

## Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

### **Steering Committee Meeting #1**

**April 28, 2016, 3 PM – 5 PM**

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

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



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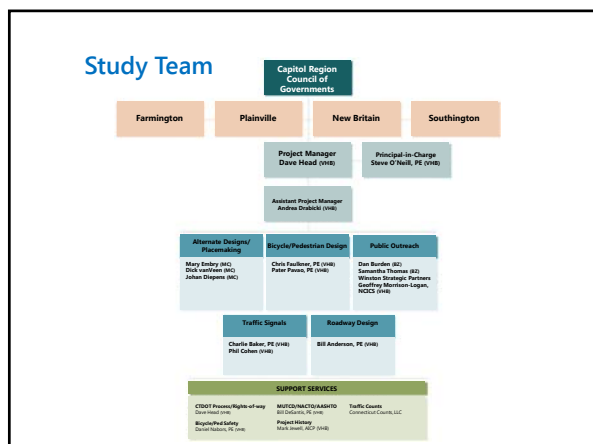
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### Introductions

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




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### Steering Committee House Keeping

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




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### Steering Committee Role

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




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### Scope of Work

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

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### Public Engagement Plan

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

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## Schedule



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

## Vision Statement

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

## Data Collection Update

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

## Branding the Study

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

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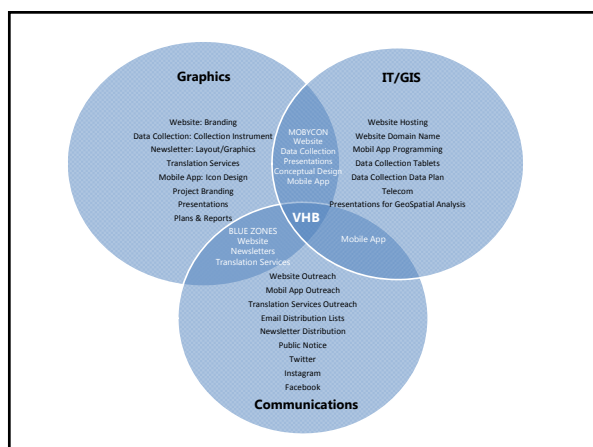
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## Branding the Study

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

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The Logo: Potential Option #1



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The Logo: Potential Option #2



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The Logo: Potential Option: #3



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## Lets have some fun!

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




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## The Website Layout




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## The Website: Domain Name

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

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### Lets have some fun!

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

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### Homework...

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




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Dave Head | dhead@vhb.com | 860.807.4339  
 Andrea Drabicki | adrabicki@vhb.com | 860.807.4357  
 Mark Jewell | mjewell@vhb.com | 860.807.4326




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# Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

## Public Engagement Plan

Towns of Plainville, Southington, New Britain and Farmington

#GapClosureStudy

April 26, 2016

The Public Engagement Plan (PEP) for the Farmington Canal Heritage Trail and CTfastrak Connection Study (Gap Closure Study) will use highly-proven methods of engagement called “informed consent.” This approach uses active vs. passive methods of engaging. Stakeholders go beyond just approving the Plan, they help build it, take ownership and defend it. Using this technique, the process builds diverse energy into broad consensus and creates excellent “ground cover” for elected officials and staff to negotiate the project using collaborative team building tools. Once understood, the better understanding of the project facilitates the approval process. Through the monthly coordination calls, VHB will coordinate with the client to develop and implement the public engagement for this study. Planning discussions and materials will be accessible to all (including translation to other languages where needed) allowing full transparency of the planning study through the use of this engagement. The VHB Team which includes Blue Zones and Mobycon will be involved in the PEP. Blue Zones has been brought on board to lead the PEP and will be managed by VHB. Mobycon will be brought in at key moments, especially during critical public outreach events. There are several components to the PEP which consist of:

- 1.) Steering Committee meetings
- 2.) Technical Team meetings
- 3.) Discovery Phase
  - a. Focus Group Meetings
  - b. Stakeholder Interviews
- 4.) Charrettes
- 5.) Public Informational Meetings
- 6.) Surveys
- 7.) Town Council and Board of Selectman Meetings

- 8.) Website and Social Media
- 9.) Newsletters and Email Lists
- 10.) Translation to other languages as needed for groups within the study area.

It is estimated that the study will take 18 months to complete.

### **1.) Steering Committee Meetings**

The Steering Committee (SC) will meet 9 times throughout the study to help guide the Capitol Region Council of Governments (CRCOG) and the VHB team with the study process and assist in evaluating the feasibility of alternatives. The purpose of the SC is to vet and validate goals, objectives and assumptions, review and react to consultant work including the public engagement plan, data collection existing conditions assessment, analysis of alternatives, implementation plan. In addition the SC will be used to identify a list of criteria to evaluate alternatives using a decision matrix. It is expected that the SC will meet approximately every two (2) months during the study.

