



Agenda for Our Presentation

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



Purpose of Tonight's Meeting

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



Brief Project Overview

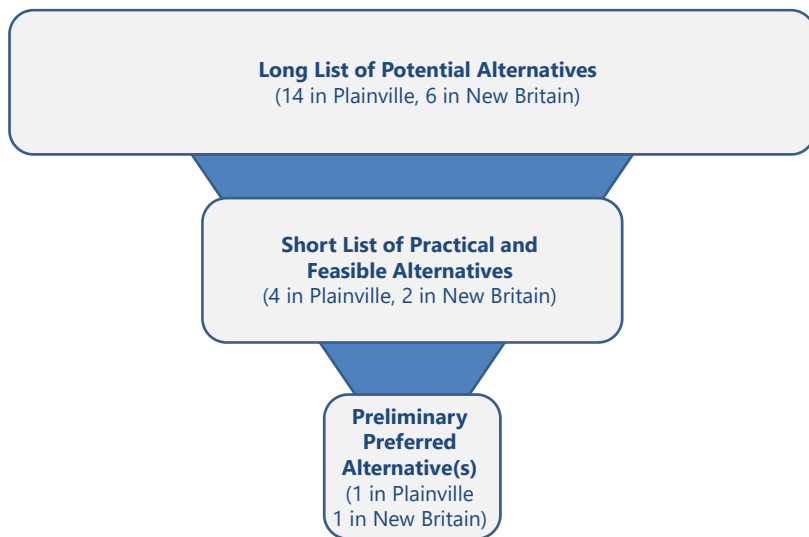
Vision Statement

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

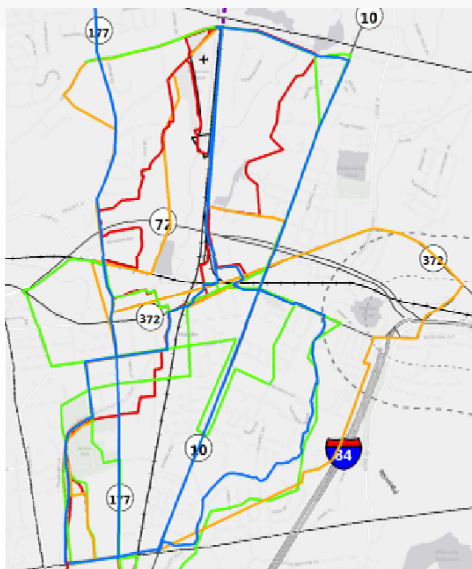


Overview of the Evaluation Process

Alternatives Analysis



Long List of Potential Alternatives



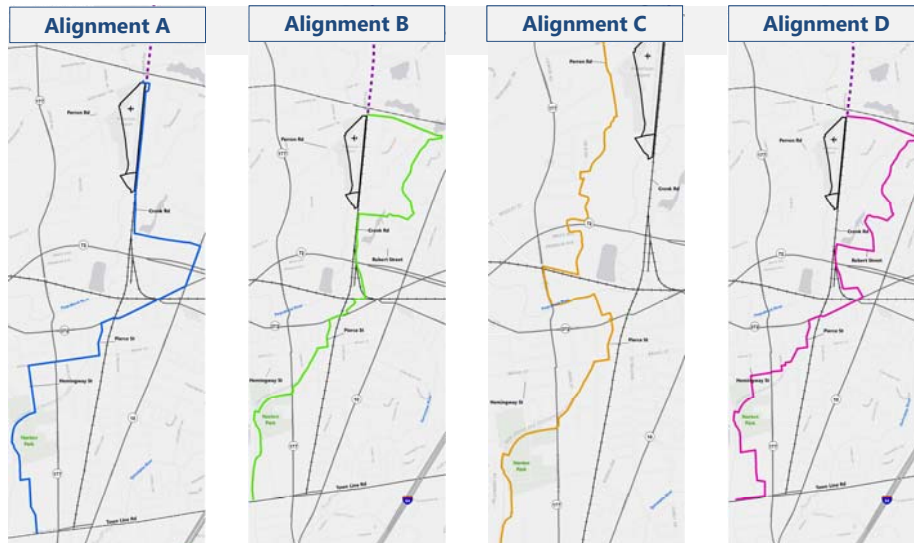
- 14 alternatives in total
- Created during fall 2016
 - Charrettes
 - Steering Committee
 - Stakeholder discussions
 - Technical efforts
- Different focal points
 - Shopping
 - Schools
 - Employment
 - Parks/Recreation

