternatives, a public meeting in the summer, followed by preparing the concept plan in the fall of 2017.

4. Open House:

- a.** Mr. Morrison-Logan provided an overview of the format of the open house. Six stations were set up in the room that had a poster-sized board of an alignment. Each station had a flip chart for participants to place general comments. The Steering Committee and the consultant team were available at each of the stations to answer questions about the alignments. Participants were reminded to fill out their comment forms or provide comments online at the project website. Comments received during the open house and on the comment forms will be compiled and made available at a later date.

5. Meeting Adjourned: The open house portion of the agenda ran until approximately 8:30pm.

6. Additional Mail-in Comments

Comment forms were available at the public meeting and posted to the project website at www.gapclosuretrailstudy.com. The comment forms were a self-mailer format which allowed members of the public to fill them out at their leisure and mail them to Mr. Malone at CRCOG. A total of 22 comment forms were received. Feedback is organized by the questions asked by the comment form.

Questions Related to Screening: Do you agree with the screening criteria used to establish a shortlist of practical and feasible alternatives? Do you agree with the results of the screening process?

- 22 respondents answered yes, they agree with the screening criteria. No respondents answered no, and none of the respondents left this question blank.
- 17 respondents answered that they agree with the results of the screening process. 3 respondents answered no, and 2 left this question blank.

Raw comments provided on this question:

- More work needs to be completed and the public still needs to be educated as to the constraints that drove some of the preliminary alignment selections.
- Concerned that cost has not yet been factored into decision making. The longer it takes to design/engineer and building this trail, the more likely it will be that funds will be scarce or simply unavailable. If the latter is true and we (PGA) needs to look for private funding, cost will be a big factor in that effort.
- Include accessibility for as many people as possible. That section of Plainville has busy/dangerous roads, no shoulder, no sidewalks. We have to drive the ½-1 ½ miles to get into town if we want to do it safely.
- Strongly disagree that the trail which leads to the Tomasso Nature Park would disturb the wildlife. If the trail goes on the outside of the park, people could still enjoy the beautiful park.
- In Alignment C, please go around the park because of the wildlife.
- The idea of connectivity is the most important. Connect people to the trail, to town parks, to town center and businesses. Unfortunately, the portion of town north of Rt 372 and west of Rt 177 is currently not connected due to the lack of sidewalks and otherwise safe accessibility options. This trail is a chance to rectify that.

Questions Related to the Shortlist of Practical and Feasible Alternatives: What are your thoughts on the assumptions used to develop Alignment A, B, C, D, E, and F? Do you agree with the routing and trail type assumptions used?

- 19 respondents answered yes, they agree with the routing and trail type assumptions used. 2 respondents answered no (1 respondent answered both yes and no), and 2 respondents left this question blank.

Raw comments provided on the questions related to the shortlisted alternatives:

Preference for Alignment C due to its 95% off road character and that it utilizes the Nature Park.

- Preference for Alignment C which has the most off road options and seems like a safe route for children. Also, Alignment C has a nice route to the left of the airport through the swampy area. Preference for Alignment E since it's also mostly off road and the fact that Alignment C is to the left of Downtown Plainville, Alignment E from New Britain would bring you right through downtown to better businesses.

- Preference for Alignment B, C, and D. The more the historic canal can be used, the more attractive the Plan is. Avoid the routes going through neighborhoods, like the Willis Ave/Hemingway Street suggestion.
- None of the presented alignments brings the trail to the Plainville Senior Center so that the seniors would have a safe jumping off point for walking the trail. Many seniors do not or cannot drive, so they would not have access to the trail.
- Preference for Alignment D as it has most off road and does not go through center of Plainville. It will have access to center retail with connections to New Britain section.
- Preference for alignments that hug closely to Rt. 10.
- Agreed with the assumptions and as stated during the presentation, as the Technical and Steering Committees delve deeper into the details of the chosen preliminary alternatives, those assumptions might just be proven inaccurate, incorrect, or infeasible. Flexibility and adaptation are the keys to a successful conclusion to this study.
- Agreed with the majority: the northern rail is the greatest choice for that part of the alignment. Short of that, the march route intrigues me, but I wonder why the other side of the floodplain wasn't considered (west). If we can't get a significant amount of support from impacted property owners near the canal route by the church, we can hopefully still get the churches concurrence and get out onto Pearl St., then through the Park and to Town line, first via off road (east #1-west #2), then on-road if necessary. I like having the trail on Pierce Street and I like the floodplain route along the south bank of the Pequabuck River.
- Alignment C is the best route due to the fact that it's 95% off road which is great and it represents a nature/history (core) trail in Plainville. Alignment B would be second choice as it goes along the wetlands. Alignment E is preferred for New Britain section since it's mostly off road and protected.
- The single biggest criteria used is the minimum 75% off-road. PGA was always willing to accept less (much less) than that, and that has been a sticking point. Also please emphasize abandonment of any possibility of rail-with-trail.
- Alignment B, C, and D all have good parts to each, so how to select those and create one alignment that has the best of all three? For Alignment B, there seems to include fly over bridge at rail yard that is not a good idea due to long ramps required to get to height required. For Alignment C, how to do off-road on CT177? How to cross W. Main St? Alignment E looks to be a better off-road option and also possibly the more costly.
- Preference for Alignment C because of the mileage and the percentage off road for safety purpose.
- Alignment C is the best because it gives access to the trail and to downtown to people who don't have it. Please prioritize Plainville alignments before New Britain alignments because the prior have much higher priority to close the gap.
- Hemingway Street used in one route is heavily populated, with lots of houses, driveways, narrow roads, etc. Not a smart choice for a connection to the Park.
- On-road sections might not be safe, depending on what barriers can be effective for safety.
- Alignment C is visually the nicest though it might not be the most efficient.

- Hemingway Drive is such a thin road, hard to visualize a bike trail. Also, Hemingway and Broad have many private driveways, the chance of a car backs into a bike is quite possible.
- Respect fully the request that the North South project being prioritized over East West, if the two projects cannot be completed together. East West project should not delay completion of the North South project.
- Preference for Alignment C since it has the most percentage off road, uses state/town lands, and has little impact to privately owned properties.
- Preference for a multi-use trail having 90% or greater off-road. Having worked with the disabled for over 20 years and having a moderate to severe hearing impairment, safety and ADA compliance is of utmost importance to me. The trail chosen should also have minimal flooding concerns. Alignment B or C looks good.
- It is impossible not to go on the road somewhere. A large sidewalk with grass and a guard rail would work. Alignment C and D are two good choices which both show different parts of Plainville.
- The sections which are along roads should be protected from traffic using jersey barriers or other means.
- Would not pursue Alignment A, too much on road. On Alignment B, concerned about flyover in terms of both feasibility/expense and accessibility to persons of all ages or those with limitations. Pleased to see Norton Park as part of all alignments. The trails are appropriate resources to incorporate at Norton Park and also has great historical significance due to visibility of canal.
- Agreed with the focus on off road trails. The trail should offer people a chance to take advantage of what Plainville center has to offer. It's a way to showcase our town to passersby and solidify the connection to our residents. Alignment C is the best since it truly reconnects the northwest part of town back to the rest in a safe way. It also puts a bit of focus on the wonderful Tomasso Park. It avoids any entanglements with the railway and offers accessibility both to users and emergency services if needed.
- Preferred type of trails: Long stretch of undisturbed trails between road crossings, e.g. long sections of trail in and north of Granby; Trails leading to destinations, e.g. Unionville into Collinsville where the trail goes along the river into a quaint town like Collinsville; Wide multi-use trails with wide bike lanes and maintained during winter, e.g. Iron Horse Boulevard in Simsbury.
- Disliked type of trails: Trail is surrounded on both sides by very tall fence for a long straight section with one break in the middle, feels unsafe with no real escape route, e.g. where the trail crosses Tamarack Lane in Simsbury; Road crossing at every 300 ft., e.g. north section of New Haven; Bicycle unfriendly signs, e.g. "Bicyclists must dismount and walk across each road crossing".
- Need to make one section of the Plainville trail a destination for bicyclists where people want to stop and spend money.

Questions Related to the Evaluation Criteria: Each of the alignments will be evaluated against evaluation criteria that address: connectivity, safety, security, potential right-of-way/property impacts, environmental considerations, and costs. Are these the right criteria? Is anything missing? What in your opinion is most important?

- 18 respondents answered yes, they agree with the evaluation criteria. None of the respondents answered no, and 4 respondents left this question blank.

Raw comments provided on the questions related to the evaluation criteria:

- Safety is the most important evaluation criteria.
- Security and safety are the most important evaluation criteria.
- To have family use road sections must have barrier between cycles and motor traffic.
- Economic development is the most important criteria, e.g. the concept of transit oriented development.
- All are the right criteria and which one is most important is very subjective and has a lot to do with the specific design selected for each section of trail. A trail alongside a busy road will need to pay more attention to safety while a trail through a wooded area might be more concerned with security.
- Added plaques for history and nature summaries would be good.
- Connectivity is important. Also need to emphasize that planners are trying to get the alignment close to Plainville center.
- Needs to take into consideration if extra construction is needed such as tunnels or bridges.
- Highest priority: percentage off road should be very high (90%+). Connectivity for the section of Plainville near Tomasso is also priority.
- Unless we have safe and secure routes through town, people will go north from Farmington south from Farmington and not venture on our section of trail. Cooperation from police department is critical. Traffic enhancements through town is also very important.
- Environmental impact, safety, security and cost are important.
- Safety and environmental concerns are most important.
- Fun, emergency access, signage, facilities and parking are important.
- Safety and cost are important.
- Connectivity and safety are important.
- Connectivity and accessibility is most important. Beyond that, a focus on maximizing the off road nature of the trail.

Final Question: Do you have any other comments about the project?

- We want it yesterday (soon).
- Love the project. Hope the negativity will be proven wrong.
- Cost will be important but "cheap" is not always better. Also phasing in the Nature Park half of the trail first makes a lot of sense, especially following the canal route up to Pierce Street.

- Flexibility and adaptation are required. Unforeseen opportunities would be great. Hybrid designs are likely, as are on road portions of the trail.
- Presentation boards from 5/22 public meeting took too long to download, probably due to large file size. Please find a way to improve this, otherwise public will lose patience.
- Maps on the website print too small to distinguish street names. It would be great to have one pole in the middle of trail at intersections.
- All potential routes are well thought out and offer some creative solutions. On the New Britain link, any improvements a rail trail brings will improve Rt. 372 or Woodford Ave.
- Thank you for your patience, time and work! This is a very worthy project and you have a lot of support from the town's people!
- Impressed with the presentation. Very organized, well versed and no redundancy.
- Hope it finally goes through to completion.
- May consider implement project in phases if funding become a constraint.
- Suggest that parking lanes on both sides of streets be used for protected bike lanes and create off street parking.
- Urge more emphasis on the trail as multi-purpose, which will also increase public support and enthusiasm.
- Should focus on closing the gap and at a later date look at connecting to the FastTrack.
- This is a unique opportunity to look at surrounding multi-use trails in the state, take the best ideas from them, and create the perfect trail that would be the envy of surrounding towns.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:



Tim Malone

Distribution: website – interested parties list
Project File 42201.00

Community Meeting
October 18, 2017
6-8 pm
Plainville High School



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

AGENDA

Public Open House and Workshop

October 18, 2017 / 6:00 PM – 8:00 PM

Plainville High School, Cafeteria

47 Robert Holcomb Way / Plainville

Meeting Purpose: to review and discuss the characteristics of the Gap Closure Trail Study preliminary Preferred Alignments. The open house provides an opportunity to talk with project staff about trail types and treatments on specific sections of the preliminary preferred alignments. The presentation and question and answer period provides an opportunity to hear about the Preferred Alignments, and the process used to get to this point.

Time	Agenda Item
6:00 PM – 7:00 PM	Open House
7:00 PM – 7:30 PM	Presentation and Q&A
7:30 PM – 8:00 PM	PUBLIC COMMENT and Continued Open House

Your feedback will help the study team shape the final recommendations for the FCHT and CT**fastrak** connection.

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 724-4221 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al (860) 724-4221, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 724-4221, jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



Agenda for Our Presentation

- Brief Project Overview
- Overview of the Evaluation Process
 - Screening to a shortlist of practical and feasible alternatives
 - Narrowing to a preliminary preferred alignment
- Review of Alignment C
- Our Schedule Moving Forward



Purpose of Tonight's Meeting

Tonight's meeting we present you the **preliminary preferred alternative** for closing the gap in the Farmington Canal Heritage Trail and CT **fastrak** connection, and ask for your thoughts and feedback on **how the alignments should be refined** before we make a final recommendation.



Brief Project Overview

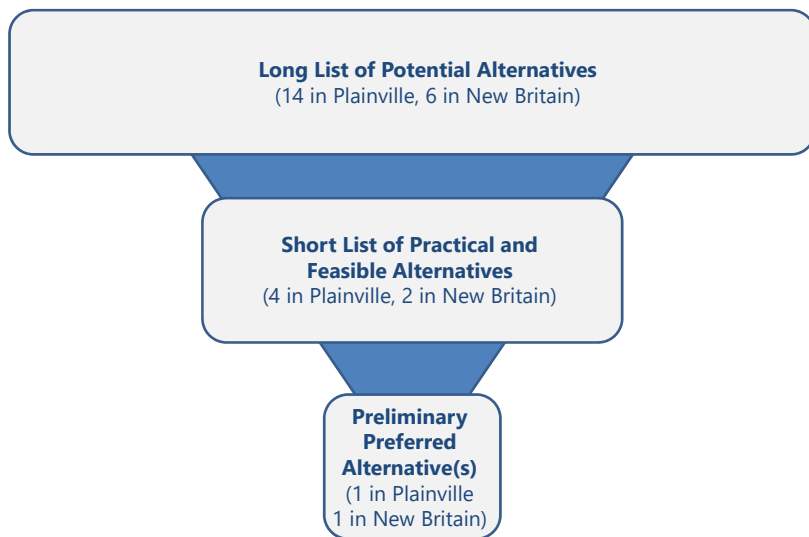
Vision Statement

"The vision for the Farmington Canal Heritage Trail Gap Closure and CT**fastrak** Connection 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."

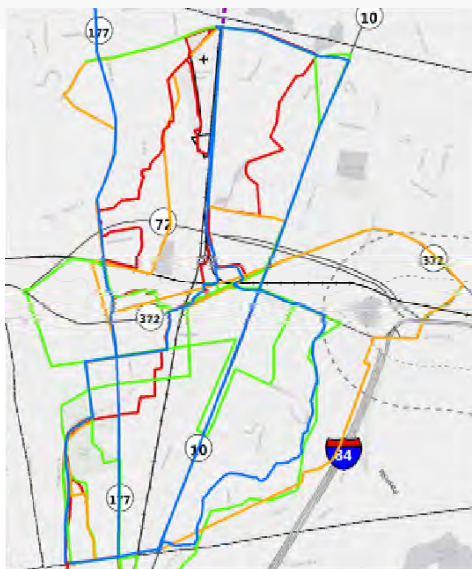


Overview of the Evaluation Process

Alternatives Analysis



Long List of Potential Alternatives



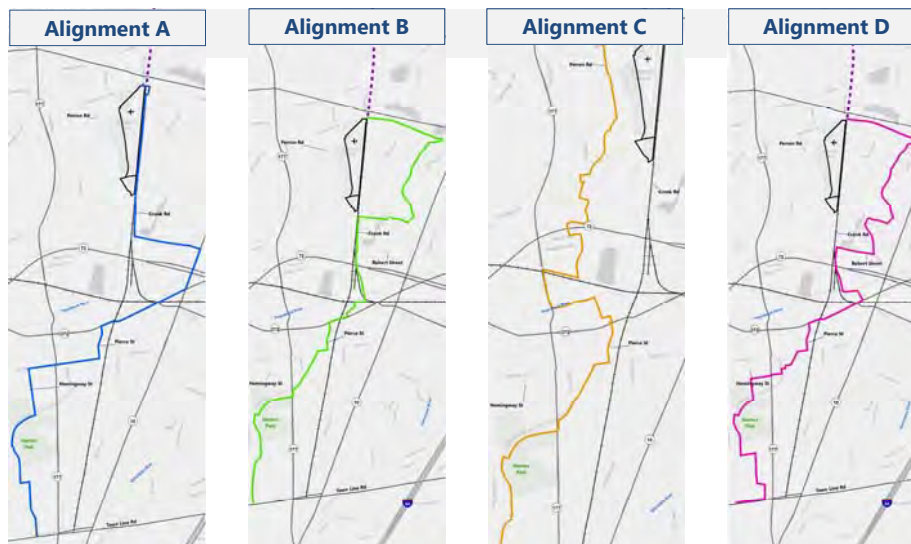
- 14 alternatives in total
- Created during fall 2016
 - Charrettes
 - Steering Committee
 - Stakeholder discussions
 - Technical efforts
- Different focal points
 - Shopping
 - Schools
 - Employment
 - Parks/Recreation

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



Shortlisted Alignments



Note: Alignments A-D as shown at the May 22 public meeting – minor adjustments are made to design as better information becomes available.

Public Comments Informed Evaluation

- Technical team considered public comments when preparing assumptions for shortlisted alignments, and in finalizing evaluation methods
 - Comments during Q&A session at public meeting
 - Those left on flip charts near shortlisted alignments
 - Comment forms at and after meeting
 - Online comments

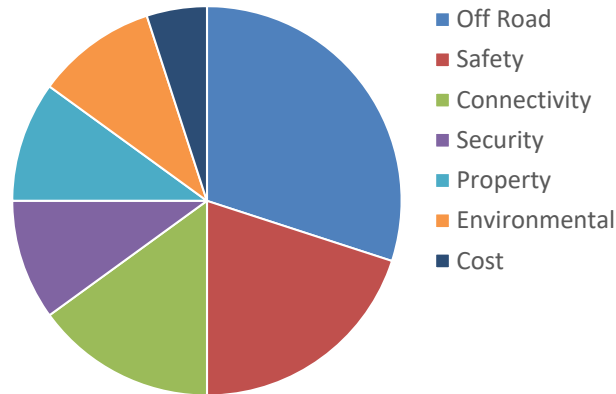


Evaluation Criteria

Evaluation Criteria	Factors Considered
Off Road	Potential for the trail to be separated from roads
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



Weighting of Criteria



How the Scoring was Conducted

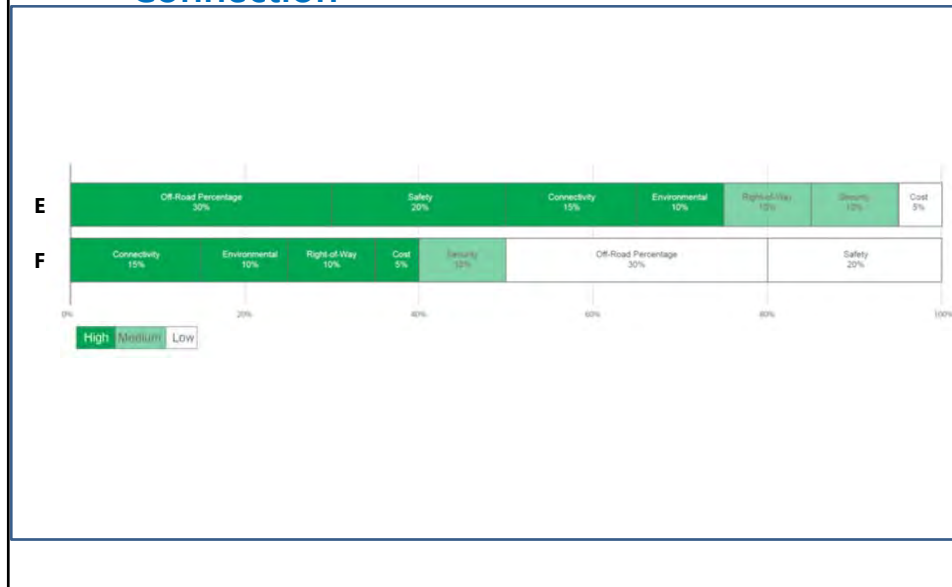
- Qualitative Evaluation
 - High – fully meets the intent of the criterion
 - Medium – partially meets the intent of the criterion
 - Low – does not meet the intent of the criterion
- Organized Plainville alignments
 - North of downtown
 - South of downtown
 - Attempted to optimize Alignment A south of downtown



Evaluation Results – FCHT Gap Alignments

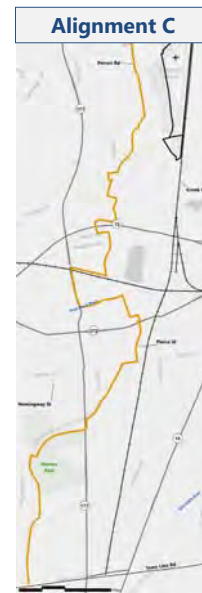


Evaluation Results – CTfastrak Connection



Preliminary Preferred Alternative Alignment C (FCHT Gap)

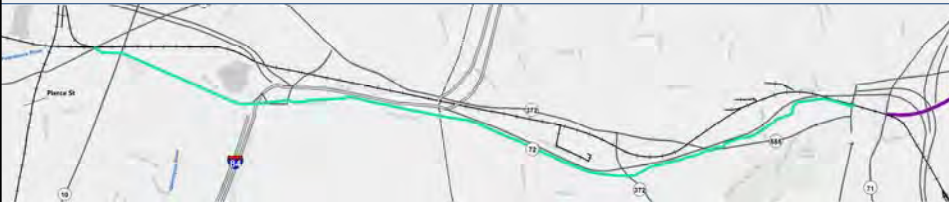
- Alignment C performed best for
 - Amount of the trail considered off road
 - Minimized conflict points with cars, non-trail users
 - Environmental impacts
 - Connectivity
- This alternative was brought to the project Steering Committee and Technical Team in July 2017 for endorsement
- Since that time it has been refined to
 - Improve comfort of trail from a user perspective
 - Maximize safety
 - Avoid areas of environmental sensitivity
 - Minimize impacts to residents and businesses



Preliminary Preferred Alternative Alignment E (Ctfastrak Connection)

- Alignment E performed best for
 - Amount of the trail considered off road
 - Minimized conflict points with cars, non-trail users
 - Connectivity is maximized to residents and amenities

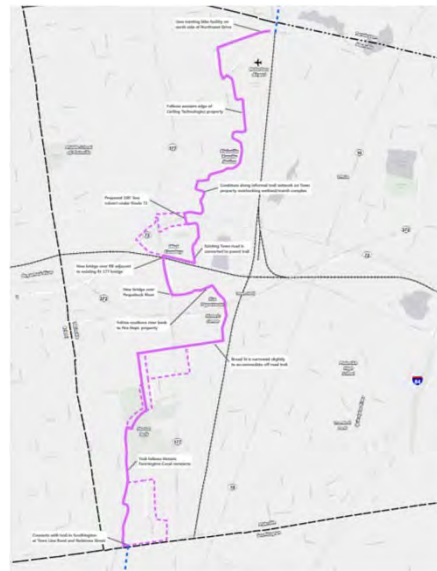
Alignment E



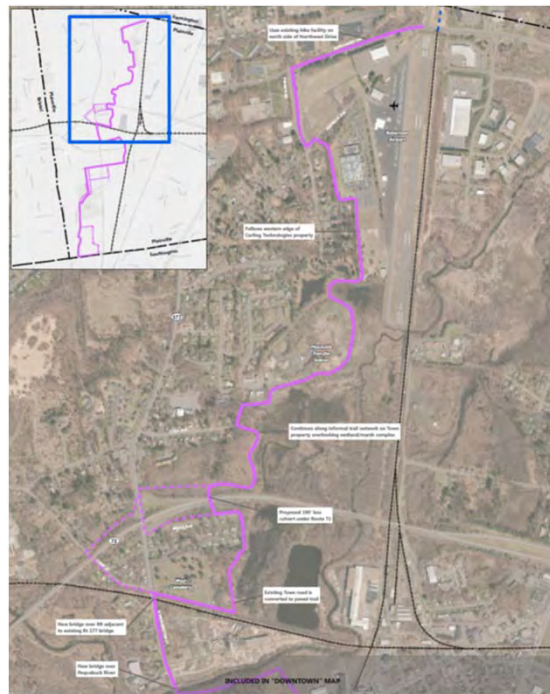


Overview of Alignment C

- Alignment C is proposed to be:
 - 5.3 miles in length
 - Between 10' and 12' in width
 - 98% off-road
- We will continue to refine Alignment C based on comments received



Alignment C – North

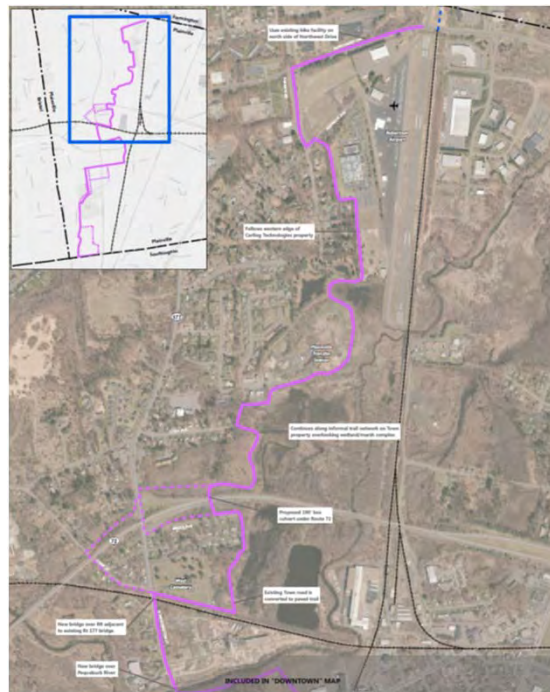


Plainville Trail Study
Plainville, CT | Client

Photo 2-Before
Wetland Trail



Alignment C – North





 Plainville Trail Study
Plainville, CT | Client

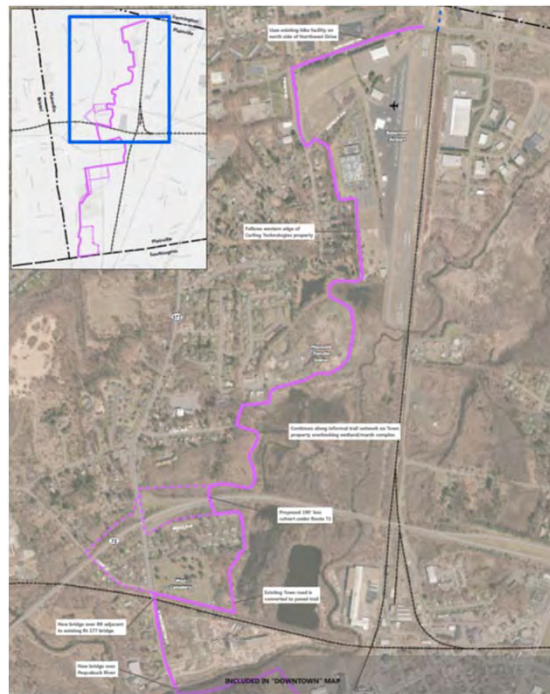
Photo 1-Before
Woodland Trail



 Plainville Trail Study
Plainville, CT | Client

Photo 1-After
Woodland Trail

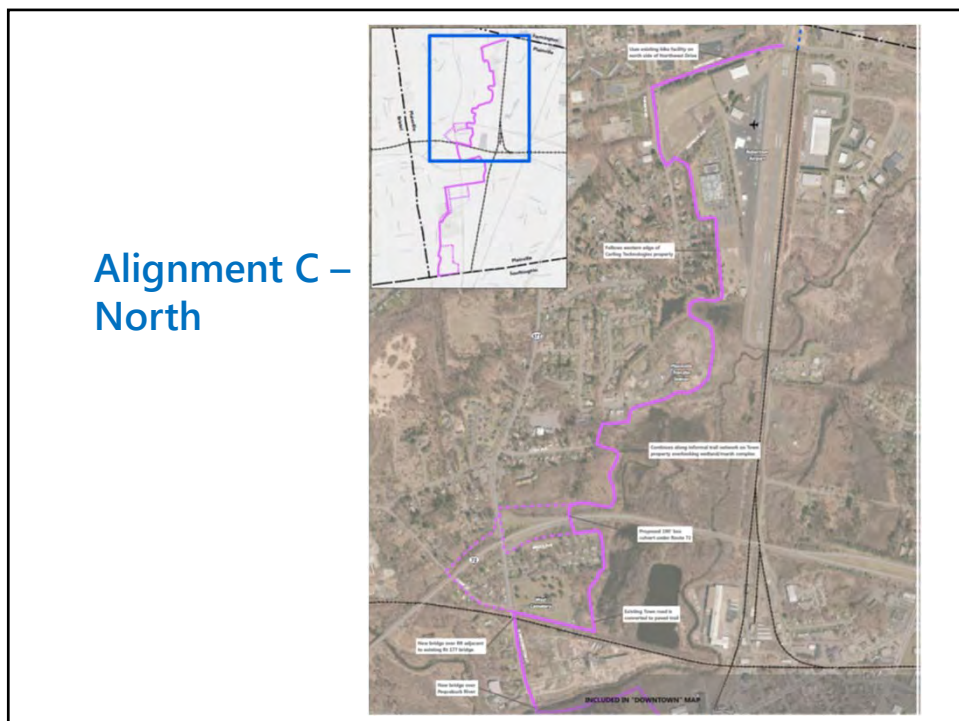
Alignment C – North



EXISTING CONDITIONS

Culvert at RT 72

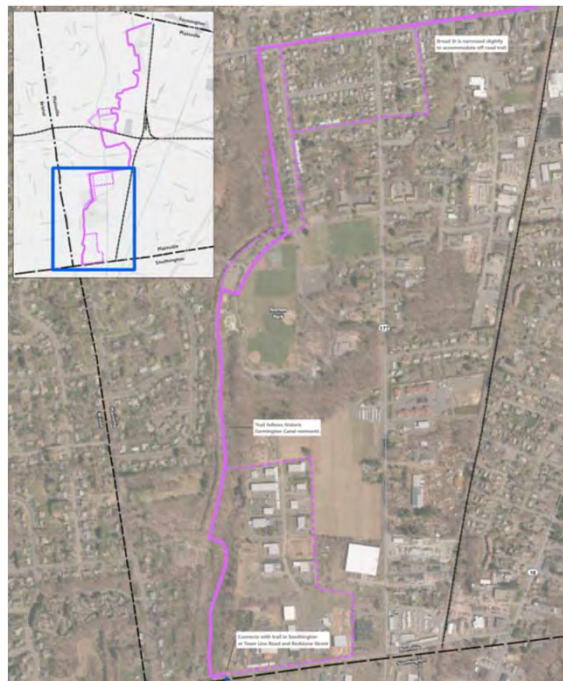




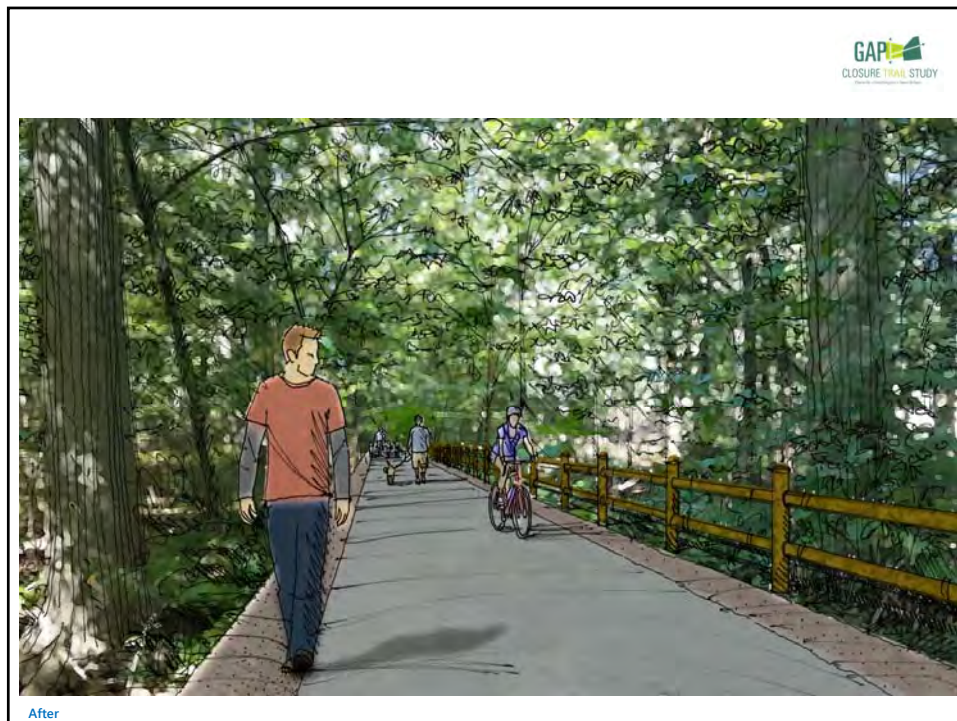
Alignment C – Downtown



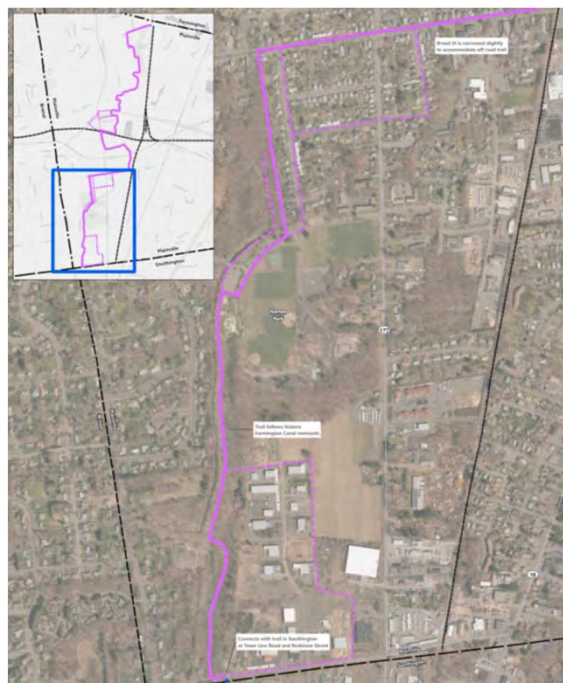
Alignment C – South







Alignment C – South

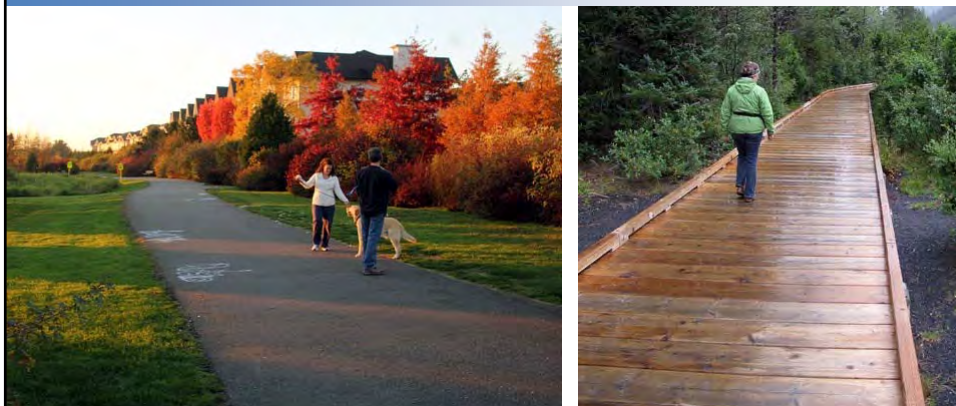


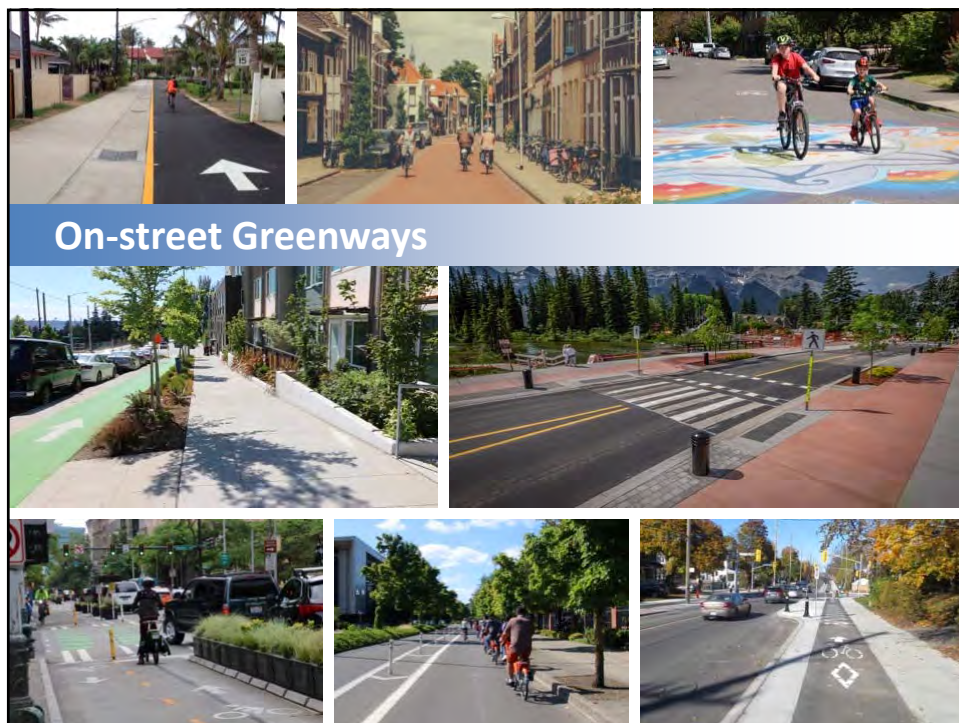
Facility Typologies

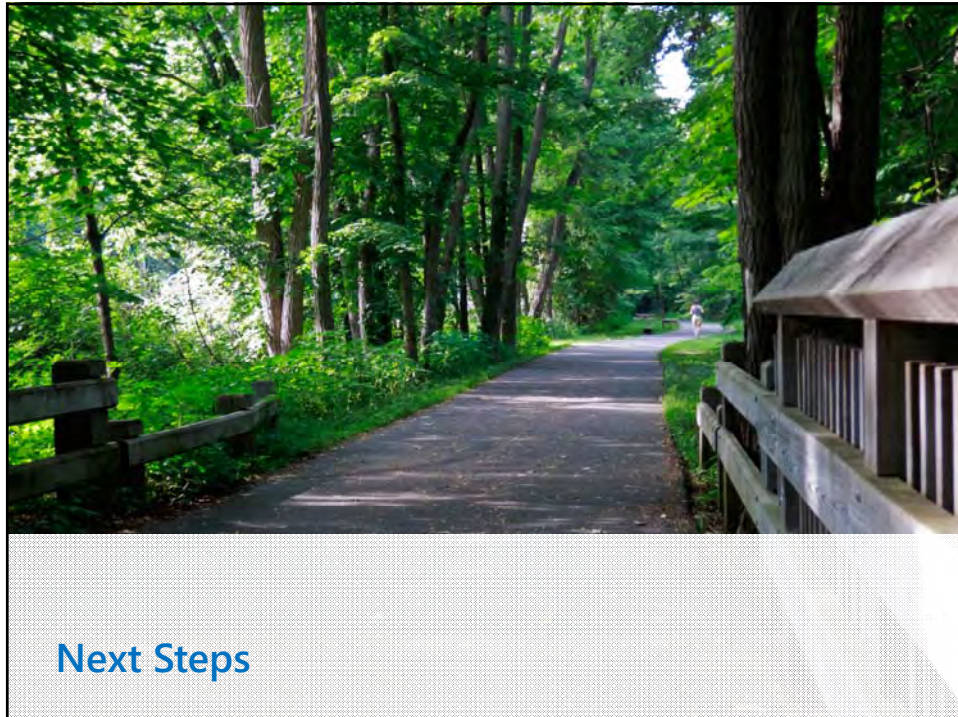
- 1 off road
- 2 shared path
- 3 on street



Fully off Road



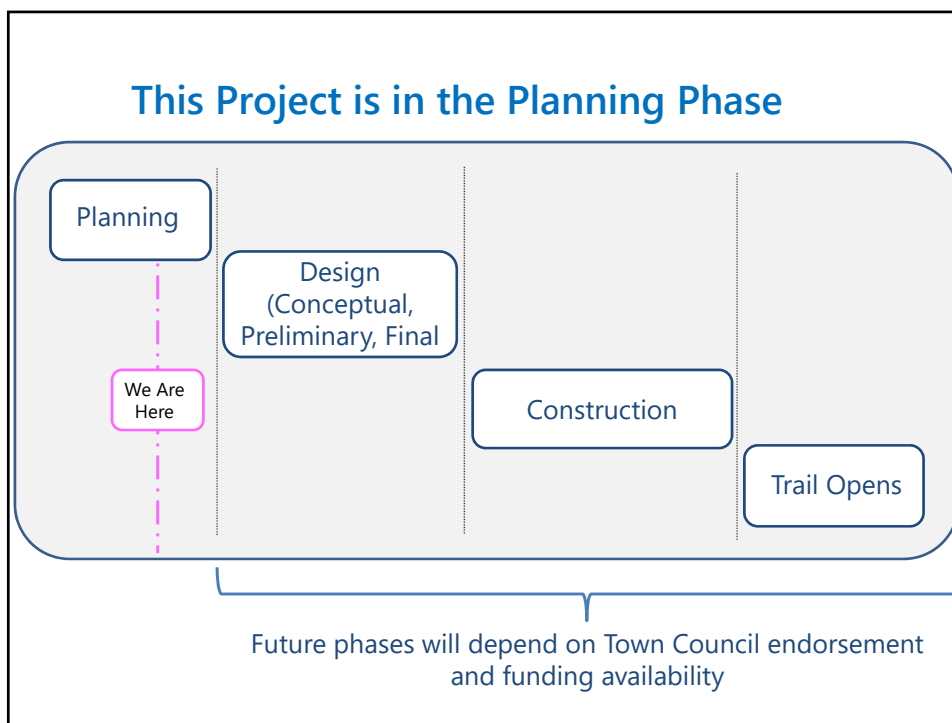
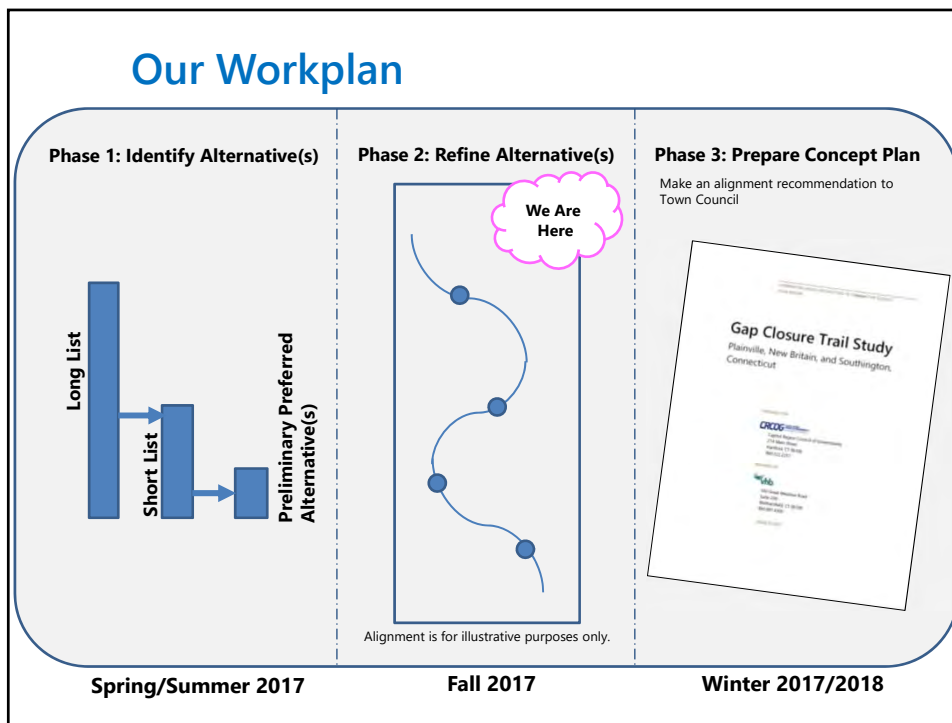




What Happens Next

- 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
- More outreach will be conducted when the concept plan is prepared to seek input on the final alignment and plan





Tim Malone | Capitol Region Council of Governments

Project Manager | tmalone@crcog.org | 860.724.4221

Theresa Carr | Consultant Project Manager | tcarr@vhb.com



Place: Plainville High School
Cafeteria
47 Robert Holcomb Way
Plainville, CT 06062

Date: October 24, 2017

Notes Taken by: Geoffrey Morrison-Logan

Project #: 42201.00

Re: Plainville and New Britain Planning Public Meeting Summary
Farmington Canal Heritage Trail Gap Closure Study and CT**fastrak**
Connection Study (Gap Closure Trail Study)

The public meeting took place on Wednesday, October 18, 2017 from 6:00-8:00pm. The meeting consisted of an Open House format that included a short presentation to report on the work that had been undertaken since the May 2017 Public Meeting. Five breakout stations were set up for participants to engage with the consultant team, Steering Committee, and Town Officials in a dialog about issues and opportunities related to the revised Alignment "C" Trail in Plainville and the Alignment "E" Trail in New Britain. For Plainville, the North, South, and Downtown segments of Alignment "C" were set up at stations to allow conversations about each of those sections of the trail. There was a station set up for the connection to CT**fastrak**, as well as a station dedicated to background information on the Gap Closure Project.

At 7pm, a presentation was given that provided an overview of process used to narrow the alternatives into the Preferred Alignments. The presentation provided a summary of the revised Alignment C through Plainville and featured a discussion of the prototypical trail facilities that were recommended for various sections of the trail. The presentation was followed by a general question and answer period. The PowerPoint presentation and PDF's of the boards used at the five breakout stations were made available on the project website.

The focus of the meeting was to present Alignment C as the preferred trail alignment connecting the Farmington Canal Heritage Trail (FCHT) in Plainville and Alignment E as the preferred trail alignment connecting Plainville with the CT**fastrak** station in New Britain. These alignments had been presented at the last community meeting which had been held in May 2017. Alignment E is largely the same as presented in May, however several refinements have been made to Alignment C since May:

- *Between Northwest Drive and Route 72* – following conversations with Carling Technologies the alignment has been shifted east to the western side of their property between Johnson Road and the Granger Lane Transfer Station. The refined Alignment C will travel down the eastern side of Perron Road between Northwest Drive and Johnson Road, then travel east along Johnson Road to the Carling Technologies property, and south along the western side of the Carling Technologies property to the Town-owned transfer station property. The refined alignment does not enter Tomasso Nature Park.
- *Between Route 72 and Downtown Plainville* – the preferred alignment remains the same for this section but insufficient detail exists to know whether a culvert under Route 72 is feasible. Therefore the updated alignment maps show an alternate alignment which would, north of Route 72 travel west to Route 177, turn south across Route 72 at grade, and turn east again, south of Route 72. Another alternate alignment was shown which would continue west, past Route 177, to Camp Street, travel in public right-of-way on Camp Street and connect back up with the original trail alignment south of Route 72.

- *Between Downtown Plainville and Norton Park* – two options are shown for Alignment C along Pierce Street between West Main Street and Broad Street. The first is the side path along the east side of Pierce Street which was shown at the May 2017 community meeting. The second is an on-road option for Pierce Street. In addition, the earlier version of Alignment C shown in May traveled along the historic Farmington Canal. Following discussions over the summer with CTDOT this alignment was shifted to Broad Street, due to constraints within this section of the canal alignment. The current alignment shows options along Broad Street (a side path to the north, a side path to the south, and a median boulevard), and options to connect to Norton Park. The preferred alignment turns south, west of Hemingway Street. Alternate alignments include traveling within the Hemingway Street right-of-way as well as within the Pearl and Willis rights-of-way.
- *Between Norton Park and Town Line Road* – the preferred alignment remains the same as shown in May for this section, which is to follow the historic remnants of the Farmington Canal. However, an alternate alignment was also presented to the community at the October 18th meeting which would diverge from the historic canal alignment at the north edge of the industrial park, traveling east and then south between the industrial and agricultural properties parallel to Robert Jackson Way. This alternate alignment would then travel west within the right-of-way of Town Line Road to connect with the Southington section of the FCHT.

A total of 136 members of the public signed in at the meeting, and 36 comment forms were submitted.

1. **Open House 6pm-7pm:** Participants were welcomed at the sign in table and at the five breakout stations. Participants were provided with an agenda and a map of the room layout and were directed to engage in conversations with the facilitators at the breakout stations. The five stations include:
 - a. **a Project Background Station**, that included information on the overall study, goals, and the process for narrowing the Alternatives down to the Preferred Alignments.
 - b. **a Plainville North Station**, where the northern section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.
 - c. **a Plainville South Station**, where the southern section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.
 - d. **a Plainville Downtown Station**, where the downtown section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.
 - e. **a Connection to CTfrastak Station**, where the New Britain section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.

Participants were encouraged to identify their concerns and issues for the alignments, by placing their written comments on post-it notes, or on large flip chart paper.

2. **Presentation Overview 7pm-7:30pm:**

- a. Mr. DeVoe (Town of Plainville) opened the meeting, welcomed the participants, and provided a brief background on the Gap Closure Project.
- b. Mr. Malone (CRCOG) provided a brief summary of the planning goals and objectives.

- c. Theresa Carr (VHB) provided a summary of the steps that were undertaken to get to the Preferred Alignments by reviewing the work that was presented at the May public meeting, the screening criteria that were used to get from the long list to the short list of alignments, and the evaluation criteria.
- d. Mark Jewell (VHB) provided a summary of the revised Plainville Alignment C and presented maps that indicated the general location of the various sections of the alignment. Mr. Jewell presented several before and after images that depicted the general characteristics of the proposed trail facilities.
- e. Mary Embry (MobyCon) provided a summary of three typical facility types that included;
 - i. A Rural Trail Type;
 - ii. An Off-Road Trail Type;
 - iii. An Urban Trail Type;

For this portion of the presentation Mrs. Embry presented a collage of images of the facility types that were built in other communities.

3. Public Comment 7:30pm-7:50pm:

The following questions and comments were raised by members of the public during this portion of the meeting:

- A question was asked about the funding sources for the project. The team responded that there are several options for funding the construction of the trail project, but that no one specific source had been identified beyond the planning phase.
- A question was asked about the maintenance of the trail facilities and who would be required to maintain the trails. The team responded that this is a topic that would be addressed in the (future) design phase, and that the maintenance responsibilities vary from trail to trail. Furthermore maintenance responsibilities may vary depending on trail type and location. Most common is that the town would maintain the trail. Some regions have volunteers who are responsible for trail maintenance.
- A question was asked about when the trail would be opened. Tim referred to the schedule slide of the presentation. Because no funding sources have been confirmed at this time the beginning of design and the beginning of construction are uncertain. Design could take a year, and construction could take up to two years. Furthermore, it is possible that the trail would be constructed in phases.
- A question was asked about why the Plainville trail is being connected to CT *fastrak*. Theresa clarified that the connection to CT *fastrak* is not a requisite piece of the FCHT moving forward. Though the two trails are packaged for this planning study, it is likely that they would be considered two separate and distinct trails which would move forward on separate schedules.
- A question was asked about parking for the trail, and if it would be provided. The team responded that with parking areas in Farmington (under construction), Southington, and Norton Park, that it was unclear whether additional trailhead parking would be needed. The member of the public followed up that she hoped additional parking would be provided to accommodate those not bicycling, but who wish to walk or rollerblade on a smaller portion of the trail not close to one of these parking locations.

- A question was asked about tax implications for taxpayers. Tim stated that because funding was uncertain specifics on tax implications are unknown at this time, but that the current study was funded through federal and state dollars and it is likely that construction would use state and/or federal funds, to which taxpayer dollars contribute.
- A question was asked about the 2% of on road trail facilities and where the 2% was located. The team responded that this is mainly in the downtown Plainville section of the trail.
- A comment was made about hazardous materials being transported via trains on along the track close to Alignment C in the vicinity of Route 177 and West Cemetery.
- A question was asked about why the land adjacent to the railroad was not considered. The team responded that land adjacent to the railroad, and specifically in the vicinity of the airport, was considered through the alternatives analysis step.

4. Open House 7:50pm-8:30pm:

- a. Following the general Question and Answer period, the meeting resumed into an Open House format where participants went back to the breakout tables to further engage in discussions about the issues and opportunities related to the Preferred Alignment.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:



Tim Malone

Distribution: website – interested parties list

Project File 42201.00



Place: Plainville High School
Cafeteria
47 Robert Holcomb Way
Plainville, CT 06062

Meeting Notes

Project #: 42201.00

Re: Comments Received at October 18, 2017 Public Meeting

Approximately 150 community members participated in a public meeting held at the Plainville High School October 18, 2017. The format of this meeting was in part open house, with maps and materials posted around the high school cafeteria, and part presentation followed by large group Q&A. Comments received during this meeting are transcribed here. There were many ways to comment:

- Comment Forms
- Comments Delivered during Large Group Q&A
- Notes on Flip Charts
- Notes on Maps

Comment Forms

Comment forms were available at the public meeting and posted to the project website at www.gapclosuretrailstudy.com. The comment forms were organized by open house station, and allowed meeting participants as well as those reviewing materials online to fill them out and submit them to project staff before leaving the meeting, or by emailing them to Tim Malone at CRCOG or to the Gap Closure email at gapclosure@vhb.com. A total of 36 comment forms were received. Feedback is organized by the questions asked by the comment form, which aligned with the stations at the open house.

Station 1: Project Background

Do you have any thoughts on the screening and evaluation criteria, or the results?

- Too many concerns about safety, etc. Should run along commercialized areas where it can be policed not by back yards.
- A great deal of time has gone into this (planning process and analysis).
- All looks good.
- Agree with Alignment C.
- A lot of thought and planning went into the screening and evaluating steps, including asking for town opinions.
- Please just build it. As soon as possible. I enjoy it very much thank you.
- Project approach is thorough and well thought out.
- The process is extensive but taking too long. Would like to see the trail built within two years!
- Off-road percentage is critical. Connecting users to downtown businesses is helpful to the local economy.
- Using actual canal lines is a bonus from a historical perspective.
- Excellent job. Thankful for the switch over to the Carling property.
- Great job!
- Great job!
- I thought it was a well-done presentation. I'm just now enjoying this opportunity.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- Would like to have a more direct route.
- Excellent presentation. I felt you took many of the concerns expressed in May and found solutions.
- If parking on street is eliminated for protected bike lanes nearby property should be purchased.
- I believe going forward notification in the local papers could help increase awareness. Maybe even the school could send out a communication about an upcoming meeting.
- I'm very impressed.
- I'm in favor of heavily weighing "off road" characteristics for that is the safest for young users.
- Done in a bubble, not enough public notice/participation.
- Yes, why weren't all people invited to all of the alignment meetings? We on Perron Road didn't hear about this until the others were defeated.
- Concern about connection from Carling to landfill. What is the plan?

Station 2: Plainville North Section

What are your thoughts on Alignment C in this North Section? What do you like? Do you have questions or concerns?

- Nothing, it's very unsafe and you can have many liabilities for homeowners where it hugs their back yard (no privacy security).
- I like the changes that have been made.
- Yes, this is preferred and prefer behind West Cemetery onto North Washington. What about the smell from the Granger Lane facility?
- Looks good.
- I like the route behind West Cemetery and off of 177.
- Looks like a good route.
- I like the proposed alignment. Least amount on roads. Security may be an issue for walkers/riders and homeowners. Will Plainville Police Department make periodic patrols? (Emergency phones?)
- Turns at residential intersections – how will trail users and automobile traffic interact? (e.g., Perron and Johnson specifically is this additional liability where the trail is closest to the airport?) I like that this route avoids the crazy corner on Route 177.
- I believe this is the best possible plan for Plainville. This is not a perfect plan, but it is possible.
- Excellent.
- I'm okay with the existing alignment, take land owners concerns under consideration.
- Agree (with the alignment in this section).
- Too many turns.
- Good compromise around (Tomasso) Nature Park.
- I was very pleased to learn that Alignment C did not go through Tomasso Nature Park. Having the Gap route along the outer edge of the Nature Park and leaving the park intact and not impacted is very important. The Nature Park was created to compensate and preserve the Town's wetlands as a compromise for the expansion of the airport's runway that destroyed existing town wetlands. So, keeping those wetlands preserved is vital!
- I am pleased that it will not go through Tomasso Park. The visual comparisons were very helpful.
- I'm glad to see that more thought has been given to the alignment in this area.
- Tomasso Nature Park should not be touched.
- No worries.
- It looks good!
- I like that it connects the area north of 72 to the town center. We are currently cut off, without sidewalks!
- Many concerns, very intrusive, dangerous. Too close to Nature Park, excessive traffic on a dead-end street. Increase taxes, no police presence, cost of upkeep. Highly wooded, lots of wildlife disrupted,

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

increased traffic at bus stop, already a dangerous intersection, lack of privacy, loss of view in my backyard.

- Needs a better option for behind homes.
- The trail needs to be routed along the fence between Carling and the airport so it will not intrude against our properties. It is not fair to force this upon the residences on Perron Road, we pay taxes too.

Station 3: Plainville South Section

What are your thoughts on Alignment C in this South Section? What do you like? Do you have questions or concerns?

- I like that the on-road concerns are addressed.
- Okay with South Section as is.
- Looks great.
- OK.
- I like the option going behind the houses on Hemingway.
- How would traffic respond to a middle-of-the-road trail, is it safe? Will traffic slow down? How would intersections be handled?
- I am pleased that it is 98% off-road.
- I prefer any alignment that uses Broad St. especially if there is a trail section down the middle.
- Excellent.
- I live on Hemingway St. I have no problem with the trail behind our house (or in the road). I would love to see our town finally have the trail connect to our neighboring towns.
- Behind Hemingway is better – rather than on the street.
- I'm okay with the existing alignment, take land owners concerns under consideration.
- Agree (with the alignment in this section).
- Straightest part of the proposed path. Like the idea of running it along the old canal route.
- Broad Street is a good idea. Would prefer a boulevard arrangement for safety.
- I like the use of the full length of Broad Street to the "back" of Hemingway and think the center boulevard option for Broad Street would make a beautiful addition to Plainville. I would hope that the Pearl St, Willis St, and Robert Jackson Way alternatives would not be used.
- Very pleased that 2% is off road.
- My concern is that residents will have their properties affected.
- Good also.
- Safety concerns at corner of Broad and Washington, is a new bike path going to be built? If so, where?
- Concern: Wetlands east of Hollyberry Lane. Mark Devoe said because of wetlands no building would be put there, but there would be a 250 ft buffer zone. So, how much of a buffer would there be behind Hollyberry Lane homes? Note: Mark Devoe and citizen connected to discuss this issue and differences between a recreational trail and building/construction.
- Concern for the environment RE impact on wetlands and woodlands. Cost?

Station 4: Plainville Downtown Section

What are your thoughts on Alignment C in the Downtown Section? What do you like? Do you have questions or concerns?

- Okay with Downtown Section as is.
- Looks great.
- OK.
- Side path!!

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- Pierce Street seems potentially dangerous. Where will the trail be in relation to the condo and apartment traffic?
- It is doubtful (to me) that bikers will stop downtown.
- Concerns about safety and liability.
- Concerned about Pierce Street – very narrow – can it be changed to one way? Could a barrier be constructed mid-way which would allow bikes only to pass through? This would create two cul-de-sacs but would cut down on traffic and still allow current residents to use the road.
- I'm okay with the existing alignment, take land owners concerns under consideration.
- Agree, but more in favor of staying away from parked cars.
- Like it. Also would like to see bike paths on both sides of the street.
- I feel that incorporating Downtown into the "Gap" proposal is a good idea, and hopefully will result in positive economic impact for Plainville's businesses.
- As long as there are safety guidelines in place (borders, well-marked trail signs, barriers).
- I live on Pierce St. My house is near the Historic Center. It would be amazing to see an historic aspect to the trail for those walking there. Maybe a "hot air balloon" painted on walkway to downtown or something to lead walkers downtown.
- So far so good.
- Does nothing to support downtown business or the YMCA.

Station 5: Connection to CTfastrak

What are your thoughts on Alignment E? What do you like? Do you have questions or concerns?

- Looks great.
- OK.
- No opinion. Not important to me, but I understand its importance to others.
- It seems tangential to the Canal trail, but if it helps connect people, communities, resources, and jobs, it's a public good.
- Not a huge concern.
- Excellent.
- This would be great. I use CTfastrak to Hartford.
- Very much in favor of this alignment. Would like to include trail head and linear parking lots. Encourage breweries and comfort stations, massage, and rest stops.
- Like the layout of this alignment.
- I do not see this as a vital or necessary component of the "Gap" proposal.
- No specific concerns.
- Don't care.
- I hate CTfastrak but all bus stops should have clearly marked places to wait and sit for the bus.
- Good idea.
- Connection to New Britain crime levels.

Additional Comments

- Please take our comments seriously.
- Let's get it done!
- I want it in my back yard! I live on Cody.
- I like that 98% of the trail is off-road. I've been riding for 20 years on the trail from Farmington to Simsbury and Canton. I've never seen any crime, litter, or loud noise. Just people enjoying themselves with their friends and families.
- I live on Perron Road and I welcome this path. Can't wait!
- The more the bike path is off busy roads, the better.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- One benefit of north section Alignment C is its proximity to the airport. While minor, it may be attractive to some pilots.
- For people concerned about impacts on their homes, what if homeowners adjacent to the trail in Farmington or Southington comment on their experience?
- Please finish the study! This is a great study and we appreciate your expertise. It is now time to proceed with the project!
- Having worked on Summer Street (Southington) before and after the trail was put in, the trail became a night-time opportunity for thieves and vandals. I like the concept of a trail but it needs to be away from private property, especially the back side of private property if possible. If not possible then the idea of a continuous trail through Plainville needs to be abandoned.
- On trails that run on roads, who is responsible for snow removal on the trails that are on people's properties?
- Can't wait until completion! Avid cyclist! Not a Plainville resident – must take into consideration their concerns.
- Let's get it done!
- In Florida I used trails that had parking lots with nominal fee (\$2/all day). There were air and fix it stations along the trails, LED lighting, and occasional help stations/panic buttons.
- I think Alignment C is a viable plan.
- I had the pleasure of speaking with three facilitators, initially speaking with Marj Jewell, and found them all very helpful, extremely knowledgeable, eager to address questions and concerns, and open to all feedback/comments. Thank you all for your time and expertise.
- I think that the proposed "Alignment C" should be the "Gap" proposal that Plainville should pursue.
- While speaking, please use the microphones better. Each time the speaker moved their head, we lost their sound.
- Two or three more parking lots for us old folks. Liked the presentation, all sounds good. Get it all going!
- Important to me to always have a barrier (even plastic posts) between cars and bicycles.
- "Buy a brick" to increase sense of ownership of the path by the community.
- I'm excited and very anxious to see the trail completed.
- Walk Way Concerns
 - Noise from highway – taking down the trees which formed a natural noise barrier. Is there going to be a barrier put in place to replace the natural barrier? Once the trees are taken down I will be subject to seeing more of the highway and traffic.
 - Condition of all the streets in this area (Franklin, Bruce, and King) – these streets are in poor condition now, with all the construction that will be happening these streets will only worsen, will these streets be reconditioned, paved?
 - Drainage – there are no drains on any of these streets. The town put in a waterway on Bruce to force water from one side of the street to the highway side of the street. At the end of Franklin and at the start of King is a waterway drain that goes into the wetlands. How will this be replaced or reconstructed?
 - What are the plans to build up some of these areas (blocks, retaining walls, pathway bridges, etc.)?
 - Is the fence that is there now going to be replaced with a similar one, or will there be a split rail fence all the way along this route?
 - Is this going to be a continuous walkway or is there going to be some type of park and walk area?

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- A letter was submitted with several comments, summarized below:
 - Concerns about trail congestion, noise, accidents, damage to trees, animal attacks, crime, litter and graffiti.
 - Concerns about adverse affects to the historic mule trail (old Plainville Canal) and wetlands.
 - Impacts to residents on Hollyberry Lane, Condale Lane, Perron Road, Pierce Street, and Hemingway Street, including a concern about reduced property values and effect of having a fence constructed between a trail and property.
 - The route seems circuitous, it would be better to follow a straight line along the rail or along Route 10.
 - Concerns that the project is already a “done deal” – and a question about what role is being played by the Inlands/Wetlands Commission(s)?
 - Concerns about long-term costs for maintenance and policing of trail.

Comments Delivered During Large Group Q&A

The following questions and comments were raised by members of the public during this portion of the meeting:

- A question was asked about the funding sources for the project. The team responded that there are several options for funding the construction of the trail project, but that no one specific source had been identified beyond the planning phase.
- A question was asked about the maintenance of the trail facilities and who would be required to maintain the trails. The team responded that this is a topic that would be addressed in the (future) design phase, and that the maintenance responsibilities vary from trail to trail. Furthermore maintenance responsibilities may vary depending on trail type and location. Most common is that the town would maintain the trail. Some regions have volunteers who are responsible for trail maintenance.
- A question was asked about when the trail would be opened. Tim referred to the schedule slide of the presentation. Because no funding sources have been confirmed at this time the beginning of design and the beginning of construction are uncertain. Design could take a year, and construction could take up to two years. Furthermore, it is possible that the trail would be constructed in phases.
- A question was asked about why the Plainville trail is being connected to CT**fastrak**. Theresa clarified that the connection to CT**fastrak** is not a requisite piece of the FCHT moving forward. Though the two trails are packaged for this planning study, it is likely that they would be considered two separate and distinct trails which would move forward on separate schedules.
- A question was asked about parking for the trail, and if it would be provided. The team responded that with parking areas in Farmington (under construction), Southington, and Norton Park, that it was unclear whether additional trailhead parking would be needed. The member of the public followed up that she hoped additional parking would be provided to accommodate those not bicycling, but who wish to walk or rollerblade on a smaller portion of the trail not close to one of these parking locations.
- A question was asked about tax implications for taxpayers. Tim stated that because funding was uncertain specifics on tax implications are unknown at this time, but that the current study was funded through federal and state dollars and it is likely that construction would use state and/or federal funds, to which taxpayer dollars contribute.
- A question was asked about the 2% of on road trail facilities and where the 2% was located. The team responded that this is mainly in the downtown Plainville section of the trail.
- A comment was made about hazardous materials being transported via trains on along the track close to Alignment C in the vicinity of Route 177 and West Cemetery.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- A question was asked about why the land adjacent to the railroad was not considered. The team responded that land adjacent to the railroad, and specifically in the vicinity of the airport, was considered through the alternatives analysis step.

Notes on Flip Charts

Participants in the open house portion of the public meeting wrote notes on flip charts as they moved through the stations. These notes are listed below.