### **2.) Technical Team Meetings**

The Technical Team (TT) will meet 5 times throughout the study and will assist in the technical aspect and provide input from the Towns and Region. The TT is envisioned to be a much smaller group of professionals from the Town and City, as well as CRCOG, CT DOT, PGA, ECG and others as deemed necessary. The TT will assist the consultant team providing feedback and information on items such as, local bicycle and pedestrian standards, technical review of alignments, technical review of impacts among other items. The TT is expected to meet at critical milestones during the study to assist the study team.

### **3.) Discovery Phase**

(1 week on-site)

DATE: TBD, ideally late July or early August

Approach:

- Discovery, assessment, and documentation (photos and field notes) of existing conditions—challenges, needs, opportunities—via windshield (driving), walking and biking tours, or mobile study sessions.

- Focus group meetings, or stakeholder group listening sessions. These range from 60-90 minutes, with 15 minutes between sessions. To include, but not limited to:
  - Local elected leaders
  - City planners, public works, economic and community development, fire and police department staff and directors/chiefs, CROG staff, utilities,
  - Connecticut DOT, rail and transit authorities
  - Chamber of Commerce, arts and civic leaders, and other business and commercial property owners on the corridor
  - Bicycle and Pedestrian advocates, neighborhood residents, and other citizen groups (AARP, advisory committees, disability awareness
  - Neighborhood leadership groups, school officials
  - Other: large employers, health leaders (i.e. hospitals, departments of Health, etc.)
- Bicycle Mobile Study Tour (M), designed in three segments and three start times so community members can join at different points throughout the day.

Schedule:

*Note: Below is a draft schedule and will be adapted to best meet local needs, and meeting time culture.*

#### Day 1

- Technical team meeting and briefing with initial windshield (driving) tour with local experts (3-4 hours, half-day). This should familiarize Blue Zones team and others with the birds-eye view of existing conditions, challenges and opportunities. It will also assist with refining the biking mobile study tour route, as needed. For this meeting, 11x17" format maps, traffic volume maps, and related data maps will be used for this portion of the discovery. If readily available, property maps will also be used.
- Focus-Group: Steering Committee leaders (60-90 min)

#### Day 2: Focus Group Meetings with key stakeholder groups in Plainville (re. gap closure)

- |                       |  |
|-----------------------|--|
| • 8:00 am - 9:30 am   | Focus Group 1  |
| • 9:45 am – 11: 15 am | Focus Group 2  |
| • 11:30 am – 1:00 pm  | Focus Group 3: Business, Civic, Art Leaders,<br><i>potentially as a sponsored lunch by the Chamber of Commerce</i> |
| • 2:00 pm – 3:30 pm   | Focus Group 4  |
| • 5:00 pm – 6:00 pm   | Focus Group 5  |

Day 3: Focus Group Meetings with key stakeholder groups in Southington & New Britain  
(re. CTfastrak connection)

- 8:00 am - 9:30 am Focus Group 1
- 9:45 am – 11: 15 am Focus Group 2
- 11:30 am – 1:00 pm Focus Group 3: Business, Civic, Art Leaders,  
*potentially as a sponsored lunch by the Chamber of Commerce*
- 2:00 pm – 3:30 pm Focus Group 4
- 5:00 pm – 6:00 pm Focus Group 5

Day 4: Bicycle Mobile Tour (w/ optional evening walking audit)

Day 5:

- Morning Additional Reconnaissance
- Mid-afternoon Blue Zone Team Departs

**4.) Charrettes (C)**

Charrette 1: Alignment

DATE: TBD, ideally September or early October

*Step 1, Day 1 Kick-Off Presentation:* The Blue Zone Team will conduct a kick off opening public presentation to present the process we are entering, provide inspiration, validation, and frame opportunities by visioning with the community through a values clarifying exercise.

*Step 2, Day 2 Charrette – Public Workshop:* An interactive day allowing all stakeholders interested in Closing the Gap to interact with one another, come to agreement on various issues, and take ownership of the resulting alignment plan. The public workshop includes:

- An overview presentation to introduce or re-introduce the process, study area and tools (i.e. bike and multi-use trails, trail crossings, neighborhood and community connections, on-street network, traffic circulation, traffic calming, placemaking, etc.) to address specific local concerns.
- A 60- to 90-minute walking audit—the most powerful consensus-building element of a charrette. The walking audit—or mobile workshop—pioneered by Dan Burden, is a participatory event where citizens become the experts and together begin to see, feel and identify street treatments and tools.
- Table Top Design Exercise: participants design solutions, identifying corridor options and applying the tools that they learned about that address the priority problems and shared values of the community.

