

Gap Closure Trail Study

Plainville, New Britain, and Southington,
Connecticut

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Existing Conditions

Introduction

This Existing Conditions report identifies the primary transportation and land use elements present in the communities of Plainville and New Britain that will affect the performance of on- and off-street trail alternatives. The report distills information to those factors most relevant to the study's Vision and Objectives.

The Gap Closure Trail Study, led by the Capitol Region Council of Governments (CRCOG) in partnership with the Connecticut Department of Transportation (CTDOT), will identify a preferred alignment for a five-mile gap in the Farmington Canal Heritage Trail (FCHT) through the Towns of Plainville and Southington, CT. The project will also explore options for a multi-use trail connection to the Downtown New Britain CT**fastrak** station. According to recent usage surveys conducted by the Farmington Valley Trails Council, demand for the Gap Closure trail is substantial, with a larger user base which may begin using the trail immediately upon opening.

This Existing Conditions Report documents overall study goals, project history, and current and future conditions that may affect the evaluation of trail alignments. Additional information, maps, and data are included in the Appendices, and will be used to evaluate trail alignment alternatives as this study progresses. The report is organized as follows:

- › Introduction
- › Project Vision and Objectives
- › Background
- › Alignments Studied
- › The Existing Land Use & Transportation Network
- › Forecasted Future Land Use & Transportation
- › Next Steps



Farmington Canal Heritage Trail in Southington

Project Vision and Objectives

The project focuses on the last significant gap in the FCHT, an 84-mile bi-state, multi-use trail that extends from New Haven, CT to Northampton, MA. Nearly the entire FCHT in Connecticut is either complete or in design/construction. In addition to being a major portion of the East Coast Greenway (ECG), when complete, the

FCHT will directly link 15 municipalities in two states. The FCHT Gap in Plainville/Southington extends from Northwest Drive, where the existing FCHT terminates, to Town Line Road in Southington.

The CT**fastrak** multi-use trail is an existing 5-mile multi-use trail that begins in Newington, CT and terminates at New Britain's bus rapid transit station. Connecting the CT**fastrak** trail with the FCHT would ultimately create a vital walking/bicycling connection between the state's longest regional trail and the Capitol City of Hartford (pedestrians and cyclists can use on-road facilities from Newington to Hartford). The CT**fastrak** multi-use trail in New Britain is approximately 4.5 miles from the FCHT.

Vision Statement

As created and adopted by the Project Steering Committee, 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 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.



CT**fastrak** Multi Use Trail

Project Steering Committee

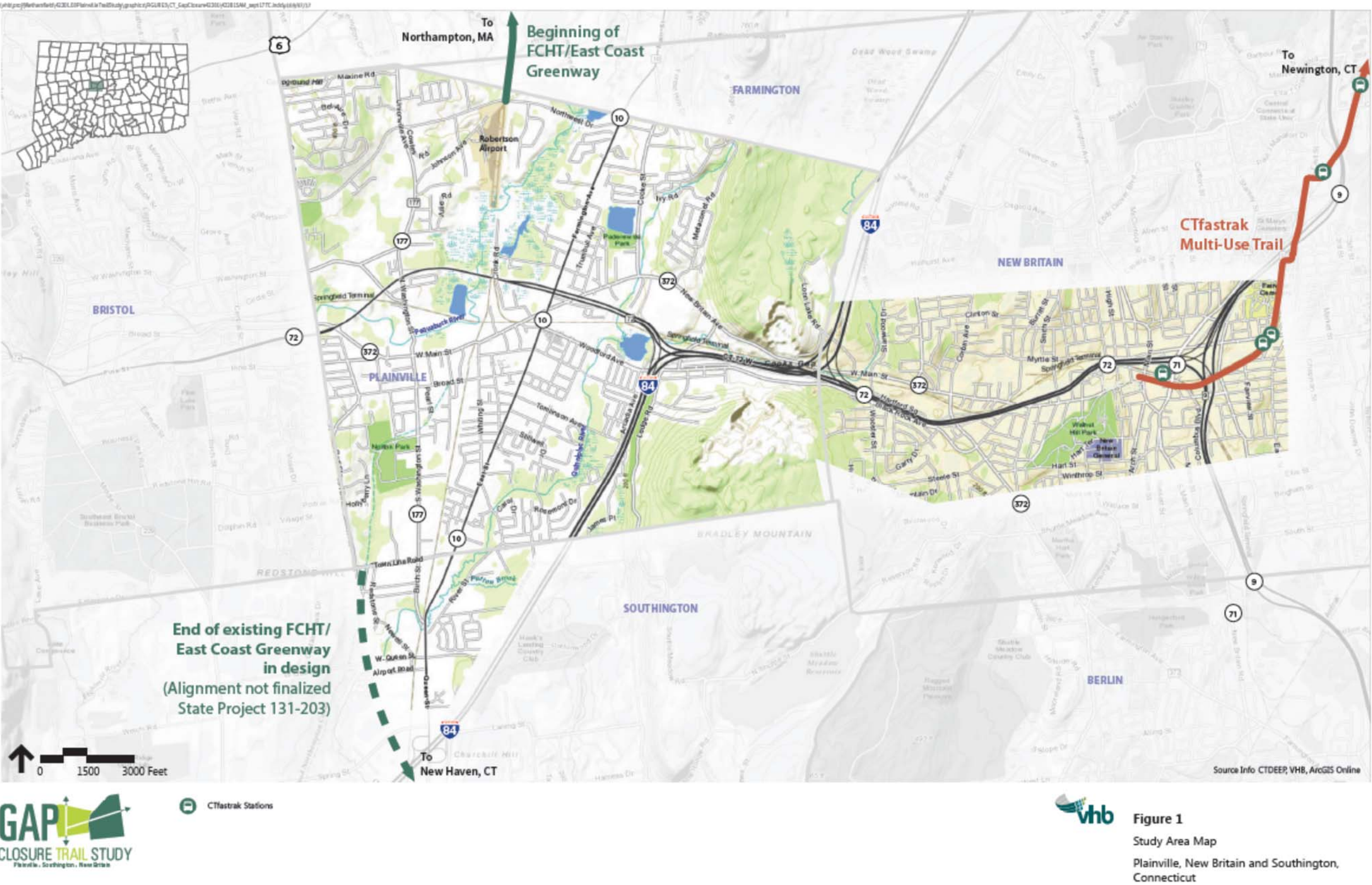
- › CRCOG
- › East Coast Greenway Alliance
- › Farmington Valley Trails Council
- › Plainville Greenway Alliance
- › Town of Plainville
- › City of New Britain
- › Town of Southington
- › Plainville-Southington Health District
- › Connecticut Department of Energy and Environmental Protection
- › CTDOT

Objectives

The study has two distinct objectives:

1. Identify a preferred alignment in order to close the Gap in the FCHT through Plainville and Southington.
2. Identify a connection to the CT**fastrak** station and existing bicycle/pedestrian infrastructure network in downtown New Britain.

The study also supports the Department of Transportation's statewide Gap Closure Program goal to close all gaps in the East Coast Greenway.

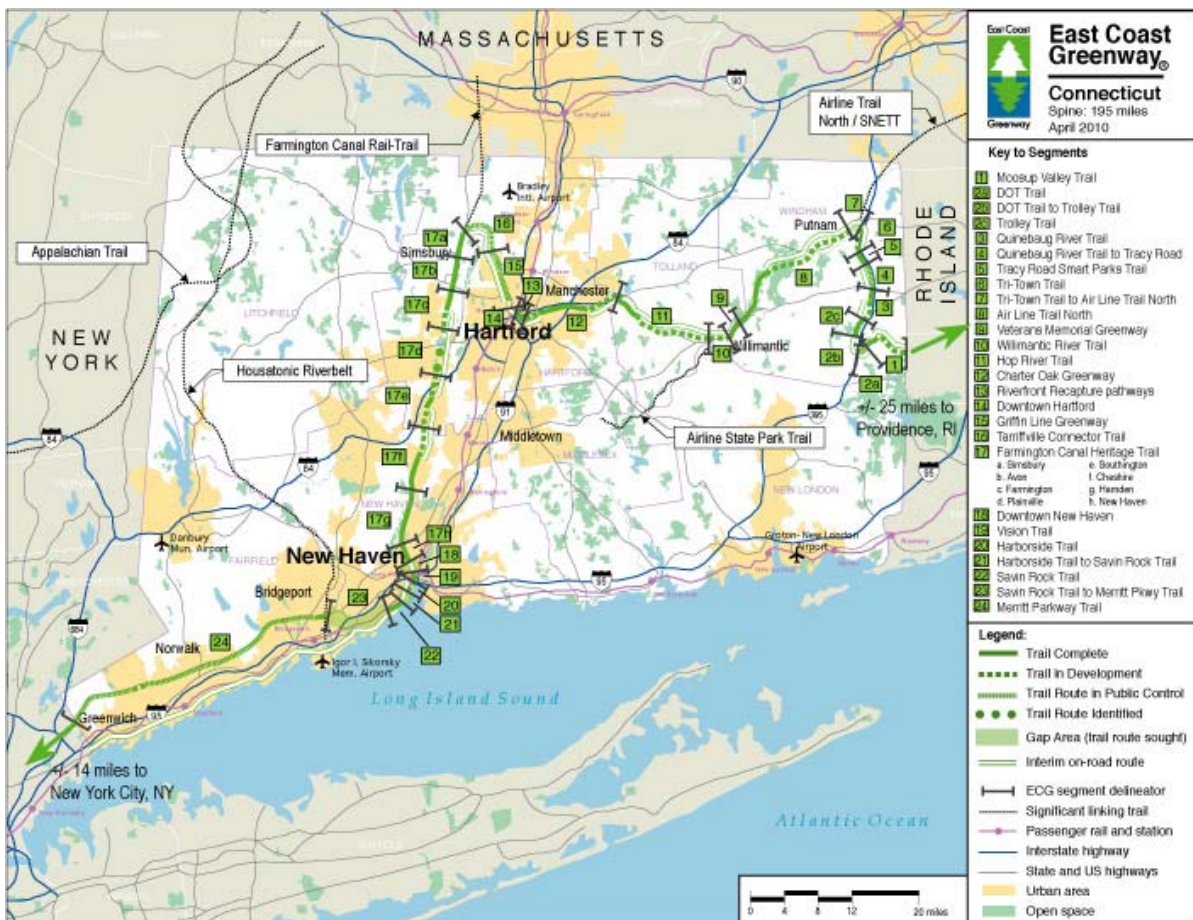


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Background

Farmington Canal Heritage Trail

The FCHT represents an adaptive reuse of historic transportation infrastructure. In addition to providing regional and local transportation connections, the trail forms part of the region's cultural heritage, and helps tell the story of settlement patterns, commerce, and development over time. As a complete and connected multimodal facility, the trail will also help shape the region's future. In addition, approximately 37.5 miles of the FCHT in Connecticut is designated as part of the East Coast Greenway (ECG). The ECG is a developing trail system, linking many of the major cities of the Eastern Seaboard between Canada and Key West. Over 30 percent of the route is already on traffic-free greenways, creating safe, accessible routes for people of all ages and abilities. The ECG fosters healthy lifestyles, empowers sustainable transportation, and economic development in each of the communities it touches. Almost 200 miles of the ECG is located within the state of Connecticut. Where multi-use trails are not currently available, the ECG uses on-road segments. The intent of the ECG is to have universal appeal for all user types as a continuous long-distance linear park, with routing that uses almost entirely public rights-of-way.



Source: East Coast Greenway Alliance

Private investors developed the Farmington Canal in the early 1800s to open a commercial trade route from New Haven, Connecticut, to Northampton, Massachusetts. Shortly after completion of the 84-mile facility, development of the New Haven and Northampton Railroad (which largely followed the canal corridor) made the canal obsolete. The railroad remained active until the late 1980s, at which time major portions of the rail lines fell into disrepair and abandonment. CTDOT acquired much of the abandoned lines during this timeframe.



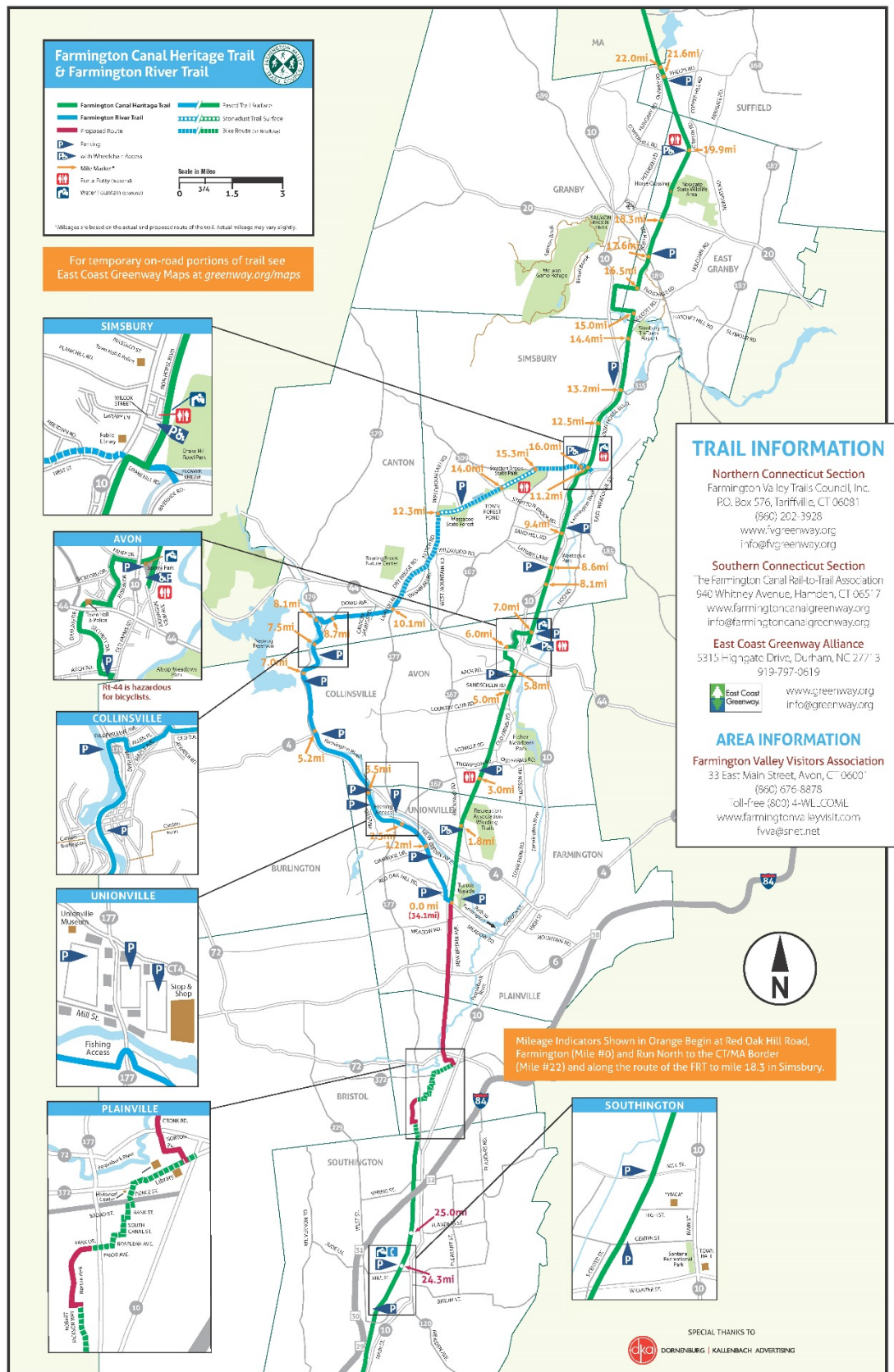
Farmington Canal Lock 12

Development of rail-to-trail projects within the abandoned sections of the corridor began in the early 1990s, and continues today. This trend of trail development within corridor responds to public demand for multimodal facilities and also capitalizes on federal transportation funding. Numerous stakeholder groups have been involved in planning, design, and/or construction of specific segments of the trail, including:

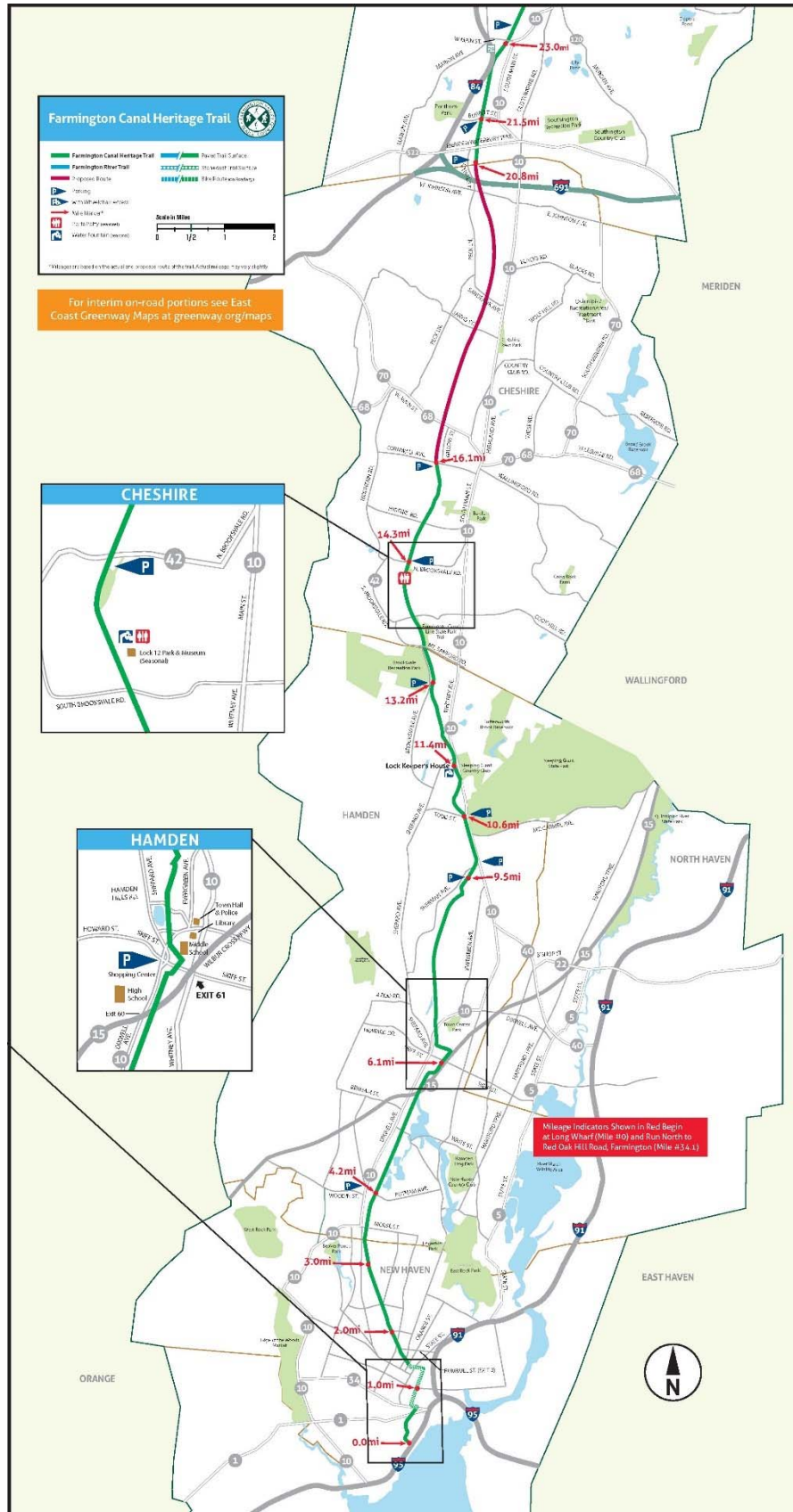
- › Connecticut Department of Transportation (CTDOT)
- › Connecticut Department of Energy and Environmental Protection (DEEP)
- › Capitol Region Council of Governments (CRCOG)
- › Municipalities
- › Plainville Greenway Alliance (PGA)
- › Farmington Valley Trails Council (FVTC)
- › Farmington Canal Rail-to-Trail Association (FCRTTA)
- › East Coast Greenway Alliance (ECGA)
- › Bike New Britain (BNB)
- › Elm City Cycling

Trail design/construction has primarily relied on federal funding distributed through CTDOT and supplemented by local matching funds. For the most part, localities have administered the various construction projects, although CTDOT has administered construction of some segments. The Town of Southington in 2003 constructed a segment of the FCHT from the Southington/Cheshire town line north to Curtiss Street in Southington. This segment of the FCHT is also an established section of the East Coast Greenway and known locally as the Southington Linear Park Rail-Trail.

The following two graphics illustrate the existing alignment of the FCHT north to Massachusetts and south to the Long Island Sound in New Haven, CT.



Farmington Canal Heritage Trail northern sections (Source: Farmington Valley Trails Council)



Farmington Canal Heritage Trail southern sections (Source: Farmington Valley Trails Council)

The 2.2-mile section of the FCHT north of Plainville is currently under construction, while an additional section in Southington is currently under design. This project (state project #131-203) is intended to bring the FCHT north to Town Line Road.

The primary reason the FCHT gap exists in Plainville is that an abandoned rail corridor does not exist like it does in adjacent communities. The active rail is owned by Pan Am Railways. Attempts to develop a rail-with-trail have not materialized, therefore this study seeks to build upon previous studies and identify alternative alignments.

CT**fastrak**

CT**fastrak** is Connecticut's first Bus Rapid Transit (BRT) system. It emphasizes exclusive bus-only travel roadways or lanes for its rubber-tired transit vehicles. This high performance transit system serves as a spine for commuter and other trips, integrating with the larger CT**transit** system to connect to destinations across the region. The CT**fastrak** shuttle Route 101 offers frequent and reliable service between New Britain and Hartford, with stops at 10 stations along the way. Several additional regional and local bus-based transit routes serve the New Britain station.

The CT**fastrak** multi-use trail is an existing 5-mile urban trail, which connects the downtown New Britain CT**fastrak** Station and the Newington Junction Station. The paved trail is 10 feet wide and mostly parallels the bus-only roadway separated by a fence and is open from dawn to dusk and is not cleared of snow, ice, or leaves.

To capitalize on the CT**fastrak** multi-use trail and its connection to BRT and regional destinations, this study also seeks to identify ways to close the 4.5-mile gap that exists between Plainville and the BRT station and trailhead in New Britain. The connection spans westward into Plainville along the Route 72/rail corridor and would ultimately connect to the preferred FCHT alignment route identified during this planning study.



CT**fastrak** Station

Alignments Studied

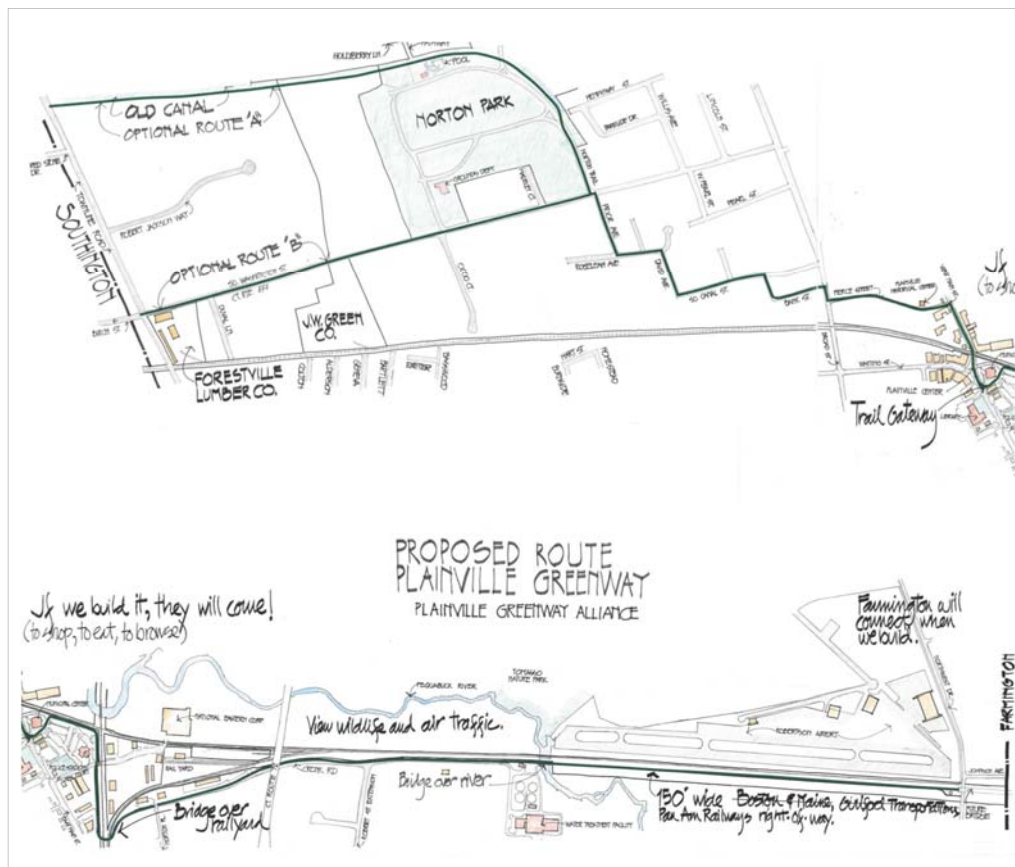
Previous studies have been undertaken of the gap in the FCHT. With the exception of CT**fastrak** (which has generated the need for an additional connection), existing land use and transportation patterns have not changed to the extent that they would preclude the preferred alignments from previous reports. However, those preferred alignments rely on use of a portion of the Pan Am Railways right-of-way, a fact that has posed constraints to trail development.