- Love the idea of a median down Broad Street.
- Build the trail! Can't wait.
- Could Pierce have a barrier so two cul-de-sacs are forced and the bike trail goes through it?
- Broad Street – what about on-street parking for OLM/future funeral home?
- If sidewalk and trail are combined, who maintains?
- Leaf pick up.
- 100-200 year old trees to remove (irreplaceable).
- Drainage – homeowners have built up backyards – trail would remove trees/shrubs, which will add to drainage issues.
- Will 6-8' stockade fence, like in Farmington, so strangers aren't walking 15' from backyards?
- Hemingway is .8 miles, it's bike/ped friendly, use our road not our privacy.
- You're using town roads anyway – will not remove the trail experience.
- If built, you'll need another police officer for teenagers. (Someone else responded: Teenagers are not bad people.)
- View of Hemingway loss of privacy – even with screening will lose view.
- Why not wind trail further into town property?
- Always a barrier between traffic and bicycles!
- Why not use the streets Hemingway?
- Why can't they go through the staging area and go through the Church onto Broad (the park has a large staging area in back).
- Who patrols area so my house doesn't get robbed?
- Switch bike land and parking so cars don't have to cross bike lane/bikes are protected.
- Drainage at bottom of Franklin Ave is already a problem.
- Security from trail rif-raf into neighborhood (Franklin, King, Bruce).
- Sound from 72 (sound barrier) Bruce St.
- What do we gain from trail going through wetlands/woods? (Someone else responded: Health and fitness).
- Wildlife? (Bears) (Someone else responded: Will not hurt you. Don't feed the animals.)
- Parking to enter, exit trail.
- What is the history of other rail trails with crime? (Someone else responded: Low crime if any at all.)
- Trails need parking lots for people not biking – walkers, families with strollers, rollerbladers cannot go the long distance!!
- Boulevard (center) doesn't allow room for fire apparatus (20') work with Fire Department to test design dimensions.
- On-Street is not comfortable riding with kids, regardless of type of infrastructure.
- I support the following alternative to both close the gap and safeguard the safety and privacy of the majority of property owners in Plainville: Use the federal and state Rails to Trails funding to either enhance either Route 10 or Route 177 in order to ensure the safety of those using the path. In my opinion, Route 10 is wider and provides the opportunity for pedestrians and cyclists to enjoy a multitude of restaurants and businesses in town. A smaller path can be developed from Route 10 to the businesses on Whiting Street, so that access is more easily achieved.
- Always a barrier between cars and bicycles.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- Bicycle/pedestrian safety education.
- Needs to hit downtown - \$\$.
- Parking and trail on Pierce = nonsense.
- Hope you consider making Pierce Street 1 way cars to add more buffer space and less car traffic.
- Build the trail.
- This trail is going to be a beautiful connection to join community and give hope to our children of what is possible – thank you for all your efforts!
- Please put trail on west side of Pierce Street.

Verbal Comments Made to Team Members

- One owner of a Pierce St. Condo stated she is against the trail being located on Pierce Street, but if it must be, she would rather have the trail on the east side of Pierce St.
- Another owner of a Pierce St. Condo is against the trail being located on Pierce Street in any form.
- A resident of Hemmingway St stated that he was opposed to the trail behind the houses on Hemmingway and did not want it in the road either. He stated that if the trail is to be placed on Town property behind the Hemmingway St. homes, it should be placed as far away from the rear of the lots on Hemmingway as possible.
- Tree removal is a big concern for me
- If a side trail is used on Broad Street, and no snow shelf is provided, where will we place our leaves for fall pick-up
- Access to driveways in a mid-road design are a concern
- A resident indicated that she lives near the end of Bruce at the corner of King and is very concerned about their loss of privacy and security issues there. Will there be a fence between King Street and the Trail to restrict trail users from entering the neighborhood?
- I use trails throughout the state and can't wait for this one to open
- The team should look at reestablishing passenger rail service along the PanAm line
- A group of residents in the Perron Road area expressed concerns about privacy
- A resident near the Tomasso Nature Park expressed that she looked forward to the trail coming through the area
- A resident of the town expressed concern about potential flooding of the culver under 72

Notes on Maps

Notes were written directly on alignment maps for the North, Downtown, and Southern sections. These are included on the pages attached.

Comments Received During October 18, 2017 Public Meeting

DRAFT

Gap Closure Study

Hartford County, CT

Alignment C - 5.3 Miles | North Section

Project Statistics

Alignment C is a proposed:

- 5.3 miles long,
- 10-12' wide,
- bituminous,
- 98% multi-use.

Disclaimers: The alignment shown is preliminary and not to scale. It is for planning purposes only. Alignments are subject to change as the planning study progresses. Labels represent potential options for the trail, should it be built. They do not represent a final design and are subject to change during the design process.

Legend:

- Town Boundary
- Active Rail
- Potential Alternates
- Alignment C - 5.3 Miles - 98% Multi-Use

Map Labels:

- Farmington
- Plainville
- Plainville
- Southington
- Robertson Airport
- Carling Technologies property
- Plainville Transfer Station
- Wetland/marsh complex
- Franklin Ave
- Brook Ave
- Rt 177
- Rt 2
- New bridge over RR adjacent to existing Rt 177 bridge
- New bridge over Pequabuck River
- Gas filled Rail Cores
- Wild life Endangered Species habitat
- turtles and egg laying birds
- Drainage on Franklin Ave
- Name from T2
- Continues along informal trail network on Town property overlooking wetland/marsh complex
- OK in my backyard
- One proposed trail runs to a parking lot near Carling Technologies

Scale: 0 to 1/2 mile

North Arrow: ↑

Map Credits: Source Information: Map and Geographic Information Center - University of Connecticut, US Census Bureau Service Layer Credits: Esri, DigitalGlobe, GeoEye, Earthstar, Earthstar, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Comments Received During October 18, 2017 Public Meeting

GAP CLOSURE STUDY

DRAFT

vhb October 16, 2019

Alignment is not to scale

Uses existing bike facility on north side of Northwest Drive

Continues over Route 66 to Sep 5th

Shorten corner to attempt to make it easier

Follows western edge of Carling Technologies property

Replace gate with closed fence

Continues along informal trail network on Town property overlooking wetland/marsh complex

OKAY in my backyard

Proposed

Existing Town road is converted to paved trail

New bridge over RR adjacent to existing Rt 177 bridge

New bridge over Pequabuck River

INCLUDED IN "DOWNTOWN" MAP

Legend:

- Town Boundary
- Active Rail
- Robertson Airport
- Alignment C - 5.3 Miles - 98% Multi-Use
- Potential Alternates
- Farmington Canal Heritage Trail, under construction/design

Disclaimers: The alignment shown is preliminary and not to scale. It is for planning purposes only. Alignments are subject to change as the planning study progresses. Labels represent potential options for the trail, should it be built. They do not represent a final design and are subject to change during the design process.

Gap Closure Study

Hartford County, CT

Project Statistics

- Alignment C is a proposed:
 - 5.3 miles long,
 - 10-12' wide,
 - bituminous,
 - 98% multi-use.

Alignment C - 5.3 Miles | North Section

Source Information: Map and Geographic Information Center - University of Connecticut, US Census Bureau Service Layer Credits: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, HERE, DeLorme, Mapbox, and the OpenStreetMap contributors, and the GIS user community

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

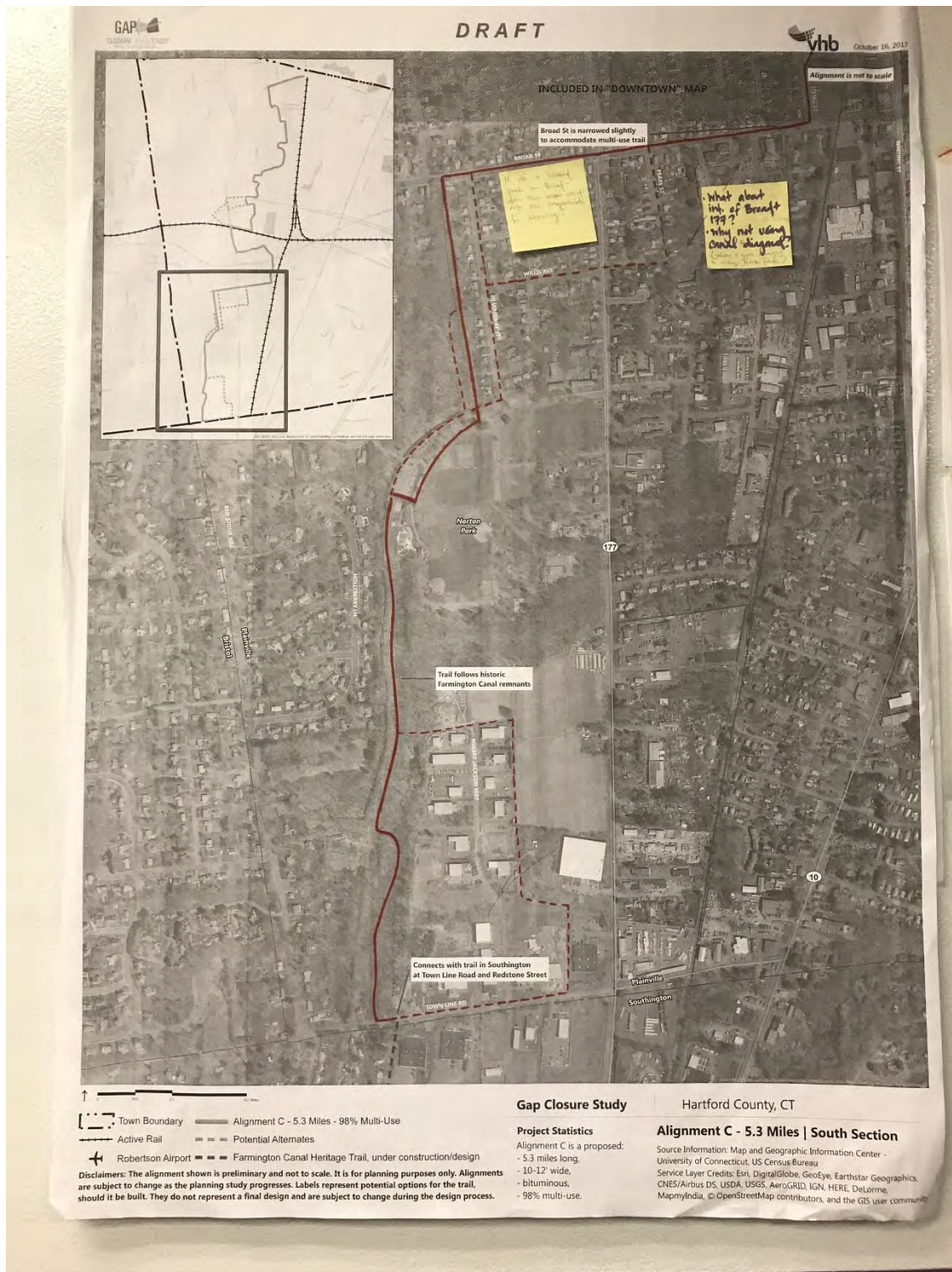
North Section (3 of 3)



South Section (1 of 2)

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting



Comments Received During October 18, 2017 Public Meeting

Gap Closure Study Hartford County, CT

Project Statistics
 Alignment C is a proposed:
 - 5.3 miles long
 - 10-12' wide
 - bituminous
 - 98% multi-use.

Alignment C - 5.3 Miles | Source Information: Map and Geographic Information System of Connecticut, US Census Bureau Service Layer Credits: Esri, DigitalGlobe, GeoEye/Airbus DS, USDA, USGS, AeroGRID, IGN, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Disclaimers: The alignment shown is preliminary and not to scale. It is for planning purposes only. Alignments are subject to change as the planning study progresses. Labels represent potential options for the trail, should it be built. They do not represent a final design and are subject to change during the design process.

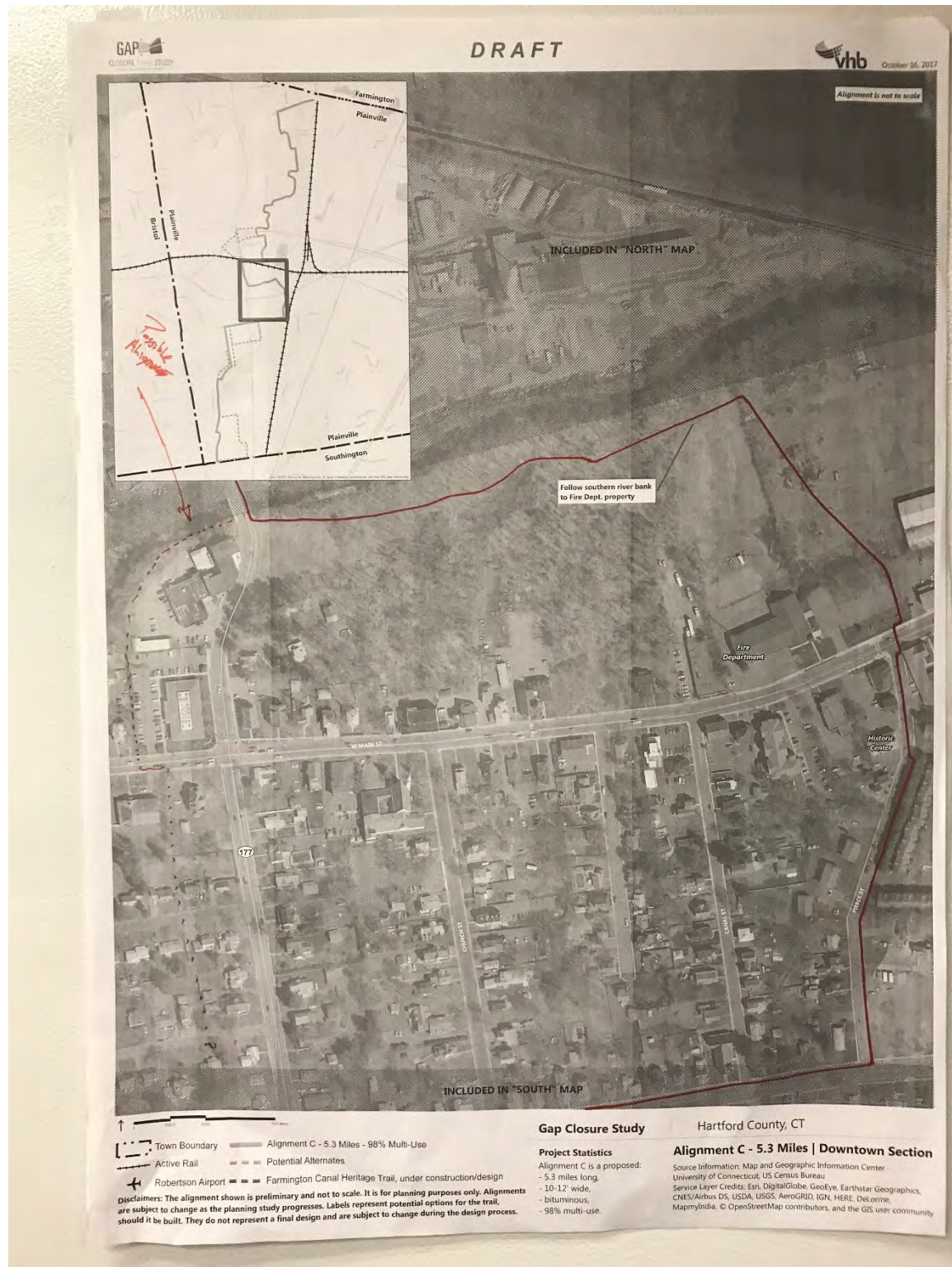
Legend:
 - Town Boundary
 - Active Rail
 - Robertson Airport
 - Farmington Canal Heritage Trail, under construction/design
 - Alignment C - 5.3 Miles - 98% Multi-Use
 - Potential Alternates

Map Labels:
 - Broad St is narrowed slightly to accommodate multi-use trail
 - Included in "Downtown" map
 - Alignment is not to scale
 - Not all Holy-berry residents got letters.
 - Holly-berry residents need to be notified of the trail and the trail will be built for the future work the intended trail - not for a short-term trail.
 - Play in my back yard
 - Not in my back yard - Right of way alignment
 - Trail follows historic Farmington Canal remnants
 - Connects with Farmington at Town Line Road and Redstone Street
 - Hartford Park
 - Farmington
 - Plainville
 - Southington
 - Town Line Rd
 - Redstone St
 - Farmington Canal

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

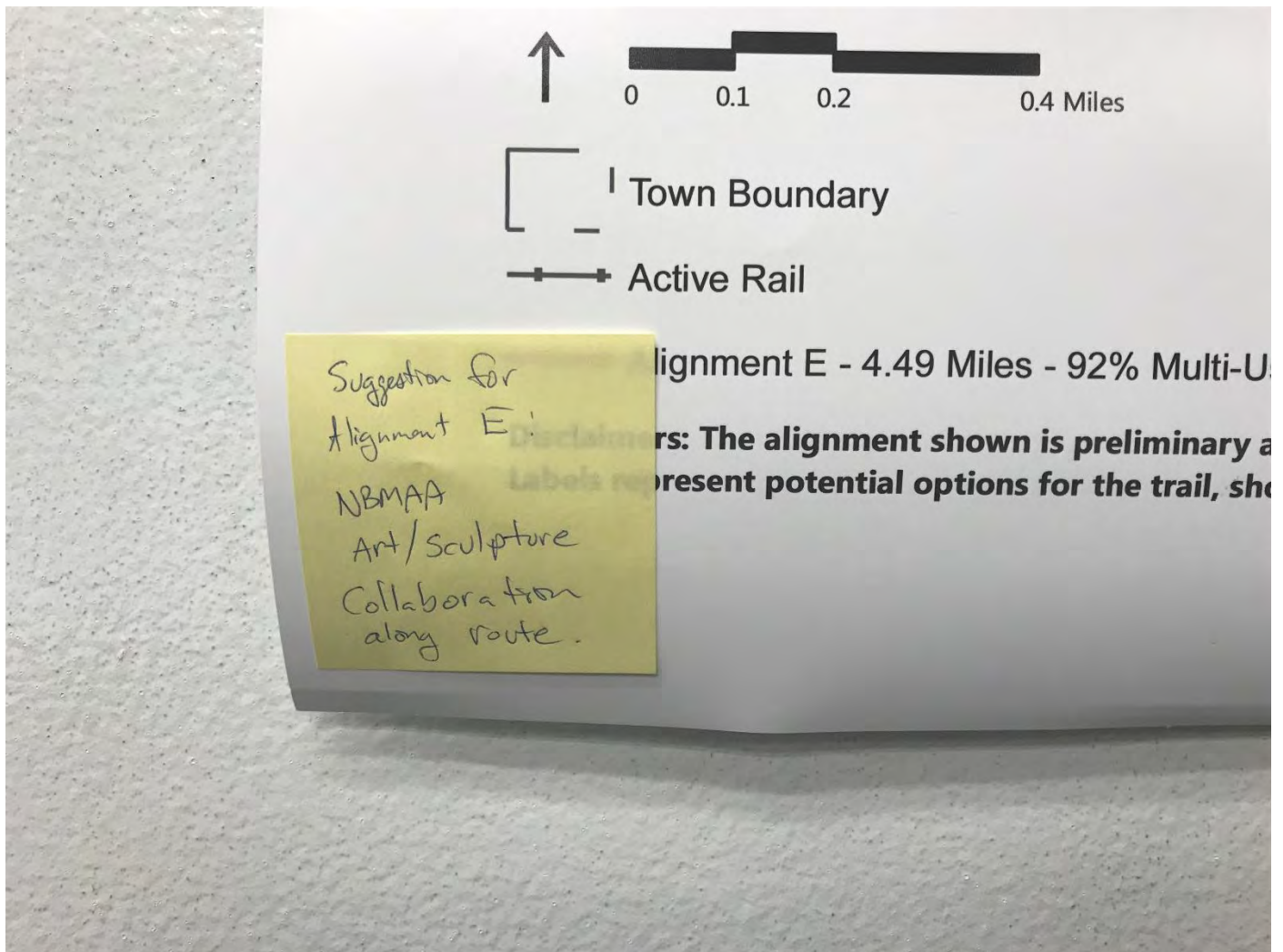
Downtown Section (1 of 1)



Connection to CTfastrak (1 of 1)

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting



Community Meeting
February 5, 2018
6-8 pm
Plainville Middle School

**INSERT MEETING NOTES
AND SIGN IN SHEETS
ONCE WE HAVE THEM**

Project Newsletters

September 2016

June 2017

Winter 2018

GAP

CLOSURE TRAIL STUDY

Plainville • Southington • New Britain



Public Informational Meeting - July 2016

Get involved in closing the GAP!

GAP Closure Trail Study

The focus of the Study is to evaluate potential alignments for the Farmington Canal Heritage Trail (FCHT) through Southington (north of West Queen Street) and Plainville to the Farmington town line with a connection to New Britain's bicycle network and the CT **fastrak** station.

The FCHT is an 84 mile multi-use trail stretching from New Haven, Connecticut, to Northampton, Massachusetts. Most of the trail has been completed, but a significant gap exists in Plainville, and Southington. To increase connectivity and mobility, the study team will reach out to the greater community to better understand where folks would like to go and what a trail through their community would look like.

Would you like other options for traveling through your town other than in the car?
How would you prefer to move around your community? Where do you think the trail should go?

These are all important questions we are seeking your input on. Your information will influence how the trail will be used and where it will be located. We believe that this is an important step in creating an attractive trail that will promote economic and community vitality.

Please attend one of our meetings to speak with our project team representatives. **We would love to hear your input!**

UPCOMING MEETINGS

Plainville

October 3, 2016 | 5:00-8:00pm
Plainville Public Library
56 East Main Street, Plainville

New Britain

October 4, 2016 | 5:30-8:30pm
New Britain Public Library
20 High Street, New Britain

Findings

October 6, 2016 | 6:00-7:00pm
New Britain City Hall, Rm 504
27 West Main St., New Britain





Mobility Tour

A mobility tour was undertaken on July 28th with representatives from New Britain and Plainville touring the community on bicycles with the study team. It allowed the local study leaders to interact with the Study Team outside in their community to discuss the study while looking at real life issues first hand. While it was a hot day, it was extremely beneficial for everyone to be able to interact together out in the community. Many of the pictures on this page are from this tour.

MININGTON

way

LE



INTERSTATE
84



9



et Rock
Park

72

CT **fastrak**
Station

Walnut
Hill Park

372

Corbin Avenue

Marth
Heart
Park



9



Not to scale

Project Status

The Gap Closure Trail Study will last 18 months. To date, the study team has completed data collection and is beginning to look at possible alternative alignments to Close the Gap through Plainville and into New Britain for a connection to the CT **fastrak** Station. In July the Team reached out to the communities to listen to their input on the project and what they would like for the community to look like in the future through Focus Group meetings.

There were two focus group sessions held on July 26-27, in both communities of Plainville and New Britain where 35 people were in attendance from a variety of community stakeholder groups sharing their knowledge and ideas about! The next steps are for the Team to put together the existing conditions document and gather more of your input on the study. There will be a set of Collaborative Workshops in Early October and we would love your input.

PROJECT SCHEDULE

OCTOBER 2016

Collaborative Planning Workshops

Trail Alignment Alternatives

JANUARY 2017

Collaborative Planning Workshops

Trail Alignment Refinement

AUGUST 2017

Public Informational Meeting

Trail Alternatives

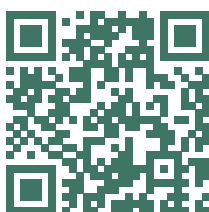
Other Ways to Get Involved

Our first survey was issued back in mid-July in three languages; English, Spanish, and Polish. To date over 680 people have taken the survey letting our study team know where and how often they use trails, buses!

We would be thrilled if you can attend one of the meetings and talk to us in person, however, we understand busy lives and realize this may not be realistic. If you can't attend an upcoming meeting, please visit our website www.gapclosurestudy.com and click on "**Participate**".

On this page you will find an area to "Submit your questions and sign-up for updates". You will also be able to take our two (2) surveys, which will help us understand more about your community, such as:

- › Do people in your community bike and walk?
- › Where are they going?
- › What is the primary reason for biking and walking in your community?
- › What type of bicycle and pedestrian accommodations would you use?



To learn more about the study and progress to date, please visit: www.gapclosurestudy.com.

For information not found on the website, please contact:

Timothy Malone

Capitol Region Council of Governments

tmalone@crcog.org | (860) 522-2217 x224

GAP

CLOSURE TRAIL STUDY

Plainville • Southington • New Britain

Spring 2017 Update

The Gap Closure Trail Study is moving forward! This spring we compiled the ideas from last fall's public discussions into **a long list of 20 possible alternatives**, and then **applied screening criteria** to identify **a shortlist of 6 practical and feasible alternatives**.

We shared these results with over 100 community members during our public meeting on May 22nd. **Thank you to all that attended!** We are using feedback from this meeting and data collected for the project to **evaluate the shortlisted alternatives**. Our next public meeting will share the evaluation results and seek input in refining the preferred alternative(s).

Stay tuned for the time and location of the next public meeting this summer!

Public Engagement Efforts



JULY 2016 FOCUS GROUP SESSIONS



STEERING/ TECHNICAL TEAM MEETINGS



JULY 2016 PUBLIC INFORMATION MEETINGS



OCTOBER 2016 PUBLIC PLANNING WORKSHOPS

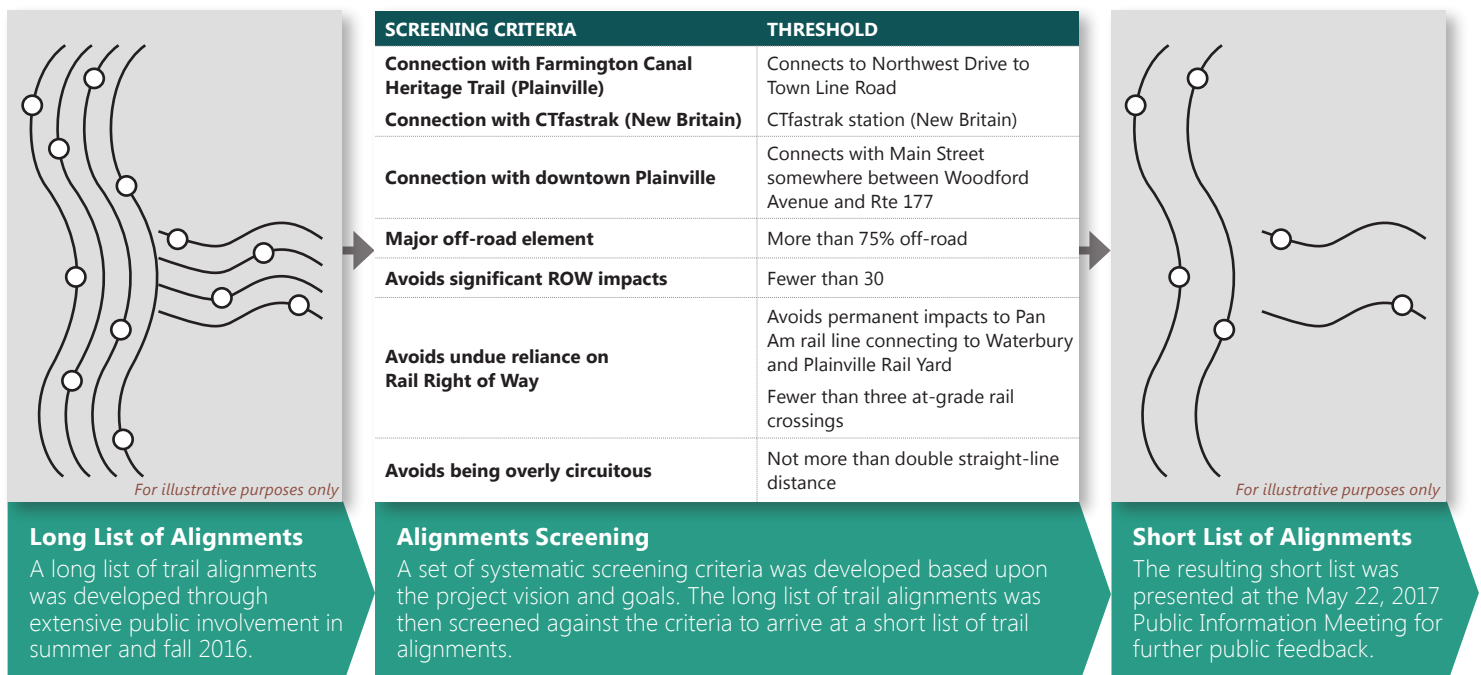


PLAINVILLE PUMPKIN FESTIVAL OUTREACH

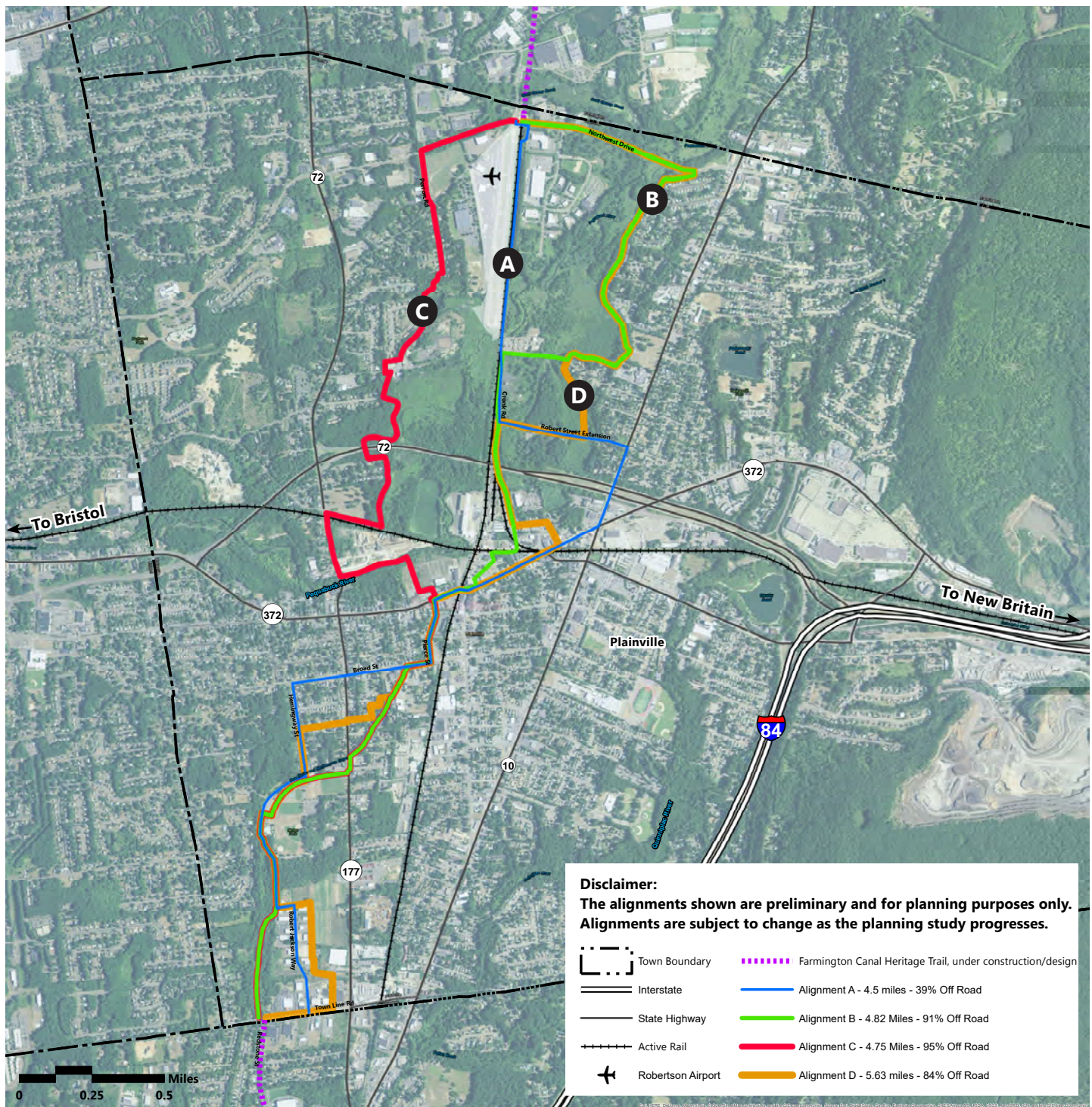


MAY 2017 PUBLIC INFORMATION MEETING

Alignments Screening Process



Plainville Short List Alignments



Alignment A

- › 39% off-road, 4.5 miles
- › 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

Alignment B

- › 91% off-road, 4.82 miles
- › Uses existing side path on Northwest 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

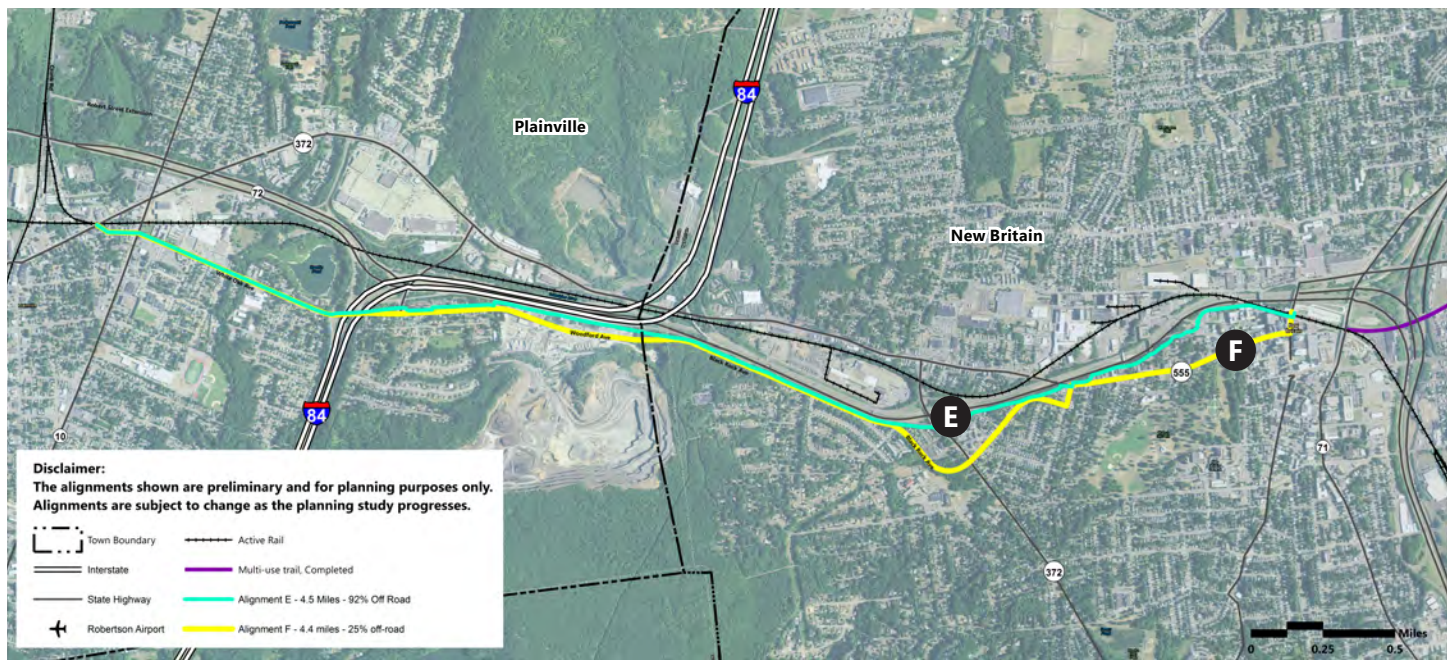
Alignment C

- › 95% off-road, 4.75 miles
- › 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

Alignment D

- › 84% off-road, 5.63 miles
- › 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

New Britain Short List Alignments



Alignment E

- › 92% off-road, 4.5 miles
- › 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

Alignment F

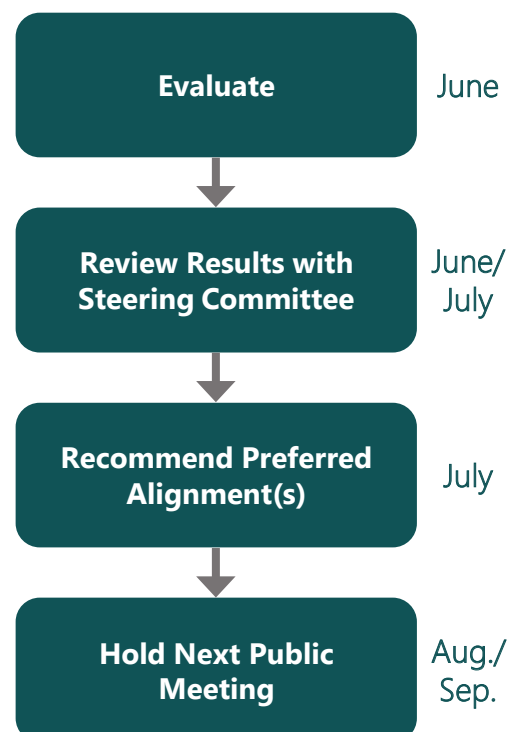
- › 25% off-road, 4.4 miles
- › Called the New Britain “on road” alignment
- › Assumes “road diet” on Woodford Avenue
- › Mainly relies on existing bike lanes on Black Rock Avenue in New Britain, and construction of new bike lanes on Black Rock Avenue in Plainville

Next Step: Evaluate Short List and Recommend Preferred Alignment

Evaluation Framework

EVALUATION CRITERIA	FACTORS CONSIDERED
Connectivity	Connections to people and recreational resources
Safety	Traffic speeds, crash history, number of driveways, and traffic volumes
Security	Options for access/egress
Potential Property Impacts	Easements needed, ease of construction
Potential Environmental Impacts	Floodplains, wildlife habitat, hazardous materials, historic/cultural, and recreational
Estimated Costs	Order of magnitude lifecycle costs

Evaluation Steps



Study Timeline

Phase 1: Identify Alternative(s)



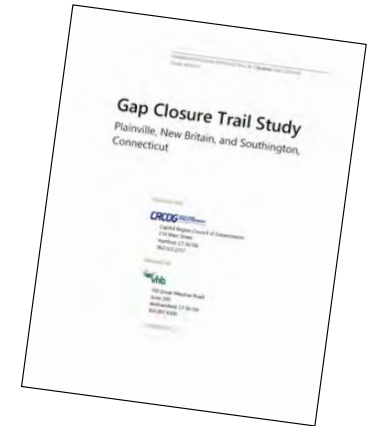
Spring 2017

Phase 2: Refine Alternative(s)



Summer 2017

Phase 3: Prepare Concept Plan



Fall 2017

Upcoming Decision Points

JULY 11, 2017

Steering Committee / Technical Team Meetings

Evaluate short list alignments.

LATE AUGUST/SEPTEMBER 2017 - **STAY TUNED!**

Public Workshop (tentatively in late August/September)

Refine the alignments - Help the Study Team determine how the trail will look when finished.

SEPTEMBER 2017

Steering Committee / Technical Team Meetings

Review refined alignments from Public Workshop.

FALL 2017

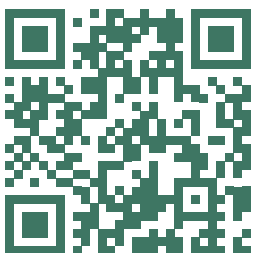
Town Council Meetings

Present for consideration refined alignments.

Steering Committee / Technical Team Meetings

Review Draft Concept Plan.

Present Draft Concept Plan for public comment.



To learn more about the study and progress to date, please visit:
www.gapclosurestudy.com

For information not found on the website, please contact:
Timothy Malone
Capitol Region Council of Governments
tmalone@crcog.org | (860) 724-4221

GAP

CLOSURE TRAIL STUDY

Plainville • Southington • New Britain

The public review draft of the **Gap Closure Trail Study** is now available! This public review draft summarizes the process to identify and evaluate potential trail alternatives that would close the remaining gap in the Farmington Canal Heritage Trail (FCHT), and describes in detail the resultant trail alignment recommendations. This draft report focuses on the north/south trail alignment in Plainville, and not on the east/west connection to CT **fastrak** in New Britain. The public is invited to review this draft, available on the project website at www.gapclosurestudy.com, and provide comment on or before Monday, February 12, 2018. Comments will be reviewed by Plainville Town Council later in February, 2018.



Thank you to the almost 200 community members who attended our last public workshop October 18th. The feedback received at this meeting helped us refine the preliminary preferred alignment and prepare the public review draft report

We will be hosting a Public Hearing on the public review draft:

Monday February 5th, from 6:00 – 8:00 P.M.

Plainville Middle School Auditorium

150 Northwest Drive, Plainville, CT.

Please attend!



Alternatives Analysis

As part of the planning process a long list of alternatives were shortened down to the Preferred Alignment.

Long List of Potential Alternatives
(14 in Plainville, 6 in New Britain)

Fall 2016/
Winter 2017

**Short List of Practical
and Feasible Alternatives**
(4 in Plainville,
2 in New Britain)

Spring/
Summer 2017

Preliminary Preferred Alternative(s)
(1 in Plainville, 1 in New Britain)

Fall 2017/
Winter 2018

Criteria used to Identify Preferred Alignment

During the process a range of Criteria were used to identify the Preferred Alignment.

- ↑  Capability to Remain Off Road
- ↑  Connectivity
- ↑  Safety
- ↑  Security
- ↓  Potential Property Impacts
- ↓  Potential Environmental Impacts
- ↓  Estimated Costs

Uses existing trail on north side of Northwest Drive

Follows western edge of Carling Technologies property

Continues along informal trail network on Town property overlooking wetland/marsh complex

Proposed 190-foot box culvert under Route 72

Existing Town road is converted to paved trail

New bridge over railroad adjacent to existing Route 177 Bridge

New Bridge over Pequabuck River

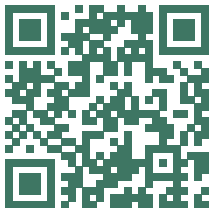
Follow southern riverbank to Fire Department property

Broad Street is narrowed slightly to accommodate multi-use trail

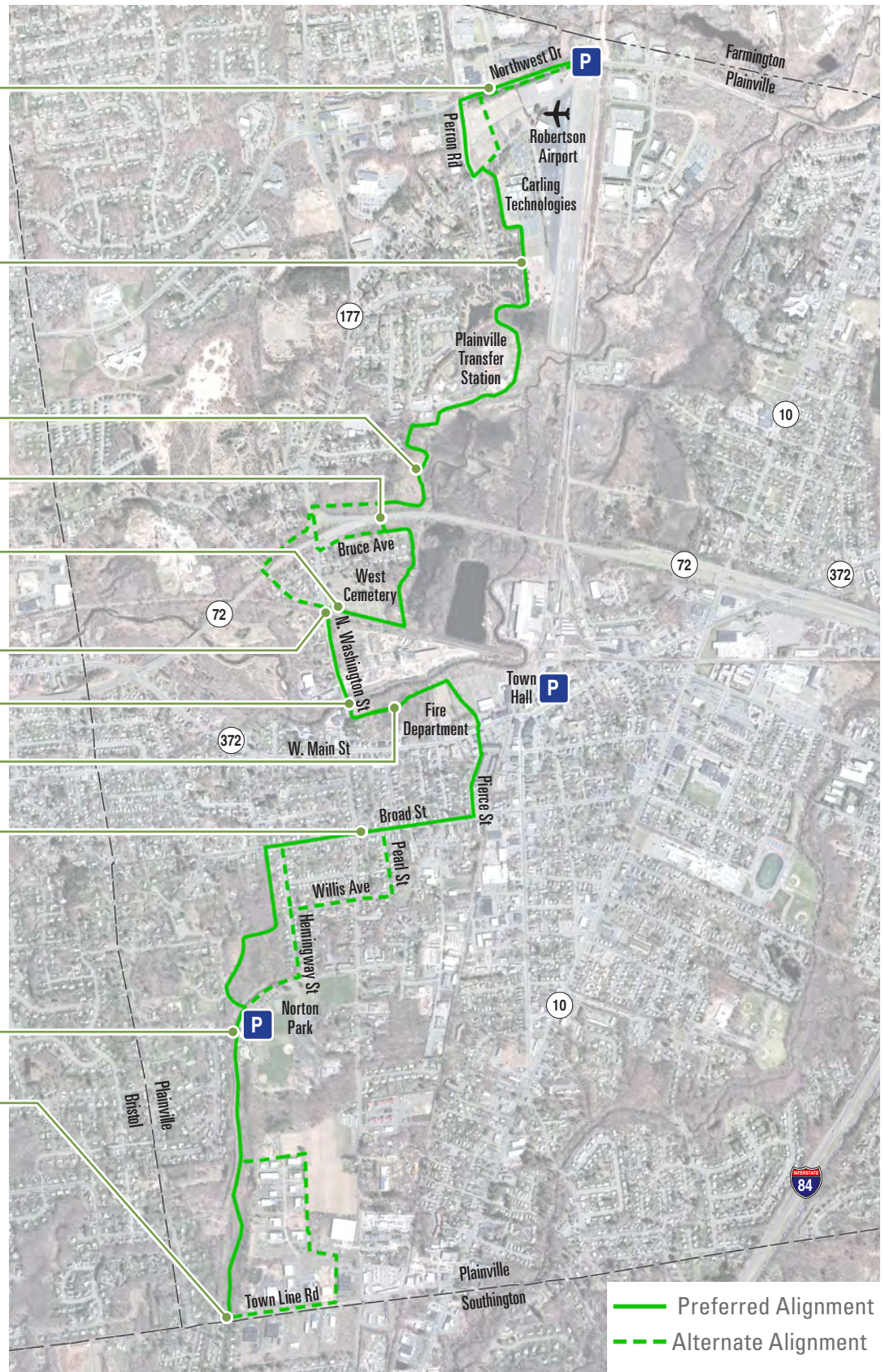
Trail follows historic Farmington Canal remnants

Connects with trail in Southington at Town Line Road and Redstone Street

for more information,
please visit:
www.gapclosurestudy.com



please contact:
Timothy Malone
Capital Region Council
of Governments
tmalone@crcog.org
(860) 724-4221



— Preferred Alignment
- - - Alternate Alignment

Public Hearing
February 5, 2018

**30-Day Public
Comment Period Ends**
February 12, 2018

**Referred to Town Council
for Consideration**
Late February, 2018

Project Website

www.gapclosurestudy.com

PROJECT WEBSITE

www.gapclosurestudy.com

website launched July 1, 2016
15,000 page views as of January 2018

- Purpose of the website was to serve as a repository for maps, presentations and other materials to keep the public informed about the project and its status.
- Emails were sent to all those who signed up when major web updates were made or in advance of a public meetings.

STUDY UPDATE 1/5/18: Draft of the report will be posted January 11th. The Farmington Canal Heritage Trail Gap Closure project was an agenda item at the December 18, 2017 Plainville Town Council Meeting. [View materials presented at the meeting »](#)



The Capitol Region Council of Governments (CRCOG), 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 their destination.

STUDY NEWS

[Draft Report to be posted January 11th](#)

[Presentation to Plainville Town Council, December 18, 2017](#)

[View materials presented at the meeting »](#)

[Collaborative Workshop, Oct. 18, 2017](#)

[View materials presented at the meeting »](#)

[Read Newsletter #2 - June 2017](#)

[View the newsletters »](#)

[New Website Sections Added!](#)

[View the new photo galleries and "In the News" webpages »](#)

Thank you for taking the surveys!

The Facility Type Preference Survey received a total of 330 responses from all sources. Thank you for those who contributed to the Gap Closure Trail Study effort by taking the survey. [The Survey Summary is available here.](#)

[Discover more about the study »](#)

We encourage you to participate in this study.

[Learn how »](#)

Study Contact

The Capitol Region Council of Governments (CRCOG) is leading the Gap Closure Study effort. Please contact us with your ideas, questions, and comments using the information below:

✉ [Tim Malone, Principal Planner](#)

📍 [Capitol Region Council of Governments](#)

☎ (860) 724-4221


Partners & Stakeholders

- CRCOG
- CTDOT
- Plainville
- New Britain
- Southington
- Farmington

- Farmington Valley Trails Council
- East Coast Greenway
- Plainville Greenway Alliance



Audience Overview

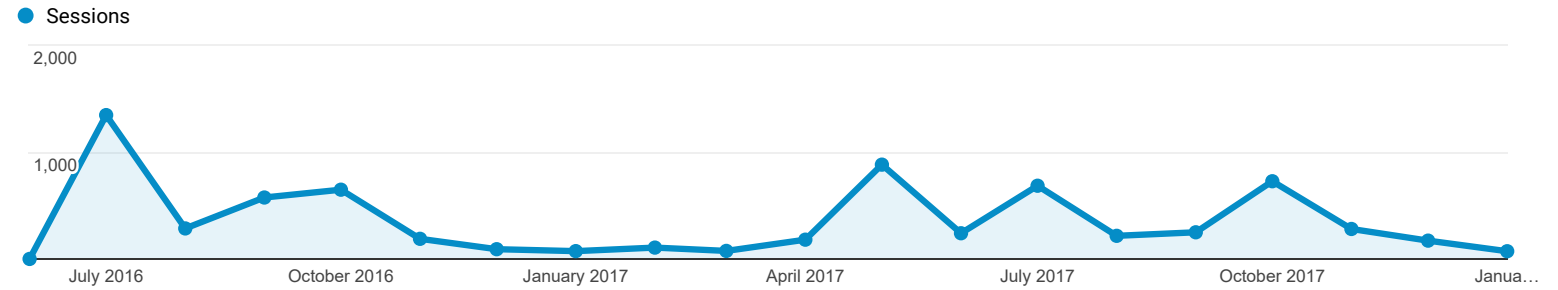


All Users

100.00% Sessions


Jun 1, 2016 - Jan 8, 2018

Overview




Sessions

7,082




Users

5,080




Pageviews

15,352




Pages / Session

2.17




Avg. Session Duration

00:02:04




Bounce Rate

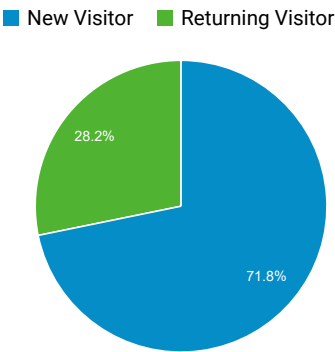
59.53%



% New Sessions

71.73%





Language		Sessions	% Sessions
1.	en-us	6,942	98.02%
2.	en-gb	61	0.86%
3.	(not set)	15	0.21%
4.	pt-br	15	0.21%
5.	zh-cn	10	0.14%
6.	c	6	0.08%
7.	es-419	3	0.04%
8.	pl	3	0.04%
9.	ar	2	0.03%
10.	en	2	0.03%

Discovery Week

July 2016

Date: March 13, 2017
To: Gap Closure Trail Study Steering Committee
From: Tim Malone, Principal Planner, CRCOG
Subject: Discovery Visit Memo

The attached Discovery Visit Memo from Blue Zones presents an overview of findings from a series of public meetings, focus groups, and a mobile tour held at the end of July 2016 in support of the Gap Closure Trail Study. The goal of the study is to determine a route for the Farmington Canal Heritage Trail (FCHT) through northern Southington and the Town of Plainville, as well as a connection to the **CTfastrak** trail in New Britain. The Discovery Visit Memo presents recommendations from Blue Zones, both for the Gap Closure Trail Study, and for general transportation planning purposes in the affected communities. As noted in the memo, the recommendations are intended for the study team and are not final recommendations of the study.

To ensure that the most pertinent recommendations are prioritized, CRCOG has prepared this cover letter to go along with the memo. It provides a summary of what CRCOG believes are the most pertinent findings and recommendations from the memo. These findings and recommendations will be used in the existing conditions report, as well as to inform the alternatives analysis phase of the project. The Discovery Visit Memo also provides a number of recommendations that may be useful outside of this study. Those recommendations are based on best practices from around the world and should be evaluated for their appropriateness to individual communities.

Findings:

- **Separated Path:** The majority of participants emphasized the need for a fully separated path, at least for the Plainville/Southington trail. It was also noted that the rail corridor was the preferred route for most, though it is likely infeasible.
- **Comfort and Design:** Many participants noted that the trail's design is key in attracting less experienced users. They emphasized continuity with other similar trails to provide a continuous facility. They also noted that aesthetics matter, especially to less experienced users.
- **Connectivity:** Connectivity was important to some participants, who viewed Downtown Plainville as a key destination, along with parks and schools.
 - There was some recognition that an on-road alignment may better serve connectivity.
 - Connectivity was also emphasized in New Britain, especially for those who ride bikes as their primary means of transportation.
- **Support for the Trail:** Most participants thought there would be strong support for the trail in all communities, though some skepticism should be anticipated. At least one participant was skeptical about the economic benefits of trails. Many participants had stories of how other communities overcame opposition to trails. They noted a number of resources that the study team should look at during the study. These are described in the report.
- **Security and Safety:** Many participants noted security and safety were top concerns. Some noted concerns about safety while riding with traffic in each of the communities. Others were concerned about personal security on the trail, especially at night. Some noted that people often have concerns about trails inviting criminals.

- **Alignment Opportunities:** As described below, participants had many ideas for portions of the trails, though no broad consensus on an overall route emerged. Most focus group participants were more enthusiastic about the Black Rock Ave alternative for the New Britain CT **fastrak** connection.
- **Potential Impacts:** At the initial public meeting, there was concern over potential private property impacts. Participants in both sets of focus groups also noted that potential trail alignments could face opposition from nearby neighborhoods. Other potential impacts that should be considered include wetlands, railroad (both operations and crossings), and parks (in cases where the trail may run through existing parks).

Recommendations:

- **Alignment Opportunities:** Through the mobile tour and focus group sessions, a number of potential routes and route links were brought up. They include:
 - **Plainville/Southington FCHT:** Route 177; Norton Park, including former canal; Quinnipiac River corridor; Broad St; Farmington Ave (Route 10, which is a former trolley line); Cronk Rd; and the Tomasso Nature Park.
 - **CTfastrak Connection:** the service road behind Connecticut Commons (though coordination with private property owners is necessary); East Main St to Pine St, followed by Woodford Ave and Black Rock Ave; West Main St; Shuttle Meadow Reservoir between Southington and New Britain; Myrtle St; I84/72 corridor
 - In New Britain, the preferred alignment was along Black Rock Ave
- **Community Buy-In:** Many participants noted the need to obtain community buy-in for any eventual trail. Some had specific leaders or groups that they suggested the team reach out to. They are noted in the memo and will be added to distribution lists.
 - The participants of the focus groups also noted a number of ideas for building support for the trail. In other communities, initial opposition to trails was countered by bringing in residents of neighboring communities that already had trails. This was especially effective when those neighboring residents were initially skeptics as well. Another idea was to engage local companies who may become supporters of the trail.
 - Participants also noted resources for data. Simsbury Free Bike has data on its users that can be helpful in analyzing demographics of potential users. A transportation study of Central Connecticut State University that was done a few years ago also collected data on student and faculty transportation behavior that could be helpful.
- **Complete Streets Best Practices Can Make Roads More Attractive:** Though the overwhelming preference was for a completely separate facility, both participants and the study team noted that contemporary complete streets best practices can improve conditions considerably. New Britain has had a lot of success with its complete streets program, garnering grants and praise from outsiders. They have also been successful in overcoming some of the fears that come along with road diets and bike lanes, such as impacts on emergency response vehicles. For portions of the trails that have to be on-road, or for links to/from the trail, best practices from around the state and the world should be carefully evaluated. Some options are presented in the full memo that should be further evaluated for their appropriateness to the context.
- **Connectivity and Amenities:** While the trail itself is of utmost importance, connections and amenities must also be considered. Participants noted that the current CT **fastrak** trail has limited connectivity to adjacent neighborhoods. They also noted that wayfinding signage is lacking on existing trails. Furthermore, the existing FCHT lacks amenities, such as benches and

restroom facilities, in many areas. Parking can also be an issue. Paying attention to these matters from the beginning can improve chances of success.

Gap Closure + CTfastrak

Discovery Visit Memo: Key Findings and Recommendations



Prepared by: Blue Zones, LLC
Prepared for: CRCOG



TABLE OF CONTENTS

INTRODUCTION	3
WHY INVEST IN TRAILS?	5
PROCESS: DISCOVERY VISIT	7
KEY FINDINGS	10
ADDITIONAL OBSERVATIONS & OPPORTUNITIES	13
NEXT STEPS	17
APPENDIX A: FOCUS GROUP ATTENDEES	18
APPENDIX B: ADDITIONAL COMMENTS	30

INTRODUCTION



▲ People enjoy the Southington Linear Trail, part of the Farmington Canal Heritage Trail — the 47-mile spine of the East Coast Greenway through central Connecticut. Currently, the remaining gap is from northern Southington through Plainville.

The Capitol Regional Council of Governments (CRC) and the Department of Transportation (CTDOT), the towns of Plainville, Southington, and the City of New Britain have completed the Gap Closure Trail Study to evaluate the feasibility of potential investments and infrastructure needs for the Farmington Canal Heritage Trail through Plainville and into Southington and a connection to New Britain's bicycle network and CTfastrak station.

This report summarizes observations and recommendations made by Blue Zones Built Environment team during a "kick-off" visit for the Study. Recommendations are based on a short visit to the community and aren't exhaustive. It is intended to provide guidance and recommendations to the study team as it moves forward, and does not necessarily represent recommendations of the study.

This report also provides a summary of information for leaders, champions, the media and others in New Britain, Plainville, Southington, and greater area seeking common ground, direction, and focus to act on one of their greatest assets, an award-winning network of interconnected trails that can enhance healthy lifestyles, residential property values, home sales, businesses and sustainable transportation.

Trails provide a good return on investment. Dollar for

dollar spent there is no higher return on a community investment than a well located trail, especially when compared to transit or a larger regional trail system. Economics of trails studies abound; a few highlights:

- A study of Maryland's Northern Central Rail Trail found the state received \$303,000 per year in trail-related tax income while the trail's management and maintenance costs were \$192,000 per year.¹
- The Bayou Greenway, Houston, Texas, justifies their \$490 Million in construction costs for 300 miles of trails at an estimated annual rate of return would be over \$124 Million, paid in full system of trails in just four years.²
- Research performed by Pennsylvania Land Trust Association revealed that home buyers ranked walking and bicycling paths third amongst 42 features they found important to quality of life.³
- Walking or hiking a few miles a week can improve a person's health and lower health care costs.

1 www.advocacyadvance.org/docs/Maintenance.pdf

2 www.biketexas.org/texastrails/downloads/Modeling%20the%20Benefit%20of%20Infrastructure%20-%20A%20Case%20Study%20of%20Houstons%20Bayou%20Greenway.pdf

3 hcnr.conserva.org/guides/97-economic-benefits-of-trails

costs. A National Cancer Service study compared people who lead sedentary lifestyles to those who exercise regularly. The exerciser incurred fewer healthcare claims, spent 30% fewer days in the hospital, and had 41% fewer claims greater than \$5,000.⁴

The community in Plainville and New Britain, along with many regional and state partners are working towards:

1. Closing the Gap of the Farmington Canal Heritage Trail from northern Southington through Plainville. The Farmington Canal Heritage Trail also serves as the spine of the East Coast Greenway—a 3,000 mile interstate trail system that extends from Key West, Florida to Calais, Maine— through central Plainville and adjacent communities to the CTfastrak station in New Britain by identifying a transportation pathway (walking, biking, skateboarding, and other human-powered wheeled movement) pathway.

About Farmington Canal Heritage Trail

The Farmington Canal Heritage Trail stretching from New Haven to Northampton Massachusetts covering approximately 84 miles. Most of the trail has been completed, but a significant gap exists through the entire Town of Plainville and part of Southington. The trail will soon extend north from New Haven to the northern part of Southington, and south from the Massachusetts state line, and to the Farmington/Plainville town line.

Most of the existing abandoned railroad rights-of-way for their alignments, however, efforts to use the same rail corridor in Plainville have been unsuccessful. While the rail corridor is intact through Plainville, there is no rail freight service (about twice a week) controlled by Pan Am Southern Railroad. Rail-with-trail concepts have been met with resistance from Pan Am over concerns of the potential impact on their rail operations.

About New Britain CTfastrak

CTfastrak is a Rapid Transit system. It is a system of bus routes that use a bus-only roadway.

There are different types of routes and services available. The bus “subway style” route travels between Plainville and New Britain and stops at 10 stations. Express routes exit the bus-only road at the downtown New Britain station and travel beyond New Britain to Bristol, Southington, Cheshire and Waterbury.

The CTfastrak trail runs along the CTfastrak bus-only road, connecting downtown New Britain Station to Plainville. The trail provides another connection, as well as recreation. CTfastrak buses are equipped to carry bicycles and can accommodate two bicycles inside each bus, available on a first-come, first-served basis.

Gap Closure Study: The Discovery Visit

Transportation networks bring much value to local communities and provide important societal gains (e.g. improved individual health and well-being, reduced health-care costs, improved air quality, among other economic returns on investment.)

Many people, residents and tourists alike, seek ways to use and integrate walking, hiking or bicycling travel into their everyday lives. Trail users

“ We could upgrade the entire 3,000 mile East Coast Greenway, a network of bike routes stretching all the way from Key West, Florida to Maine, for only 1/5 the cost of a single recent I-95 bridge over the Potomac.

- Ray LaHood, Former U.S. Secretary of Transportation

want to enjoy and connect to destinations of their journeys. Closing these gaps is an important opportunity not only for the local community for the State and the greater region. An extension of the CTfastrak trail can attract greater ridership, and better serve the community.

For these and many other reasons, during the

“Discovery Visit,” July 25-29, 2016, Blue Zones found strong support and resonance among a broad group of community leaders to get the Farmington Canal Heritage Trail (a key part of the East Coast Greenway) and the CT**fastrak** rail completed and linked.

The point of the Discovery visit was for the consultant team to (i) understand the readiness of local community leaders; (iii) be informed about local history, visions, and road blocks; and (iv) create space to listen to community members.

Community members and leaders from Southington, Plainville, New Britain, Farmington and the East Coast Greenway agreed that the ideal alignment for the Gap Closure and CT**fastrak** rail-with-trail, standing the complexity of working with rail agencies, a goal of the Discovery visit was to become more informed on potential routes. These are noted in the pages to follow.

WHY INVEST IN TRAILS?

The Discovery visit identified ways to help build the case around trail investments. The following are evidence-based best practices that are meant to provide a larger framing on the importance of investing in safe and sustainable transportation systems for people.

Trails Mean Health

The relationship between health and the built environment is not new. Many health challenges are directly related to transportation patterns, infrastructure and accessibility. The built environment is an important factor in today’s public health crisis; health happens not in your doctor’s office and how you live.

The healthiest communities have built environments that reward shorter trips and moving naturally—walking or bicycling. Streets make up the ‘bones’ or the ‘skeleton’ of a place. Moving naturally becomes inevitable when streets are well connected, block lengths are short (200 to 400 feet), intersections are compact, and a mix of uses is encouraged throughout different districts or areas of a city.

Both New Britain, Plainville and Southington have

good networks of streets, and so this trail opportunity can serve as a missing “spine” for much greater transportation to the entire community.

Trails (and bike lanes and sidewalks) are an important part of community well-being. In fact, the design of the built environment (city) directly influences behavior and lifestyle choices of its residents. People will walk and bike when streets, trails, other pathways, and intersections are designed to be safe, comfortable and convenient while cycling or driving.

Proximity to the trail and community design are important. Generally, people will prefer to walk five minutes (about a quarter-mile) to reach a destination. If the design of streets and pathways are well shaded, homes and shops watch over the streets, and intersections are compact and accessible, then a 10-20 minute walk (about one-half to a full mile) is acceptable to many people.

Add to this bicycling. A bicyclist riding a leisurely 12 mph covers a mile in eight minutes, two miles in 16 minutes and three miles in 24 minutes. On average, more than 25-percent of all trips people take are within walking distance and 60-percent are within bicycling distance. 8.5-percent of all trips are made on foot, according to U.S. Department of Transportation’s National Household Survey.

Learning from Portland, Oregon’s regional trail network saves the city approximately \$115 million per year in healthcare costs.⁵ By 2017, bicycling will have saved Portland residents \$64 million in health care costs. By 2040, the city will have invested approximately \$138-605 million in bicycling yet saved \$388 -594 million in health care costs and \$143-218 million in fuel costs, a cost-benefit ratio up to 4 to 1.⁶

Former U.S. Secretary of Transportation Ray LaHood, stated that the entire East Coast Greenway could be upgraded for only 1/5 the cost of building a I-95

5 <http://www.portland.org/wp-content/uploads/2011/02/IntetwinePAObesityAssessment.pdf>

6 www.portlandmercury.com/images/blogimages/2011/03/03/1299202929-portland_bike_cost_study.pdf



bridge over the Potomac River.⁷

Trails Mean Business

Not only does bicycling provide an effective mode of transportation that is sustainable, more research is showing that bicycling is a major economic driver for cities and small.

- The Farmington Canal Heritage Trail attracted 110,000 individual visits to Simsbury, CT, 2006-2007, generating conservatively \$4 Million dollars in revenues for Simsbury and the Farmington Valley.⁸
- Travelers in Oregon spent nearly \$400 million on bicycle-related traveling in the state.⁹
- \$40.8 million direct spending attributed to Maryland's Great Allegheny Passage trail users (2008), and \$7.5 Million in annual wages attributed to trail user spending. Overnight bike tourists spend an average of \$114 a day in trail cities while local trail users spend an average of \$17 each trail use.¹⁰
- The Orange Blossom Trail through Winter Garden, Florida, fully transformed the downtown, making it one of the most desirable places to live in Central Florida.¹¹

The economic impacts, alone, are a huge incentive for the community. Plainville and New Britain to continue to add energies and build capacity to insure implementation invest in closing the gaps of the Farmington Canal Heritage Trail and the CTfastrak trail.

Trails Mean Improved Access & Quality of Life for All

7 www.bikeleague.org/sites/default/files/Fact-sheet.pdf
8 www.fvgreenway.org/pdfs/WhisperingTrails.pdf
9 www.deanrunyan.com/doc_library/bicycletravel.pdf
10 www.ct.gov/deep/lib/deep/greenways/east_coast_greenway_alliance.pdf
11 hampden-county.wtsp.com/news/news/290472-gauging-return-investment-cross-state-biking-trail

Trails provide what many Americans seek – close to home recreation areas, historic and cultural preservation and experiences, preservation and creation of transportation to daily destinations (e.g. schools, grocery stores, work, places of worship, parks). Trails help make communities safer and friendly places to live.

- A study of home values near the Monon Trail in Indianapolis, Indiana measure the impact of the trail on property values. Given two identical houses (same number of square feet, bathrooms, and other comparable features)—one within a half mile of the Monon Trail and another further out—the home closer to the trail would sell for an average of 11-percent more.¹²
- Trails are the No. 1 amenity potential buyers site when asked what they would like to see in a new community, ahead of public parks and outdoor pools, according to the National Association of Realtors.¹³
- A business survey in Burlington, VT revealed that 96-percent of respondents stated that they felt the Burlington Bikeway had increased the quality of life.¹⁴
- Trails are replacing golf courses across the country. Not only do open spaces, recreation areas, and walkable neighborhoods strongly influence where people are, they promote the economic benefit to municipal governments as well as nearby residential property values.¹⁵

Successful projects need local government and community stakeholders to work together, collaborate in the planning and decision-making, and share responsibility for bringing a project to implementation.

12 peopleforbikes.org
13 www.railstotrails.org/resourcehandler.ashx?id=4620
14 www.railstotrails.org/resourcehandler.ashx?id=4620
15 www.americantrails.org/resources/economics/Economic-Benefits-of-Rails-Open-Space-Walkable-Community.html

PROCESS: DISCOVERY VISIT

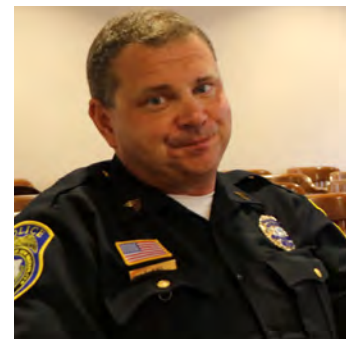
“ Cities have the capability of providing something for everybody, only because and only when they’re created by everybody.”
- Margaret Mead

Blue Zones places community (people) at the center of a policy, street-making, and planning process, leading to better answers and a deeper public ownership of the future— after all, what is a city, but its people?

Policy and technical plans can be easily developed. However, community acceptance is the key to being able to transform the ideas into reality. People respond best when they are engaged in the public process. The Discovery visit applied an approach called “informed consent”—a style of consent building by providing knowledge and information to stakeholders to create a plan that works for them.

CRCOG and the consultant team listened to community wisdom the week of July 25-29, 2016:

1. 12 focus group meetings
 - Community advocates and non-profits
 - Business leaders
 - Members of Farmington Valley Trails Council, Farmington Bicycle Advisory Committee, Plainville Greenway Alliance and East Coast Greenway
 - City and town stakeholders from Plainville, New Britain and Southington
 - Gap Closure Stakeholders
 - Gap Closure Technical Advisor
2. A full day biking audit through New Britain, Plainville and Southington
3. A public information session (ended)



▲ Community members shared local knowledge and insights during the focus group meeting



Participants included City of New Britain staff, CRCOG, Plainville Greenway Alliance, community advocates and the consultant team: VHB and Blue Zones.