- Table Presentations: each table presents their solutions to the entire group.
- Facilitated discussion of next steps and closing remarks made.

*Step 3 Conceptual Engineering Design:* The information provided by the community, along with previously collected data, allows the engineering and design team to develop a set of solutions that address the communities concerns. The team will determine the feasibility of corridor (trail) placement, along with connector routes to key destinations, including the CTfastrak station. A holistic and context sensitive approach is used.

*Note: Design team will be in production during the workshop, and into the next day to produce rough sketches of alignment options based on workshop input and prior discovery visit input.*

*Step 4, Day 3 Evening Closing Presentation:* The Blue Zone Team presents the potential design solutions, giving stakeholders the opportunity to view plans of solutions that they had helped to create. The closing presentation is also an opportunity for residents to critique the plan and provide the team with any additional comments or suggestions to further evolve the alignment and designs, wherever feasible.

#### Charrette 2: Design Specifics/Details

DATE: TBD, ideally January 2017

The Charrette will follow a similar process as Charrette 1 with a focus on design specifics and details.

#### **5.) Public Informational Meetings (PIM)** (May, December 2016, April 2017)

This study will entail four (4) Public Informational Meetings (PIM) to inform and engage the public at critical stages of the study. These meetings are expected to be held at the completion of Tasks included in the scope of work. Tentatively they are scheduled for occurring with the study outset, with the Task 4 - Assessment of Existing Conditions Deliverable, with the Task 5 – Identified of Alternatives, with Task 7 – Final Reports. These meetings will be an open house format where the public can attend and speak in small groups to the VHB Team to relay their input on the study, they can also (if deemed necessary) have a presentation component. It has been VHB's experience that the open house format offers better contact with the public and garners better input.

#### **6.) Surveys** (May 2016, February and April 2017)

Three (3) online surveys will be undertaken to solicit additional public input at important times during the study. The results of the study will be shared through the project website and at public meetings. The questions being asked will be developed with input from the CRCOG, SC and others as deemed necessary.

## **7.) Town Council and Board of Selectman Meetings** (May 2016, February, August 2017)

The VHB study team will attend nine (9) Town Council / Board of Selectman meetings (3 in each Town, Southington, Plainville and New Britain) that will be scheduled to coincide with Task deliverables. These meeting will inform the larger political bodies of the study area Towns and allow needs from the Study team to be relayed to as well as answer questions from, these political bodies.

## **8.) Website and Social Media**

The VHB Team will develop a project website that will provide an overview of the project, its process and will act as a central location for storing public deliverables. The website will consist of 4-5 pages that are organized to include a project overview, documents, FAQ, schedule and relevant links. It is anticipated that public deliverables such as PowerPoint presentation and short videos (produced by the team) will be placed on the project website. The website domain name will be [www.gapclosurestudy.com](http://www.gapclosurestudy.com).

## **9.) Newsletters and E-mail lists.**

Newsletters will be produced to coincide with the public informational meetings and charrettes. Six (6) newsletters will be produced over the duration of the Study. The Newsletters will contain relevant study materials in an easy to understand manner and inform the public of study progress and how to continue to provide input into the study.

## **10.) Translation to other languages**

Over the course of the study as deemed necessary by the CRCOG and member Towns / City public documents will be translated to other languages as deemed necessary. CRCOG's LEP / EJ policy is attached which is how it will be determined when and what will need to be translated.



**To:** Robert E. Lee, Town Manager, Town of Plainville  
Garry Brumback, Town Manager, Town of Southington  
Erin Stewart, Mayor, City of New Britain  
Steering Committee, FCHT-CT*fastrak* Study

**From:** Jennifer Carrier, CRCOG  
Timothy Malone, CRCOG

**CC:** Grayson Wright, CTDOT  
Pramod Pandey, CRCOG

**Date:** April 28, 2016

**Subject:** Environmental Justice (EJ) and Limited English Proficiency (LEP) Considerations for the Plainville-Southington Farmington Canal Heritage Trail Gap Closure and CT*fastrak* Connection Study

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The Capitol Region Council of Governments (CRCOG) has adopted a policy of employing public outreach activities that are tailored to low-income, minority, and limited English proficiency communities when deemed appropriate and necessary. Neighborhoods with concentrations of minorities and/or low-income persons are considered to be **Environmental Justice (EJ)** target areas, and areas with significant numbers of persons who speak English less than very well are considered to be **Limited English Proficiency (LEP)** target areas. CRCOG currently uses multiple outreach activities, as recommended by its current Public Participation Plan, to outreach to these communities. Necessary efforts are determined on a project by project basis. CRCOG is in the process of updating its Public Participation Plan, and that document will provide updated guidance on public outreach procedures to be used in CRCOG's future planning efforts.