The reports described below represent stand-alone efforts to identify a preferred alignment. The previous studies will help form the basis of the alternatives analyzed as part of the current study.

Because these studies took place prior to completion of the CT**fastrak** and multi-use trail, they addressed only the north-south gap in the FCHT. The studies and their findings are described below.

Early Efforts

In 2004, two Yale University students, in partnership with the Farmington Canal Rail-to-Trail Association (FCRTTA), conducted a rail-to-trail feasibility study for Plainville. That study helped the PGA develop their own preferred routing (off-road) and an optional route (on-road, in case the preferred route proved infeasible) of the trail through Plainville, completed in 2008 and shown here as depicted in the PGA report. The two hand-rendered graphics are oriented such that north is to the right, and they split in downtown Plainville, so that the right side of the top image matches to the left of the bottom image. This study did not include a construction cost estimate.



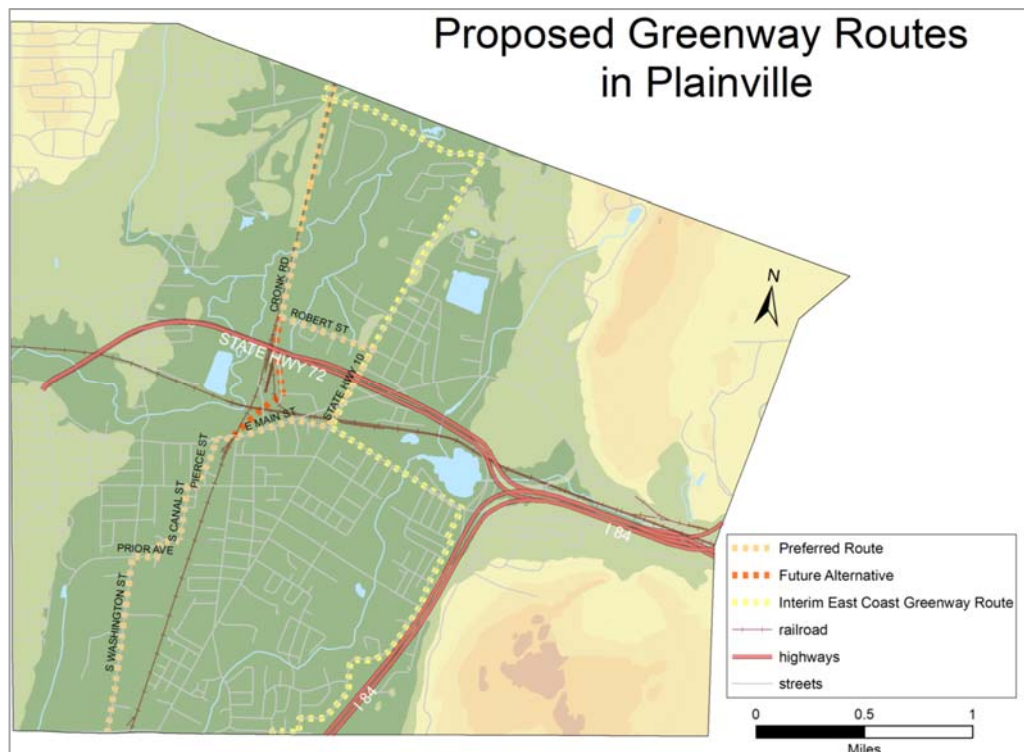
Source: 2008 PGA report

Southington-Plainville Farmington Canal Greenway Study (Greenway Study)

Starting in August 2008, the Southington-Plainville Greenway Committee (which included representatives from the two towns, PGA, CCRPA, DEP, and CRCOG) began a series of meetings to continue the trail route planning process. Their study, published in 2009, identified a preferred route and a potential future route. The 2009 study delved into more detailed concept design analysis than the PGA report, and identified alternative routings in constrained sections. This study also established preliminary cost estimates for the on- and off-road trail segments in both towns. The study noted that the likely optimal route for the trail would follow the existing rail corridor, but that the presence of active rail in segments of the corridor made a combined on- and off-road system more feasible.

The preferred route within Southington would follow the inactive rail bed north to a point near the Plainville town border, at which point an active section of rail would require a shift to on-road routing (as described above, this section of the trail is currently under design as State Project 131-203). Within Plainville, the preferred route would rely on local roads to the west of the active rail, connecting through downtown on Main Street and State Route 372, before rejoining the inactive rail bed north of downtown and the existing active rail yard. The potential future route referred back to the 2008 PGA routing showing a bridge over the rail yard, making a more direct north-south connection through downtown.

The Study concluded that the Southington section of the preferred route would cost approximately \$2.4 million, while the Plainville section would cost approximately \$1.2 million (in 2008 dollars) The map below is shown as presented in the Greenway Study.



Source: 2009 Greenway Study

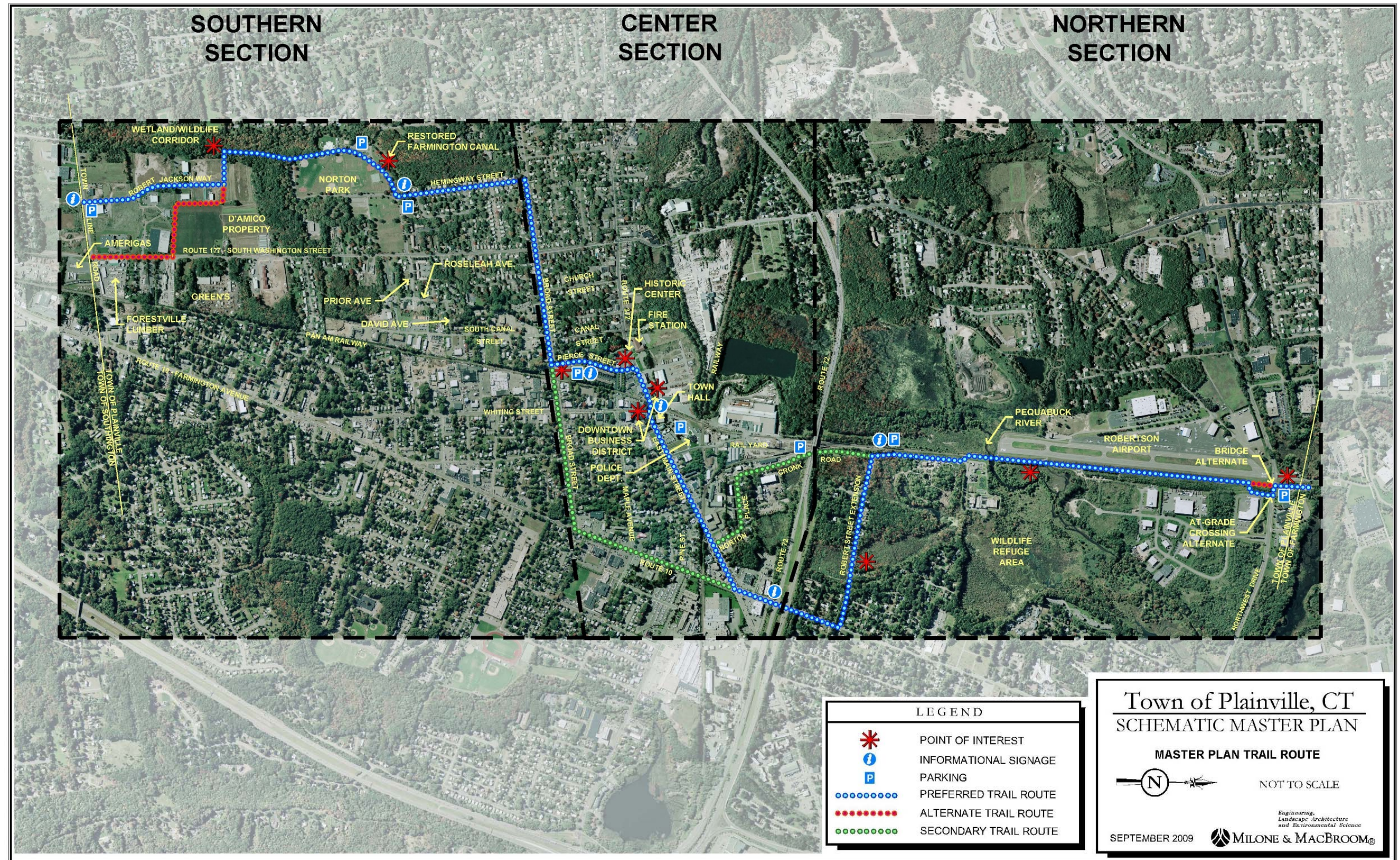
Master Plan Report: Design Study of a Multiuse Trail – Plainville, Connecticut

As an outgrowth of the Greenway Study, the Town of Plainville and the PGA applied for and received a Contingency Needs Grant from the Office of Policy and Management (OPM), with which the Town commissioned a 2009 Design Study, resulting in a Master Plan Report produced by the engineering firm Milone & MacBroom. The Master Plan focused on the Plainville section of the FCHT, and sought to refine the preferred trail route by means of a contextual site review. The intent was to use the study to pursue further funding opportunities for final design and construction.

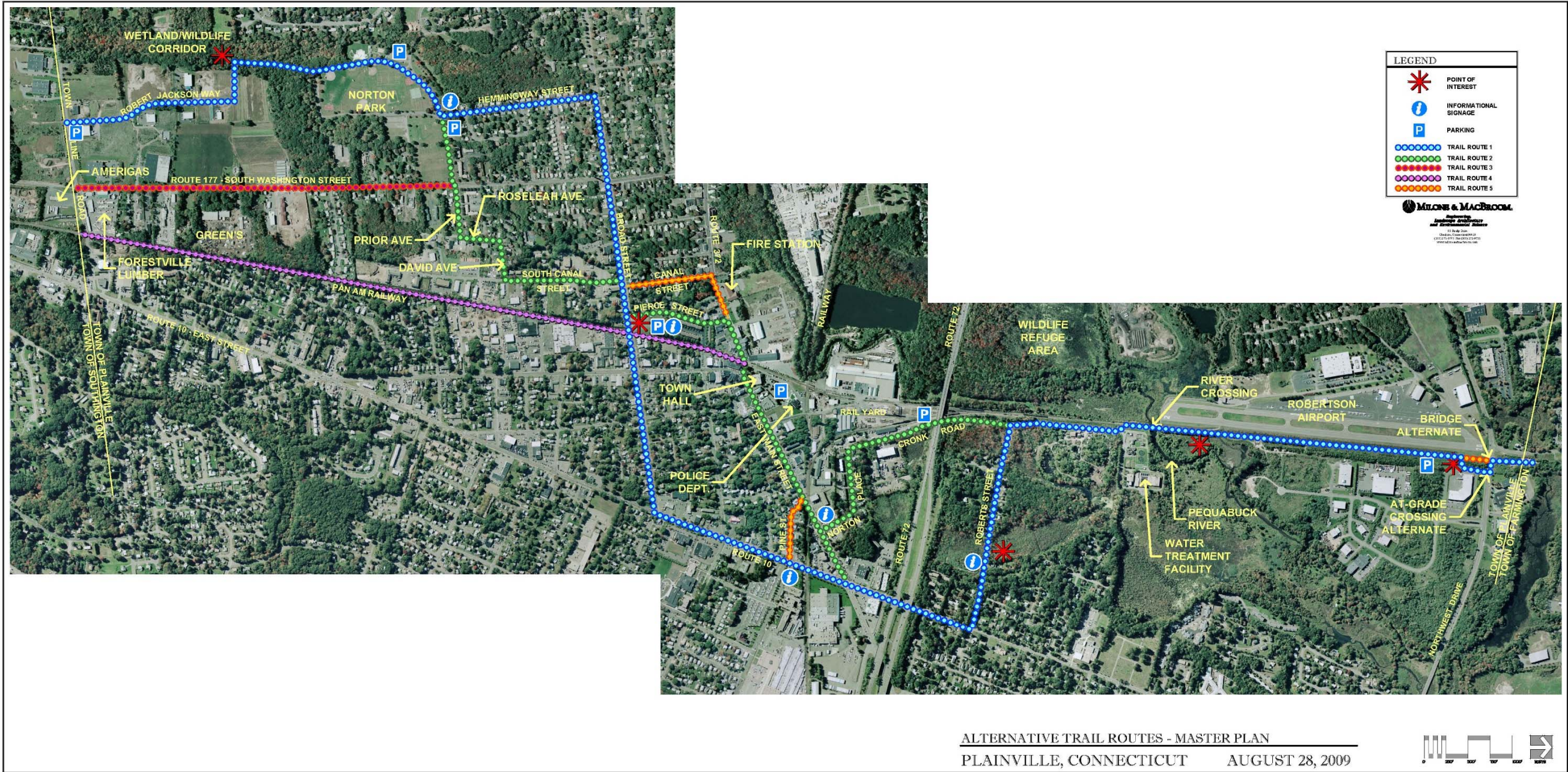
Like the Greenway Study, the Master Plan worked on the assumption that the trail would need to utilize a routing other than the section of active rail. The study team examined and presented to the public five alternative routings before arriving at a preferred routing with smaller alternate route sections. The preferred route included on- and off-road segments. The alternative trail routes and the preferred route are shown on the following pages.

The effort included an environmental screening process and identified opportunities and constraints. In addition to identifying routing options, the Master Plan focused on making connections to resources such as Norton Park and downtown Plainville. Overall, the preferred routing was very similar to that recommended in the Greenway Study, and was broken down by segment as follows.

- › **Southern Section** – In the southern section of the preferred alignment, from the Southington border to Broad Street, the trail would use a combination of on- and off-road treatments. Starting on Robert Jackson Way as an on-road facility, the trail would then cross several private parcels before traversing Norton Park as an off-road facility and utilizing Hemingway Street in an on-road condition. An alternate routing in this segment would utilize a multi-use trail along the west side of Washington Street (Route 177), and would cross private parcels west to Robert Jackson Way.
- › **Center Section** – The center section of the preferred alignment, from Broad Street to Route 72, would use on-road facilities to connect to and through downtown. The preferred routing would use Broad Street, Pierce Street, East Main Street, and Route 10. A secondary route would continue along Broad Street all the way to Route 10, then use Norton Place and Cronk Road.
- › **Northern Section** – From Route 72 to the Farmington town line, the northern section continues along Route 10 to Roberts Street Extension, as an on-road facility to the intersection with Cronk Road. The trail would then return to a multi-use facility running north along Cronk Road to the Water Treatment Facility. From here the trail would join the rail bed and continue to the town line. The Master Plan included an at-grade and a bridge crossing alternate for crossing Northwest Drive.



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The Master Plan specified that multi-use sections would include a 10-foot wide paved surface with a 2-foot-wide soft surface trail, while on-road sections would include shared, signed road lanes for bicyclists with sidewalks for pedestrians. In addition to preferred and alternate alignment details, the Master Plan provided recommendations for parking, trailheads, wayfinding, and amenities.

The Master Plan estimated that the cost of the preferred routing in Plainville would cost approximately \$6 million, with alternate routings adding as much as \$3 million to that cost (in 2009 dollars). The higher costs in this study versus the 2008 study may in part reflect a finer level of detail and analysis, but the full reason for the cost difference is somewhat unclear.

Following completion of these studies, the DEEP in 2012 commissioned an appraisal of portions of the Pan Am Railways right-of-way, including a section in Plainville of approximately 3,725 in length. The appraisal for this section came in at \$910,594. No further acquisition or implementation efforts have occurred in Plainville.

Existing Land Use and Transportation

This section describes the existing land use patterns and transportation systems that might affect the development and assessment of trail alignment alternatives. For clarity, this section is organized to focus separately on the Town of Plainville and the City of New Britain. The study area portion of Southington is very small, and the Southington section of the trail gap is currently under design. Therefore, land use and transportation infrastructure in Southington is only minimally addressed in this report.

Plainville – Land Use

Plainville is a Town of approximately 18,000 residents in 7,700 households (according to the United States Census Bureau). After steady increases until 1970, Town population began to stabilize and decline. According to the Town of Plainville Plan of Conservation and Development (POCD), this pattern may result from the availability of a specific housing type, housing affordability, community services, and migration trends. Land uses within Plainville present opportunities and constraints to the development of the gap closure alignments. The primary land use in town is residential, but the mix of uses includes a central downtown, an airport, commercial corridors, and open space. Topographic constraints exist primarily along the eastern Town border, as described below.

Open Space Network and Riparian Corridors

Opportunities exist for the use of large tracts of town-owned land for the trail facility. These include Norton Park and Tomasso Nature Park, as well as schools and other public properties. Town-owned land may provide options for trail routing as well as connections and amenities. In some cases, these properties are primary

destinations; to the extent that the gap closure can make connections, this might help complete an overall multimodal transportation system.

Natural features also have the potential to affect the trail alignment. Within Plainville, these are primarily the large tracts of wetlands and floodplains along the Pequabuck and Quinnipiac Rivers. While these features can present physical challenges to trail development, they also offer opportunities as linear open space corridors and scenic viewsheds. Figure 3 depicts these features, with additional detail shown on Figure 9 in Appendix B.

The Metacomet Ridge spans the eastern border of Plainville, and its topography limits potential east-west connections between Plainville and New Britain. Figure 13 in the Appendix shows the topography in the area.

Residential and Commercial Districts

Single-family residential neighborhoods form the primary land use in Plainville. These neighborhoods have a fine-grained pattern of private property ownership that could affect trail routing. They are also origins for trail users, and provide primary connection opportunities.

Plainville's central business district is a commercial, cultural, and governmental hub. Recent streetscape enhancements



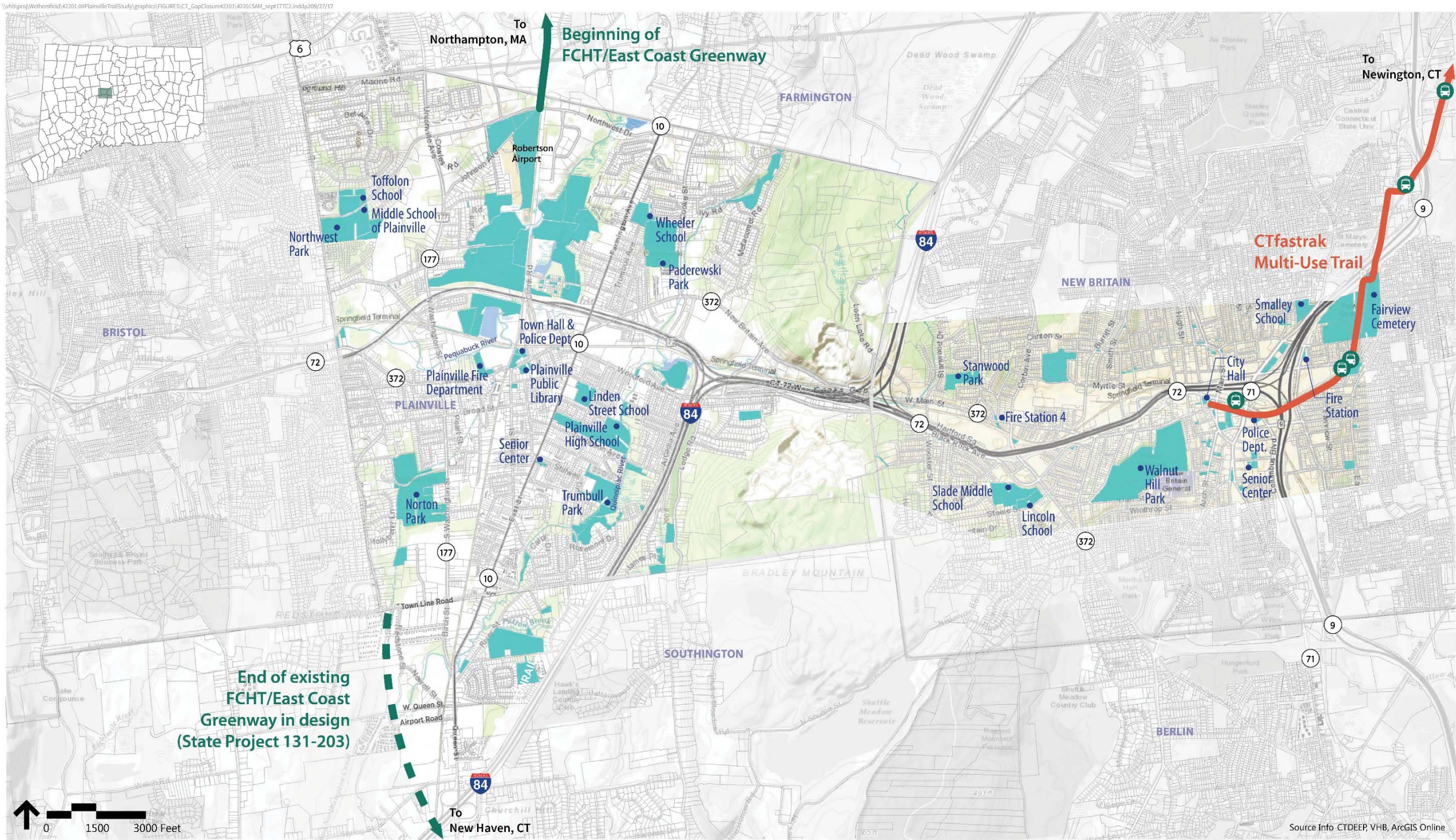
Renaissance Cyclery

have improved mobility in the downtown, resulting in a significant connection opportunity.

Outside the downtown, Route 10 forms the primary commercial corridor, and the area immediately east of downtown, where Route 10, Route 72, and Interstate 84 come together, includes a commercial district with big box uses in Connecticut Commons in addition to major employers.

Industrial Uses

In the northwest quadrant of the town, the town-owned Robertson Airport forms an important hub for land use and transportation, and sits adjacent to the developing Northwest Industrial Park. The airport is a popular destination both for business travelers and aviation enthusiasts. In an average year, the airport sees more than 30,000 takeoffs and landings. Also, the Civil Air Patrol continues to have a presence at the airport. Immediately north of downtown, an active rail yard forms a primary land use and potential barrier/constraint to trail development. In the southwest corner of Plainville, an industrial park exists along Robert Jackson Way, immediately north of Town Line Road near the northern terminus of state project 131-203 (the

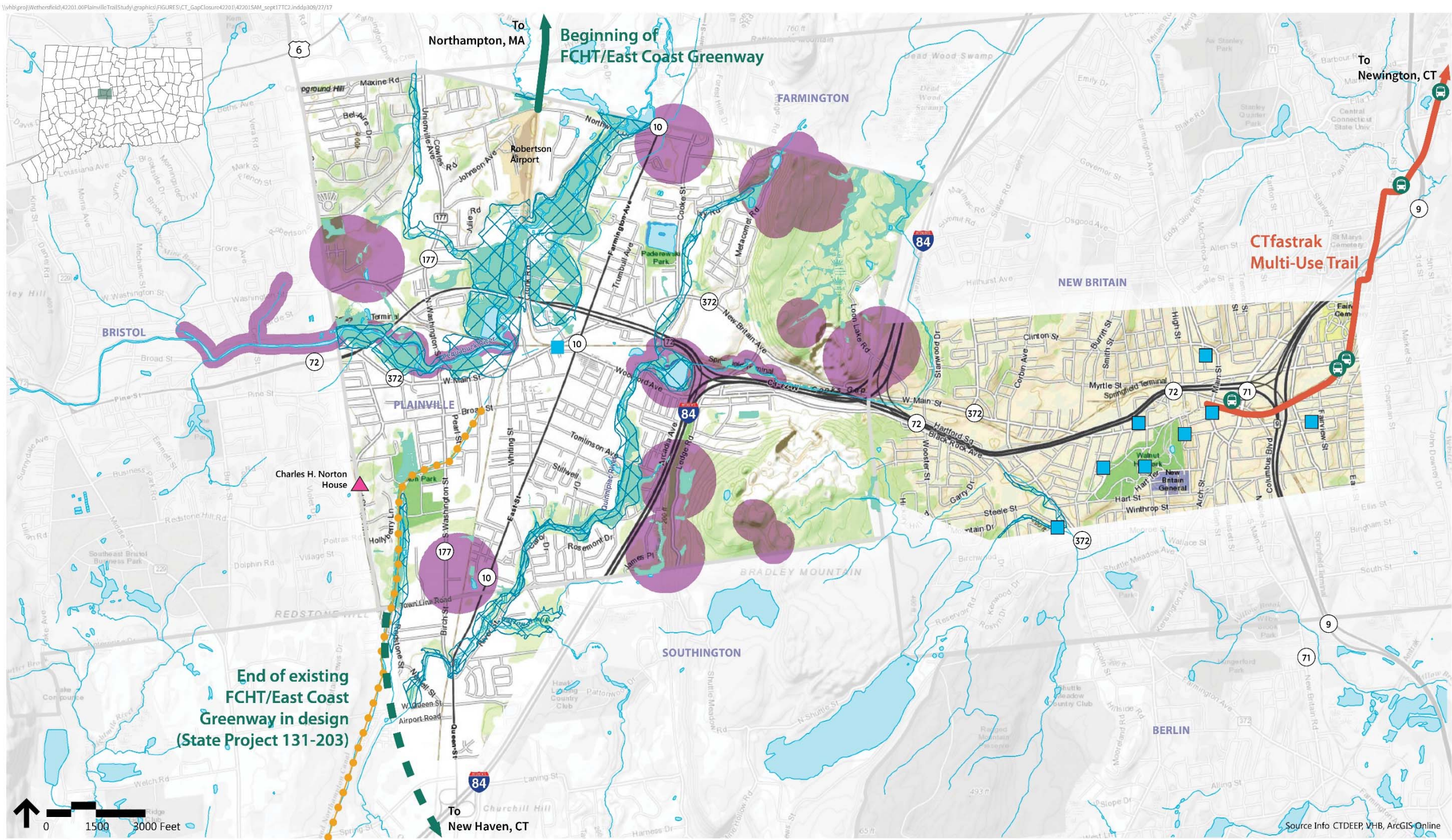


- CTfastrak Stations
- Parcels
- Public Property
- Key Properties



Figure 2
Town Property Map
Plainville, New Britain and Southington,
Connecticut

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CTfastrak Stations

Wetland (NWI)

Waterbody/Stream (CTDEEP)

100-yr Floodplain (FEMA)

Potentially Sensitive Habitat Areas (CT-DEEP-NDDB)

Farmington Canal

National Register of Historic Places

Charles H. Norton House (National Historic Landmark)



Figure 3

Environmental Features Map

Plainville, New Britain and Southington, Connecticut

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FCHT in Southington). Finally, the southeast quadrant of town is dominated by a quarry operation. Although this land use will not significantly impact the alternatives analysis, it lies adjacent to the east-west trail corridor for connecting to the CT**fastrak** station and multi-use trail.