Screening Criteria

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



Shortlisted Alignments



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

Public Comments Informed Evaluation

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

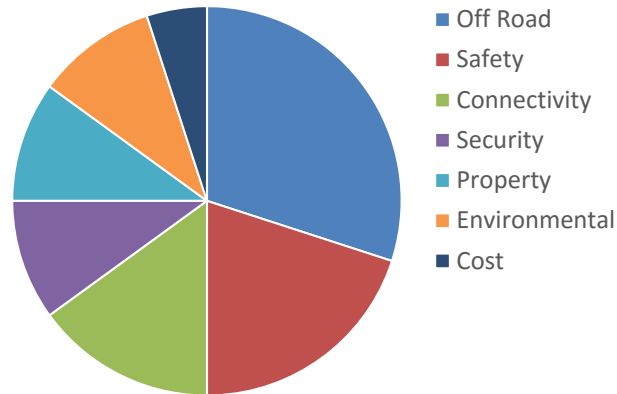


Evaluation Criteria

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



Weighting of Criteria

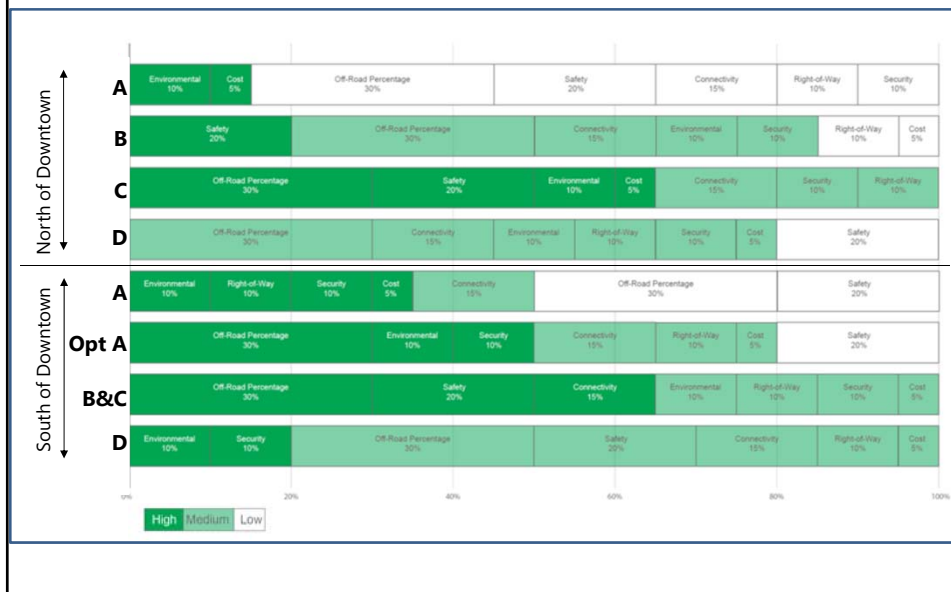


How the Scoring was Conducted

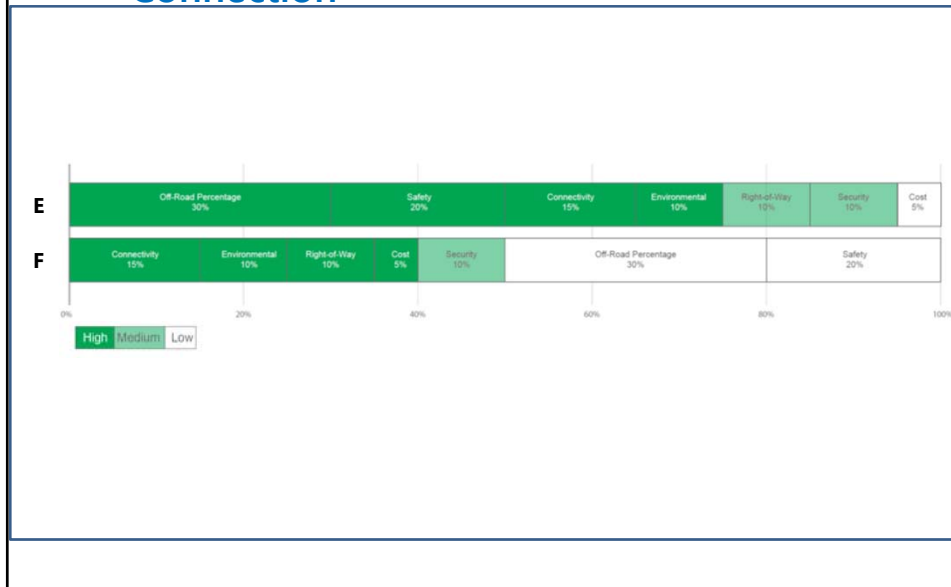
- Qualitative Evaluation
 - High – fully meets the intent of the criterion
 - Medium – partially meets the intent of the criterion
 - Low – does not meet the intent of the criterion
- Organized Plainville alignments
 - North of downtown
 - South of downtown
 - Attempted to optimize Alignment A south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



Evaluation Results – FCHT Gap Alignments



Evaluation Results – CTfastrak Connection



Preliminary Preferred Alternative Alignment C (FCHT Gap)

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



Preliminary Preferred Alternative Alignment E (Ctfastrak Connection)