This memo is prepared to summarize the recommended EJ and LEP considerations for the Plainville-Southington Farmington Canal Heritage Trail Gap Closure and CT*fastrak* Connection Study based on analysis of the potential impacts to these populations. The EJ and LEP recommendations are summarized below, and the analysis is detailed in the text that follows. This information will be presented to the study's Stakeholder Committee at its first meeting, and we will be looking for the committee's input and endorsement at that time. Other municipal officials are invited to contact CRCOG with feedback, questions, or comments prior to this meeting on **April 28, 2016**.

## **ENVIRONMENTAL JUSTICE (EJ) AND LIMITED ENGLISH PROFICIENCY (LEP) RECOMMENDATIONS**

**EJ recommendations:** The New Britain portion of the study corridor includes primary and secondary EJ areas (Map 1). The Plainville portion of the study corridor does not include any EJ areas. The study team will share this memo with local officials and the study team to solicit input on inclusion of those minority and low-income neighborhoods in the public outreach efforts for the study.

**LEP recommendations:** The City of New Britain has a significant number of primary Spanish LEP target areas (shown on Map 2) as well as Polish LEP target areas (shown on Map 3). No significant concentrations exist in either Plainville or Southington.

Based on the LEP analysis, the following are recommendations for Phase 2 of the study. The Phase 1 study area does not contain any significant LEP populations.

- Post notices in Spanish and Polish on meeting announcements and agendas stating that an interpreter will be at the meeting upon request.
- Have a Spanish and Polish interpreter available upon request, with at least 24 hours advance notice, for public meetings.
- Issue study newsletters in Spanish and Polish.
- Provide 2-page summaries of essential reports in Spanish and Polish.
- The study team should meet with appropriate local municipal officials to determine if any additional outreach efforts should be made to address other LEP concerns.

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## ENVIRONMENTAL JUSTICE (EJ) AND LIMITED ENGLISH PROFICIENCY (LEP) ANALYSIS

### Study Area

The study is divided into two phases, each with their own, but overlapping, study areas. The study area for Phase 1 primarily focuses on the Town of Plainville and likely north-south corridors that will “bridge the gap” in the Farmington Canal Heritage Trail between Southington and Farmington. The study area for Phase 2 primarily focuses on the east-west corridor between Plainville’s Town Center and Downtown New Britain. Areas to the north and south of this corridor will also be examined. The social and the economic impacts of these areas resonate to a much larger surrounding communities. This study, therefore, will analyze and report on these core areas and the surrounding communities. The study area is shown on Map 1.

### Environmental Justice Considerations

CRCOG adopted its EJ Action Plan in 2002. This plan calls for special outreach efforts to be taken to ensure minority and low-income neighborhood involvement in special studies such as the Plainville-Southington Farmington Canal Heritage Trail Gap Closure and *CTfastrak* Connection Study. CRCOG’s policies regarding EJ and LEP neighborhoods require that when the impact area of a study lies within or near one or more of these neighborhoods, special consideration in public outreach efforts should be given.

In determining whether such special considerations may be necessary, a determination first must be made as to whether or not EJ or LEP target areas are located within the study area. This is done by overlaying the project study area on the EJ and LEP maps. Then, if appropriate, special public outreach efforts are designed based on those findings.

Potential outreach efforts could include:

- Outreach to established neighborhood groups in areas affected by the study;
- Presentations at regularly scheduled meetings of community groups, church groups, etc.;
- Neighborhood representation on local advisory committees; and/or
- Use of small, informal meetings or focus groups – especially early in a study to reach citizens who might not be inclined to attend large formal meetings.

Environmental Justice target areas were adopted by the Capitol Region Environmental Justice Advisory Board and subsequently by CRCOG in 2003. The target areas are defined as follows:

*Primary Area:* The primary EJ target area is any census block group that has at least 50% minority population, according to the current census.