Activity Generators

Primary activity generators for potential trail alignments include uses such as:

- › residential neighborhoods
- › schools
- › public transportation hubs
- › other trails
- › major employers
- › shopping centers
- › parks
- › libraries
- › government centers
- › downtowns

In Plainville, commercial and employment activity generators tend to be clustered around the downtown, the Route 10 and Route 72 corridors, and the northwest quadrant of Town. Specific activity generators as used to identify potential trail corridors are illustrated in the figures in Appendix B.

Zoning

Zoning patterns can help assess existing and future land uses (such as residential, commercial, and industrial), which may affect trail alignment decisions. Figure 4 shows existing zoning within the study area, and reflects the north-south and east-west commercial and industrial spines formed by primary road and rail facilities, along with the more distributed pattern of residential neighborhoods. Although residential densities are somewhat higher near downtown and along the Route 10 corridor, population is generally spread throughout the residentially zoned areas of Town (with the exception of the topographically constrained eastern portion of Town). Analysis of specific trail alternatives will consider connection to these population centers.

Plainville – Transportation

Roadway Network

Plainville's roadway network includes Interstate 84, active downtown streets, commercial corridors, and low-volume/low-speed residential streets. The majority of the roads are town-owned and maintained. However, Interstate 84 and State Routes 10, 71, 72, 177, 372, and 536 are owned/maintained by the state DOT (see Figure 5). The roadway network offers both opportunities and constraints when evaluating trail alignment options.

Many of the town's streets have traffic volumes and speeds low enough to accommodate a shared condition with bicyclists, with the potential to add sidewalks for pedestrians where right-of-way is available or could be acquired.



Mobility tour ride

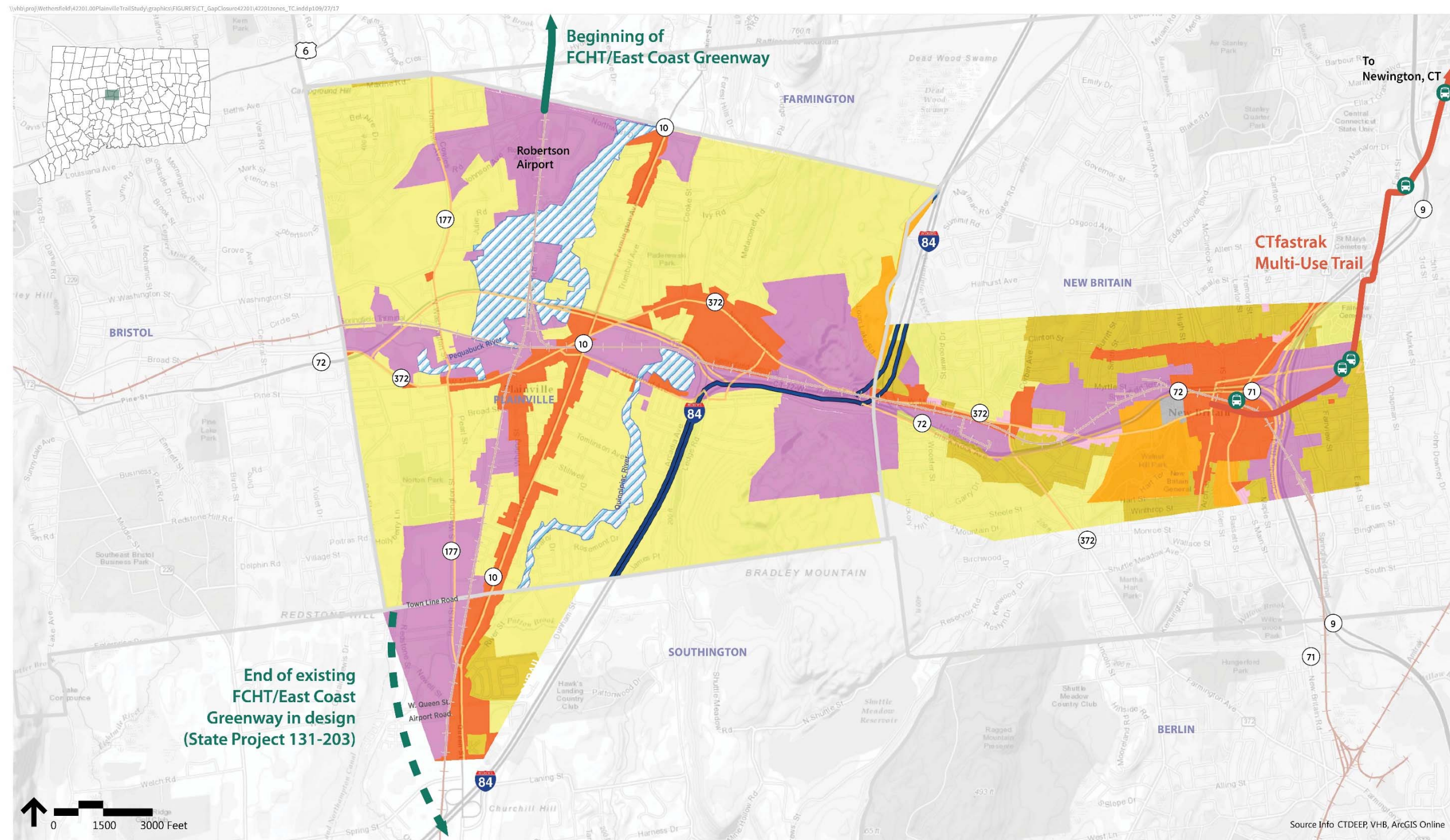
Also, some of the roadways in town have excessively wide lanes that could be reduced to provide space for bike lanes and sidewalks, or potentially a multi-use trail within the right-of-way.

One possible challenge to the north-south gap closure is the bisecting of the town by Route 72 (a limited access highway), which spans Plainville from west to east and is a possible barrier or constraint to trail alignments. Because limited access highways do not allow bicycle or pedestrian access, crossing this roadway would require coordination and approval from CTDOT and would need to involve a controlled or grade separated crossing. Similarly, crossing I-84 would require grade separation (under or over the Interstate facility). This is a constraint for any potential alignments that cross Route 72 or I-84.

The roadway network heading east from Plainville to New Britain is constrained to a narrow corridor defined by the Metacomet Ridge and the quarry operation. Both major and minor roads funnel through this corridor.

Average daily traffic volumes and speed limits for major roadways in the Town of Plainville are summarized in the table below. These traffic volumes are based on traffic counts conducted by CTDOT in February and March of 2012. As this study progresses, and potential alignments are developed, these data will help evaluate potential on-road segments.

Crash data are included in Appendix A, and document crashes from 2012 to 2014 at primary intersections and along main roadway corridors. In Plainville, the highest numbers of intersection crashes occurred at Routes 10/372, Route 72/I-84, and Routes 372/72; none of the intersection crashes involved fatalities. From a corridor perspective, Route 372 had by far the most crashes over the time period and was the only analyzed corridor in Plainville with fatalities during that time.



-  CTfastrak Stations
-  Commercial
-  Neighborhood Business & Revitalization
-  Industrial
-  Residential
-  Multi-Unit Housing
-  Technology Park/Office
-  Municipal Parking District
-  Flood Zone



Figure 4
Zoning Map
Plainville, New Britain and Southington,
Connecticut

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Table 1 Plainville Roadway Traffic Volumes and Speed Limits

Roadway	Vehicles Per Day (VPD)	Speed Limit
Route 10		
Southington Town Line	12,200	40
South of Woodford Avenue	17,500	35
North of Route 72	12,800	40
South of Northwest Drive	11,600	40
Farmington Town Line	7,000	40
Route 372		
Bristol Town Line	8,300	35
East of Route 10	16,100	35
East of Route 72 Ramps	19,100	40
West of Crooked Street	18,000	40
New Britain Town Line	9,700	40
Route 177		
Southington Town Line	2,300	35
North of Route 372	12,500	35
North of Route 72	26,200	40
North of Northwest Drive	18,300	40
Red Stone Hill	5,900	35
Camp Street	11,700	30/35
Northwest Drive		
West of Route 177	7,200	35
West of Route 10	8,600	35
Broad Street	8,700	35
Whiting Street	6,800	25/35
Woodford Avenue	7,300	35

Source: CTDOT 2012

Bicycle and Pedestrian Network

Plainville currently has limited bicycle infrastructure. A section of East and West Main Street includes shared lane markings through the Town Center, which may provide opportunities for connecting the FCHT to downtown and/or with trail routing through downtown. There is also a side path (multi-use trail) along a portion of Route 10 and Northwest Drive to Route 177.

This facility has numerous conflicts with driveways along Route 10, a situation that presents potential issues for trail users as well as automobile drivers as two-way pedestrian and bicycle traffic crosses driveway entrances. The facility also directs users to ride on Northwest Drive as the road crosses the Pequabuck River, which has bicyclists riding against traffic (contrary to accepted practice that on-road bicyclists should ride with traffic) and pedestrians crossing mid-block (a less visible and expected crossing location than at an intersection). Bicycle facilities are shown on Figure 5 and also on Figure 7 in Appendix B.

Sidewalks and crosswalks help form the pedestrian network downtown, and a recent streetscape project has made enhancements to this system. With the exception of limited pedestrian infrastructure on Northwest Drive, sidewalks generally do not exist outside of downtown.



Study team in downtown New Britain

Active Rail

As noted earlier, one of the main factors leading to the existence of the FCHT gap is the active rail corridor owned by Pan Am Railways and running north-south through the center to Plainville. Communities to the north and south have used the abandoned sections of this rail corridor to build their respective sections of trail. The active rail also presents a constraint to potential east-west segments of the trail (especially a factor for possible alignments through downtown). The right-of-way width varies and, in some locations, is less than 50' wide. In addition to a constrained width, the right-of-way is encumbered by a Spectra Energy 10" high pressure natural gas transmission pipeline and an AT&T long distance fiber-optic transmission line.

Within the study area, a north-south 4.5-mile branch rail line provides freight rail service to customers within and south of the study area. An active east-west rail line also exists within the study area, with 6.6 miles of track in Plainville (and 4.9 miles in New Britain, described below). The junction of the north-south and east-west lines is located in downtown Plainville adjacent to the Police Station.



Railroad crossing of East Main Street, Plainville

North of this location, the branch contains a railyard with side tracks for car storage as well as material storage for rail maintenance activities. In addition to the railyard, all existing side tracks serving freight customers on the rail line are located on the west side of the branch. These include Green's Salvage Yard on South Washington Street, Forestville Lumber on Town Line Road, and Amerigas at the corner of Town Line Road and Birch Street.

Within the study area, the rail line crosses existing roadways in multiple locations in both grade separated and at grade configurations (see Figure 5). At-grade rail crossings could present a constraint to trail alignments, as crossings need to consider the volume of train traffic and be designed consistent with the MUTCD Chapter 8D. Any crossings would require coordination with the railway owner to jointly determine the need and selection of specific design treatments, including the method of traffic control to be used in addition to specific design treatments. This is expected to require substantial coordination, especially in those areas where no existing bicycle and/or pedestrian crossing type currently exists.

Table 2 Roadway Crossings – North-South Rail Line¹

Road	Crossing Type	Existing Pedestrian Infrastructure Type
Route 72	Grade Separated	None
Neal Court	At Grade	None
West Main Street (Route 372)	At Grade	Bituminous Sidewalks (both sides)
Broad Street	At Grade	Bituminous Sidewalks (both sides)
Town Line Road (Route 177)	At Grade	None

1 All roadway grade crossings are listed in order from north to south

Table 3 Roadway Crossings – East-West Rail Line (Plainville Section)¹

Road	Crossing Type	Existing Pedestrian Infrastructure Type
Crooked Street	Grade Separated	None
Route 72	Grade Separated	None
East Street (Route 10)	At Grade	Bituminous Sidewalks (both sides)
East Main Street (Route 372)	At Grade	Bituminous Sidewalk (north side only)
Neal Court	At Grade	None
Route 177	Grade Separated	Concrete Sidewalks (only on bridge)
Route 72	Grade Separated	None

1 All roadway grade crossings are listed in order from east to west

Airport

Robertson Airport is a general aviation airport providing business, private, recreational and emergency aviation services to Plainville and surrounding communities. Originally established in 1911 in the northwest corner of Plainville, this municipally owned airport is centrally located in the crossroads of Connecticut. Although Robertson Airport is the oldest airfield in Connecticut, recent efforts to modernize the airport have included a repaved runway, upgraded pilot-controlled lighting, and precision runway markings for an instrument approach procedure.

Transit

There are several transit routes that run through Plainville, including through routes running from New Britain through Plainville to Bristol (502) and to Tunxis Community College (503). The CTfastrak Bus Route 102 runs from Hartford to New Britain on to Bristol with a stop in Plainville.

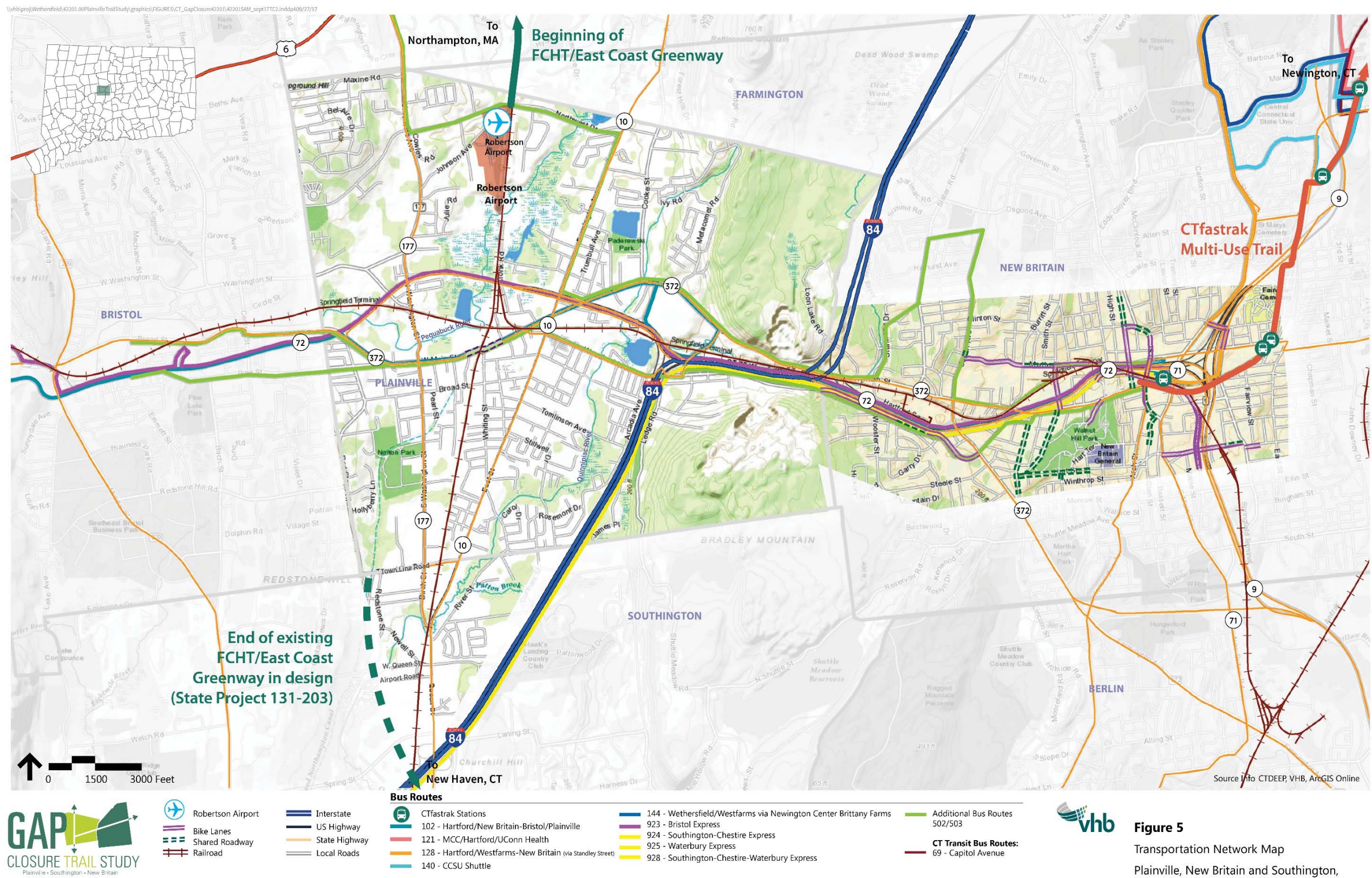


Figure 5
Transportation Network Map
Plainville, New Britain and Southington,
Connecticut

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Bicycle Level of Traffic Stress

While bicyclists are legally permitted to ride on most public roadways, it is well documented that the majority of the US population has a low to very low tolerance of the perceived danger of cycling close to motor vehicle traffic. Therefore, an additional factor in defining a bicycle network should include a measure of tolerance for “traffic stress.” Several methods of correlating roadway conditions to bicycling compatibility exist. A study by the Mineta Transportation Institute (MTI), *Low-Stress Bicycle Network and Connectivity*¹ proposed a method of classification of bicycling conditions on roadways called Level of Traffic Stress (LTS) that allows for the assessment of bike routes and cyclists abilities simultaneously. A low level of stress can be achieved in mixed traffic on low-speed low-volume local streets. As the roadway width/number of lanes, the presence (or not) of bike lanes, traffic volumes and speeds increase, higher levels of separation of bicyclists from traffic are needed to provide low levels of traffic stress. The LTS method uses available roadway data to classify a roadway based on different levels of cyclist skill, experience and tolerance to cycling in traffic. The volume and speed of traffic on a given roadway are primary factors. Roadway width also has a considerable influence on the LTS. A wider roadway usually has more lanes, complicated intersections and is also likely to have on-street parking. These characteristics can increase the stress a cyclist encounters along that corridor due to parking turnover and door zones.

The LTS rating system has four classification levels:

- › **Level 1** – non-driving teens who are capable of riding on off-road shared-use paths and low speed/low volume (LS/LV) neighborhood streets, negotiating simple intersections.
- › **Level 2** – a level that will be tolerated by driving teens and the mainstream adult population/casual cyclists capable of riding on off-road shared use paths, LS/LV neighborhood streets and some collector roadways.
- › **Level 3** – adult cyclists tolerant to riding on off-road shared-use paths, collector roadways, and on arterial roadways with bike lanes.
- › **Level 4** – confident and experienced cyclists capable of riding on any roadway legally open to bicycle travel regardless of roadway configuration, traffic speeds or traffic volumes.

Network Gaps

Information gathered for data collection provided an inventory of existing roadway characteristics, including: roadway classification, speed limit, average daily traffic (ADT), roadway width, and presence of a bike lane. The criteria for each roadway width, traffic speed and traffic volume used to classify the roadway LTS were taken from the MTI Study. The below summarizes specific criteria for each level. By filtering the project area roadways through these criteria, the roadways in each community can be quickly and easily classified into one of the four LTS levels as follows:

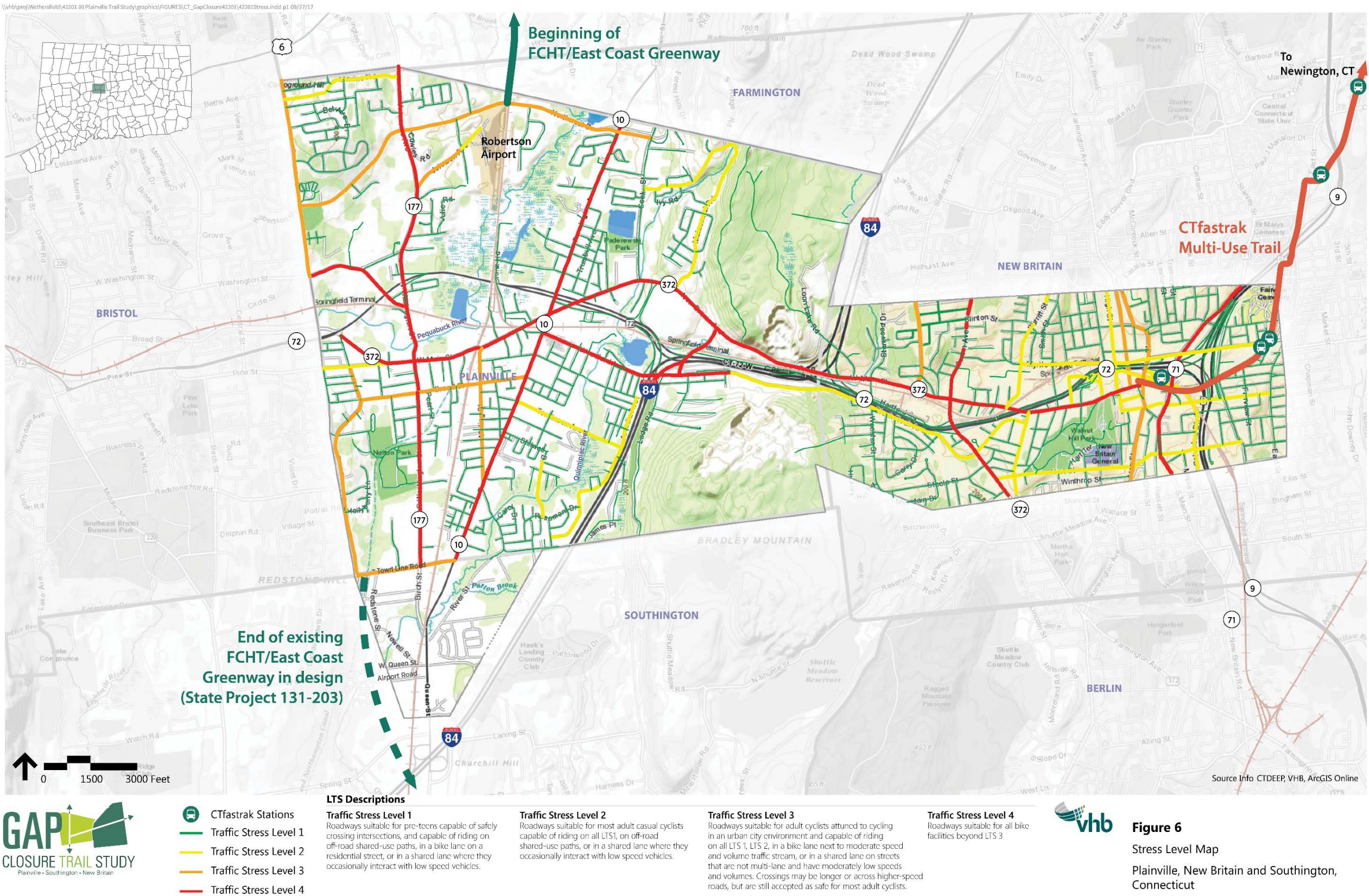
¹ Mineta Transportation Institute, *Low-Stress Bicycling and Network Connectivity*. MTI Report 11-19, May 2012

	Speed Limit	Residential Roadways	Collector Roadways	Arterial Roadways	Bike Lane Collectors	Bike Lane Arterials	Off-Road Paths
LTS 1	Up to 25 mph	ADT<2,000 width<28 feet	NA	NA	NA	NA	All
LTS 2	Up to 30 mph	ADT<4,000 width<32 feet	ADT<6,000 width<38 feet	NA	NA	NA	All
LTS 3	Up to 30 mph	All Residential	All Collector	ADT<10,000 width<40 feet	All	NA	All
LTS 4	Up to 35 mph	All Residential	All Collector	All Arterials	All	All	All

NA- not applicable

A review of Figure 6 shows that existing roadways that provide the north-south connection between Southington and Farmington are generally suitable for experienced and confident cyclists. Figure 6 also shows a town-wide interconnected network of LTS 1 and LTS 2 roadways. However, these networks are basically “islands” of bike-friendly roadways isolated by LTS 3 and LTS 4 roadways and other barriers such as Interstate highways, limited access arterials, railroads, or natural barriers such as rivers. Consideration should be given to utilizing the network of LTS 1 and LTS 2 roadways along with existing open space, river corridors, and abandoned railroad right of way to develop an alignment between Southington and Farmington that is suitable for all users.

Figure 6 also shows that the limited access highways and arterials, as well as the Quinnipiac River are barriers to an east-west connection between downtown Plainville and the CT**fastrak** station in New Britain. Route 372 (north of I-84 and Route 72 and White Oak Avenue/Woodford Avenue (south of I-84 and Route 72) are the only two roadways that provide a connection between Plainville and New Britain. Route 372 is generally suitable for experienced cyclists, as is White Oak Avenue/Woodford Avenue, with the exception of the eastern most section of Woodford Avenue. However, this section of Woodford Avenue passes by a significant quarry operation and its related heavy truck traffic, which may not be suitable for LTS 1 and 2 cyclists unless an off-road multi-use trail could be provided. Continuing east to downtown New Britain, a connection along Woodford Avenue, which turns into Black Rock Avenue after crossing Wooster Street and through Walnut Hill Park would be suitable for all but the most inexperienced users. However, the connection to the CT**fastrak** station and the CT**fastrak** multi-use trail is going to require users to negotiate roadways and intersections that may be challenging to LTS 1 and 2 cyclists.