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

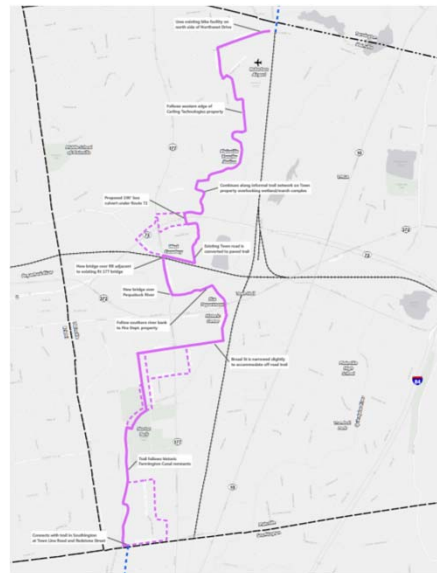
Alignment E



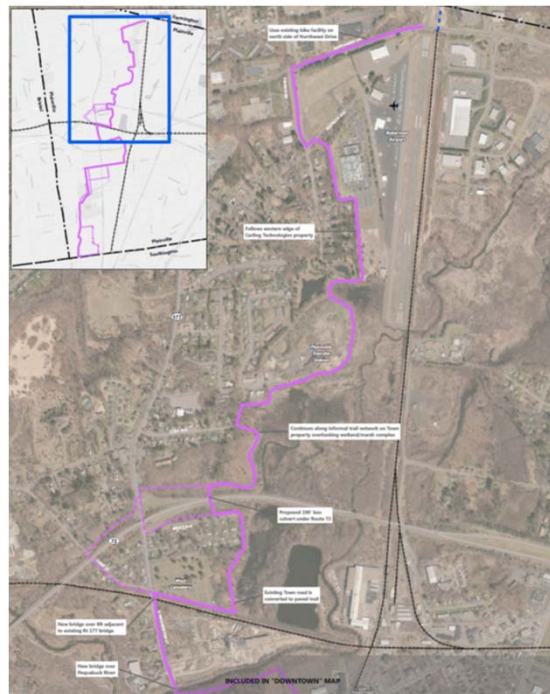


Overview of Alignment C

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