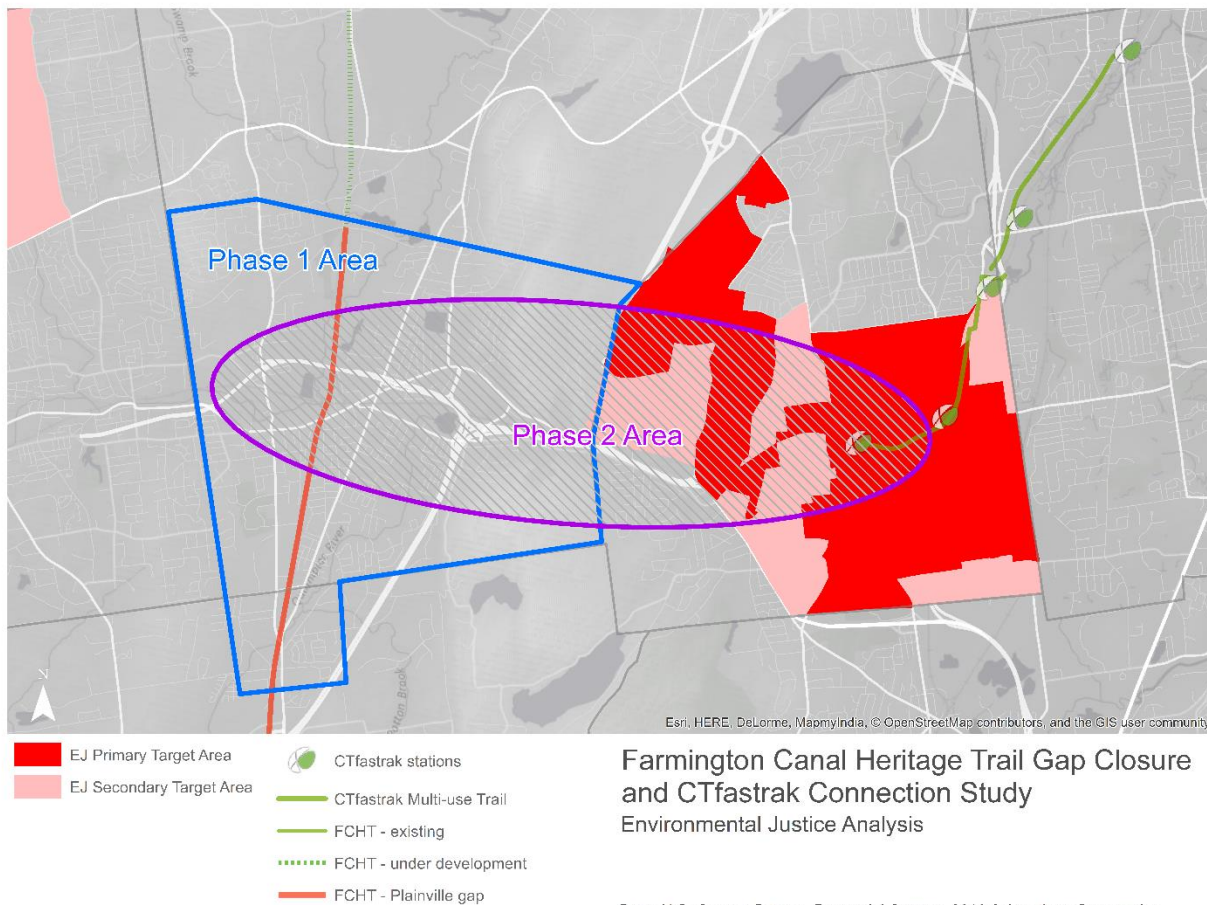
*Secondary Area:* The secondary EJ target area was originally defined as census block group that has at least 20% of its population with an income at or below 150% of the census poverty threshold based on the latest census data. Due to the changes in Census Bureau methodology, the census tract is the smallest geography for which estimates are readily and consistently available. CRCOG, therefore, utilizes the census tract level data for this analysis. The secondary EJ target area, therefore, is any census tract that has at least 20% of its populations with an income at or below 150% of the census poverty threshold according to the current census.

### Environmental Justice Findings

Map 1 shows the EJ primary and secondary target areas within and surrounding the study focus area. A large portion of the city is composed of neighborhoods where the majority of the people are minorities (primary target areas). Secondary target areas are also present adjacent to the city's downtown and in its northeast corner.

There are no target areas in Plainville.

**Map 1: Project Corridor and Environmental Justice Target Areas**



Note: \* Primary includes any census block group that has at least 50% minority population according to the 2010 Census.

\*\* Secondary includes additional census tracts that with at least 20% low-income population by family size (family income at or below 150% of the census poverty threshold, by family size) according to the ACS 2009-2013 estimate.

### **Limited English Proficiency Considerations**

A policy entitled Reducing Language Barriers was approved by the CRCOG Policy Board in 2005 and is included by reference in CRCOG's Public Participation Plan. This policy contains guidelines for making CRCOG transportation programs more accessible to LEP communities.