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Southington – Land Use

Southington is a Town of approximately 43,500 residents in 18,000 households (according to the United States Census Bureau). Whereas this study includes the entire Town of Plainville, the study area within the Town of Southington is limited to a very small slice of geography in the town's northwest quadrant, between Town Line Road and West Queen Street, and bounded generally by Redstone Street to the west and I-84 to the east. Land uses within this area predominantly include commercial and industrial, with some residential uses. The Quinnipiac River runs through the study area in an approximate north-south direction between Queen Street and River Street.

There is a current trail project, State Project 131-203, actively in design through this section of the town. This project begins at Town Line Road. For this reason, this existing conditions report does not include a more detailed description of land uses in Southington. Demographic information collected for the study area in Southington is illustrated in Appendix B.

Southington – Transportation

There is a limited number of roadways within the Southington study area. Connecting Town Line Road to W Queen Street is Redstone Street, Birch Street, Queen Street, and River Street. Pan Am Railways serves several industrial customers on their north-south rail line located between Birch Street and Queen Street. Queen Street (Route 10) in particular has many curb cuts for driveways to manufacturing and retail businesses, and I-84 serves as a barrier to bicycle and pedestrian movement.

The current trail project, State Project 131-203, is actively in design through this section of the town. For this reason, this existing conditions report does not include a more detailed description of transportation in Southington.

New Britain – Land Use

New Britain is a City of approximately 73,000 residents in 27,900 households (according to the United States Census Bureau). After steady increases until 1970, Town population began to stabilize and decline. Whereas this study includes the entire Town of Plainville, the study area within the City of New Britain is limited to a defined corridor surrounding Route 72 and the rail line. Land uses within this area include commercial, industrial, residential, downtown, and open space. As with Plainville, existing land uses within New Britain may affect alignments and connections for the linkage to the CT**fastrak** station and multi-use trail.

Commercial and Industrial Districts

North of Route 72 and west of Corbin Avenue, industrial and railway uses dominate. On the east side of Corbin Avenue and north of Route 72, uses shift to commercial shopping centers with limited residential.

Residential Neighborhoods

South of Route 72, single-family residential neighborhoods are the predominant land use. These neighborhoods have a fine-grained pattern of private property ownership that could affect trail routing. They are also origins for trail users, and provide primary connection opportunities.

Downtown

Downtown New Britain is a vibrant urban center, with commercial, residential, cultural, and governmental land uses. Recent streetscape and complete streets enhancements have improved mobility and sense of place in the downtown. The CTfastrak station anchors the eastern end of the study area.



Downtown New Britain

Parks and Schools

Integrated into the residential neighborhoods along the southern portion of the study area, a system of schools, sports fields, and open space culminates in Walnut Hill Park in downtown New Britain. The New Britain Museum of American Art is another important destination near Walnut Hill Park. These facilities may affect trail alignment decisions and form primary connections and destinations. In addition, the Central Connecticut State University (CCSU) Institute of Technology and Business Development is located on Main Street.

Activity Generators

Primary activity generators for potential trail alignments include uses such as:

- › residential neighborhoods
- › schools
- › public transportation hubs
- › other trails
- › major employers
- › shopping centers
- › parks
- › libraries
- › government centers
- › downtowns

Within the New Britain study area, activity generators tend to be clustered around the downtown and the Route 72 corridor. The study team will analyze specific activity generators, and their potential impact on trail alignments during the evaluation of alternatives.

Zoning

Zoning patterns can help assess existing and future land uses (such as residential, commercial, and industrial), which may affect trail alignment decisions. Figure 4 shows existing zoning within the study area, and shows industrial and commercial uses along Route 72 and the rail line, prominent commercial use in the downtown, and a mix of single-family and multi-family residential, with higher densities closer to downtown. As this study moves forward, the study team will consider connections to population centers as part of the alternatives analysis.

Environmental Justice

As part of the alternatives evaluation, the study team will need to consider potential disproportionate impacts to minority and low-income communities. Data collected from the 2010 U.S. Census and the CRCOG indicate that Primary and Secondary Environmental Justice (EJ) Areas exist within the New Britain portion of the study area. An EJ Primary area includes any census block group with at least 50% minority population, while an EJ Secondary Area includes census tracts where at least 20% of the population belongs to a low-income family (a family whose income is less than or equal to 150% of the census poverty threshold). All of the New Britain study area north and east of Route 372 falls within an EJ Secondary Area, while significant portions east of Route 372 fall within an EJ Primary Area. These areas are shown on Figure 12 in Appendix B.

New Britain – Transportation

Roadway Network

Efforts to identify potential trail connections from downtown Plainville to the CT**fastrak** station in downtown New Britain also face opportunities and challenges posed by the existing roadway network. The limited access highway Route 72 is the primary east-west road within the study area, and presents a barrier/constraint to north-south crossings. Route 72 is paralleled by Route 372 to the north and Woodford Avenue/Black Rock Avenue to the south. Route 372 is an arterial roadway, which means that traffic volume and speeds are higher than many other roads in the City.

The Woodford and Black Rock Avenue corridor may present a connection opportunity. The corridor has lower traffic volumes and speeds, and is the preferred route (according to Strava data -see Figure 17 in Appendix B) that cyclists currently use to travel between Plainville and New Britain. Several sections of the corridor have wide travel lanes that may lend themselves to adaptation for bicycle and/or pedestrian accommodation. A mile-long section of the corridor within New Britain currently includes bike lanes, with shared lane markings east of this section. East of Wooster Street, a sidewalk exists on the south side of the road. However, due to the quarry operation there is a large volume of heavy trucks that traverse the corridor.

Average daily traffic volumes for major roadways in the City of New Britain are summarized in the table below. These traffic volumes are based on traffic counts conducted by CTDOT in

February and March of 2012. As this study progresses, and potential alignments are developed, these data will help evaluate potential on-road segments.

Crash data are included in Appendix A, and document crashes from 2012 to 2014 at primary intersections and along main roadway corridors. In New Britain, the intersection of Route 9/72 had the highest numbers of intersection crashes; none of the intersection crashes involved fatalities. From a corridor perspective, Route 555 had the most crashes over the time period; none of the analyzed corridors in New Britain had crashes with fatalities during that time.

Table 4 New Britain Roadway Traffic Volumes and Speed Limits

Roadway	Vehicles Per Day (VPD)	Speed Limit
Route 372		
Plainville Town Line	9,700	35
West of Corbin Avenue	13,800	35
South of West Main Street	20,700	25
South of Route 72 Ramps	20,000	25
South of Black Rock Avenue	20,200	25
South of Hart Street	12,400	25
Route 71		
Berlin Town Line	12,400	25
North of Chestnut Street	13,800	30
South of East Main Street	17,400	30
North of North Street	11,500	30
West Main Street		
East of Corbin Avenue	11,100	25
West of Park Place	10,000	25
West of Main Street	8,600	25
Corbin Avenue		
North of West Main Street	13,400	35
Black Rock Avenue		
West of Wooster Street	4,000	30
East of Route 372	3,500	25
Columbus Boulevard		
South of Whiting Street	4,100	25
North of Chestnut Street	9,900	25
East of Main Street	7,000	25
East of Cedar Street	6,700	25

Source: CTDOT 2012

Bicycle and Pedestrian Network

A significant and expanding system of bicycle and pedestrian infrastructure exists within the study area in New Britain. The City has undertaken an aggressive program of installing bicycle lanes, buffered bicycle lanes, and shared streets creating a network of bicycle friendly streets which allow bicyclists to traverse the community (see Figure 5). The City is also working to fill gaps in its sidewalk network for pedestrians. In addition, the recently completed CT**fastrak** multi-use trail (a 5-mile facility from the CT**fastrak** station downtown to the Newington junction CT**fastrak** station) forms a primary spine in the multimodal network. The New Britain parks should also be noted as most have multi-use trails or roads with limited traffic to make recreational or “cut-through” bicycling comfortable. This is especially true in Walnut Hill Park which has a one-way road network which allows space for bicycle and pedestrians.



New Britain bike lane, Columbus Avenue.

Active Rail

The east-west rail line through New Britain provides a northern Connecticut east-west route for freight rail and connects Berlin to Waterbury. Within the New Britain study area, at approximately 4.9 miles in length, the rail line crosses existing roadways in several locations in both grade separated and at grade configurations.

Table 5 Roadway Crossings – East-West Rail Line (New Britain section)¹

Road	Crossing Type	Existing Pedestrian Infrastructure Type
Main Street	At Grade	Concrete Sidewalks (both sides)
Washington Street	At Grade	Concrete Sidewalks (both sides)
High Street	At Grade	Concrete Sidewalks (both sides)
Curtis Street	At Grade	Bituminous Sidewalks (both sides)
West Main Street (Route 555)	Grade Separated	Concrete Sidewalks (both sides)
Corbin Avenue (Route 372)	Grade Separated	Concrete Sidewalks (both sides)
Wooster Street	At Grade	Bituminous Sidewalks (both sides)
Interstate 84	Grade Separated	None

¹ All roadway grade crossings are listed in order from east to west

In addition to through rail traffic, the rail line serves freight customers along its length. Within the study area, the rail line has sidings (side tracks) in various locations and in various conditions in Plainville and New Britain to serve adjacent freight customers. The rail line and sidings are shown in Figure 5. The rail corridor is also constrained by commercial and industrial development that has been built in close proximity to the edge of the rail right-of-way. A prominent feature along the rail line is the approximately 560' long single track tunnel that permits the rail line to pass beneath the interchange of I-84 and Route 72.



Railroad crossing of Main Street, New Britain.

Rail crossings present a potential constraint to trail alignments, and any crossings would require coordination with the railway owner in addition to specific design treatments.

Transit

The completion of CT**fastrak** and the associated multi-use trail helped drive the inclusion of the east-west connection in this study. The BRT service dramatically improves the local and regional transit system. New Britain has a comprehensive transit service provided by CT**transit**, and the Route 72 corridor (which is the focus of this study) is served by several local and CT**fastrak** express buses. All CT**fastrak** buses are equipped with bicycle racks. As a major transportation hub, the CT**fastrak** station is a primary origin/destination that will help shape the analysis of multi-use trail alternatives.

Complete Streets and Transit Oriented Development

In 2013, New Britain adopted a Complete Streets Master Plan. The Plan, which has received national attention, leverages the City's compact, walkable downtown with the introduction of a multimodal network of transportation and urban design investments. The Plan was completed in advance of the CT**fastrak** and encourages pedestrian-friendly development and redevelopment projects. The plan outlines strategies for transit-oriented development and quality of life enhancements. The City has noted that many individual investments recommended by the Plan are moving forward into design and construction.

Forecasted Future Land Use and Transportation

This section describes the likely future changes to land use patterns and transportation systems, within a 5-year time horizon, that might affect the development and assessment of trail alignment alternatives. For clarity, this section is organized to focus separately on the Town of Plainville and the City of New Britain.

Plainville – Land Use

Within the next five years, land use patterns in Plainville are not likely to change in a way that would significantly affect alternative alignment considerations for the FCHT or the east-west connection to the City of New Britain. To the extent that Town acquisition and/or donations of open space continues, it might facilitate implementation of a particular trail alignment and/or connections to the trail.

The POCD establishes policies and prioritized implementation actions to help achieve goals in the following areas:

- › Housing
- › Historic Preservation
- › Open Space and Natural Resources
- › Downtown Development
- › Town Wide Development
- › Community Facilities
- › Economic Development
- › Transportation

Many of these policies relate directly or indirectly to trail planning and multimodal considerations. For example, the Open Space and Natural Resources actions include working with the Rails to Trails Organization, pursuing completion of the FCHT, and establishing a connected system of greenways. The Downtown Development Scenario includes policies for improving accessibility and transportation as well as a focus on pedestrian orientation. In addition, the Transportation actions include efforts to encourage alternative transportation such as mass transit and bicycling, implementation of downtown transportation improvements, and construction of additional bikeways.

According to the POCD, population is expected to decrease within the 5-year horizon and beyond, despite the potential buildout capacity of 1,153 additional residential lots. However, the Connecticut State Data Center in 2012 projected the Town's population to increase to 18,500 by 2020 and 19,000 by 2025. The POCD suggests that housing availability, housing affordability, and quality of community services are typical explanations for population decreases. Where new residential development does occur, the POCD calls for neighborhood-scale open space conservation, which could facilitate trail development and/or provide connection opportunities.

In terms of commercial and industrial development, the POCD points out that the land zoned as Technology Park along the New Britain city line faces infrastructure, topographic, and environmental challenges. Discussions with Town Planning Department staff suggest that rezoning and expansion of the Technology Park may be possible, but likely beyond the 5-year timeframe. Continued development within the Northwest Industrial Park is also possible, although infrastructure and environmental challenges are present in this area as well. The POCD encourages sustainable commercial infill development, and some of this may be expected within the 5-year horizon, but not in a location or on a scale that would affect trail alignment considerations.

Plainville – Transportation

Within the next five years, local and state agencies will make only limited changes to the transportation network. In fact, the only Plainville project included in the Transportation Improvement Program (TIP) is an I-84 bridge rehabilitation and conversion project. Local road improvements will likely include repaving and drainage projects. The Town's Capital Improvements Program includes the Tomlinson Avenue Bridge Reconstruction,



Whiting Street, near Plainville Town Hall

the Shuttle Meadow Road Bridge Repair, as well as sidewalk construction and maintenance projects. Furthermore, with projected decreases in population and moderate potential for commercial development, traffic volumes on local roads are not likely to increase. The POCD indicates that most adjacent municipalities expect some degree of population increase, which might lead to increased traffic volumes on major through roads, including Route 10, route 372, and Route 177. For the purposes of the table below, the study team applied a moderate growth rate showing a 5% increase in traffic on these roads from 2012 to 2022.

Table 6 Plainville Existing and Future Roadway Traffic Volumes

Roadway	2012 Vehicles Per Day (VPD)	2022 Vehicles Per Day (VPD)
Route 10		
Southington Town Line	12,200	12,810
South of Woodford Avenue	17,500	18,375
North of Route 72	12,800	13,440
South of Northwest Drive	11,600	12,180
Farmington Town Line	7,000	7,350
Route 372		
Bristol Town Line	8,300	8,715
East of Route 10	16,100	16,905
East of Route 72 Ramps	19,100	20,055
West of Crooked Street	18,000	18,900
New Britain Town Line	9,700	10,185
Route 177		
Southington Town Line	2,300	2,415
North of Route 372	12,500	13,125
North of Route 72	26,200	27,510
North of Northwest Drive	18,300	19,215

New Britain – Land Use

Within the next five years, land use patterns in New Britain are not likely to change in a way that would significantly affect alternative alignment considerations for the link to the CT**fastrak** multi-use trail. However, the City's continued focus on community character, pedestrian mobility, redevelopment, and Transit-Oriented Development (TOD) may help encourage use of and connections to the trail.

The POCD includes a Strategic Plan and Action Agenda organized around the following topic areas:

- › Strong Neighborhoods
- › Increased Connectivity
- › Gateways
- › Build on New Britain's Cultural Arts
- › Strengthen the Economic Base
- › Central Business District
- › Infrastructure

Many of the specific action items relate to multimodal and trail planning. For example, the actions to help support Strong Neighborhoods include creating and retaining walkable mixed use areas. Increased Connectivity incorporates efforts to provide alternatives for pedestrians and bicyclists. The Gateways vision includes wayfinding to primary destinations. Finally, the Central Business District goals include marketing the Busway for transit oriented development, as well as making investments in the streetscape.

According to the Plan of Conservation and Development 2010-2020 (POCD), population within the City is expected to decline or stabilize within the 5-year timeframe. Although multiple projection methodologies suggest that population could dip below 66,000 within five years, the POCD also cites other methodologies that point to stabilization around 68,000. However, the Connecticut State Data Center suggests that the City's population will increase to 76,000 by 2020, and 77,000 by 2025.

The POCD also points out that New Britain is a mature, largely built-out municipality, with potential development likely to take the form of redevelopment and infill in a manner that preserves community character. The City has also adopted a Complete Streets Master Plan to encourage pedestrian-friendly development.

New Britain – Transportation

Within the next five years, local and state agencies will continue to make improvements associated with the CT**fastrak**, along with multimodal enhancements such as the Hart Street Complete Streets project, the Curtis Street Bridge improvements, the Columbus Avenue rotary, and the Downtown Streetscape Enhancements (which include the Main Street Overpass). These improvements are supported by the Complete Streets Master Plan for Downtown New Britain, which “is intended to serve as a guide for creating a more pedestrian-friendly, attractive and livable environment through-out the downtown are in preparation for the 2015 scheduled opening of the \$572 million CT**fastrak** (BRT) project”. The Master Plan establishes a vision for downtown development and prioritizes implementation projects. It articulates principles for livability and Complete Streets design, and includes concept plans for 5 study areas:

1. City Hall, Central Park, CT**fastrak**, & the Core Downtown
2. Main Street Shopping District
3. Broad Street & Little Poland
4. Arch Street Latino District & Linkage to the Hospital of Central Connecticut
5. South Main Street Gateway & Harry Truman Overpass

The Master Plan also includes a Bicycle Connectivity Phasing Plan with specific recommendations for bicycle facilities within the Gap Closure study area.

Projected decreases or stabilization in City population will not result in increased traffic volumes, but the potential for mixed use infill development could result in some increase. For the purposes of the table below, the study team applied a moderate growth rate showing a 5% increase in traffic from 2012 to 2022.

In addition, the Capitol Region Council of Governments (CRCOG) is evaluating transit service, and the potential for future transit service, in the New Britain/Bristol Division of CT**transit** to benefit towns that recently joined CRCOG. The study area includes Berlin, New Britain, Plainville, and Southington, as well as the neighboring city of Bristol. Like the Hartford Transit Study, the New Britain/Bristol Area Transit Study is being conducted in partnership with CT**transit** and the Connecticut Department of Transportation (CTDOT).

Table 7 New Britain Existing and Future Roadway Traffic Volumes

Roadway	2012 Vehicles Per Day (VPD)	2022 Vehicles Per Day (VPD)
Route 372		
Plainville Town Line	9,700	10,185
West of Corbin Avenue	13,800	14,490
South of West Main Street	20,700	21,735
South of Route 72 Ramps	20,000	21,000
South of Black Rock Avenue	20,200	21,210
South of Hart Street	12,400	13,020
Route 71		
Berlin Town Line	12,400	13,020
North of Chestnut Street	13,800	14,490
South of East Main Street	17,400	18,270
North of North Street	11,500	12,075
West Main Street		
East of Corbin Avenue	11,100	11,655
West of Park Place	10,000	10,500
West of Main Street	8,600	9,030
Corbin Avenue		
North of West Main Street	13,400	14,070
Black Rock Avenue		
West of Wooster Street	4,000	4,200
East of Route 372	3,500	3,675
Columbus Boulevard		
South of Whiting Street	4,100	4,305
North of Chestnut Street	9,900	10,395
East of Main Street	7,000	7,350
East of Cedar Street	6,700	7,035

Next Steps

The next steps for the Gap Closure Trail Study are to document and evaluate potential trail alignments through Plainville, Southington, and New Britain. This Existing Conditions report will inform this work, by making use of work done under previous studies and considering the land use and transportation context of the communities through which the trail would travel. The study team and stakeholders will use it as a reference and guide as the Gap Closure Study continues into its next phases of work.

Appendix A: Crash Data Tables

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Plainville SLOSS Tables

**Table A1 Crash Analysis Results for the Intersection of Route 10 and Route 372
(January 1, 2012 to December 31, 2014)**

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	1	1	2
Rear End	0	4	15	19
Fixed Object	0	0	1	1
Pedestrian	0	1	0	1
Turning-Intersecting Paths	0	1	1	2
Turning-Opposite Direction	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Total	0	7	19	26

Source: UConn Connecticut Crash Data Repository

**Table A2 Crash Analysis Results for the Intersection of Route 10 and Route 532
(January 1, 2012 to December 31, 2014)**

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	0	1	1
Sideswipe – Same Direction	0	0	1	1
Rear End	0	0	1	1
Loss of Control	0	1	0	1
Backing	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Total	0	1	4	5

Source: UConn Connecticut Crash Data Repository

**Table A3 Crash Analysis Results for the Intersection of Route 72 and I-84
(January 1, 2012 to December 31, 2014)**

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Sideswipe – Same Direction	0	3	12	15
Rear End	0	4	4	8
Fixed Object	0	6	23	29
<u>Moving Object</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Total	0	13	40	53

Source: UConn Connecticut Crash Data Repository

**Table A4 Crash Analysis Results for the Intersection of Route 72 and Route 372
(January 1, 2012 to December 31, 2014)**

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	1	0	1
Sideswipe – Same Direction	0	0	2	2
Rear End	0	4	13	17
Backing	0	0	2	2
Turning – Intersecting Paths	0	4	3	7
Turning – Opposite Direction	0	0	1	13
Turning – Same Direction	0	0	1	1
Other	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Total	0	15	29	44

Source: UConn Connecticut Crash Data Repository

Table A5 Crash Analysis Results for the Intersection of Route 372 and East Main Street (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Sideswipe – Same Direction	0	0	2	2
Rear End	0	1	2	3
Fixed Object	0	0	1	1
Turning – Intersecting Paths	0	0	1	1
Turning – Opposite Direction	0	0	1	1
Total	0	1	7	8

Source: UConn Connecticut Crash Data Repository

New Britain SLOSS Tables

Table A6 Crash Analysis Results for the Intersection of Route 9 and Route 72 (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	1	0	1
Sideswipe – Opposite Direction	0	0	0	0
Sideswipe – Same Direction	0	1	9	10
Rear End	0	1	3	4
Fixed Object	0	9	10	19
Parking	0	0	0	0
Backing	0	0	0	0
Pedestrian	0	0	0	0
Turning – Intersecting Paths	0	0	1	1
Turning – Opposite Direction	0	0	1	1
Turning – Same Direction	0	0	3	3
Other	0	0	0	0
Total	0	12	27	39

Source: UConn Connecticut Crash Data Repository

Table A7 Crash Analysis Results for the Intersection of Route 9 and Chestnut/Arch Street (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Sideswipe – Same Direction	0	0	2	2
Rear End	0	0	1	1
Fixed Object	0	2	4	6
Turning – Intersecting Paths	0	1	1	2
Total	0	3	8	11

Source: UConn Connecticut Crash Data Repository

Table A8 Crash Analysis Results for the Intersection of Route 71 and Stanley Street #1 (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	1	0	1
Rear End	0	0	2	2
Turning – Opposite Direction	0	0	1	1
Total	0	1	3	4

Source: UConn Connecticut Crash Data Repository

Table A9 Crash Analysis Results for the Intersection of Route 71 at Route 174 (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Sideswipe – Same Direction	0	0	2	2
Rear End	0	1	2	3
Fixed Object	0	0	1	1
Turning – Intersecting Paths	0	0	1	1
Turning – Opposite Direction	0	0	1	1
Total	0	1	7	8

Source: UConn Connecticut Crash Data Repository

Table A10 Crash Analysis Results for the Intersection of Route 372 at Norton Road (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Rear End	0	0	2	2
Backing	0	0	1	1
Turning – Intersecting Paths	0	1	0	1
Total	0	1	3	4

Source: UConn Connecticut Crash Data Repository

Plainville Corridors

Table A11 Crash Analysis Results for the Route 10 Corridor, from Tomlinson Road to Northwest Drive (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	5	8	13
Sideswipe – Opposite Direction	0	2	0	2
Sideswipe – Same Direction	0	2	8	10
Rear End	0	22	60	82
Fixed Object	0	2	6	8
Moving Object	0	0	1	1
Backing	0	0	3	3
Pedestrian	0	3	1	4
Turning-Intersecting Paths	0	5	14	19
Turning-Opposite Direction	0	7	5	12
Turning-Same Direction	<u>0</u>	<u>3</u>	<u>5</u>	<u>8</u>
Total	0	51	111	162

Source: UConn Connecticut Crash Data Repository

Table A12 Crash Analysis Results for the Route 177 Corridor, from Town Line Road to Northwest Drive (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	7	9	16
Sideswipe – Opposite Direction	0	2	4	6
Sideswipe – Same Direction	0	3	21	24
Rear End	0	17	58	75
Head-On	0	2	0	2
Fixed Object	0	6	27	33
Moving Object	0	0	5	5
Backing	0	1	7	8
Pedestrian	0	1	0	1
Turning-Intersecting Paths	0	4	19	23
Turning-Opposite Direction	0	16	21	37
Turning-Same Direction	0	2	3	5
Loss of Control	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>
Total	0	62	175	237

Source: UConn Connecticut Crash Data Repository

Table A13 Crash Analysis Results for the Route 372 Corridor, from Route 72 to Colonial Court (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	57	65	122
Sideswipe – Opposite Direction	0	7	13	20
Sideswipe – Same Direction	1	15	159	175
Rear End	1	291	575	867
Fixed Object	1	28	65	94
Moving Object	0	1	6	7
Backing	0	5	36	41
Parking	0	1	19	20
Pedestrian	1	9	0	10
Turning-Intersecting Paths	0	95	208	303
Turning-Opposite Direction	1	84	124	209
Turning-Same Direction	0	17	83	100
Loss of Control	0	1	0	1
Other	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>
Total	5	618	1355	1978

Source: UConn Connecticut Crash Data Repository

Table A14 Crash Analysis Results for the Route 536 Corridor (Woodford Avenue), from Route 10 to Crooked Street (January 1, 2012 to December 31, 2014)

Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	6	9	15
Sideswipe – Opposite Direction	0	1	1	2
Sideswipe – Same Direction	0	1	5	6
Rear End	0	9	12	21
Fixed Object	0	1	3	4
Moving Object	0	0	1	1
Backing	0	0	1	1
Pedestrian	0	1	0	1
Loss of Control	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Total	0	21	32	53

Source: UConn Connecticut Crash Data Repository

New Britain Corridors

Table A15 Crash Analysis Results for the Woodford Avenue and Black Rock Avenue Corridors, from the Plainville/New Britain Town Line to Lincoln Street (January 1, 2012 to December 31, 2014)

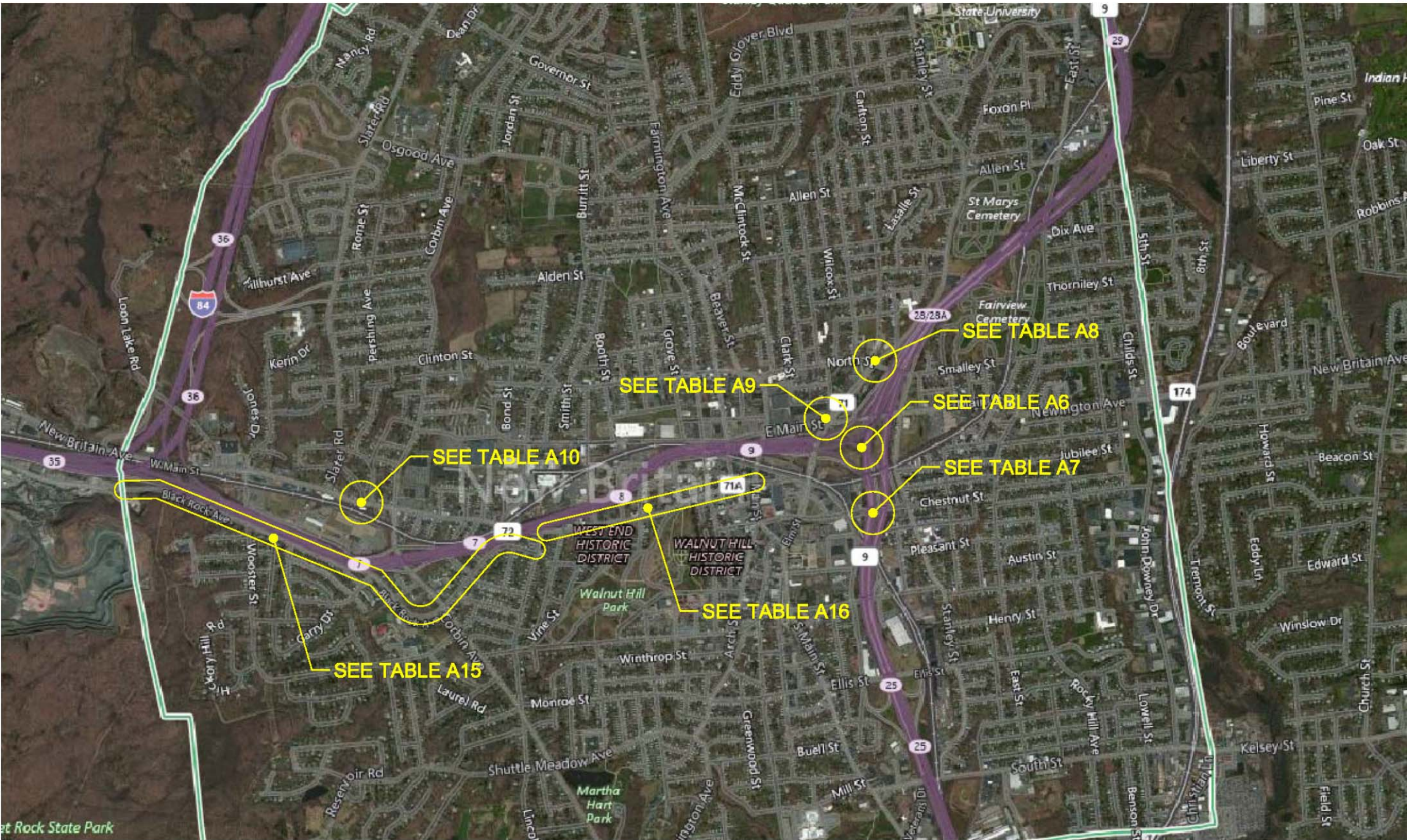
Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	1	0	1
Sideswipe – Opposite Direction	0	0	1	1
Sideswipe – Same Direction	0	1	0	1
Rear End	0	1	1	2
Fixed Object	0	1	0	1
Backing	0	0	1	1
Turning-Intersecting Paths	0	0	1	2
Turning-Opposite Direction	0	1	0	1
Unknown	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	0	6	5	11

Source: UConn Connecticut Crash Data Repository

**Table A16 Crash Analysis Results for the Route 555 Corridor, from
Lincoln Street to Main Street (January 1, 2012 to December 31, 2014)**

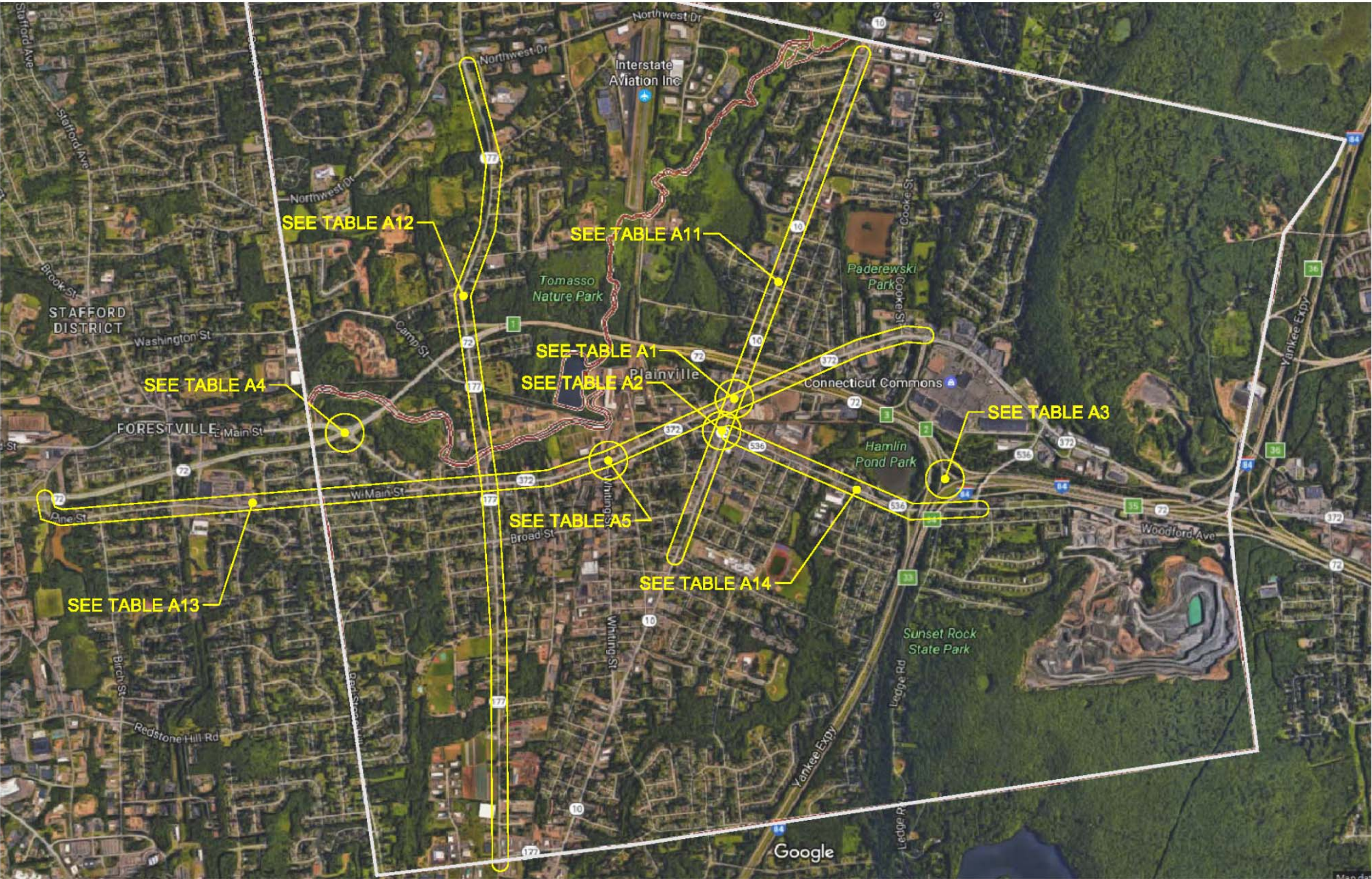
Crash Type	Fatality (K)	Non-Fatal Injury (B)	Property Damage Only (O)	Total
Angle	0	1	5	6
Sideswipe – Opposite Direction	0	1	1	2
Sideswipe – Same Direction	0	0	5	5
Rear End	0	7	17	24
Fixed Object	0	0	2	2
Parking	0	0	5	5
Backing	0	2	5	7
Turning-Intersecting Paths	0	4	6	10
Turning-Opposite Direction	0	1	5	6
Turning-Same Direction	0	0	5	5
Other	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>
Total	0	20	58	78

Source: UConn Connecticut Crash Data Repository



Gap Closure Trail Study | Hartford County, CT
Crash Data Map
New Britain, CT

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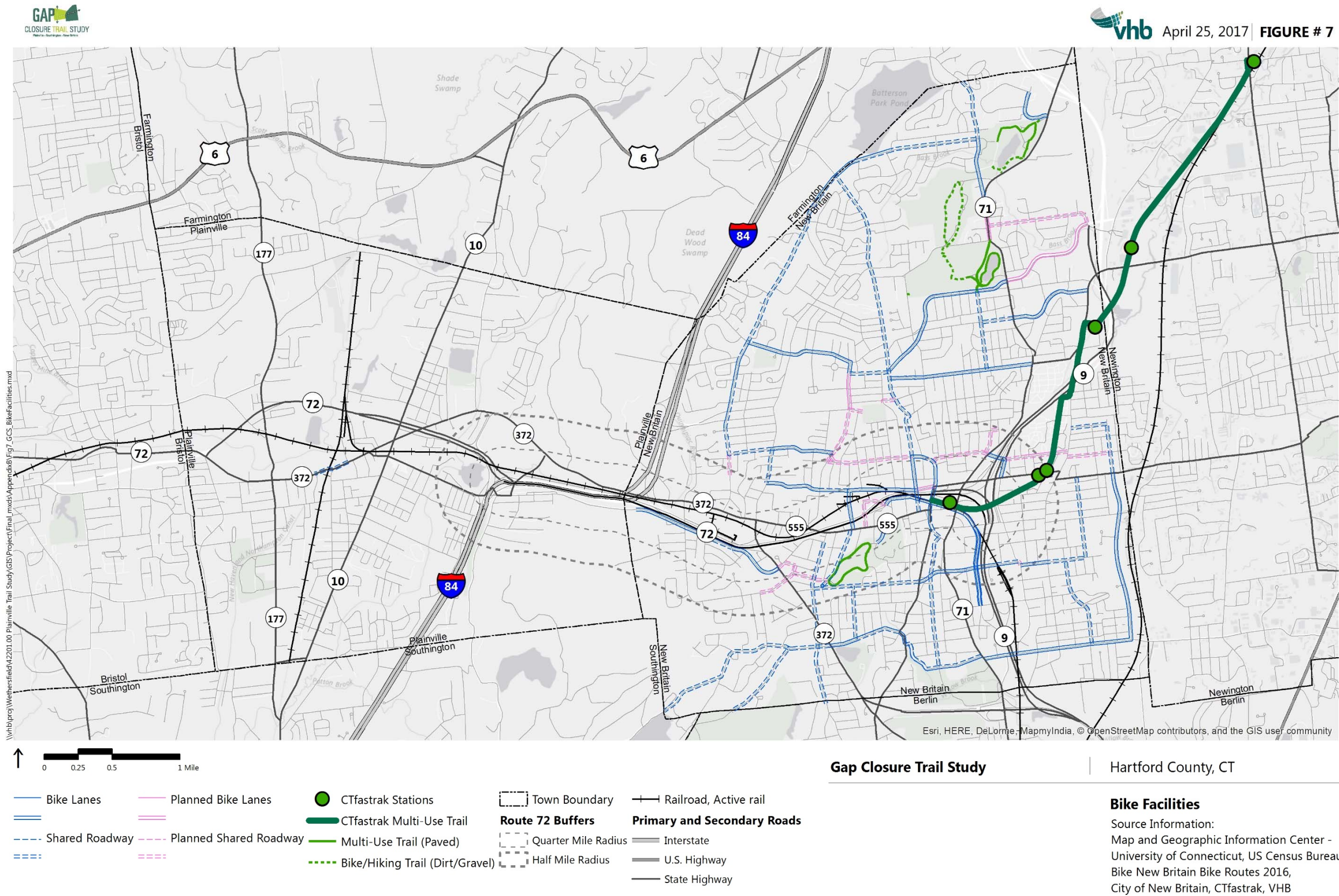


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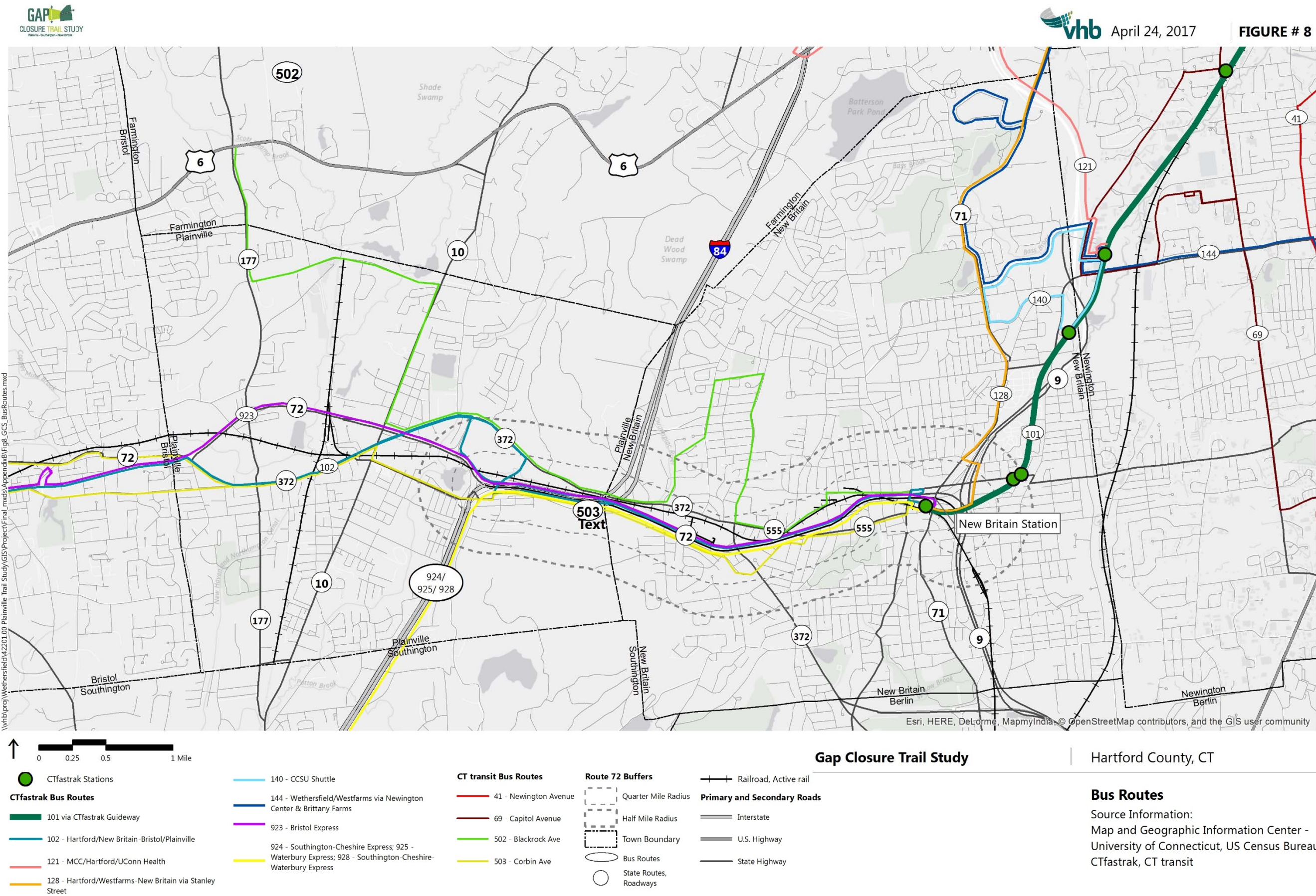
Appendix B: Data Collection

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GIS Mapping

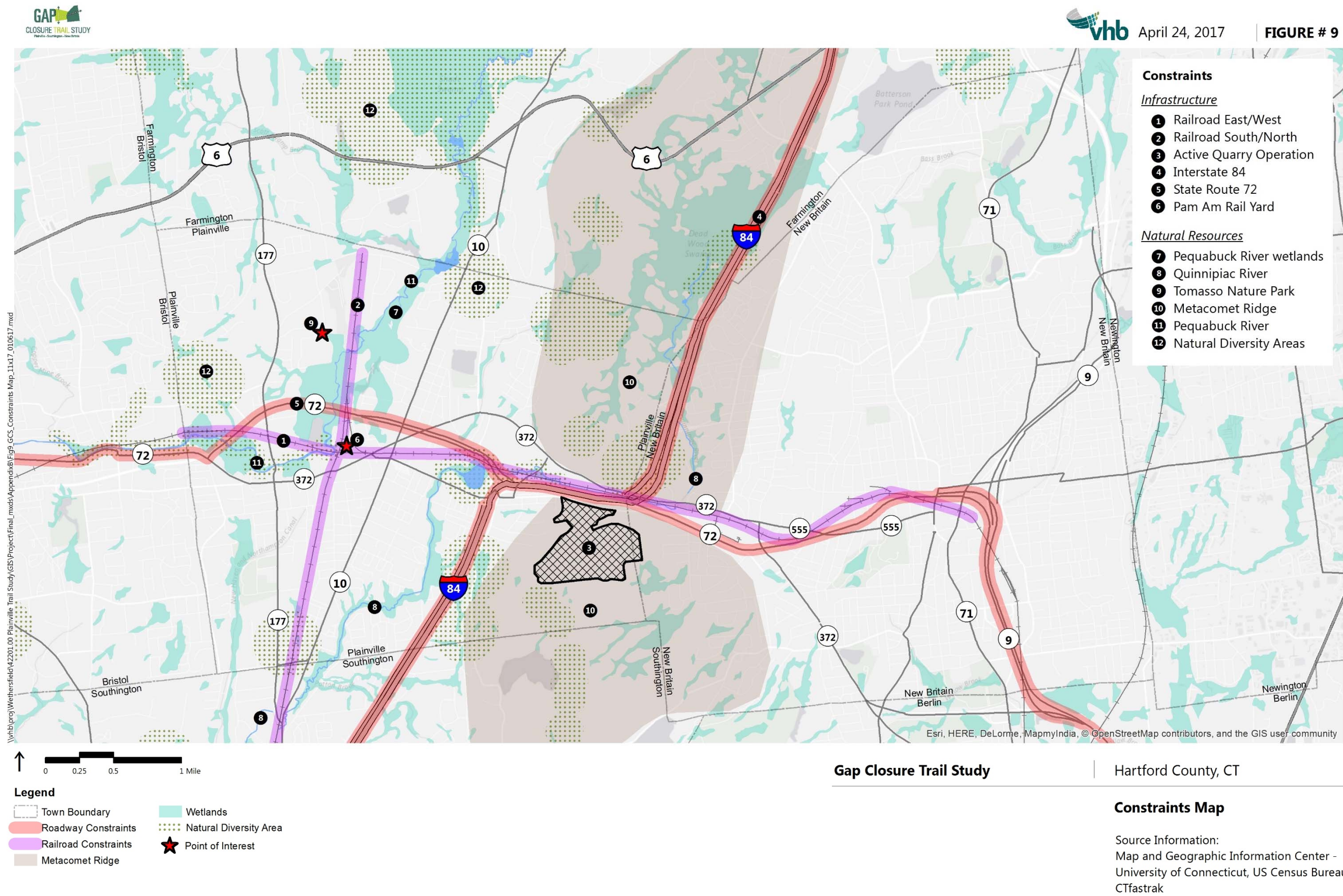


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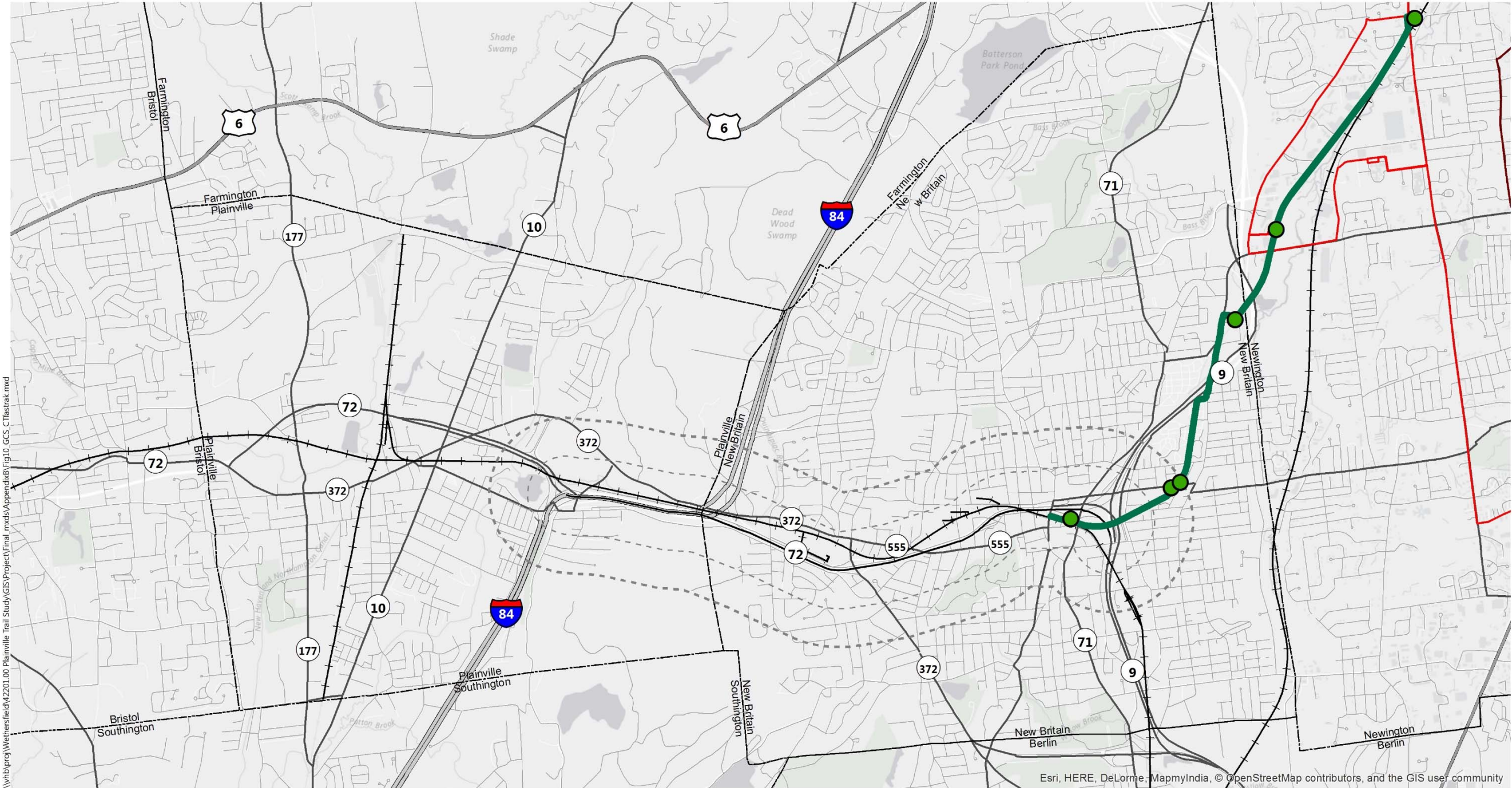