What We Heard - Focus Groups:

Out of this Study we want a high quality off-road facility that connects communities.

Our ultimate goal is to connect parks, schools, CTfastrak station, and downtown[s] by developing a city-wide bicycle network based on connectivity, safety, access, comfort, and equity.

[The Gap Closure Study] is a necessity for inter and intra town transportation opportunities for Plainville. It's an opportunity to revitalize our downtown.

It does not take rocket science to see that the most direct, most age-friendly, route is along the Pan Am rail corridor.

As a public health advocate, we want to see kids outside riding their bikes, being active. Having a trail system or protected bike system that does not require a yearly [health] membership is a positive; it will help the economy. I believe we can do it.

We need to ensure system consistency as users travel from town to town.

State Parks is a property owner along the Farmington Canal Heritage Trail. We have big interest in seeing connections completed. We strongly support the Connecticut Greenways Council and recreational grant programs, resources that are brought to the table, as well.

East Coast Greenway wants to make sure everyone knows that closing this gap is critical to the local communities, region, State of Connecticut and whole 14-state system. We support a world-class connection 100%.

As an occasional bike commuter from Simsbury to ESPN, I'm particularly interested in closing the Plainville gap. I would also love to see safe cycling options for my colleagues who live south and west of ESPN.

VISION:



“The vision for the Farmington Canal Heritage Trail (FCHT) and CTfastrak Gap Closure Study is to connect the communities with a world-class multi-use trail that closes the gap in the FCHT through the towns of Southington and Plainville with a connection to the CTfastrak 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.”

A summary of key things we heard during the Discovery visit:

- Rail-with-Trail:** The vast majority of respondents identified the number one gap closure alignment for the FCHT and CTfastrak would be along the existing rail corridor.
- Fully Separated Pathway Design:** Strong consensus was held for a fully separated (from auto) design.
- Complete Streets; Complete Active Transportation Network:** During the biking audit, respondents were enthusiastic that the trail would slow down vehicles, reduce noise, create gateways, improve access and safety for all users, especially at intersections. Respondents provided space and comfort to people walking and bicycling while preserving (and likely improving) transportation. The New Britain Police Lieutenant shared that current City transportation plans are working, improving the motorist's safety and increasing walking and bicycling.
- Connectivity:** Many expressed the need for better walking and biking connections to schools, parks, existing trails, neighboring towns, downtowns, transit, and places of employment and commerce.
- Security and Safety:** There was high concern to ensure trail/pathway safety and personal security at all hours of the day among many stakeholders.
- Impacts:** Several stakeholders shared concerns about the need to protect environmentally sensitive areas, such as potential impacts along the Quinnipiac River, several homeowners questioned how the trail could impact private property.
- Leadership and Community Buy-In:** Farmington Valley Trails Council members shared how residents came together to advocate for the trail extension, and how business leaders are now asking for links from their business to the trail. As this project moves forward, many shared how geographically diverse they are. A few businesses that were mentioned were ESPN and Trumpf.
- Accessibility and Transportation Equity:** Respondents shared common agreement that the local trail should invite people of all ages and economic levels, regardless of income. Respondents shared that 17.4-percent of households in New Britain are without a vehicle.
- Quality of Life:** Stakeholders agreed that trails, pathways and Complete Streets add to the quality of life of the city or town, and are key in retaining and attracting new residents.
- Economic Catalyst:** Many stakeholders commented on how the Gap Closure will add economic value to the city. Respondents shared that the economic success the trail has been to Southington and Farmington. The economic development director for Southington shared, however, that he thought the rail line provided more economic benefit.
- Age-Friendly:** Gap Closure alignment and design

should be safe, comfortable, convenient and accessible for an eight-year old and an eighty-year old.

- **Celebrate Community:** Community leaders shared the desire for a unique and character driven trail that honors the history, place and people of the area.
- **Need for Amenities:** Focus groups shared that parking is limited along existing trail, and that amenities (water fountains, benches, and bathrooms) are few and far between.

While earlier efforts and studies have been performed to close the gap, there was a lack of financial backing and support to see it through. Town leadership and community advocates are strong, and excited for the direction, which will provide one direct route recommendation. Once the trail is created, owned and defended by the community. Many were eager to be involved in the next study and route alignments (October) and the design (January 2017).

KEY FINDINGS

The purpose of the Discovery visit is to inform the consultant team to the challenge while beginning to involve local community leaders to ensure co-creation and ownership with the Gap Closure Study moving forward.

During the Discovery visit, CRCOG and the consultant team learned that each city is on its own path to enhancing places for people through an increasing focus on trails, bikeways and pedestrian ways.

Safety Concerns

A number of focus groups cited safety concerns with the existing road interim route of the East Coast Greenway through Plainville. Specifically, the project goes along Route 10 which was seen as dangerous even to experienced riders.

Similarly, focus groups in New Britain expressed concerns about safety. Several experienced riders had stories of being hit, or nearly hit, on roads in the region. At least one no longer rides due to the danger. The city is working to improve conditions through the installation of dedicated lanes.

Alignments

Trail alignment was a top priority shared by an unanimous voice of community leaders, advocates and residents is to close the gap of the Farmington Canal Heritage Trail and extend the CTfastrak trail along the existing rail corridor through a rail-with-trail design. In Plainville the rail tracks would need to be moved to one side.

Understanding that the rail company (Pan Am) is not currently a cooperative partner, trail alignments for alternative alignments were gained during the visit. The next round of work (October), however, will go through broader community involvement to vet, validate and determine a best alternative alignment.

To begin to inform this process the potential alternative alignments that were discussed during the focus group meetings and survey during the bicycling audit are:

Farmington Canal Heritage Trail (FCHT) Gap Closure:

From Southington Trail an alignment could run east along Town Line Road to South Washington Street -> north along Washington Street to Broad Street -> east along Broad Street to East Main Street -> east along Main Street to Norton Place, winding onto Cronk Road, which runs parallel to the rail corridor.

A facility (end of Cronk Road) a new trail might be created next to the rail corridor, running along the outer boundary of R... the... is a large grade change before reaching Johnson Avenue where the FCHT meets the Plainville town line. This would need to be addressed.

Another option from Cronk Road would be to use the Robert Street Extension to Farmington Avenue -> north along Farmington Avenue to Northwest Drive -> west along Northwest Drive to Johnson Avenue.

Other consideration or alignment may include:

- New Haven and North Hampton Canal, connect to Norton Park Trail and through Norton Park. This would require neighborhood acceptance as the Canal runs through backyards.
- Tomasso Nature Park. This is an environmentally sensitive area so it needs to be closely studied.

o CTfastrak rail, from Plainville:

1. The service from Commons Mall may be a viable option however this needs to be further explored with property owners. From there, make New Britain Avenue and New Britain's West Main Street.
2. From downtown Plainville adapt East Main Street to Pine Street, which turns into Woodford Avenue; then Black Rock Avenue, weaving into New Britain via adapted City streets, which might include Vine Street, Walnut Hill Road and Main Street.

While both Plainville and New Britain have the most direct route option along the rail corridor, this may not be feasible in the short-term due to lack of partnership and cooperation from Pan Am Railways. Therefore, each city has its own set of on-street options (discussed above) for trail alignments. To

begin to address the fact that the short-term may need to be a network of on-street bicycling and walking systems (ideally protected and fully separated from moving vehicles), we recommend the following to ensure space can be maximized for all users of the road:

- **Narrow travel lanes:** Set the default to narrow travel lanes and dedicated turn lanes to 10-feet, adding bike lanes, or bike lanes with painted buffers, or fully protected bike lanes where space is available on most roads.
- **Build Compact Intersections:** Tighten corner radii, and otherwise reduce crossing distances for bicyclists and pedestrians.
- **Address Signalized Intersections:** Improve signal timing cases 60 second cycles are better for everyone. Eliminate the long waits for pedestrians to be given a green to cross, such as the over-used exclusive pedestrian phases, also called the Barnes Dance (used throughout New Britain), which are too common.
- **Increase Placemaking:** Removing non-essential pavement in order to create a new places for social exchange and to add green to neighborhoods.
- **Provide Wayfinding:** Reduce confusion and give people navigation to visitors through a Wayfinding system (Plainville).
- **Set appropriate Target Speeds for all Urban Spaces:** As a general rule, downtowns with 20 mph speeds (or less) operate with the greatest social and retail success. Speeds of 20 mph are the safest for neighborhoods. Collector and arterial category roads operate well with 30 mph (or less) speeds, give motorists to their destinations with the greatest safety, and with minimal delays.

Another complexity is that some of the potential on-street alignments are State roads. The good news is that the Department of Transportation adopted a Complete Streets Policy (2014). "By signing this policy, we are committing ourselves to the incorporation of Complete Streets in everything we do at DOT," said Commissioner Redeker. "As we plan and design new projects and other infrastructure improvements, this

commitment will be front and center.”

es include:

- Improve safety and mobility for pedestrians of all ages, cyclists, the mobility challenged and those who choose to live vehicle free
- Develop and support a transportation system that accommodates compact, sustainable and livable communities
- Provide safe access for all users by providing a comprehensive, integrated, connected modal network of transportation
- Improve mobility and accessibility to centers, including: employers, commercial centers, schools, transit and trails
- Support the state’s Transit-Oriented Development (TOD) efforts through the provision of integrated transportation networks
- Enhance the state’s economic competitiveness by enabling communities to become livable, walkable, bikeable, drivable, efficient, safe and desirable.¹⁸

As the Gap Closure Study moves forward it will be imperative to involve more key leadership from the transportation community, including engineers and elected



- ▲ Many local and state roads have been designed for the sole movement of one mode—the automobile—engineering natural movement out of everyday lives.



- ▲ The rail corridor presents a preferred option for community leaders in New Britain (above) and Plainville (below).





▲ New Britain is implementing the next level of bike lanes, the City leadership is ready to take their bike experience in motorists behavior and increase in people bicycling.

ADDITIONAL OBSERVATIONS & OPPORTUNITIES

The following overarching observations of the City of Southington, Plainville, New Britain, State Department of Transportation (T), and the Capitol Region Council of Governments (CRCOG).

Community Development and Focus

The interests and energies shown by elected leaders, staff, business leaders and others to realize the future of transportation helping build a community rather than solely as a system of through movement and transit: to go from decades of building a community for cars to now one focused more on equity, livability, transit, walking, bicycling and placemaking.

Over the years, streets, interstates and other investments will be seen for their role in creating

healthier, more equitable and prosperous places and public life.

Designing streets that people wish to connect to and gather—require low, safe vehicle speeds. It was observed, like many other places across the country, that vehicle speeds in Plainville and New Britain have crept up over the years as a result of focusing public investments and built environment designs on vehicle speed and driver convenience, to the exclusion of people walking, biking or using other modes of transportation. Too-fast vehicle speeds, walking and biking are uncomfortable and seem to even be dangerous in some places within the community.

The benefits of moving streets from car-centric modes of transportation to include safety, health and well-being, equity, opportunity and economic vitality.

Toward that end, the City, State, DOT, and CRCOG should seek to adopt the following policies and practices to encourage, bring back the economic, social and physical health of the community.

- **Lower Vehicle Speeds:** “Target” speed—the speed in which motorists should go—should be reduced, adopted or many city/town streets or in local State highways become the city/town’s main street. Streets not currently designed for the appropriate target speed should get special attention by applying traffic calming tools, such as narrower lanes, road diets, mini-circles and gateway treatments. Designing to achieve target speed creates safer places for all people and transportation. According to two studies from the UK and US, it is reported that 95-percent of pedestrians survive if struck by a person driving a car traveling at 20 mph, while only 15-percent of pedestrians survive if struck by a car traveling at 40 mph.
- **Narrow Vehicle Lanes; Set the Default Lane Width to 10-Feet:** The wider a roadway, the faster people in cars tend to travel. Wide roadways also make for wide crossings, thus increasing the amount of person is exposed to the threat of being hit by a motorist, and the greater the amount of time a motorist is being held back due to overly-wide crossings. Set the default lane width to 10 feet for all city streets posted 35 mph or less. Throughout both New Britain and Plainville, there are roads to reduce vehicle lanes to a width of 10 feet. If needed, such as when there are especially high numbers of large trucks or buses on the road or when there are sharp curves, permission can be given to mark wider (11- to 12-foot) lanes. But the narrower lane should be the default to lowering vehicles speeds, this promotes behavior, saves on materials, reduces environmental impacts and provides physical space for wider sidewalks, bike lanes or on-street parking. In many areas, the narrower lanes also make intersections more compact and efficient.

“Lane widths should be considered within the assemblage of a given street delineated space to serve all needs, including travel lanes, safety islands, bike lanes and sidewalks. Each lane width discussion should be informed by an understanding of the goals for traffic calming as well as making adequate space for larger vehicles, such as trucks and buses. Lane widths of 10 feet are appropriate in urban



▲ Route 62, Hamburg, NY vehicle lanes are made narrow and colorized “door-zone” to help separate moving vehicles from people entering a parked car. Route 62 is a major truck route for the State of New York.



▲ Cambridge, MA is embracing 10-foot wide lanes.

areas and have a negative impact on a street's safety and overall quality.

- NACTO Urban Street Design Guide

NOTE: A fire lane is 20 feet wide, so reducing vehicle lanes to 10 feet still allows 20 feet of clear space on a two-lane roadway.

- **Remove Yellow Centerlines:** On neighborhood streets that are overly wide or on streets where a centerline exists and traffic volumes are under 6,000 vehicles a day, consider removing the yellow centerline and instead paint bold edge stripes (8-10 inches) 18 feet apart. Use of bold edge stripes preserves the life of the road and provides cues to the motorist to drive more cautiously. Motorists feel the road is narrower. (See visuals of this and other treatments in the accompanying "Guide to Effective Transportation")
- **Paint High Visibility Crosswalk Markings:** Start in downtown, near schools, medical facilities, senior centers and working outward from there, to paint high-emphasis ladder-style crosswalk markings on all legs of intersections.
- **Adopt a Roundabouts First Policy:** The modern roundabout is a great tool that improves safety and encourages a sense of arrival, slowing people down and drawing them into downtown or other key areas of a city. Properly designed, roundabouts hold vehicle speeds to around 15 to 20 mph. They can reduce injury crashes by 76-percent and reduce fatal crashes by 90-percent. Roundabouts also can increase capacity by 30-40 percent by keeping vehicles moving. A single-lane roundabout can carry up to 20-26,000 vehicles per day. Whenever a roadway project includes reconstruction, consider to evaluate the feasibility of using a roundabout instead. Roundabouts are one of nine proven safety countermeasures of the U.S. Department of Transportation's Federal Highway Administration (FHWA). A roundabout-first approach is recommended by the USDOT/FHWA and backed by the Insurance Institute for Highway Safety. The city of Bend, OR has adopted a "roundabouts-first" policy and the city can also use a context-sensitive and systems approach to assess the site-specific factors that may ultimately necessitate other intersection forms. Florida and



▲ High visibility ladder-style crosswalk markings and compact intersections at the CTfastrak station in New Britain.



▲ Compact intersections keep everyone moving, while ensuring more people and business-friendly speeds as found in downtown Providence, RI.



▲ A raised intersection with well marked crossings keep motorist speeds to 20 mph 24 hr a day in Cambridge, MA.



▲ A modern roundabout, Victoria, BC.

New York state also have r st policies.

- **Adopt a Complete Streets Policy:** While the City of New Britain has adopted a Complete Streets Master Plan, they can strengthen its permanency by adopting formal policy. Likewise, Plainville should adopt a Complete Streets policy and work toward to pr
- **Adopt or Endorse a Modern Street Design Guide:** A street design guide allows designers, planners and engineers the flexibility they need to implement safer, more complete streets within their existing street standards. To this end, adopt or endorse a street design manual.
- **Put Overly Wide Streets on a 'Road Diet':** Road Diets convert four-lane undivided roads (or other street configurations) by reducing four-lanes to three or even two lanes. These can then be converted to bike lanes, protected bike lanes, landscaped or colorized medians, and/or on-street parking. Traffic counts are needed to confirm. Road diets are successful on roads carrying 8,000 to 20,000 cars a day. When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users. Sidewalks, walking paths or sidewalks should be added to both sides of the street.
- **Protected Bicycle Lanes (Cycle Tracks):** Protected bike lanes (or cycle tracks) are bikeways alongside a road that is separated from motor vehicle traffic by physical barriers such as parked cars, landscaped islands, or posts/bollards. Cycle tracks may be one-way or two-way paths that are placed at street level, at sidewalk level or at an intermediate level. Protected bike lanes are one of the most effective ways to increase bicycle use, especially among women, families, and older adults.



▲ Road diets, or right-sizing, allows for all transportation modes to be accommodated, Columbus, OH.



▲ Protected bike lane, Cambridge, MA



▲ Protected bike lane, Toronto, ON.



▲ Protected bike lane, Columbus, OH.

NEXT STEPS

The overwhelming majority of stakeholders were in favor of the rail corridor— trail with rail concept. They also were in consensus that the ideal design is a fully separated, on-street, system. Participants are aware of the complex negotiation that must be made in order to use this alignment. The need for a backup plan, one that can be used temporarily for short to mid-term needs, while the trail alignment is worked out with the railroad.

An important next step is for each city to have a planning charrette [pronounced, “shuh-RET”], otherwise referred to as a Collaborative Planning Workshop. A charrette is a highly engaging collaborative session to solve design problems that involves a group of designers working directly with stakeholders to identify

more successful than traditional processes because it keeps everyone involved, and focuses on building informed consent.

Any change must be thoroughly considered with business leaders, residents and other stakeholders in order to develop “ownership” of the concepts and drive them forward. New ideas, no matter how historic, must go through engaging, informal, homegrown processes to be adopted. “Ground cover” must be developed to protect top stakeholders. Strategic re-introduction of the trail gap and making new connections. People-friendly streets must be carefully considered and implemented, but Plainville, New Britain and Southington are ready to re-engage in the trail conversation.



▲ CTfastrak station in New Britain, providing independence and transportation for the general community to come.

APPENDIX A: ATTENDEES

Invited Parties List

<u>Town</u>	<u>First Name</u>	<u>Last Name</u>	<u>Job Title</u>	<u>Company</u>
Bristol	Bethany	Spada	Health Services	Bristol Hospital
Bristol	Sue	Sylvestre	Health Services	Bristol Hospital Multi-Specialty Group, Inc.
Bristol	Kenneth B.	Cockayne	Mayor	City of Bristol
Bristol	Walter E.	Veselka	Director of Public Works	City of Bristol
Bristol	AnneMarie	Sundgren	Community Services Coordinator	City of Bristol
Bristol	Eileen M.	McNulty	Director of Community Services	City of Bristol
Bristol	Jay	Kolakoski	Fire Chief	City of Bristol
Bristol	Robert	Grimaldi	Fire Marshal	City of Bristol
Bristol	Harland	Graime	Emergency Management Director	City of Bristol
Bristol	To Whom	It May Concern	Health Services	Bristol Hospital
Bristol	Charles I.	Motes, Jr., M.S., M	Director of Health	City of Bristol
Bristol	Christopher	Wilson	Chairman	City of Bristol, Board of Education
Bristol	Karen	Vibert	Vice-Chairman	City of Bristol, Board of Education
Bristol	Tom	Dickau	President	City of Bristol, Historical Society
Bristol	To Whom	It May Concern		Bikers Edge
Bristol	To Whom	It May Concern		CT Bike
Bristol/Farmington	Cindy	Scoville	President/CEO	Central Connecticut Chambers of Commerce
Farmington	Andris	Skulte		Farmington Bicycle Committee
Farmington	C.J.	Thomas		Farmington Bicycle Committee
Farmington	Deanne	Born		Farmington Bicycle Committee
Farmington	John	LaForrest-Roys		Farmington Bicycle Committee
Farmington	Neil	Kelsey		Farmington Bicycle Committee
Farmington	John	Vibert		Farmington Bicycle Committee
Farmington	Ron	Goralski		Farmington Bicycle Committee
Farmington	Nancy W.	Nickerson	Chairman of Town Council	Town of Farmington
Farmington	Kathleen	Eagen	Farmington Town Manager	Town of Farmington
Farmington	Augusto	Russell	Chairman	Town of Farmington, Economic Development Commission
Farmington	Brian	Connolly	Vice Chairman	Town of Farmington, Economic Development Commission
Farmington	Daniel E.	Kleinman	Chamber of Commerce Rep.	Town of Farmington, Economic Development Commission
Farmington	Russell M.	Arnold, Jr.	Director of Public Works/Town Engineer	Town of Farmington, DPW
Farmington	William	Warner	Town Planner	Town of Farmington
Farmington	Shannon K.	Rutherford	Assistant Town Planner	Town of Farmington
Farmington	Michael	Gulino	Fire Marshal	Town of Farmington
Farmington	Nancy	Beaupre	Secretary to the Fire Marshal	Town of Farmington
Farmington	Brendan	Moran	President	Town of Farmington, Chamber of Commerce
Farmington	To Whom	It May Concern	Health Services	UConn Health
Farmington	Jennifer	Kertanis	Director of Health	Farmington Valley Health District
Farmington	Christopher	Fagan	Chair	Farmington Public Schools
Farmington	Christine	Arnold	Vice-Chair	Farmington Public Schools
Farmington	Portia	Corbett	President	Farmington Historical Society
Farmington	To Whom	It May Concern		Church of Christ
Farmington	To Whom	It May Concern		First Church of Christ Congregational
Farmington	To Whom	It May Concern		Grace Congregational Church
Farmington	To Whom	It May Concern		Our Lady of Calvary Retreat
Farmington	To Whom	It May Concern		Passionist Worship-Health Office
Farmington	To Whom	It May Concern		River Valley Christian Center
Farmington	To Whom	It May Concern		Riverfront Family Church
Farmington	To Whom	It May Concern		St. James Episcopal Church

Invited Parties List

Town	First Name	Last Name	Job Title	Company
Farmington	To Whom	It May Concern		The Church of Saint Patrick
Farmington	David	England	Dean of Institutional Effectiveness & Outreach	Tunxis Community College
Farmington	To Whom	It May Concern		Central Wheel
New Britain	Adrian M.	Baron	Attorney	Podorowsky Thompson & Baron
New Britain	To Whom	It May Concern		The Hospital of Central Connecticut
New Britain	To Whom	It May Concern		New Britain Emergency Medical Services, Inc.
New Britain	Bill	Carroll	Economic Development Director	City of New Britain
New Britain	Chris	Montes	Director of Community Services	City of New Britain
New Britain	Francine	Truglio	Health Department, Nurse Manager	City of New Britain
New Britain	To Whom	It May Concern	Health Services	St. Helena Hospitals
New Britain	To Whom	It May Concern	Health Services	Hartford Hospital
New Britain	To Whom	It May Concern	Health Services	Hospital of Central Connecticut at New Britain
New Britain	Thomas	Ronalter	Fire Chief	City of New Britain
New Britain	James	Wardwell	Chief of Police	City of New Britain Police Department
New Britain	Jeanette	Portalatin	Lieutenant	City of New Britain Police Department
New Britain	Jim	Sanders, Jr.	Alderman At Large	City of New Britain
New Britain	Tim	Stewart		Chamber of Commerce
New Britain	To Whom	It May Concern		Just Like Home Daycare
New Britain	To Whom	It May Concern		New Beginnings Day Care
New Britain	To Whom	It May Concern		Ben Franklin Day Care Center
New Britain	To Whom	It May Concern		Mulberry Gardens at Marian Heights
New Britain	To Whom	It May Concern		YWCA of New Britain
New Britain	To Whom	It May Concern		Boys & Girls Club of New Britain Child Care
New Britain	To Whom	It May Concern		Mirian Heights Early Learning Academy
New Britain	John J.	Votto	President and CEO	Hospital for Special Care Child Care Center
New Britain	To Whom	It May Concern		Hospital of Central CT Child Development Center
New Britain	To Whom	It May Concern		North/Oak Community Center
New Britain	Mike	Karwan	Senior Center Director	New Britain Senior Center
New Britain	Wilson	Keithline	President	Friendship Service Center of New Britain
New Britain	To Whom	It May Concern		Spanish Speaking Center (Food Pantry)
New Britain	To Whom	It May Concern		Saint James Baptist Church Soup Kitchen and Food Pantry
New Britain	To Whom	It May Concern		Saint Mark's Episcopal Church Food Pantry
New Britain	To Whom	It May Concern		New Beginning Ministries
New Britain	To Whom	It May Concern		New Britain Food and Resource Center
New Britain	To Whom	It May Concern		Mobile Foodshare Sites - New Britain (Conover Residential Co)
New Britain	To Whom	It May Concern		Stanley Memorial Fountain of Life Church - Food Pantry
New Britain	To Whom	It May Concern		Calvary Christian Center - Kaleo Food Pantry
New Britain	To Whom	It May Concern		Friendship Service Center of New Britain
New Britain	To Whom	It May Concern		Salvation Army Homeless Shelter
New Britain	Phil	Ober	Social Services Operations Managers	State of CT Social Services Department New Britain - New Britain, CT
New Britain	To Whom	It May Concern		New Britain Public Library
New Britain	To Whom	It May Concern		Hardware City Sports
New Britain	Zeena	Tawfik, PhD	Community Services Acting Administrator	New Britain Community Service (Youth and Family)
New Britain	Steve	Nims	President	New Britain Rotary Club
New Britain	To Whom	It May Concern		Armenian Church of the Holy
New Britain	To Whom	It May Concern		Assembly-god Chr Pentecostal
New Britain	To Whom	It May Concern		Bethel Christian Church
New Britain	To Whom	It May Concern		Bethesda Apostolic Church

Invited Parties List

<u>Town</u>	<u>First Name</u>	<u>Last Name</u>	<u>Job Title</u>	<u>Company</u>
New Britain	To Whom	It May Concern		Buddhist Association of Ct
New Britain	To Whom	It May Concern		Calvary Christian Ctr
New Britain	To Whom	It May Concern		Church of God
New Britain	To Whom	It May Concern		Church of Pentecost
New Britain	To Whom	It May Concern		Church of the Transfiguration
New Britain	To Whom	It May Concern		Church the Good Samaritan
New Britain	To Whom	It May Concern		Come As You Are Church
New Britain	To Whom	It May Concern		Congregation Tephareth Israel
New Britain	To Whom	It May Concern		Daughters of Mary-immaculate
New Britain	To Whom	It May Concern		Daughters of Mary Friary
New Britain	To Whom	It May Concern		Deeper Life Bible Church
New Britain	To Whom	It May Concern		Family Worship Church
New Britain	To Whom	It May Concern		First Church of Christ
New Britain	To Whom	It May Concern		First Lutheran Church
New Britain	To Whom	It May Concern		First Polish Baptist Church
New Britain	To Whom	It May Concern		Greater Harvest Chr Ministries
New Britain	To Whom	It May Concern		Haynes Kingdom Hall
New Britain	To Whom	It May Concern		Holy Cross Church
New Britain	To Whom	It May Concern		Holy Trinity Byzantine Church
New Britain	To Whom	It May Concern		Holy Trinity Orthodox Church
New Britain	To Whom	It May Concern		Igl Lirio Dr Los Valles
New Britain	To Whom	It May Concern		Iglesia De Dios Pentecostal
New Britain	To Whom	It May Concern		Iglesia Pentecostal Inc
New Britain	To Whom	It May Concern		Jehovah's Witnesses
New Britain	To Whom	It May Concern		Mc Collough Temple Cme Church
New Britain	To Whom	It May Concern		Ministerio Cristo Cquesta Cntg
New Britain	To Whom	It May Concern		New Bethel Fbh Church
New Britain	To Whom	It May Concern		New Britain Spanish Seventh
New Britain	To Whom	It May Concern		New England Conference
New Britain	To Whom	It May Concern		New Life Intl Ministries
New Britain	To Whom	It May Concern		Pentecostal Christian Church
New Britain	To Whom	It May Concern		Pentecostal of New Britain
New Britain	To Whom	It May Concern		Sacred Heart Church of Nb
New Britain	To Whom	It May Concern		Sacred Heart Convent Inc
New Britain	To Whom	It May Concern		Second Advent Church
New Britain	To Whom	It May Concern		Sisters of Mercy
New Britain	To Whom	It May Concern		Sisters of Notre Dame School
New Britain	To Whom	It May Concern		Sisters of St Josephs
New Britain	To Whom	It May Concern		South Congregational-first
New Britain	To Whom	It May Concern		Spottswood Ame Zion Church
New Britain	To Whom	It May Concern		St Andrew Church
New Britain	To Whom	It May Concern		St Anns Church
New Britain	To Whom	It May Concern		St Francis of Assisi Church
New Britain	To Whom	It May Concern		St George Church
New Britain	To Whom	It May Concern		St James Baptist Church
New Britain	To Whom	It May Concern		St Jerome Church
New Britain	To Whom	It May Concern		St John the Evangelist
New Britain	To Whom	It May Concern		St John the Evangelist Parish

Invited Parties List

Town	First Name	Last Name	Job Title	Company
New Britain	To Whom	It May Concern		St John's Ev Lutheran Church
New Britain	To Whom	It May Concern		St Joseph Church
New Britain	To Whom	It May Concern		St Mark's Episcopal Church
New Britain	To Whom	It May Concern		St Mary Roman Catholic Church
New Britain	To Whom	It May Concern		St Mary's Ukranian Church
New Britain	To Whom	It May Concern		St Matthews Lutheran Church
New Britain	To Whom	It May Concern		St Maurice Parish
New Britain	To Whom	It May Concern		St Peter Church
New Britain	To Whom	It May Concern		St Stephen's Armenian Church
New Britain	To Whom	It May Concern		St Thomas Assyrian Church
New Britain	To Whom	It May Concern		St Thomas Cultural Ctr
New Britain	To Whom	It May Concern		Stanley Memorial Church
New Britain	To Whom	It May Concern		Tabernacle Baptist Church
New Britain	To Whom	It May Concern		Triumphant Church
New Britain	To Whom	It May Concern		True Vine Mission Baptist Chr
New Britain	To Whom	It May Concern		True Vine Missionary Baptist
New Britain	Daniel	Mello	Principal	E. C. Goodwin Technical High School
New Britain	Elizabeth	Crooks	Vice-Principal	New Britain High School
New Britain	Richard	Reyes	Principal	Louis P. Slade Middle School
New Britain	Mark	Fernandes	Principal	Diloreto Magnet School
New Britain	Rachel	Young	Principal	Roosevelt Middle School
New Britain	Wanda	Lickwar	Principal	Pulaski Middle School
New Britain	Nicole	Sanders	Principal	Northend Elementary School
New Britain	Cathy	Hill	Principal	Jefferson ElementarySchool
New Britain	Jane	Perez	Principal	Chamberlain Elementary School
New Britain	Trisha	Putnam	Principal	Holmes Elementary School
New Britain	Elaine	Cabral	Principal	Lincoln Elementary School
New Britain	Sarah	Harris	Principal	Vance Village Elementary School
New Britain	Anita	Fazio	Principal	Gaffney Elementary School
New Britain	Karen	Falvey	Principal	Smith Elementary School
New Britain	Elsa	Saavedra	Principal	Smalley Academy
New Britain	Helen	Treacy	Principal	St. Matthews Lutheran School
New Britain	K	Muller	Principal	Sacred Heart School
New Britain	To Whom	It May Concern	School Administrator	Mountain Laurel Sudbury School
New Britain	To Whom	It May Concern	School Administrator	New Britain Transition Center
New Britain	To Whom	It May Concern	School Administrator	Academic Extension Center
New Britain	To Whom	It May Concern	School Administrator	Alternative Center School
New Britain	Carl R.	Lovitt	Provost and Vice President for Academic Affairs	Central Connecticut State University
New Britain	To Whom	It May Concern		Bicycling Enthusiasms
New Britain	Adrian M.	Baron	Attorney	Podorowsky Thompson & Baron
New Britain	Robert	Sanchez	State Representative	State of Connecticut
New Britain	Rick	Lopes	State Representative	State of Connecticut
New Britain	Peter	Tercyak	State Representative	State of Connecticut
New Britain	Terry	Gerratana	State Senator	State of Connecticut
New Britain	Helayne	Lightstone	Health Services	The Hospital of Central Connecticut
New Britain	Erin E.	Stewart	Mayor	City of New Britain
New Britain	Nancy	Sarra	Consolidated School District Superintendent	City of New Britain, BOE
New Britain	Sharon	Beloin-Saavedra	President, Urban Voices	City of New Britain, BOE

Invited Parties List

Town	First Name	Last Name	Job Title	Company
New Britain	Steven P.	Schiller	City Planner	City of New Britain
New Britain	Emmanuel	Sanchez	Alderman	City of New Britain
New Britain	Louis	Salvio	Alderman	City of New Britain
New Britain	Kristian	Rosado	Alderman	City of New Britain
New Britain	Christopher	Polkowski	Alderman At Large	City of New Britain
New Britain	Don	Naples	Alderman Ward 4	City of New Britain
New Britain	Jerrell	Hargraves	Alderman Ward 2	City of New Britain
New Britain	Tremell	Collins	Alderman Ward 3	City of New Britain
New Britain	Daniel	Davis	Alderman Ward 4	City of New Britain
New Britain	Shirley	Black	Alderwoman	City of New Britain
New Britain	Robert	Smedley	Assistant Majority Leader	City of New Britain
New Britain	Wilfredo	Pabon	Assistant Majority Leader	City of New Britain
New Britain	Carlo	Carlozzi, Jr.	Minority Leader	City of New Britain
New Britain	Daniel	Salerno	Majority Leader	City of New Britain
New Britain	Jamie	Giantonio	President Pro Tempore	City of New Britain
New Britain	David	Huck	PR/Cyclist	City of New Britain
New Britain	Carmelo	Rodriguez		
New Britain	Jan	Peichert	Chairwoman	
New Britain	Jessica	Gerratana	Administrative Supervisor	City of New Britain
New Britain	To Whom	It May Concern		New Britain-Berlin YMCA
New Britain	Talhaht	Mannan	Director	Early Learning Program
New Britain	Anthony	Rivera	Lieutenant	New Britain Salvation Army
New Britain	Lisa Hayes	Williams	Curatorial Assistant to the Director	New Britain Museum of American Art
New Britain	Lew	Platt	President	New Britain Lions Club
New Britain	Gerry	Amodio		
New Britain Plainville	Elizabeth	Boukus	State Representative	State of Connecticut
New Britain Plainville	ELIZABETH	ESTY	Congresswoman	House of Representatives
Plainville	Katherine M.	Pugliese	Chairwoman	Town of Plainville
Plainville	Scott D.	Saunders	Vice-Chairman	Town of Plainville
Plainville	Carmen	Matteo	Director of Physical Services (DPW)	Town of Plainville
Plainville	David	Emery	Superintendent of Buildings & Grounds (DPW)	Town of Plainville
Plainville	Dominick	Moschini	Superintendent of Roadways (DPW)	Town of Plainville
Plainville	Christine	Aldi	Office Assistant Public Works Administration	Town of Plainville
Plainville	To Whom	It May Concern	Health Department	Plainville-Southington Regional Health District
Plainville	Larry	Sutherland	Fire Marshal	Town of Plainville
Plainville	Kevin	Toner	Fire Chief	Town of Plainville
Plainville	Thomas	Moschini, Sr.	Deputy Fire Chief	Town of Plainville
Plainville	Adrien	Paradis	First Assistant Fire Chief	Town of Plainville
Plainville	Matthew	Catania	Chief	Town of Plainville
Plainville	Eric	Peterson	Lieutenant	Town of Plainville
Plainville	Nicholas	Mullins	Lieutenant	Town of Plainville
Plainville	Maureen	Saverick	Operations Manager	The Plainville Chamber of Commerce
Plainville	Robert	Roberti		Cintas
Plainville	Francine	Coleman		Wheeler Regional Family YMCA
Plainville	Nancy	Eberhardt	President	Plainville Historical Society
Plainville	Rose	Stanley	Vice President	Plainville Historical Society
Plainville	Andrea	Saunders	Chairperson	Plainville Community Schools - Board of Education
Plainville	Deborah	Hardy	Vice Chairperson	Plainville Community Schools - Board of Education

Invited Parties List

Town	First Name	Last Name	Job Title	Company
Plainville	Harold	Sparrow	President and Chief Executive Officer	Wheeler YMCA
Plainville	Karen	Shackford	Director	Great Beginnings (2 locations)
Plainville	Karen	Shackford	Director	Great Beginnings
Plainville	Paula	Marieange	Owner/Director	Paula's Playhouse Family Daycare
Plainville	To Whom	It May Concern		Plainville YMCA Child Care
Plainville	To Whom	It May Concern		Plainville Day Care Center
Plainville	To Whom	It May Concern		Plainville Day Care Center
Plainville	To Whom	It May Concern		Plainville Day Care Center
Plainville	Kimberly	Savoir	Director of Day-Break	Day Break Adult Day Service
Plainville	To Whom	It May Concern		Plainville Senior Center
Plainville	Susie	Woerz	Executive Director	Plainville Community Food Pantry
Plainville	To Whom	It May Concern		Plainville Housing Authority
Plainville	To Whom	It May Concern		Living In Safe Alternatives Inc. of CT. Plainville Connecticut
Plainville	To Whom	It May Concern		Community Residences Inc.
Plainville	To Whom	It May Concern		St. Philip House
Plainville	To Whom	It May Concern		Innovative Autism Services (I.A.S.)
Plainville	Kari	Burgess	Assistant Director	Plainville Public Library
Plainville	Doug	Lord	Director	Plainville Public Library
Plainville	To Whom	It May Concern		Norton Park
Plainville	Roberta	Brown	Director	Plainville Youth Services
Plainville	Brenda	Tella	President	District 23-B Plainville Lions Club
Plainville	Susan	Abram	President	Plainville Rotary Club
Plainville	To Whom	It May Concern		Church of Our Savior
Plainville	To Whom	It May Concern		Church of the Bible
Plainville	To Whom	It May Concern		Congregational Church of Plainville
Plainville	To Whom	It May Concern		Faith Bible Church
Plainville	To Whom	It May Concern		First Baptist Church
Plainville	To Whom	It May Concern		First Bible Baptist Church
Plainville	To Whom	It May Concern		Grace Lutheran Church
Plainville	To Whom	It May Concern		Jehovah's Witnesses
Plainville	To Whom	It May Concern		New Covenant Apostolic Church
Plainville	To Whom	It May Concern		New Life Fellowship
Plainville	To Whom	It May Concern		Our Lady of Mercy Church
Plainville	To Whom	It May Concern		Plainville United Methodist Church
Plainville	To Whom	It May Concern		Seventh-Day Adventist Church
Plainville	Steven	LePage	Principal	Plainville High School
Plainville	Matthew	Guarino	Principal	Plainville Middle School
Plainville	Lynn	Logoyke	Principal	Louis Toffolon School
Plainville	Paula	Eshoo	Principal	Linden Street School
Plainville	Susan	Walkama	President and CEO	NW Village School-Wheeler Clinic
Plainville	To Whom	It May Concern		Renaissance Cyclery
Plainville	James	Cassidy		Farmington Valley Trails Council
Plainville	To Whom	It May Concern		Bobby Sprocket
Southington	Shane	Lockwood	Director of Health	Plainville-Southington Regional Health District
Southington	To Whom	It May Concern	Health Services	Hospital of Central Connecticut Bradley Campus
Southington	Garry	Brumback	Town Manager	Town of Southington
Southington	Mark E.	Sciota	Town Attorney; Deputy Town Manager	Town of Southington
Southington	Dave	Lavallee	Assistant Town Planner	Town of Southington

Invited Parties List

Town	First Name	Last Name	Job Title	Company
Southington	Robert A.	Phillips	Director of Planning and Community Development	Town of Southington
Southington	Louis A.	Perillo, III	Economic Development Office	Town of Southington
Southington	Ceil B.	Kelly	Economic Development Office	Town of Southington
Southington	Janet	Mellon	Community Services Director	Town of Southington
Southington	Timothy F.	Connellan	Superintendent of Schools	Town of Southington, Board of Education
Southington	Harold L.	Clark	Chief	Town of Southington Fire Department
Southington	John	Daly	Chief	Town of Southington Police Department
Southington	Lowell	DePalma	Captain	Town of Southington Police Department
Southington	Stephen	Elliott	Lieutenant	Town of Southington Police Department
Southington	To Whom	It May Concern		The Greater Southington Chamber of Commerce
Southington	Kathleen	D'Angelo Stalter	President	Southington Historical Society
Southington	Leana	Gleicher	Administrative Assistant	Town of Southington, Health Dept.
Southington	Eileen	Boulay	Emergency Response Coordinator	Town of Southington, Health Dept.
Southington	Anthony	Musto, III	Assistant Superintendent	Town of Southington, Highway Dept (Public Works)
Southington	To Whom	It May Concern		Apple Valley Worship Ctr
Southington	To Whom	It May Concern		Calvary Assembly of God
Southington	To Whom	It May Concern		Central Baptist Church
Southington	To Whom	It May Concern		Church of Jesus Christ of Lds
Southington	To Whom	It May Concern		Faith Baptist Church
Southington	To Whom	It May Concern		First Baptist Church
Southington	To Whom	It May Concern		First Congregational Church
Southington	To Whom	It May Concern		First Lutheran Church
Southington	To Whom	It May Concern		Gishrei Shalom Jewish Congregation
Southington	To Whom	It May Concern		Grace United Methodist Church
Southington	To Whom	It May Concern		Hope Ministries Inc.
Southington	To Whom	It May Concern		Immaculate Conception Church
Southington	To Whom	It May Concern		Mary Our Queen Roman Catholic Church
Southington	To Whom	It May Concern		Mbi Master's Bible Institute
Southington	To Whom	It May Concern		Gurdwara Guru Nanak Darbar
Southington	To Whom	It May Concern		The Church of Saint Dominic
Southington	To Whom	It May Concern		St Paul's Episcopal Church
Southington	To Whom	It May Concern		St Thomas Cenacle
Southington	To Whom	It May Concern		St Thomas Church
Southington	To Whom	It May Concern		Zion Lutheran Church

APPENDIX B: ADDITIONAL COMMENTS

The following is a list of comments noted during the focus groups sessions, organized by theme. Many of the comments mirror some of the key findings in the main report, but are provided here to share the entire range of comments received.

Themes From Plainville Focus Groups

Safety & Security

- The current East Coast Greenway interim route on Route 10 prevents people from coming to the trail again
- People view trails as in
- [redacted] had heard concerns from women about safety on trails
- Might want to consider separating cyclists and pedestrians
- Some towns have had to close existing trail in the winter

Selling the trail

- People from a neighborhood along an existing trail came out and gave testimony about how safe the trail was (Farmington)
- Need support from the locals
- Craig Dellapenna in Northampton is a great resource
 - great speaker
 - realtor of trails
- Can we get local/regional businesses to support the trail?
- Can we get testimony from existing along the trail?
- People move here for quality of life, the trail can help with that
 - Might not be able to win over millennials, but can win young families
 - Corporations losing mid-level managers
- North and South of Plainville there is an enormous amount of community buy-in

- It comes down to design
- [redacted] said the trail will be great for the town, another said that there is considerable support in town
- [redacted] suggested engaging the arts community when the trail is built or being built
- Get something built, even if it is just 1,000 feet

Comfort

- Moving the trail onto roads helps the riders who are comfortable
 - It doesn't help the novice rider
- There are a lot of moms and families on the trail
- People want a good trail as well
- Consistency of the path is important for inexperienced riders (should match existing trail)

Competing Interests

- Competing interests in southampton between economic development and trail use
- Some want to keep rail as an option

Potential

- Existing rail is the biggest impediment
- Maine and Massachusetts have legislation to relieve railroads of liability for rail with trail projects
- [redacted] to get the town to pay the local match for federal funds if the price is high
- Some in town may oppose the trail
- The Town of Plainville has limited in-house engineering services to provide
- Need to convince [redacted] w people to be advocates
- Need standardization of trail systems
- Plainville does not have a complete streets policy
- Earlier efforts did not get [redacted] al backing and support
- Earlier study gave too many options discontinue recommendation

Current de

- Hard t
- Stretch along Route 10 is daun fety)
- Interim route of the East Coast Greenway takes you around, not through, downtown Plainville
- No real community gathering spots in Plainville
- Interoute 10 and 372 is problema could be a candidate for a roundabout

Success nearby

- 60% of Simsbury Free Bike users are women
 - A lot of people between the ages of 18 and 35
 - 60% of users are not residents of the town they retrieve a bike from
 - Have data and surveys that they can provide

Poten a

- People love walking around Norton Park
- The Industrial park could be an op challenging
- Would be rela ely straight forward to connect exis ails in Norton Park to the Industrial Park
- Keep it focused on des xperience
- Spurs from the trail are key
- Not just about crea e road between New Haven and Northampton
 - Create an atmosphere
- t noted that it was important to make a nod to the original historic canal
- Possible to come down Farmington Ave
 - It's an old trolley line that may s ve some right-of-way available
- Do we need to keep the rail op able?
 - When do we writ
 - Do we plan for both routes?
 - Need to explore both, but be open and honest as we don't want to appear to be witching" the public
- Plainville residents may actually be be er served by a road adjacent trail than the rail right-of-way

(more access to services)

- trong desire to connect downtown Plainville; more foot tra
- ts had ques t criteria would be used to determine the path
- A concern that people fall into the trap of thinking about the trail as primarily being for cyclists
- There is a desire to connect neighborhoods around town to each other
- Sugges t we start small (quick success)
- Lots of opportunity on Broad Street as it is very wide
- Route 177 parallels the airport - could be a route
 - Challenging inter est Main Street

Economics

- There is an interest in ge ail in downtown or near the central business district
- Data from surveys conducted by Simsbury Free Bike can help make the economic argument
- Is there a concern about talent reten t the trail could help address?
- Is there a c t could be approached?
 - CIGNA has a hard r to ord
 - There are some big businesses along the trail in Farmington: Trumpf are
 - oup of companies you can get to
 - There is a town in Iowa that has a group of 30 or so companies who get together to discuss talent reten
 - Traveler e group of bike riders
 - What about hospitals and medical groups?
- t was cynical about the economic value of the trail
 - It has more value for residen development than businesses
 - The rail line is probably more valuable economically

- _____ t wanted to know how their business can help facilitate
- The trail in Southington is a des _____ for people; there is a sense it will be a focus for development in the future

Health

- _____ t noted that 80% of health is due to environmental factors
- Healthy gears program; program organized by hospitals
- Should connect to the YMCA (Farmington Ave)

Needs

- _____ e key; need des
- Unionville and Farmington Center are two key des _____ ail
- Paved trails are be _____ f (as opposed to dirt or stone dust)
- Needs t _____ al will to see it through
- Needs t _____ ommunity
- Need to come to grips with the fact that this may not be the typical trail
- Separ _____ om tra

Poten _____ s/leaders:

- Plainville Art League
- Hot Air Balloon fes _____ al at end of August may be an opportunity to reach out to people
- Schools can be good partners

Themes From New Britain Focus Groups

New Britain's Assets

- A lot of a _____ w Britain
- Downtown CCSU satellite campus
- Hospital located adjacent to Walnut Street Park
- Two major housing projects underway

What the Trail Could Add

- Could make housing more a _____ e
- Could a _____ act new housing op
- Could be a _____ e to more people (than current cycling op

- No space in New Britain for a trail like the FCHT, so a link to the trail in Plainville could connect NB residents to that sort of amenity
- F _____ t, it would make it feasible to bike to work from Avon as they currently have to ride on Route 10

- Could help restore community contact

Safety

- The city gets a lot of feedback that people don't feel comfortable riding in tra
- _____ t said she feels safer when she sees the bike markers on the road
- Some _____ fety can be in con pedestrian/bike friendliness
 - Need access for emergency vehicles, which can be in con
 - There is a balance though and the city is working together on that
 - When the state planned CT **fastrak**, they did not consider issues of larger incidents on the busway, such as two buses colliding
 - Roundabouts can work jus _____ e trucks
- _____ t had given up riding around the city
 - Said it was too dangerous
 - Was enthusias _____ onnected to a larger network of trails though
- The trail has to be safe, and be seen as safe
- Need to have lights on the trail
- Current areas of concern:
 - Beaver stree _____ e sta _____ e trucks to enter/exit
 - Corbin and West Main; East Main and MLK; Main and Lafaye _____ e - high crash inter

Current E _____ orts

- Bike boulevard being installed on Adams St
- 4 to 3 lane road diet on John Downey Drive garnered immediat _____ e feedback
- Bike markings are a message of awareness

- ...ered bike lanes to Columbus Boulevard
- Trying not to get any negative feedback; complete streets work
- Taking the low hanging fruit (for the most part) right now
- First city in the state to do head out angled parking
- Would like to see more bike to work events
- Currently, the CT **fastrak** trail doesn't have good access to nearby areas
- Bike New Britain (advocacy group) is very active
- Small bike share system at the Museum of Art that the city is looking to expand
- State is currently updating statewide bike/ped plan
- Mayor has been very vocal about current efforts; receives many accolades for current complete streets work
- ...e as well
- Complete Streets plan has allocated \$20 million in infrastructure funding
- Effort to start a bicycle shop for kids (Bank Street Garage)

Issues

- Not a lot of easy connections to/from the CT **fastrak** trail
- Have heard from other people that New Britain is too congested to bike through
- Need for better signage to bring people into the city's design
 - Not just fastrak, but others as well
 - Wayfinding
- Other parts of the trail have no signage to guide you
- Seasons can be an issue
 - Winter dampens people's desire to commute
 - Depends on the person though, some people have no choice
- There may be...

Quinnipiac

- New Britain has a high level of zero car households
- Many parts of the city lack good quality family recreation
- People are protective of existing streets, so any potential changes could face opposition
- Some neighborhoods may oppose having a trail as well
- West Main St is a nightmare for cycling

Options for the Trail

- Woodford Ave was preferred over West Main Street
- It was felt better to start with the "Cadillac" of options and work down from there
- Needs to be a dedicated trail to get a lot of use
- Should take a look at the 84/72 right-of-way to see if there are any options
- Look at it as a spine, an arterial for the larger bike system
 - New Britain is working to add spurs and connections throughout the street network
- Rail line, in both areas, is the most obvious route
- Myrtle Street is another good arterial to look into
- Connect New Britain to Plainville through canal system
- Black Rock Road is an option
- Tricky intersection at Crooked Street (in Plainville)
- Beltline in Atlanta is a model (eyes on the trail, design a...)
- ... Farmington Ave bike lane into CT **fastrak**
- ... between Southington and New Britain

Assessing the Trail

- The trail needs to be appealing to all users
 - It needs to be accessible
 - Need to think about the average person

- Need to attract the non-hardcore bikers
- The city lacks _____ or inexperienced riders, kids especially
- Most _____ trails have a mix of rural and _____ des
 - Bristol, RI is a great example
- Can add to quality of life improvements
- Desire for _____ o green space

Health

- Trying to consider health impacts in new programs
- Asthma and obesity rates are high in youth popula
- City _____ e (Invest Health)

Economics

- Need to encourage businesses t to cyclists, such as bike racks
- Look at the effect of drawing business to the pathway
- Downtown New Britain used to be bustling; would like to see tha _____ vel return
- Want to bring back quality of life to the city, restoring what it was before the slicing and dicing of highways
- _____ ant popula _____ s for economic reasons
- Employees at the shopping center in Plainville _____ en use bikes or transit to get to work (from New Britain)
- _____ or people to get to the Cancer Treatment Center on the Plainville/New Britain town line
- Employers and training programs hav _____ ge _____ ansporta _____ issue

Other Transporta

- Need to improve bus routes
- I-84 viaduct project will result in two years of closures; leverage point
- Rail company probably wouldn't approve of another pedestrian crossing of the rail line
- Rail line sees about two trains per week

Environment

- Quinnipiac river was recently added to FEMA

Educa

- CCSU raises popula _____ y 1/5
- TDM plan for CCSU included a survey of students and faculty that could be helpful
- Town-Gown c _____ ant
- More educa _____ e/ped safety is needed
- Bike Safety Day: educate and get more families and kids out
- Trouble ge _____ o programs because of transporta
- A lot of gradua _____ tudents are going to college in _____ ord (Capitol Community College)
- Gradua _____ ate is improving but is s

Other

- Could present at NRZ mee
- Slade Middle School or Lincoln Elementary have good mee

Key leaders in the city

- _____
- Churches are key for hispanic community
- Reverend Thomas Mills of Grace Church
- Carmelo Rodriguez - access to Spanish radio sta
- New Britain Chamber of Commerce
- Downtown Business District
- Palonia Business Associa
- Neighborhood Revitaliza _____ ones
- _____ e a _____ en the city is ge _____ om complete streets work
- Jessica Hernandez - Community Central (Community outreach for CCSU)
- Carol Love _____ e

Community Events

Study Team Members attended numerous community events through the study period to educate the public and introduce many to the details of the study and invite residents to participate. Events included:

- Discover New Britain Bike Ride
- Cross State Ride in Plainville
- Plainville Pumpkin Festival
- New Britain Bike Rodeo
- Walnut Hill Park Community Wide Event
- Farmington Valley Trails Council Annual Meeting

Steering Committee Meetings

April 2016

July 2016

October 2016

November 2016

April 2017

July 2017

January 2018

Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee Meeting #1

April 28, 2016, 3 PM – 5 PM

***Plainville Town Library, 56 East Main Street, Plainville, CT 06062
Auditorium***

1. Welcome and Introductions
2. Role of the Steering Committee
3. Review of Scope of Work, Public Engagement Plan and Schedule
4. Vision Statement
5. Project Update
6. Project Branding, Website
7. Steering Committee Activity
8. Next Steps



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

CRCOG, Plainville, Southington and New Britain

Project Team



April 28, 2016

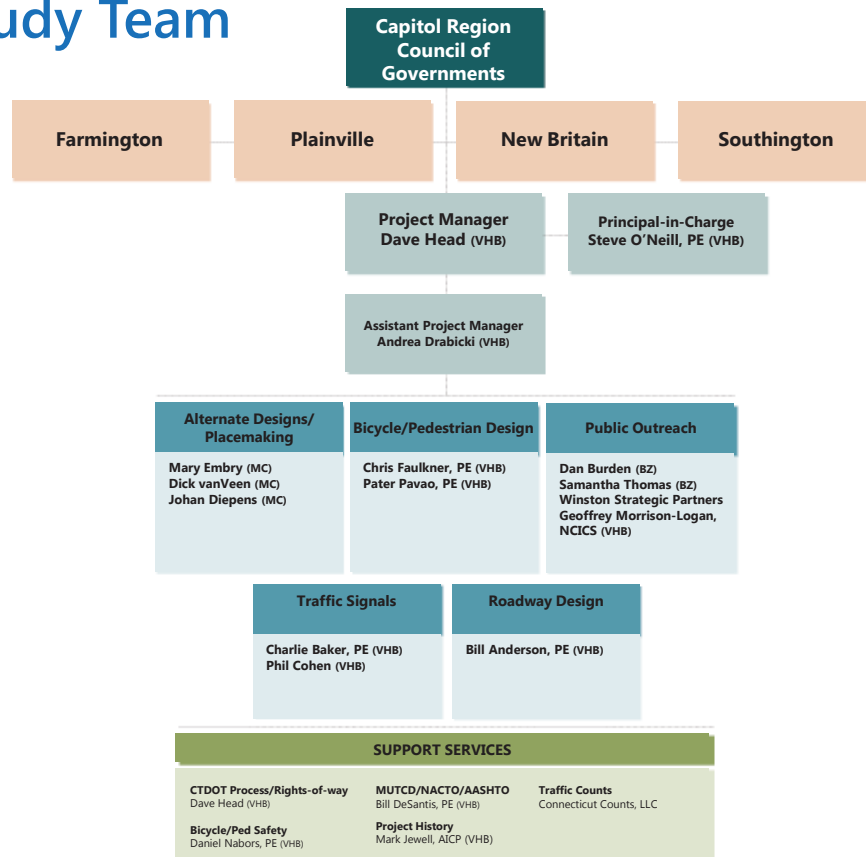


Purpose of the Meeting

- Getting acquainted
- Clarifying the Steering Committee Role
- Clarifying the study mission
- Reviewing the basics
- Homework ☺



Study Team



Introductions

- Name
- Affiliation
- What is the biggest hurdle for the study?



Steering Committee House Keeping

- Best time to meet?
- Have we missed anyone for the Steering Committee?
 - CRCOG
 - New Britain, Plainville, Southington, Farmington
 - East Coast Greenway
 - Plainville Greenway Alliance
 - Farmington Valley Trails Council
 - CT Dept. of Transportation
 - CT Dept. of Energy and Environmental Protection
 - Plainville – Southington Health District
 - CTfastrak



Steering Committee Role

- Help the Study Team to Guide the study process
- Assist in evaluating the feasibility of alternative
- Act as Study Team Liaison
- Share Local knowledge
- Assist with Public Outreach



Scope of Work

- Project Management
- Public Engagement Program
- Data Collection / Base Map Creation
- Assessment of Existing Conditions
- Identification of Alternatives
- Implementation Plan
- Final Report

Public Engagement Plan

- Steering Committee (9)
- Technical Team (5)
- Discovery Phase
 - Focus Group Meetings (8)
 - Stakeholder Interviews (10)
 - Mobile Study Tours (2)
- Charrettes (2)
- Public Informational Meetings (4)
- Surveys (3)
- Town Meetings (10)
- Website
- Newsletters (6)
- Translation Services

Schedule

		Gap Closure Study																	
		2016												2017					
		March	April	May	June	July	August	Sept	Oct.	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug
Task 1	Project Management	★																	
Task 2	Community Involvement		○		●	▲	PIM	▲		C		PIM					▲	PIM	●
Task 3	Data Collection and Base Maps					○	M	M											
Task 4	Assessment of Existing Conditions								○										
Task 5	Identification of Alternatives																		
Task 6	Implementation Plan for Preferred Alternative													○					
Task 7	Final Report and Executive Summary																	○	○
		Discovery Phase																	
		★ Project Kickoff Meeting																	
		▲ Technical Team Meeting																	
		● Town Council Meeting																	
		○ Steering Committee Meeting																	
														○ Deliverables					

Vision Statement

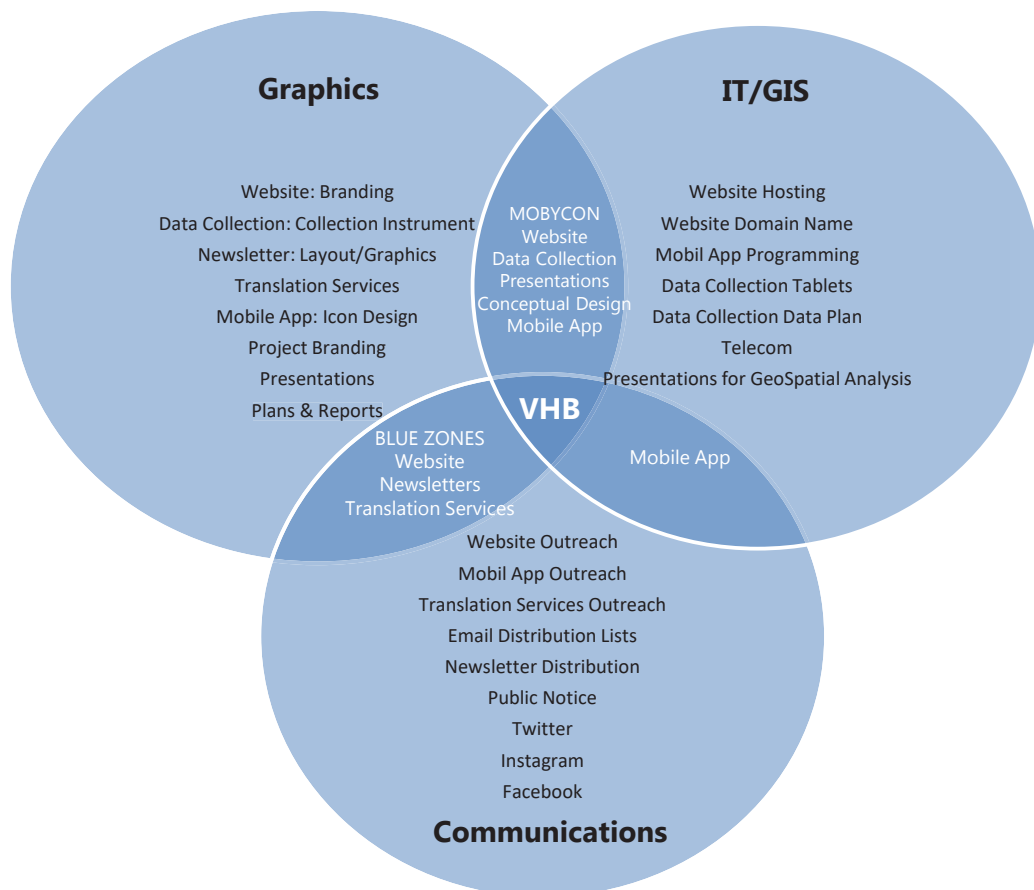
- What is your Vision for the Study?
- Example
 - To determine a corridor for the Farmington Canal Heritage Trail Gap Closure in Plainville, to better position the CRCOG and the Towns to apply for funding for design and construction, consideration should be taken to adhere to local and national standards.
 - To prioritize a corridor for improvements to improve bicycling and walking between the Farmington Canal Heritage Trail and CTfastrak in New Britain.

Data Collection Update

- Behind the scenes:
 - Mobilized an internal project support team of +10 people!
 - Seven (7) specialized departments involved
- Data collected to date
 - Traffic data
 - Average Daily Traffic (ADT), Crash Data, Route Designations, Suggested List of Surveillance Study Sites (SLOSSS), Strava Data
 - Reports & Policies
 - Economic, Bike/Ped Plans, Transportation plans, bike route maps, Complete Street Master Plans, previous studies & plans
 - Geographic Information System (GIS)
 - Received data sets
- Anything Missing?

Branding the Study

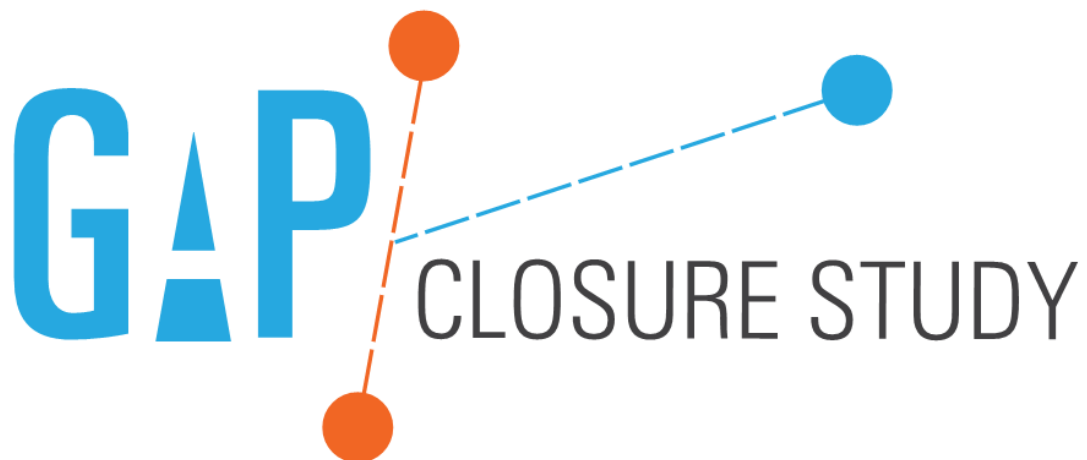
- Allows a common image (brand) to be recognized on all study materials
- Website presence
- Social Media presence
- The Brand: Gap Closure Study
- The Logo
- Project Website
- Social Media
- Committee help
 - What other mechanisms can we utilize?



Branding the Study

- Facebook
 - Utilize existing town/advocate pages
- Twitter
 - Collaborate to get the word out
 - #gapclosurestudy

The Logo: Potential Option #1



The Logo: Potential Option #2



The Logo: Potential Option: #3



Lets have some fun!

- We'd like your input!
- Which logo did you like the best?



The Website Layout



- HOME
- ABOUT
- SCHEDULE
- PARTICIPATE
- PROJECT TEAM
- STAKEHOLDERS
- FAQ
- SITE MAP



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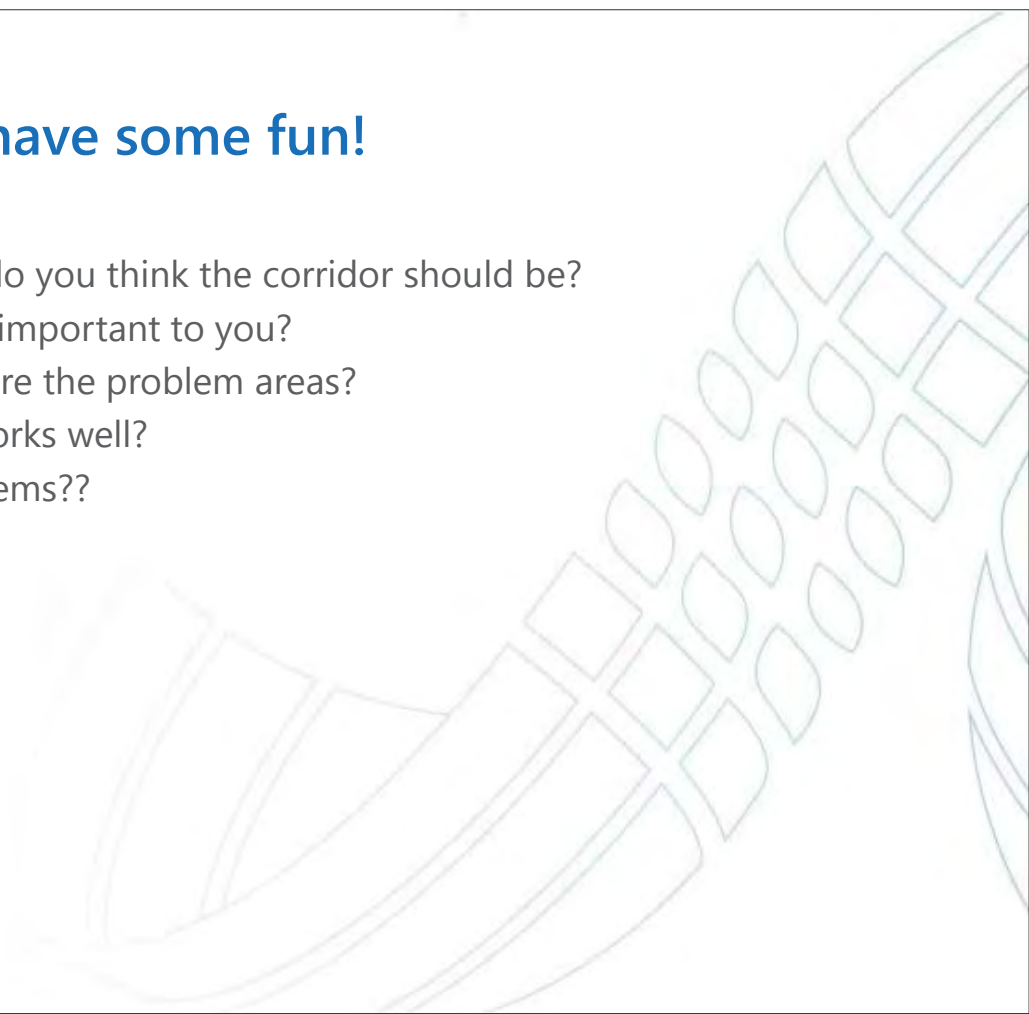
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Have a question? See if its answered in the [Study FAQ](#) >

The Website: Domain Name

- The Website
 - www.gapclosurestudy.com
 - Temporary landing page
- Example prior project website
 - Virginia Tech (VT) Transportation Master Plan
 - <http://www.vt-ptmp.com/>

Lets have some fun!