*Language Target Areas:* CRCOG's LEP policy and target areas were originally defined based on census block group level data. Due to the changes in Census Bureau methodology, the census tract is the smallest geography for which estimates are readily and consistently available from the American Community Survey (ACS). As such, this analysis is based on tract level data. The target areas are defined as follows:

- *Spanish Language Primary Target Area:* The primary target area includes those neighborhoods with a high proportion (more than 20%) of Spanish-speaking LEP residents.
- *Spanish Language Secondary Target Area:* The secondary target area includes those areas where the Spanish-speaking LEP population accounts for 5-20% of the census tract population.
- *Other Non-English Languages Target Areas:* CRCOG's LEP policy and target areas for other non-English languages were originally to be defined on a case by case basis. Since the LEP data for other languages is now available at the census tract level from the ACS, CRCOG will apply the same threshold as used for Spanish to define primary and secondary target areas (primary over 20% LEP and secondary 5-20% LEP) for these languages.

### **Limited English Proficiency Findings**

Spanish LEP target areas are shown on Map 2. The City of New Britain has a significant amount of primary Spanish LEP target areas. Overall, 31% of New Britain's residents (21,373 people) over the age of five speak Spanish at home. Citywide, 11% (7,400 people) of the population does not speak English or does not speak English well, and are thus considered LEP. The census tract that encompasses the city's downtown has a concentration above 20% and is within the study area. The highest concentration is located just northeast of the study area, where 28% of the population speaks Spanish and is considered LEP. The Town of Plainville does not have any significant concentrations of Spanish speaking LEP people.

The City of New Britain also has a significant Polish LEP primary target area as shown on Map 3. Overall, 11% (7,330 people) of New Britain's population over the age of five speaks Polish. That percentage drops to 6% when just the LEP population is considered. The two census tracts shown in dark red have Polish-speaking LEP concentrations of 22% and 25%. Both of these are adjacent or within the study area for Phase 2. Lighter red areas have LEP populations between 5% and 20% and are considered secondary target areas. Two secondary target areas are within the Phase 2 study area. There are no significant concentrations of Polish-speaking LEP populations in Plainville.