B3 Appendix B: Data Collection

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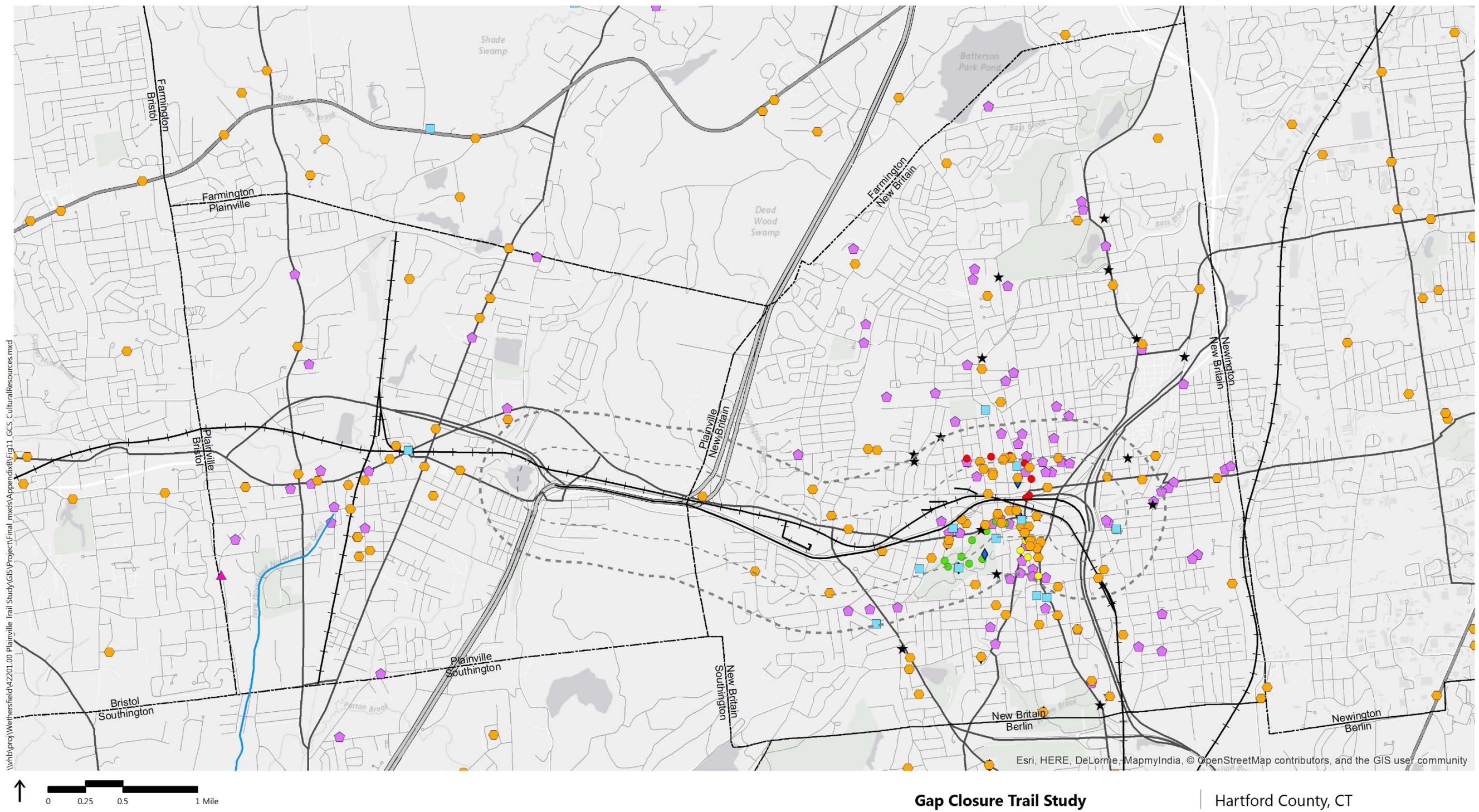
Gap Closure Trail Study

Hartford County, CT

- | | | |
|------------------------------|-------------------------|------------------------------------|
| CTfastrak Stations | Town Boundary | Railroad, Active rail |
| CTfastrak Multi-Use Trail | Route 72 Buffers | Primary and Secondary Roads |
| CT transit Bus Routes | Quarter Mile Radius | Interstate |
| 41 - Newington Avenue | Half Mile Radius | U.S. Highway |
| 69 - Capitol Avenue | | State Highway |

CTfastrak
Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau,
CTfastrak

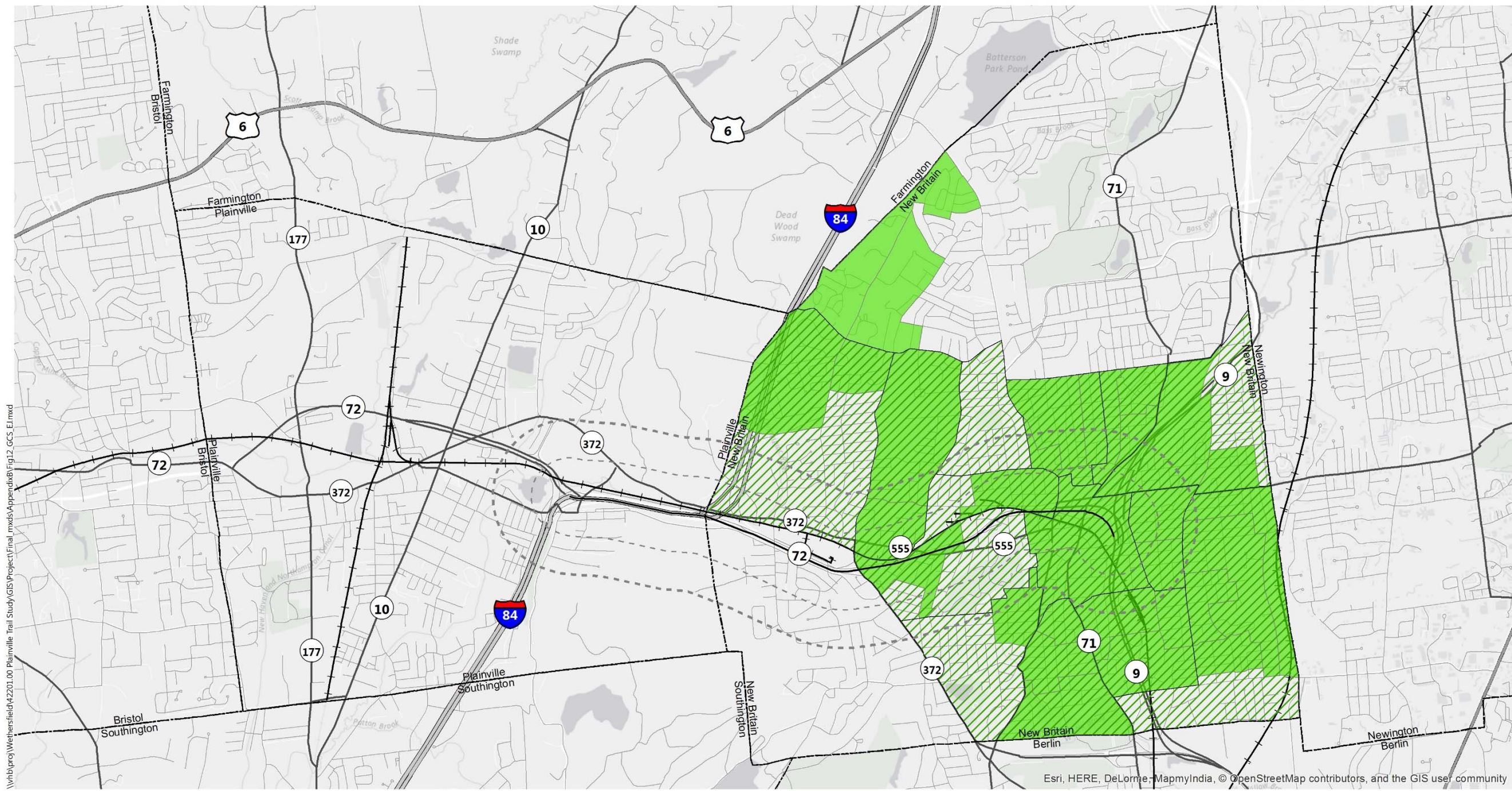
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- | | | | | |
|--|---------------------------------------|---|-------------------------|------------------------------------|
| ▲ National Historic Landmarks | ● Cultural Centers | Historic Walking Trail Sites of Interest | ▭ Town Boundary | — Railroad, Active rail |
| ■ National Register of Historic Places | ★ New Britain Monuments and Memorials | ● Downtown Gold Loop Sites | Route 72 Buffers | Primary and Secondary Roads |
| — National Register of Historic Places: Farmington Canal | ◆ New Britain Sites of Interest | ● Walnut Hill Park Green Loop Sites | ▭ Quarter Mile Radius | — Interstate |
| ◆ Religious Organizations | | ● Little Poland Red Loop Sites | ▭ Half Mile Radius | — U.S. Highway |
| | | | | — State Highway |

Cultural Resources
Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau,
ESRI Business Analyst Online
National Park Service, City of New Britain

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- EJ Area 2013**

 - Primary
 - Secondary
- Route 72 Buffers**

 - Quarter Mile Radius
 - Half Mile Radius
- Town Boundary**

 - Town Boundary
- Railroad, Active rail**

 - Railroad, Active rail
- Primary and Secondary Roads**

 - Interstate
 - U.S. Highway
 - State Highway

Gap Closure Trail Study | **Hartford County, CT**

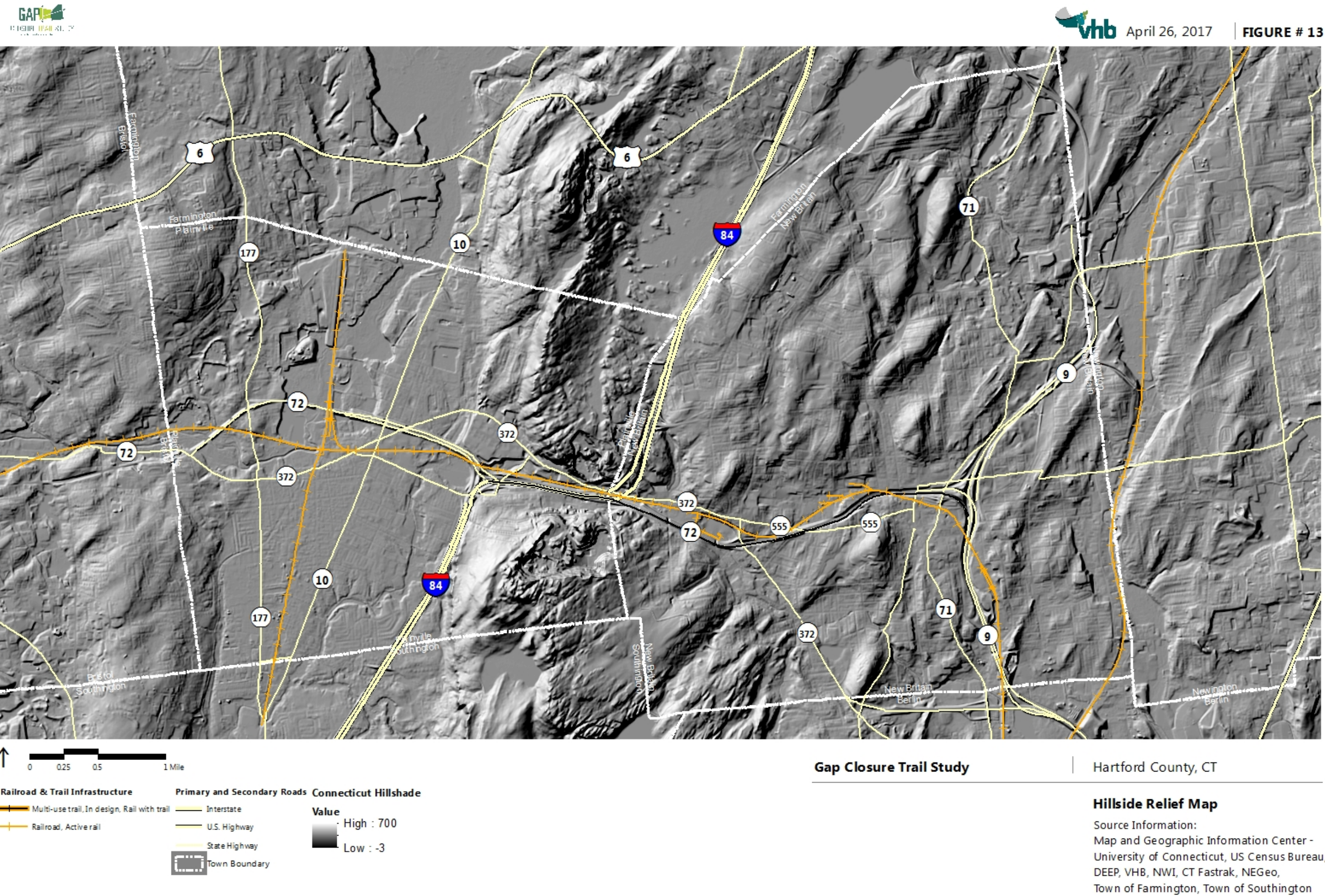
Environmental Justice (EJ) Area

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau,
Capitol Region Council of Governments

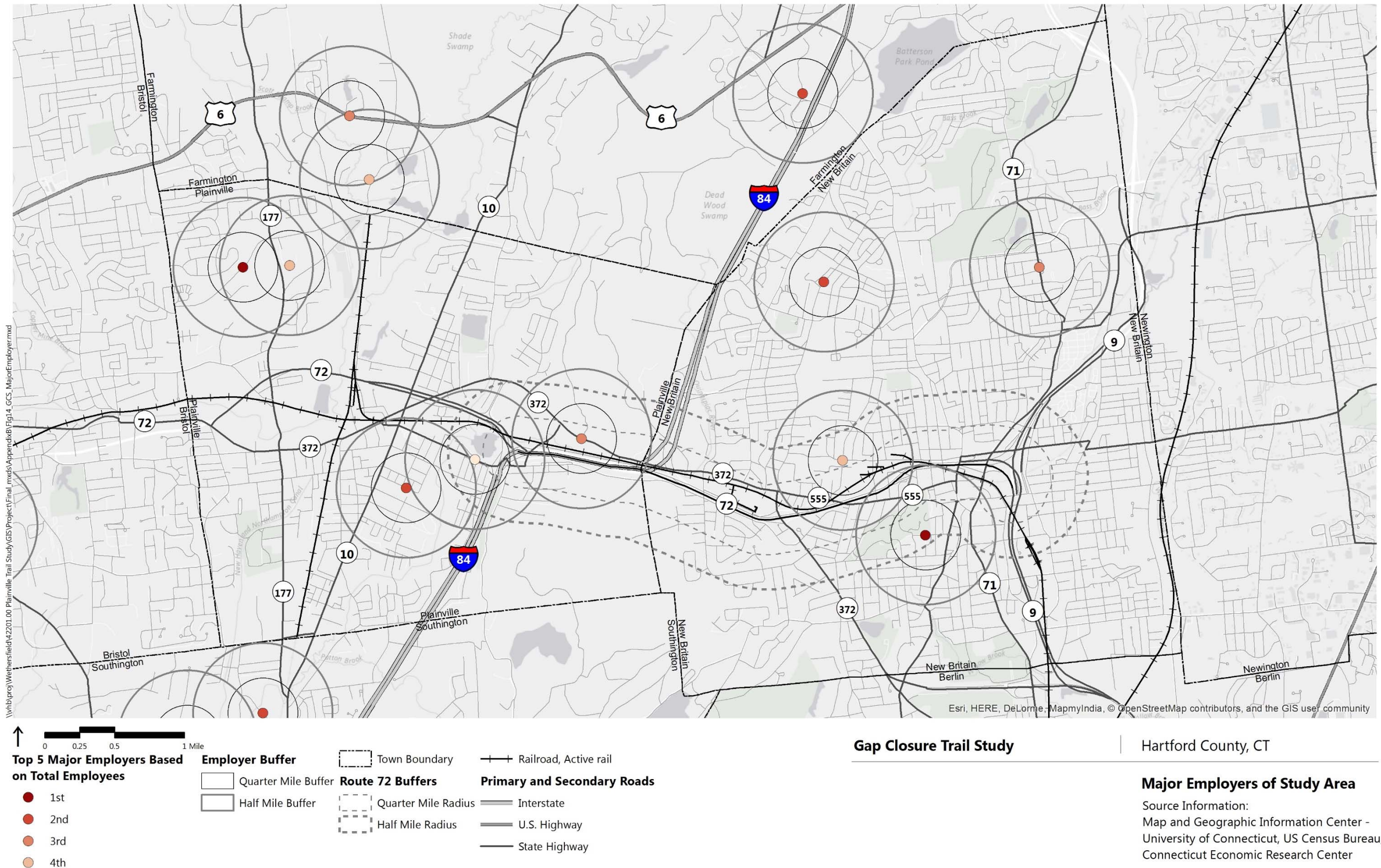
An EJ Primary Area includes any block group that has at least 50% minority population according to the 2010 Census.

An EJ Secondary Area includes census tracts where at least 20% of the population belongs to a low-income family (a family whose income is less than or equal to 150% of the Census poverty threshold, by family size).

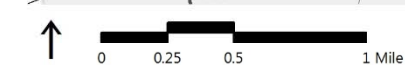
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h  Town Boundary

Route 72 Buffers

Quarter Mile Radius

Half Mile Radius

Half-Mile Radius

—+— Railroad, Active rail

Primary and Secondary Roads

s Interstate

— U.S. Highway

U.S. Highway
State Road

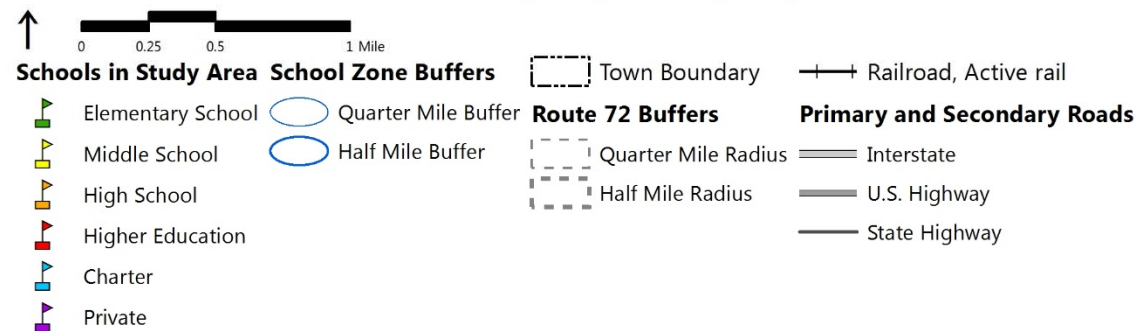
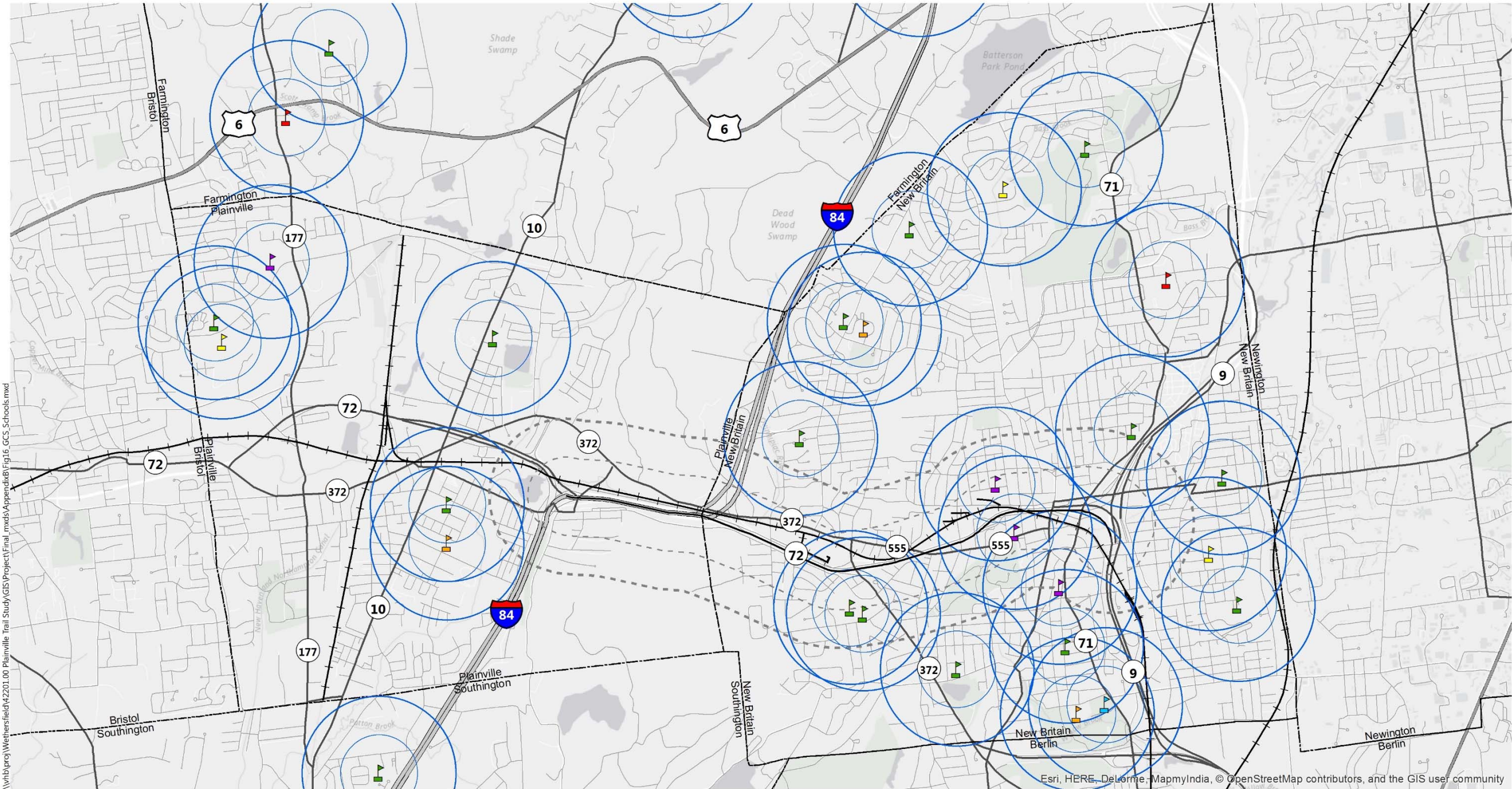
Gap Closure Trail Study

Hartford County, CT

New Britain / Plainville Population

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

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Gap Closure Trail Study

Hartford County, CT

Schools in Study Area

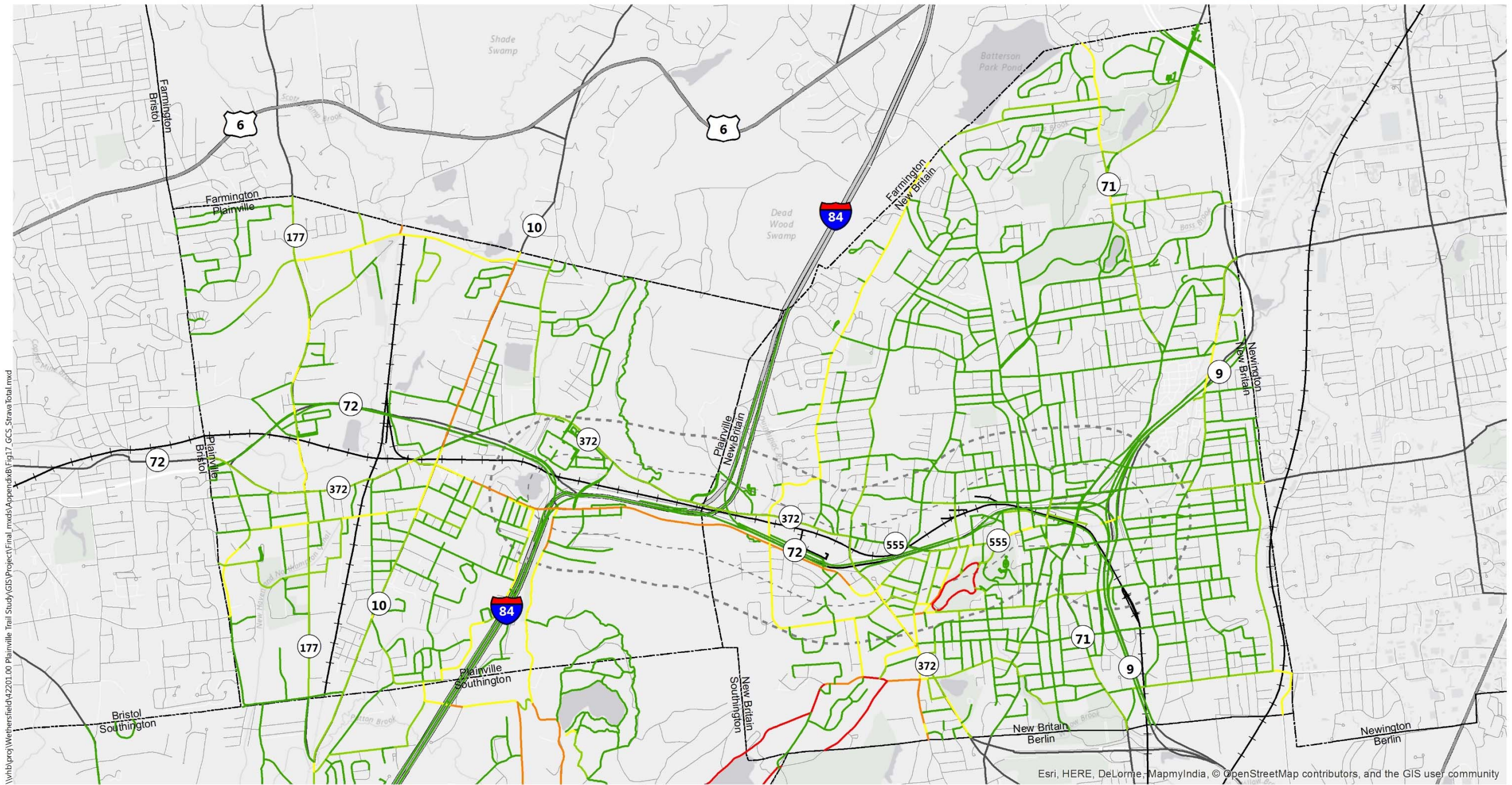
Source information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

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April 25, 2017

FIGURE # 17



- | | | |
|---------------------------|----------------------|------------------------------|
| Strava Total Rides | Town Boundary | Railroad, Active rail |
| 1 - 72 | | |
| 73 - 211 | | |
| 212 - 427 | | |
| 430 - 827 | | |
| 845 - 1502 | | |
- | | |
|-------------------------|------------------------------------|
| Route 72 Buffers | Primary and Secondary Roads |
| Quarter Mile Radius | Interstate |
| Half Mile Radius | U.S. Highway |
| | State Highway |