- Where do you think the corridor should be?
 - What is important to you?
 - Where are the problem areas?
 - What works well?
 - Other items??
- 

Homework...

- Public Engagement
 - Bike Shops
 - Events in your community
- Mobility Tour
 - Transportation
 - Bikes
- Meeting Locations
 - Community centers
 - Libraries
- Data Collection
 - Additional Items



Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Mark Jewell | mjewell@vhb.com | 860.807.4326



Meeting Notes

Place: Plainville Town Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: April 28, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Steering Committee Meeting #1
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study

ATTENDEES

Steering Committee

Tim Malone, Capitol Region Council of Governments
Matt Blume, Town of Farmington
Bruce Donald, East Coast Greenway / Farmington Valley
Trails Council / CT Greenways Council
Robert Lee, Town of Plainville
Mark DeVoe, Town of Plainville
Pete Salomone, Plainville Greenway Alliance
Jim Grappone, Town of Southington
Jill Scheibenpflug, CT Department of Energy and
Environmental Protection
Grayson Wright, CT Department of Transportation
Sue Jacozzi, Plainville-Southington Health District
Mark Moriarity, City of New Britain
Carl Gandza, City of New Britain

Consultant Team

Dave Head, VHB
Andrea Drabicki, VHB
Mark Jewell, VHB

Mr. Dave Head began the meeting by introducing the VHB team present at the meeting, Andrea Drabicki and Mark Jewell. He then laid out the reason for the meeting and led introductions by the members of the Steering Committee (SC) present. As part of the SC introductions each member was asked to define what they felt the biggest hurdle for the study was. The following were "hurdles" that were noted by the SC:

- Identify a route that's agreeable
- Identifying funding sources
- The Spur to CTfastrak
- Safety
- Implementation Process
- Approval Process (i.e., permitting)
- Right of Way Non-existent

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

- Entice the End Users
- Traffic Calming

Mr. Head then discussed the role of the SC to ensure the members knew what would be expected of them and the number of meetings that are scheduled for the duration of the study. The SC was informed that they are scheduled to meet eight (8) more times during the study and that the meetings would take place at the Plainville Public Library. Afternoon sessions were agreed upon for the meeting times. The main role of the SC entails:

- Help the Study Team Guide the study process
- Assist in evaluating the feasibility of alternative
- Act as Study Team Liaison
- Share Local knowledge
- Assist with the Public Outreach

An overview of the scope of work was discussed with the SC with a more detailed discussion of the Public Engagement Plan (PEP) following. The items from the scope of work discussed are as follows:

- Project Management
- Public Engagement Program
- Data Collection/Base Map Creation
- Assessment of Existing Conditions
- Identification of Alternatives
- Implementation Plan
- Final Report

The items from the PEP were discussed as follows.

- Meetings:
 - Steering Committee (9)
 - Technical Team (5)
 - Discovery Phase (Focus Group Meetings, 8), (Stakeholder Interviews, 10), (Mobile Study Tours, 2)
 - Charrettes (2)
 - Public Informational Meetings (4)
 - Surveys (3)
 - Town Meetings (10)
- Website
- Newsletters (6)
- Translation Services
- Schedule

Bruce Donald, East Coast Greenway, FVTC, and the PGA, indicated that Plainville advocacy bike groups can assist in outreach and notifying the public of upcoming events and potentially locating a facility that the Study Team may be able to use during Discovery Week as a location for public informational sessions and focus group meetings.

The next topic discussed was the Vision for the study. Mr. Head began with a sample vision for the study and asked the SC for comments and thoughts on what they felt the vision should entail. A good conversation ensued on what the SC felt a vision should cover, some of the "key words" noted from the SC are listed:

- Safe
- Limit Barriers to Entry
- Friendly
- All end user types have access
- Connectivity to Communities
- Consistent Functionality
- Unity
 - Branding
 - Design
 - Economic Development Opportunity
- Define Imperatives
 - Leadership of Standards
 - International Influence
 - Standardization
 - Redefine Culture
 - "World Class"
 - Define Opportunity

Ms. Drabicki then posed the question to the SC if there were any existing cultural perception issues, i.e. institutional culture, and if so what, in the opinion SC, could the Study Team do to assist in redefining the culture? What could the Study Team do to assist the SC in achieving greater buy-in of the public and other stakeholders?

The SC had a brief discussion confirming that there had been past institutional challenges to get buy-in from the CT Department of Transportation (CTDOT) to support and fund trail feasibility studies and improvement projects involving state infrastructure. Members of the SC concurred that recently there had been a cultural shift within the last five (5) years at the CTDOT.

Grayson Wright, CTDOT, confirmed that the Department is vested in the completion of the last trail gap of the Farmington Canal Heritage Trail (FCHT). The Department fully supports the efforts of the alignment study.

It was agreed by all parties the last trail gap, in Plainville, was indeed the most difficult to determine an alignment; that if it was easy the gap would not exist and a trail would exist, thus the FCHT would be contiguous.

In Summary the SC felt the vision should not be limited to a specific design standard or facility type but be a larger vision for the study. The VHB team will refine the vision statement and send it back to the SC for their review.

Ms. Drabicki gave an overview of the data collection that is going on and the behind the scenes work that has been started since the notice to proceed was given by the Region.

- Behind the scenes
 - Mobilized an internal project support team of +10 people
 - Seven (7) specialized departments involved
- Data collected to date
 - Traffic data
 - Reports & Policies
 - Geographic Information Systems (GIS)

Ms. Drabicki then discussed the project branding, relaying why this was important the areas that the project brand would be used and showed a couple of potential options for a logo design. She requested feedback from the SC on the logo design and the VHB team received feedback on the design, and is summarized below:

- Arrows instead of filled in circles (nodes) (might they represent: Northampton, New Haven, Hartford)
- Add a Center line stripe in Option #1, to show a "trail" section in the "A"
- "See a hole" provide a visual gap in the logo to represent the "hole" in the trail system
- Use "roadway"/"walkway"
- Use state of CT outline as a background for the logo
- Color options – green
- "it [logo] looks better smaller"

Mr. Jewell was then asked to lead the SC in an activity to gather their input on several questions that were posed to them. Mr. Jewell began by discussing the section directly north of the Trail in Farmington and Southington noting the ongoing projects and discussing their beginning and ending points. These include:

- The Solvents Recovery Service of New England (SRSNE) Superfund site remediation project is designing and constructing (2016) the trail and associated amenities from Curtis Street north to Lazy Lane.
- State Project 131-203 in Southington involves the design of an off-road multi-use trail from Lazy Lane north to approximately 1,500' north of Town Line Rd. Southington (Mr. Grappone) noted that the Town may consider utilizing the State ROW along Birch St (SR 532) to extend the trail northerly to Town Line Road.
- State Project 51-268 in Farmington is a 2 mile long, \$5.1 M project from Northwest Drive in Plainville northerly to Red Oak Hill Rd, scheduled to be under construction in June 2016. This completes the FCHT in Farmington.

The SC was asked to gather around large scale maps and discuss several questions noted in the presentation. These questions were:

- 1.) Where do you think the corridor should be?
- 2.) What is important to you?
- 3.) Where are the problem areas?
- 4.) What works well?
- 5.) Other Items??

The SC was encouraged to discuss these questions and mark up the maps with markers and post it notes to capture their thoughts. The SC theme throughout the exercise seemed to be that a multi-use trail is preferred if an appropriate corridor could be found.

Tim Malone went over a memorandum regarding outreach to environmental justice communities and limited English-proficiency populations. Mr. Malone noted that such a memo is required for every study that CRCOG undertakes. Mr. Malone outlined the steps that CRCOG would take, which included: coordinating with municipal officials to identify appropriate outreach methods for environmental justice communities; putting a notice of translation availability on all meeting announcements; translating newsletters for the project; translating a two-page summary of the final report; and coordinating with municipal officials to identify media outlets and organizations through which to engage Spanish and Polish speaking populations. Those in attendance agreed with the approach. Mr. Malone asked the SC members to send him any comments they have.

Next Steps

- Steering Committee to review the list of plans and reports identified by VHB and provide input if the resources are the most current and make recommendations for additional information that should be considered for the Study.
- Steering Committee members are to identify any pertinent upcoming events that Study Team might consider attending or conducting outreach
- Bruce Donald, East Coast Greenway, FVTC, and the PGA, indicated that Plainville advocacy bike groups can assist in outreach and notifying the public of upcoming events
- The City of New Britain will identify the proper person(s) to contact regarding LEP/EJ community leaders that the City may already be working with.
- VHB will revise the vision statement and send it to the SC.
- VHB will revise the logo and send it to the SC.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees
Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee Meeting #2

July 25, 2016, 3 PM – 5 PM

***Plainville Town Library, 56 East Main Street, Plainville, CT 06062
Auditorium***

1. Welcome and Introductions
2. Vision Statement and Objectives
3. Study Update
4. Decision Matrix
5. Blue Zones Interview of Steering Committee
6. Next Steps



Purpose of Meeting

- Welcome
- Vision Statement and Objectives of the Study
- Study Update
- Decision Matrix
- Steering Committee Interview
- Next Steps



Study Team Introductions

- David Head – Project Manager
- Andrea Drabicki – Asst. Project Manager
- Mark Jewell – Historic Knowledge of the trail
- Dan Burden – Blue Zones – Public Outreach
- Samantha Thomas – Blue Zones – Public Outreach

Hello!

Committee Introduction

- Name
- Affiliation



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

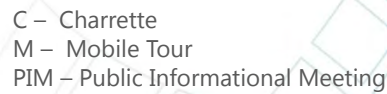


Vision Statement

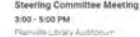
"The vision for the Farmington Canal Heritage Trail and CTfastrak Gap Closure study is to connect the communities with a world-class multi-use trail that closes the gap in the Farmington Canal Heritage Trail (FCHT) through the towns of Southington and Plainville with a connection to the CT**fastrak** 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."

Scope of Work

- Project Management (On Going)
- Public Engagement Program (On Going)
- Data Collection / Base Map Creation (Complete)
- Assessment of Existing Conditions (On going)
- Identification of Alternatives
- Implementation Plan
- Final Report

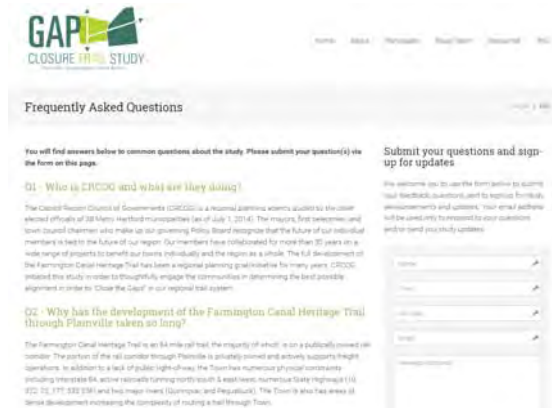


The Website Up and Running



The Website Up and Running

- Encourage others to sign up for the e-mail list
- Check back often for updates
- Take the Survey (only 15 questions)



Base Map and GIS Map Preparation

- Rail
- Bike Facilities
- Environmental Justice populations
- Limited English Proficiency populations
- Bus Routes
- CTfastrak
- Schools
- Traffic Speeds
- Trails
- Zoning
- Among Others



Base Map and GIS Map Preparation



Decision Matrix

- Allows comparison of alternatives against each other.
- Criteria need to be definable and measurable
 - Connectivity
 - Safety
 - Off Road / On Road Alternative
 - Environmental
 - Property Impacts
 - Cost

Healthy Communities



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





Values to Action

A photograph of a vibrant, pedestrian-friendly street scene. On the left, there are shops with awnings, including one with a sign that says "Espresso drinks". People are walking on the sidewalk, and a person is sitting at a small outdoor table. A woman in a green jacket is standing in the foreground, looking towards the camera. A blue car is parked on the street. The street is lined with trees and has a clear blue sky.

Gap Closure Trail Study
Dan Burden and Samantha Thomas
Blue Zones, LLC

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?



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

Two Ways To Grow

Portland, OR



Atlanta, GA



Property Taxes:

↓ 29%

↑ 22%

Air Pollution:

↓ 86%

↑ 5%

Neighborhood Quality:

↑ 19%

↓ 11%

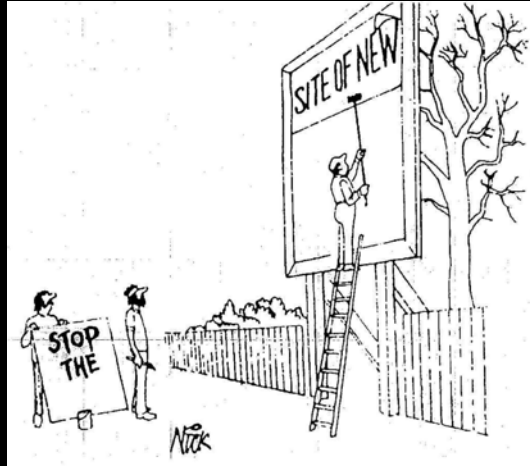




Many people are poised to oppose change.

Perhaps they lack trust, feel left out or unable to communicate or be heard.

The net result -- it is essential to improve public process if good projects are to go forward.



Aging In Place



Where would you rather walk? Why?



The street is the river of life of the city, the place where we come together, the pathway to the center.

William H. Whyte

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.*

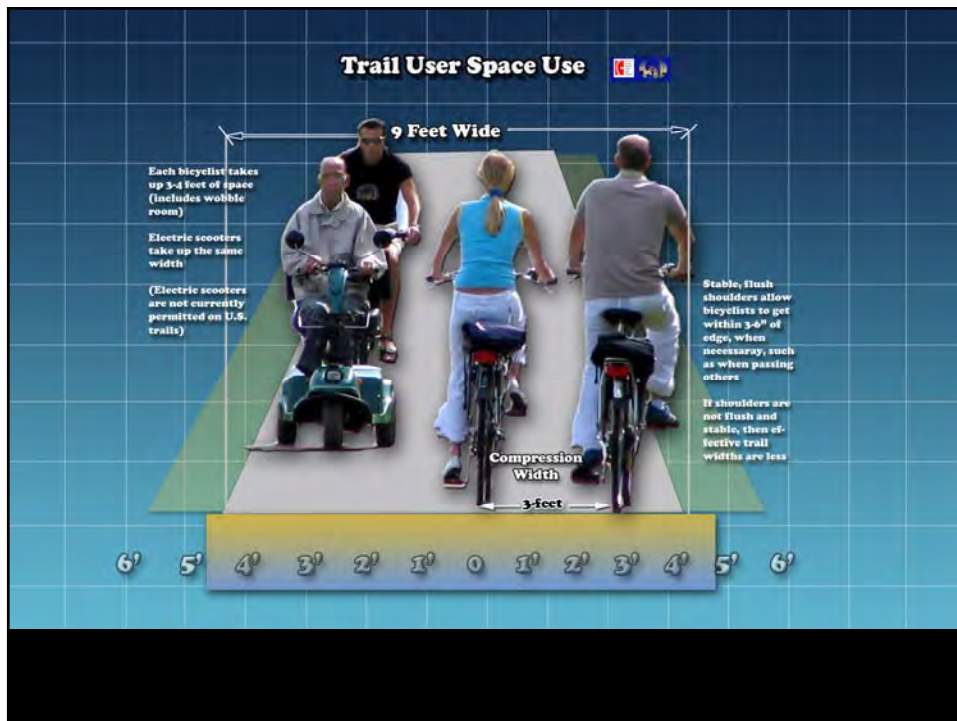
(National Association of Home Builders)

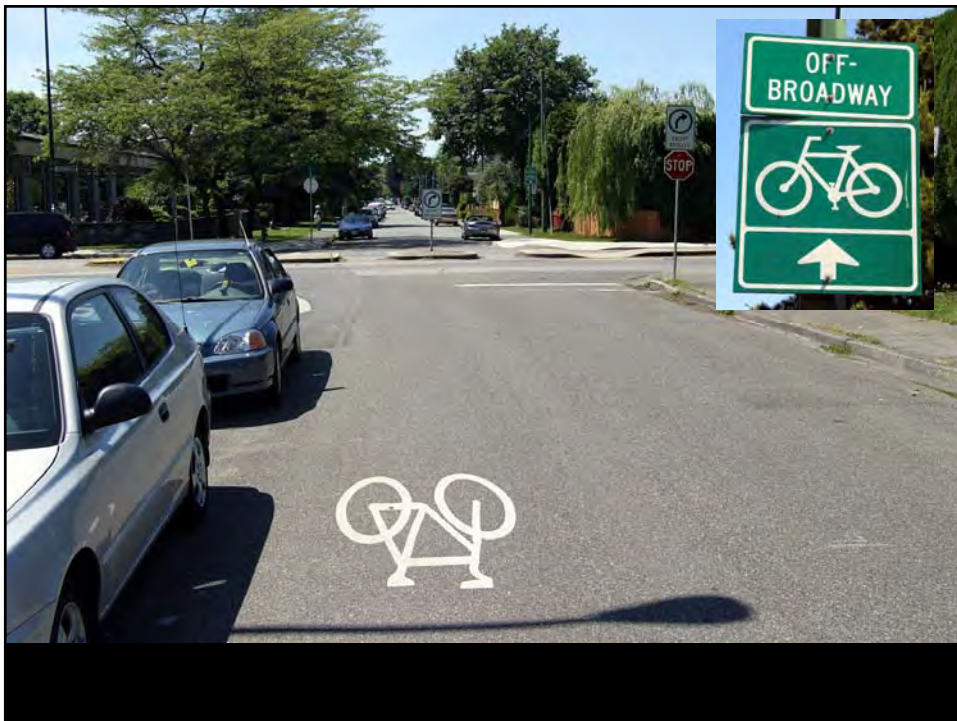


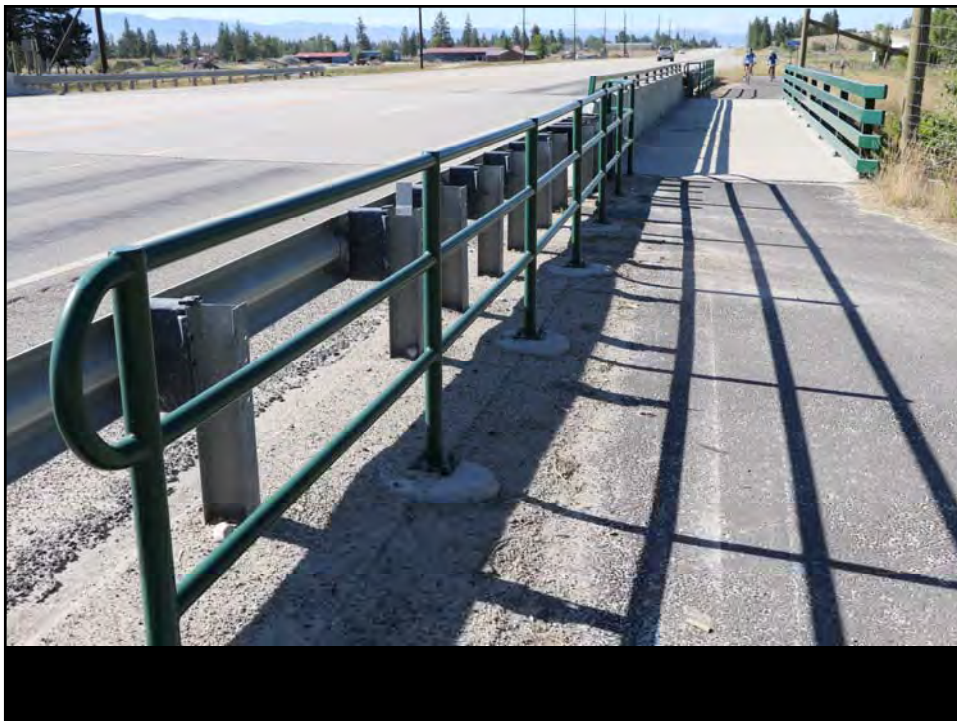
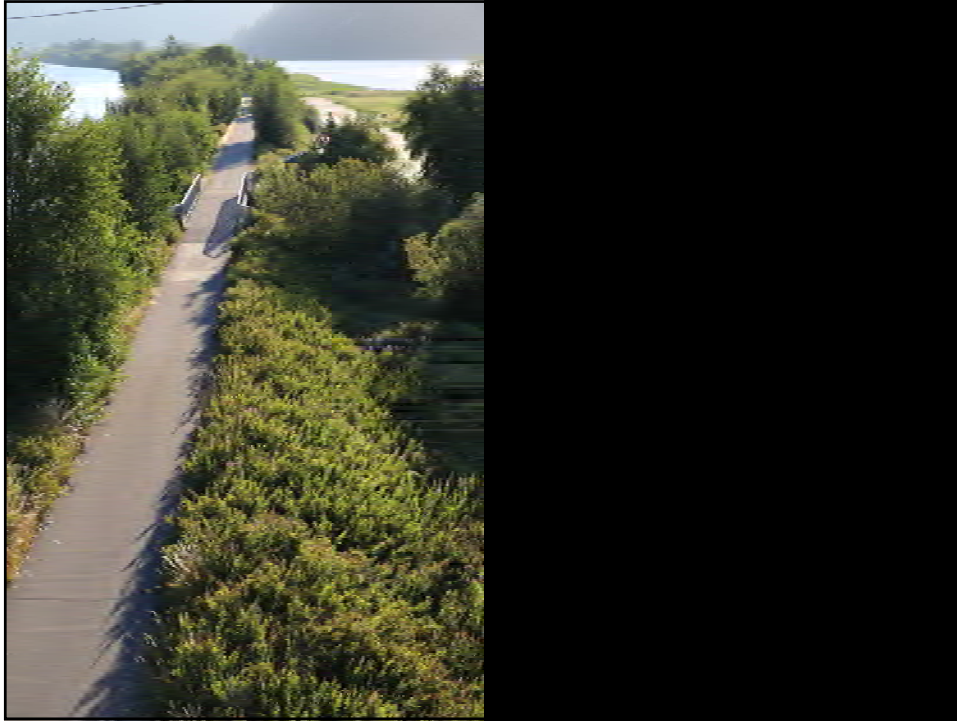
Fennelin Falls, Ontario

Create a Vision for Greenway Development

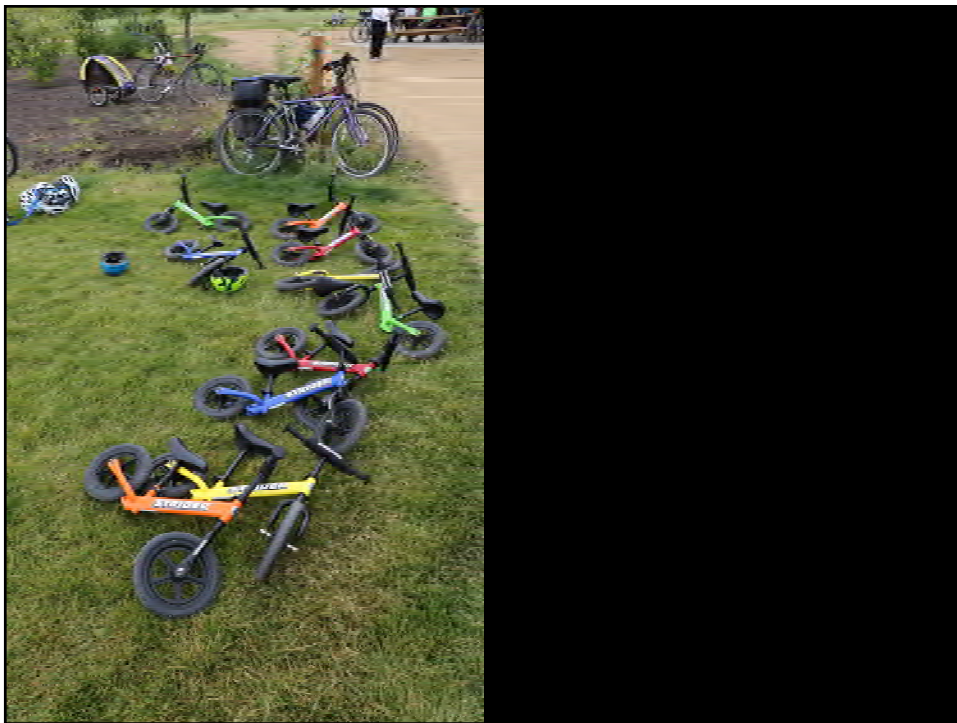
- **Recreation** (exercise, play, discovery, adventure)
- **Transportation Access** (school, work, errands, visiting)
- **Transportation Equity**
- **Health, wellness, fitness**
- **Tourism, economic development**
- **Social** (interaction, association, sharing)
- **Economic stability and growth**

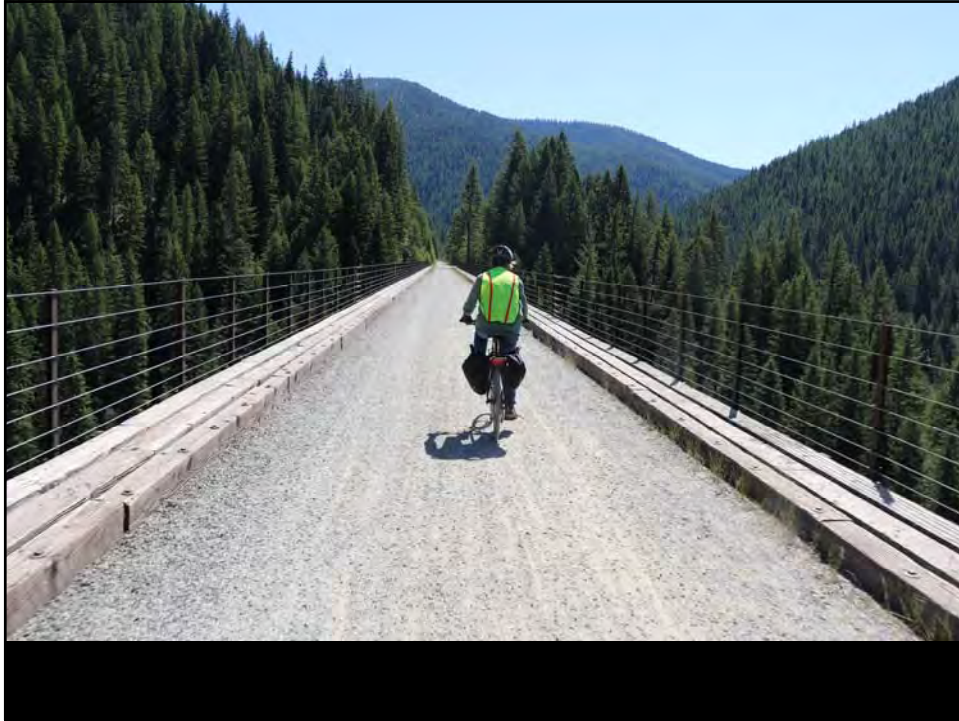














Recreation

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 St Lucie's tree canopy - and provide opportunities for environmental education.



Social

The St Lucie County 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



Bike Lanes

Neighborhood Streets





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

Decision Matrix

- Connectivity
 - What does the trail connect to – Schools, Recreational Areas, Commercial Locations, Cultural Resources
- Safety
 - Number of Conflicts along the trail – How many Commercial Driveways, Intersections, Mid-Block Crossings are there
- Off Road / On Road Alternative
 - Off Road, Multi-use Trail, Separated Bike Lane, On Road, Bicycle Lane, Shared Lane (Sharrow). If on road type of road? Route 10 or a local neighborhood Street
- Environmental
- Property Impacts
- Cost

Decision Matrix

- Connectivity
- Safety
- Off Road / On Road Alternative
- Environmental
 - How much wetland impact
 - Percent in 100 year floodplain
 - Negative affect on Cultural Resources
 - Impact Hazardous Material locations
 - How much additional impervious surface (pavement) in being proposed
- Property Impacts
- Cost

Decision Matrix

- Connectivity
- Safety
- Off Road / On Road Alternative
- Environmental
- Property Impacts
 - Number of Private properties
 - Number of Public Properties
- Cost
 - How much will the trail cost.
 - Based on recent Bids from CTDOT for off road / on road alternatives
 - A cost per crossing / intersection will be used

Decision Matrix

- What is the most important to you?
- Any we missed?

Draft Decision Matrix - Gap Closure Study

Alternative Alignment	Connectivity				Safety			On Road				Off Road	
	Access	Access Points	Access Location	Access Frequency	Access Type	Access Location	Access Frequency	Access Type	Access Location	Access Frequency	Access Type	Access Location	Access Frequency
Alternative 1													
Alternative 2													
Alternative 3													

Interview

- What kind of city do you want to live in? Leave for your children/ grandchildren?
- How do you want to move around your city? Get to shops? School?
- What do you think the role of the car in your city is?
- What do you think the role of the bike in your city is?

Next Steps?

- Review what we hear today
- Begin to look at alternatives for Closing the Gap in Plainville and New Britain
- Keep everyone updated through the website and e-mail blasts
- We will be back for Public Meetings in the Beginning of October

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Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Mark Jewell, AICP | mjewell@vhb.com | 860.807.4326

Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224





Meeting Notes

Place: Plainville Town Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: July 25, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Steering Committee Meeting #2, 3pm-5pm
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Study)

ATTENDEES

Name	Organization	E-mail Address
Steering Committee Member		
Matt Blume	Town of Farmington	blumem@farmington-ct.org
Jim Cassidy	Farmington Valley Trails Council / Plainville Greenway Alliance	james_p_cassidy@mac.com
Mark DeVoe	Town of Plainville	devoe@plainville-ct.gov
Bruce Donald	East Coast Greenway Alliance	rbd1414@hotmail.com
Carl Gandza	City of New Britain	cgandza@newbritainct.gov
Laurie Giannotti	CT Department of Energy and Environmental Protection	laurie.giannotti@ct.gov
Jim Grappone	Town of Southington	grapponej@southington.org
Sue Jacozzi	Plainville - Southington Health District	sjacozzi@pshd.org
Maureen Lawrence	CT Department of Transportation	maureen.lawrence@ct.gov
Robert Lee	Town of Plainville	relee@plainville-ct.gov
Tim Malone	Capitol Region Council of Governments (CRCOG)	tmalone@crcog.org
Mark Moriarity	City of New Britain	mark.moriarty@newbritainct.gov
Grayson Wright	CT Department of Transportation	grayson.wright@ct.gov
Kevin Tedesco	CT Department of Transportation	kevin.tedesco@ct.gov
Consultant Team		
David Head	VHB	dhead@vhb.com
Andrea Drabicki	VHB	adrabicki@vhb.com
Mark Jewell	VHB	mjewell@vhb.com
Geoffrey Morrison-Logan	VHB	GLogan@VHB.com
Dan Burden	Blue Zones	dan.burden@bluezones.com
Samantha Thomas	Blue Zones	samantha@bluezones.com

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Mr. Head began the meeting by introducing the VHB team present at the meeting, Andrea Drabicki, Mark Jewell, Dan Burden and Samantha Thomas. He then laid out the reason for the meeting and led introductions by the members of the Steering Committee (SC) present. Mr. Head then reviewed the Objectives of the Study:

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

He then proceeded to review the Vision Statement as crafted and voted on by the Steering Committee:

“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 CTfastrak 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.”

Mr. Head next provided an update to the scope of work and schedule:

- Project Management (On Going)
- Public Engagement Program (On Going)
- Data Collection / Base Map Creation (Complete)
- Assessment of Existing Conditions (On going)
- Identification of Alternatives
- Implementation Plan
- Final Report

Additional project milestones included:

- Website is up and live: www.gapclosurestudy.com
- Survey #1 is posted on the project website on the Participate page:
<http://www.gapclosurestudy.com/participate.asp> **Error! Hyperlink reference not valid.**

Mr. Burden then gave a short presentation on bicycle and pedestrian treatments that can be used for closing the gap in these communities. The presentation touched on best practices from around the country and discussed which of these have worked well in other parts of the country. He also noted that people do want choices and that data exists to support the economics of trails and that walkability investments are being considered by people when considering to work and live in a community.

The next topic discussed was the Decision Matrix for the Study. Mr. Head stated that VHB had developed a draft of the matrix and provided the draft to the CRCOG for review and comment. Mr. Head indicated that the matrix would be used to objectively evaluate alternatives against each other and that the matrix criteria needed to be definable and measurable. The decision matrix criteria developed by VHB include the following:

- Connectivity
- Safety
- Off Road/On Road Alternative
- Environmental

- Property Impacts
- Cost

The alignment with a higher score will ultimately be determined as the “preferred alignment”. Each community will receive their own preferred alignment. The weighting scale will be from zero (0) to ten (10), whereas;

Zero (0) – Of low benefit or high negative impact

Ten (10) – Of high benefit or low negative impacts

Mr. Head then reviewed each of the decision matrix criteria beginning with connectivity. Mr. Head stated that connectivity would be measured by the number of schools, recreational areas, commercial locations, and cultural resources within a ¼ mile of a proposed alignment.

- 1.) Schools
- 2.) Recreational facilities – Parks, Linear Trails, Open Space
- 3.) Commercial Locations – Town/City Center, Neighborhood Centers, Technology Parks, Office Parks
- 4.) Cultural Resources – Museums, Historical Locations, Religious Institutions, Cultural Centers

There was general consensus on the list of items to be reviewed for connectivity (above), however, there was one comment regarding how many people (population) would be within ¼ mile of an alternative. It was noted that population would be added to the matrix.

Mr. Head continued with the matrix criteria, indicating that the safety criteria would evaluate the number of traffic conflicts along the trail, specifically, how many commercial driveways and how many intersections are crossed, as well as, how many mid-block road crossings there are. Several members of the Committee requested that security be added as a criteria for the trail. The security of the trail will be a key factor in getting people to use the trail, which will in turn improve the security by becoming self-policing, e.g. “eyes on the trail”. Mr. Head noted that this had been discussed by the study team but was not added because it can be a very subjective rating criteria. He noted that for example the type of facility that one person feels secure on can be very different than another. However, based on the SC input the consultant team will work up a definition so that security can be added to the matrix.

The next criteria discussed was how much of the proposed alignment would be off road or on road. Several members of the Committee noted that it would be helpful if definitions and images were provided for the facilities so that everyone had a clear understanding of what was being discussed. Mr. Head indicated that he would provide the necessary information so everyone would have a clear understanding of the various types of treatments. The general consensus from the Committee was that an off road facility would be the most sought after type for this project. It was also suggested by the committee that three categories of trail types could be used: on-road, off-road, and multi-use trail.

Another item that was discussed was the comfort and aesthetics of the trail and how this should be assessed. A discussion ensued as to what could comfort be rated on, several items discussed were: how close to a high traffic road the facility was, how much shade was provided, are there amenities along the trail such as benches, viewing

areas, etc. Mr. Head noted this would be identified through other criteria such as on-road / off road facilities, connectivity and others, but it would be stressed throughout the process that the trail has to be designed to be a comfortable facility, e.g. shade trees, etc.

Mr. Head next presented the environmental criteria. Trail alternatives will be evaluated on wetland impact (percentage of trail within wetlands), impact to the 100-year floodplain (percentage of trail in or out of the floodplain), negative affect on cultural resources, impacts to hazardous materials locations, and additional impervious surface (pavement) being added. There was a good discussion of which items if any from this criteria should be included at all in the initial rating of alternatives, the reason behind this was that any impact can be mitigated in some fashion. Several members thought that the Environmental Criteria should be taken out until more detailed assessment will be performed after the alternatives are reduced to 2 or so for each gap closure (Plainville and New Britain). It was finally decided to leave this criteria in, but make the weighting for this not as important as other criteria for the initial round of alternatives.

Mr. Head went on to discuss the property impact criteria. Property impacts will be evaluated on whether the property being impacted is publicly or privately owned. This impact is being defined as the center line of the trail being within 10 feet of a property line. Discussion ensued over this criteria regarding if it should be included for the first round of cuts of alternatives. It was noted that an alternative with a large amount of property impact may be a non-starter for the communities where these reside and that it should be left in. It was also noted that this impact would be a simple "this many properties may be affected" not a detailed assessment of the impact.

The last criteria to be evaluated is the cost. Each alignment developed will include the preparation of a conceptual design/construction cost estimate which will be developed from recently bid CTDOT projects. Included in the costs will be an estimate for the annual maintenance cost of the proposed facility. Several members of the team brought up examples of maintenance issues and indicated that sample maintenance cost data from existing trails is available. Several committee members noted that cost is the least important part of creating a "world class" facility and felt that cost should not be reviewed as part of the initial alternative selection. After discussion it was determined to leave this in because the cost of the project could have a large impact to a smaller community that does not have a large tax base / budget to cover a potential match to State or Federal funding. Similar to the Environmental Criteria is was decided to leave cost in but give it a lower weighting than other criteria.

At this time Mr. Head invited Dan and Samantha from Blue Zones to "interview" the Steering Committee to garner their insight. Each Committee member was asked a few questions about their community or organization to garner their thoughts on the study, and their answers were recorded for the consultant team's use. The initial question asked was "What are the issues in your communities that we should be aware of?" other follow-up questions were asked that varied based on the discussion. Some of the repeated messages that the Committee Members relayed were: the importance of interfacing with transit; designing for the condition you want to see instead of the existing conditions; being mindful of how the public will react to potential impacts near their homes; that on-road improvements may be necessary (it was suggested that the intersection of Routes 10 and 372 be analyzed); and that CTDOT had to use many techniques to engage the harder to reach populations in New Britain. Other comments from the Committee included, this is a facility for transportation / commuting not just recreation; the facility can improve the quality of life by allowing people to be active; an off-road facility is preferred; aesthetics

of the facility will be critical to get people using it; CTDOT is open to many new facility types for bicycle and pedestrian projects; a network of facilities is desired that allows users to go out their front door and get to the facility instead of taking their car to the trail; many of the users are using the existing facilities out of necessity (don't own a car); this project has the ability to revitalize the communities / have a positive economic benefit. This is a brief summary of the responses from the Committee, a full summary of information collected from this interview will be published in the Discovery Week report.

Next Steps

- VHB to finalize the Decision Matrix based on feedback received from the Steering Committee and additional information gathered during Discovery Week.
- The Study Team will develop the weighting for each of the decision matrix criteria and forward for review.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee / Technical Team Report Out Meeting

October 6, 2016, 10 AM – 11 AM

***Plainville Public Library, 56 East Main Street, Plainville, CT
Auditorium***

1. Welcome and Introductions
2. Public Comment
3. What we Learned
4. Next Steps
5. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

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241 Main Street, Hartford, CT 06106-5310



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

CRCOG, Plainville, Southington and New Britain

Workshop Reporting Meeting
October 6, 2016



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Purpose of Meeting

- Welcome and Introductions
- Review What We Heard
- Next steps
- Your Feedback



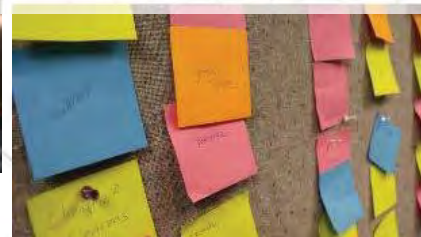


Plainville



New Britain





Our Values



WHY?



Active Transportation



Jobs



Age Friendly



Nature with Urban



WHY?



Universal Design



Safe Routes to School



Millenials/Lifestyle



Connectivity



Family



Vibrant Town Centers

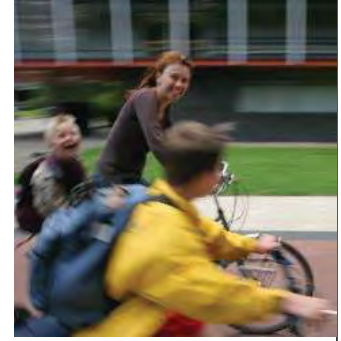


Non-Nuclear Families

WHY?



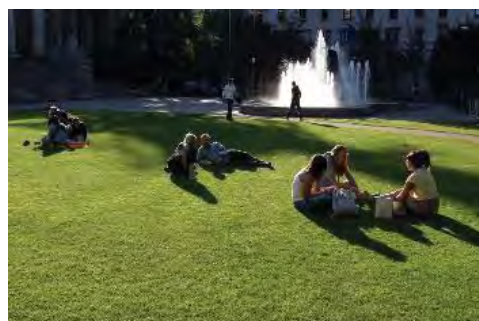
WHY?



WHY?



Transportation Equity



Placemaking



Safety



Social Exchange

WHY?



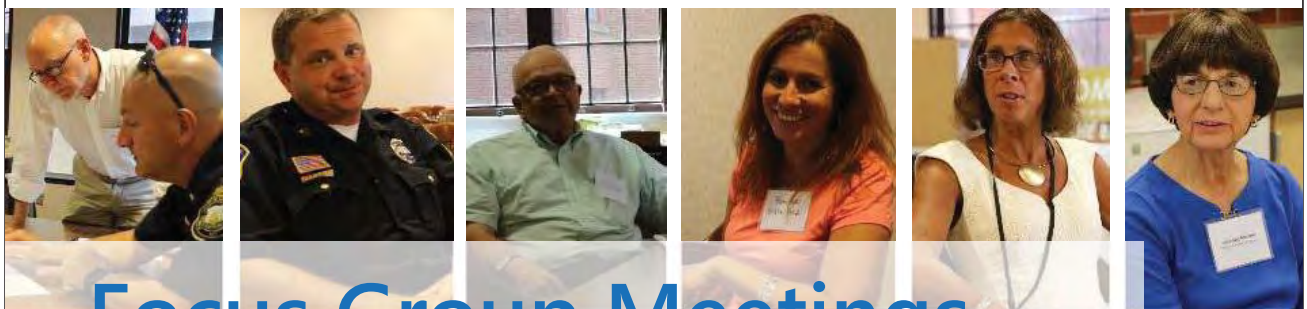
Long-Distance Bicyclists



Linkages Parks-to-Parks



Local Residents



Focus Group Meetings

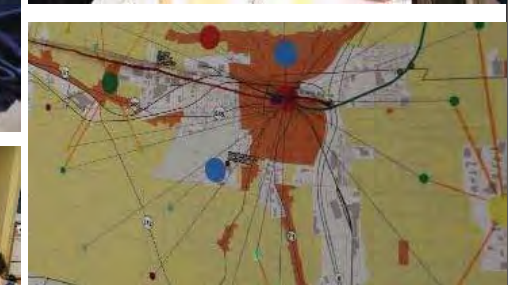




Plainville

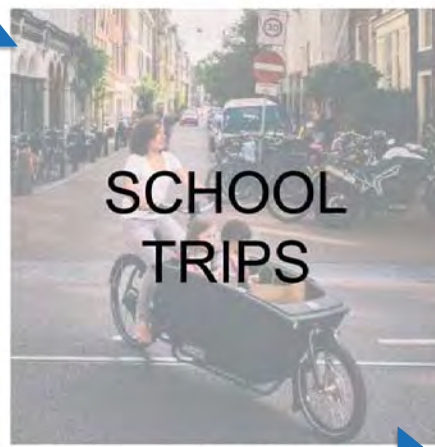


New Britain

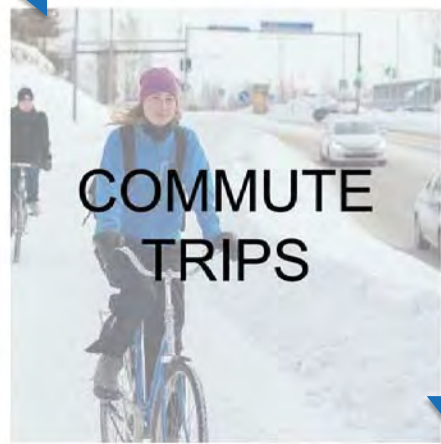




SHOPPING
TRIPS



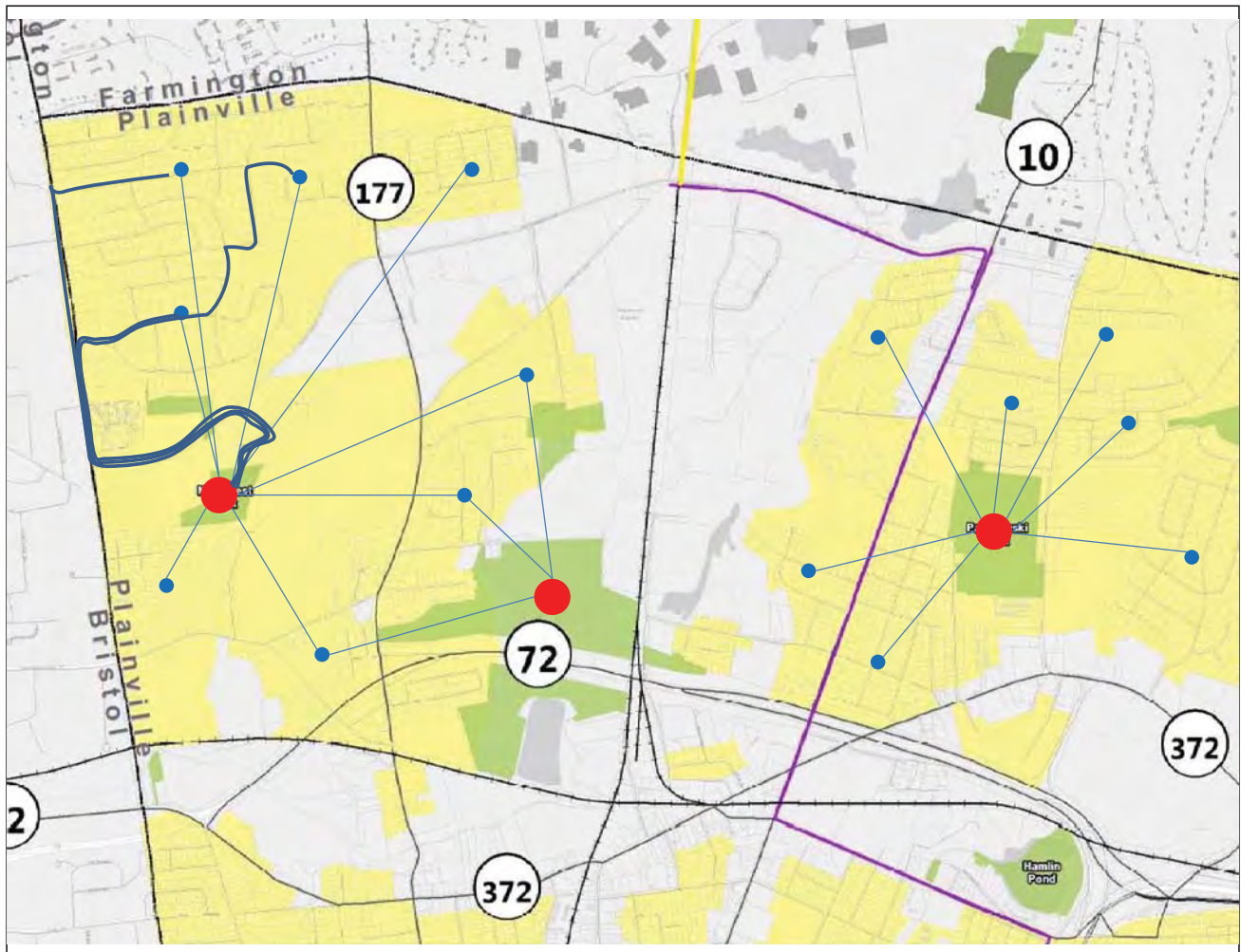
SCHOOL
TRIPS



COMMUTE
TRIPS

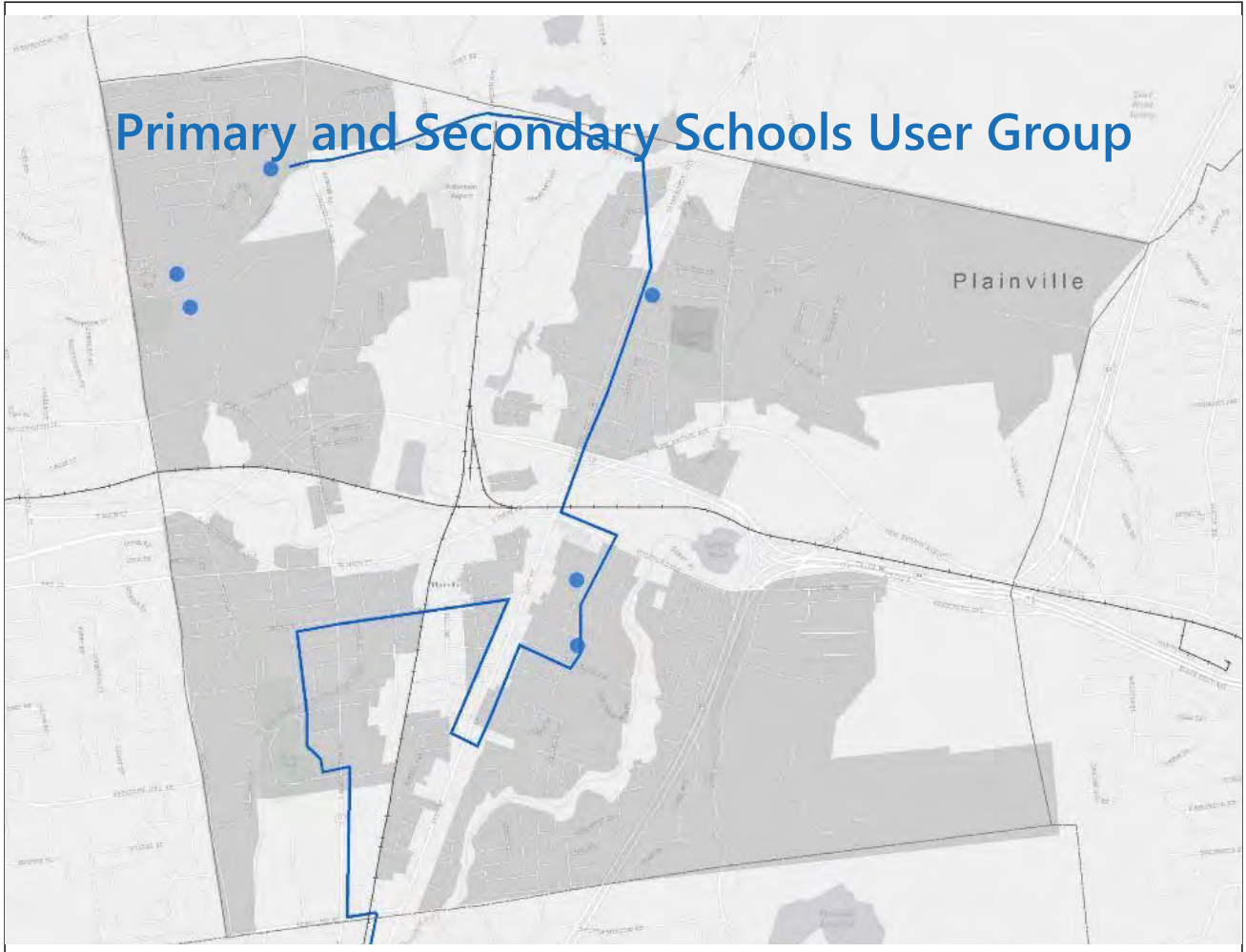


RECREATION
TRIPS

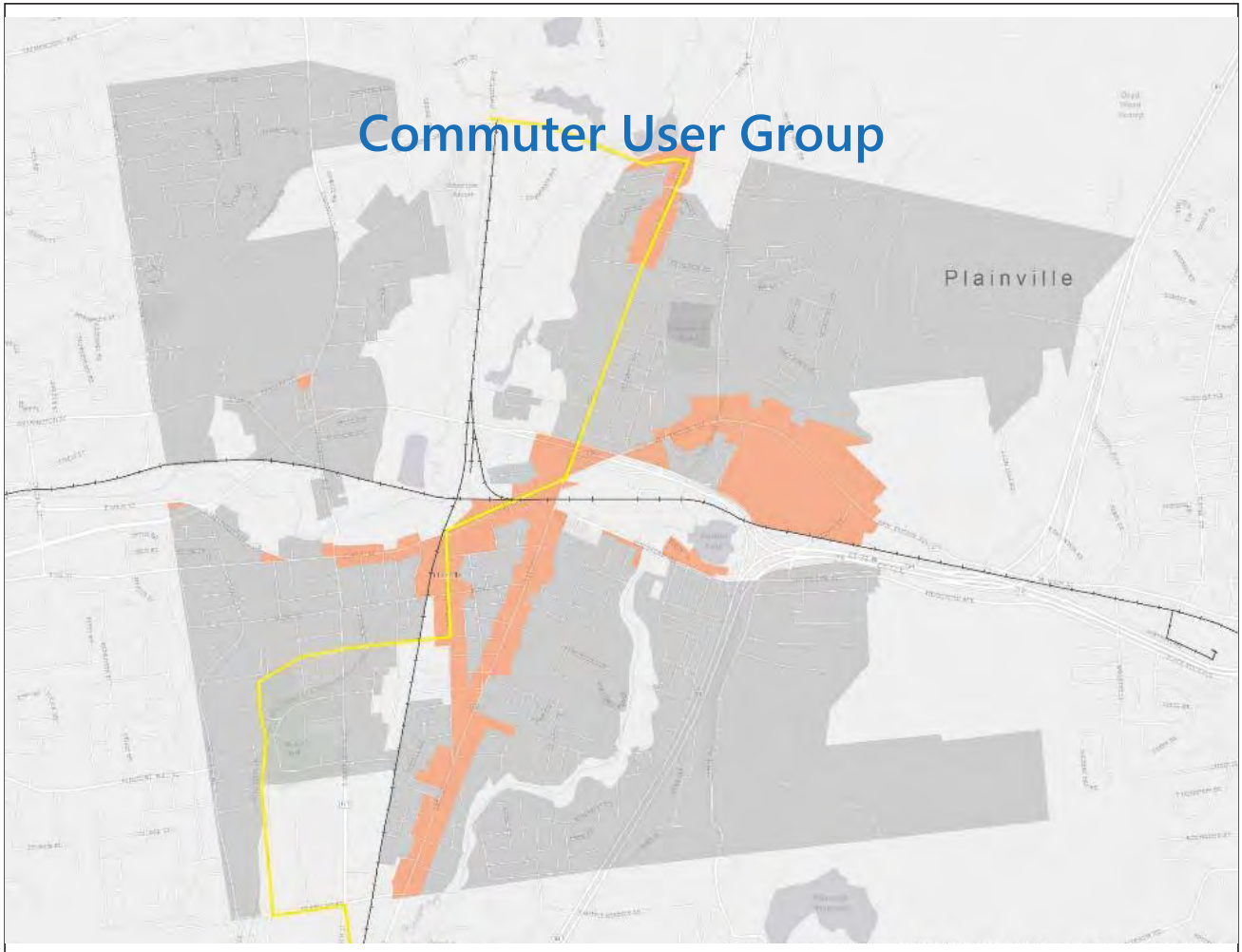


PLAINVILLE

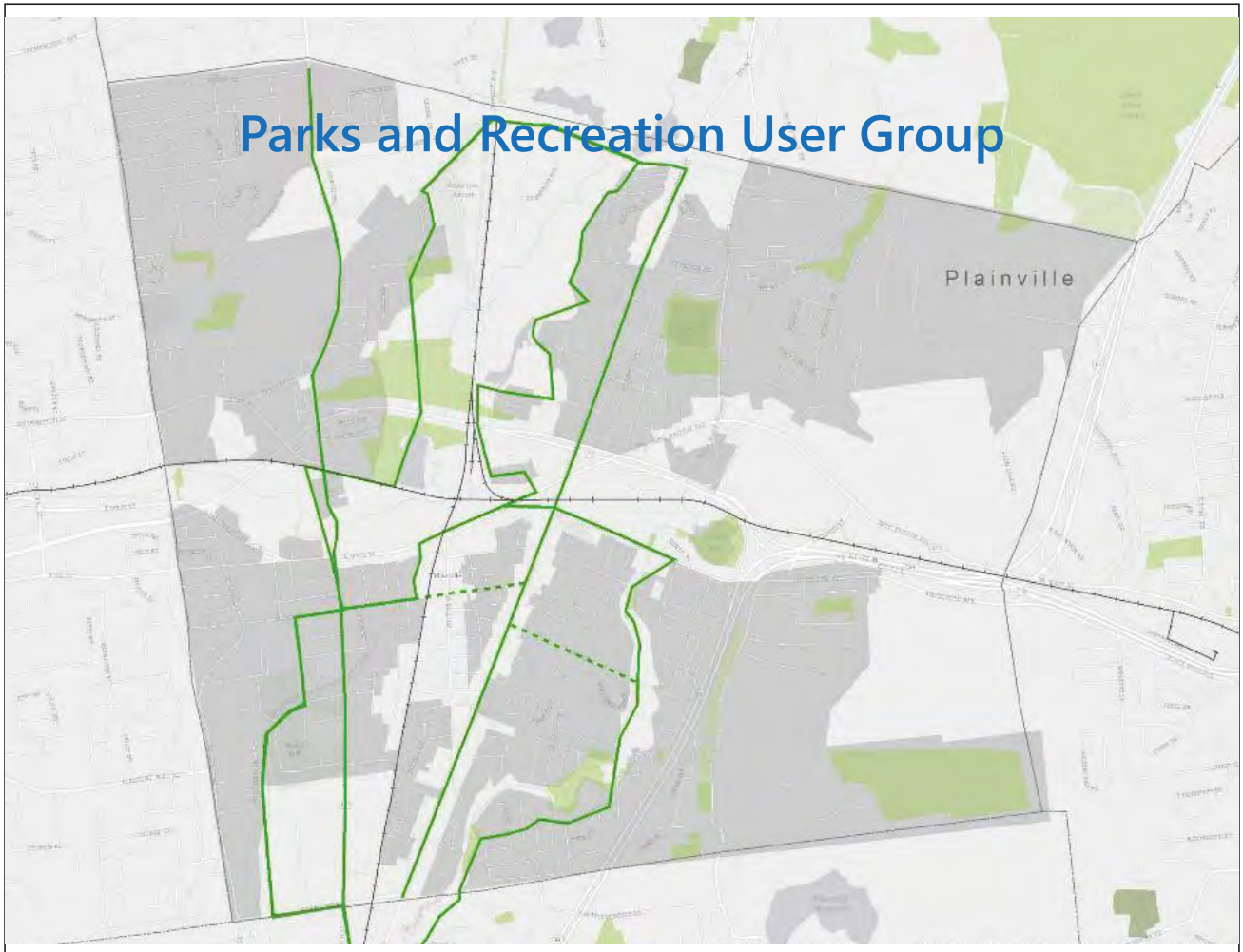
Primary and Secondary Schools User Group



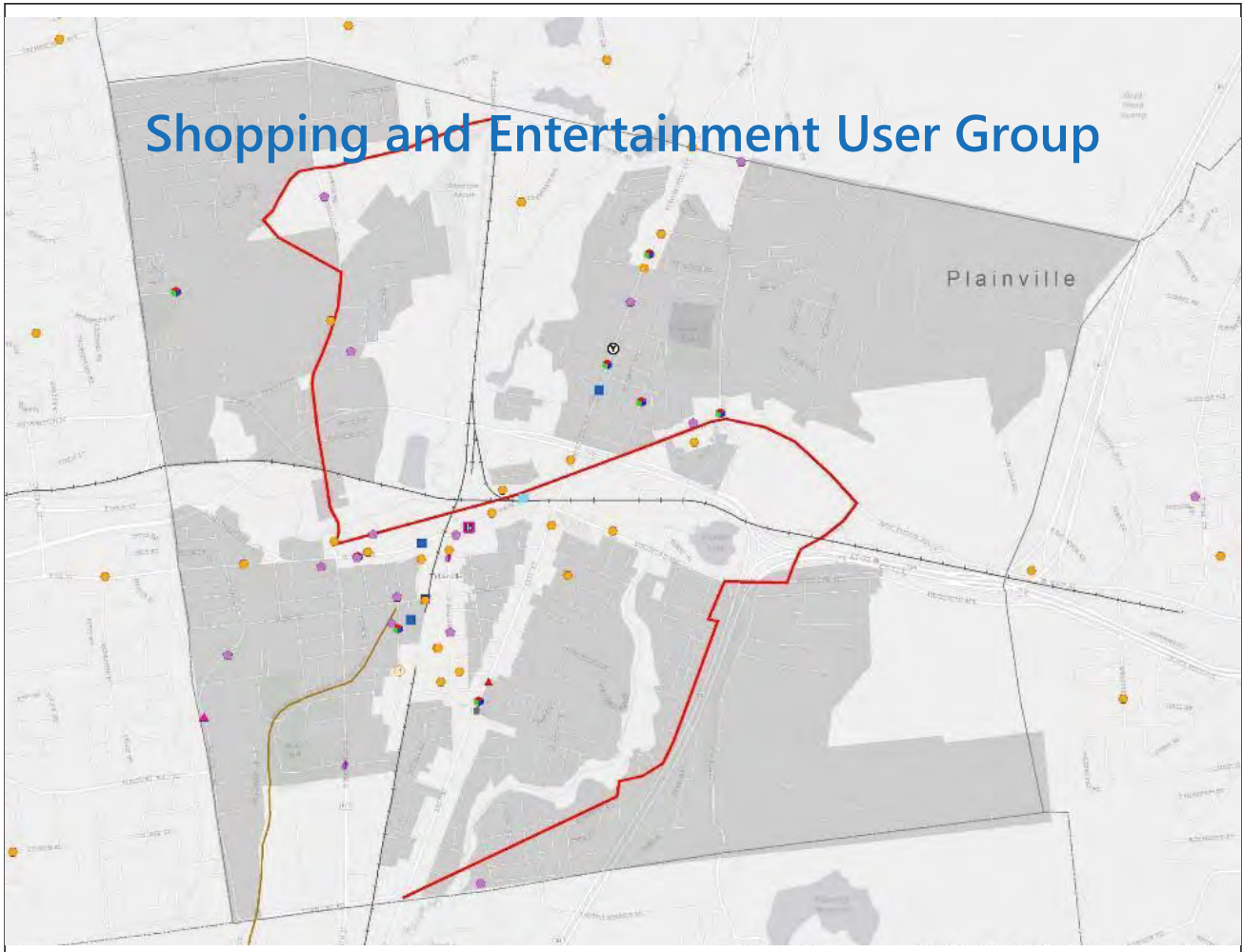
Commuter User Group



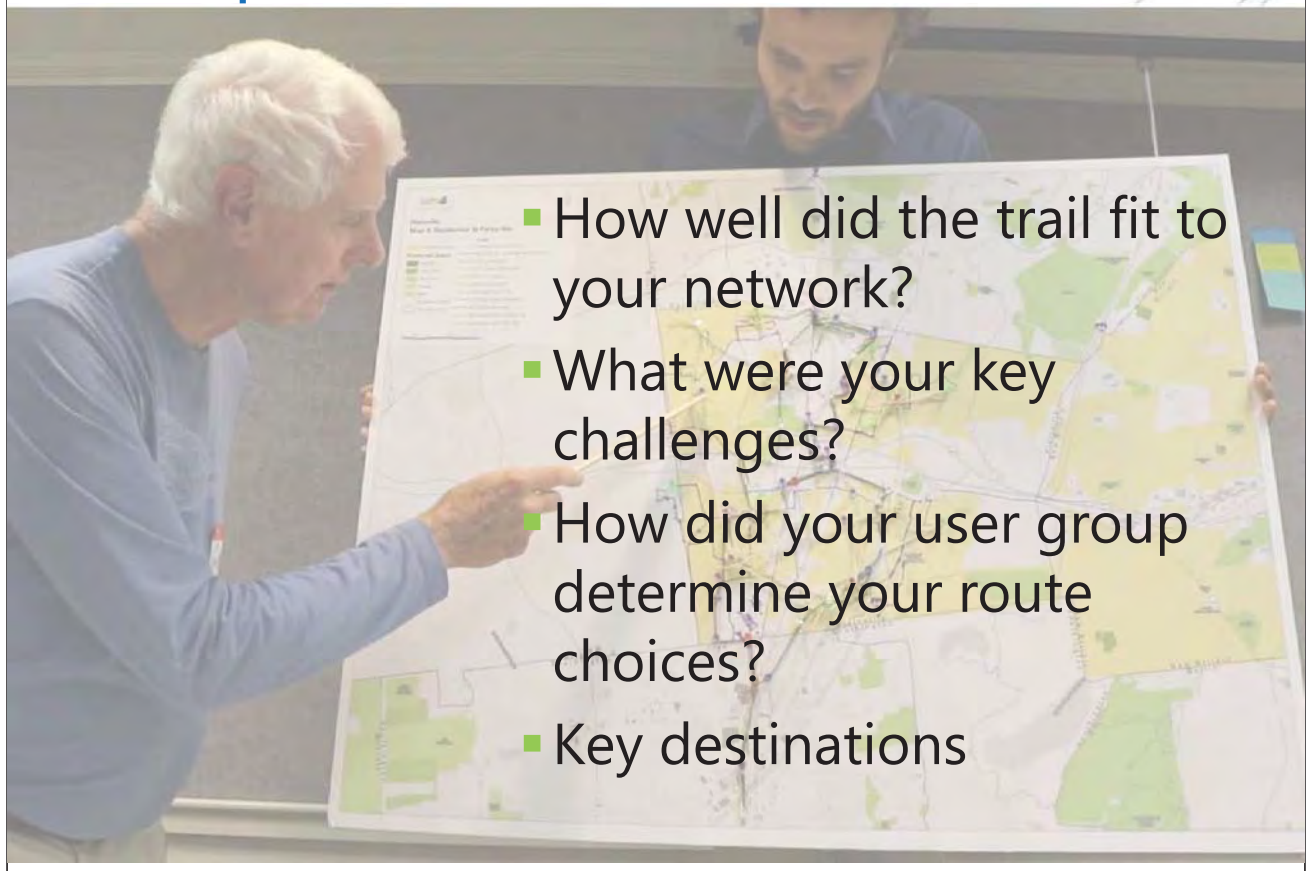
Parks and Recreation User Group



Shopping and Entertainment User Group



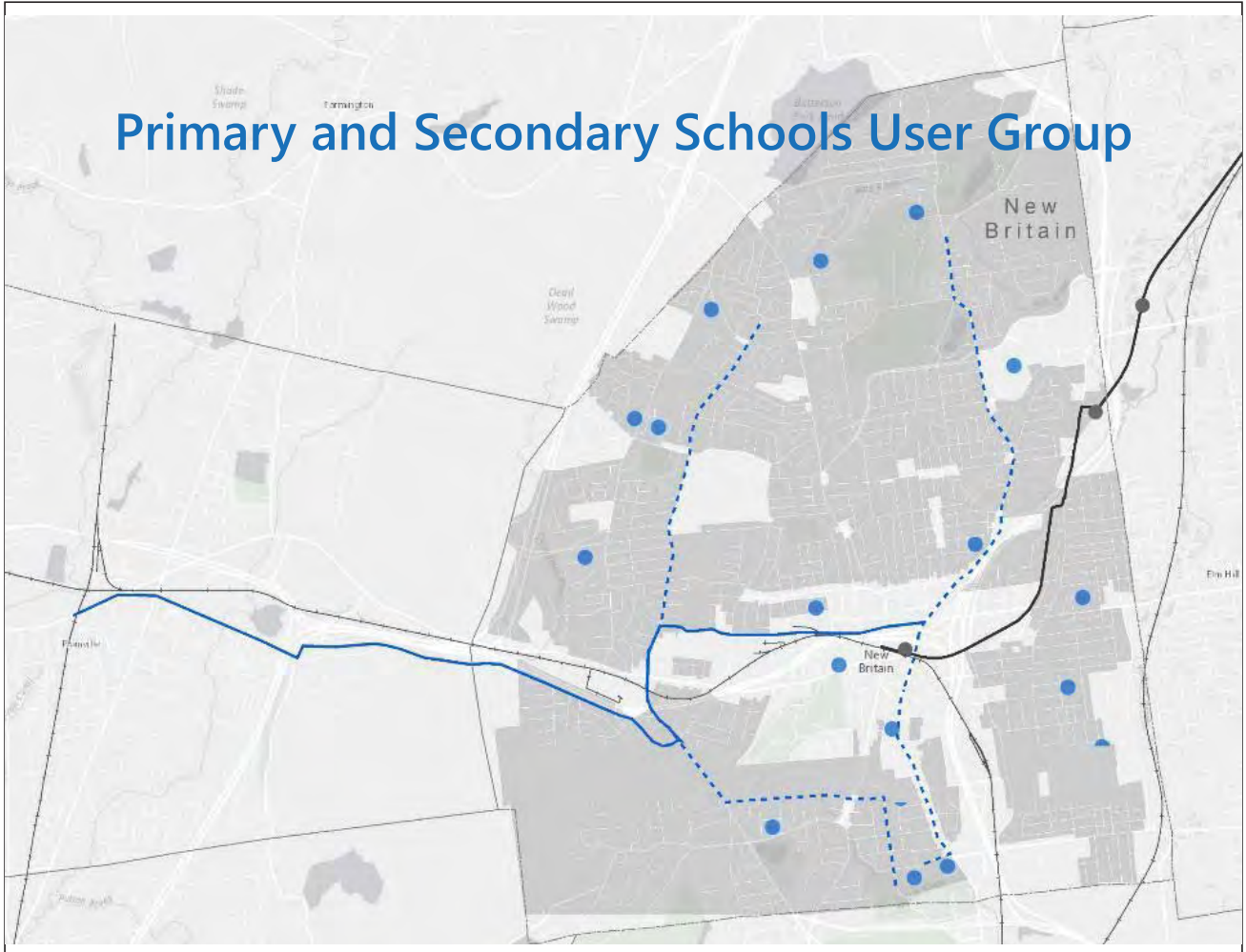
Report Back - Plainville



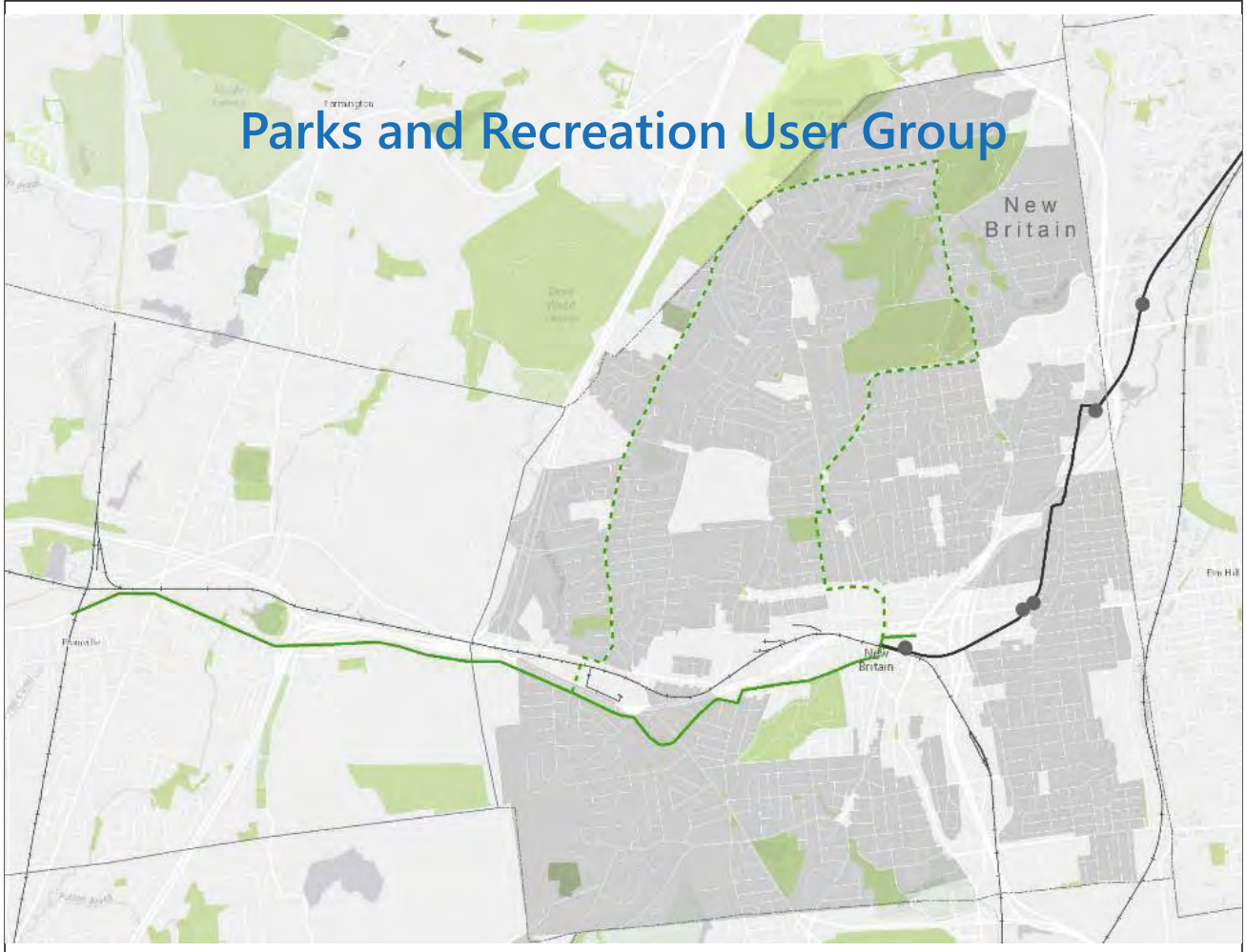
- How well did the trail fit to your network?
- What were your key challenges?
- How did your user group determine your route choices?
- Key destinations