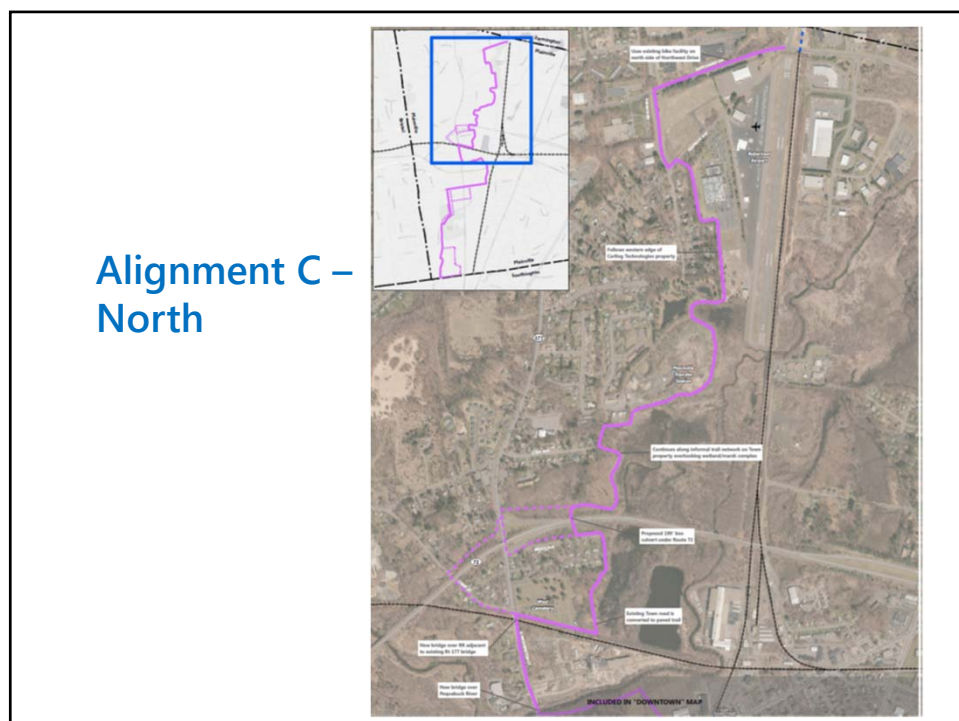


Alignment C – North



Plainville Trail Study
Plainville, CT | Client

Photo 2-Before
Wetland Trail





 Plainville Trail Study
Plainville, CT | Client