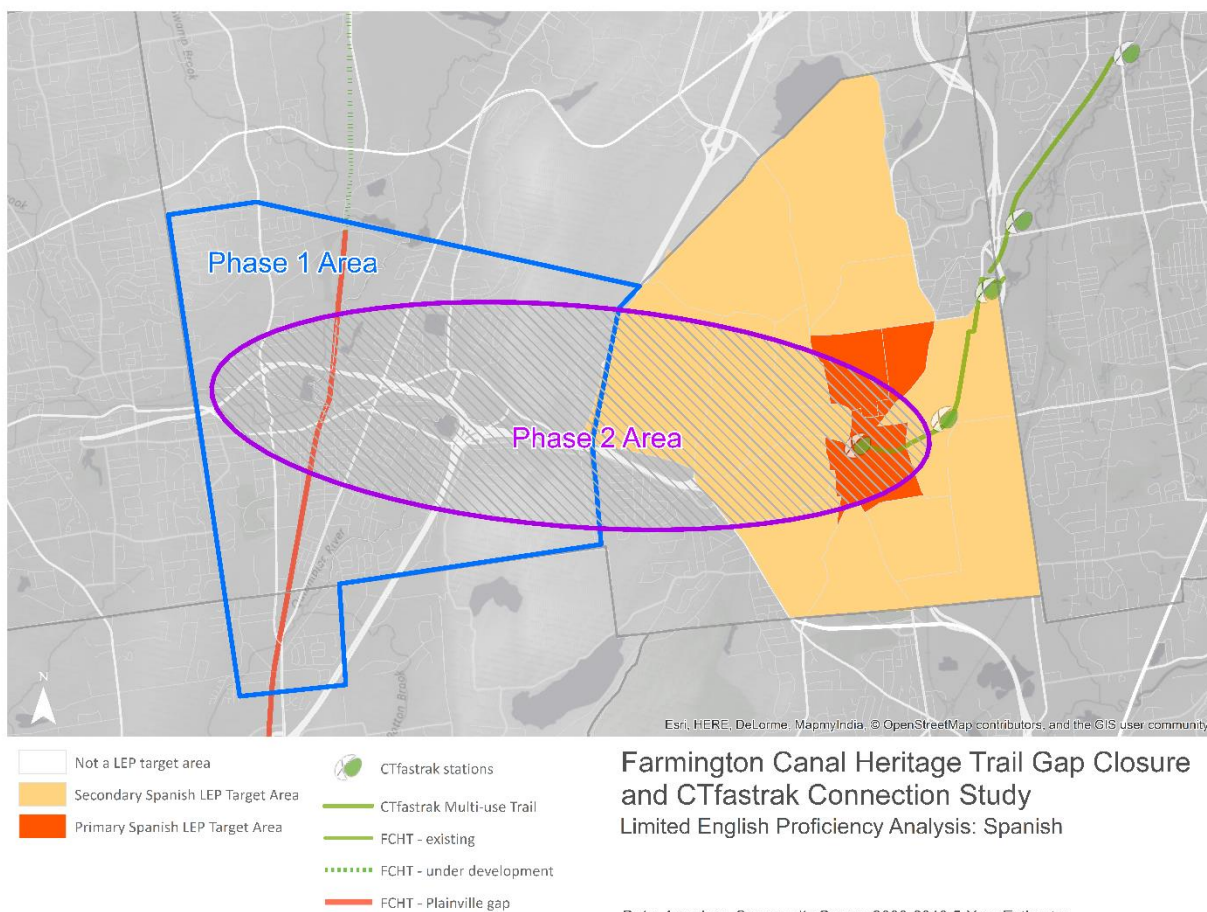
## SUMMARY

CRCOG and its consultants should discuss the EJ analysis findings with local officials to ensure that minority and low-income neighborhoods are included in the public outreach efforts for the study.

Based on the LEP analysis, the following are recommendations for Phase 2 of the study. The Phase 1 study area does not contain any significant LEP populations.

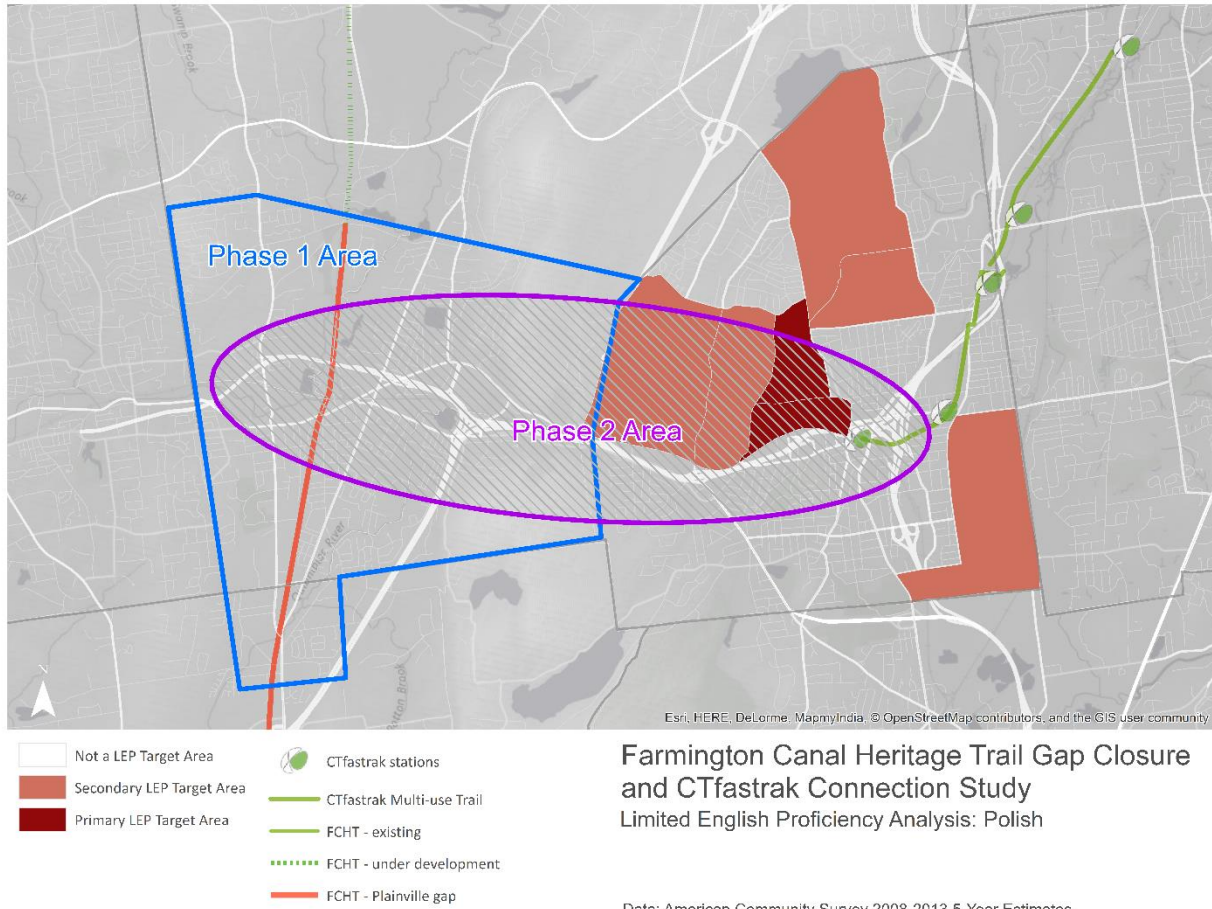
- Post notices in Spanish and Polish on meeting announcements and agendas stating that an interpreter will be at the meeting upon request.
- Have a Spanish and Polish interpreter available upon request, with at least 24 hours advance notice, for public meetings.
- Issue study newsletters in Spanish and Polish.
- Provide 2-page summaries of essential reports in Spanish and Polish.
- The study team should meet with appropriate local municipal officials to determine if any additional outreach efforts should be made to address other LEP concerns.