New Britain

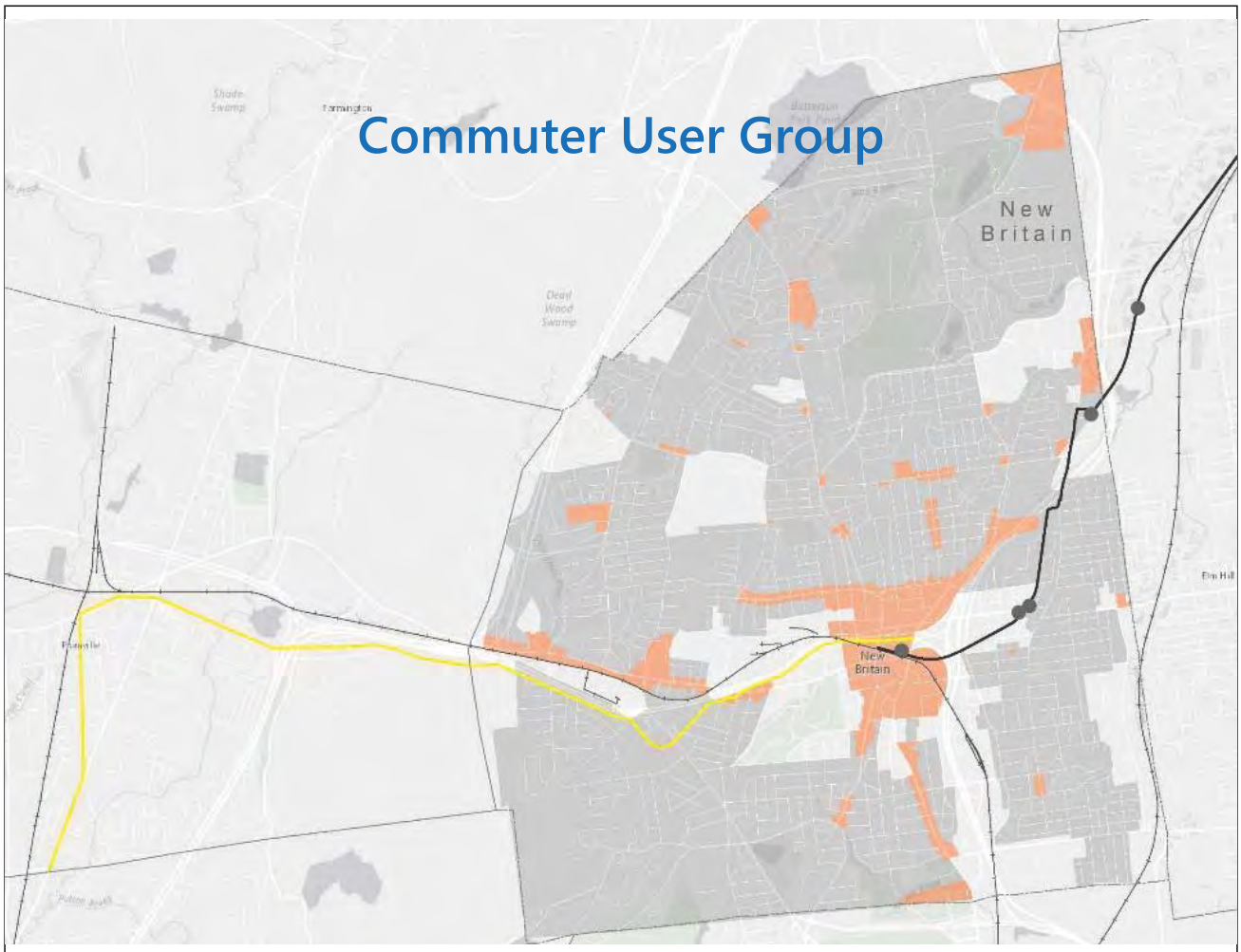
Primary and Secondary Schools User Group



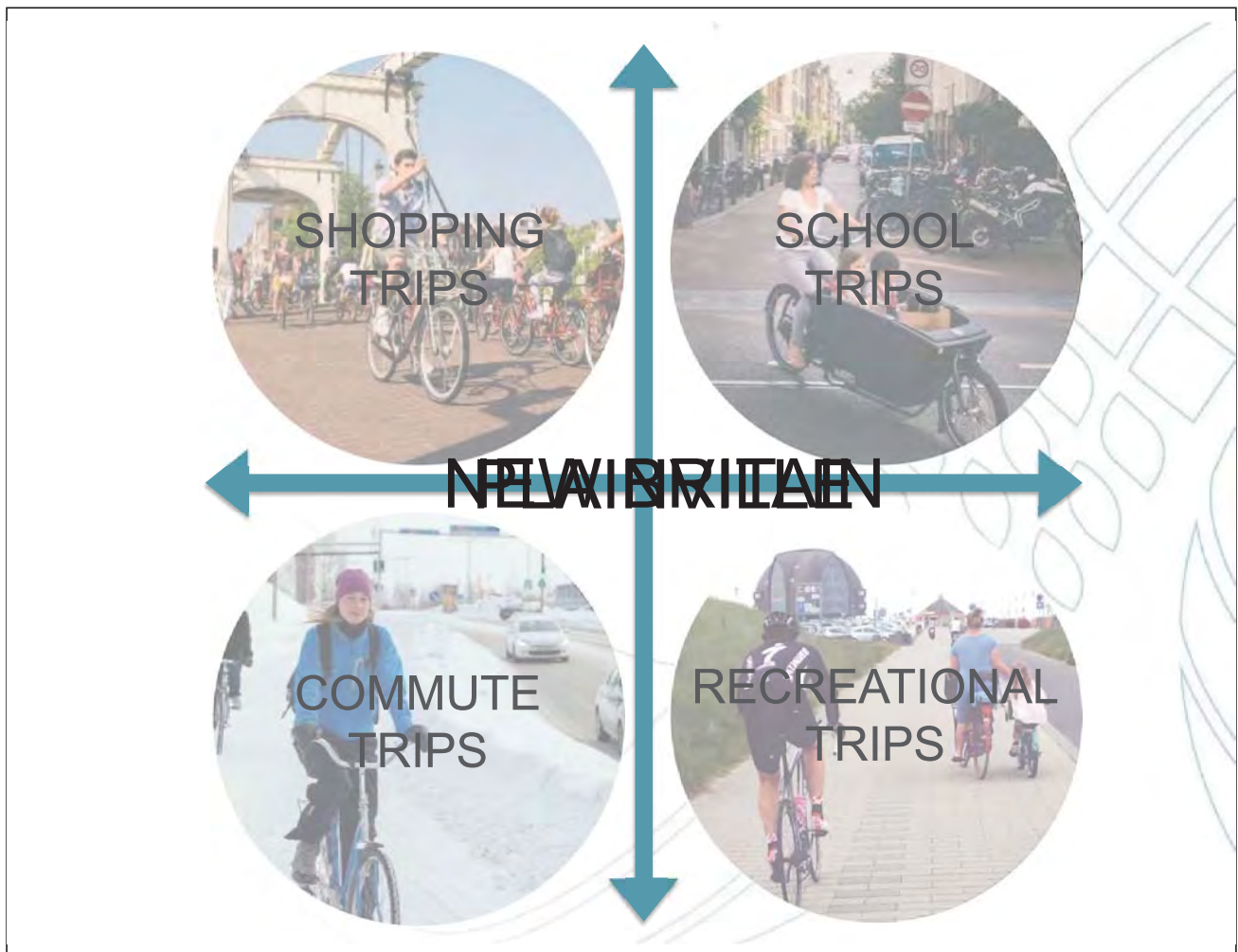
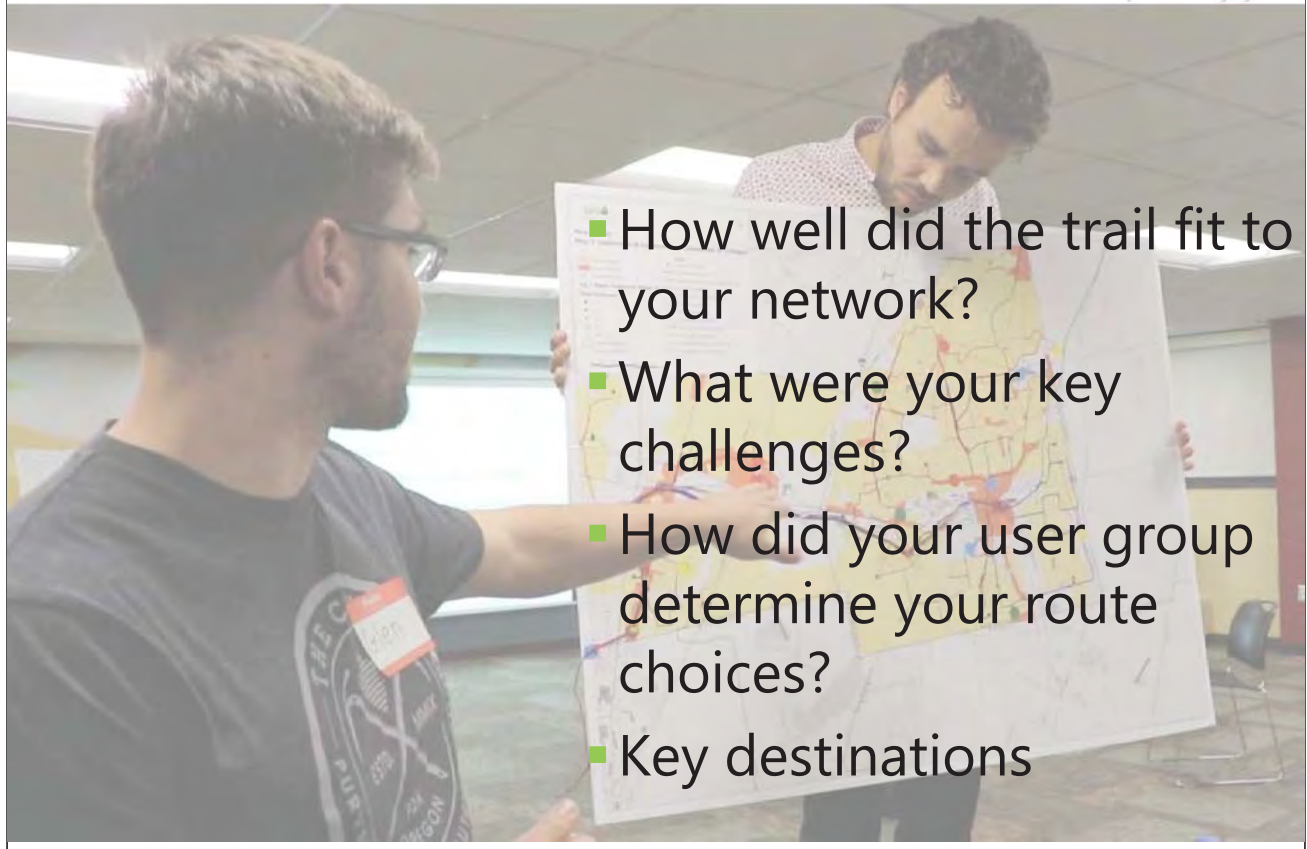
Parks and Recreation User Group



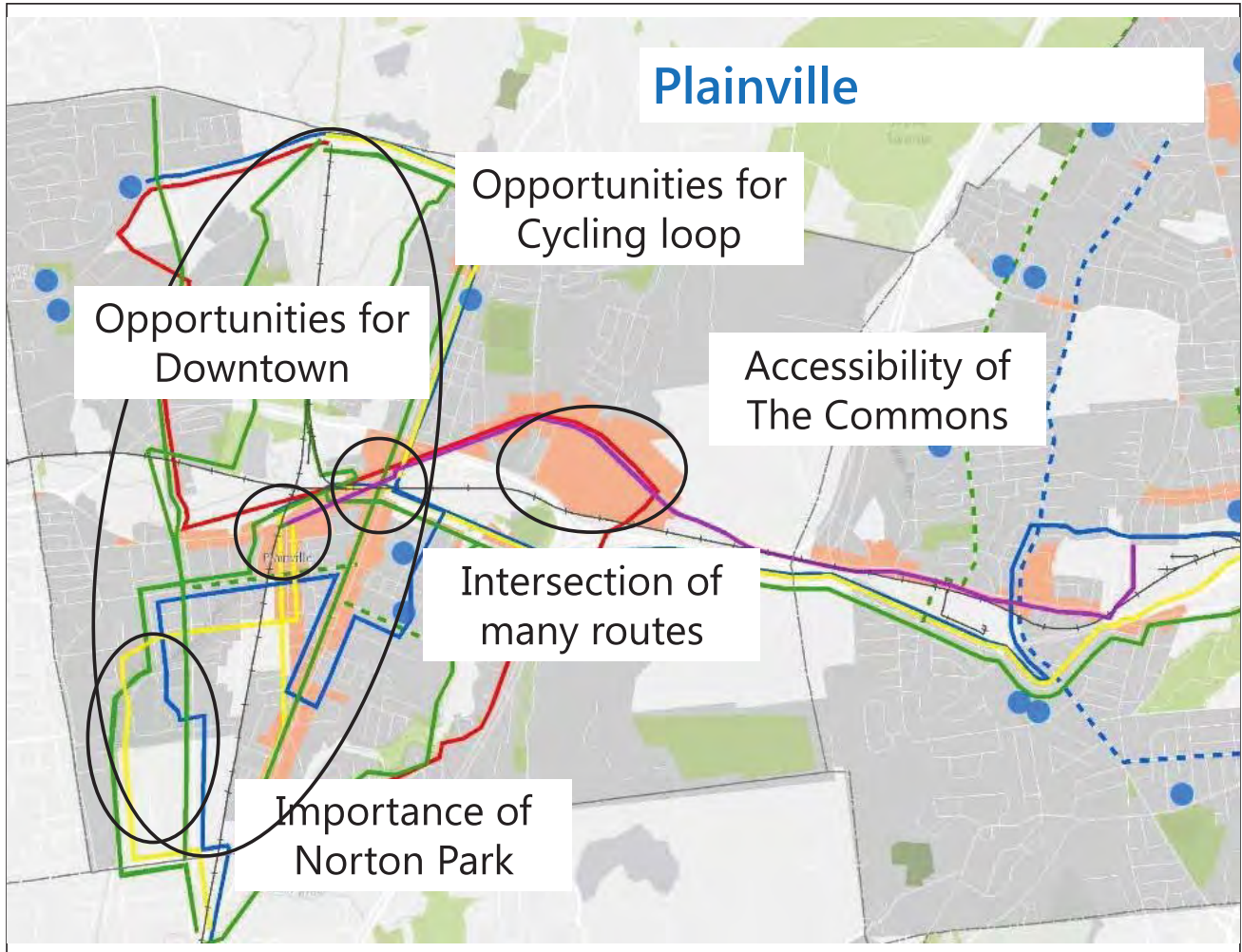
Commuter User Group



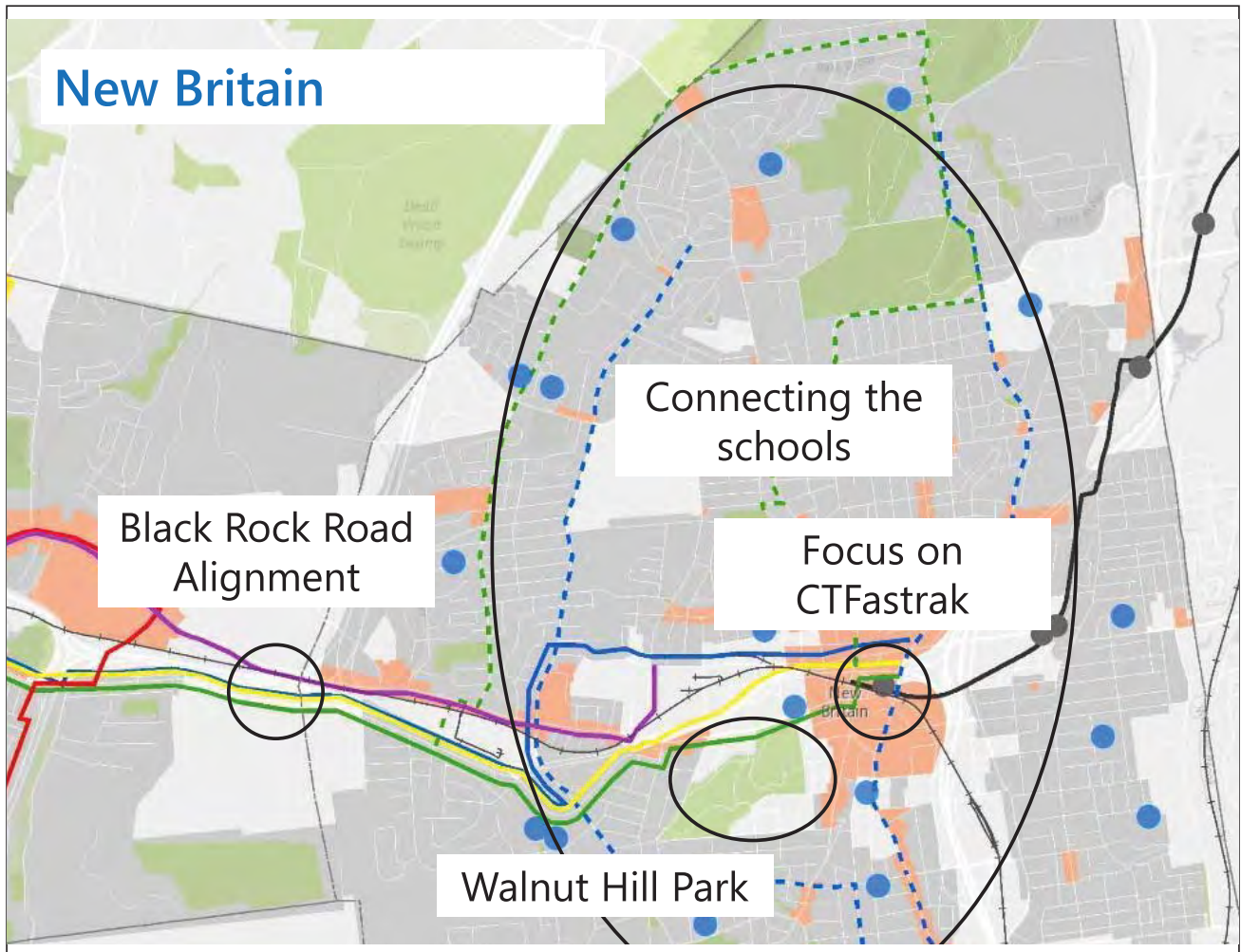
Report Back – New Britain

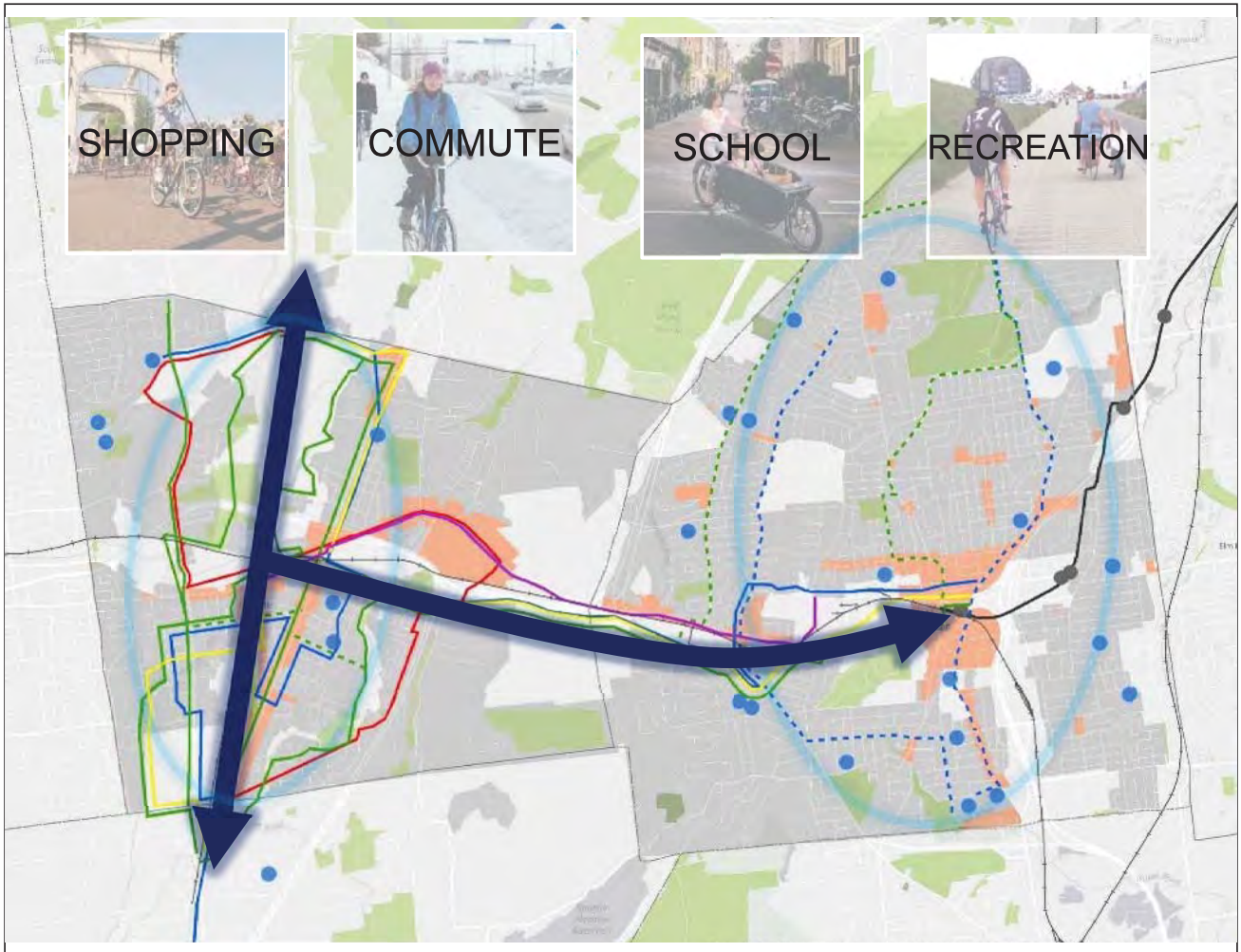
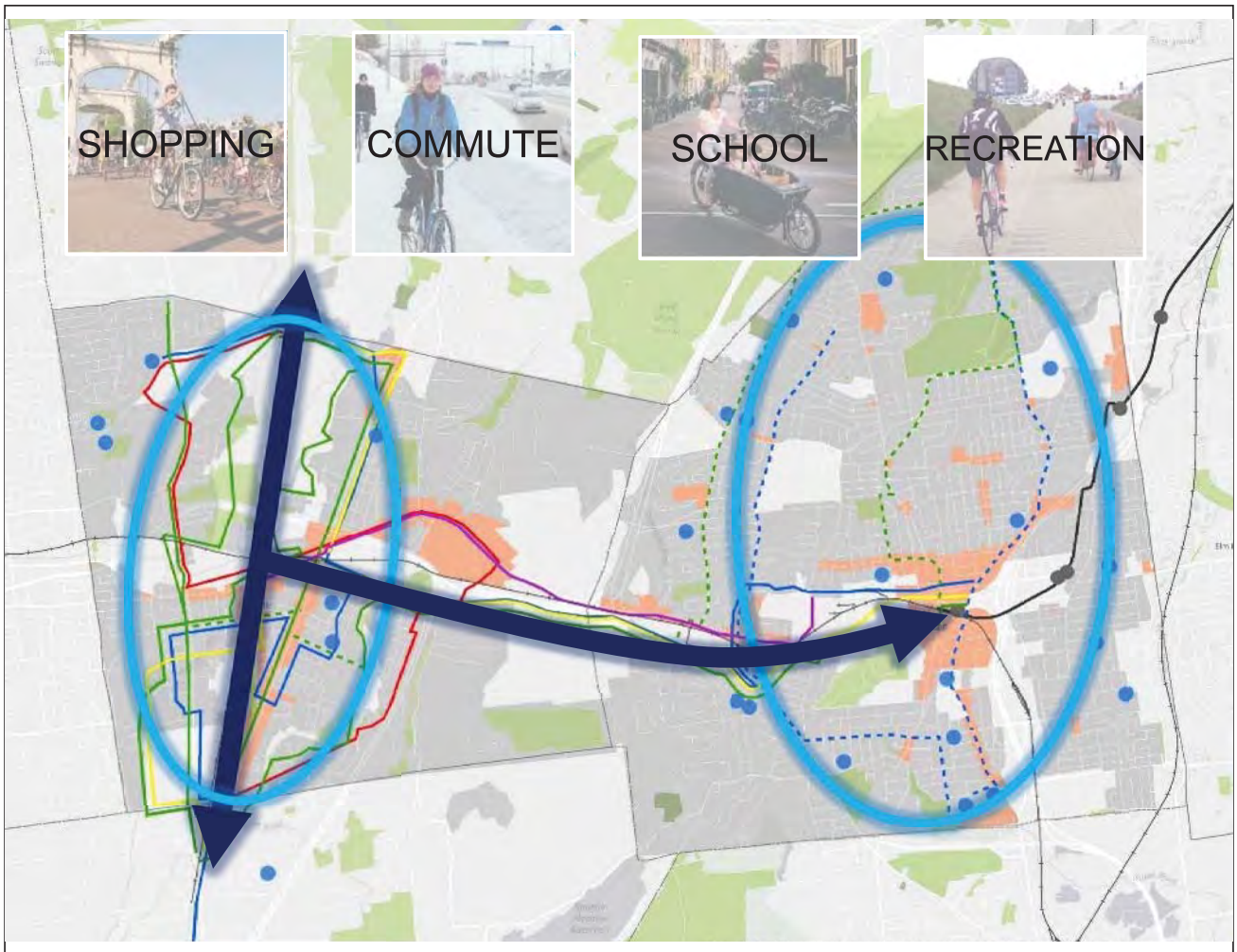


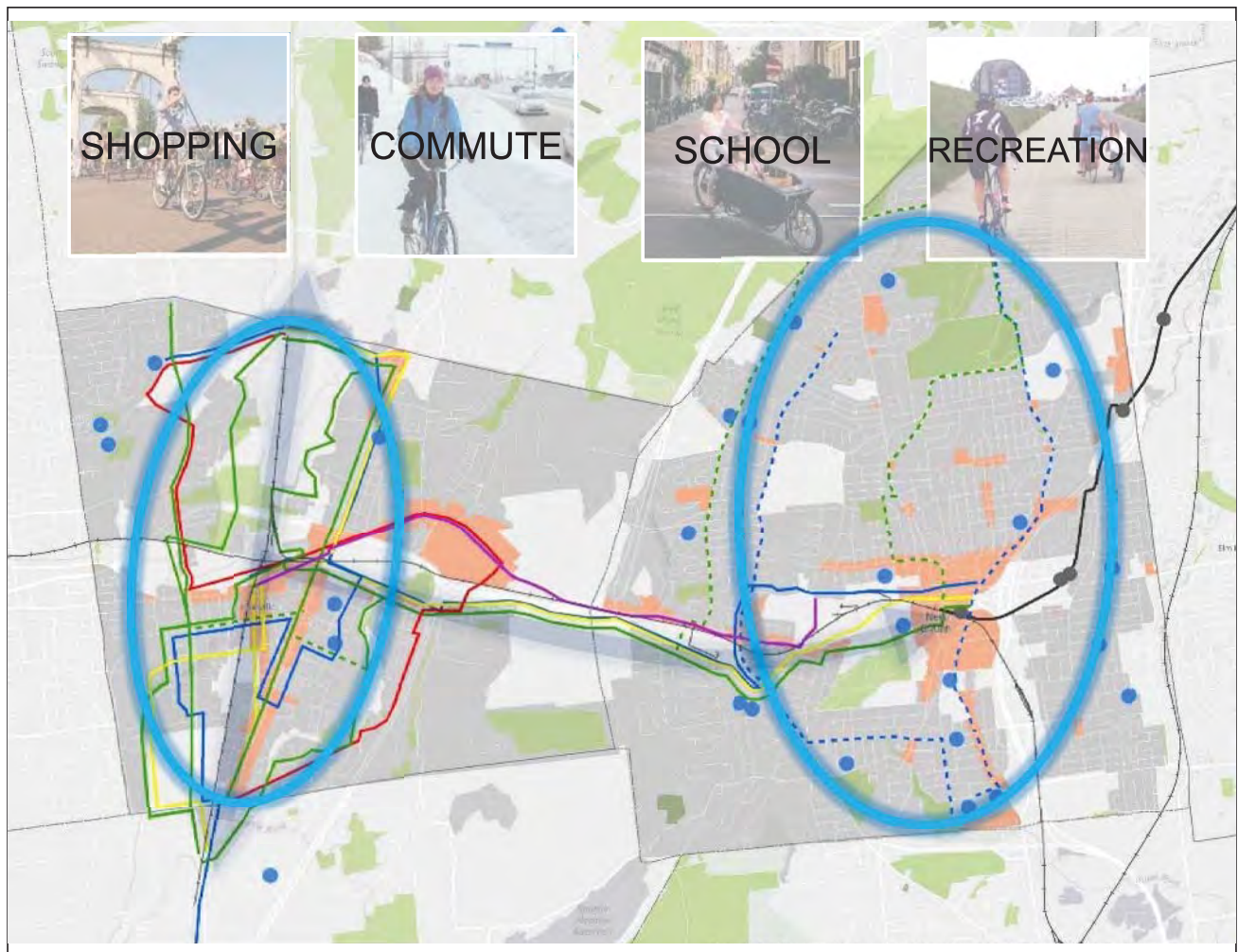
Plainville



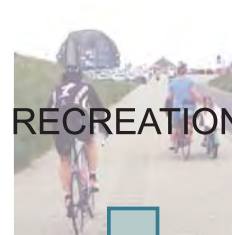
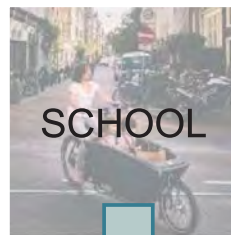
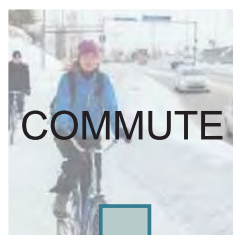
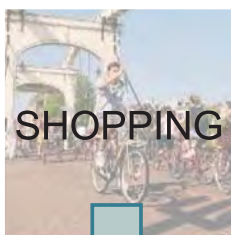
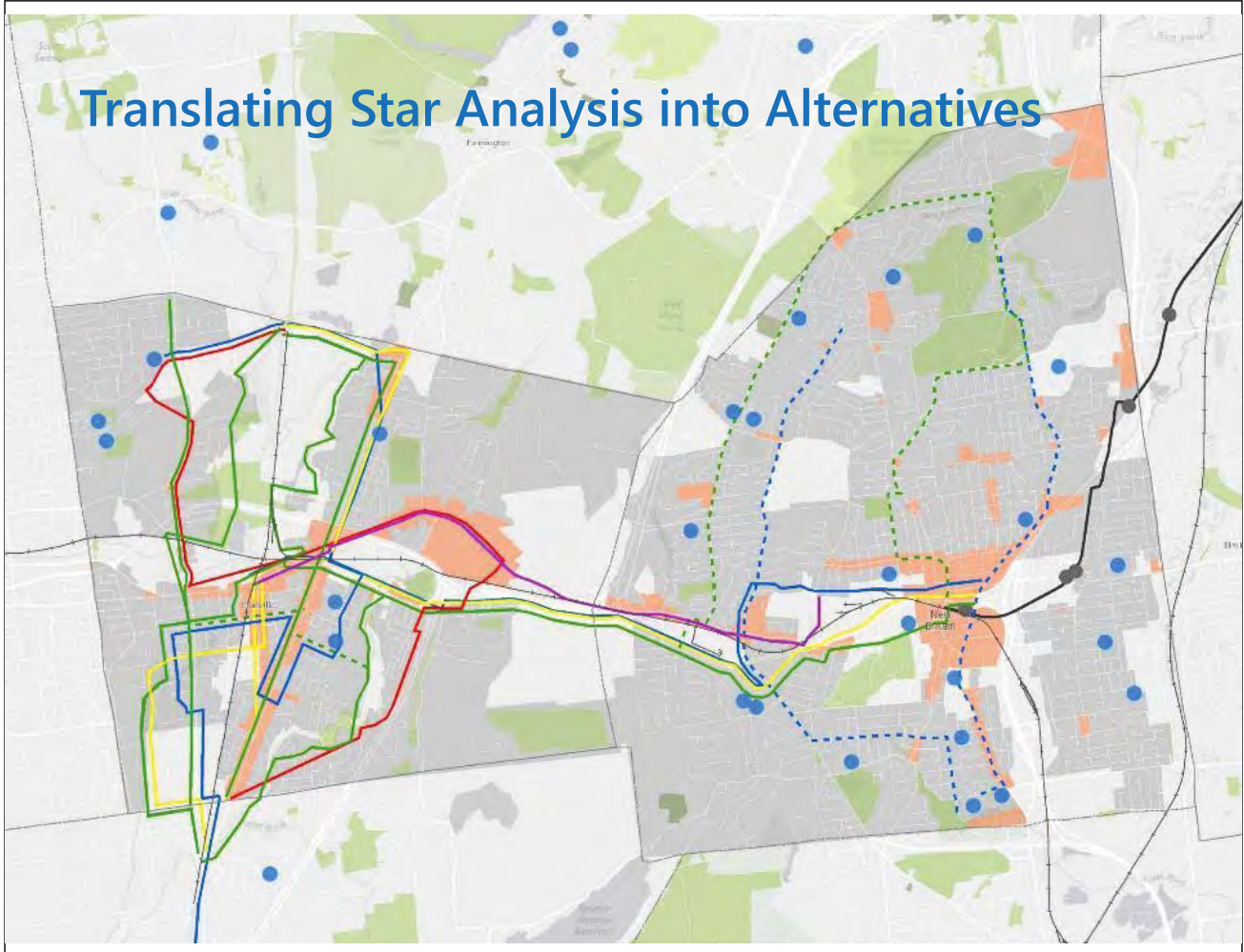
New Britain







Translating Star Analysis into Alternatives



TECHNICAL ANALYSIS

DECISION MATRIX

ALTERNATIVES

Technical Evaluation Process

- Alignments will be evaluated to determine which facility type is appropriate for each part of the alignment.
- Once the facility type is determined, alignments will be evaluated using the decision matrix.
- Evaluation will include:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Right-of-way impacts
 - Cost

Decision Matrix by Engineers



Evaluation Process

Inputs: Alignments



Outputs: Top Four Preferred Alignments

Decision Matrix Criteria

- Connectivity – To trails, destinations, schools, etc.
- Safety of Trail – From Traffic and Personal Safety
- Environmental Impacts
- Cost
- On Road / Off Road
- Right-of-way/Property Impacts

Variable	Connectivity
Schools	0
Recreation Facilities	9
Commercial Locations	396
Cultural Resources	32
Population	<ul style="list-style-type: none">• Plainville: 4,087• Southington: 320• Farmington: 55
	Environmental
Wetland Impact	4.51
Floodplain Impact	25.6%
Natural Diversity Database	No
Historic Cultural Resources	3
Hazardous Materials	4
Impervious Surface	6.18
	Potential Property Impacts
Private Property	72
Town-Owned Property	6

Facility Types



Separated Bike Lane



Buffered Bike Lane



Active Rail with Trail



Bike Lane

Facility Types



Multi-use Trail



Bike Shoulder



Marked Shared Lane (Sharrow)



Sidepath

We Want to Hear From You!

Public Information Meeting Early Winter



Website - Best way to get Information



Home About Participate Study Team Resources FAQ



The Capitol Region Council of Governments (CROC), 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 63 miles. Of these 63 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 adjacent 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
5:00 - 8:00 PM
New Britain Public Library



Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224

Dave Head | dhead@vhb.com

Andrea Drabicki | adrabicki@vhb.com

Dan Burden | dan.burden@bluezones.com

Samantha Thomas | samantha@bluezones.com

Mary Elbech | m.embry@mobycon.com

Lennart Nout | l.nout@mobycon.com





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: October 6, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Steering Committee & Technical Team Joint Session
Workshops Report Out Meeting
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of Governments
Bruce Donald, East Coast Greenway Alliance
Jim Cassidy – Farmington Valley Trails Council / Plainville
Greenway Alliance
Pete Salomone – Plainville Greenway Alliance
Robert Lee – Town of Plainville
Mark Devoe – Town of Plainville
Garrett Daigle – Town of Plainville
Mark Moriarty, City of New Britain
Carl Gandza, City of New Britain
Grayson Wright, CT Department of Transportation (CTDOT)
Kevin Tedesco, CTDOT
Maureen Lawrence, CTDOT
Sue Jacozzi – Plainville-Southington Health District

Consultant Team

Dave Head, VHB
Andrea Drabicki, VHB
Chris Faulkner, VHB
Mark Jewell, VHB
Dan Burden, Blue Zones
Samantha Thomas, Blue Zones
Mary Embry, Mobycon
Lennart Nout, Mobycon

Guests

Bernadette Dostaler – Plainville, Citizen

- 1. Call to Order:** Mr. Tim Malone called the meeting to order at 10:14am and welcomes members of the Steering Committee and Technical Team.
- 2. Public Comment:** No one chose to speak at this time.
- 3. What We Learned:** Mr. Dave Head introduced the consultant team which will go into detail regarding the findings from the two public planning workshops held earlier that week on October 3 in Plainville and October

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

4 in New Britain, in addition to the workshop the Steering Committee and Technical team participated the morning of October 4.

- a. Ms. Samantha Thomas, Blue Zones, then described the process in which the consultant team used to gather information from the public using “informed consent”. Whereas citizens and stakeholders are active in the planning process throughout the duration of project schedule to determine where an alignment should be routed through their community; thus, creating enough political and social capital for decision makers to buy-in to the process and the final preferred alignment as determined by the citizen base in each community.
- b. Ms. Mary Embry, Mobycon, then reported on what the consultant team heard during the public workshops:

i. Town of Plainville – Challenges:

- Existing infrastructure networks, especially major intersections and at rail road crossings
- Existing traffic volumes and patterns
- Wayfinding through town and to destinations
- Destinations and residential areas are spread out, so a linear trail does not appear practical.

ii. City of New Britain – Challenges:

- Existing infrastructure networks, especially major intersections and at rail road crossings
- Existing traffic volumes and patterns
- Existing road conditions around industrially zoned areas

- c. Mr. Lennart Nout, Mobycon, presented the alignment routes that the attending participants of both communities developed at the public workshops (see Presentation Packet).

i. Town of Plainville – Opportunities:

- Several primary routes were identified as potential alignments
- Secondary routes or “loops” were identified with purpose to connect schools and shopping
- Need a stronger east-west connection though the community
- Norton Park was identified as an important destination
- Several alignments were routed through downtown, which was also identified as an important destination

- End user trip types tended to be more recreational than commuter oriented

ii. City of New Britain – Opportunities:

- Primary routes were identified along the Route 72 corridor
- Secondary looping routes were identified to provide a recreational experience for the end users
- Need a stronger north-south connection through the community
- Walnut Hill Park was identified as an important destination
- End user trip types tended to be more commuter oriented in nature

4. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process. They are:

a. Technical Evaluation Process

- i. Due to the large project area including a three (3) town area and two (2) neighboring communities the consultant team has developed a model to assist in calculating and assessing multiple variables
- ii. The consultants will take all the alignment routes that were developed during the October public workshops and Steering Committee/Technical Team workshop and run them through the Decision Matrix model and compare the alignments against each other
- iii. The alignments will be compared and evaluated by the consultant team by looking for the highest ranking alignment
 - Whereas, an alignment that receives a higher ranking is determined as having high benefit or low negative impacts and;
 - An alignment that has a lower ranking is of low benefit or high negative impact
- iv. Facility Types will then be voted on by the public through a series of on-going public engagement activities that are currently on the project website and located at public locations in throughout Plainville, Southington, and New Britain i.e. Libraries, YWCA, YMCA
- v. The consultant team will report back to the public and committees in early December the initial findings from the Technical Evaluation process

b. Criteria of the Decision Matrix

- i. The Decision Matrix criteria, vetted by the Steering Committee as definable and measurable, are the following:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Rights-of-way Impacts
 - Cost

c. Facility Types

- i. After ranking the alignments, appropriate facility types will be determined for each segment of an alignment, the facility types are (see Presentation Packet):
 - Separated Bike Lane
 - Buffered Bike Lane
 - Rail with Trail
 - Bike Lane
 - Multi-use Trail
 - Wide Shoulder
 - Shared Roadway (Sharrow)
 - Side Path

- 5. Conclusions:** Mr. Dan Burden, Blue Zones, then conducted a roundtable discussion with the committee members to receive feedback on what the consultant team “got right” and what “did we miss” or challenges moving forward:

a. What we got Right:

- i. The public engagement process – an overwhelming majority of committee members concluded that the engagement process and interactions with the public were inclusive, transparent, and made people feel empowered that their voices were being heard
- ii. The consulting team – Mobycon, Blue Zones, and VHB are observed by members of the committee being the right team to work with the public and stakeholders to solve the problem of closing the Gap.
- iii. Acknowledging that public transit is an important element of this project and included it early on in the process
- iv. Having the Department of Transportation involved and engaged early on in the process

b. What “Did we Miss” or challenges moving forward:

- i. Keeping the public engaged and involved and keeping the project visible during the winter months
- ii. Considering a connection of New Britain with Farmington and Hartford
- iii. Considering a connection to Bristol out toward ESPN
- iv. Articulating to the public the complexity of ranking a trail alignment
- v. Keeping in mind local transit modal options not just CTfastrak

- 6. Meeting Adjourns:** 11:15am

Next Steps

- The consultant team will perform the Technical Evaluation Process by ranking the alignments received by the public through the Decision Matrix model over the upcoming weeks
- The consultant team will report out these findings to the public and committees by early winter
- The consultant team will proceed with soliciting input from the public to weight user Trip Types through several mechanisms including display boards at public events
- The consultant team will continue to solicit input from the public to vote on the Facility Types they would like to see best in their community through several mechanisms including display boards located at public community locations and through the public website

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee / Technical Team Meeting

November 15, 2016, 3:00 PM – 5:00 PM

Room 504 New Britain City Hall 27 West Main Street, New Britain

1. Welcome and Introductions
2. Public Comment
3. Project Updates
4. Alignment Alternatives
5. Decision Matrix Review
6. Public Engagement Outreach
7. Next Steps
8. Adjourn

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

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting
November 15, 2016



CONCORDIS GROEP



Purpose of Meeting

- Welcome and Introductions
- Alignment Alternatives
- Review Decision Matrix Categories
- Review Category Weightings
- Results of Decision Matrix Analysis
- Next steps



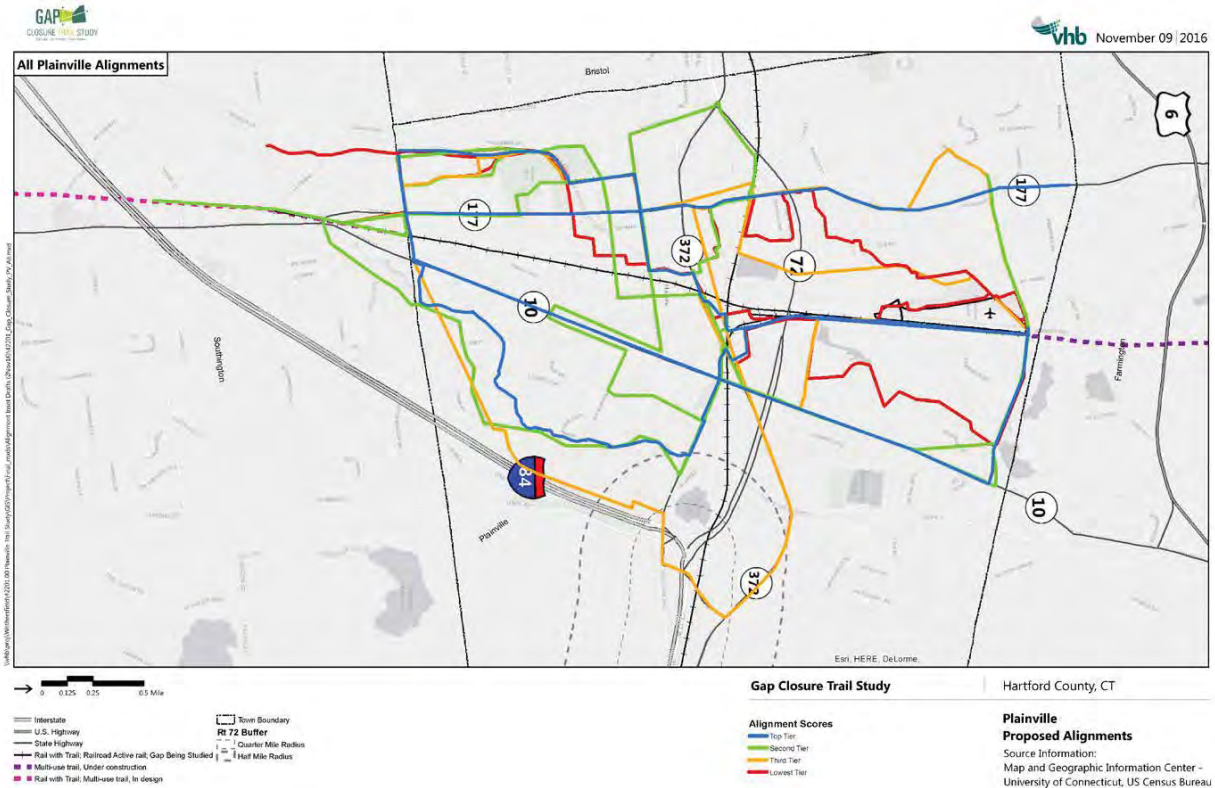
Vision Statement

"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."

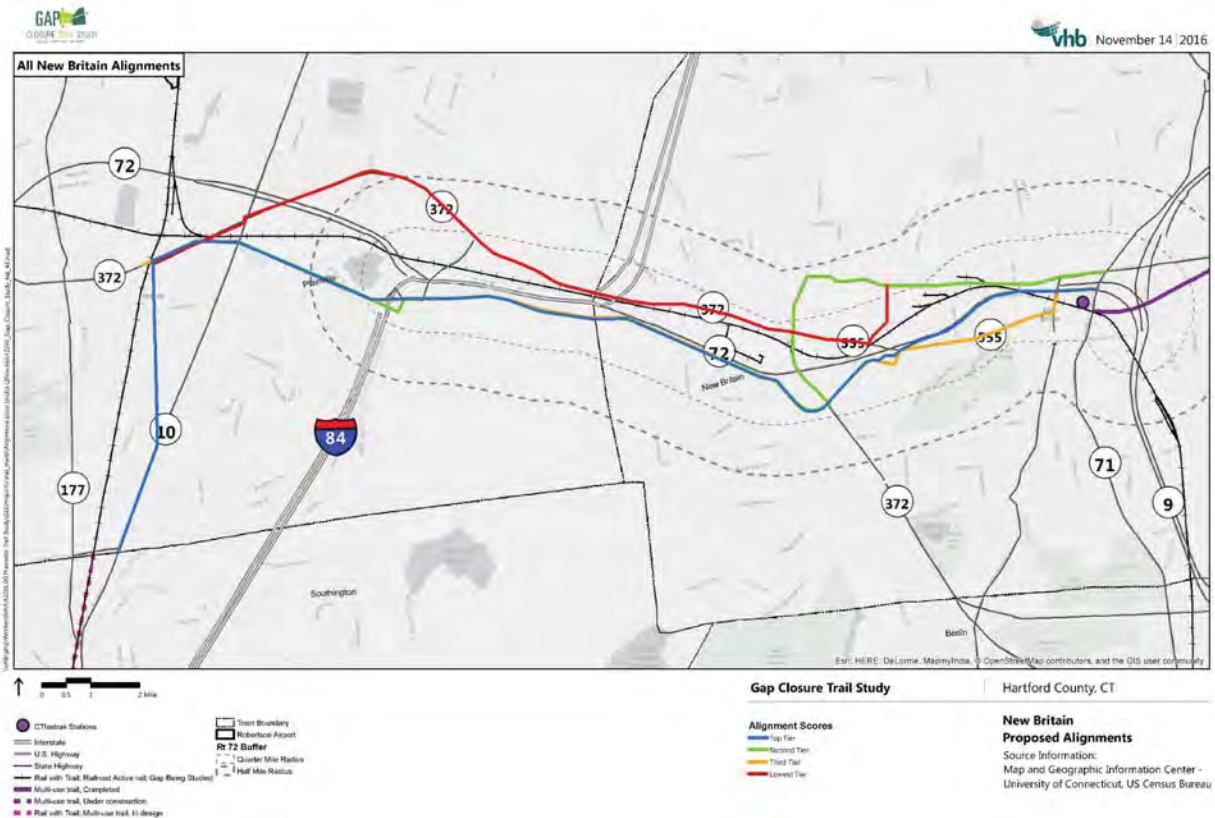
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Plainville Alignment Summary



New Britain Alignment Summary



Decision Matrix Categories

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.5	5.0
9	P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
11	P_2_Parks_Recreation	6.56	6.8	3.6	7.0	7.7	9.0	10.0
13	P_3_Parks_Recreation	5.06	1.6	5.8	6.7		5.0	4.0
14	P_4_Parks_Recreation	4.94	6.0	4.8	6.0		3.5	2.0
15	P_5_Parks_Recreation	5.78	7.6	9.3	5.0	2.5	1.5	1.0
16	P_1_Schools	5.81	8.8	5.8		5.2	4.5	9.0
17	P_1_Shopping_Entertainment	5.21	8.0	5.5	4.1	4.8	2.5	6.0
18	P_2_Internal	6.68	6.8	6.0	6.0	3.8	6.0	1.0
19	P_3_Internal	4.80	2.0	7.0	6.7	5.2	4.0	3.0
20	P_1_Public	5.60	4.2	7.0	4.7	4.8	6.5	7.0
21	P_2_Public	6.26		6.0	6.3	7.8	9.0	4.0
22	P_3_Public	4.72	3.0	6.0	3.0	6.2	7.0	8.0
23	P_1_Past_Studies	5.15	4.0	4.0	3.7	4.7	8.0	8.0
1	NB_1_Employment_Commercial	7.36		7.8	10.0	4.5	4.0	1.0
2	NB_1_Parks_Recreation	4.90	5.8	4.8	5.0	3.0	5.5	4.0
4	NB_1_Schools	5.94	6.4	9.3	3.0	7.0	4.0	7.0
8	NB_1_Internal	3.69	5	4.8	1.0	5.0	10.0	10.0

Scoring is Preliminary and for discussion of weighting criteria only

Decision Matrix Categories

- Connectivity – (within a ¼ mile of alignment)
 - Schools
 - recreation facilities
 - commercial locations
 - cultural resources
 - population
- Safety – Number of conflicts points with motor vehicles along an alignment
 - commercial driveways
 - Intersections
 - mid-block street crossings.
- Security – (within 50 feet of an alignment)
 - residentially zoned parcels within 50 feet of an alignment

Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- Off Road

- **Multi-use trails**
- Rail with trail
- Side paths
- Separated bike lanes



Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- Off Road

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Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

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Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- Off Road

- Multi-use trails
- Rail with trail
- Side paths
- **Separated bike lanes**

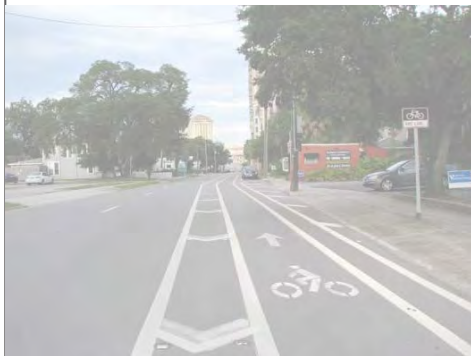


Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- **Buffered Bike Lanes**
- Bike Lane
- Shared Roadway
- Shoulder

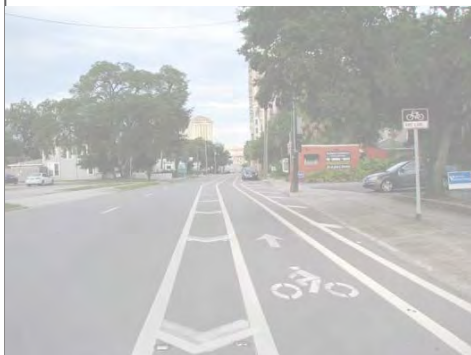


Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- Buffered Bike Lanes
- **Bike Lane**
- Shared Roadway
- Shoulder

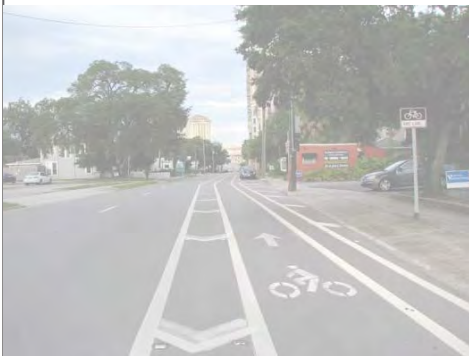


Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- Buffered Bike Lanes
- Bike Lane
- **Shared Roadway**
- Shoulder

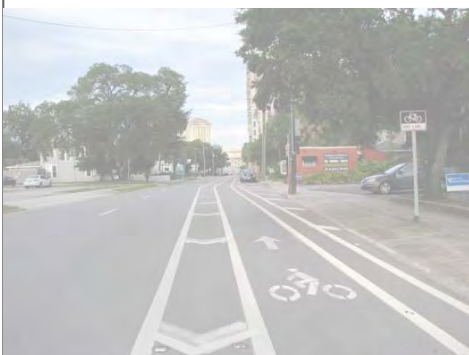


Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- Buffered Bike Lanes
- Bike Lane
- Shared Roadway
- **Shoulder**



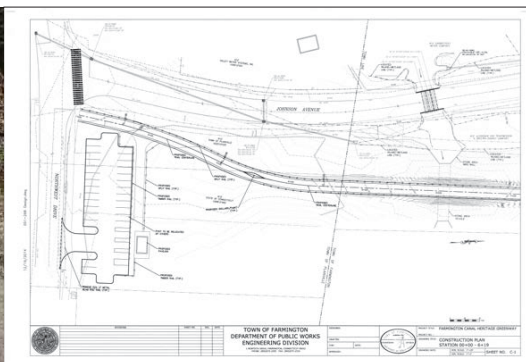
Decision Matrix Categories

- Environmental
 - wetlands (acreage of impacts)
 - Floodplain (percent of alignment within 100 year floodplain)
 - Natural Diversity Database (does alignment cross a NDDDB area)
 - Historic resources (within 50 feet of alignment),
 - Hazardous Material Locations (within 10 feet of alignment)
 - Additional impervious surface. (new pavement)



Decision Matrix Categories

- Right-of-Way Impact (number within 20 feet of alignment)
 - Private properties
 - Public properties
- Cost –
 - Design
 - Construction
 - Maintenance



Decision Matrix Weighting

- Connectivity – 20%
- Safety/Security – 25%
- Facility Type – 30%
- Environmental – 10%
- Right-of-Way Impact – 10%
- Cost – 5%



Decision Matrix Methodology

- Normalizing of values
- Positive attributes rated 10 to 1
- Negative attributes rated 1 to 10
- Category score based on average of normalized values
- Alignment score based on weighting applied to category score



Decision Matrix Summary

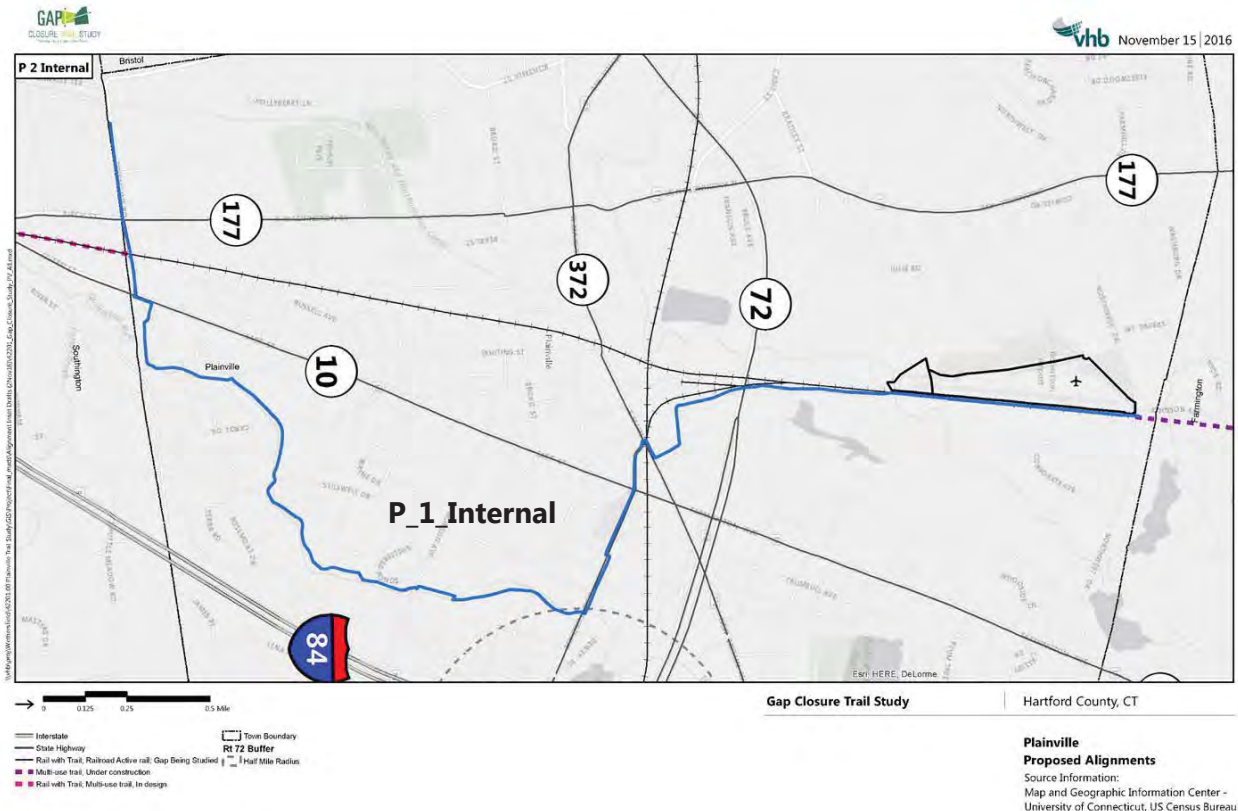
							Potential Property Impacts (10%)	
Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)		Cost (5%)
7	P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.5	5.0
9	P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
11	P_2_Parks_Recreation	6.56	6.8	3.8	7.0	7.7	9.0	10.0
13	P_3_Parks_Recreation	5.06	1.6	5.8	6.7	7.5	5.0	4.0
14	P_4_Parks_Recreation	4.94	6.0	4.8	6.0	7.5	3.5	2.0
15	P_5_Parks_Recreation	5.78	7.6	9.3	5.0	7.5	1.5	1.0
16	P_1_Schools	5.81	8.8	5.8	6.0	7.5	4.5	9.0
17	P_1_Shopping_Entertainment	5.21	8.0	5.5	6.0	4.8	2.5	6.0
18	P_2_Internal	6.68	6.8	6.0	7.0	3.8	6.0	1.0
19	P_3_Internal	4.80	2.0	6.0	7.0	5.2	4.0	3.0
20	P_1_Public	5.60	4.2	7.0	4.7	4.8	6.5	7.0
21	P_2_Public	6.26	6.0	6.0	6.3	7.8	9.0	4.0
22	P_3_Public	4.72	3.0	6.0	3.0	6.2	7.0	8.0
23	P_1_Past_Studies	5.15	3.5	6.0	3.7	4.7	8.0	8.0

Scoring is Preliminary and
for discussion of weighting
criteria only

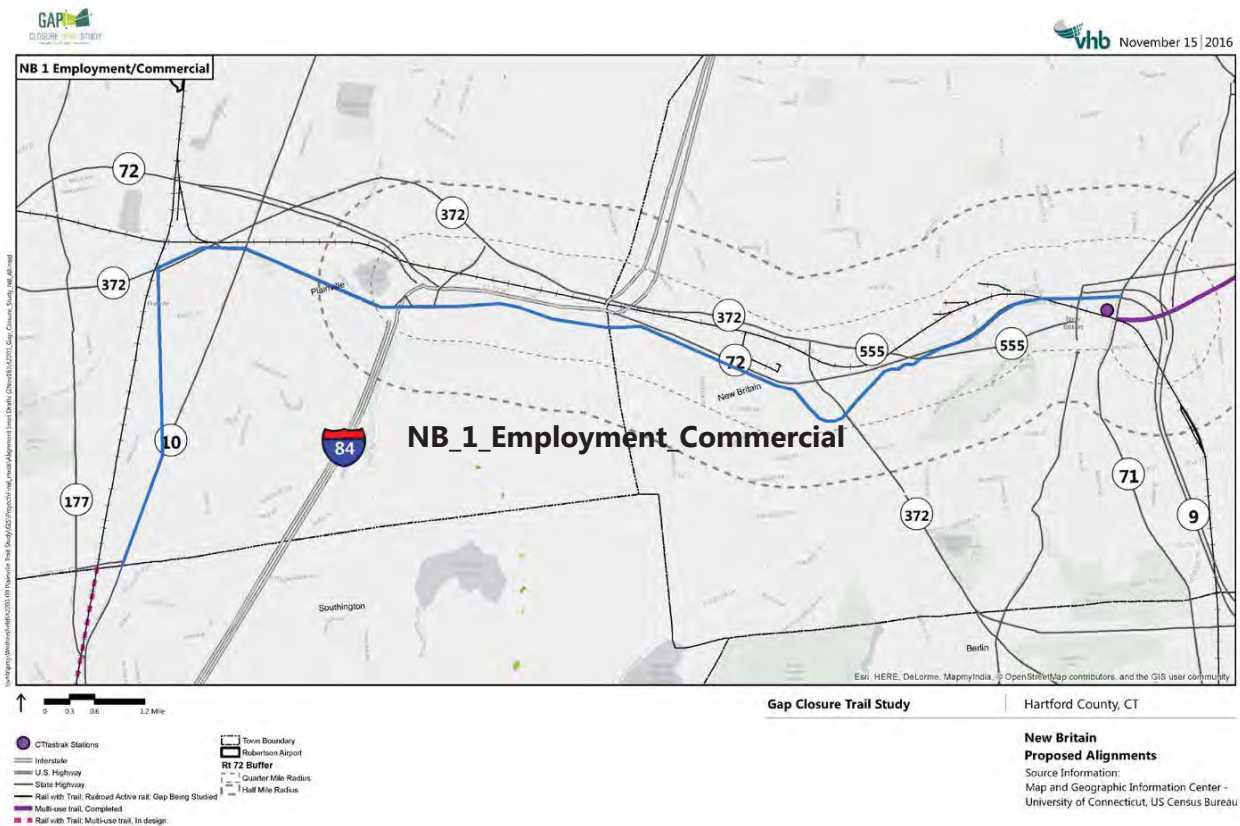
1	NB_1_Employment_Commercial	7.36		7.8	10.0	4.5	4.0	1.0
2	NB_1_Parks_Recreation	4.90		4.8	5.0	3.0	5.5	4.0
4	NB_1_Schools	5.94		6.4	9.3	3.0	7.0	7.0
8	NB_1_Internal	3.69		1	4.8	3.0	5.0	10.0