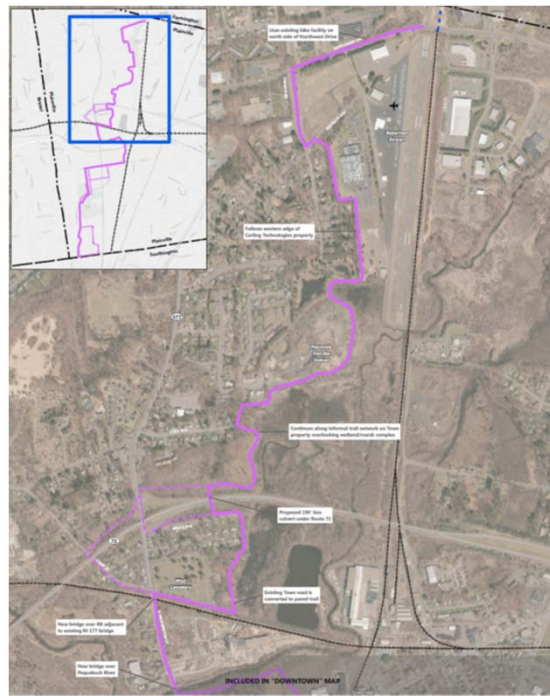
Photo 1-Before
Woodland Trail



 Plainville Trail Study
Plainville, CT | Client

Photo 1-After
Woodland Trail

Alignment C – North



EXISTING CONDITIONS

