

Plainville • Southington • New Britain

Spring 2017 Update

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

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

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

Public Engagement Efforts



JULY 2016 FOCUS GROUP SESSIONS



STEERING/ TECHNICAL TEAM MEETINGS



JULY 2016 PUBLIC INFORMATION MEETINGS



OCTOBER 2016 PUBLIC PLANNING WORKSHOPS

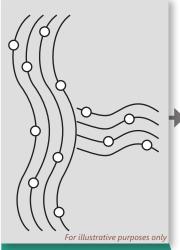


PLAINVILLE PUMPKIN FESTIVAL OUTREACH



MAY 2017 PUBLIC INFORMATION MEETING

Alignments Screening Process



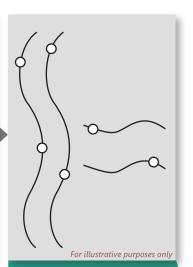
Long List of Alignments

A long list of trail alignments was developed through extensive public involvement in summer and fall 2016

SCREENING CRITERIA	THRESHOLD
Connection with Farmington Canal Heritage Trail (Plainville)	Connects to Northwest 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 Right of Way	Avoids permanent impacts to Pan Am rail line connecting to Waterbury and Plainville Rail Yard Fewer than three at-grade rail crossings
Avoids being overly circuitous	Not more than double straight-line distance

Alignments Screening

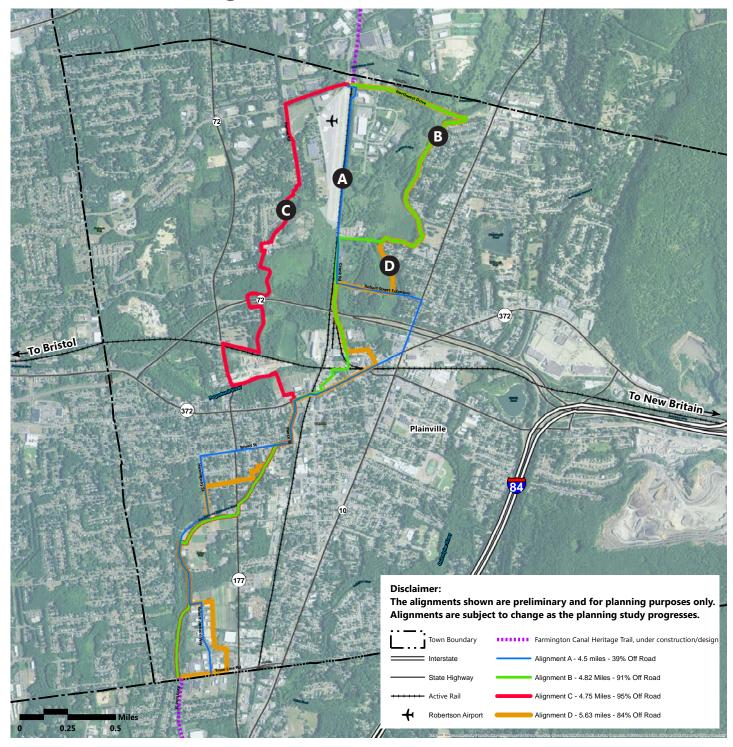
A set of systematic screening criteria was developed based upon the project vision and goals. The long list of trail alignments was then screened against the criteria to arrive at a short list of trail alignments.



Short List of Alignments

The resulting short list was presented at the May 22, 2017 Public Information Meeting for further public feedback.

Plainville Short List Alignments



Alignment A

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

Alignment B

- > 91% off-road, 4.82 miles
- Uses existing side path on Northwest Drive and weaves in back of homes and businesses west of Farmington Road
- > Flyover over rail yard and Waterbury Branch rail line
- > Connects with downtown Plainville and Norton Park

Alignment C



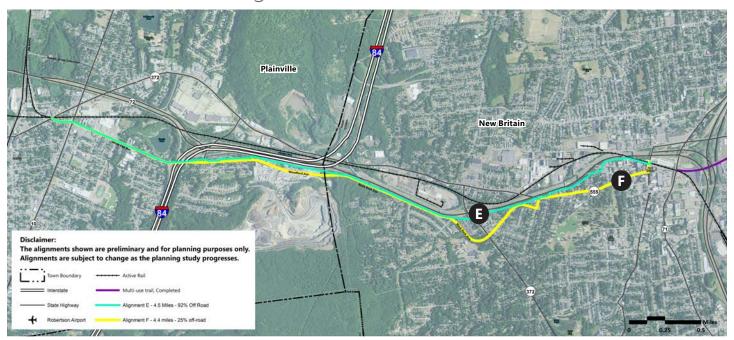
- > Called the "Western Alignment" as it is the only alignment that goes west of Robertson Airport
- > Uses public right of way where possible
- > Connects with downtown Plainville, Tomasso Nature Park and Norton Park

Alignment D



- > 84% off-road, 5.63 miles
- > Uses existing side path on North West Drive and weaves in back of homes and businesses west of Farmington Road
- > Stays at-grade and weaves around rail yard
- > Connects with downtown Plainville and Norton Park

New Britain Short List Alignments



Alignment **E**

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

Alignment **F**

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

Next Step: Evaluate Short List and Recommend Preferred Alignment

Evaluation Framework

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

Evaluation Steps





Study Timeline

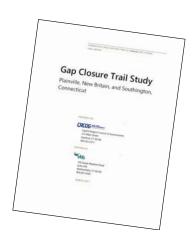
Phase 1: Identify Alternative(s)



Phase 2: Refine Alternative(s)



Phase 3: Prepare Concept Plan



Spring 2017 Summer 2017 Fall 2017

Upcoming Decision Points

JULY 11, 2017

Steering Committee / Technical Team Meetings Evaluate short list alignments.

LATE AUGUST/SEPTEMBER 2017 - STAY TUNED!

Public Workshop (tentatively in late August/September) Refine the alignments - Help the Study Team determine how the trail will look when finished.

SEPTEMBER 2017

Steering Committee / Technical Team MeetingsReview refined alignments from Public Workshop.

FALL 2017

Town Council Meetings

Present for consideration refined alignments.

Steering Committee / Technical Team MeetingsReview Draft Concept Plan.

Present Draft Concept Plan for public comment.



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

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