Gap Closure Trail Study

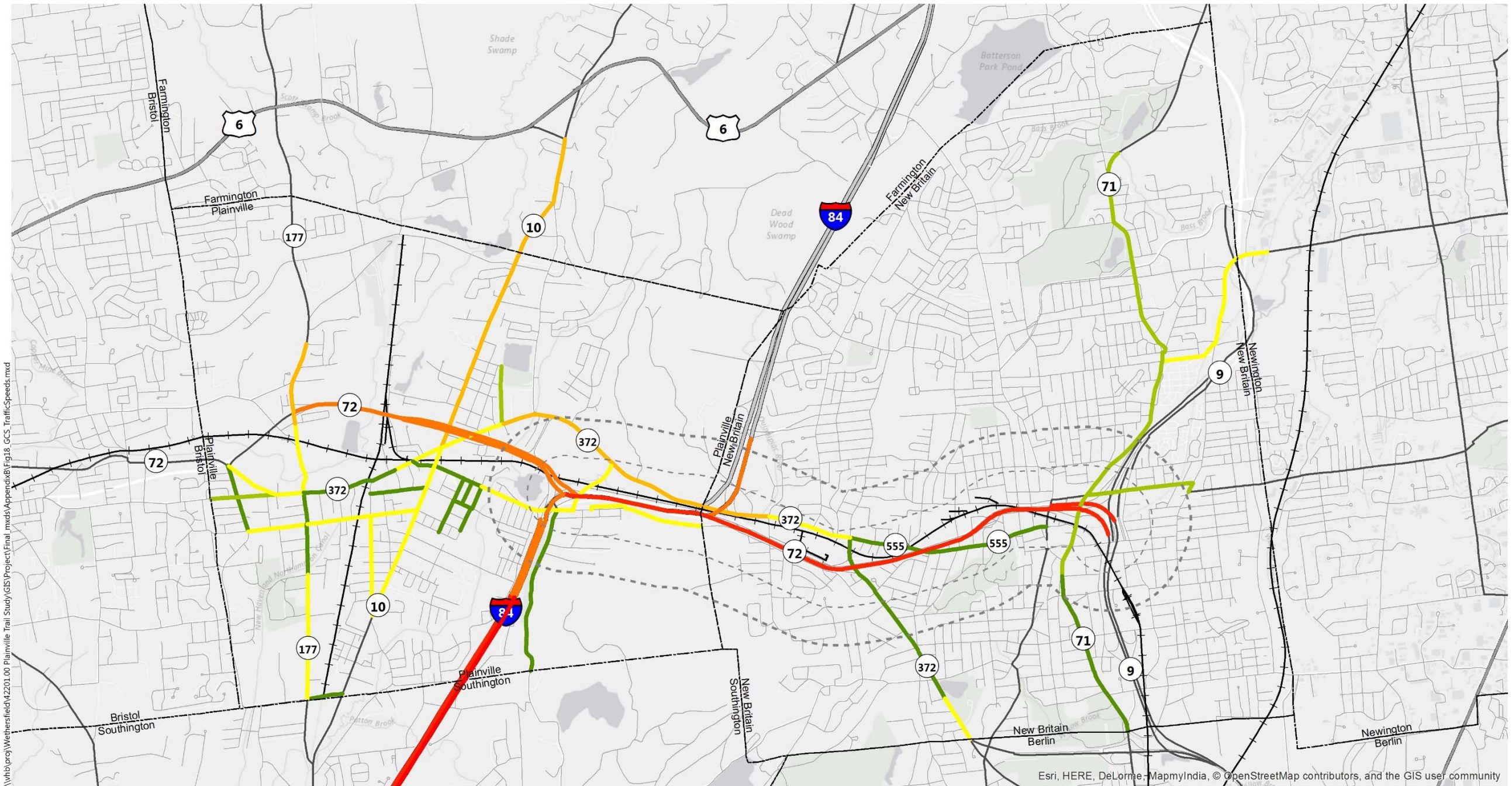
Hartford County, CT

Total number of bike trips on the piece of street regardless of direction of travel for the year 2014.

Strava Total Bike Trips

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau,
Strava

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- | | | |
|---------------------------|-------------------------|------------------------------------|
| Posted Speed Limit | Town Boundary | Railroad, Active rail |
| 25 | Route 72 Buffers | Primary and Secondary Roads |
| 30 | Quarter Mile Radius | Interstate |
| 35 | Half Mile Radius | U.S. Highway |
| 40 | | State Highway |
| 50 | | |
| 55 | | |

Gap Closure Trail Study

Hartford County, CT

Road Speed Limits

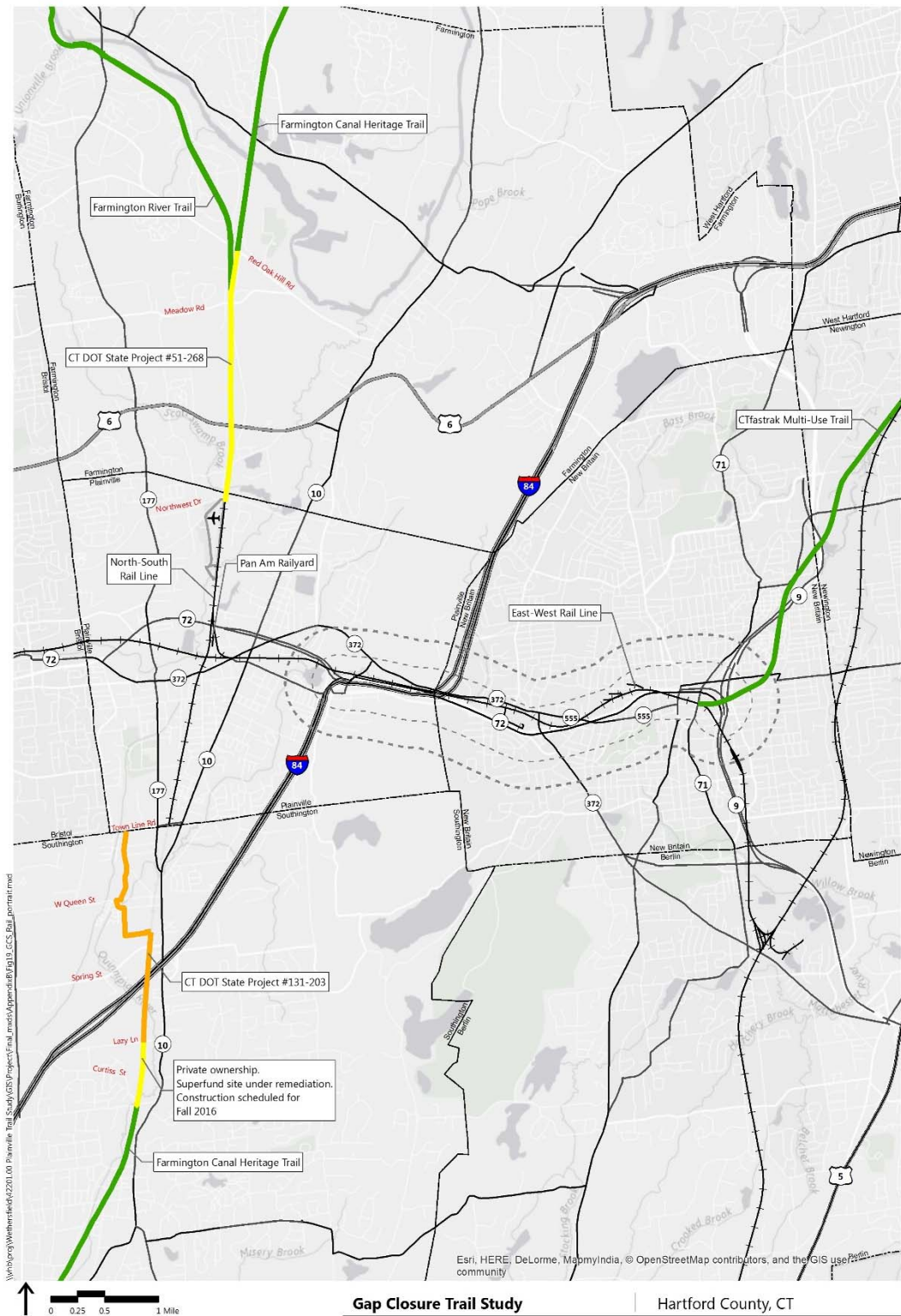
Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau,
CT DOT

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April 25, 2017

FIGURE # 19

**Railroad & Trail Infrastructure**

- Multi-use trail, Completed
- Multi-use trail, Under construction
- Multi-use trail, In design
- Multi-use trail, In design, Rail with trail
- Railroad, Active rail

Route 72 Buffers

- Robertson Airport
- Quarter Mile Radius
- Half Mile Radius
- Town Boundary

Primary and Secondary Roads

- Interstate
- U.S. Highway
- State Highway
- Municipal

Railroad and Trail Infrastructure

Source Information:
 Map and Geographic Information Center -
 University of Connecticut, US Census Bureau,
 CT DOT Bureau of Public Transportation,
 Office of Rail
 CT DOT- Highway Design - Local Roads

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Signalized Intersections



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State of Connecticut Department of Transportation
Bureau of Highway Operations
Division of Traffic Engineering

2/14/2015

Traffic Signal Inventory General Report

Page 137

Town-Int	Route	Mileage	Location	Signal Type	Maintenance	Signal Owner	Paid By	Rev. No.
Town Name: PLAINFIELD								
108-213 A	395	28.06	NB & SB RAMPS AT SR 647 & OLD NORWICH RD	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	CTDOT	0
108-214 A	395	28.44	SBND EXIT RAMPS AT SR 647 (LATHROP RD) & OLD NORWICH RD &	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	CTDOT	0
108-215 A	012	25.96	MILL BROOK ROAD	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	Town	
Town Name: PLAINVILLE								
109-201 A	010	28.6	SHUTTLE MEADOW AVE & WHITTING ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	10
109-201 P	010	28.6	SHUTTLE MEADOW AVE & WHITTING ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	10L
109-202 A	010	29.21	AT TOMLINSON AVE	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	11
109-203 A	010	29.38	AT BROAD STREET AND EAST BROAD STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	14
109-204 A	010	29.54	AT MAPLE STREET AND EAST MAPLE STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	16
109-205 A	010	29.69	AT SR536 AND PINE STREET (METERED)	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	18
109-205 P	010	29.69	AT SR 536 (WOODFORD AVE & PINE ST)	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	18L
109-206 A	010	29.82	AT ROUTE 372 (NEW BRITAIN AVE & E MAIN ST)	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	14
109-206 P	010	29.82	RTE 372 (NEW BRITAIN AVE & E MAIN ST)	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	18
109-207 A	177	1.36	BROAD ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	7
109-207 P	177	1.36	BROAD ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	9L
109-208 A	177	1.56	RTE 372 (WEST MAIN ST)	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	11L
109-209 A	372	2.39	AT METACOMET RD AND KINGS PLAZAZ DR	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	Town	7L
109-211 A	372	1.3	SR 536 (PINE ST)-(W JCT)	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	9
109-211 P	372	1.3	SR 536 (PINE ST)-(W JCT)	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	9L
109-212 A	372	0.36	WEST MAIN ST.	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	11
109-214 A	536	0.25	WINTER ST	Traffic Control Signal, Semi-Actuated	Town	Town	Devel.	2
109-217 A	372	1.65	HOOKE STREET	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	Town	10
109-220 A	072	4.93	AT ROUTE 372 (NEW BRITAIN AVE)	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	Town	11
109-220 P	072	4.93	AT ROUTE 372 (NEW BRITAIN AVE)	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	Town	11L
109-222 A	372	1	AT WHITING ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	16

State of Connecticut Department of Transportation
Bureau of Highway Operations
Division of Traffic Engineering

2/14/2015

Traffic Signal Inventory General Report

Page 138

Town-Int	Route	Mileage	Location	Signal Type	Maintenance	Signal Owner	Paid By	Rev. No.
Town Name: PLAINVILLE								
109-223 A	010	28.09	AT RTE 177 (TOWN LINE RD)	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	CTDOT	10
109-224 A	372	2.77	SR 536 (CROOKED ST) (EAST JCT.)	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	CTDOT	2L
109-225 A	072	3.76	AT SR 536, I-84 WB ON-RAMP & MERILINE AVE	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	8
109-226 A	084	49.26	EBND RAMP B AT SR 536(CROOKED ST) AND WHITE OAK	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	Town	5L
109-227 A	072	4.56	RTE 372 (FORESTVILLE AVE.)	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	11L
109-228 A	177	3.12	NORTHWEST DRIVE	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	Town	8
109-228 P	177	3.12	NORTHWEST DRIVE	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	Town	8L
109-229 A	177	2.14	AT 72 WBND.OFF RAMP AND DAY STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	11L
109-231 A	072	5.81	WEST OF N WASHINGTON ST	Sign with Flashers	Level 5 (Normal)	State	CTDOT	0
109-231 P	072	5.81	WEST OF N WASHINGTON ST	Sign with Flashers	Level 5 (Normal)	State	CTDOT	
109-232 A	010	31.13	NORTHWEST DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	3
109-232 P	010	31.13	NORTHWEST DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	5
109-232 P	010	31.13	NORTHWEST DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	4L
109-233 A	177	2.07	ROUTE 177 AT ROUTE 72 EASTBOUND ON RAMP	Traffic Control Signal, Non-Actuated	Level 5 (Normal)	State	CTDOT	5L
109-234 A	177	2.04	AT CORBAN AVENUE AND FRANKLIN AVENUE	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	3L
109-235 A	372	2.49	AT PLAINVILLE PLAZA DRIVE	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	Devel.	2
109-236 A	177	2.29	AT BRADLEY STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	2L
109-237 A	010	28.99	AT STILLWELL DRIVE	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	0
109-238 P	372	3.349	NIKE BOULEVARD	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	
109-501 A	072	4.69	EB AT FARMINGTON STREET	Incident Management: VMS	Level 5 (Normal)	State	CTDOT	
109-701 A	084	50.22	I-84 EASTBOUND BEFORE ROUTE 72 OVERPASS	Incident Management: Camera	Level 5 (Normal)	State	CTDOT	
109-702 A	084	49.34	I-84 WESTBOUND PAST ROUTE 72 OVERPASS	Incident Management: Camera	Level 5 (Normal)	State	CTDOT	
109-703 A	084	49.21	I-84 EB BEFORE WOODFORD AVE OVERPASS	Incident Management: Camera	Level 5 (Normal)	State	CTDOT	
Town Name: PLYMOUTH								
110-201 A	006	41.28	RTE 262 (SOUTH ST) NORTH ST	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	Town	7

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Town-Int	Route	Mileage	Location	Signal Type	Maintenance	Signal Owner	Paid By	Rev. No.
Town Name: NEW BRITAIN								
088-214 A	000	0.41	ARCH ST AT HART ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	2
088-215 A	000	3.83	RT 71-A AT CHESTNUT & MAIN STS	Traffic Control Signal, Semi-Actuated	Town	Town	Town	3
088-216 A	000	3.92	COURT ST & CENTRAL PARK	Traffic Control Signal, Semi-Actuated	Town	Town	Town	4
088-217 A	555	1.3	AT MAIN ST & BANK ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	5
088-218 A	372	5.53	AT SHUTTLE MEADOW AVE	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10
088-218 P	372	5.53	AT SHUTTLE MEADOW AVE	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10L
088-219 A	372	4.94	AT STEELE STREET	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	Town	13
088-219 P	372	4.94	AT STEELE STREET	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	Town	13L
088-220 A	372	4.43	SR 555 (WEST MAIN ST) & CORBIN AVE	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	Town	11
088-220 P	372	4.43	SR 555 (WEST MAIN ST) & CORBIN AVE	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	Town	11L
088-221 A	372	3.87	STANWOOD DR & WOOSTER ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	4
088-221 P	372	3.87	STANWOOD DR & WOOSTER ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	4L
088-222 A	000	3.9	RT 71-A (MAIN ST) AT MID-BLOCK CROSSWALK	Traffic Control Signal, Semi-Actuated	Town	Town	Town	1
088-223 A	174	0.9	CHAPMAN ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10
088-223 P	174	0.9	CHAPMAN ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10L
088-225 A	555	0.37	BURITT ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	4
088-226 A	555	0.52	LINCOLN ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	9
088-227 A	555	0.72	VINE ST AND CURTIS ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	8
088-228 A	555	0.88	RUSSELL ST & PARK PL	Traffic Control Signal, Semi-Actuated	Town	Town	Town	6
088-229 A	555	1.13	HIGH STREET & S.HIGH ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	3
088-230 A	555	1.22	WASHINGTON ST	Traffic Control Signal, Semi-Actuated	Town	Town	Town	4
088-231 A	009	0	NBND ON RAMP AT STANLEY ST & SMALLEY ST	Traffic Control Signal, Fully-Actuated	Town	Town	Town	0
088-232 A	175	0.92	WELLS ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	8
088-232 P	175	0.89	WELLS ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	8
088-234 A	072	0.21	WBND RAMPS AT RTE 372 & FIRE HOUSE NO.4	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	9

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Town-Int	Route	Mileage	Location	Signal Type	Maintenance	Signal Owner	Paid By	Rev. No.
Town Name: NEW BRITAIN								
088-234 P	072	0.21	WBND RAMPS AT RTE 372 & FIRE HOUSE NO.4	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	12L
088-237 A	000	12.97	STANLEY ST #1 AT ELLIS	Traffic Control Signal, Semi-Actuated	Town	Town	Town	0
088-239 A	174	1.05	MARKET ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10
088-239 P	174	1.05	MARKET ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10L
088-241 A	084	50.65	EBND & WBND OFF RAMPS AT SLATER RD & STERLING ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	4
088-241 P	084	50.65	EBND & WBND OFF RAMPS AT SLATER RD & STERLING ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	6L
088-244 A	372	5.29	AT MONROE AND LINCOLN STREETS	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	14
088-244 P	372	5.29	AT MONROE AND LINCOLN STREETS	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	14L
088-246 A	372	4.84	BLACK ROCK AVE	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	12
088-246 P	372	4.84	BLACK ROCK AVE	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	CTDOT	15L
088-247 A	071	15.38	FRANCIS ST & MANAFORT DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	7
088-247 P	071	15.38	FRANCIS ST & MANAFORT DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	9L
088-248 A	071	17.11	VILLAGE SQUARE DR & TARGET DR	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	14
088-248 P	071	17.11	VILLAGE SQUARE DR & TARGET DR	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	14L
088-249 A	071	16	AT BLAKE AND STANLEY QUARTER PARK RD "A"	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	7
088-249 P	071	16	AT BLAKE RD.	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	7L
088-250 A	174	1.17	CHILDS ST & JOHN DOWNEY DRIVE	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	Town	8
088-250 P	174	1.17	CHILDS ST & JOHN DOWNEY DRIVE	Traffic Control Signal, Semi-Actuated	Level 1 (24 Hr)	State	Town	8L
088-252 A	000	0.19	BLACK ROCK & WOOSTER ST	Traffic Control Signal, Fully-Actuated	Town	Town	Town	1
088-253 A	000	0.09	BLACK ROCK AVE AT WARREN ST	Traffic Control Signal, Fully-Actuated	Town	Town	Town	4
088-254 A	174	1.22	CHARLES ST DR TO TWIN CITY SHOP PLAZA	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	9
088-254 P	174	1.22	CHARLES ST DR TO TWIN CITY SHOP PLAZA	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	9L
088-255 A	072	0.16	& COLUMBUS BLVD AT LAKE STREET	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	6
088-255 P	072	0.16	AT COLUMBUS BLVD & LAKE STREET	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	6L
088-257 A	009	34.91	EB RAMPS ELLIS, COLUMBUS & CHERRY ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	3

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Town-Int	Route	Mileage	Location	Signal Type	Maintenance	Signal Owner	Paid By	Rev. No.
Town Name: NEW BRITAIN								
088-257 P	009	34.91	AT ELLIS, COLUMBUS, & CHERRY ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	11L
088-258 A	071	12.97	AT ELLIS ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	7
088-258 P	071	12.97	AT ELLIS ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	7L
088-259 A	071	13.5	AT MAIN ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	7
088-260 A	071	13.61	CHESTNUT ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	9
088-261 A	071	13.95	RTE 174 (EAST MAIN ST)	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	12
088-261 P	071	13.95	RTE 174 (EAST MAIN ST)	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	13L
088-262 A	071	14.06	AT WINTER ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	12
088-263 A	071	14.23	NORTH ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	5
088-263 P	071	14.23	NORTH ST AND STANLEY ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	5
088-265 A	174	0.26	STANLEY STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	9
088-265 P	174	0.26	STANLEY STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	10L
088-266 A	009	35.9	SBND OFF RAMP AT ROUTE 174 (EAST MAIN ST)	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	10
088-266 P	009	35.9	SBND OFF RAMP AT ROUTE 174 (EAST MAIN ST)	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	11L
088-267 A	000	0	STANLEY ST AT CHESTNUT ST	Traffic Control Signal, Fully-Actuated	Town	Town	Town	0
088-268 A	009	36.02	AT CHESTNUT ST	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	10
088-269 A	009	34.7	NBND RAMPS AT ELLIS STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	5
088-269 P	009	34.7	NBND RAMPS AT ELLIS STREET	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	5CLP
088-270 A	009	36.37	SB ON RAMP AT RTE 71 AND RTE 72 EB OFF RAMP	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	CTDOT	11
088-272 A	071	12.83	ASH & ROBERTS STS	Traffic Control Signal, Non-Actuated	Town	Town	Town	0
088-273 A	071	13.27	WHITING ST & ROCKWELL AVE	Traffic Control Signal, Non-Actuated	Town	Town	Town	0
088-274 A	071	13.4	FRANKLIN SQUARE & PEARL ST	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	1
088-276 A	071	15.65	ELLA T. GRASSO BLVD & EDDY GLOVER	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	9
088-276 P	071	15.65	ELLA T. GRASSO BLVD & EDDY GLOVER	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	16L
088-279 A	071	16.45	FIRE LA (STANLEY QUARTER RD)	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	4