Scoring is Preliminary and for discussion of weighting criteria only

Top Alignment - Plainville



Top Alignment - New Britain



Decision Matrix Summary

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.5	5.0
9	P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
11	P_2_Parks_Recreation	6.56	6.8	3.8	7.0	7.7	9.8	10.0
13	P_3_Parks_Recreation	5.06	1.6	5.8	6.7		5.0	4.0
14	P_4_Parks_Recreation	4.94	6.0	4.8	6.0		3.5	2.0
15	P_5_Parks_Recreation	5.78	7.6	9.3	5.0		1.5	1.0
16	P_1_Schools	5.81	8.8	5.8			4.5	9.0
17	P_1_Shopping_Entertainment	5.21	8.0	5.5		4.8	2.5	6.0
18	P_2_Internal	6.68	6.8	6.0	6.0	3.8	6.0	1.0
19	P_3_Internal	4.80	2.0	4.0	7.0	5.2	4.0	3.0
20	P_1_Public	5.60	4.2	4.0	4.7	4.8	6.5	7.0
21	P_2_Public	6.26		6.3	6.3	7.8	9.8	4.0
22	P_3_Public	4.72	8.0	5.0	3.0	6.2	7.0	8.0
23	P_1_Past_Studies	5.15		4.0	3.7	4.7	8.0	8.0

1	NB_1_Employment_Commercial	7.36		7.8	10.0	4.5	4.0	1.0
2	NB_1_Parks_Recreation	4.90		4.8	5.0	3.0	5.5	4.0
4	NB_1_Schools	5.94	6.4	8.3	3.0	7.0	4.0	7.0
8	NB_1_Internal	3.69	1	4.8	1.0	5.0	10.0	10.0

Scoring is Preliminary and for discussion of weighting criteria only

Connectivity

Map #	Alternative Alignment Name	Length of Alternative (miles)	Connectivity (20%) Within 1/4 mile of resource											Category Score
			Schools		Recreational Facilities		Commercial Locations		Cultural Resources		Population			
			How many Schools - Number	Schools Score	How many Rec Fac - Number	Recreational Facilities Score	How many - Number	Commercial Locations Score	How Many - Number	Cultural Resources Score	Total Population Served	Population Score		
7	P_1_Employment_Commercial	4.68	1	5	8	1	521	8	41	10	5771	7	6.2	
9	P_1_Parks_Recreation	3.31	1	5	3	1	59	1	1	1	3296	1	1.8	
11	P_2_Parks_Recreation	5.84	3	9	8	1	618	10	7	7	5307	7	6.8	
13	P_3_Parks_Recreation	4.11	0	1	9	4	73	1	1	1	3604	1	1.6	
14	P_4_Parks_Recreation	5.05	1	5	8	4	861	9	9	9	5150	6	6	
15	P_5_Parks_Recreation	6.03	4	10	18	9	996	10	3	3	6377	9	7.6	
16	P_1_Schools	6.52	4	10	5	4	10	10	10	10	8367	10	8.8	
17	P_1_Shopping_Entertainment	7.33	2	7	28	10	10	10	28	4	7036	10	8	
18	P_2_Internal	4.86	2	7	19	9	7	16	2	2	6035	8	6.8	
19	P_3_Internal	5.71	0	1	1	1	2	25	3	3	4083	3	2	
20	P_1_Public	5.36	0	1	1	1	1	28	4	4	4953	5	4.2	
21	P_2_Public	3.80	0	1	1	1	4	28	4	4	3902	2	3	
22	P_3_Public	3.99	0	1	1	1	3	30	7	7	3986	3	3	
23	P_1_Past_Studies	4.43	0	1	1	1	367	5	34	8	4577	4	4.4	
Scoring is Preliminary and for discussion of weighting criteria only														
1	NB_1_Employment_Commercial	7.36	6	7	1	4	5172	10	121	7	10948	10	7.6	
2	NB_1_Parks_Recreation	4.90	3	4	1	7	831	7	121	7	8432	4	5.8	
4	NB_1_Schools	5.94	6	7	10	10	833	4	104	4	10837	7	6.4	
8	NB_1_Internal	3.69	0	1	1	1	491	1	24	1	6236	1	1	

Safety and Security

Map #	Alternative Alignment Name	Length of Alternative (miles)	Safety / Security (25%) Number of Conflicts along Alternative								
			Safety - Commercial Driveways		Safety - Intersections		Safety - Mid-Block Crossings		Security - Proximity to homes (w/in 50')		Category Score
			Number of Driveways	Driveways Score	Number of Intersections	Intersections Score	Number of Mid-Block Crossings	Mid-Block Crossings Score	Number of homes, etc.	Number of Homes Score	
7	P_1_Employment_Commercial	4.68	49	3	21	3	0	10	143	3	4.75
9	P_1_Parks_Recreation	3.31	23	8	15	7	0	10	174	7	8
11	P_2_Parks_Recreation	3.84	53	1	26	2	0	10	1	2	3.75
13	P_3_Parks_Recreation	4.11	11	9	12	9	1	1	4	4	5.75
14	P_4_Parks_Recreation	5.05	30	5	16	5	1	1	222	8	4.75
15	P_5_Parks_Recreation	6.03	15	8	10	10	10	10	240	9	9.25
16	P_1_Schools	6.52	50	2	37	5	0	10	300	10	5.75
17	P_1_Shopping_Entertainment	7.33	59	1	39	1	10	10	257	10	5.5
18	P_2_Internal	4.86	28	6	11	11	0	10	65	1	6.75
19	P_3_Internal	5.71	8	10	1	1	0	10	211	7	7.75
20	P_1_Public	5.36	24	7	1	1	0	10	150	4	7.5
21	P_2_Public	3.80	9	10	15	7	0	10	125	3	7.5
22	P_3_Public	3.99	30	1	8	8	0	10	83	1	6
23	P_1_Past_Studies	4.43	32	1	1	4	0	10	168	6	6
Scoring is Preliminary and for discussion of weighting criteria only											
1	NB_1_Employment_Commercial	7.36	54	1	35	4	0	10	310	10	7.75
2	NB_1_Parks_Recreation	4.90	61	4	40	1	0	10	99	4	4.75
4	NB_1_Schools	5.94	33	10	22	10	0	10	100	7	9.25
8	NB_1_Internal	3.69	66	1	24	7	0	10	51	1	4.75

Facility Type

Map #	Alternative Alignment Name	Length of Alternative (miles)	Facility Type (Off / Adjacent to / On Road) (30%) Percent of On / Adjacent / Off Road						
			Multi-use Trail or Rail with Trail (Off-Road)		Side Path or Separated Bike Lane (SBL) (Off-Road)		Buffered Bike Lane, Bike Lane, Shared Lane or Shoulder (On-Road)		Category Score
			% of Length	Score	% of Length	Score	% of Length	Score	
7	P_1_Employment_Commercial	4.68	0.470	5	0.237	7	0.293	10	7.33
9	P_1_Parks_Recreation	3.31	0.216	3	0.439	10	0.439	4	5.67
11	P_2_Parks_Recreation	3.84	0.206	3	0.401	10	0.401	9	7.00
13	P_3_Parks_Recreation	4.11	0.525	9	0.066	3	0.406	8	6.67
14	P_4_Parks_Recreation	5.05	0.523	8	0.049	2	0.404	7	6.00
15	P_5_Parks_Recreation	6.03	0.503	6	0.069	3	0.403	4	5.00
16	P_1_Schools	6.52	0.193	1	0.298	10	0.549	3	4.00
17	P_1_Shopping_Entertainment	7.33	0.199	1			0.553	2	4.00
18	P_2_Internal	4.86	0.591	10		6	0.306	10	8.67
19	P_3_Internal	5.71	0.517	7	0.000	1	0.434	6	4.67
20	P_1_Public	5.36	0.505			2	0.439	5	4.67
21	P_2_Public	3.80	0.552		0.017	1	0.427	8	6.33
22	P_3_Public	3.99	0.511		0.069	4	0.583	1	3.00
23	P_1_Past_Studies	4.43	0.511		0.103	7	0.580	1	3.67
1	NB_1_Employment_Commercial	7.36	0.011		0.513	10	0.464	10	10.00
2	NB_1_Parks_Recreation	4.90	0.000	1	0.493	7	0.505	7	5.00
4	NB_1_Schools	5.94	0.000	1	0.454	4	0.545	4	3.00
8	NB_1_Internal	3.69	0.000	1	0.411	1	0.578	1	1.00

Scoring is Preliminary and for discussion of weighting criteria only

Facility Type - Assumptions

- Through open space: off road
- Along limited access highway: adjacent to road
- Along State route: 50% adjacent to / 50% on road
- Along local road: on road
- Along Northwest Drive: off-road
- Along Black Rock Ave: adjacent to road, from Crooked Street to Wooster Street. Tilcon quarry / high heavy truck traffic

Category Score
7.33
5.67
7.00
6.67
6.00
5.00
4.00
4.00



Environmental

Map #	Alternative Alignment Name	Length of Alternative (miles)	Environmental (10%)													Category Score
			Wetland Impact (acres)		100 Year Floodplain (% within)		NDDB= (Y/N)		Negative Affect Historic Resources		Hazardous Material Site		Impervious Surface (acres)			
			Impact based on 20' wide buffer around Center Line	Wetland Impact Score	% of length within Floodplain	Floodplain Impact Score	Within a NDDB area Yes or No	NDDB Score	Number w/in 50' of Center Line	Historic Resources Score	Number w/in 10' of Center Line	Hazardous Material Site Score	New pavement (length x10' wide)	Impervious Surface Score		
7	P_1_Employment_Commercial	4.68	1,150	7	8.6%	8	1	1	3	3	3	5	6.47	5	4.67	
9	P_1_Parks_Recreation	3.31	0,050	10	3.9%	10	1	1	0	0	0	5	4.01	10	8.17	
11	P_2_Parks_Recreation	3.04	0,290	10	4.0%	10	1	1	0	0	0	5	4.65	6	7.67	
13	P_3_Parks_Recreation	4.11	2,540	4	24.2%	4	1	1	0	0	0	10	5.52	7	6.00	
14	P_4_Parks_Recreation	5.05	3,910	2	25.0%	2	1	1	2	6	2	6	6.94	3	3.00	
15	P_5_Parks_Recreation	6.03	7,080	1	37.0%	1	1	1	2	6	2	6	7.31	2	2.50	
16	P_1_Schools	6.52	0,300	9	4.5%	9	1	1	10	7	7	1	10.08	1	5.17	
17	P_1_Shopping_Entertainment	7.33	0,490	8	9.9%	8	1	1	10	10	8	1	8.86	1	4.63	
18	P_2_Internal	4.86	9,980	1	39.0%	1	1	1	3	4	0	10	5.80	6	8.89	
19	P_3_Internal	5.71	2,740	3	24.6%	3	1	1	0	10	0	10	6.92	4	5.17	
20	P_1_Public	5.36	0,840	6	20.7%	6	1	1	3	4	1	6	6.5	4	4.83	
21	P_2_Public	3.80	2,280	4	19.4%	4	1	1	0	10	1	8	4.61	10	7.83	
22	P_3_Public	3.99	1,510	5	15.4%	5	1	1	0	10	2	6	4.83	8	6.17	
23	P_1_Past_Studies	4.43	1,400	6	15.4%	6	1	1	3	4	3	3	5.36	6	4.67	
Scoring is Preliminary and for discussion of weighting criteria only																
1	NB_1_Employment_Commercial	7.36	0.25	4	0.3%	4	1	1	0.00	10	7.00	4	7.90	1	4.98	
2	NB_1_Parks_Recreation	4.90	0.27	1	0.5%	1	1	1	4.00	1	6.00	7	6.27	7	3.00	
4	NB_1_Schools	5.94	0.23	7	0.4%	7	1	1	0.00	10	3.00	10	7.08	4	7.00	
8	NB_1_Internal	3.69	0.04	10	1.1%	10	1	1	3.00	4	13.00	1	5.04	10	5.00	

(1) - Natural Diversity Database
(2) - Yes=1, No=0

Potential Property Impacts

Map #	Alternative Alignment Name	Length of Alternative (miles)	Potential Property Impacts (10%) (Center Line within 20' of property)				Category Score
			Private (number)		Public (number)		
			Number of Potential Impacts	Private Property Score	Number of Potential Impacts	Public Property Score	
7	P_1_Employment_Commercial	4.68	120	4	5	9	6.50
9	P_1_Parks_Recreation	3.31	90	6	2	10	8.00
11	P_2_Parks_Recreation	3.04	85	8	2	10	9.00
13	P_3_Parks_Recreation	4.11	112	4	7	6	5.00
14	P_4_Parks_Recreation	5.05	167	3	11	4	3.50
15	P_5_Parks_Recreation	6.03	180	2	1	1	1.50
16	P_1_Schools	6.52	263	3	8	8	4.50
17	P_1_Shopping_Entertainment	7.33	226	1	4	4	2.50
18	P_2_Internal	4.86	69	11	11	4	6.00
19	P_3_Internal	5.71	88	14	1	1	4.00
20	P_1_Public	5.36	6	6	6	6	6.50
21	P_2_Public	3.80	6	6	6	8	9.00
22	P_3_Public	3.99	11	6	6	6	7.00
23	P_1_Past_Studies	4.43	10	7	6	6	8.00
Scoring is Preliminary and for discussion of weighting criteria only							
1	NB_1_Employment_Commercial	7.36	109	3	4	7	4.00
2	NB_1_Parks_Recreation	4.90	108	4	4	7	5.50
4	NB_1_Schools	5.94	77	7	5	1	4.00
8	NB_1_Internal	3.69	75	10	2	10	10.00

Costs

Map #	Alternative Alignment Name	Length of Alternative (miles)	Cost (5%)						
			\$ / LF Off road	\$ / LF on road	\$ / intersections	\$ / LF Maintenance MUT	\$ / LF maintenance On Road	Total Cost	Category Score
7	P_1 Employment_Commercial	4.68	\$4,820,410	\$25,382	\$21,000	\$6,984	\$21,756	\$4,895,532	5
9	P_1 Parks_Recreation	3.31	\$2,245,970	\$26,915	\$15,000	\$4,591	\$23,070	\$2,315,546	10
11	P_2 Parks_Recreation	3.84	\$2,716,352	\$28,424	\$26,000	\$4,591	\$24,363	\$2,800,059	10
13	P_3 Parks_Recreation	4.11	\$5,757,352	\$30,874	\$13,000	\$6,463	\$36,463	\$5,832,821	4
14	P_4 Parks_Recreation	5.05	\$8,008,988	\$39,949	\$17,000	\$6,463	\$34,242	\$8,106,283	2
15	P_5 Parks_Recreation	6.03	\$12,713,754	\$31,643	\$10,000	\$4,265	\$24,265	\$12,826,949	1
16	P_1 Schools	6.52	\$3,341,980	\$66,224	\$10,000	\$6,763	\$36,763	\$3,508,177	9
17	P_1 Shopping_Entertainment	7.33	\$4,127,402	\$74,988	\$10,000	\$6,475	\$34,275	\$4,313,006	6
18	P_2 Internal	4.86	\$8,530,344	\$27,500	\$11,000	\$7,009	\$23,571	\$8,599,323	1
19	P_3 Internal	5.71	\$6,737,292	\$45,840	\$18,000	\$6,646	\$39,291	\$6,847,068	3
20	P_1 Public	5.36	\$4,071,972	\$43,495	\$12,000	\$6,262	\$37,281	\$4,171,009	7
21	P_2 Public	3.80	\$5,149,684	\$30,037	\$15,000	\$4,569	\$25,746	\$5,225,036	4
22	P_3 Public	3.99	\$3,617,338	\$42,966	\$13,000	\$3,461	\$36,828	\$3,713,593	8
23	P_1 Past_Studies	4.43	\$3,674,420	\$47,492	\$19,000	\$3,884	\$40,707	\$3,785,503	8

Scoring is Preliminary
and for discussion of
weighting criteria only

1	NB_1 Employment_Commercial	7.36	\$3,794,010	\$55,860	\$35,000	\$7,300	\$47,880	\$3,940,050	1
2	NB_1 Parks_Recreation	4.90	\$2,783,696	\$45,798	\$40,000	\$5,118	\$39,255	\$2,913,866	4
4	NB_1 Schools	5.94	\$2,551,916	\$50,064	\$22,000	\$4,767	\$42,912	\$2,671,659	7
8	NB_1 Internal	3.69	\$1,767,402	\$44,419	\$24,000	\$3,611	\$38,073	\$1,877,504	10

Scoring is Preliminary and for discussion of weighting criteria only

Costs - Assumptions

- Design and Const off road facility - \$190/lf
 - If alignment goes through wetlands: boardwalk - \$60/sf
- Design and Const On Road facility - \$3.50/lf
- Cost per Intersection* - \$1,000 / intersection
- Maintenance Off Road facility \$0.40/lf
- Maintenance On Road facility – \$3.00/lf

18	P_2_Internal	4.86	\$8,530,344	\$27,500	\$11,000	\$7,009	\$23,571	\$8,599,323	1	
19	P_3_Internal	5.71	\$6,737,292	\$45,840	\$18,000	\$6,646	\$39,291	\$6,847,068	3	
20	P_1_Public	5.36	\$4,071,972	\$43,495	\$12,000	\$6,262	\$37,281	\$4,171,009	7	
21	P_2_Public	3.80	\$5,149,684	\$30,037	\$15,000	\$4,569	\$25,746	\$5,225,036	4	
22	P_3_Public	3.99	\$3,617,338	\$42,966	\$13,000	\$3,461	\$36,828	\$3,713,593	8	
23	P_1_Past_Studies	4.43	\$3,674,420	\$47,492	\$19,000	\$3,884	\$40,707	\$3,785,503	8	

1	NB_1_Employment_Commercial	7.36	\$3,794,010	\$55,860	\$35,000	\$7,300	\$47,880	\$3,940,050	1	
2	NB_1_Parks_Recreation	4.90	\$2,783,696	\$45,798	\$40,000	\$5,118	\$39,255	\$2,913,866	4	
4	NB_1_Schools	5.94	\$2,551,916	\$50,064	\$22,000	\$4,767	\$42,912	\$2,671,659	7	
8	NB_1_Internal	3.69	\$1,767,402	\$44,419	\$24,000	\$3,611	\$38,073	\$1,877,504	10	

Total Cost	Category Score
\$4,895,532	5
\$2,315,546	10
\$2,800,059	10
\$5,832,821	4
\$8,106,283	2
\$12,826,949	1
\$3,508,177	9
\$4,313,006	6
\$8,599,323	1
\$6,847,068	3
\$4,171,009	7
\$5,225,036	4
\$3,713,593	8
\$3,785,503	8

Decision Matrix Summary

■ Category Weightings

- The Good
- The Bad
- The Ugly

Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.9	5.0
P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
P_2_Parks_Recreation	6.56	6.8	3.8	7.0	7.7	9.0	10.0
P_3_Parks_Recreation	5.06	1.6	5.8	6.7	6.0	5.0	4.0
P_4_Parks_Recreation	4.94	6.0	4.8	6.0		3.9	2.0
P_5_Parks_Recreation	5.78	7.6	9.3	5.0		1.5	1.0
P_1_Schools	5.81	8.8	5.8			4.5	9.0
P_1_Shopping_Entertainment	5.21	8.0	5.5			2.5	6.0
P_2_Internal	6.68	6.8	6.0			6.0	1.0
P_3_Internal	4.80	2.0				4.0	3.0
P_1_Public	5.60	4.2			4.8	6.9	7.0
P_2_Public	6.26				7.8	9.0	4.0
P_3_Public	4.72	3.0			6.2	7.0	8.0
P_1_Past_Studies	5.15	4.4		3.7	4.7	8.0	8.0
NB_1_Employment_Commercial	7.36	7.6	7.8	10.0	4.5	4.0	1.0
NB_1_Parks_Recreation	4.90	5.8	4.8	5.0	3.0	5.5	4.0
NB_1_Schools	5.94	6.4	9.3	3.0	7.0	4.0	7.0
NB_1_Internal	3.69	1	4.8	1.0	5.0	10.0	10.0

Scoring is Preliminary
and for discussion of
weighting criteria only

Next Steps

- Take the Top Alignments and refine them further
 - 4 for Plainville
 - 2 for New Britain
- Have these refined for the January Workshops
 - These workshops will assist in determining the final design product.
 - Workshop will entail attendees determining the best facility for different areas along the corridor.



Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224

Dave Head | dhead@vhb.com

Andrea Drabicki | adrabicki@vhb.com

Chris Faulkner | cfaulkner@vhb.com





Meeting Notes

Place: New Britain City Hall
Room 504
27 West Main Street
New Britain, CT 06051

Date: November 15, 2016

Notes Taken by: Andrea Drabicki/Chris
Faulkner

Project #: 42201.00

Re: Steering Committee and Technical Team Workshop
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of Governments
Bruce Donald, East Coast Greenway Alliance
Jim Cassidy – Plainville Greenway Alliance
Pete Salomone – Plainville Greenway Alliance
Garrett Daigle – Town of Plainville
Carl Gandza, City of New Britain
Mark Hoffman, Bike New Britain
Grayson Wright, CTDOT
Edward Sabourin – CTDOT
Melanie Zimyeski, CTDOT
Maureen Lawrence, CTDOT
Laurie Giannotti, CT DEEP
Rob Phillips, Town of Southington
Matt Blume, Town of Farmington

Consultant Team

Dave Head, VHB
Andrea Drabicki, VHB
Chris Faulkner, VHB

The Steering Committee and Technical Team meeting took place on Tuesday, November 15, 2016 from 3:00–5:00pm. The meeting consisted of a presentation and review of the ranking and weighting of the alignment alternatives as developed during the October 2016 public workshops, Steering Committee/Technical Team workshops, as well as alignments from past studies and internal suggested alignments from VHB consultants.

- 1. Call to Order:** Mr. Tim Malone, CRCOG, called the meeting to order at 3:05 pm and welcomed the Steering Committee and Technical Team.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

2. Public Comment: No one from the public was present.

3. Project Updates

Mr. Dave Head requested that attendees introduce themselves. Mr. Dave Head then reviewed the purpose of the meeting:

- Review Alignment Alternatives
- Review Decision Matrix Categories
- Review Category Weightings
- Results of Decision Matrix Analysis
- Next steps

Mr. Head reviewed the vision statement and asked that the attendees keep this in mind as we review the Decision Matrix.

"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."

4. Review of Alignment Alternatives

Summary maps are displayed for the committees for both Plainville and New Britain. The maps contain all the alignment alternatives developed during the public workshops and Steering Committee/Technical Team meetings held last October, 2016.

5. Decision Matrix Categories

Mr. Head then reviewed the Decision Matrix Criteria as developed by both committees:

- Connectivity – (within a ¼ mile of alignment)
 - Schools
 - recreation facilities
 - commercial locations
 - cultural resources
 - population

- Safety – Number of conflicts points with motor vehicles along an alignment
 - commercial driveways
 - Intersections
 - mid-block street crossings.
- Security – (within 50 feet of an alignment)
 - residentially zoned parcels within 50 feet of an alignment
- Facility Type
 - Off Road
 - Multi-use Trails
 - Rail with Trail
 - Side Paths
 - Separated Bike Lanes
 - On Road
 - Buffered Bike Lanes
 - Bike Lanes
 - Shared Roadway
 - Shoulder
- Environmental
 - Wetlands (acreage of impacts)
 - Floodplain (percent of alignment within 100 year floodplain)
 - Natural Diversity Database (does alignment cross a NDDDB area)
 - Historic resources (within 50 feet of alignment),
 - Hazardous Material Locations (within 10 feet of alignment)
 - Additional impervious surface. (new pavement)
- Potential Right-of-Way Impact (number within 20 feet of alignment)
 - Private properties
 - Public properties
- Cost
 - Design
 - Construction
 - Maintenance

6. Review Category Weightings

The primary purpose of the meeting was to solicit additional vetting of established weighted criteria. The weighting percentages were established by both committees in previous working sessions as the following:

- Connectivity – 20%
- Safety/Security – 25%
- Facility Type – 30%
- Environmental – 10%
- Right-of-Way Impact – 10%
- Cost – 5%

Mr. Head explained to the committees the Decision Matrix methodology:

- Normalizing of values
- Positive attributes rated 10 to 1 (10 being most positive)
- Negative attributes rated 1 to 10 (1 being most negative)
- Category score based on average of normalized values
- Alignment score based on weighting applied to category score

7. Results of the Decision Matrix Analysis

Mr. Head then proceeded to present to the committees two example alignment alternatives, one from Plainville (P_2_Internal) and one from New Britain (NB_1_Employment_Commerical).

The Plainville example alignment P_2_Internal received an overall ranked score of 6.68. Whereas, the New Britain example alignment received an overall ranked score of 7.36. See referenced table below.

Mr. Head proceeds to explain to the committees that despite the overall high rank for each of the example alignments that the alignments may not have ranked the highest within some of the individualized criterion – this could be due to a variety of variances such as; alignment length, environmental impacts, potential property impacts, or cost associated with suggested facility type.

Facility Type

Mr. Head explained the methodological assumptions used to determine how facility types were applied to different segments of each alignment route.

- Through open space: off road
- Along limited access highway: adjacent to road
- Along State route: 50% adjacent to / 50% on road

- Along local road: on road
- Along Northwest Drive: off-road
- Along Black Rock Ave: adjacent to road, from Crooked Street to Wooster Street. Tilcon quarry / high heavy truck traffic

Cost

Mr. Head then proceeded to explain the methodological assumptions used to determine how the cost of each example alignment was determined:

- Design and Construction an off road facility - \$190/lf
 - If alignment goes through wetlands: boardwalk - \$60/sf
- Design and Construction on road facility - \$3.50/lf
- Cost per Intersection - \$1,000 / intersection
- Maintenance Off Road facility \$0.40/lf
- Maintenance On Road facility – \$3.00/lf

8. Committee Discussion

Mr. Head reminded the committee members that the objective for the following discussion was to reach "informed consent" by which the committee members may not all agree unanimously but have received enough information and concluded to a reasonable outcome to make an informed decision to proceed forward.

The following discussions occurred among the committee members regarding the following topics:

Decision Matrix Process

Mr. Jim Cassidy inquired with committee members if they understood the methodology process and if it made sense?

A majority of the committee members concluded that the Decision Matrix, its methodologies, and its assumptions did make sense and was deemed as logical and objective. Committee members did concur that the weighting of individualized criterion needed to be reevaluated and adjusted.

Safety/Security vs. Facility Type

The discussion focused on whether there is a correlation between the Facility Type and the perceived or real threats of the Security criterion. The determination was to make the criteria weighting the same for both Safety/Security and Facility Type.

Environmental Permitting

Mr. Bruce Donald stated permitting through a wetland may become problematic. Mr. Head agreed but noted that permitting can be acquired with enough time and money to mitigate any impacts.

Cost

Mr. Bruce Donald inquired about how costs were determined. Mr. Chris Faulkner, VHB, stated that off road construction materials were determined as an asphalt surface and basic costing of maintenance to include brush clearing and mowing.

Further discussion by the committees included whether the criterion of Cost should stay in the Decision Matrix or not. Ultimately it was decided that it did need to stay in, but kept at a low percentage. It was also noted that it was critical that costs are real and truly reflect what it's going to cost to design and build. A suggestion was made to include caveats on cost page relative to how costs were developed, and a note stating that the costs were planning level only.

Connectivity

Committee members discussed how the Decision Matrix wasn't capturing the desire for Plainville alignments to be near the town center. It was agreed by all to add a category for connectivity to the Town Center with the criteria being alignment distance from the Town Center (the closer and alignment the higher it will score).

Hazardous Waste

It was discussed if it was appropriate to have a 10' buffer since the wetland criteria had a 20' buffer and the cultural resources had a 50' buffer. Mr. Head indicated he would evaluate increasing the width to see if it would make a difference in the number of hazardous material locations affected.

Potential Property Impacts

This discussion by committee members focused on whether it was appropriate to weight potential environmental and property impacts the same. It was decided that the weighting of potential property impacts should be increased to 12% and the weighting of cost should be reduced to 3%. A recommendation was made to remove potential public impacts from the Decision Matrix since impacts to public property are less of a concern (note with an asterisk that public impacts are for information purposes only and not included in calculation of property impacts) and break potential private impacts into residential and commercial since commercial property owners may see the trail as more beneficial. Also suggested was to use another word other than "impacts", such as "Potentially Affected Properties" or "Potential property constraints." It was also noted that the team needs to be careful in how these potential impacts are discussed as the methodology is very rough at this stage.

Mid-block Crossing and Intersections

The committee discussed the low number of identified mid-block crossings in the safety criteria. Since only one crossing was identified, it was determined that mid-block crossings should be included in the Intersections criterion. It was also determined that the decision matrix should have a footnote indicating whether a mid-block crossing is on a state highway.

Natural Diversity Database (NDDB) and Historic Resources

Mr. Tim Malone inquired if percent ranking may not work if a criterion has only two values such as the case within the Environmental criteria. Criterion that have a binary value of Yes or No receive a ranking value that is excessive due to the assumptions that a potential alignment that routes through or near one of the mentioned criterion can be viewed as subjective. The committee asked to have criterion with binary values adjusted and have weighted percentages removed.

Ms. Laurie Giannotti, DEEP, states that when reviewing project for NDDB context sensitive areas applications either need a review or they do not. Other committee members weighed in and mentioned that a project area may be within a NDDB buffer but efforts are made to alter the construction schedule or provide an enveloped barrier around the context sensitive area. The committee determined that the NDDB criteria should be taken out of the Decision Matrix but should be mentioned in the Guidance Document.

9. Next Steps

Economic Data

Mr. Head then proceeded to present current economic data associated with communities' who host or are adjacent to trails.

Project Schedule

Subsequent to the meeting CRCOG met with the Connecticut Department of Transportation and learned that they are working with the railroad in Plainville (PanAm) to come to a resolution that may permit portions of the trail to be located within the rail right of way.

To better coordinate our efforts, and to take advantage of these potential new developments, the upcoming meetings in December and January will be postponed, the study website will be updated with new meeting dates and information as soon as it is available.

Decision Matrix


- Make the edits noted above to the Decision Matrix.
- Take the Top Alignments and refine them further
 - 4 for Plainville
 - 2 for New Britain
- Have these refined for the upcoming (date to be determined) Workshops
 - These workshops will assist in determining the final design product.
 - Workshop will entail attendees determining the best facility for different areas along the corridor.

10. Conclusion of Meeting: The Meeting adjourned 5:00pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee/Technical Team Meeting

April 19, 2017 / 2:30 PM – 4:30 PM
Plainville Public Library, Auditorium
56 E Main Street / Plainville

1. Welcome and Introductions
2. Public Comment
3. Project Updates – Restarting the Project
 - a. Updates since November
 - b. New team members
 - c. Existing Conditions report
4. Alternatives Development Process
 - a. The long list of options (presented in November)
 - b. Screening criteria
 - c. A shortlist of Practical and Feasible alternatives
5. Public Outreach Schedule
6. Next Steps and Adjourn

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310





GAP
CLOSURE TRAIL STUDY
Helping us get where we want to go

Farmington Canal Heritage Trail Gap Closure and CTfastrak Study

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting
April 19, 2017



Purpose of Today's Meeting

Today's meeting is about discussing **recent project activities**, presenting a **practical and feasible set of alternatives** for completing the gap in the Farmington Canal Heritage Trail, including the criteria used to get where we are, and **how we will evaluate remaining alternatives**



Agenda

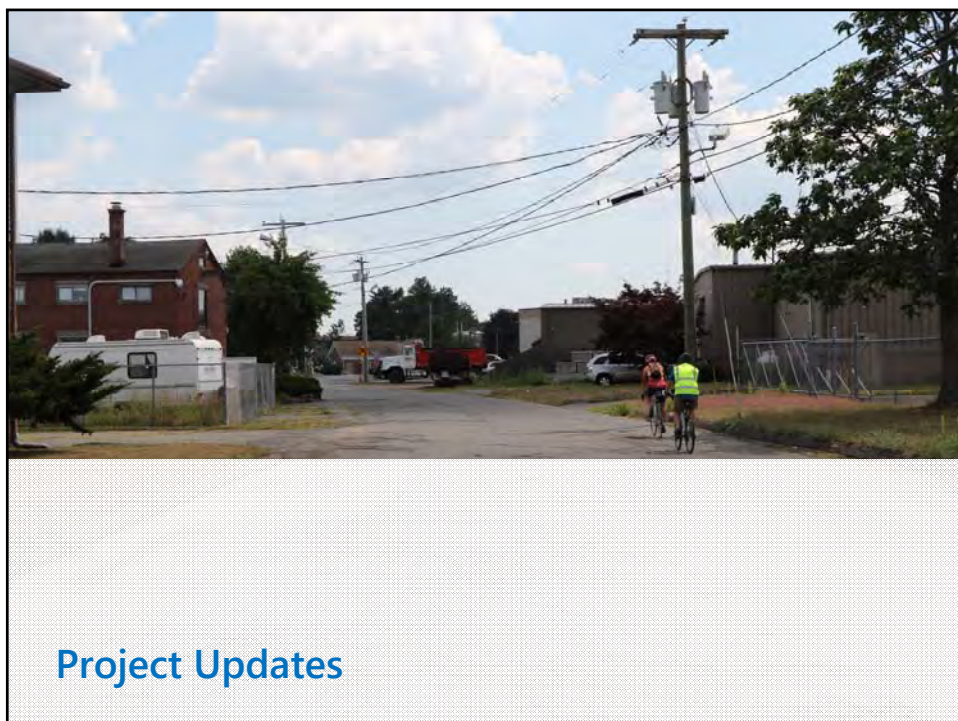
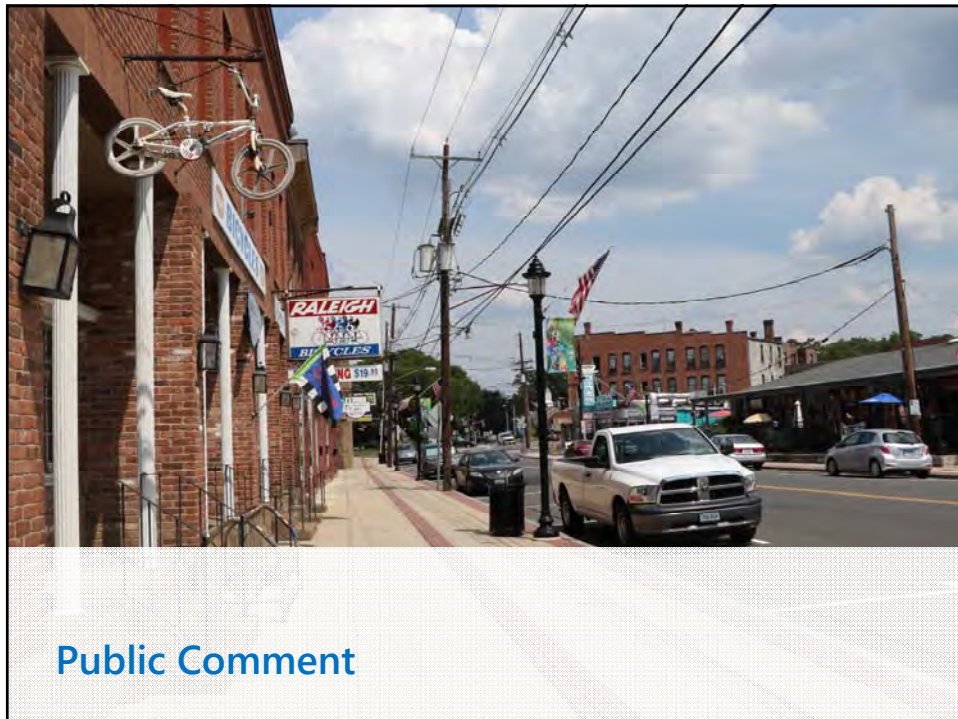
- Public Comment
- Project Updates
- Alternatives Development
 - Long list
 - Short list
- Public Outreach Schedule
- Next Steps and Adjourn



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."





Project Updates Since Our Last Meeting

- New team members
- Discussions about use of rail right of way
- Existing Conditions report
- Adjustments to "decision matrix" from November meeting
- Organization and screening of alignment alternatives



Organization of the Team



Team Faces



Theresa Carr is our new consultant
Project Manager



Mark Jewell moves into a Senior
Technical Advisor role



Geoffrey Morrison-Logan will take a
more active role leading outreach
efforts



Chris Dewitt joins the team as the
task lead for transportation planning

Use of Rail Right of Way

- Discussions with Pan Am Railways
- At this time the project will ***not*** assume rail right of way is available [JM8](#)
- Use of north-south rail right of way is not considered a fatal flaw [JM9](#)
 - Effort made to shift alignments outside rail right of way
 - Will take impacts on rail right of way into consideration during evaluation



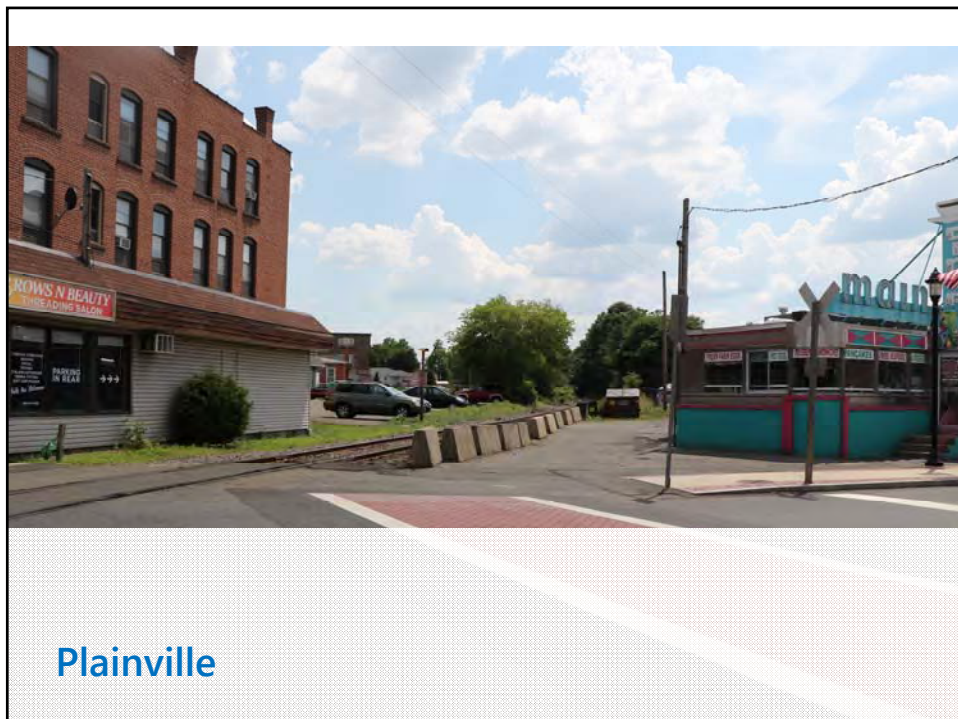
Existing Conditions Report

- Sets the “goal posts” for evaluating alternatives
 - What are the opportunities?
 - What are the constraints?
- Compiles information about what is on the ground today so that it can inform the alternatives evaluation step
- Transportation and land use
- Existing and future (near-term)
- Plainville and New Britain (some reference of Southington)

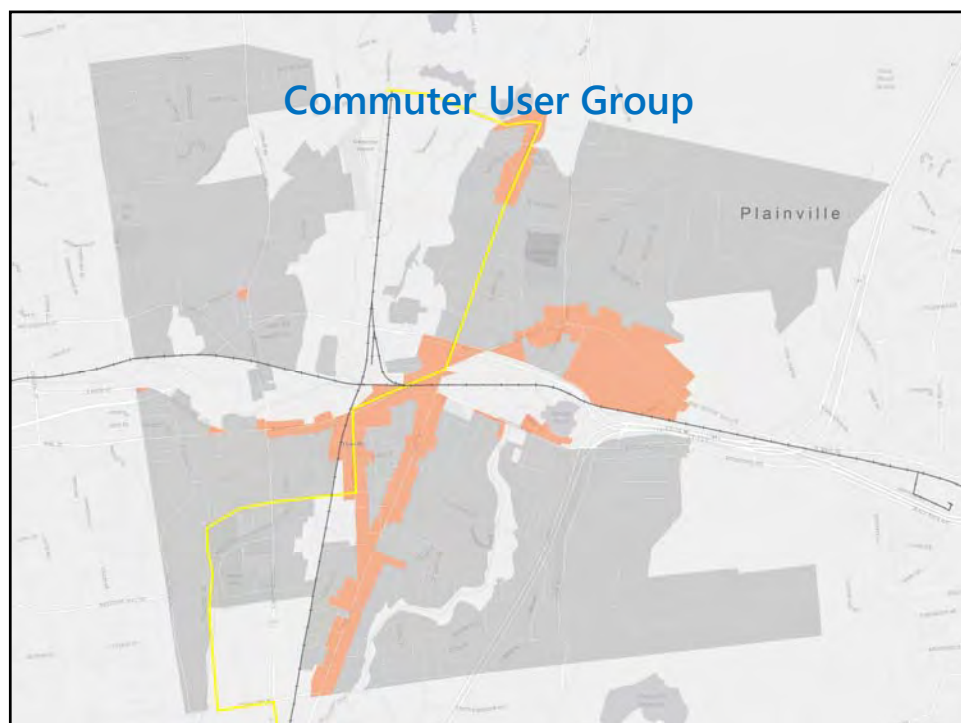
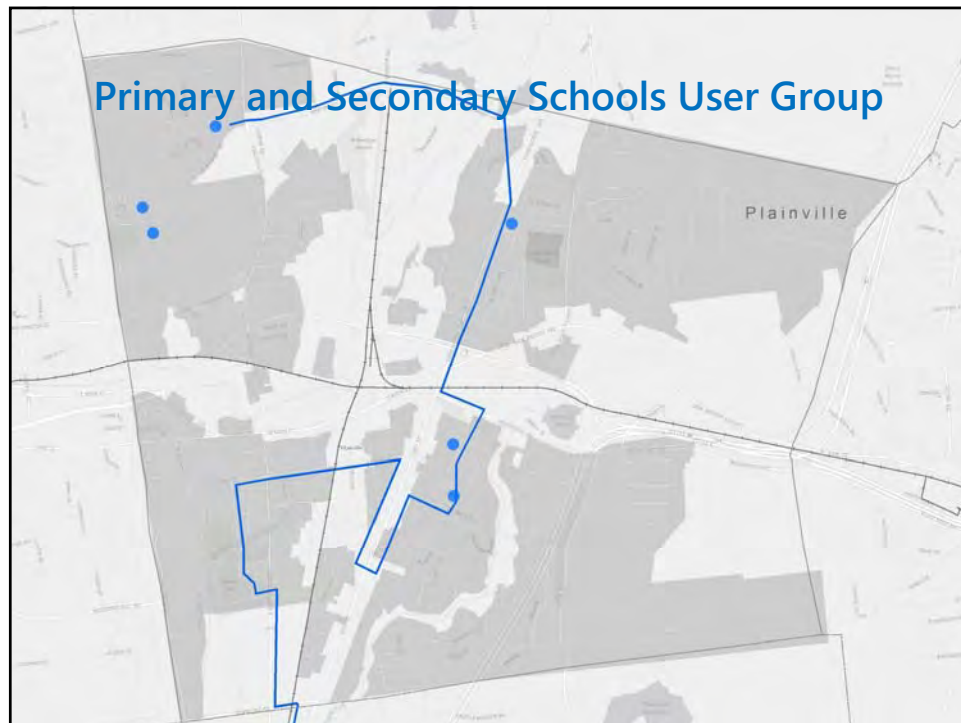


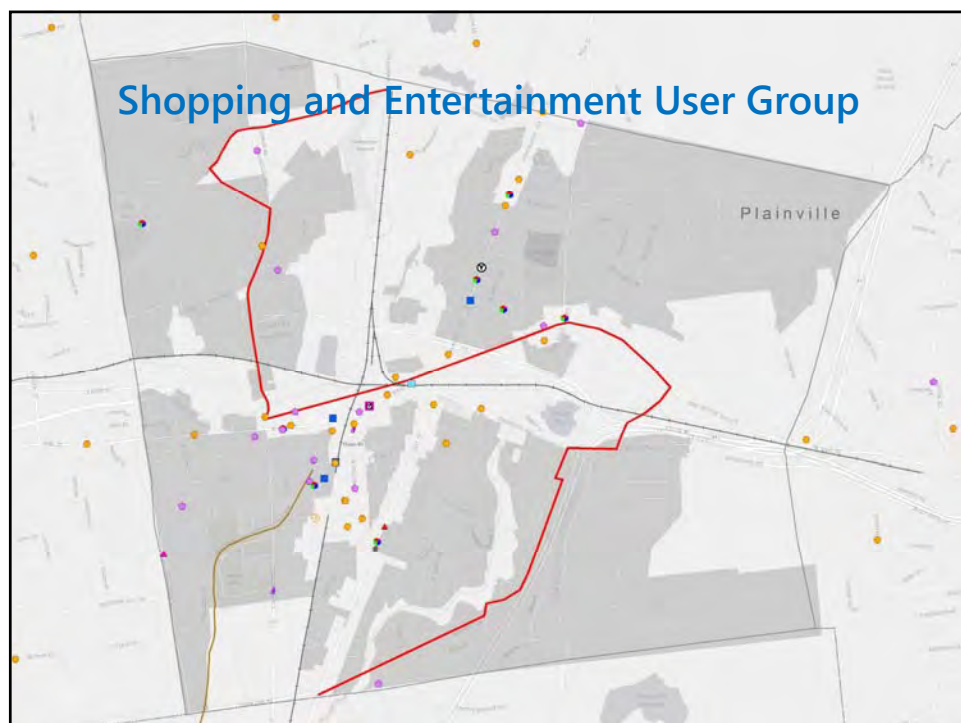
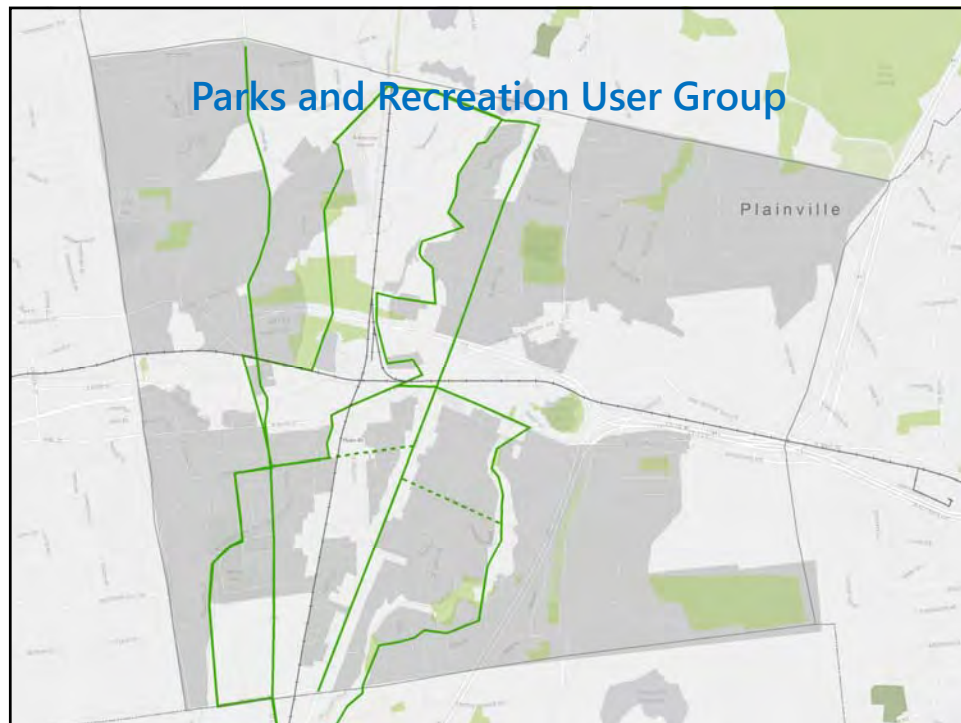
Alternatives Development Process

Alternative Development Process

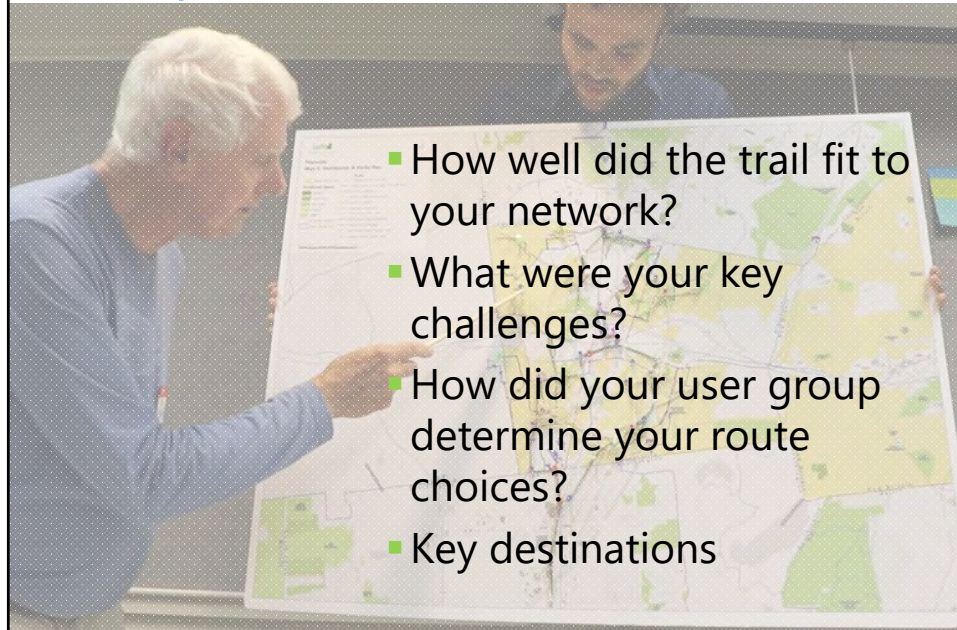


Plainville

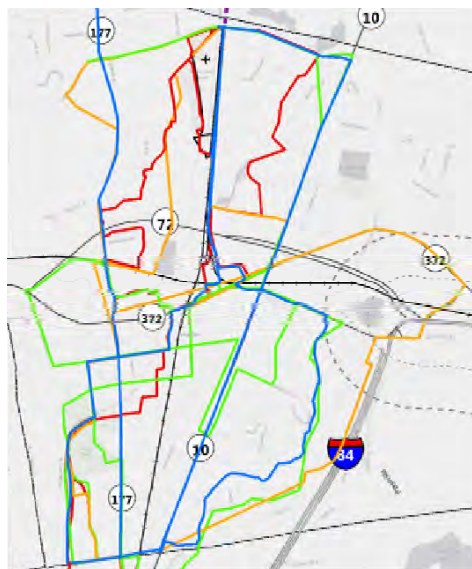




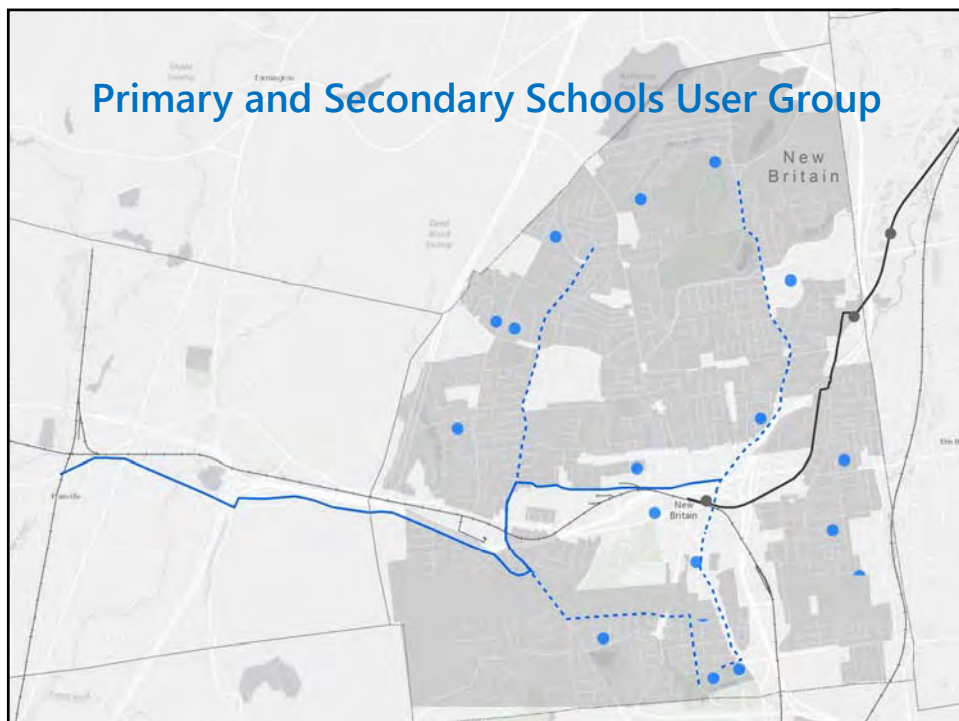
Report Back - Plainville

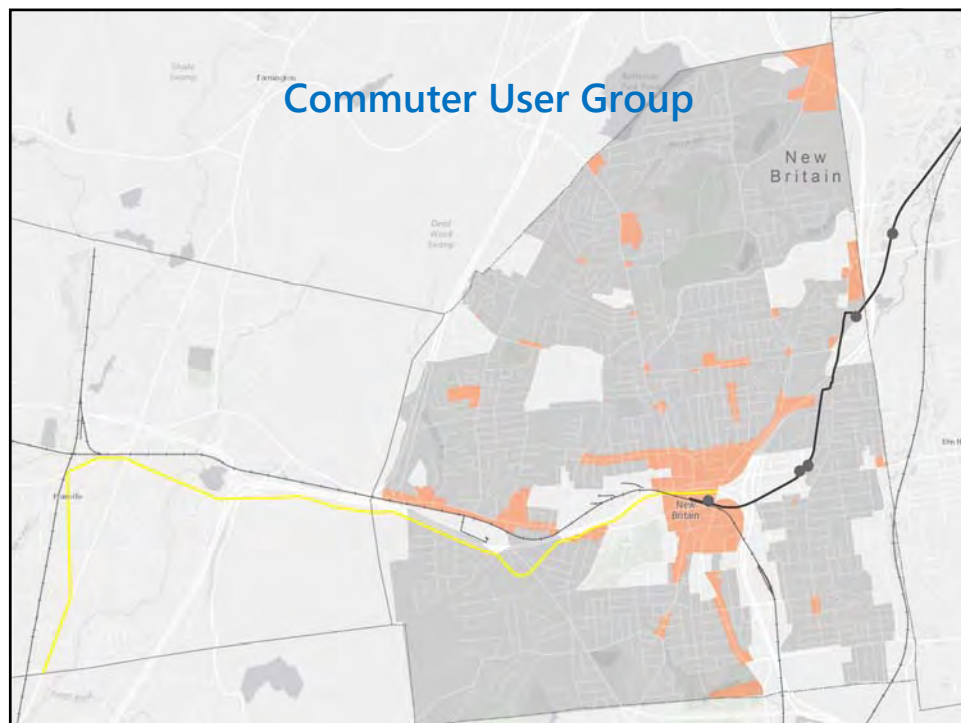
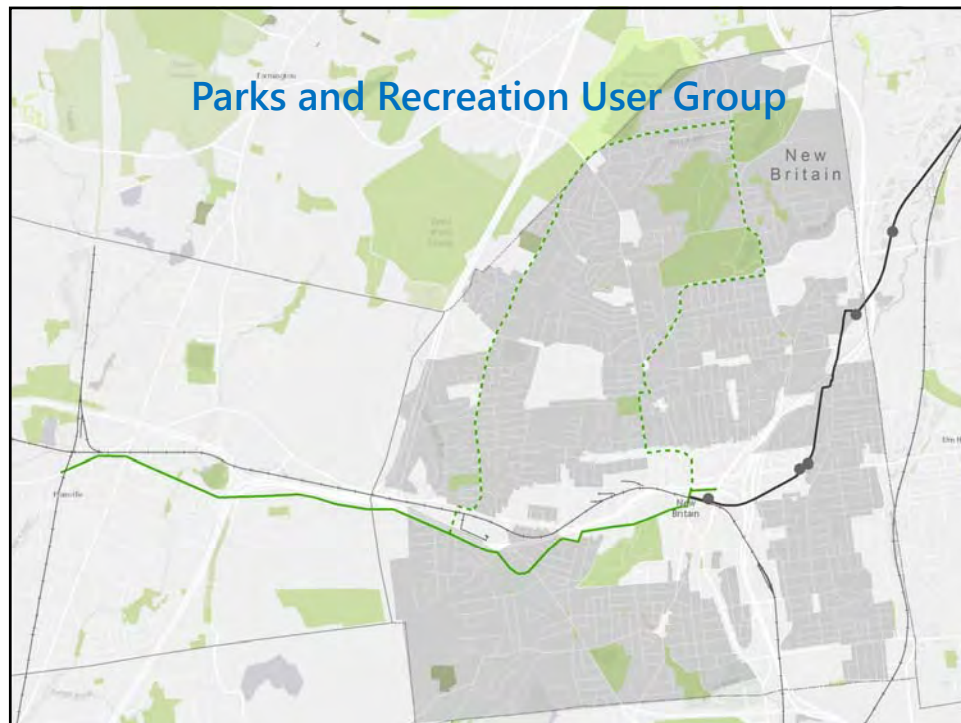


Long List of Alternatives - Plainville

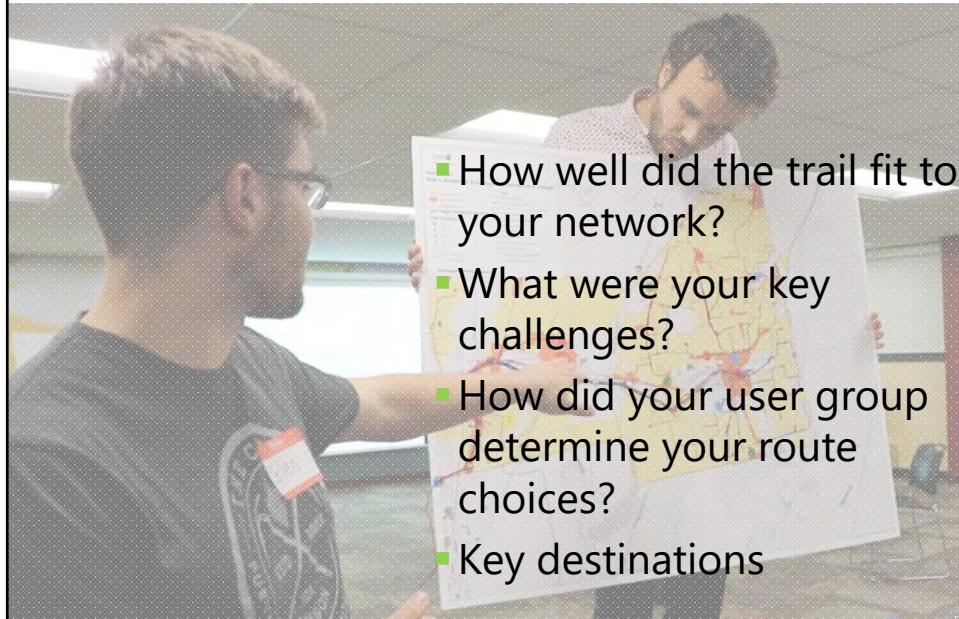


- 14 alternatives in total
- Created during fall 2016
 - Charrettes
 - Steering Committee
 - Stakeholder discussions
 - Technical efforts
- Different focal points
 - Shopping
 - Schools
 - Employment
 - Parks/Recreation





Report Back – New Britain



Long List of Alternatives – New Britain



- 5 alternatives in total
- Different goals than Plainville
- Focus is on connections to CTfastrak

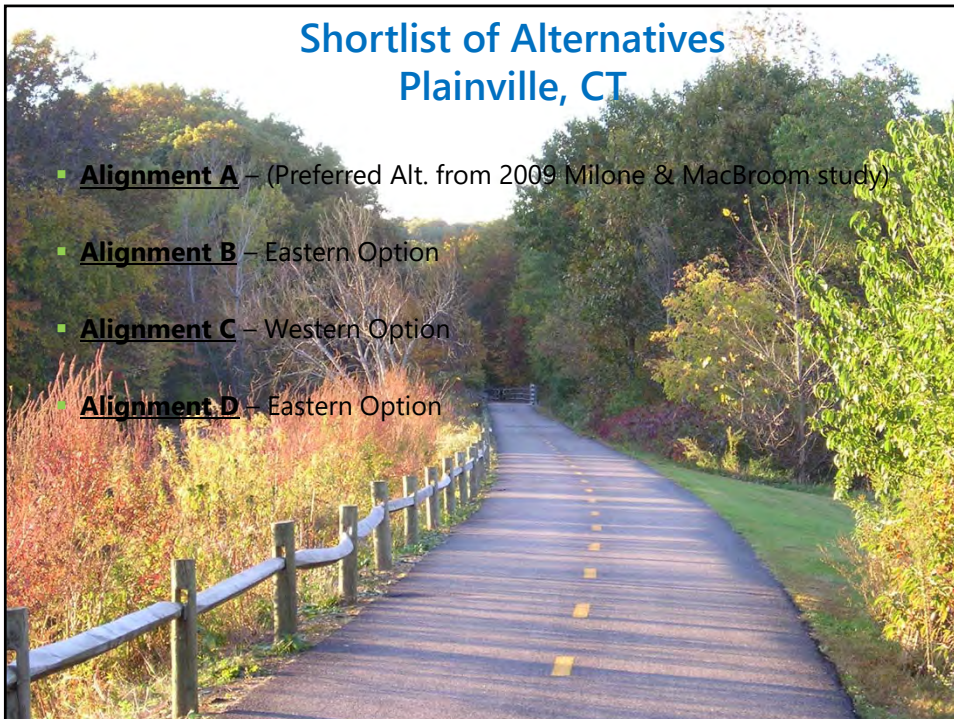
Screening Criteria

- Connect with FCHT/ECG
- Connect with downtown Plainville
- Major off-road component
- Able to be constructed without MAJOR ROW impacts
- Avoids undue reliance on rail ROW
- Avoids being overly circuitous



Shortlist of Alternatives Plainville, CT

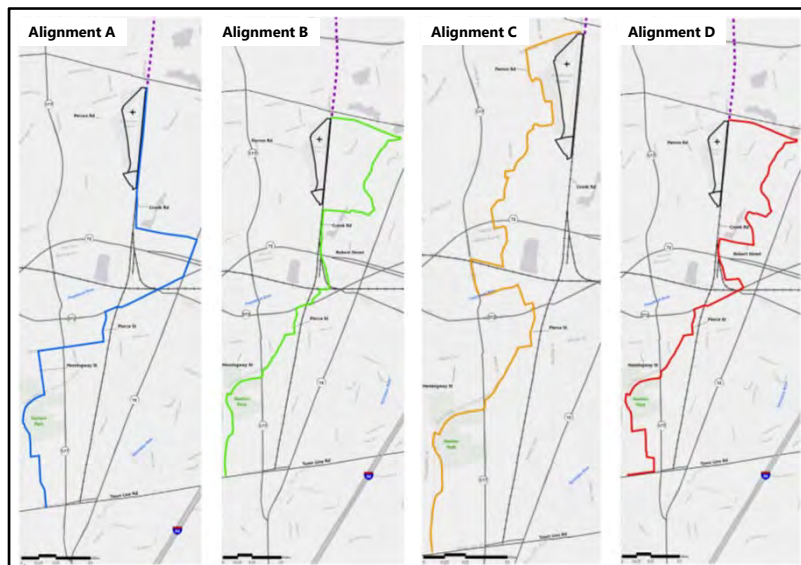
- **Alignment A** – (Preferred Alt. from 2009 Milone & MacBroom study)
- **Alignment B** – Eastern Option
- **Alignment C** – Western Option
- **Alignment D** – Eastern Option



Shortlist of Alternatives New Britain, CT

- **Alignment 1** – On-Road Commercial/Employment
- **Alignment 2** – Rte 372 Option
- **Alignment 3** – On-Road Parks/Recreation
- **Alignment 4** – Schools Option
- **Alignment 5** – Off-Road Option

Shortlist of Alternatives

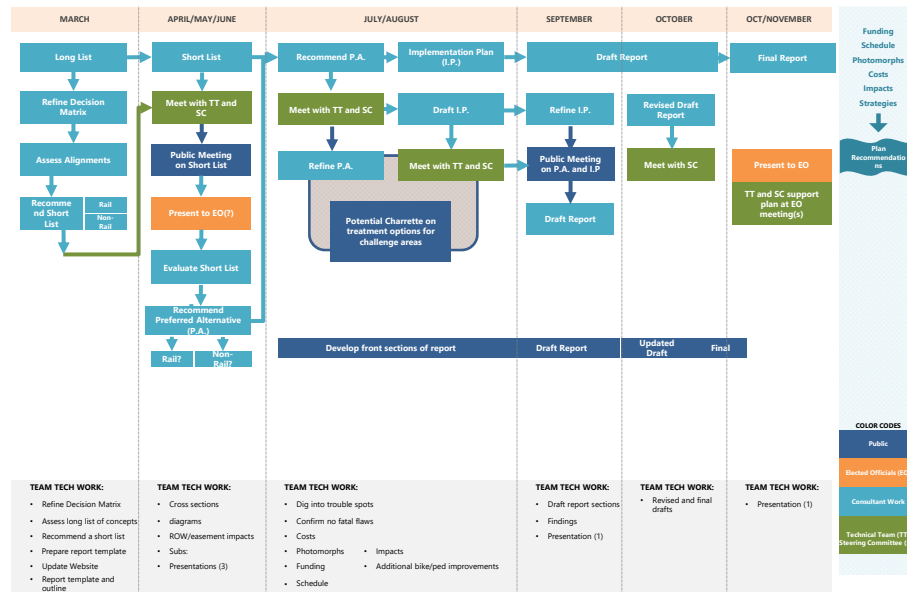


Shortlist of Alternatives

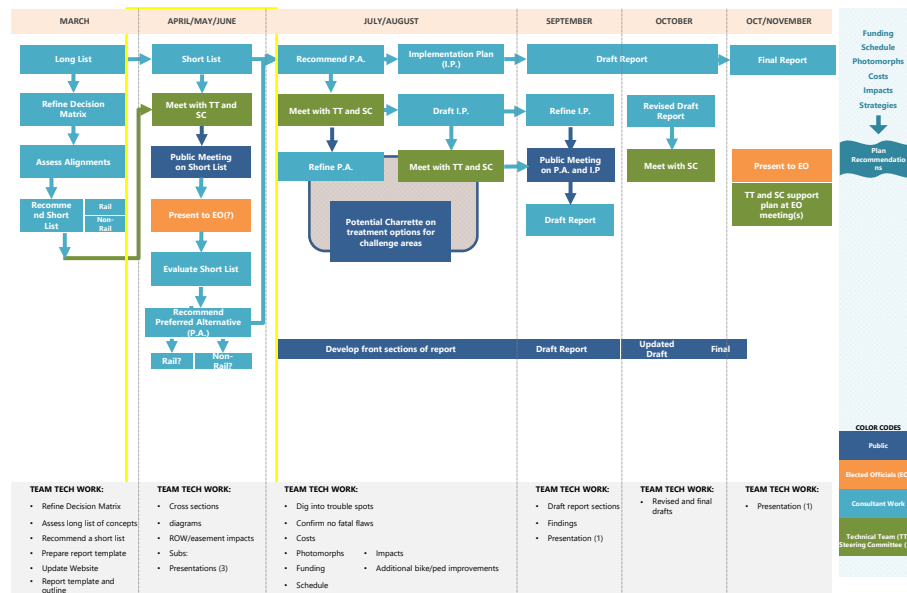


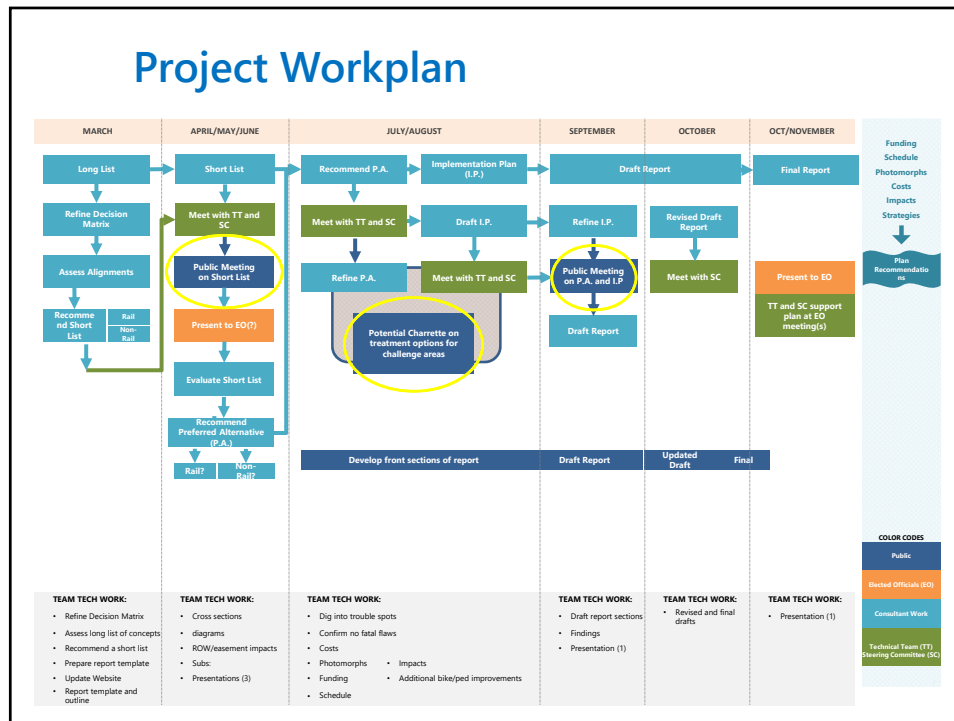
Public Outreach Schedule

Project Workplan



Project Workplan





Public Outreach Schedule

- Next Public Meeting: May 22 in Plainville: "Getting to the Short List"

Public Meeting Format

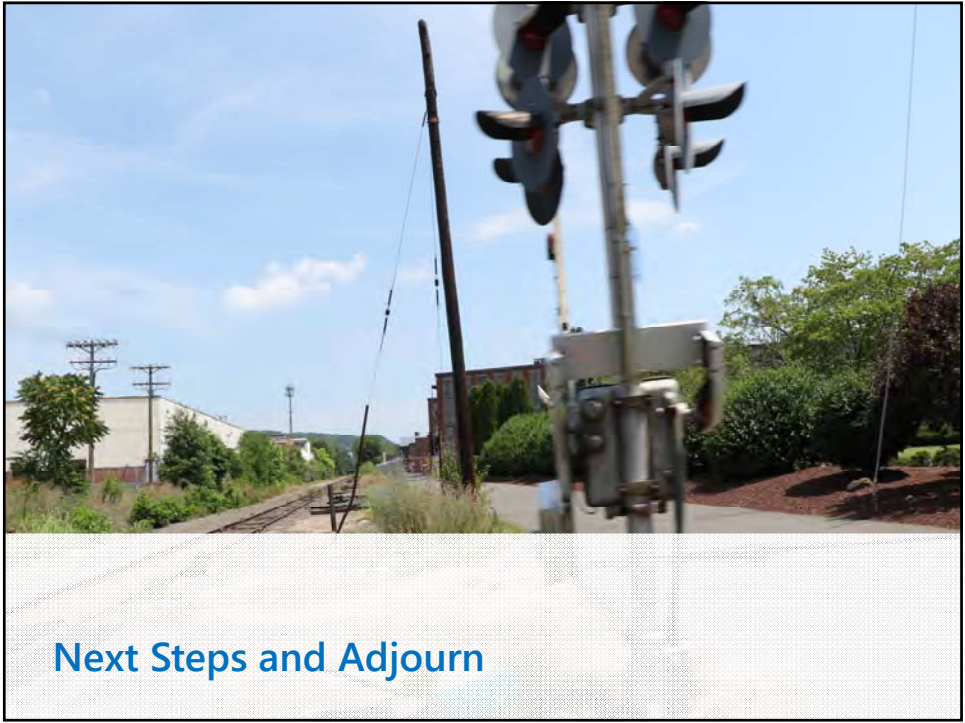
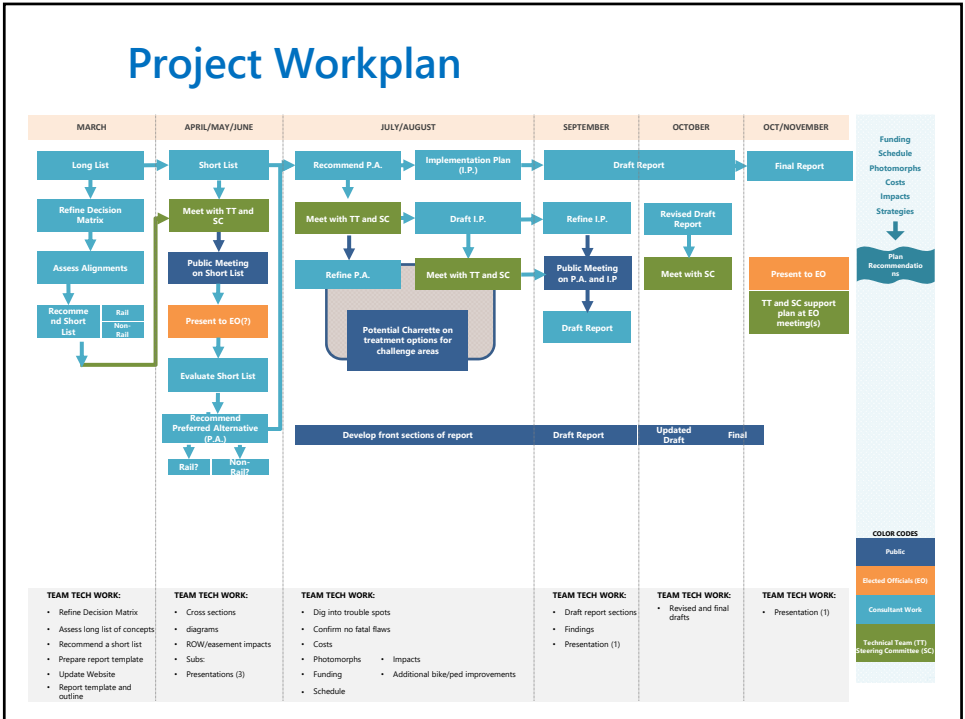
Presentation | Question and Answer | Open house

6:00-6:15 Sign in, open house

6:15-7:15 Presentation and Q&A

7:15-8:00 Open house, submit comments

- Introduction and project Updates*
- Overview of the Workshop week from the Fall*
- What we heard / what we learned*
- Methodology and technical Analysis that informed the alternative alignments*
- Review Alternatives*
 - Is this the right short list?*
 - Is there anything that should be removed added?*
 - Are these the correct criteria to evaluate?*
- General Discussion*
- Likes / Dislikes / Comments*
- Next Steps / Open House*



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Theresa Carr | tcarr@vhb.com

Mark Jewell | mjewell@vhb.com

Geoffrey Morrison-Logan | gmorrisonlogan@vhb.com





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT

Date: April 19, 2017

Notes Taken by: Geoffrey Morrison-Logan
and Theresa Carr

Project #: 42201.00

Re: Steering Committee and Technical Team Meeting
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of Governments
Anna Bergeron, CTDOT
Jim Cassidy, Plainville Greenway Alliance
Garrett Daigle, Town of Plainville
Mark Devoe, Town of Plainville
Bruce Donald, East Coast Greenway Alliance
Laurie Giannotti, CT DEEP
Sue Jacozzi, Plainville Southington Health District
Maureen Lawrence, CTDOT
Mark Moriarty, City of New Britain
Rob Phillips, Town of Southington
Edward Sabourin, CTDOT
Pete Salomone, Plainville Greenway Alliance
Grayson Wright, CTDOT

Consultant Team

Theresa Carr, VHB
Mark Jewell, VHB
Geoffrey Morrison-Logan, VHB

The 5th Steering Committee meeting took place on Wednesday, April 19, 2017 from 2:30-4:30pm at the Plainville Public Library. Much like the November 2016 meeting, this was a joint meeting with the project's Technical Team. The meeting purpose was to review project updates, discuss the screening criteria that led to the identification of a shortlist of practical and feasible alternatives, and walk through the shortlisted alternatives. The group also discussed upcoming public outreach efforts, including a possible public meeting on May 22nd. This meeting summary is organized by agenda item, and captures the main points of the discussion and action items. Materials presented during the meeting are included at the end of this meeting summary.