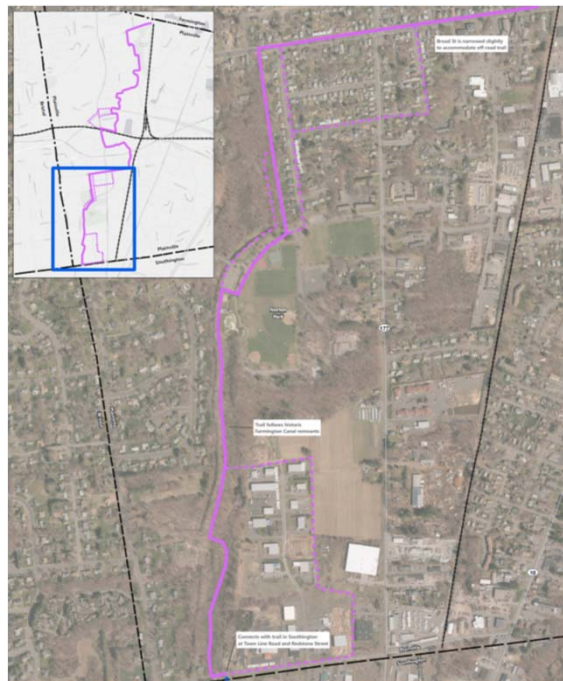
Culvert at RT 72



Alignment C – Downtown

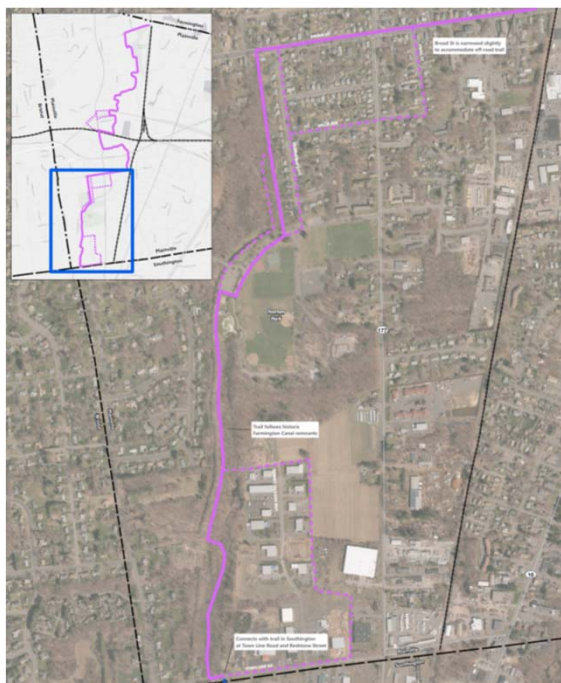


Alignment C – South

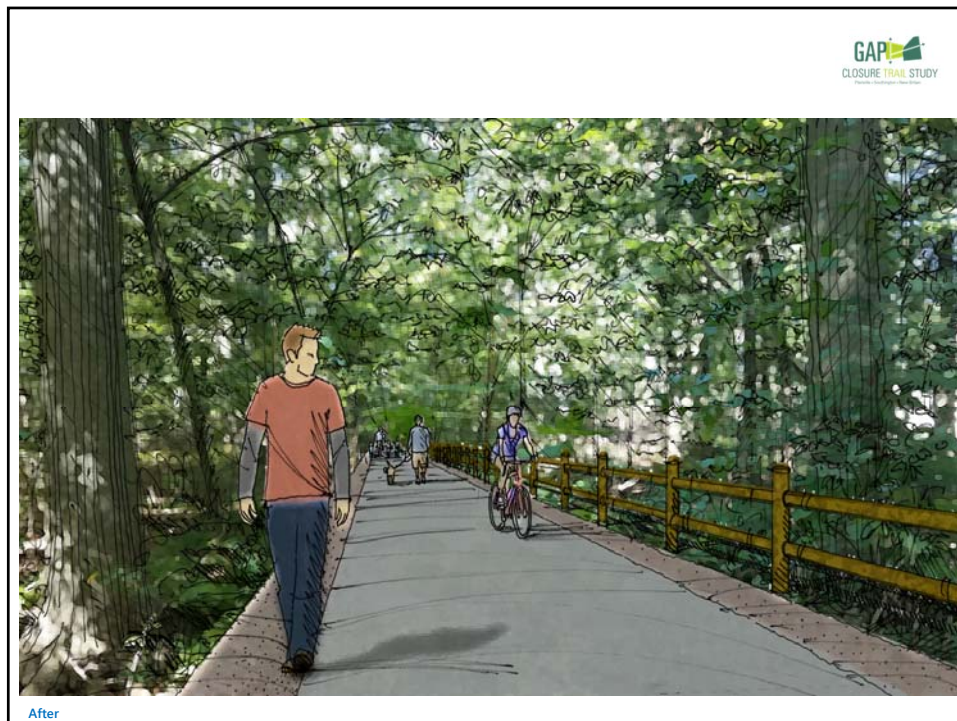




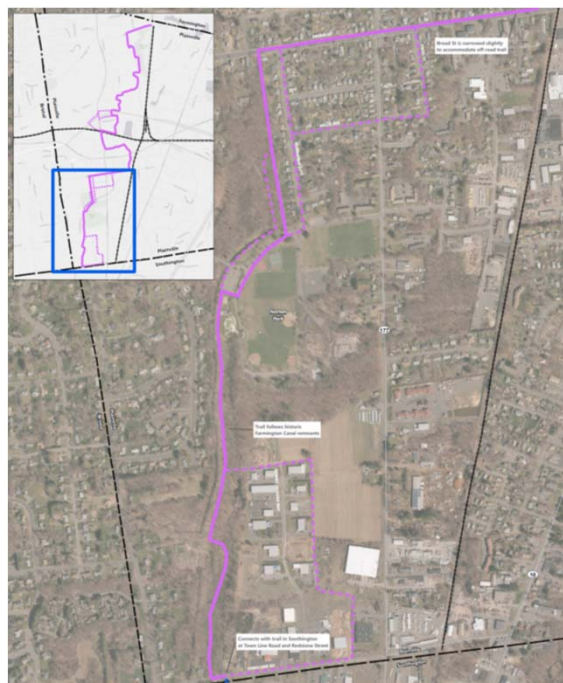
