

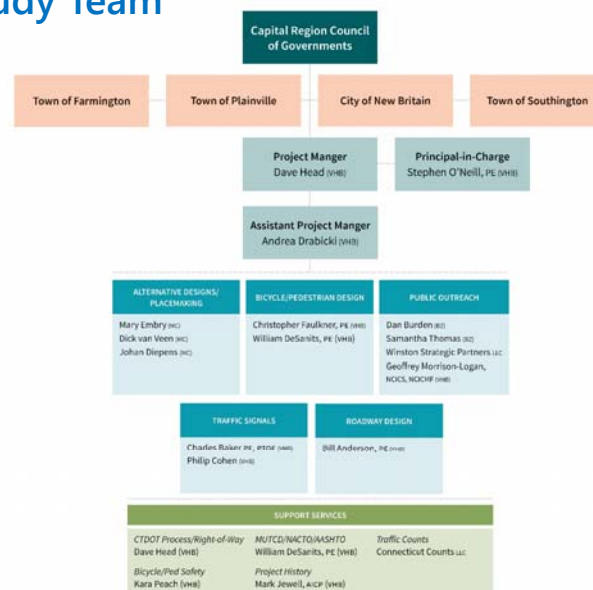


Purpose of Meeting

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



Study Team



Introductions

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



Technical Team House Keeping

- Best time to meet?
- Have we missed anyone for the Technical Team
 - CRCOG
 - New Britain, Plainville, Southington
 - East Coast Greenway
 - Plainville Greenway Alliance
 - Farmington Valley Trails Council
 - CT Dept. of Transportation
 - CTfastrak



Technical Team Role

- Help the Study Team with the Technical aspects of the study
- Assist in evaluating the feasibility of alternative
- Let us know what standards your town / organization requires
- Act as Study Team Liaison
- Share Local knowledge



Scope of Work

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

Schedule

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

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

Objectives of the Study

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



Vision Statement

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

The Website Up and Running



Select Language ▼

Home About Participate Study Team Resources FAQ



The Capitol Region Council of Governments (CRCOG), the Connecticut Department of Transportation (Department), the Town of Plainville (Plainville), the Town of Southington (Southington), the City of New Britain (City) and the Plainville Greenway Alliance (PGA) have initiated this study to evaluate the feasibility of potential alignments and infrastructure needs for the Farmington Canal Heritage Trail (FCHT) through Plainville and into Southington and a connection to New Britain's bicycle network and CTfastrak station.

This study will have two distinct objectives:

1. Close the Gap in the FCHT through Southington and Plainville and
2. Identify a connection to the CTfastrak station in New Britain.

The FCHT runs from New Haven, CT to Northampton, MA, covering approximately 84 miles. Of these 84 miles, the only Gap in the trail is through the Town of Plainville and into Southington, all other sections are either completed, or in design or construction. The Plainville section has not been completed due largely to an active rail line being present within the FCHT corridor.

The recent opening of CTfastrak in Connecticut includes a new multi-use trail for central Connecticut. The

UPCOMING EVENTS

July 25, 2016
Steering Committee Meeting
3:00 - 5:00 PM
 Plainville Library Auditorium

June 26, 2016
Public Information Meeting

The Website Up and Running

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



Home About Participate Study Team Resources FAQ

Frequently Asked Questions

Home » FAQ

You will find answers below to common questions about the study. Please submit your question(s) via the form on this page.

Q1 - Who is CRCOG and what are they doing?

The Capital Region Council of Governments (CRCOG) is a regional planning agency created by the chief elected officials of 38 Metro Hartford municipalities (as of July 1, 2014). The mayors, first selectmen, and town council chairmen who make up our governing Policy Board recognize that the future of our individual members is tied to the future of our region. Our members have collaborated for more than 30 years on a wide range of projects to benefit our towns individually and the region as a whole. The full development of the Farmington Canal Heritage Trail has been a regional planning goal initiative for many years. CRCOG initiated this study in order to thoughtfully engage the communities in determining the best possible alignment in order to "Close the Gaps" in our regional trail system.

Q2 - Why has the development of the Farmington Canal Heritage Trail through Plainville taken so long?

The Farmington Canal Heritage Trail is an 84-mile rail trail, the majority of which, is on a publicly owned rail corridor. The portion of the rail corridor through Plainville is privately owned and actively supports freight operations. In addition to a lack of public right-of-way, the Town has numerous physical constraints including Interstate 84, active railroads running north/south & east/west, numerous State Highways (10, 372, 72, 177, 132, 136) and two major rivers (Dummock and Pequabuck). The Town is also has areas of dense development increasing the complexity of routing a trail through Town.