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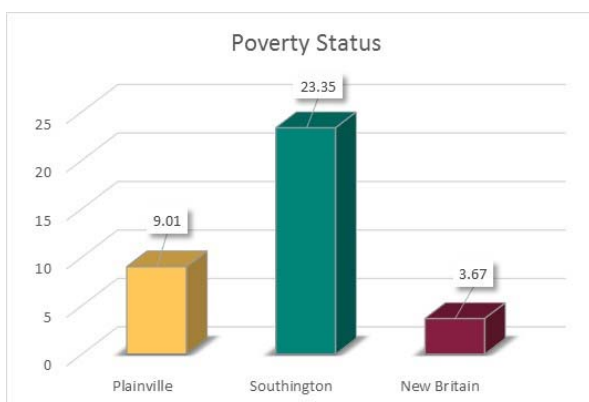
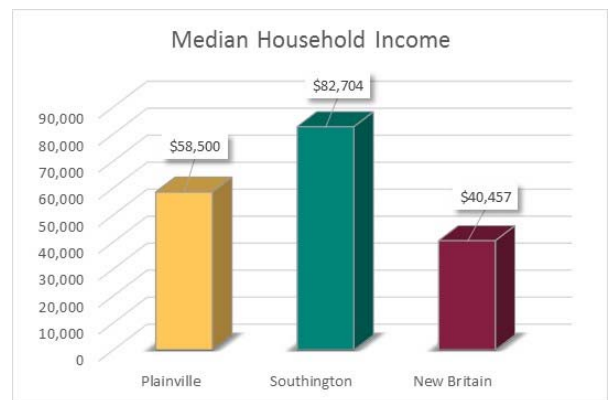
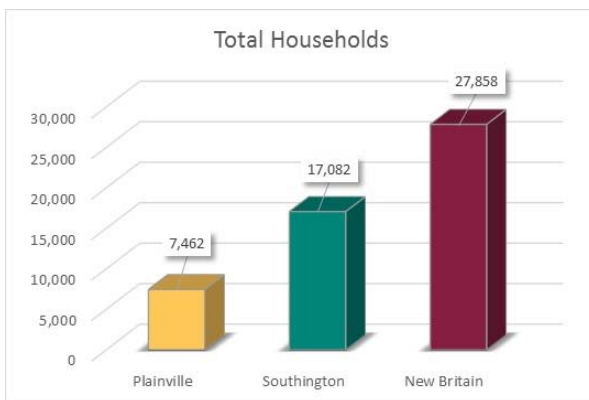
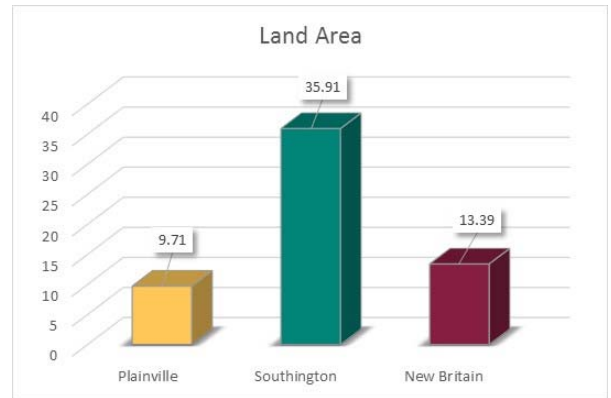
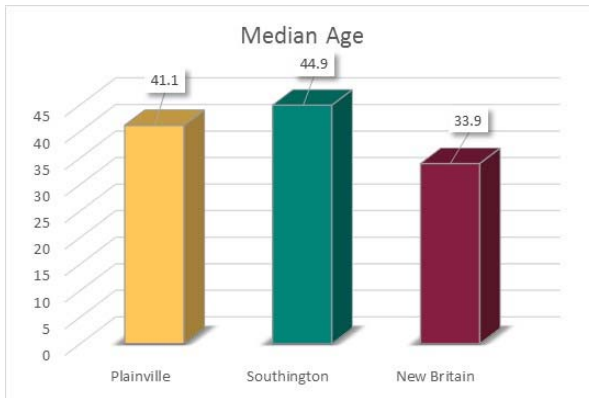
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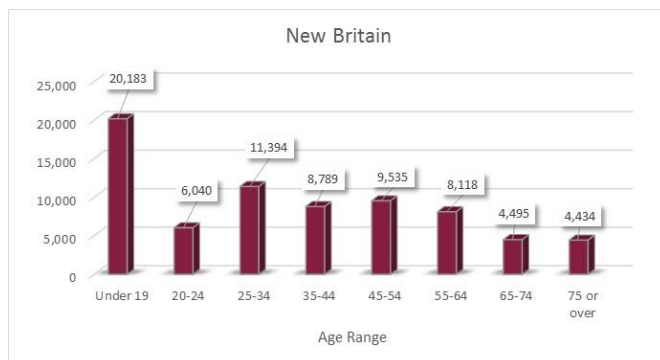
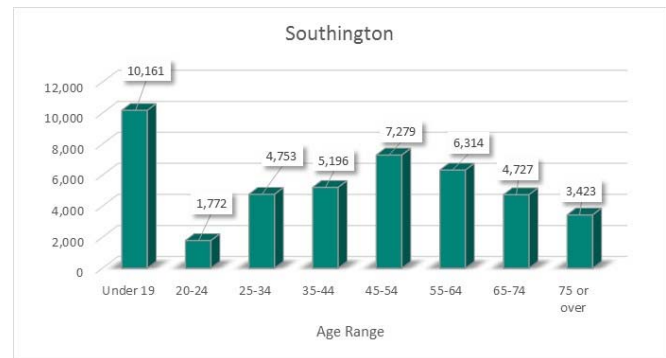
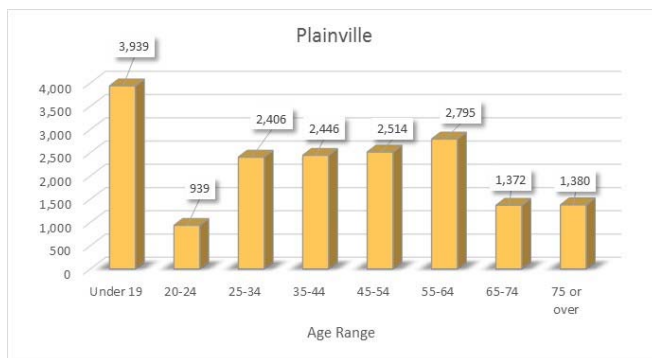
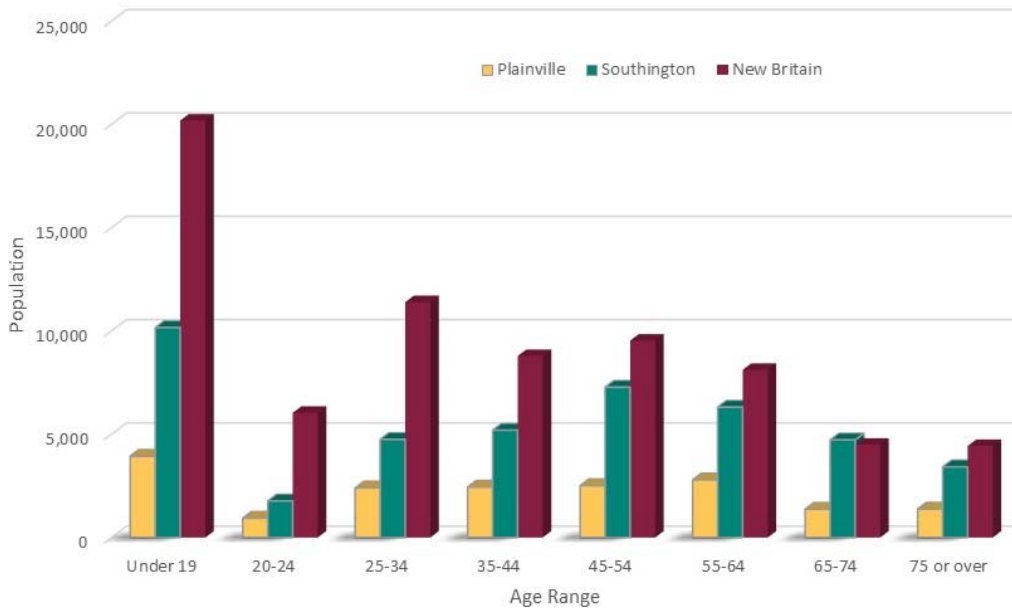
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Town-Int	Route	Mileage	Location	Signal Type	Maintenance	Signal Owner	Paid By	Rev. No.
Town Name: NEW BRITAIN								
088-279 P	071	16.45	FIRE LA (STANLEY QUARTER RD)	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	5L
088-280 A	175	0.84	MANAFORT DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	9
088-280 P	175	0.84	MANAFORT DRIVE	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	Town	9L
088-281 A	072	35.9	WBND AT EAST MAIN ST & NEW BRIGHT PLAZA	Traffic Control Signal, Fully-Actuated	Town	Town	Town	0
088-283 A	009	32	RTE 71 (HARTFORD RD) AT RTE 9 SB RAMPS	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	6
088-283 P	009	32	RTE 71 (HARTFORD RD) AT RTE 9 SB RAMPS	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	7L
088-284 A	009	32	NBND AT RTE 71 (HARTFORD RD)	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	6
088-284 P	009	32	NBND AT RTE 71 (HARTFORD RD)	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	CTDOT	6L
088-285 A	009	35.21	NBND OFF-RAMP AT COLUMBUS & BOSCO DR	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	3
088-285 P	009	35.21	NBND OFF-RAMP AT COLUMBUS & BOSCO DR	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	4L
088-286 A	072	1.69	EBND OFF RAMP AT RTE 372	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	CTDOT	7
088-286 P	072	1.69	EBND OFF RAMP AT RTE 372	Traffic Control Signal, Fully-Actuated	Level 5 (Normal)	State	CTDOT	8L
088-289 A	175	0.33	AT EAST STREET/ALLEN ST AT EAST STREET #2	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	Town	0
088-289 P	175	0.33	AT EAST STREET/ALLEN ST AT EAST STREET #2	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	Town	1
088-291 P	174	0.57	Busway at Route 174	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	CTDOT	
088-292 P	000	0	Busway at Stanley Street	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	CTDOT	
088-293 P	000	0	Busway at Smalley Street	Traffic Control Signal, Fully-Actuated	Level 2 (Commuter)	State	CTDOT	
088-294 P	071	17.03	Drive to COSTCO	Traffic Control Signal, Fully-Actuated	Level 3 (Shopping Ctr)	State	Devel.	
088-500 A	084	51.42	AT LONG SWAMP ROAD OVERPASS	Incident Management: VMS & Camera	Level 5 (Normal)	State	CTDOT	0
088-701 A	084	50.57	AT NORTH MOUNTAIN RD UNDERPASS	Incident Management: Camera	Level 5 (Normal)	State	CTDOT	
Town Name: NEW CANAAN								
089-201 A	106	6.92	AT RTE 124 (MAIN ST) (N JCT)	Traffic Control Signal, Semi-Actuated	Level 2 (Commuter)	State	CTDOT	12
089-202 A	106	7.47	AT RTE 123 (NEW NORWALK RD)	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	7
089-202 P	106	7.47	AT RTE 123 (NEW NORWALK RD) & RTE 106 (SILVERMINE RD.)	Traffic Control Signal, Fully-Actuated	Level 1 (24 Hr)	State	CTDOT	8
089-203 A	123	4.04	LAKEVIEW AVE & LITTLE BROOK RD	Traffic Control Signal, Semi-Actuated	Level 5 (Normal)	State	Town	5

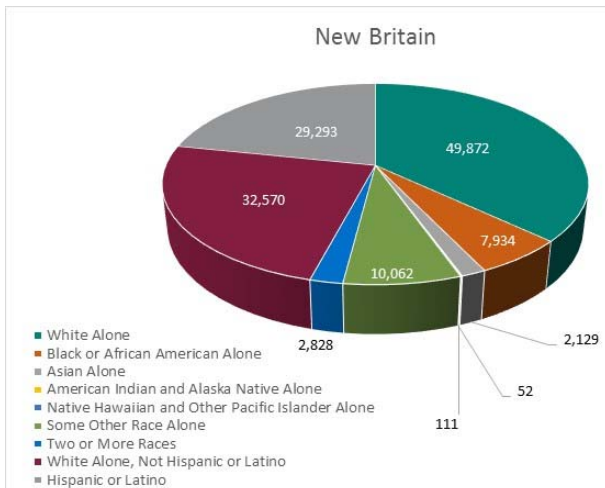
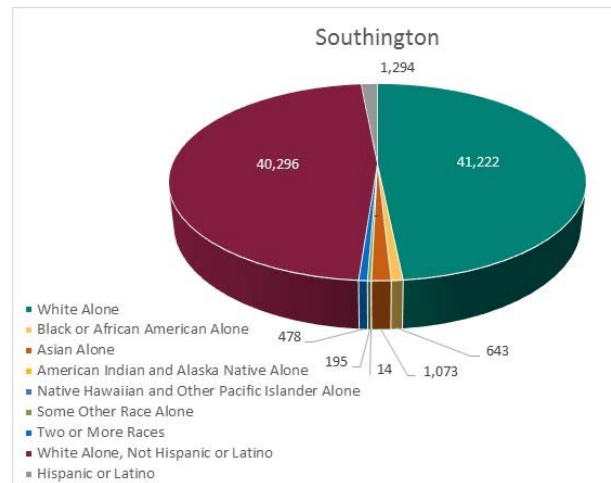
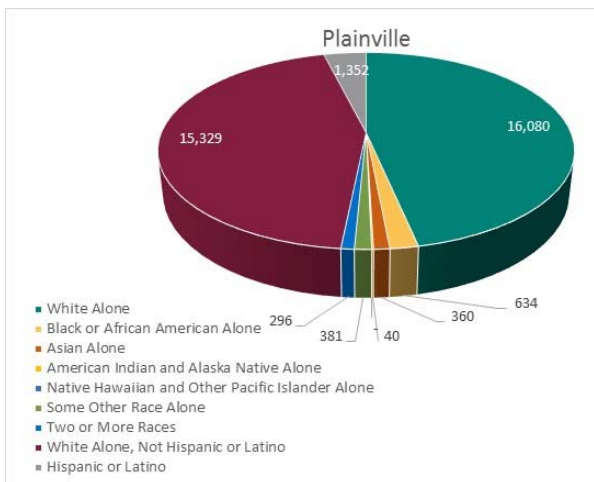
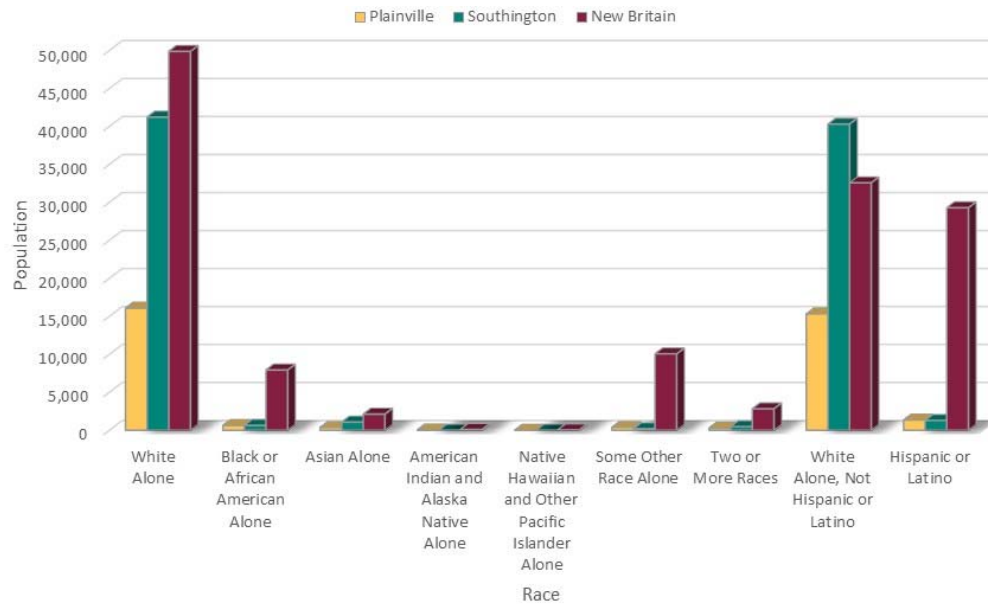
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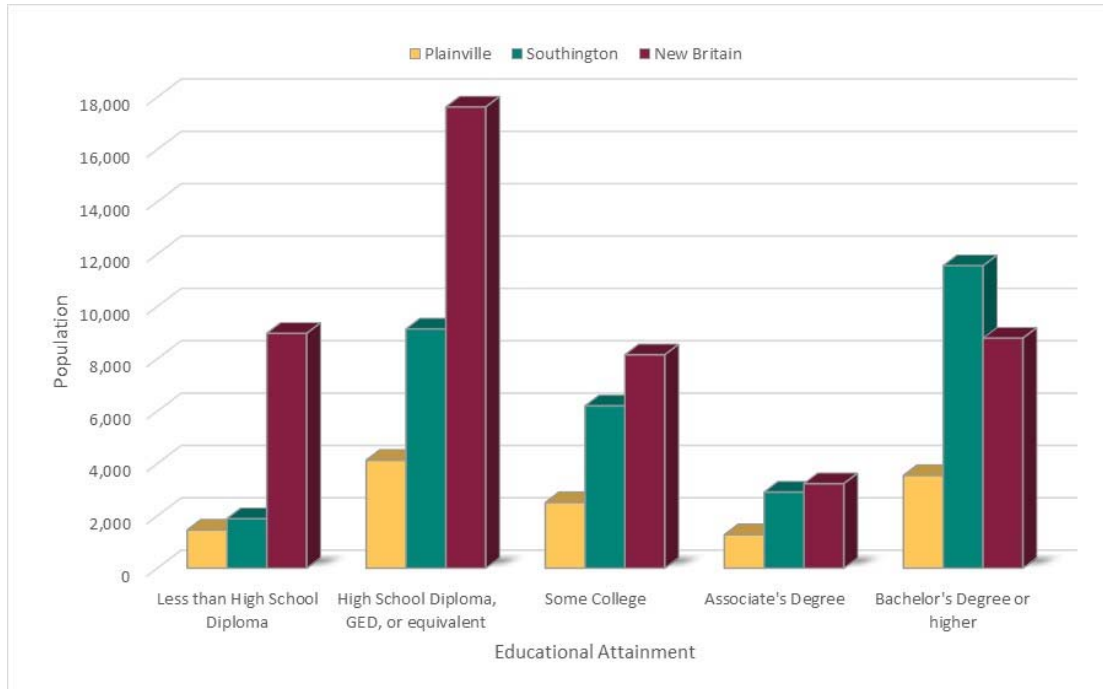
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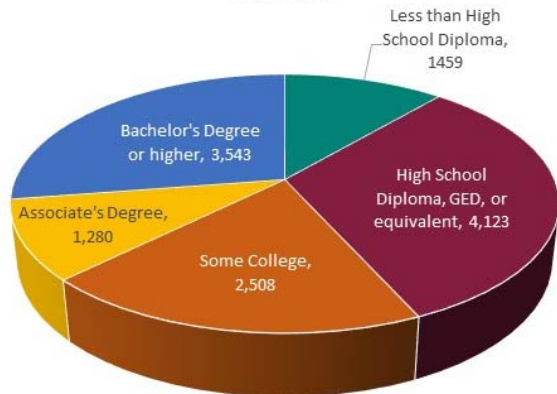
Race



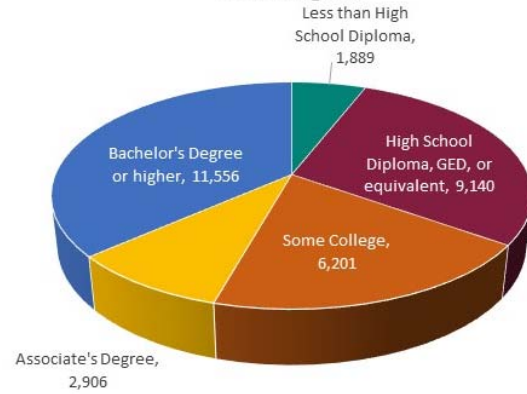
Educational Attainment



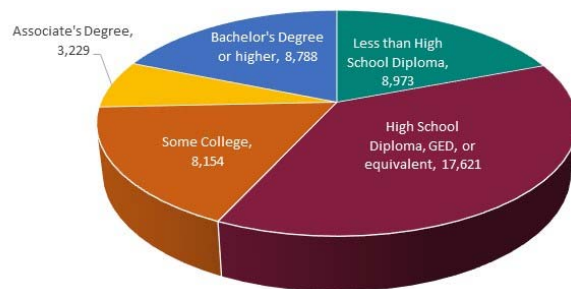
Plainville



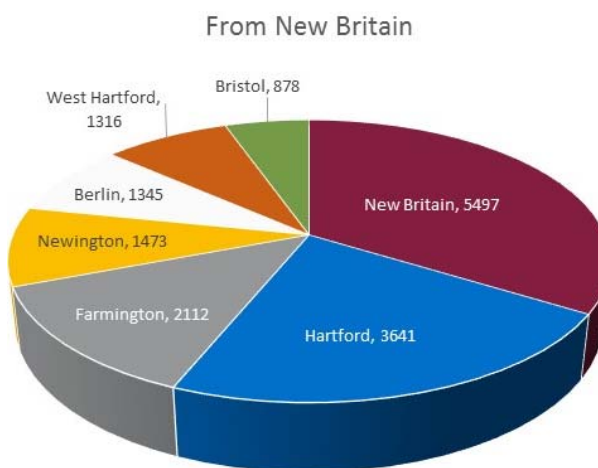
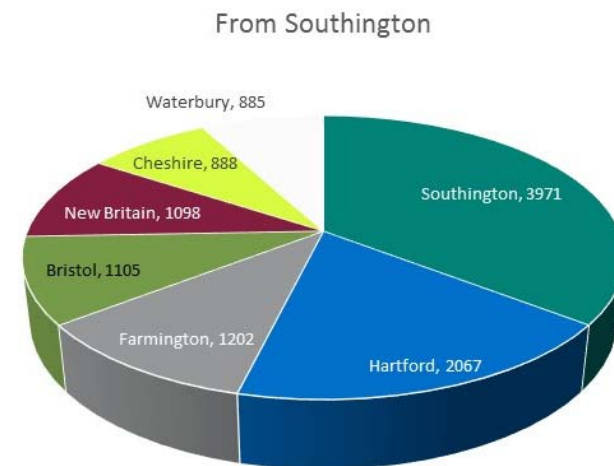
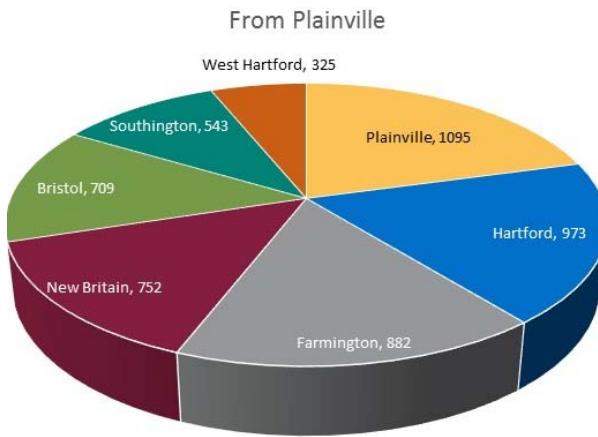
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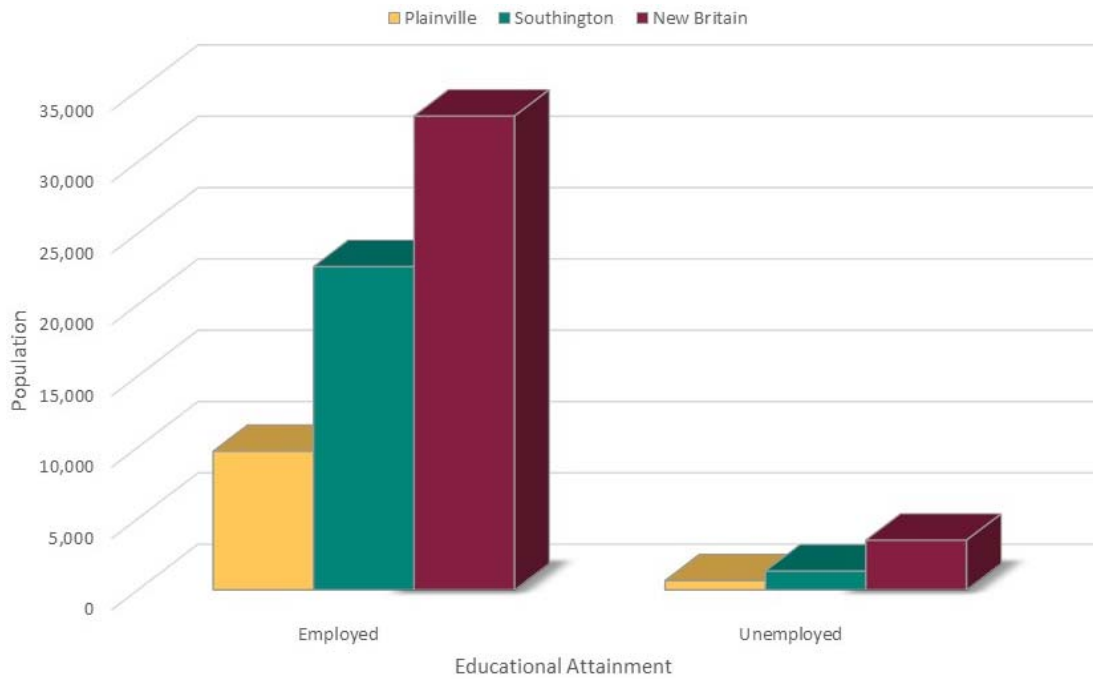
New Britain



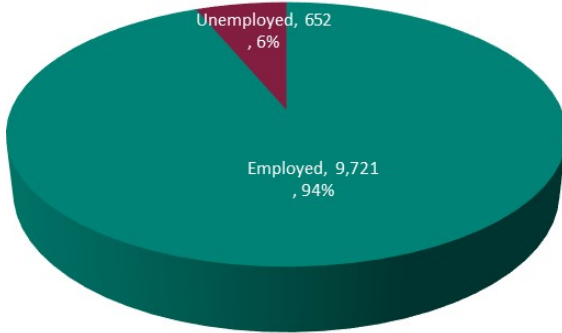
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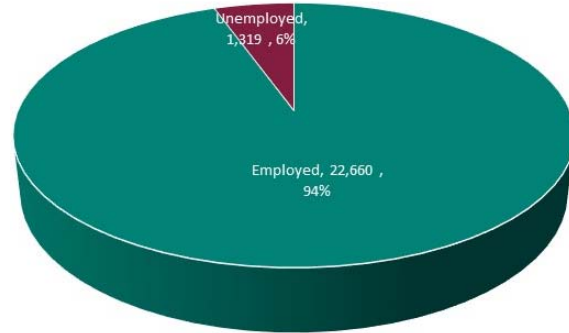
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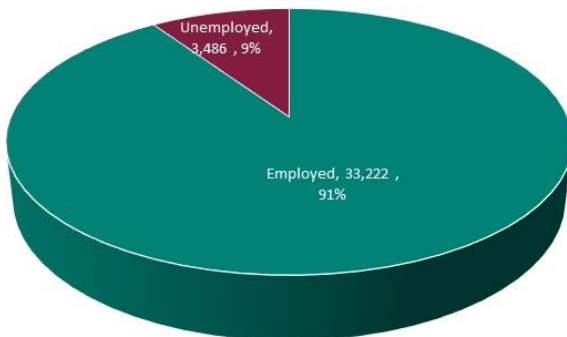
Plainville



Southington



New Britain



Roadway Right of Way

Plainville

Based on data provided by the Town of Plainville the average right-of-way (ROW) and roadway widths have been reviewed and is summarize in the table below. Most of the roadways within the study area have ROW widths that average approximately 50 to 55 feet. With the exception of Town Line Road, Northwest Drive, and White Oak Avenue, there is minimal room available within the existing ROW for expansion of the roadway (i.e., buffered bike lane, bike lanes) or the construction of an adjacent separated facility (i.e., separated bike lane, side path).

Table B1 Plainville Roadway and Right-of-Way Widths

Roadway	ROW(FT)	Roadway
Route 10	52	42
Route 177	50	37
Route 372	54	50
Broad Street	51	45
Town Line Road	55	24
Northwest Drive	56	38
Woodford Avenue*	52	46
White Oak Avenue	50	32

*Route 10 to Crooked Street

New Britain

Based on data provided by the City of New Britain the average right-of-way (ROW) and roadway widths have been reviewed and is summarize in the table below. Although the average ROW width for Route 372 is shown as 115 feet, for most of the length of Route 372, the ROW width is between 55 and 60 feet, however at the Ramps for Route 72, the ROW widens out to 225 feet. Additionally, the section of Black Rock Avenue between the Plainville town line and New Hampshire Drive does not have any ROW width associated there is no property line on the north side of the road due to the location of Route 72.

Table B2 New Britain Roadway and Right-of-Way Widths

Roadway	ROW (FT)	Roadway
Woodford Avenue*	50	37
Route 372	115	48
Black Rock Avenue	83	43
West Main Street	66	42

*Woodford Ave. Ext. to New Britain Town Line

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