Alignment C – South



Before



Alignment C – South



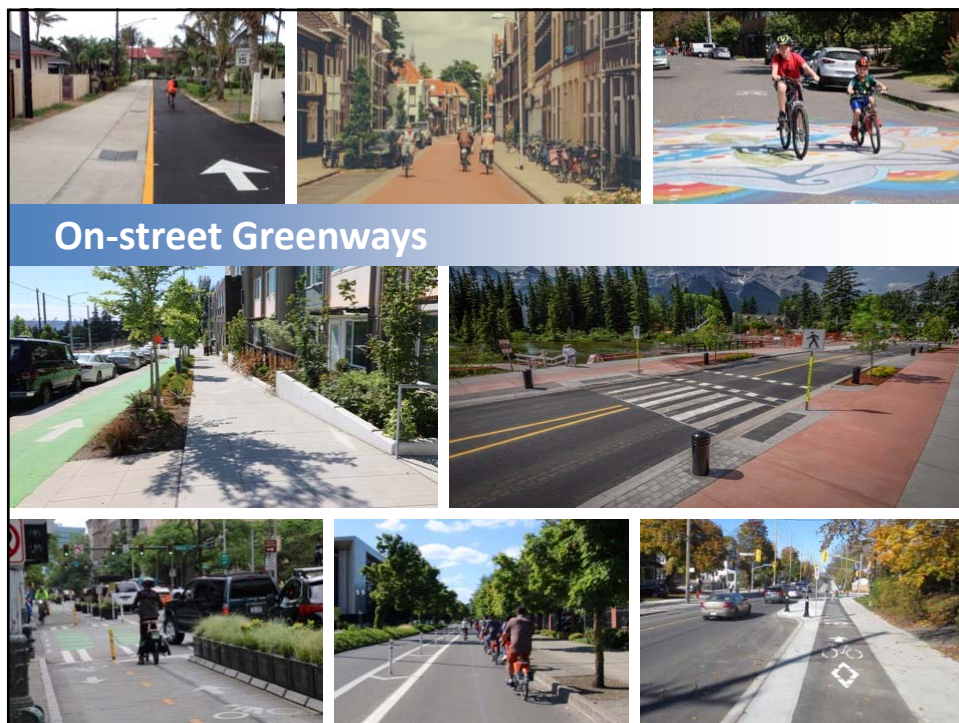
Facility Typologies

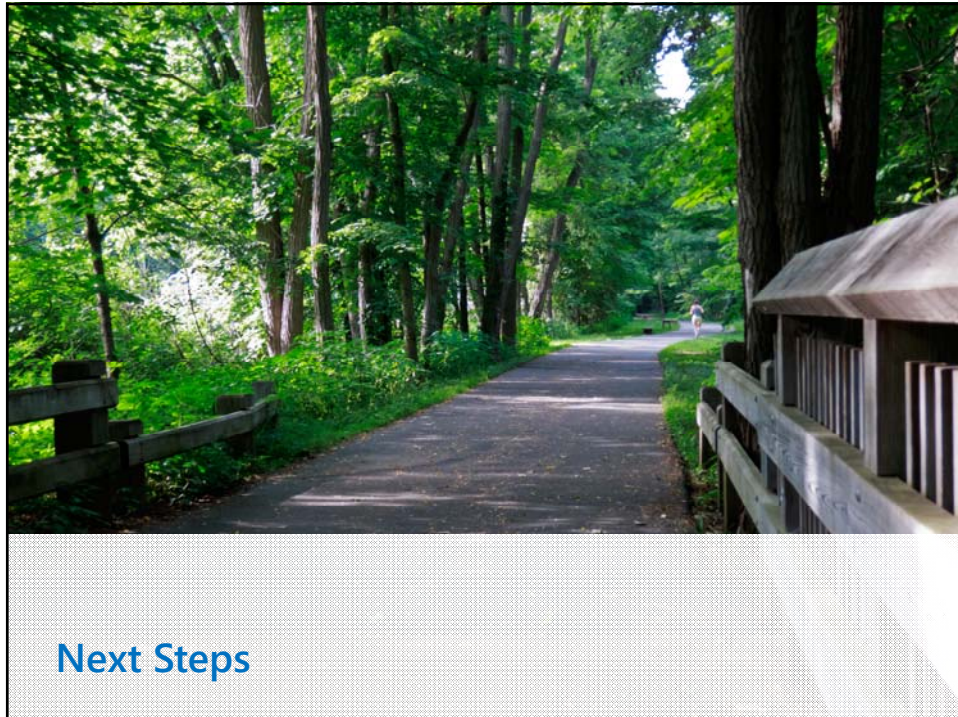
- 1 off road
- 2 shared path
- 3 on street