## Map 2: Limited English Proficiency Analysis – Spanish





### Map 3: Limited English Proficiency Analysis – Polish



## CRCOG - Gap Closure Study

### Data review List

Title	Author/Agency	Publication Date	Type (plan, report, study, website)
The Economic Impact of Greenways and Multi-Use Trails	Community & Economic Development, University of Connecticut Extension Center	2015	report
Connecticut Statewide Bicycle and Pedestrian Transportation Plan Update (CT Bike Ped Plan Update)	CT Bike PED	Winter 2016	newsletter
Bicycle Friendly State Report Card (Connecticut)	The League of American Bicyclists	2014	study
New Britain Bicycle Friendly Community Fall 2014 (Bronze)	The League of American Bicyclists	Fall 2014	study
Farmington Bicycle Friendly Community Fall 2014 (Bronze)	The League of American Bicyclists	Fall 2014	study
2015 Annual Report - Connecticut Bicycle and Pedestrian Advisory Board	CT Department of Transportation/Quasi Public Advisory Board	2015	report
Farmington Valley Trails Council	Farmington Valley Trails Council	2015	website
Farmington Canal Rails to Trails	FCHT Greenway Rails to Trails Association	U/K	website
Bicycle and Pedestrian Coordinator	State of CT Department of Transportation	2016	website
Bike Walk Connecticut	Bike Walk Connecticut	2012-2016	website
Bicycle and Pedestrian Planning Program	Capitol Regional Council of Government (CRCOG)	2006	website
Walnut Hill Park, New Britain	Olmstead Legacy Trail/American Society of Landscape Architects	U/K	website
CTfastrak	State of CT Department of Transportation	2002-2016	website
CT Statewide Bicycle and Pedestrian Transportation Plan	State of CT Department of Transportation	2009	plan/website
Safe Routes: Connecticut Safe Routes to School	Federal Highway Administration / State of CT Department of Transportation		policy/website
League of American Bicyclists	League of American Bicyclists	U/K	website
Connecticut National Recreational Trails Program	Connecticut Department of Energy & Environmental Protection	September 2011	plan
Connecticut Statewide Comprehensive Outdoor Recreation Plan 2011-2016	Connecticut Department of Energy & Environmental Protection	September 2011	plan
Let's Go CT! - Connecticut's Bold Vision for a Transportation Future	State of CT Department of Transportation	February 2015	plan
Multi-Use Trail Implementation Plan (Governor Malloy's 5-year Transportation Ramp Up Plan)	VHB for Connecticut Department of Transportation	Summer 2015	plan
Complete Streets Connecticut Department of Transportation Policy Statement	State of CT Department of Transportation	10/23/2014	policy
2015 CRCOG Pedestrian and Bicycle Plan Addendum	Capitol Regional Council of Government (CRCOG)	6/22/2015	plan
Complete Streets Report Executive Summary	State of Connecticut Department of Transportation	Fall 2013	report
Complete Streets Report - Breaking Through Barriers for Non-Motorized Transportation users	State of Connecticut Department of Transportation	Summer 2013	report
Regional Pedestrian and Bicycle Plan - The CRCOG Commitment to a Walkable Bikeable Region	Capitol Regional Council of Government (CRCOG)	April 2008	plan
Regional Pedestrian and Bicycle Plan - The CRCOG Commitment to a Walkable Bikeable Region Appendices	Capitol Regional Council of Government (CRCOG)	April 2008	plan
Farmington Valley Trails Council - Suggested Trail Signage Standards	Farmington Valley Trails Council	June 2012	study
Atlas of Title VI Populations in the Capitol Region	Capitol Regional Council of Government (CRCOG)	January 2016	report
Southington-Plainville Farmington Canal Greenway Study	Plainville Greenway Alliance, CT Department of Energy & Environmental Protection, Central CT Regional Planning Agency, Capitol Region Council of Governments	2009	plan
Master Plan Report: Design Study of a Multi-Use Trail Plainville	Milone & McBroom	2009	report
Complete Streets Master Plan	City of New Britain, Urban Engineers, Richter & Cegan, AKRF, Rumney Associates	2013	plan
Building Hope Together	Mayor, YMCA, various local stakeholders	11/17/2014	Workplan