Meeting Summary

1. Welcome and Introductions

Tim Malone, CRCOG Project Manager, opened the Joint Steering Committee/Technical Team Meeting and then reviewed the purpose of the meeting:

*Today's meeting is about discussing **recent project activities**, presenting a **practical and feasible set of alternatives** for completing the gap in the Farmington Canal Heritage Trail, including the criteria used to get where we are, and **how we will evaluate remaining alternatives**.*

Tim review the agenda for the meeting, which included the following items:

- Public Comment
- Project Updates
- Alternatives Development
 - Long list
 - Short list
- Public Outreach Schedule
- Next Steps and Adjourn

Tim reviewed the project 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 CTfastrak 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."*

Meeting participants went around the table introducing themselves.

2. Public Comment

Tim opened the meeting for Public Comment. No members of the public were present.

3. Project Updates – Restarting the Project

A summary of project updates was provided by Tim. The updates included items that were undertaken since the last Joint Committee Meeting that was held on November, 15, 2016. Tim provided copies of the November 2016 meeting summary and asked the group if there were any changes that needed to be made. The group had no changes to the meeting notes and agreed with their content.

The summary of Project Updates includes the following:

- An introduction to new team members
- Discussions about use of rail right of way
- Reference to the draft Existing Conditions report
- Adjustments to “decision matrix” from the November meeting
- Organization and screening of alignment alternatives

Team Organization:

Tim introduced the Organization of the Team with and updated Organization Chart. Theresa Carr is our new consultant Project Manager, Mark Jewell moves into a Senior Technical Advisor role, Geoffrey Morrison-Logan will take a more active role leading outreach efforts, Chris Dewitt joins the team as the task lead for transportation planning. Theresa and Geoffrey introduced themselves.

Use of Rail Right of Way:

Tim provided an update on the Use of the Rail Right of Way based on discussion with Pan Am Railways. The following was noted by Tim:

- At this time, the project will not assume rail right of way is available
- Use of north-south rail right of way is not considered a fatal flaw
 - Effort made to shift alignments outside rail right of way
 - Will take impacts on rail right of way into consideration during evaluation

Existing Condition Report:

Tim provided an update on the Existing Condition Report. The following was noted by Tim about the Report:

- The Report sets the “goal posts” for evaluating alternatives
- The Report compiles information about what is on the ground today so that it can inform the alternatives evaluation step
- The Report considers Transportation and Land Use
- The Report existing and future (near-term)
- Plainville and New Britain (some reference of Southington)

Refinements to Decision Matrix:

Comments provided by the Steering Committee and the Technical Team from the November worksession have been incorporated into the decision matrix. Further refinements to the evaluation step are covered under the next agenda item.

Organization and Screening of Alignment Alternatives:

This topic is covered under the next agenda item.

4. Alternatives Development and Screening Summary

Geoffrey Morrison-Logan described how each of the individual concepts introduced through the fall 2016 public charrettes and outreach discussions were converted into alternatives for either the Plainville or New Britain segments. A total of 14 concepts were developed in Plainville and 5 in New Britain. Together, these 19 concepts are referred to as the long list of potential alternatives.

Theresa Carr provided a summary of the Screening Criteria that was used to assess the long list, and to create a shortlist of practical and feasible alignments to be carried through the evaluation step. The intent of the screening step is to create a shortlist of practical and feasible alternatives. The intent of the evaluation step is to identify one preferred alignment connecting the Farmington Canal Heritage Trail through Plainville, and one preferred alignment connecting this trail with the CTfastrak station in New Britain.

These screening criteria are as follows:

No.	Screening Question	Threshold
1.	Does the alternative connect at the north and south ends with the East Coast Greenway (constructed, or in design)?	Connects at north end with North West Drive between Route 10 and Route 177 Connects at south end with Town Line Road between Route 10 and Route 177
2.	Does the alternative connect with downtown?	Connects with Route 372 (Main Street) no further east than Woodford Avenue Connects with Route 372 (Main Street) no further west than Route 177
3.	Does the alternative have a major off-road element?	More than 75% off street, to get as close as possible to East Coast Greenway goals of 100% off-road trail facility

No.	Screening Question	Threshold
		NOTE: Side paths adjacent to roads are considered off-road
4.	Can the alternative be constructed without significant ROW impacts?	Fewer than 30
5.	Does the alternative avoid undue reliance on Railroad ROW?	Avoids requiring portions of path being constructed within the Waterbury Branch ROW Avoids having three or more at-grade crossings of the Waterbury Branch Avoids requiring permanent impacts to rail yard
6.	Does the alternative avoid being overly circuitous (for no apparent reason)?	Not more than double straight-line distance between North West Drive and Town Line Road

Theresa described that the application of the six screening criteria resulted in the identification of four alignments in Plainville. Of these four, she described that one (Alignment A) does not meet the 75% off-road criterion but was retained because it was the preferred alternative from the latest study on this segment, the 2009 Milone & MacBroom study. Furthermore, one additional alignment (Alignment B) was potentially problematic in that it requires a flyover of the Pan Am rail yard, but upon further consideration it was deemed feasible and should be evaluated.

Theresa stated that because the starting number of concepts in New Britain was small the screening step was not applied.

Comments from Committee

- 1) The Committee stated support for the screening criteria and the screening results
- 2) One Committee member asked about the ROW impact threshold of 30 impacts – was that 30 impacts to private parcels, or private and public combined? Theresa clarified that the threshold was 30 impacts to private parcels, which could be residential, commercial, or industrial.
- 3) There was a discussion about reliance on railroad ROW, and whether that screening criterion should be expanded to include any reliance on rail ROW, including the north south line. Theresa clarified that even though the north south rail line was not considered to be a fatal

flaw criterion, all effort was made to shift trail alignments outside the rail ROW. This would not preclude future discussions with Pan Am but would allow the current project to move forward.

- 4) Some discussion took place about whether Alignment B, which features a flyover of the Pan Am rail yard, should be screened out due to screening criterion 5. Theresa clarified that Alignment B appears to require a construction easement from Pan Am, but does not appear to impact train movements on a permanent basis. Alignment B therefore, for now, will move forward into the evaluation step.
- 5) The group discussed screening criterion 6. What does overly circuitous mean, and does a recreational trail need to worry about being circuitous? Theresa agreed, and stated that this was why the criterion allowed for diversion and meandering by creating a threshold of double straightline distance. If a concept was more than double straightline distance, the team asked whether there was an obvious reason for the diversion (what attraction was connected). If no obvious connection was made, the concept was removed.

Mark Jewell walked the Steering Committee and Technical Team through the shortlisted alignments using Google Earth as the platform. The alignments were:

- **Alignment A** – the preferred alternative from the 2009 Milone & MacBroom study, this alignment assumes use of the Pan Am north south rail right of way, uses Cronk Road and Main Street, Pierce Street, Broad Street, Heminway Street, through Norton Park to Robert Jackson Way. It is majority on-road.
- **Alignment B** – this alignment turns east on an off road path on the northern edge of North West Drive, crosses North West Drive to an off road alignment on boardwalk or trail, curving back west along the southern edge of the treatment plant to Cronk Road, on a flyover of the Pan Am Rail yard and the Waterbury Branch to Neal Court, Main Street, Pierce Street, the historic canal right of way to Norton Park, continuing on historic canal right of way to Town Line Road.
- **Alignment C** – called “the western alignment” this alignment turns west on the northern edge of North West Drive, turning south on Peron Road connecting with Tomasso Nature Park and continuing south on mainly town-owned property, tunneling under Route 72. In the vicinity of Phoenix Soil, the trail would come along the eastern edge of Route 177 on an off-road alignment. South of downtown this alignment follows the previous paths of Pierce Street, former canal right of way to Norton Park to former canal right of way.
- **Alignment D** – similar to Alignment B but this alignment turns west at Robert Street extension, and follows an at-grade alignment at Cronk Road to Norton Place, E Main Street to Pierce Road, former canal right of way to Norton Park. This alignment might curve in back of the industrial businesses east of Robert Jackson Way to Town Line Road.

The New Britain alignments mainly follow Woodford Avenue and Black Rock Road. The New Britain off road alignment would fit between Route 72 and Black Rock Road. A variation of local street alignments are considered between Route 372 and the New Britain **CTfastrak** station.

Comments from Committee

1. The Committee stated general support for the shortlisted alternatives
2. Mark Moriarty of the City of New Britain asked why the screening criteria were not applied to New Britain alignments. When Theresa responded that the New Britain alignments did not appear to have the same goals as the FCHT alignments, Mark disagreed. He stated that off-road was critical to this alignment, even if it is not something the City could accomplish immediately.
3. The group went on to discuss this at some length and ultimately recommended that the consultant team apply the screening criteria to the New Britain alignments, knowing that only one alignment would pass the screening step. Therefore, the consultant team will devote resources in the short term to test the feasibility of this one off-road alignment, including an exploration of grades, property impacts, costs, crossings, and phaseability before proceeding to recommend it as a preferred alternative.

5. Public Outreach Schedule

Geoffrey talked through the project's workplan and next steps, with an emphasis on touch points with the general public. In particular, the group is looking at a public meeting to discuss the long list of project alternatives, the screening and evaluation criteria, and the shortlist of practical and feasible alternatives. The date that is being targeted for the public meeting is May 22.

The schedule and draft agenda for the next public meeting was provided as a handout.

Proposed Public Meeting Format

Presentation | Question and Answer | Open house

- 6:00-6:15 Sign in, open house
- 6:15-7:15 Presentation and Q&A
- 7:15-8:00 Open house, submit comments

6. Next Steps and Adjourn

The Meeting adjourned at 4:30pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:

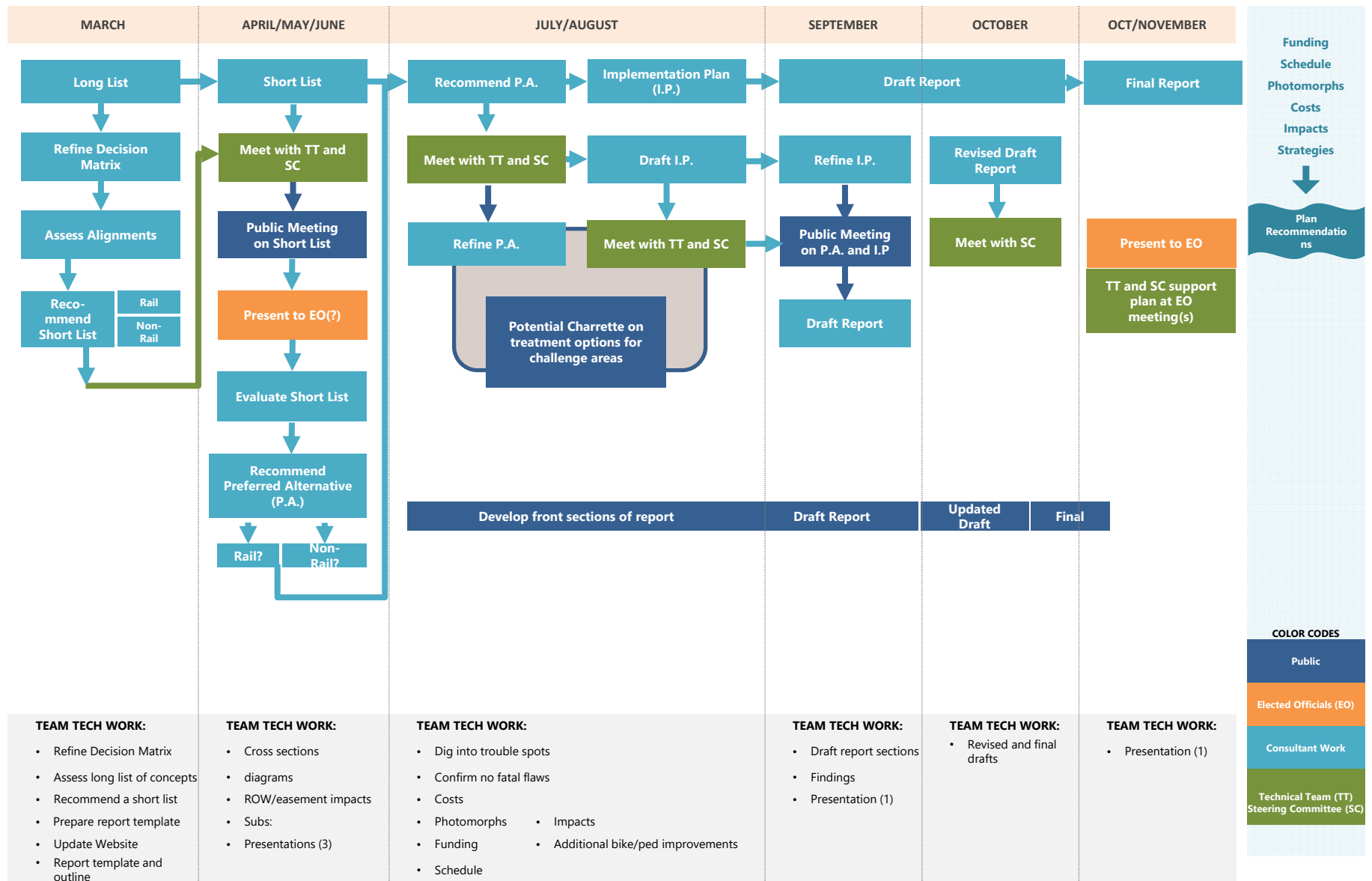


Tim Malone

Distribution: Attendees

Project File 42201.00

Project Workplan





Alternatives Screening and Evaluation

A set of preliminary alternative alignments (alignments) have been created both for the Farmington Canal Heritage Trail Gap Closure with a spur to the CT**fastrak** station in downtown New Britain. The alignments were determined through a series of extensive public engagement activities, including focus group sessions held in July and public planning workshops undertaken in October of 2016, as well as input from the Steering Committee and Technical Team.

This memorandum documents the screening and evaluation framework for the FCHT Gap Closure Project. Application of the screening and evaluation framework will result in the identification of one preferred alternative for the Plainville to New Britain corridor, and one or two preferred alignments in Plainville between Farmington and Southington. The overall framework is applied in two steps:

- **Step 1: Screening** – The first step of the framework is to screen a range of corridor concepts identified through the STAR analysis and fall 2016 charrette against readily discernible elements of the project's Purpose. Concepts that pass these screening criteria are developed into a discrete set of alternatives and carried forward to the next step, Evaluation.
- **Step 2: Evaluation** – In the second step of the framework, the alternatives are evaluated on how effectively they perform against the project evaluation criteria, which are based on the project's goals and objectives. The evaluation process is intended to identify one preferred alignment in New Britain and one to two preferred alignments in Plainville between Farmington and Southington.

Step 1: Screening

This step compares corridor concepts identified through the STAR Analysis against a set of readily discernible elements of the project's Purpose. The screening step uses readily-available data. Minimal analysis is performed for the screening. For quantitative measures, thresholds were established to determine if the concept clearly passed or did not clearly fail against the screening question. If a concept passed the screening question it was forwarded into the evaluation. Corridor concepts must not fail any of the screening questions in order to move forward into Step 2 (Evaluation). Corridor concepts that do not pass one or more of the screening questions were considered infeasible and/or unresponsive to the project's purpose and dropped from further consideration. Important to note is that in the screening corridor concepts are screened against the criteria below, and not compared against one another. Screening questions and thresholds are listed on the following page.

Please note that the screening step was specific to the FCHT Gap Closure effort – all alignments connecting Plainville with the CT**fastrak** station in New Britain were carried forward into Step 2: Evaluation.

No.	Screening Question	Threshold
1.	Does the alternative connect at the north and south ends with the East Coast Greenway (constructed, or in design)?	Connects at north end with North West Drive between Route 10 and Route 177 Connects at south end with Town Line Road between Route 10 and Route 177
2.	Does the alternative connect with downtown?	Connects with Route 372 (Main Street) no further east than Woodford Avenue Connects with Route 372 (Main Street) no further west than Route 177
3.	Does the alternative have a major off-road element?	More than 75% off street, to get as close as possible to East Coast Greenway goals of 100% off-road trail facility NOTE: Side paths adjacent to roads are considered off-road
4.	Can the alternative be constructed without significant ROW impacts?	Fewer than 30
5.	Does the alternative avoid undue reliance on Railroad ROW?	Avoids requiring portions of path being constructed within the Waterbury Branch ROW Avoids having three or more at-grade crossings of the Waterbury Branch Avoids requiring impacts to rail yard
6.	Does the alternative avoid being overly circuitous (for no apparent reason)?	Not more than double straight-line distance between North West Drive and Town Line Road

Step 2: Evaluation

Concepts that pass Step 1 (Screening) are developed into alternatives for evaluation. This second step of the framework compares how well the alternatives meet evaluation criteria derived from the project's Goals and Objectives. The intended outcome of Step 2 is to identify the most viable alternative(s) to carry forward. The evaluation criteria described on the following pages are consistent with the decision matrix discussions with the project Steering Committee in fall 2016.

The following pages identify the draft Goals, Objectives, potential Evaluation Criteria, and potential Measures of Effectiveness for each of these seven Goals. Each Goal includes at least one supporting and actionable Objective. The potential Evaluation Criteria and Measures of Effectiveness will be used to quantitatively and/or qualitatively differentiate and identify tradeoffs between alternatives. The evaluation categories are:

- Connectivity (Proximity is ¼ mile from the alignment center line for this category)
- Safety and Security
- Facility Type (If a facility is on road, off road or adjacent to a road)

- Environmental Considerations
- Potential Right-of-Way Easements or Acquisitions
- Estimated Costs

Each of these categories is described below.

Connectivity

Connectivity describes how well an alignment enhances the accessibility to resources in a community. Good connectivity will be defined as an alignment being a distance of a ¼ mile or less from a community resource. The community resources are listed below. For this category the alternatives will be compared against their proximity to a set of community resources. People may choose not to use a facility that does not provide a reasonable direct connection to destinations. Alignments will score higher for closer proximity to existing recreational, cultural, educational and commercial areas. For this category high connectivity (the more resources an alignment “connects” with) gets a higher rating (high benefit), while if it “connects” with fewer resources, it will get a lower rating (low benefit).

- Schools
- Recreational facilities – Parks, Linear Trails, Open Space
- Commercial Locations – Town/City Center, Technology Parks, Office Parks
- Cultural Resources – Museums, Historical Locations, Religious Institutions, Cultural Centers (such as YWCA, Historic Centers, American Legion, Elks Lodge, Polish National Alliance, etc.)
- Population

Safety, Comfort, and Security

Safety, Comfort and Security are important criteria for determining how well a facility will be utilized and how welcoming it will be to the greatest number and greatest range of users.

Safety is defined in relation to how many conflict points with motor vehicles, such as commercial driveways and intersections, are likely to be present in along an alignment. Conflicts with motor vehicles can be a major impediment for use of bicycle facility by less experienced users, especially recreational users, children and the elderly. Alignments that avoid or minimize these conflicts by being located away from busy roadways, and on separated facilities, would rate higher than on-road facilities. An alignment with a fewer number conflict points, such as, intersections with streets, commercial driveways and mid-block crossings will rate higher than one with more conflict points.

- Safety – Number and speed of conflict points along the alignment
 - Commercial Driveways
 - Intersections
 - Mid-block crossings

An alignment with a higher number and speed of conflict points is less desirable and will have a lower score as compared to an alignment with fewer conflict points.

Comfort includes low speeds, low volumes, buffers or separation, aesthetics and green. An alignment with lower comfort points is less desirable and will have a lower score as compared to an alignment with higher comfort points.

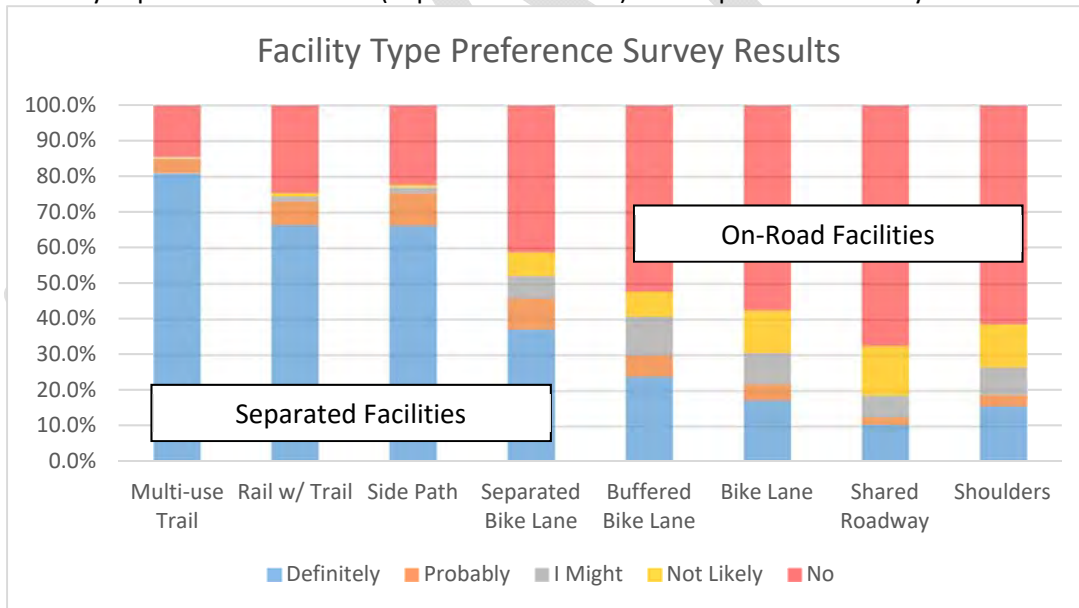
Security can be and is perceived differently from person to person, which can make measuring this criteria difficult. However, a common definition for how secure a bicycle / pedestrian facility is the potential for people to be “watching the trail” or “eyes on the trail.” The more people that you have using and viewing the facility, the less likelihood of criminal activity. Different criteria are used in a commercial space than in a park or residential area. Homes set more than 30 feet from the right-of-way, or which have more than 30% of the front occupied by a garage, for example, provide low security.

Facility Type (On / Adjacent to / Off Road Alignment)

To assess the appeal to the largest number of user groups of all ability levels, the percent of the alignment that is either off-road, adjacent to the road or on-road will be determined.

Alignments that attract the greatest number of users will rate higher than those that limit users to more experienced cyclists or a certain age group. A multi-use trail (off road) in an attractive surrounding that offers reasonable connectivity will attract a larger user group than, for example, shoulders, or bike lanes on a busy roadway.

A Facility Type Preference Survey was offered to the public through the website www.gapclosurestudy.com to determine their preference for the facility types listed below. With each facility type category (off-road, adjacent to or on-road) the general preference from the survey has been noted (representing approximately 300 responses). The survey results made it readily apparent that the facility type was very important to the public. As can be seen in Graph 1 the public is much more likely to use a facility separated from traffic (Separated Facilities) as compared to a facility that is on-road.



Graph 1 - Facility Type Survey Results

An alignment with a higher percentage off road is more desirable and will have a higher score as compared to an alignment with a higher percentage on road.

Environmental

It is important to assess the potential impacts to natural and cultural resources for each alignment in order to be able to determine which may have the greatest environmental impact. For this assessment, several resources have been chosen to be measured. These are listed below:

- **Wetlands** – For this study Inland Wetlands and Watercourses will be evaluated based on the most recent GIS mapping obtained from the communities¹.
- **Floodplain** – The extent to which the alternative is within the 100 year floodplain.
- **Wildlife Diversity** – if the alignment crosses a Natural Diversity Data Base (NDBD) area then it is calculated as a “Yes”, if not, a “No.”
- **Historic Resources** – Number of historic resources within 50 feet of the center line of the alignment will be determined.
- **Hazardous Materials** – Number of known hazardous materials locations within 10-feet of the center line of an alignment.

Property Effects (Rights-of-way)

Property impacts can be controversial and costly. These effects may be required in order to Close the Gap in the FCHT and to CT**fastrak**. The potential effects of the alignments to private and public properties along the alignments will be assessed. This is not a determination of actual impacts, but a tool identifying potential impacts of an alignment so that a comparison can be made between alignments. The number of private and public properties potentially impacted will be counted and compared for each alignment. An alignment with a higher number of potential impacts will have a lower score as compared to an alignment with less potential impacts.

Estimated Costs

The construction cost of an alignment is an important component, especially where right-of-way would need to be purchased, bridges or other expensive infrastructure needed. Major cost elements will be identified for each of the shortlisted alternatives and used to compare high level conceptual costs between the various alternatives.

Category Weighting

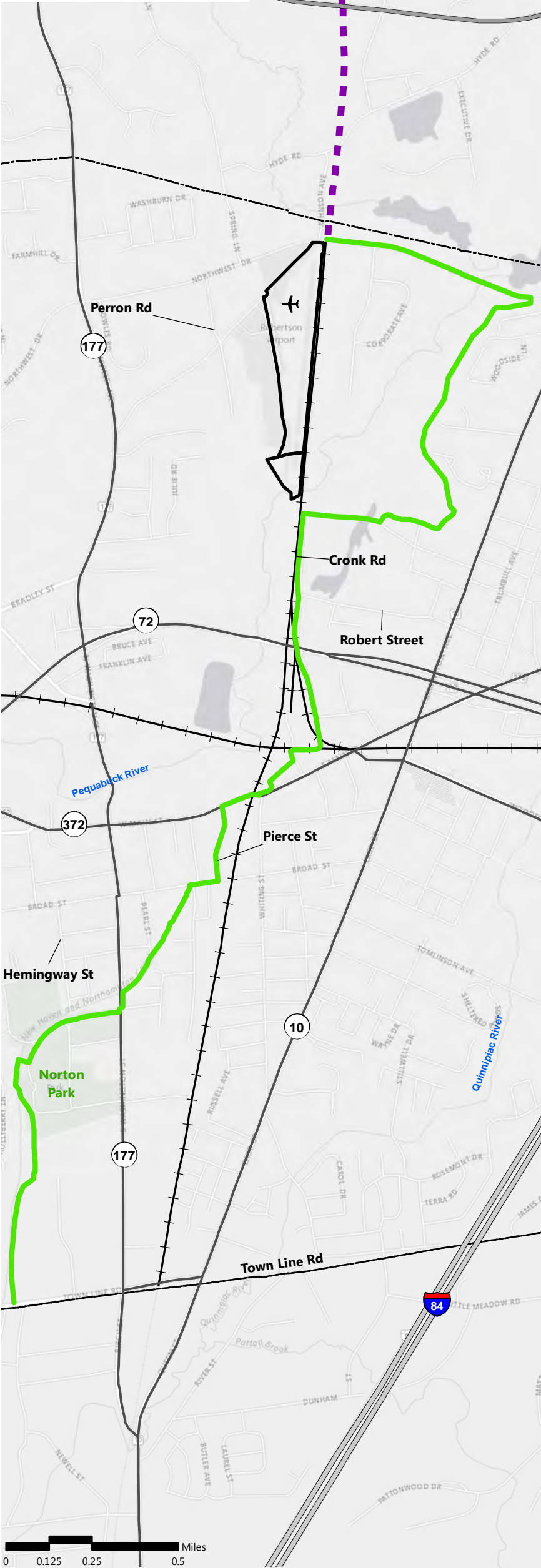
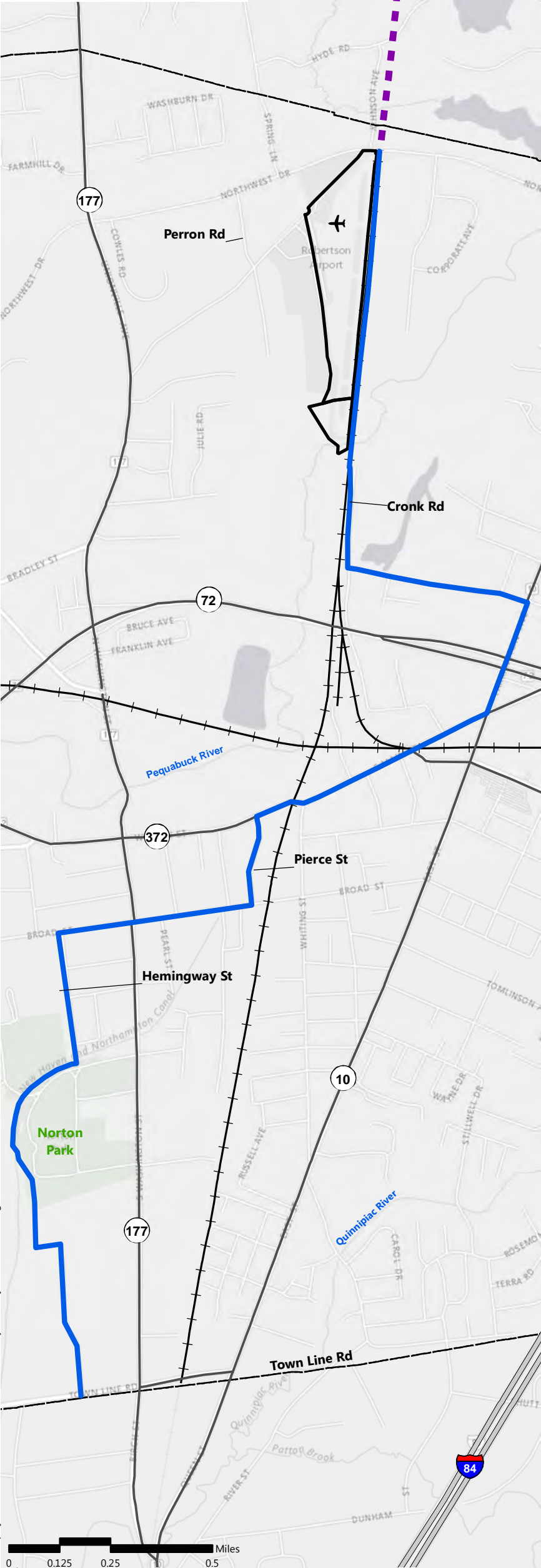
Each category has been weighted based on input from the Steering Committee, Technical Team and Public. These weightings are as listed below:

- Connectivity – **20 percent**
- Safety and Security - **25 percent**
- Facility Type (If a facility is on road, off road or adjacent to a road) – **30 percent**
- Environmental Considerations – **10 percent**
- Potential Right-of-Way Easements or Acquisitions – **12 percent**
- Cost – **3 percent**

¹ CT Department of Energy and Environmental Protection (CTDEEP), Inland and Tidal Wetlands webpage, http://www.ct.gov/deep/cwp/view.asp?a=2720&q=325674&deepNav_GID=1654

Alignment A

Alignment B



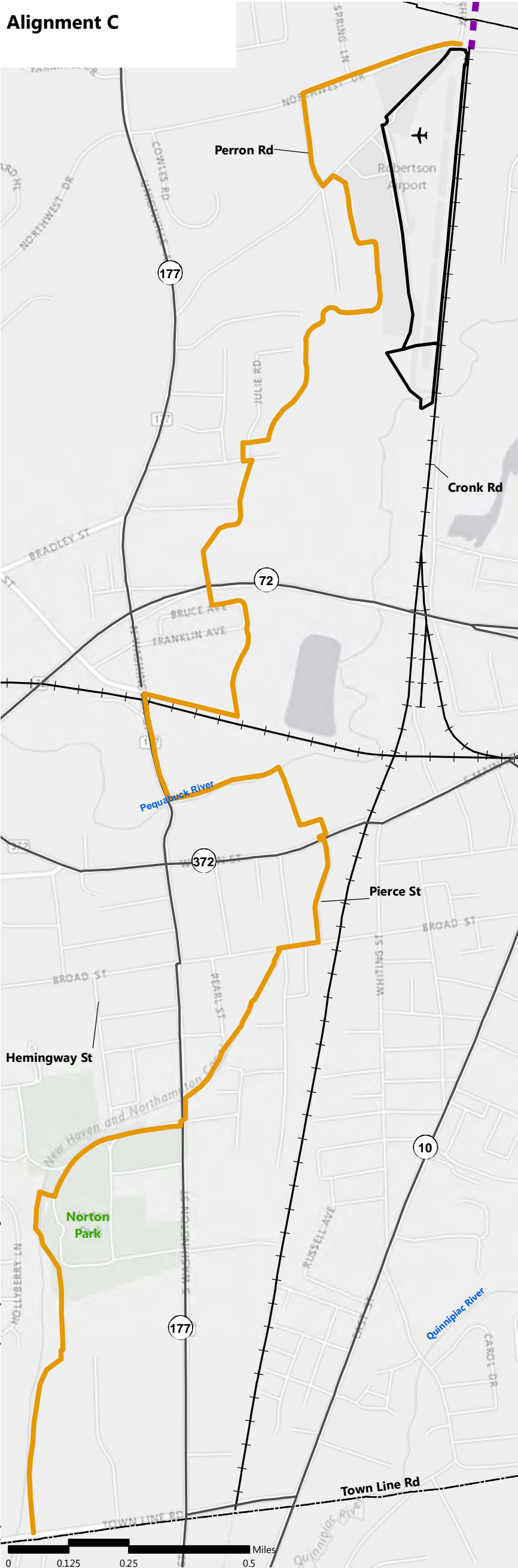
Gap Closure Study

Plainville Proposed Alignments A & B

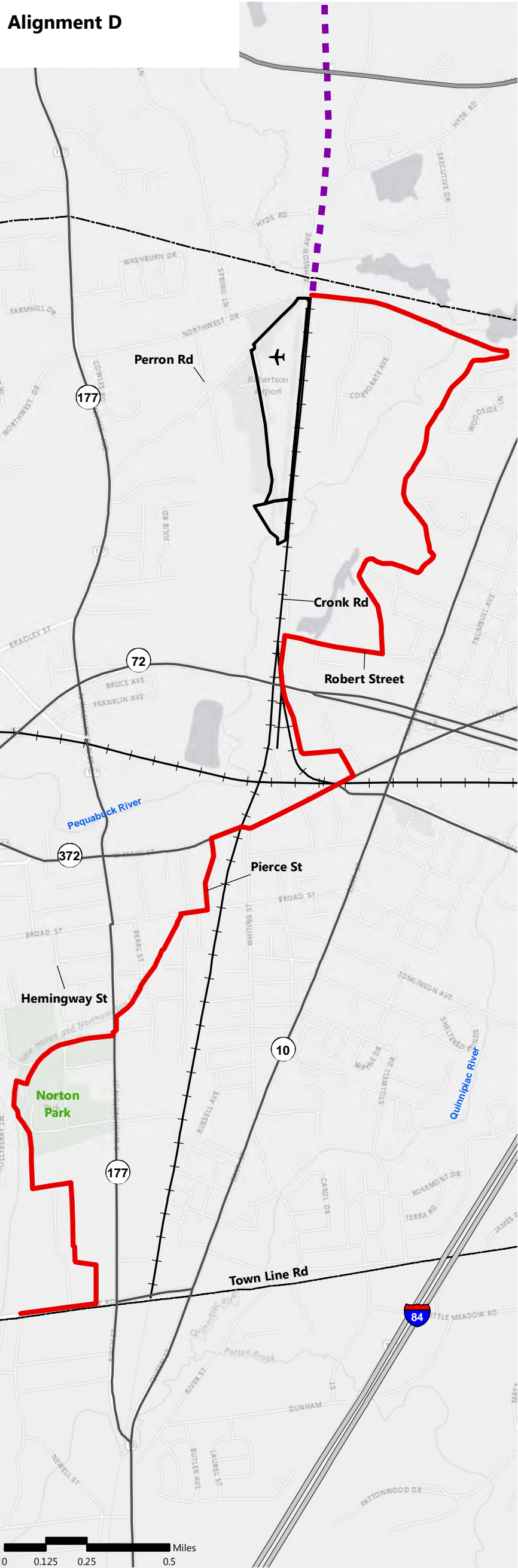
- Interstate
- U.S. Highway
- State Highway
- Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Multi-use trail, Under construction
- Rail with Trail; Multi-use trail, In design
- Town Boundary

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

Alignment C



Alignment D

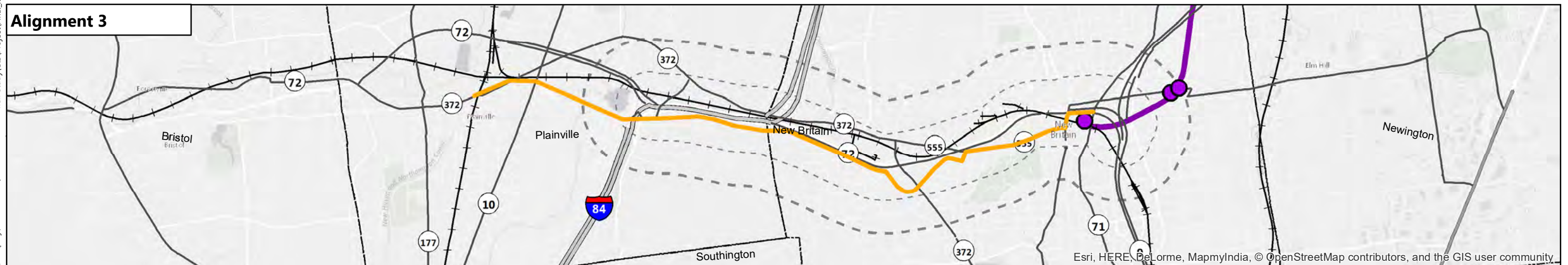
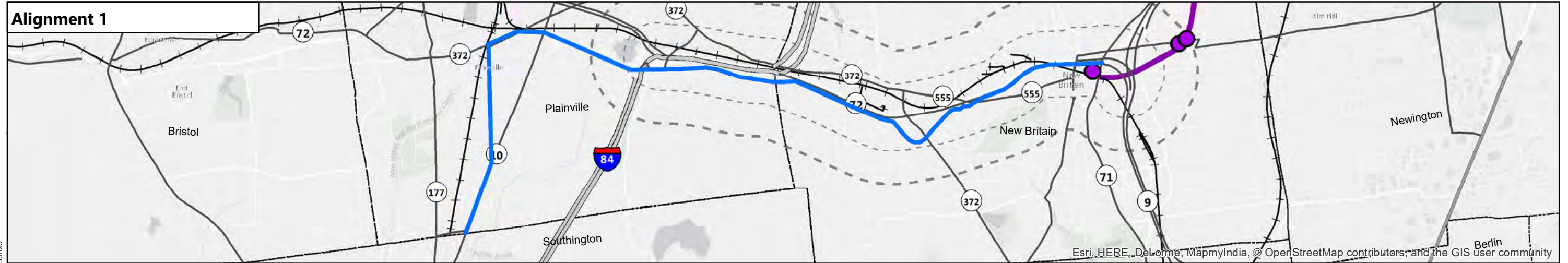


Gap Closure Study

Plainville Proposed Alignments C & D

- Interstate
- U.S. Highway
- State Highway
- Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Multi-use trail, Under construction
- Rail with Trail; Multi-use trail, In design
- Town Boundary

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau



- CTfastrak Stations
- Interstate
- U.S. Highway
- State Highway
- + Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed

- Town Boundary
- Rt 72 Buffer**
- Quarter Mile Radius
- Half Mile Radius

Gap Closure Trail Study

Hartford County, CT

New Britain Proposed Alignments

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

Alignment 4



Alignment 5



- CTfastrak Stations
- Interstate
- State Highway
- + Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Town Boundary
- Robertson Airport
- Rt 72 Buffer**
- Quarter Mile Radius
- Half Mile Radius

Gap Closure Trail Study

Hartford County, CT

**New Britain
Proposed Alignments**

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee/Technical Team Meeting

July 11, 2017 / 2:30 PM – 4:30 PM

Plainville Public Library, Auditorium

56 E Main Street / Plainville

1. Welcome and Introductions
2. Public Comment
3. Minutes from April 19th meeting
4. Project Updates
 - a. Public Meeting May 22nd
 - b. Plainville Town Council Briefing June 5th
5. Alternatives Evaluation
 - a. Evaluation Criteria and Methods
 - b. Findings
 - c. What's Next?
6. Public Outreach Schedule
 - a. New Britain Bike Rodeo July 8th
 - b. Public Workshop (Date TBD – late Summer [August or September])
7. Next Steps and Adjourn

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 724-4221 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al (860) 724-4221, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 724-4221, jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



Purpose of Today's Meeting

Today's meeting is about discussing **recent project activities**, presenting the results of the **evaluation of the shortlisted alignments** for completing the gap in the Farmington Canal Heritage Trail, and **discussing a preferred alignment** for the Plainville gap and the connection to *CTfastrak*



Agenda

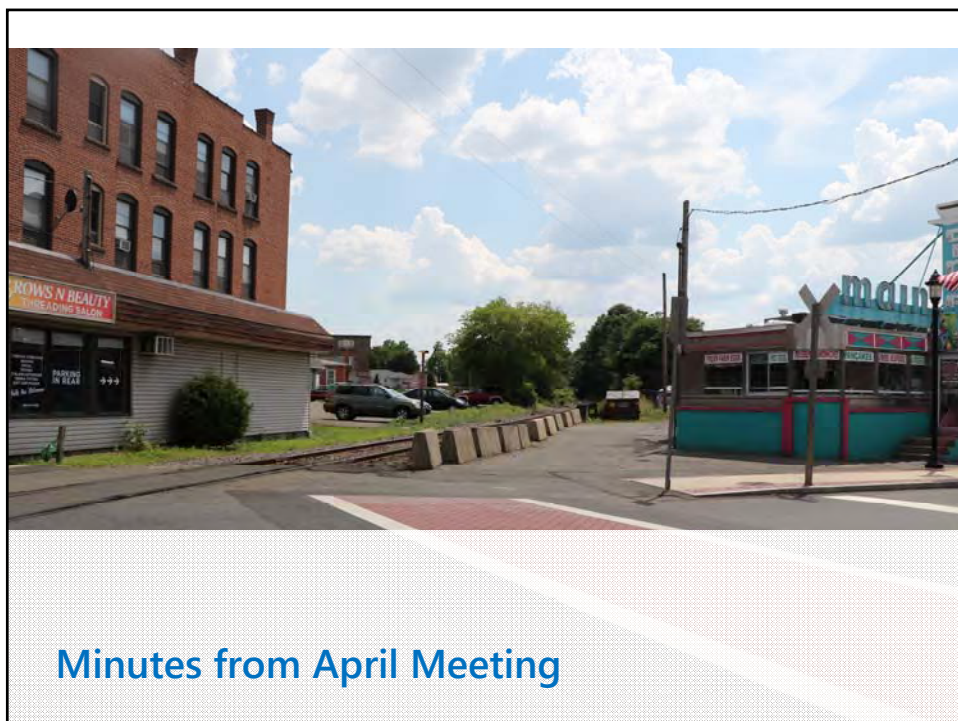
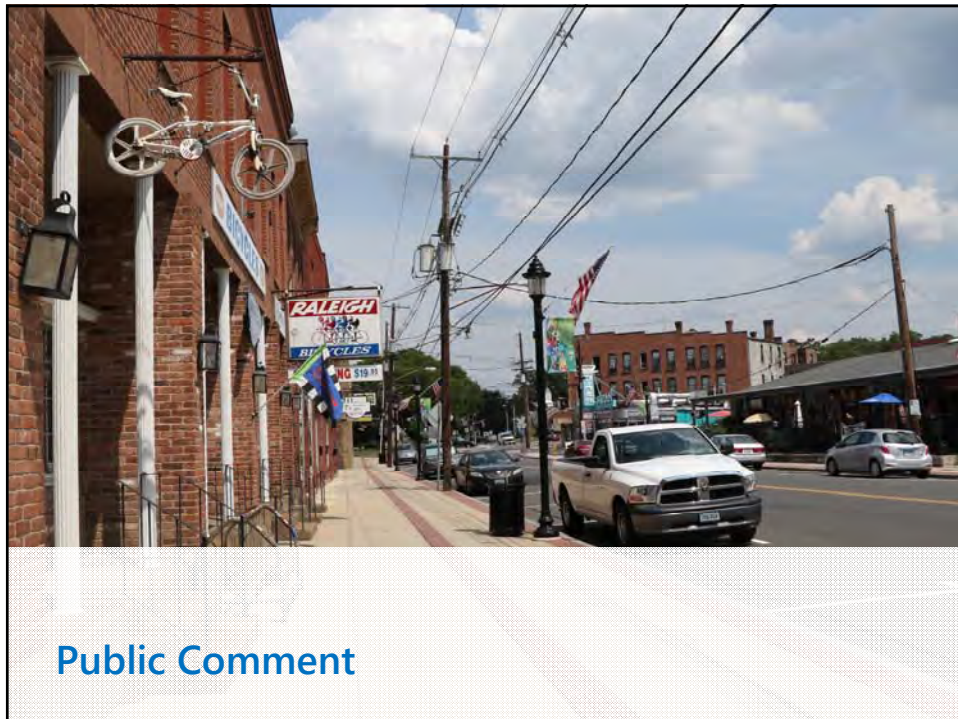
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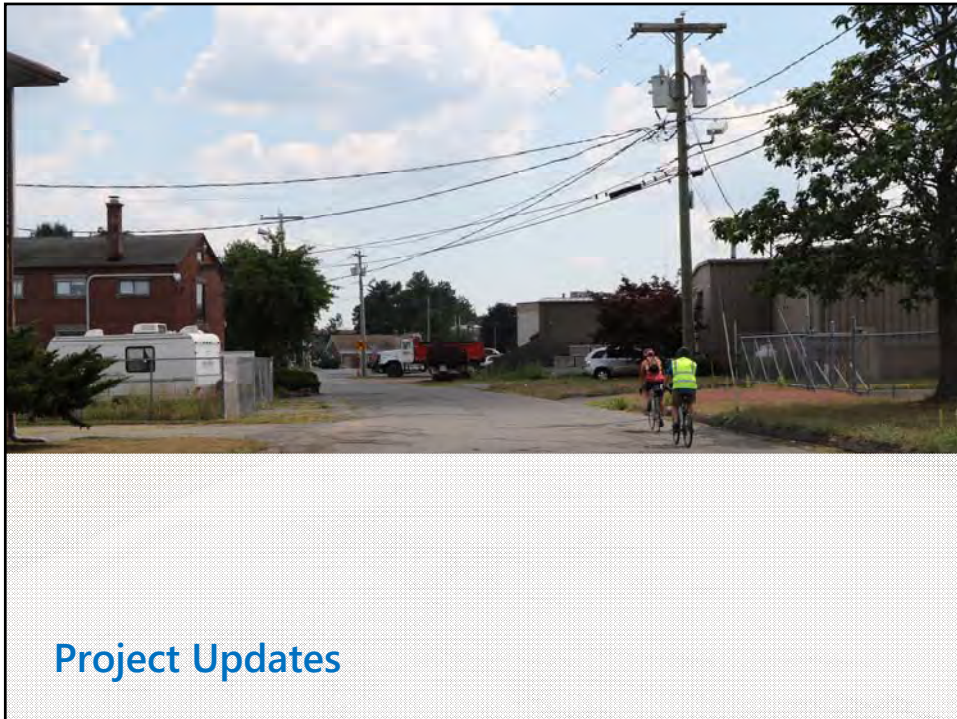


Vision Statement

"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."







Activities Since Our Last Meeting

- Public Information Meeting May 22nd
- Plainville Town Council Briefing June 5th
- New Britain Bike Rodeo July 8th



Public Meeting May 22

- Approximately 100 people attended
- Presentation and open house
- Topics from comment forms
 - General support for project and progress made
 - Desire to connect with downtown
 - Preference to maximize off-road
 - Concerns about safety and traffic

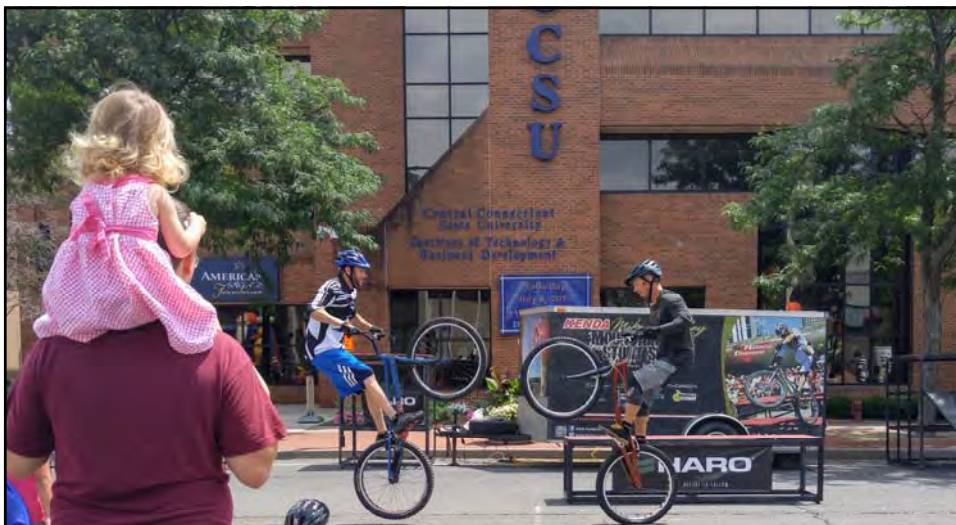


Plainville Town Council Briefing June 5

- Presented project to Town Council
- Reported on recent activities which included
 - April Steering Committee meeting
 - May public meeting
 - The screening of the long list of potential alignments
 - Details of the short list of practical and feasible alignments, with a focus on Plainville



New Britain Bike Rodeo July 8



Alternatives Evaluation

Public Comments Informed Evaluation

- Technical team considered public comments when preparing assumptions for shortlisted alignments, and in finalizing evaluation methods
 - Comments during Q&A session at public meeting
 - Those left on flip charts near shortlisted alignments
 - Comment forms at and after meeting
 - Online comments

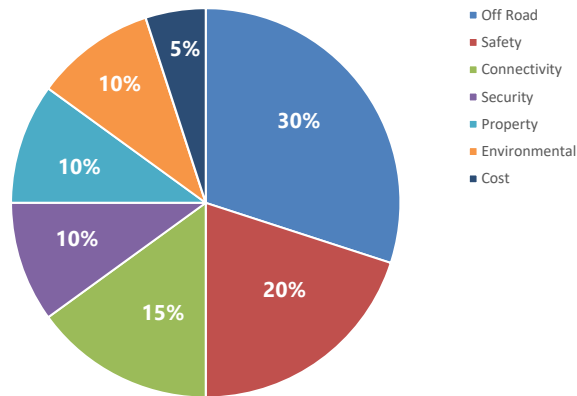


Evaluation Criteria

Evaluation Criteria	Factors Considered
Off Road	Potential for the trail to be separated from roads
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



Weighting of Criteria



How the Scoring was Conducted

- Qualitative Evaluation
 - High – fully meets the intent of the criterion
 - Medium – partially meets the intent of the criterion
 - Low – does not meet the intent of the criterion
- Organized Plainville alignments
 - North of downtown
 - South of downtown
 - Attempted to optimize Alignment A south of downtown



What we Evaluated

- Plainville
 - Alignment A – 2009 study preferred alternative
 - Optimized Alignment A – south of downtown only
 - Alignment B – Eastern Option
 - Alignment C – Western Option
 - Alignment D – Eastern Option
- New Britain
 - Alignment E – Off-Road Option
 - Alignment F – On-Road Option

Plainville Results – North of Downtown

Category	Alignment A	Alignment B	Alignment C	Alignment D
Off-Road Percentage				
Connectivity				
Safety				
Security				
Right-of-Way				
Environmental				
Cost				

Best Fit
 Moderate Fit
 Poor Fit

Plainville Results – South of Downtown

Category	Alignment A	Alignment A Optimized	Alignment B Alignment C	Alignment D
Off-Road Percentage				
Connectivity				
Safety				
Security				
Right-of-Way				
Environmental				
Cost				

Best Fit
 Moderate Fit
 Poor Fit

Connection to Ctfastrak Evaluation Results

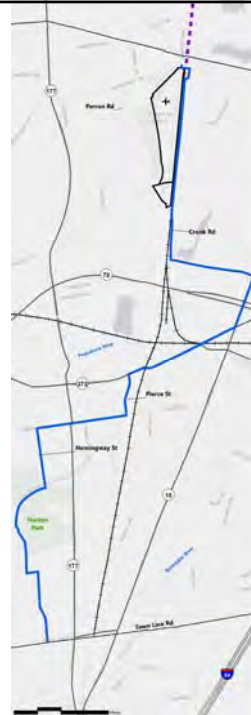
Category	Alignment E	Alignment F
Off-Road Percentage		
Connectivity		
Safety		
Security		
Right-of-Way		
Environmental		
Cost		

Best Fit
 Moderate Fit
 Poor Fit

Alignment A

- Performs well
 - *Cost*: largely on-road, lowest cost of all alignments
 - *Environmental*: minimal disruption, due to on-road alignment
- Performs poorly
 - *Off-Road*: Lowest of all alignments
 - *Safety*: Highest number of driveways, conflict with traffic
 - *Connectivity*: Minimal connectivity along the trail

NOTE: When optimized south of downtown, Alignment A can lower traffic conflict, but cost increases



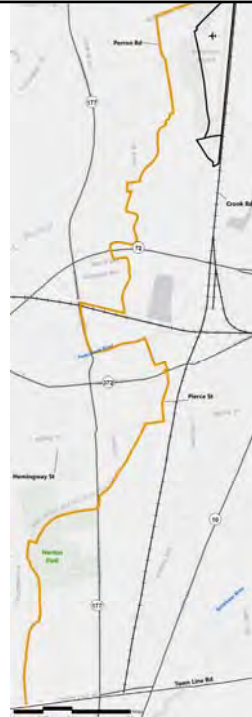
Alignment B

- North of Downtown
 - Performs well
 - *Safety*: few driveways crossed
 - Performs poorly
 - *Right of way*: highest number of parcels impacted, difficult construction
 - *Cost*: highest cost of all alignments
- South of Downtown
 - NOTE: Alignment for B and C are the same south of downtown
 - Performs well
 - *Off-Road Percentage*: 100%
 - *Connectivity*: amenities along the trail
 - *Safety*: few driveways and traffic conflicts traffic
 - Performs poorly - none



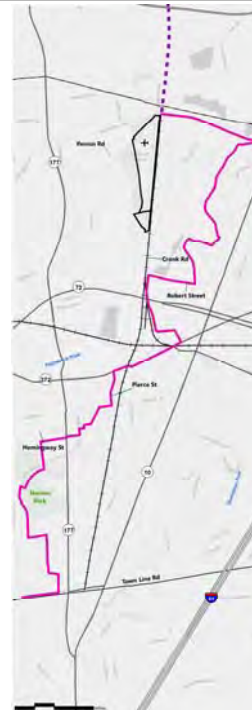
Alignment C

- North of Downtown
 - Performs well
 - *Off-Road Percentage*: 100%
 - *Safety*: few driveways crossed
 - *Environmental*: minimal impacts identified
 - *Cost*: second lowest of all alignments
 - Performs poorly – none
- South of Downtown
 - NOTE: Alignment for B and C are the same south of downtown
 - Performs well
 - *Off-Road Percentage*: 100%
 - *Connectivity*: amenities along the trail
 - *Safety*: few driveways and traffic conflicts
 - Performs poorly – none



Alignment D

- North of Downtown
 - Performs well – none
 - Does not fully meet the intent of any evaluation criteria
 - Performs moderately well for most criteria
 - Performs poorly
 - *Safety*: crosses many driveways
- South of Downtown
 - Performs well
 - *Environmental*: minimal impacts identified
 - *Security*: good access along alignment
 - Performs poorly – none



Alignment E



- Performs well
 - *Off-Road Percentage*: 92% off road, much higher than other alignment
 - *Connectivity*: true for both alignments, connectivity is maximized to residents and amenities
 - *Safety*: fewest driveways and traffic conflicts
- Performs poorly
 - *Security*: true for both alignments, few opportunities for eyes on the trail along the Black Rock Avenue portion of alignment

Alignment F

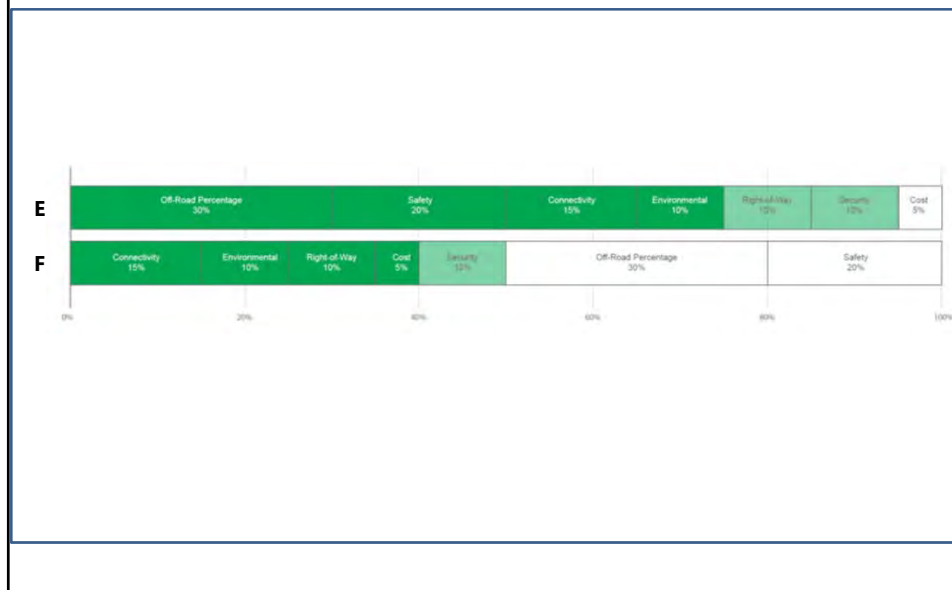


- Performs well
 - *Connectivity*: true for both alignments, connectivity is maximized to residents and amenities
- Performs poorly
 - *Off-Road Percentage*: only 25% off-road
 - *Safety*: Black Rock Avenue is a highly-traveled road for freight in Plainville
 - *Security*: true for both alignments, few opportunities for eyes on the trail along the Black Rock Avenue portion of alignment

When Weighting is Applied - Plainville



When Weighting is Applied - CTfastrak



Technical Team Recommendations

- Plainville North of Downtown
 - Alignment C
- Plainville South of Downtown
 - Alignment B/C
- Connection to *Ctfastrak* in New Britain
 - Alignment E

- Questions and Discussion



Public Outreach Schedule

Next Steps

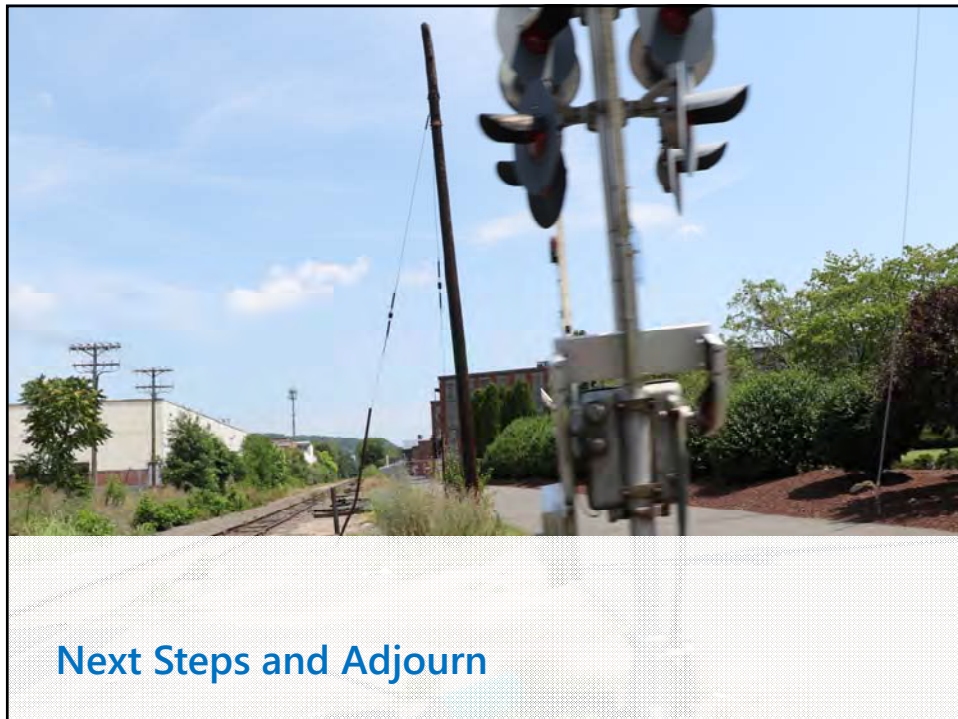
- Incorporate feedback received today from Steering Committee
- Meet with Town of Plainville and City of New Britain
- Meet with CTDOT
- Plan for Public Workshop to be held late summer (likely after Labor Day)

We
Are
Here



Project Workplan





Tim Malone | tmalone@crcog.org | 860.724.4221

Theresa Carr | tcarr@vhb.com

Mark Jewell | mjewell@vhb.com

Geoffrey Morrison-Logan | gmorrisonlogan@vhb.com





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT

Date: July 11, 2017

Notes Taken by: Geoffrey Morrison-Logan
and Theresa Carr

Project #: 42201.00

Re: Steering Committee and Technical Team Meeting
Farmington Canal Heritage Trail Gap Closure Study and
CT**fastrak** Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of
Governments

Anna Bergeron, CTDOT

Jim Cassidy, Plainville Greenway Alliance

Garrett Daigle, Town of Plainville

Mark Devoe, Town of Plainville

Robert Lee, Town of Plainville

Carl Grandza, New Britain

Bruce Donald, East Coast Greenway Alliance

Laurie Giannotti, CT DEEP

Sue Jacozzi, Plainville Southington Health District

Maureen Lawrence, CTDOT

Pete Salomone, Plainville Greenway Alliance

Grayson Wright, CTDOT

Matt Blume, CTDOT

Consultant Team

Theresa Carr, VHB

Mark Jewell, VHB

Geoffrey Morrison-Logan, VHB

The 6th Steering Committee meeting took place on Tuesday, July 11, 2017 from 2:30-4:30pm at the Plainville Public Library. Much like the April 2017 meeting, this was a joint meeting with the project's Technical Team. The meeting purpose was to review the shortlisted alignments, the evaluation results, and solicit Steering Committee feedback on selecting the preferred alignments. The group also discussed upcoming public outreach schedule. This meeting summary is organized by agenda item, and captures the main points of the discussion and action items. Materials presented during the meeting are included at the end of this meeting summary.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

Meeting Summary

1. Welcome and Introductions

Tim Malone, CRCOG Project Manager, opened the Joint Steering Committee/Technical Team Meeting and then reviewed the purpose of the meeting:

*Today's meeting is about discussing **recent project activities**, presenting the results of the **evaluation of the shortlisted alignments** for completing the gap in the Farmington Canal Heritage Trail, and **discussing a preferred alignment** for the Plainville gap and the connection to CTfastrak.*

Tim reviewed the agenda for the meeting, which included the following items:

- Public Comment
- Minutes from April 19th Meeting
- Project Updates
- Alternatives Evaluation
- Public Outreach Schedule
- Next Steps and Adjourn

Tim reviewed the project 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."*

2. Public Comment

Tim opened the meeting for Public Comment. No members of the public commented.