Submit your questions and sign-up for updates

We welcome you to use the form below to submit your feedback, questions, and to sign-up for study announcements and updates. Your email address will be used only to respond to your questions and/or send you study updates.

Name	<input type="text"/>
Town	<input type="text"/>
Zip code	<input type="text"/>
Email	<input type="text"/>
Message (optional)	

Healthy Communities



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





Values to Action

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

Which focus of investment shown in the two panels to the right brings about the greatest good for a society?

Places for people, or places for cars?



Economics of Trail and Walkability Investments

- A 1 percent increase in walkability yielded \$1,329 increase in property values (CEO's of America (\$800 to \$1,400/point increase))
- Dollar for dollar spent on infrastructure building for walkability costs 1:24 of providing for the auto
- Building trails and sidewalks employs 7 times more people with jobs than money spent on other transportation infrastructure
- An average bicycle tourist leaves \$175/day behind in the community they visit

Two Ways To Grow

Portland, OR



Atlanta, GA



Property Taxes:

↓ 29%

↑ 22%

Air Pollution:

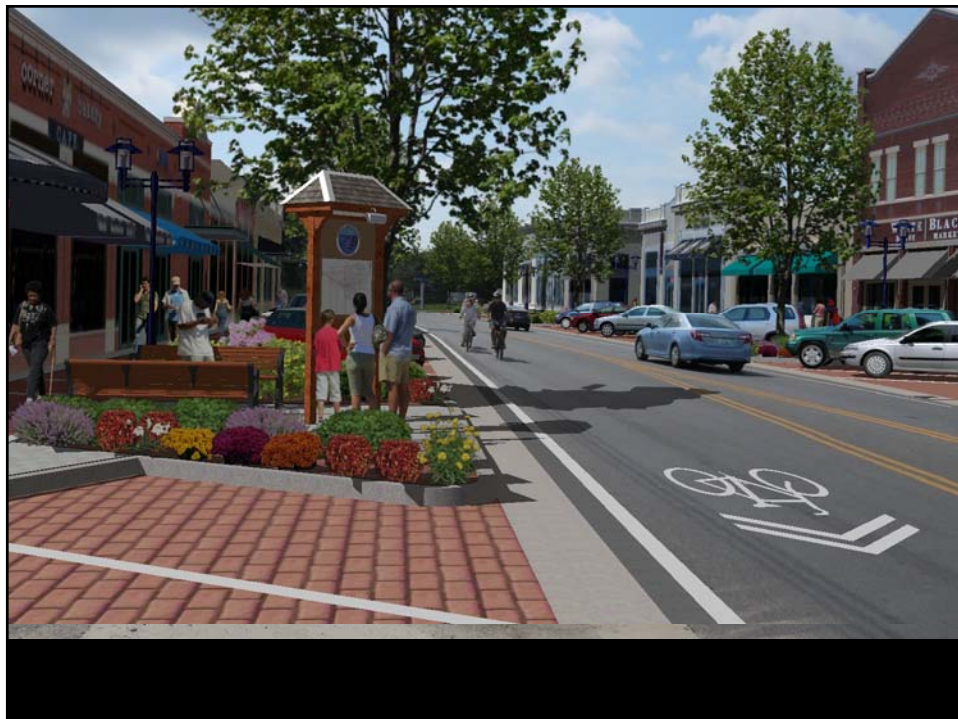
↓ 86%

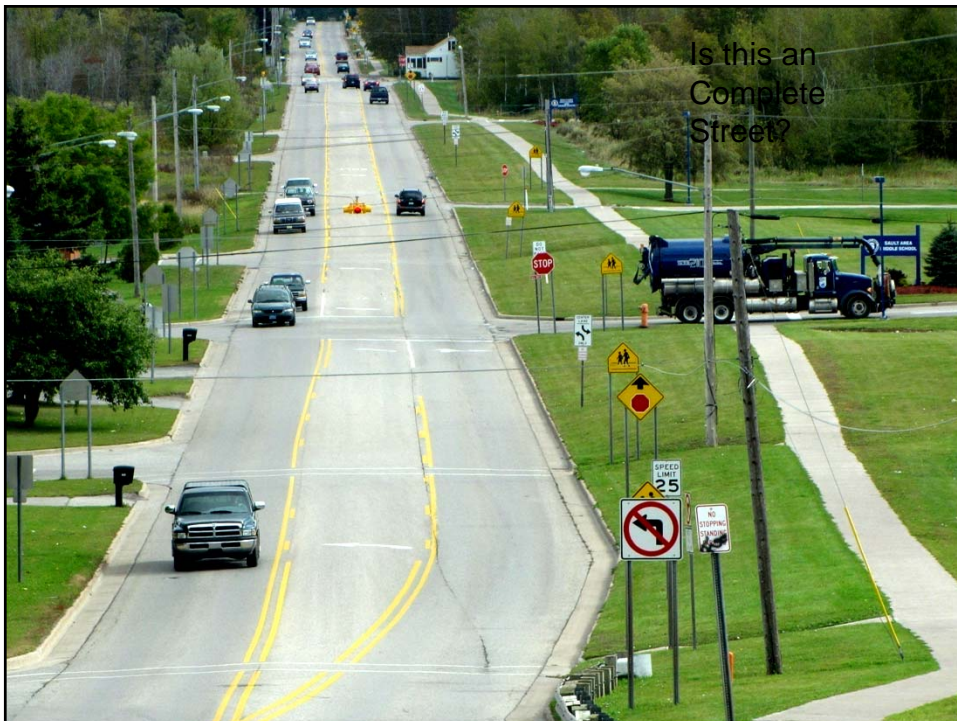
↑ 5%

Neighborhood Quality:

↑ 19%

↓ 11%





Many people are poised to oppose change.

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

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



Aging In Place



Where would you rather walk? Why?



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

William H. Whyte

Aging In Place

***Aging-in-place** means remaining in one's home safely, independently, and comfortably, regardless of age, income, or ability level. It means the pleasure of living in a familiar environment throughout one's maturing years, and the ability to enjoy the familiar daily rituals and the special events that enrich all our lives.*

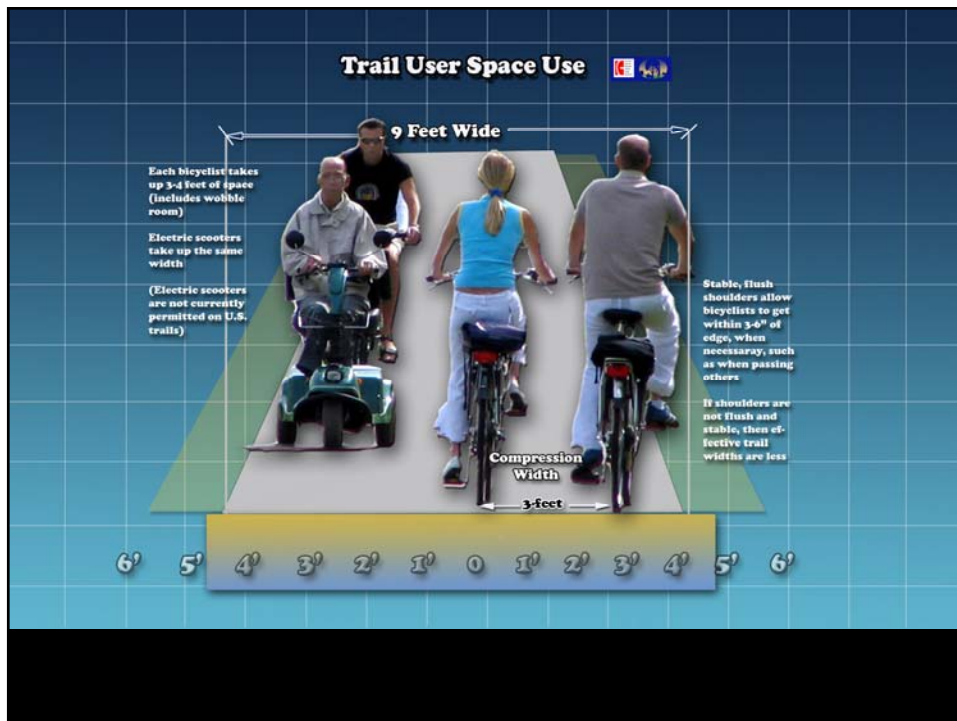
(National Association of Home Builders)