Fully off Road



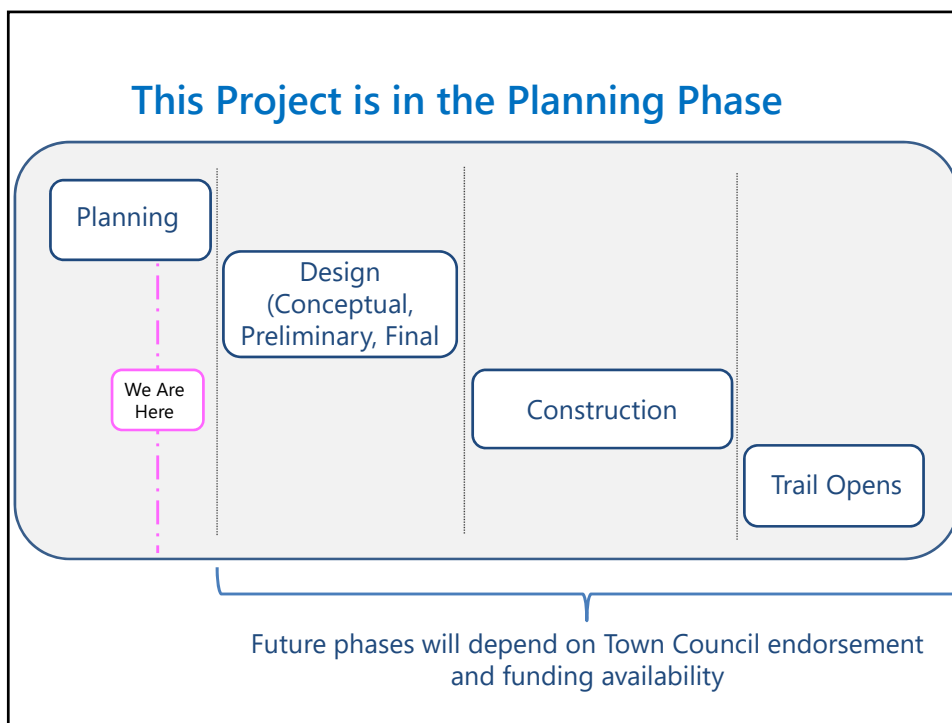
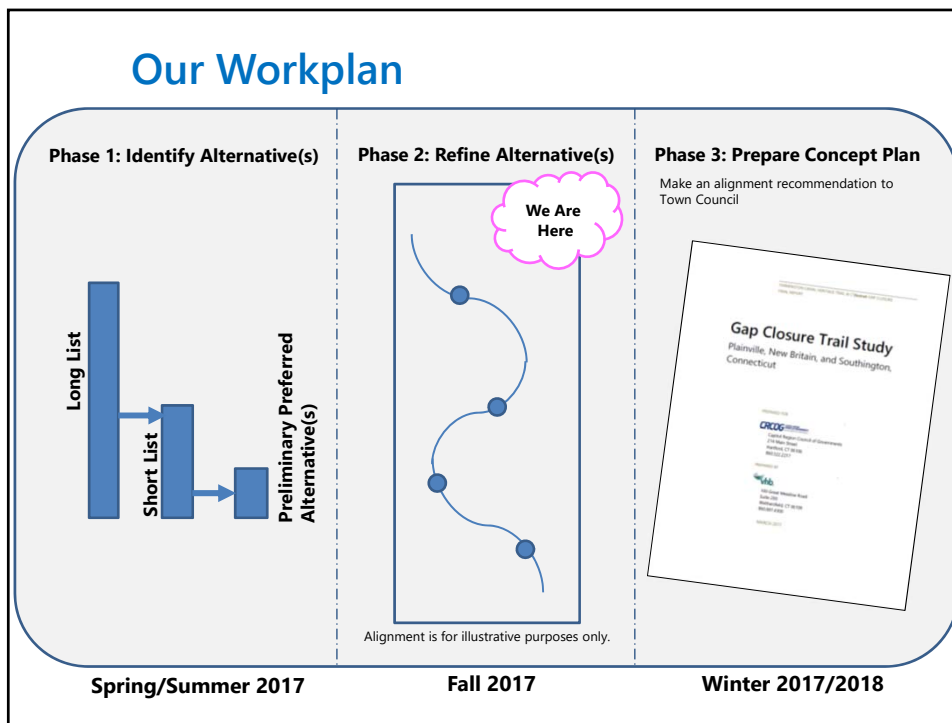




What Happens Next

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





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