3. Project Updates

A summary of project updates was provided by Tim. The updates included items that were undertaken since the last Joint Committee Meeting that was held on April 19, 2017. Tim provided copies of the April 19, 2017 meeting summary and asked the group if there were any changes that needed to be made. The group had no changes to the meeting notes and agreed with their content.

The summary of Project Updates includes the following:

Public Meeting May 22, 2017

- Approximately 100 people attended
- Presentation and open house
- Topics from comment forms:
 - General support for project and progress made
 - Desire to connect with downtown
 - Preference to maximize off-road
 - Concerns about safety and traffic
- Comments received after the public meeting
 - Concerns about routing Alignment C along Perron Road
 - Concerns about the eastern alignments (Alignments B and D) in relation to homes east of Farmington Avenue

Plainville Town Council Briefing June 5, 2017

- Presented project to Town Council
- Reported on recent activities which included
 - April Steering Committee meeting
 - May public meeting
 - The screening of the long list of potential alignments
 - Details of the short list of practical and feasible alignments, with a focus on Plainville

New Britain Bike Rodeo July 8, 2017 VHB and Tim Malone were in attendance

4. Alternatives Evaluation

Theresa provided an overview of how the Technical Team considered public comments when preparing assumptions for shortlisted alignments, and in finalizing evaluation methods. These comments include:

- Comments during Q&A session at public meeting
- Those left on flip charts near shortlisted alignments

- Comment forms at and after meeting
- Online comments

Theresa provided a summary of the Evaluation Criteria that were used to assess the short list. She described the weighting of criteria and how the scoring was conducted:

- Qualitative Evaluation
 - High – fully meets the intent of the criterion
 - Medium – partially meets the intent of the criterion
 - Low – does not meet the intent of the criterion
- Organized Plainville alignments
 - North of downtown
 - South of downtown
 - Attempted to optimize Alignment A south of downtown

Theresa described which alignments the Technical Team evaluated and she and Mark Jewell provided a summary of the evaluation results, including:

Plainville

- Alignment A
 - Performs well
 - Cost: largely on-road, lowest cost of all alignments
 - Environmental: minimal disruption, due to on-road alignment
 - Performs poorly
 - Off-Road: Lowest of all alignments
 - Safety: Highest number of driveways, conflict with traffic
 - Connectivity: Minimal connectivity along the trail
- Alignment B - North of Downtown
 - Performs well
 - Safety: few driveways crossed
 - Performs poorly

- Right of way: highest number of parcels impacted, difficult construction
 - Cost: highest cost of all alignments
- Alignment B – South of Downtown (Note: Alignment for B and C are the same south of downtown)
 - Performs well
 - Off-Road Percentage: 100%
 - Connectivity: amenities along the trail
 - Safety: few driveways and traffic conflicts traffic
 - Performs poorly - none
- Alignment C – North of Downtown
 - Performs well
 - Off-Road Percentage: 100%
 - Safety: few driveways crossed
 - Environmental: minimal impacts identified
 - Cost: second lowest of all alignments
 - Performs poorly – none
- Alignment C – South of Downtown (Note: Alignment for B and C are the same south of downtown)
 - Performs well
 - Off-Road Percentage: 100%
 - Connectivity: amenities along the trail
 - Safety: few driveways and traffic conflicts traffic
 - Performs poorly - none
- Alignment D – North of Downtown
 - Performs well – none
 - Does not fully meet the intent of any evaluation criteria

- Performs moderately well for most criteria
 - Performs poorly
 - Safety: crosses many driveways
- Alignment D – South of Downtown
 - Performs well
 - Environmental: minimal impacts identified
 - Security: good access along alignment
 - Performs poorly – none

New Britain

- Alignment E – Off-Road Option
 - Performs well
 - Off-Road Percentage: 92% off road, much higher than other alignment
 - Connectivity: true for both alignments, connectivity is maximized to residents and amenities
 - Safety: fewest driveways and traffic conflicts
 - Performs poorly
 - Security: true for both alignments, few opportunities for eyes on the trail along the Black Rock Avenue portion of alignment
- Alignment F – On-Road Option
 - Performs well
 - Connectivity: true for both alignments, connectivity is maximized to residents and amenities
 - Performs poorly
 - Off-Road Percentage: only 25% off-road
 - Safety: Black Rock Avenue is a highly-traveled road for freight in Plainville

- Security: true for both alignments, few opportunities for eyes on the trail along the Black Rock Avenue portion of alignment

Theresa identified that the Technical Team (clarified to be defined as the consultant team, in conjunction with CRCOG) recommended the following preferred alignments, based on the technical evaluation:

- Plainville North of Downtown
 - Alignment C
- Plainville South of Downtown
 - Alignment B/C
- Connection to **Ctfastrak** in New Britain
 - Alignment E

Comments from Committee

General Questions

1. What is Technical Team? The Technical Team includes the project consultant team and CRCOG.
2. A Steering Committee member made a recommendation that the pie chart showing the weighting of the evaluation criteria categories be more legible. The legend in particular is difficult to read.
3. Why is there disparity in costs in New Britain for Alignment E and F? Alignment E is an off road alignment and Alignment F is an on road alignment.
4. How were cost estimates done? Estimates are done based on DOT cost estimate guidelines.
5. A question arose about cost estimates vs. actual bids and if there have been differences on other similar projects. It would be helpful to understand how accurate estimates are in general. This comment was noted. It was pointed out that funding will be critical.
6. Suggest that we describe the project in terms of how the potential quantity of future users of the trail relate to investment dollars being spent. What is the investment required for the trail, versus how many users are expected? What is the expected cost per new user? There will be a larger number based on users.

7. Total Farmington Canal Heritage Trail length when done will be +/- 72 miles. Plainville will be approximately half way.

Steering Committee Comments on Alignment C

Mark Jewell provided an overview of Alignment C, walking the committee through the routing. He noted where various transitions would take place and pointed out some areas that may need tweaking or further coordination with the town and property owners due to potential impacts.

Geoffrey asked the Steering Committee to provide some input on Alignment C as a proposed preferred alignment. Below are comments from the Steering Committee.

1. Alignment C is the best choice.
2. The alignment will be part of the East Coast Greenway. The fact that Alignment C is 100% off road is a tremendous benefit.
3. Of all the alignments, this is the best one.
4. Southington in design process, make it clear where their trail ends and where ours begins.
5. Did residential property owners show up at meetings? Some came to public meeting in May, yes.
6. Suggestion that a drone fly the corridor to capture a video for use at the public meeting – this would be a great view of the corridor

Geoffrey asked for a show of hands which Steering Committee members agreed with the technical team's recommendation that Alignment C be the preferred alignment to close the gap in the FCHT in Plainville. All Steering Committee members raised their hands in favor of Alignment C. No Steering Committee members were in opposition, no Steering Committee members abstained.

Comments on Alignment E

Mark Jewell provided an overview of Alignment E, walking the committee through the routing. He noted where various transitions would take place and pointed out some areas that may need tweaking or further coordination with the town and property owners due to potential impacts.

Geoffrey asked the Steering Committee to provide some input on Alignment E as a proposed preferred alignment. Below are comments from the Steering Committee.

1. Comment to remember to point out CT**fastrak** and the multi-use trail to Newington at public meetings
2. This alignment will need to be vetted with DOT as there is a lot of DOT right of way.
3. CTDOT has been briefed and is in approval of Alignment E.
4. It was noted that the West end connection to Alignment C does not connect to downtown Plainville. Tim clarified that now that there is a proposed alignment in Plainville the team will connect Alignment E to it.
5. Alignment E gives New Britain better solutions vs. on-street + Plainville better facilities to CT**fastrak**.

Geoffrey asked for a show of hands which Steering Committee members agreed with the technical team's recommendation that Alignment E be the preferred alignment to connect with the CT**fastrak** station in New Britain. All Steering Committee members raised their hands in favor of Alignment E. No Steering Committee members were in opposition, no Steering Committee members abstained.

Public Comments: Post Meeting

Following the committee meeting two members of the public spoke.

Public Participant #1

- How intrusive will proposed path be along the following streets:
 - a. Perron Road
 - b. 177 bridge
 - c. Pierce Street is narrow
 - d. Crossing over Broad Street
- What will be allowed on the trail (NOTE: Tim clarified that Alignment C shows the alignment as a side path along Perron Road, using existing public right-of-way. It was clarified that bikes and pedestrians will be allowed on the trail, no motorized vehicles.

Public Participant #2

- Question about trail alignments in New Britain in relation to interactions with
 - a. Tillcon
 - b. Black Rock & corbin traffic
 - c. Truck traffic during construction
 - d. Engine breaks

NOTE: it was clarified that the preferred New Britain alignment was off-road, which would eliminate or minimize interactions with the above uses.

5. Public Outreach Schedule

Geoffrey talked through the project's workplan and next steps, with an emphasis on touch points with the general public. In particular, the group is looking at a public meeting to discuss the preferred alignment with the public. The date that is being targeted for the public meeting is September 14, 2017.

6. Next Steps and Adjourn

The Meeting adjourned at 4:30pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00

Presentations to Municipalities

Plainville Town Council

Southington Town Council

New Britain City Council

Presentations were made to all three municipalities at major milestones of the project.

Town Manager Updates

Town Managers provided chief elected officials with periodic updates.

On-Line Surveys

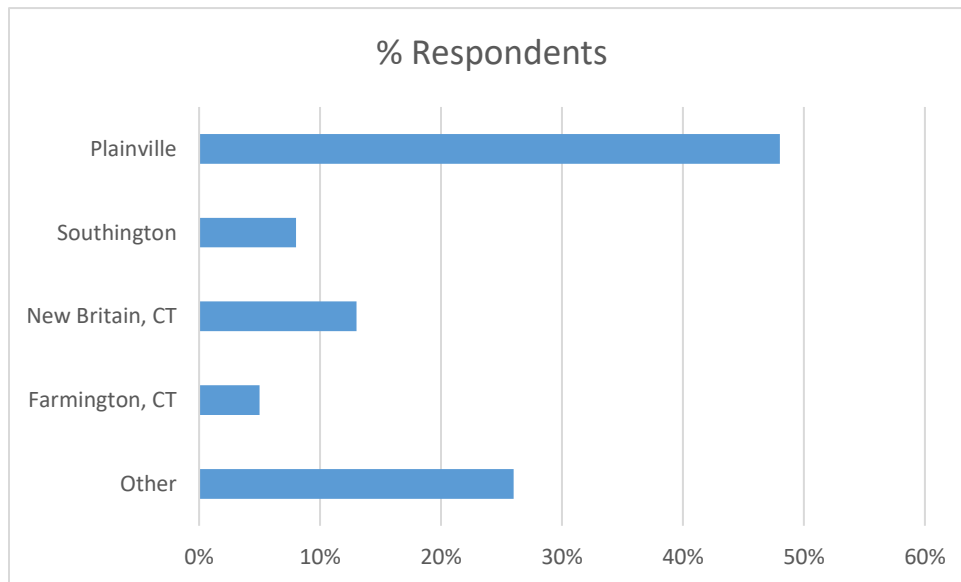


Summary of Facility Type Preference Survey

The Facility Type Preference Survey was developed for the Gap Closure Trail Study effort, and offered to the public both online and in paper between September and December 2016. The intent of the survey was to determine preferences for different bicycle facility types including on-road, adjacent to-road, and off-road. The survey focused on residents of Plainville, New Britain, and Southington, but was not limited to those geographies. It was provided in English, Polish, and Spanish, although all respondents took the survey in English. A total of 330 survey responses were collected from all sources.

This Summary Report records the results of the survey. It is organized by survey question.

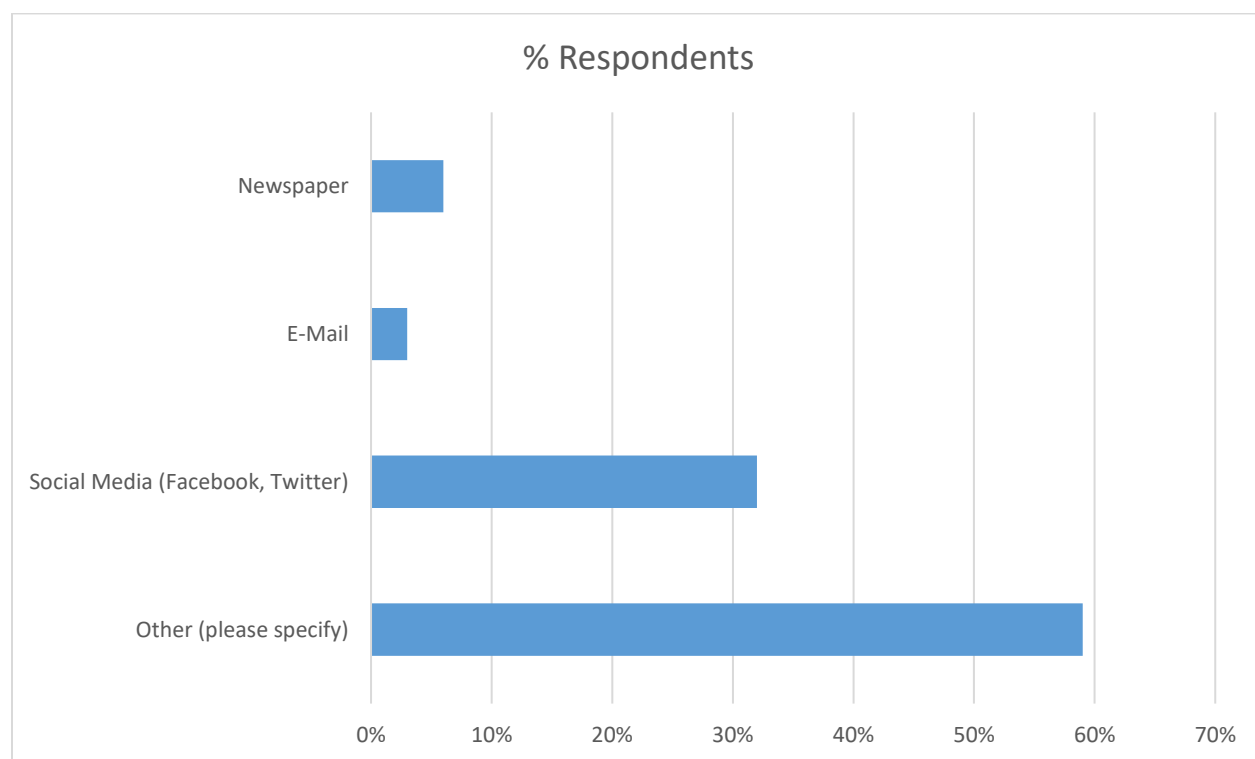
Question 1: Where Do You Live?



Answer Choices	% Responses	No. Responses
Plainville, CT	48%	158
Southington, CT	8%	25
New Britain, CT	13%	44
Farmington, CT	5%	17
Other (Please enter your Town)	26%	84
Total	100%	328

*Note: Majority of those who responded "Other" indicated in comments that they lived in the Hartford regional area.

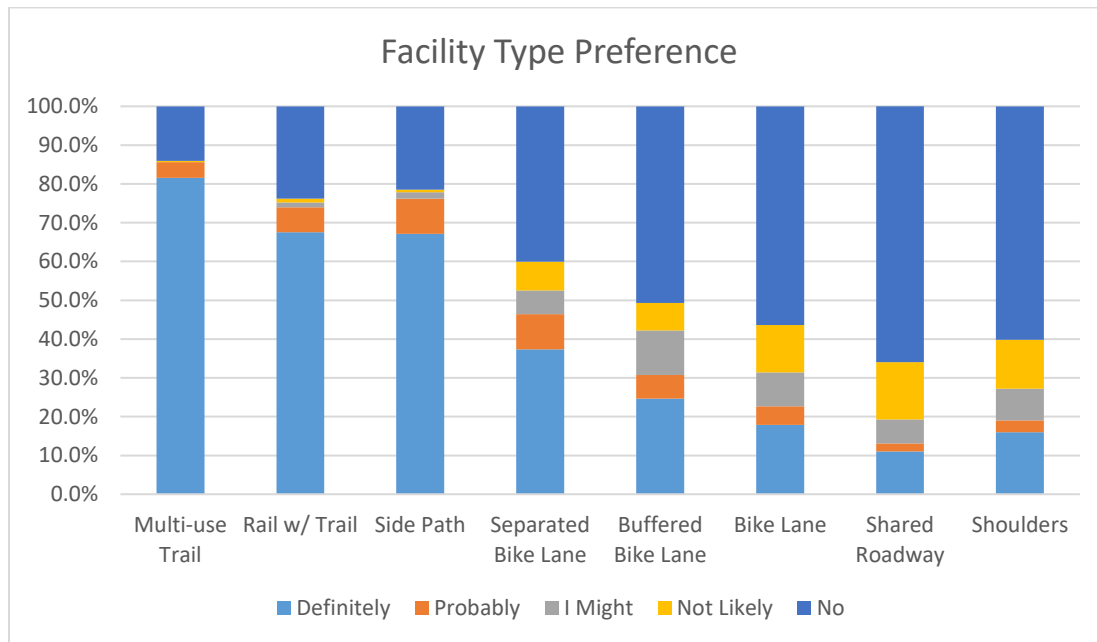
Question 2: How Did You Hear About the Study?



Answer Choices	% Responses	No. Responses
Newspaper	6%	20
E-Mail	3%	11
Social Media (Facebook, Twitter)	32%	103
Other (please specify)	59%	194
Total	100%	328

*Note: Majority of those who responded "Other" indicated in comments that they heard about the survey from the Community Center and the Pumpkin Festival.

Questions 3-10: What Kind of Facility Type Would You Use?



Approximately 300 people answered questions about how likely they would be to use different facility types, with the greatest number of respondents showing a willingness to use a multi-use trail, rail with trail, or side path, and the least number of respondents showing a willingness to use a shared roadway, roadway shoulder, and on-road bike lane. Responses were mixed for people willing to use a buffered bike lane or a separated bike lane.

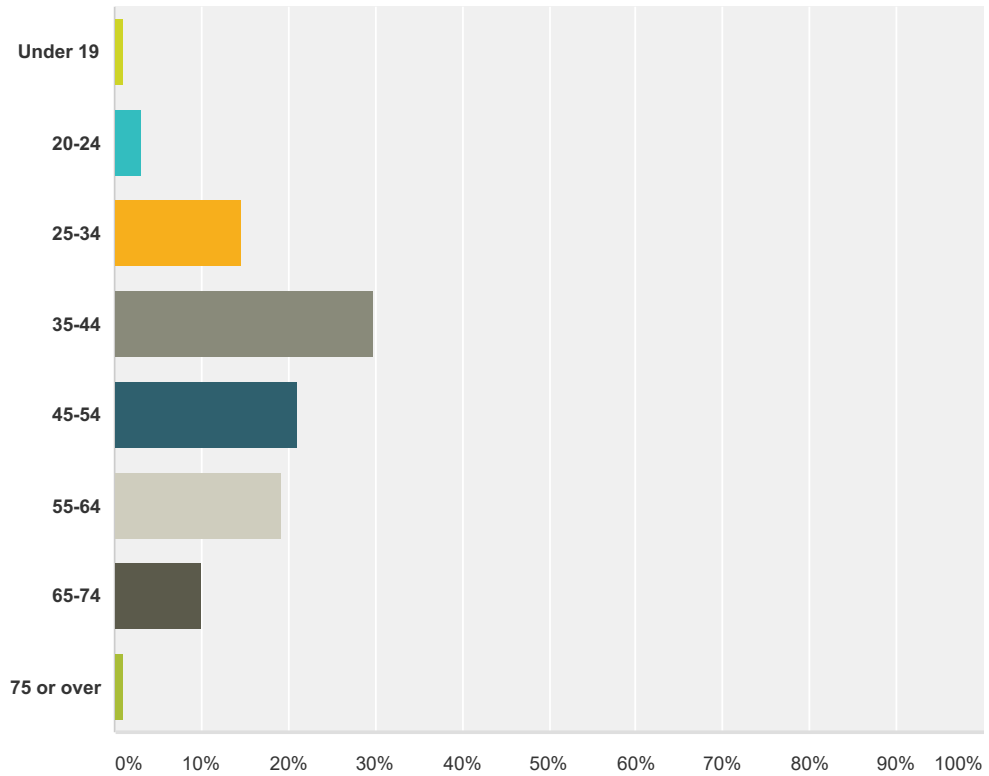
Existing Conditions Survey Data

Q1 What is your home zip code?

Answered: 797 Skipped: 12

Q2 What is your age?

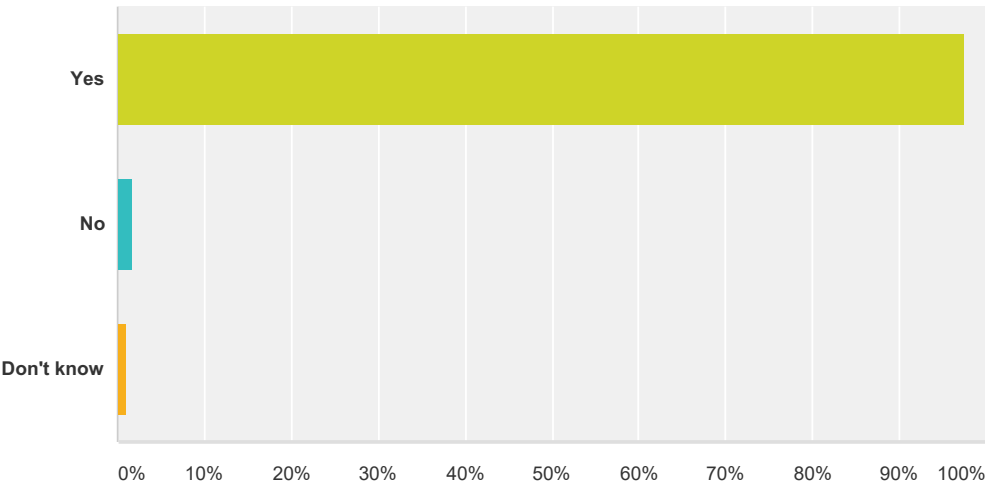
Answered: 808 Skipped: 1



Answer Choices	Responses
Under 19	1.11% 9
20-24	3.22% 26
25-34	14.60% 118
35-44	29.83% 241
45-54	21.04% 170
55-64	19.18% 155
65-74	10.02% 81
75 or over	0.99% 8
Total	808

Q3 Regarding how active you are, do you currently cycle/walk/run?

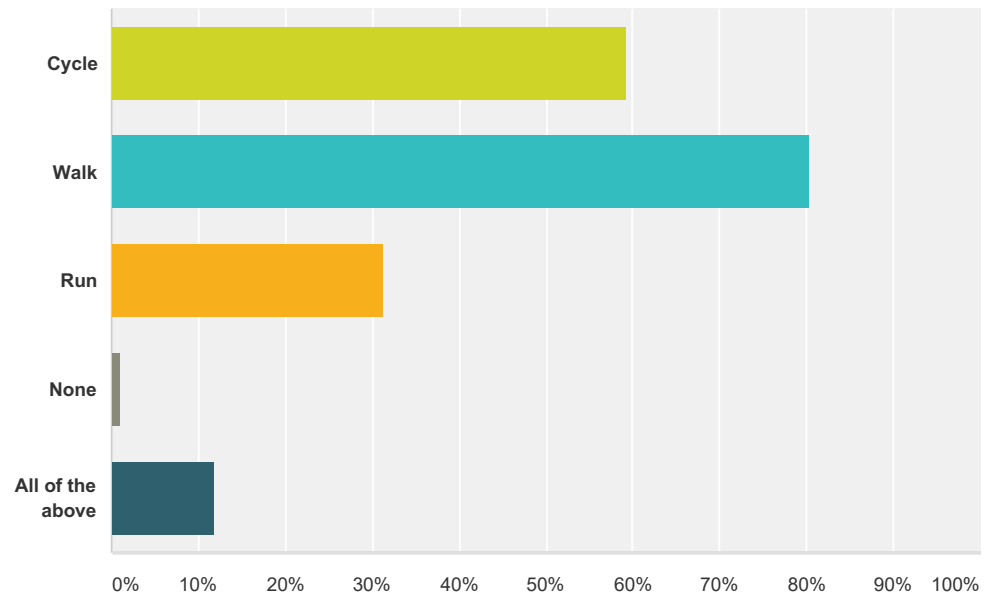
Answered: 808 Skipped: 1



Answer Choices	Responses	
Yes	97.40%	787
No	1.61%	13
Don't know	0.99%	8
Total		808

Q4 Which activity do you participate in? (select all that apply)

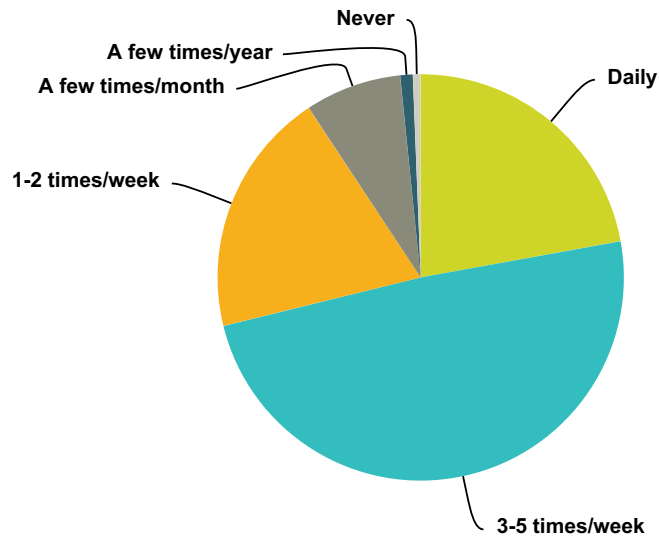
Answered: 809 Skipped: 0



Answer Choices	Responses	
Cycle	59.21%	479
Walk	80.47%	651
Run	31.27%	253
None	0.99%	8
All of the above	11.99%	97
Total Respondents: 809		

Q5 How often do you exercise?

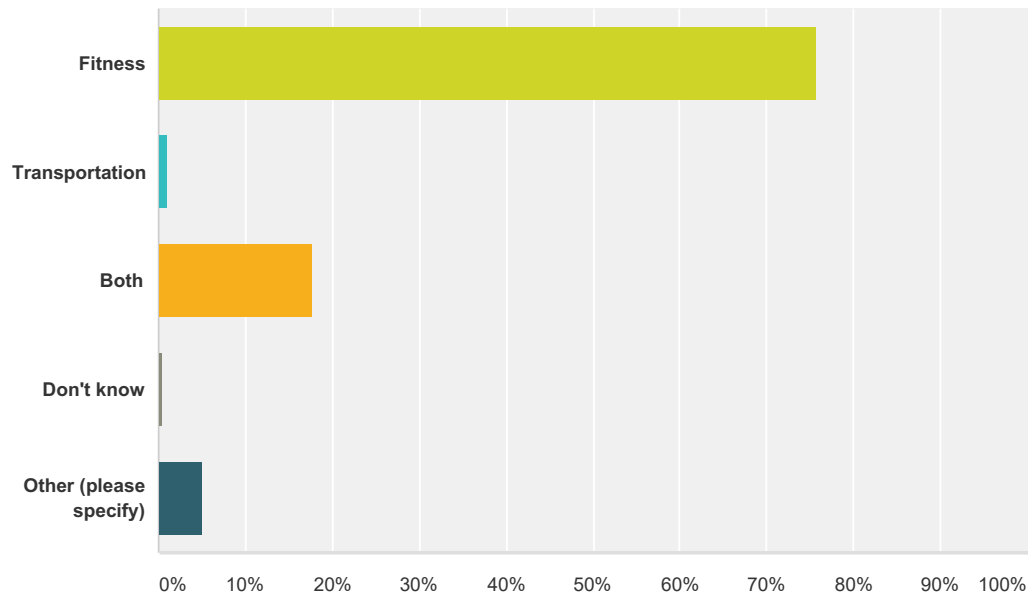
Answered: 808 Skipped: 1



Answer Choices	Responses	
Daily	22.15%	179
3-5 times/week	49.01%	396
1-2 times/week	19.55%	158
A few times/month	7.67%	62
A few times/year	0.99%	8
Never	0.62%	5
Total		808

Q6 Do you typically cycle/walk for fitness or for transportation?

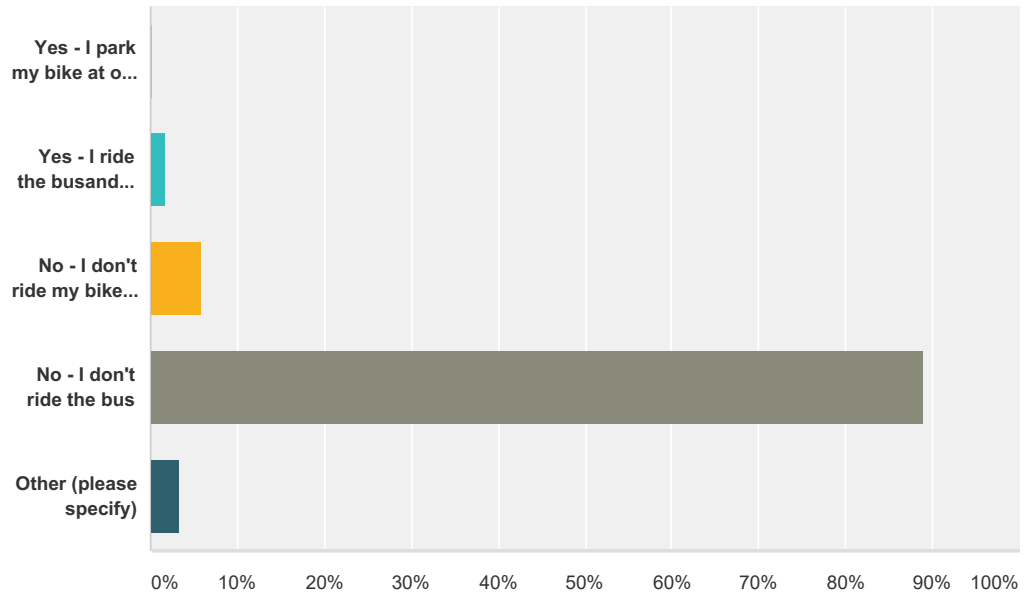
Answered: 808 Skipped: 1



Answer Choices	Responses	
Fitness	75.87%	613
Transportation	0.99%	8
Both	17.82%	144
Don't know	0.37%	3
Other (please specify)	4.95%	40
Total		808

Q7 Do you ever ride your bike to a bus stop and take the bus?

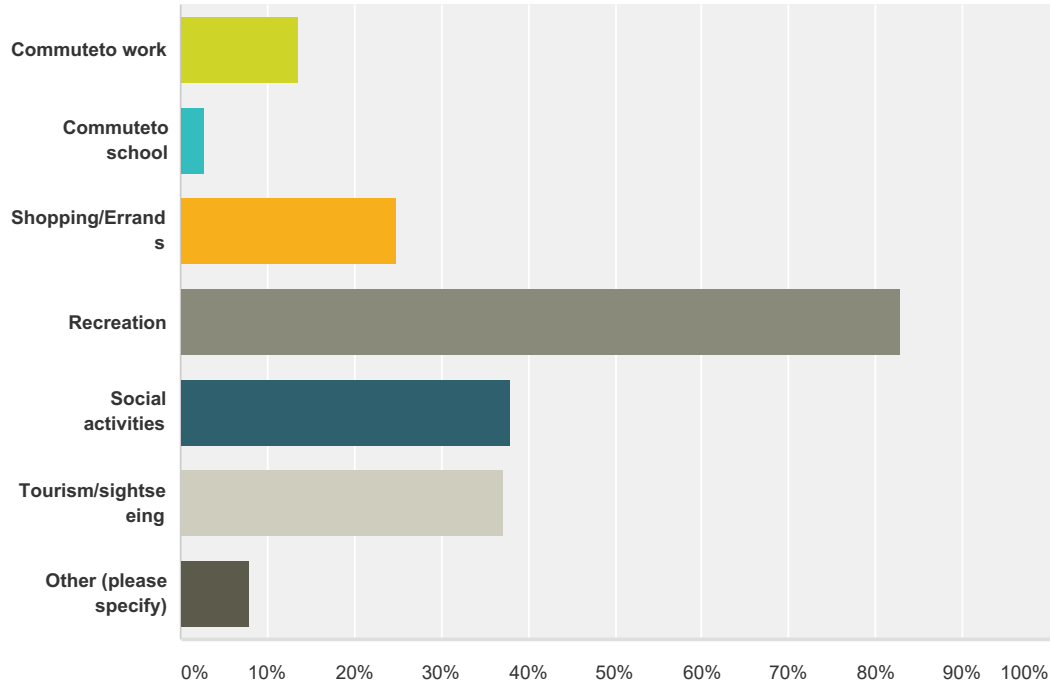
Answered: 808 Skipped: 1



Answer Choices	Responses	
Yes - I park my bike at or near the bus stop	0.25%	2
Yes - I ride the busand either bring my bike on the bus or use the bike racks attached to the bus	1.61%	13
No - I don't ride my bike to a bus stop because there isn't adequate long term bike storage available	5.94%	48
No - I don't ride the bus	88.86%	718
Other (please specify)	3.34%	27
Total		808

**Q8 If cycling or walking for transportation
what is your typical destination? (select all
that apply)**

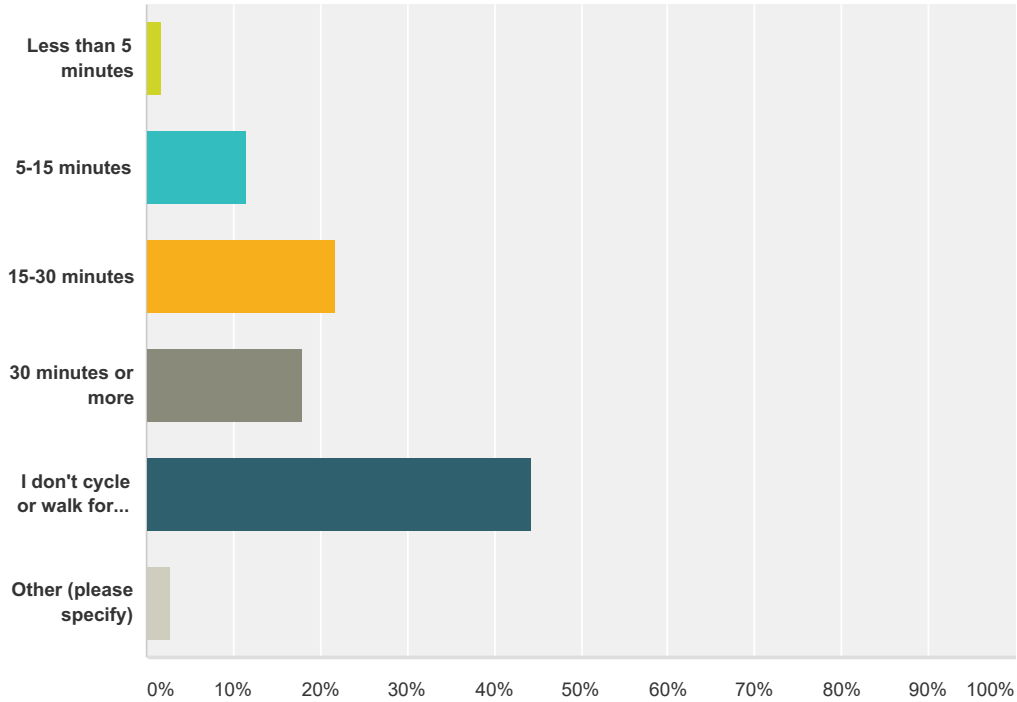
Answered: 527 Skipped: 282



Answer Choices	Responses	
Commuteto work	13.47%	71
Commuteto school	2.66%	14
Shopping/Errands	24.86%	131
Recreation	82.92%	437
Social activities	37.95%	200
Tourism/sightseeing	37.19%	196
Other (please specify)	7.97%	42
Total Respondents: 527		

Q9 When cycling or walking for transportation about how many minutes does it typically take you to get to your destination?

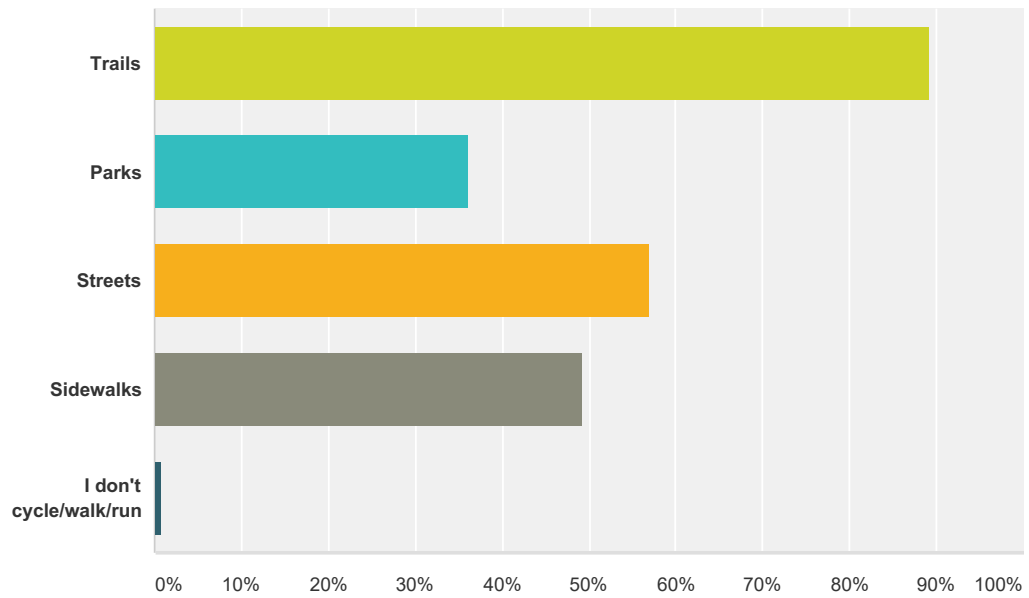
Answered: 596 Skipped: 213



Answer Choices	Responses	
Less than 5 minutes	1.68%	10
5-15 minutes	11.58%	69
15-30 minutes	21.81%	130
30 minutes or more	17.95%	107
I don't cycle or walk for transportation	44.30%	264
Other (please specify)	2.68%	16
Total		596

Q10 Where do you typically cycle/walk/run? (select all that apply)

Answered: 805 Skipped: 4



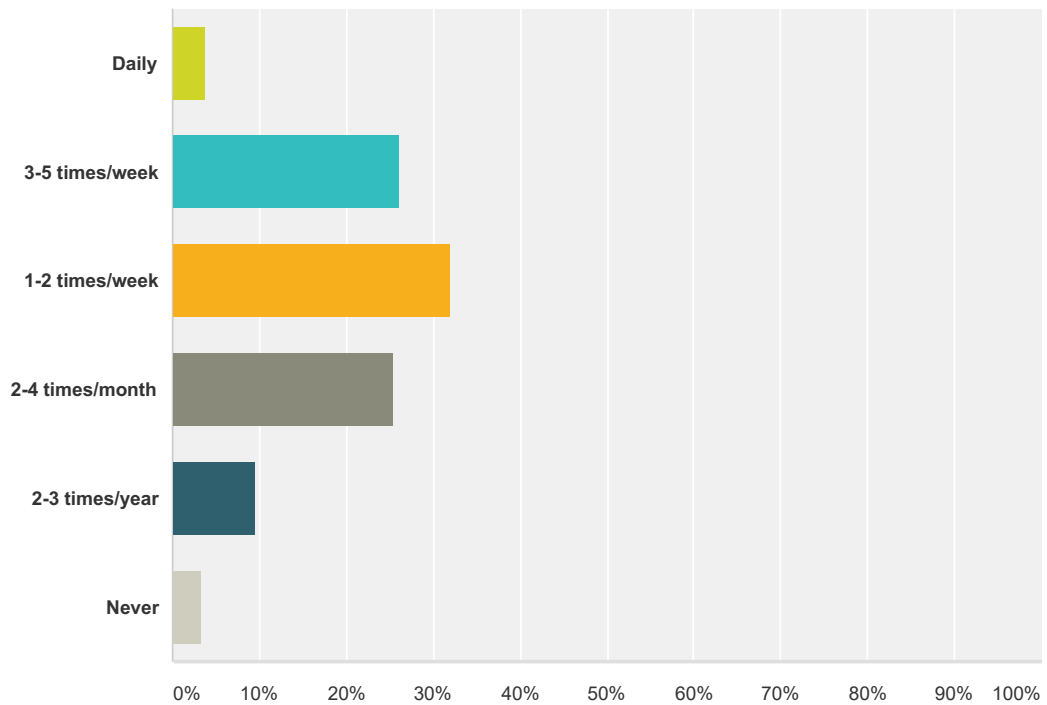
Answer Choices	Responses	
Trails	89.19%	718
Parks	36.15%	291
Streets	56.89%	458
Sidewalks	49.19%	396
I don't cycle/walk/run	0.87%	7
Total Respondents: 805		

Q11 Which trail(s) do you typically use?

Answered: 696 Skipped: 113

Q12 How often, on average, do you use trails?

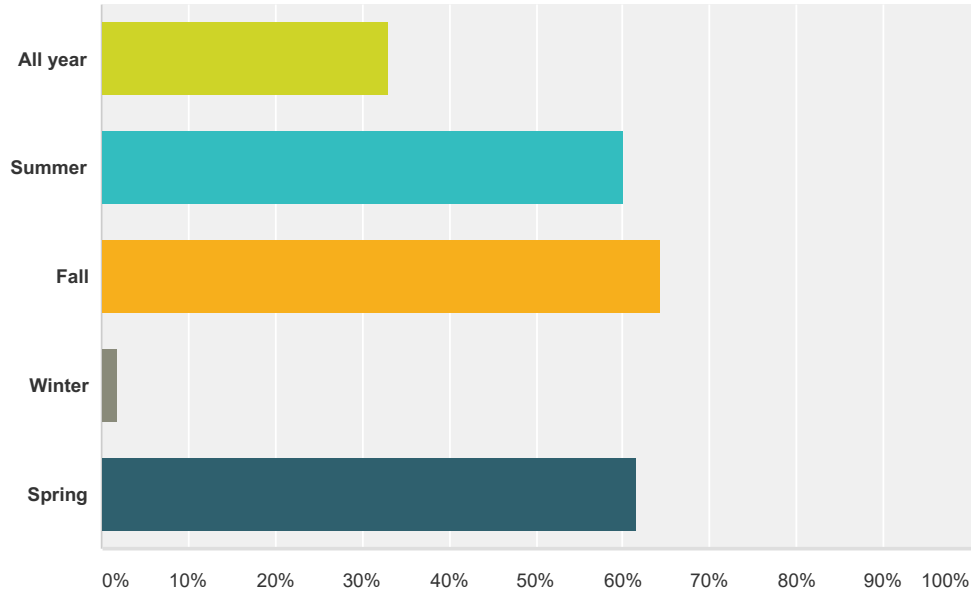
Answered: 804 Skipped: 5



Answer Choices	Responses	
Daily	3.73%	30
3-5 times/week	26.00%	209
1-2 times/week	31.97%	257
2-4 times/month	25.37%	204
2-3 times/year	9.58%	77
Never	3.36%	27
Total		804

Q13 During which season(s) do you generally use the trails? (select all that apply)

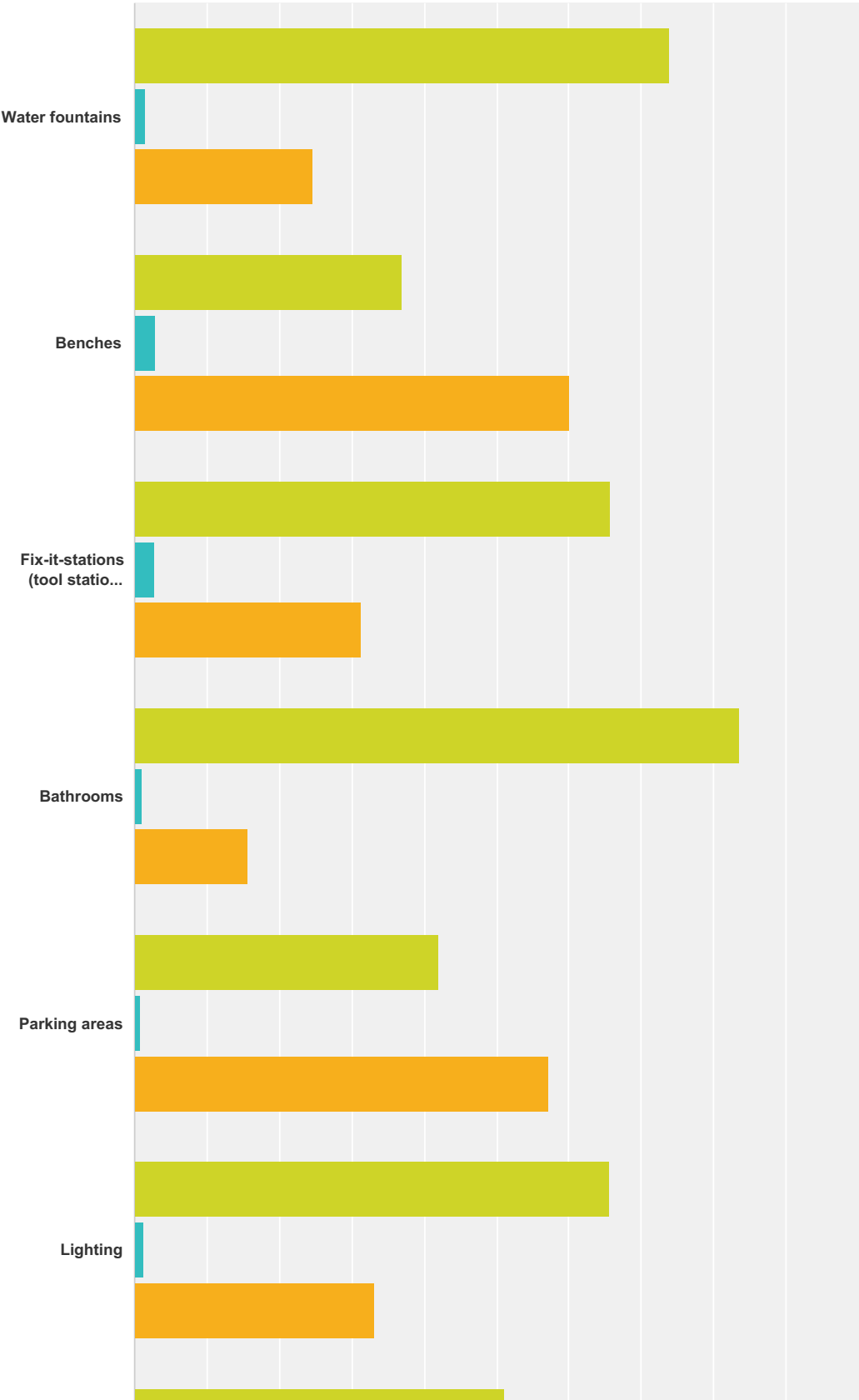
Answered: 788 Skipped: 21



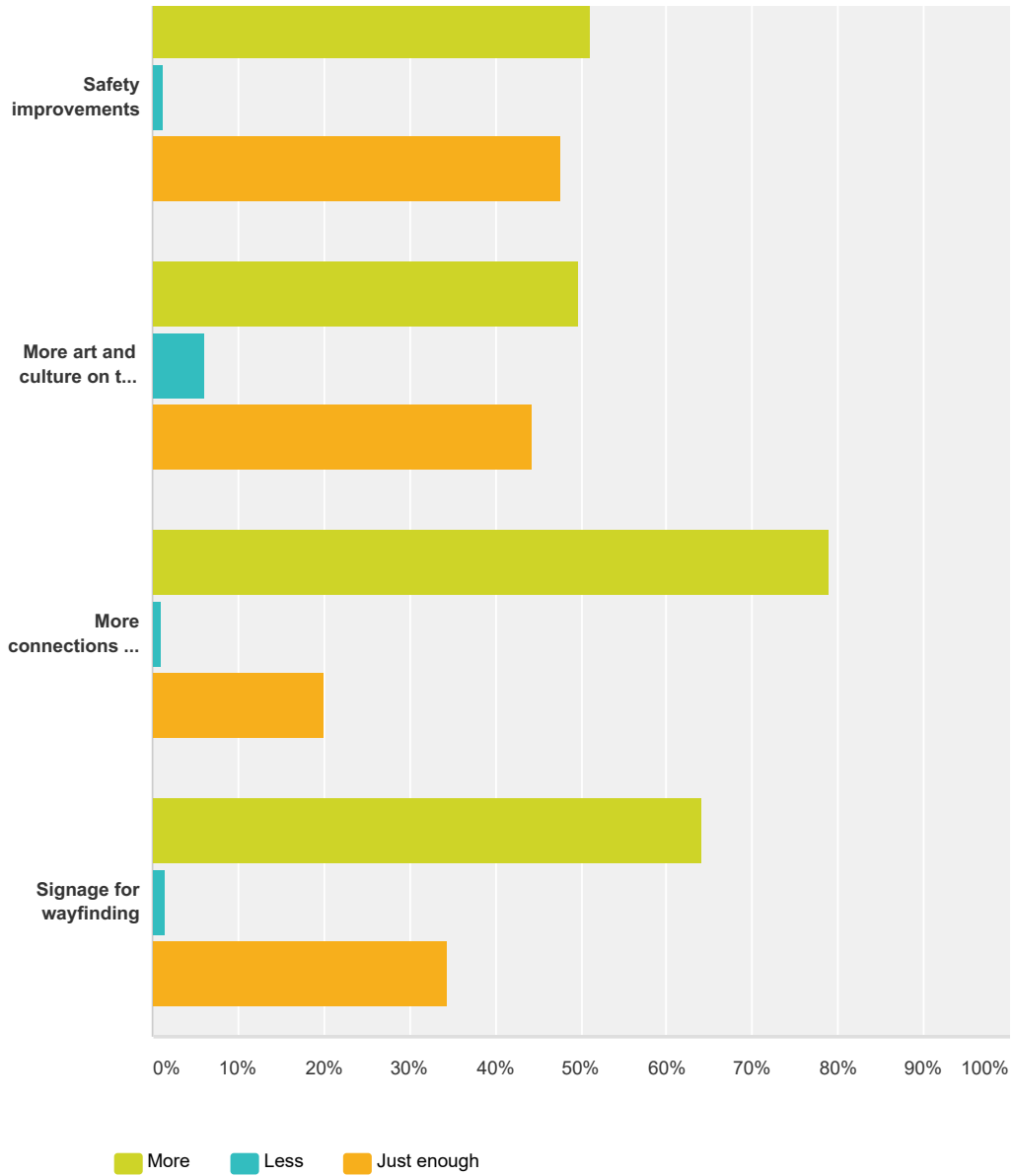
Answer Choices	Responses
All year	32.99% 260
Summer	60.15% 474
Fall	64.21% 506
Winter	1.78% 14
Spring	61.68% 486
Total Respondents: 788	

Q14 What improvements, if any, would you make to existing trails?

Answered: 792 Skipped: 17



Gap Closure Trail Study



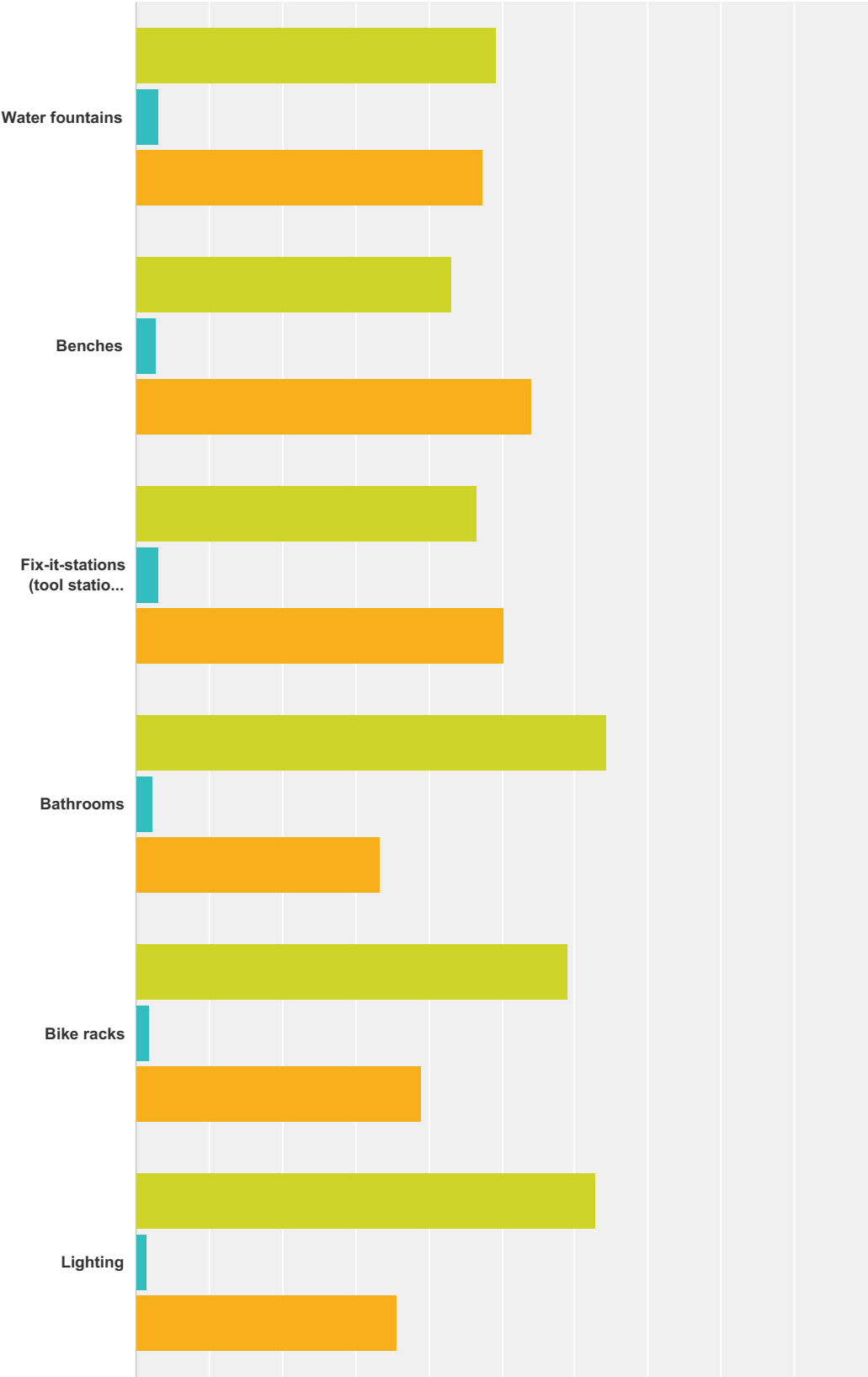
	More	Less	Just enough	Total
Water fountains	73.92% 530	1.39% 10	24.69% 177	717
Benches	36.94% 263	2.95% 21	60.11% 428	712
Fix-it-stations (tool station with air pump and basic tools for bicycle repairs)	65.85% 428	2.77% 18	31.38% 204	650
Bathrooms	83.47% 611	0.96% 7	15.57% 114	732
Parking areas	41.94% 299	0.84% 6	57.22% 408	713
Lighting	65.57% 457	1.29% 9	33.14% 231	697
Safety improvements	51.12% 342	1.35% 9	47.53% 318	669

Gap Closure Trail Study

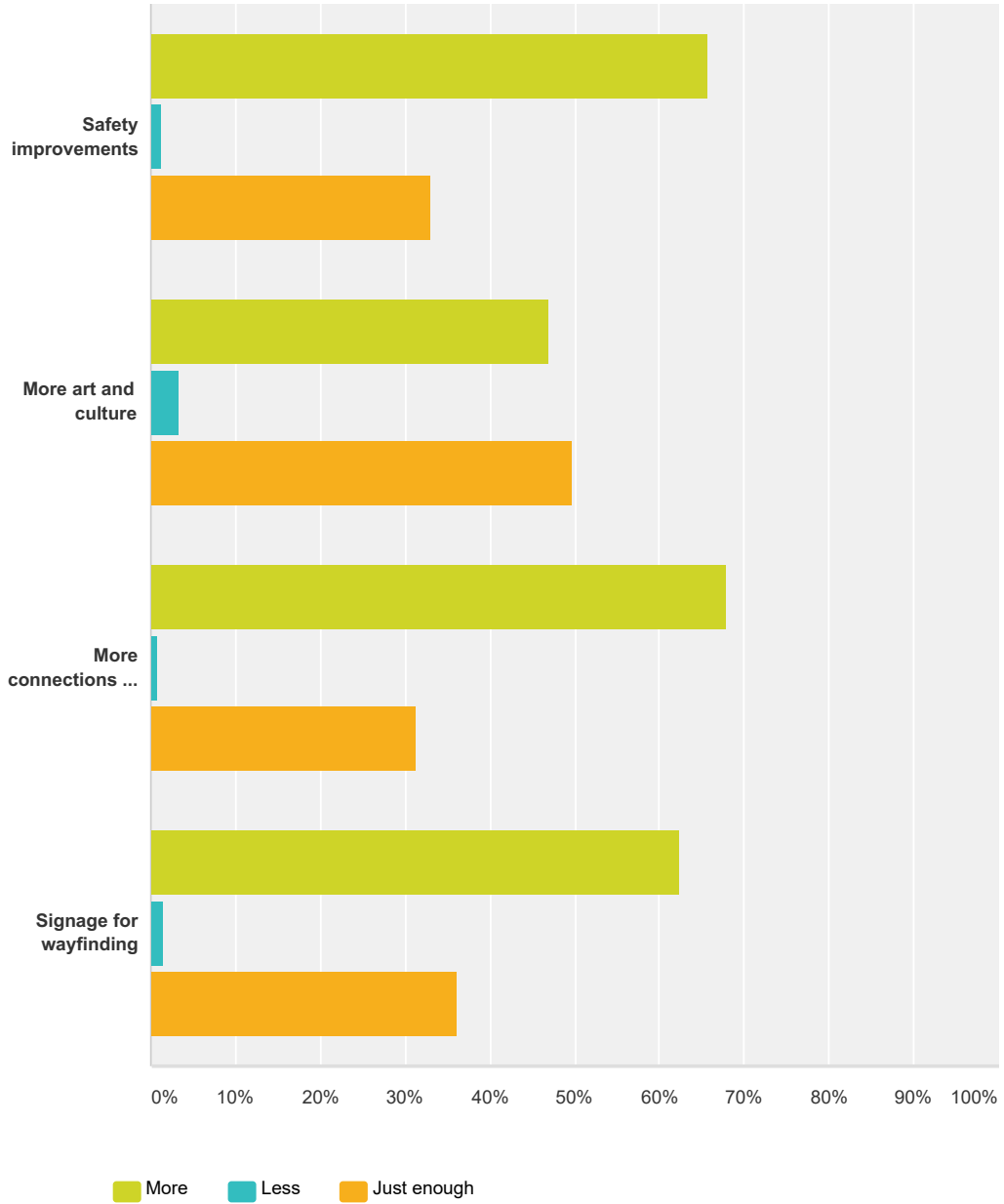
More art and culture on the trail	49.78% 340	6.00% 41	44.22% 302	683
More connections to destinations	78.90% 561	1.13% 8	19.97% 142	711
Signage for wayfinding	64.13% 447	1.43% 10	34.43% 240	697

Q15 What improvements, if any, would you make to existing sidewalks and streets to improve pedestrian and cycling use?

Answered: 733 Skipped: 76



Gap Closure Trail Study



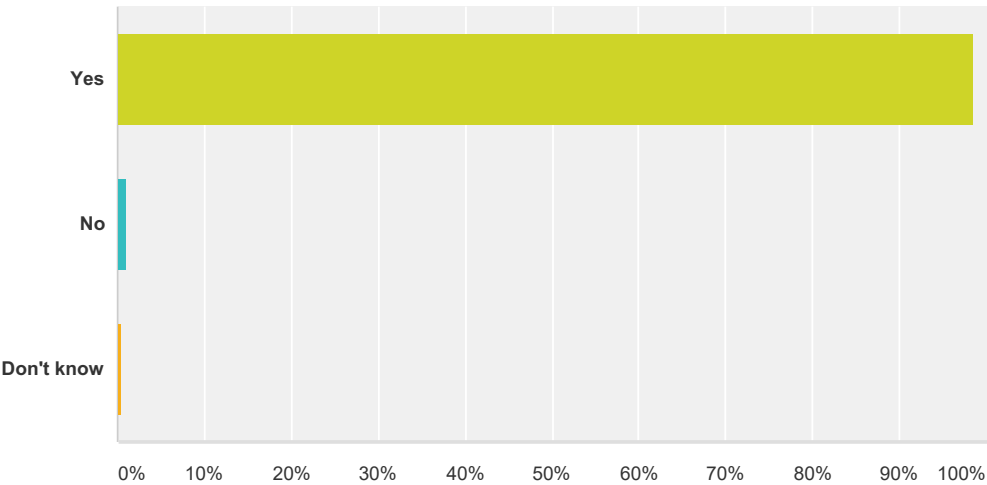
	More	Less	Just enough	Total
Water fountains	49.36% 307	3.22% 20	47.43% 295	622
Benches	43.13% 270	2.72% 17	54.15% 339	626
Fix-it-stations(tool station with air pump and basic tools for bicycle repair)	46.49% 278	3.18% 19	50.33% 301	598
Bathrooms	64.31% 409	2.36% 15	33.33% 212	636
Bike racks	59.10% 380	1.87% 12	39.04% 251	643
Lighting	62.91% 402	1.41% 9	35.68% 228	639

Gap Closure Trail Study

Safety improvements	65.71% 433	1.21% 8	33.08% 218	659
More art and culture	46.97% 287	3.44% 21	49.59% 303	611
More connections to destinations	67.81% 434	0.78% 5	31.41% 201	640
Signage for wayfinding	62.48% 393	1.43% 9	36.09% 227	629

Q16 Do you consider trails an asset to the local community?

Answered: 806 Skipped: 3



Answer Choices	Responses	
Yes	98.64%	795
No	0.99%	8
Don't know	0.37%	3
Total		806

Stakeholder Outreach

Summer 2016

Fall 2017

In addition to people on the mailing list and involved in the July 2016 focus groups, the following list of stakeholders were contacted during the study period:

- **Municipalities of Plainville, Southington and New Britain**
- **Department of Transportation**
- **Department of Energy & Environmental Protection**
- **United States Army Corps of Engineers**
- **U.S. Environmental Protection Agency**
- **Federal Highway Administration**
- **Federal Aviation Administration**
- **East Coast Greenway Alliance**
- **Plainville Greenway Alliance**
- **Bike New Britain**
- **Plainville-Southington Health District**
- **Numerous property owners including all property owners directly impacted by the proposed alignment.**
- **Tunxis Community College**
- **Central CT State University**
- **Pan Am Railways**