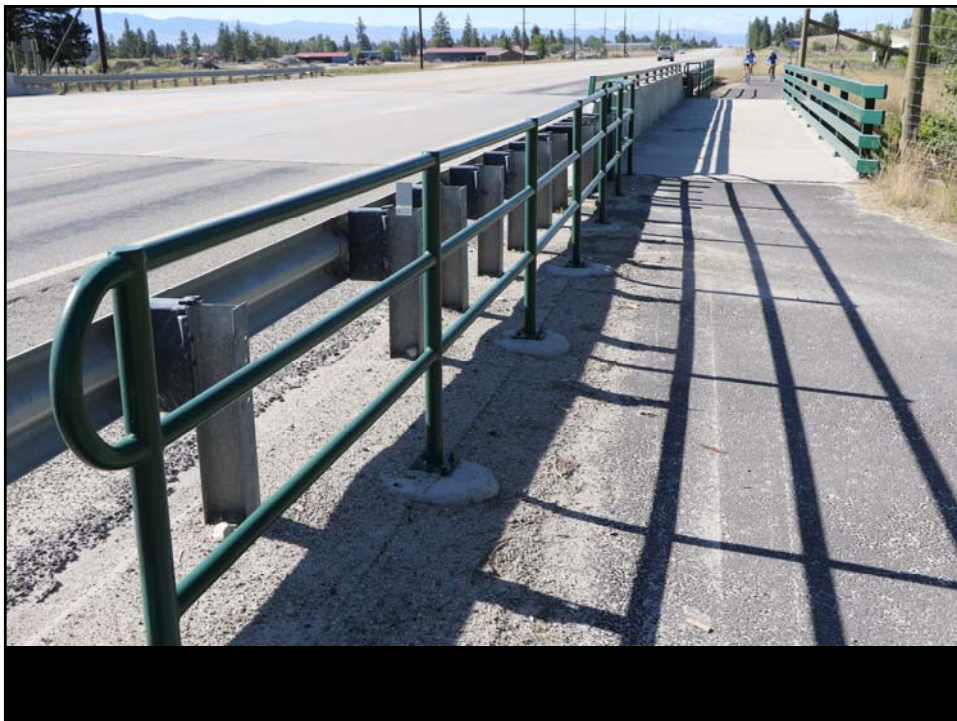
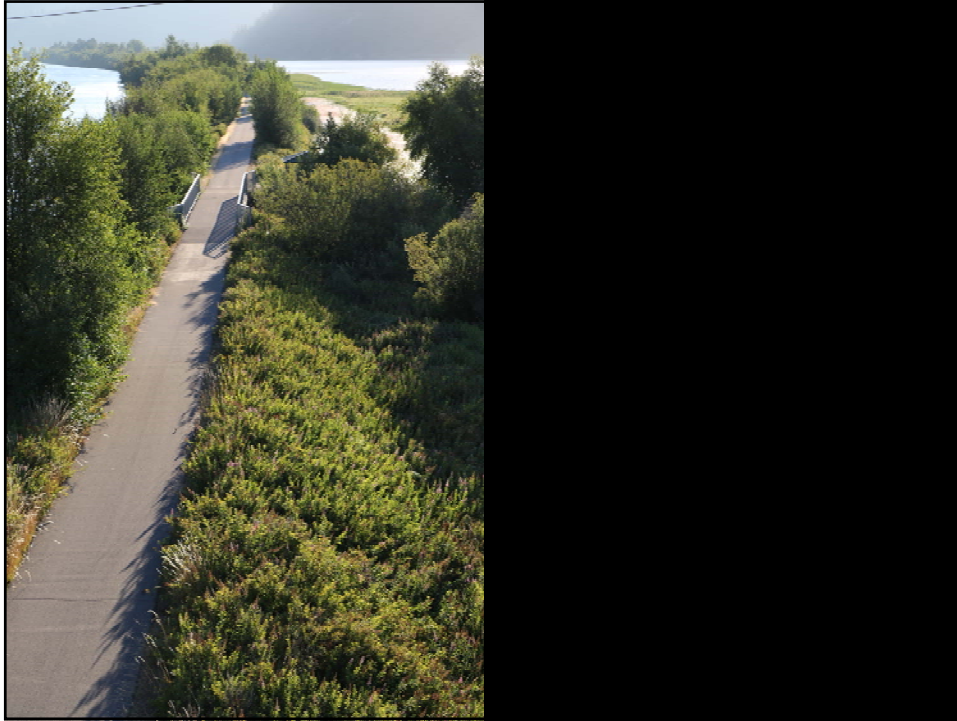
Fennelin Falls, Ontario

Create a Vision for Greenway Development

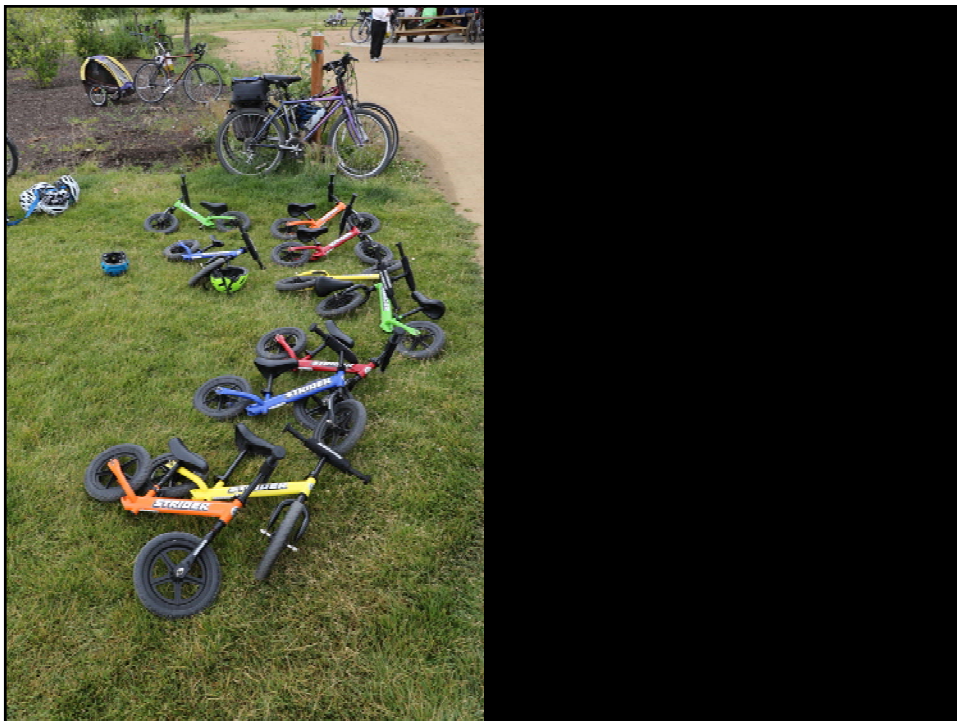
- **Recreation** (exercise, play, discovery, adventure)
- **Transportation Access** (school, work, errands, visiting)
- **Transportation Equity**
- **Health, wellness, fitness**
- **Tourism, economic development**
- **Social** (interaction, association, sharing)
- **Economic stability and growth**















Recreation

Each resident should have easy access to a recreation trail of at least 5 miles in length.



Transportation

Residents (including seniors and children) should be able to have a safe and enjoyable walk or bicycle ride to neighborhood schools, civic buildings, business areas, parks, transit stops and conservation areas.



Environmental Restoration/Enhancement

Corridors should be designed to include restoration or enhancement of native ecological systems as well as St Lucie's tree canopy - and provide opportunities for environmental education.



Social

The St Lucie County Greenways System should encourage social interaction within and between neighborhoods; create gathering places for social or recreational activities; and promote a sense of place for neighborhoods.



Tourism

Visitors should have access to a safe and enjoyable trail of at least 5 miles in length (or about a half-day experience), as well as access to bike rentals and other amenities.



Trails / Paths

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



Bike Lanes

Neighborhood Streets





Destinations

Trailheads Stations

- Signs
- Rest Rooms
- Picnic Pavilions
- Exhibits/Trail Maps
- Parking Lot
- Storm Drainage/Retention
- Landscaping / Buffers
- Walks
- Playground
- Bike Parking
- Bus Stop
- Site Furnishings

Decision Matrix

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

Decision Matrix

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

Decision Matrix

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

Decision Matrix

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

Decision Matrix

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

Draft Decision Matrix - Gap Closure Study

Alternative Alignment	Connectivity Within 1/4 mile of route				Safety Number of Conflicts along Alternative				On Road Length of Alternative on each				Off Road Length of Alternative C	
	Schools	Recreational Facilities	Commercial Locations	Cultural Resources	Commercial Driveways	Intersections	Mid-Block Crossings	Other	Principal Arterial	Minor Arterial	Collector	Local	Multi-use Trail	Separate Facility
Alternative 1														
Alternative 2														
Alternative 3														

Next Steps?

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

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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?