



**GAP**  
CLOSURE TRAIL STUDY  
How to Fill the Gaps in the Trail

## Farmington Canal Heritage Trail Gap Closure and CTfastrak Study

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting  
July 11, 2017



## Purpose of Today's Meeting

Today's meeting is about discussing **recent project activities**, presenting the results of the **evaluation of the shortlisted alignments** for completing the gap in the Farmington Canal Heritage Trail, and **discussing a preferred alignment** for the Plainville gap and the connection to *CTfastrak*



## Agenda

1. Public Comment
2. Minutes from April 19<sup>th</sup> Meeting
3. Project Updates
4. Alternatives Evaluation
5. Public Outreach Schedule
6. Next Steps and Adjourn



## 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."

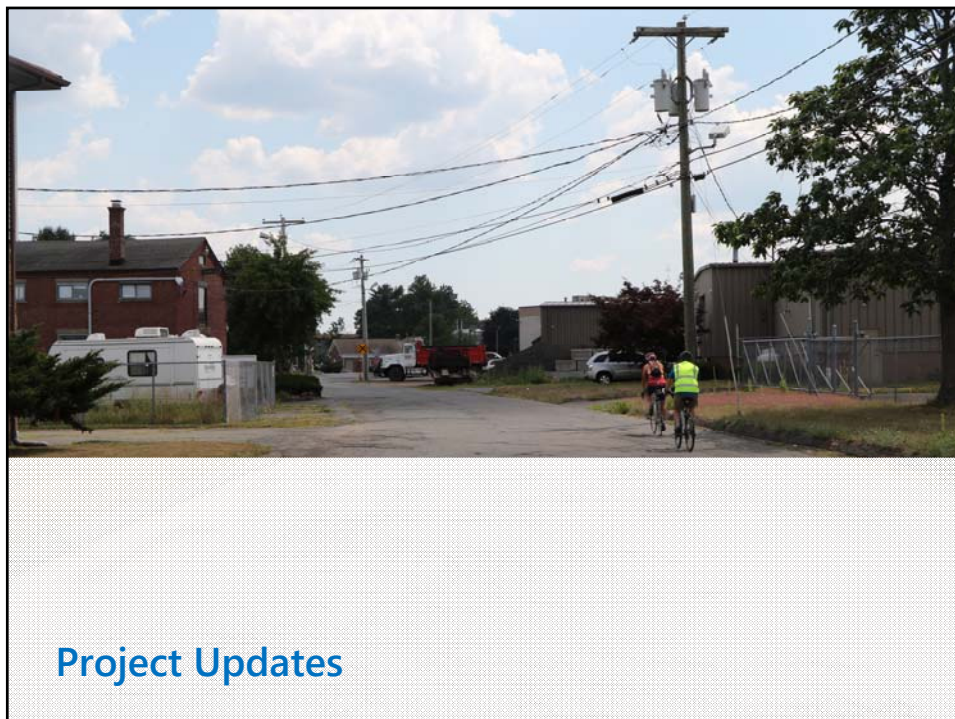




Public Comment



Minutes from April Meeting



### Activities Since Our Last Meeting

- Public Information Meeting May 22<sup>nd</sup>
- Plainville Town Council Briefing June 5<sup>th</sup>
- New Britain Bike Rodeo July 8<sup>th</sup>



## Public Meeting May 22

- Approximately 100 people attended
- Presentation and open house
- Topics from comment forms
  - General support for project and progress made
  - Desire to connect with downtown
  - Preference to maximize off-road
  - Concerns about safety and traffic

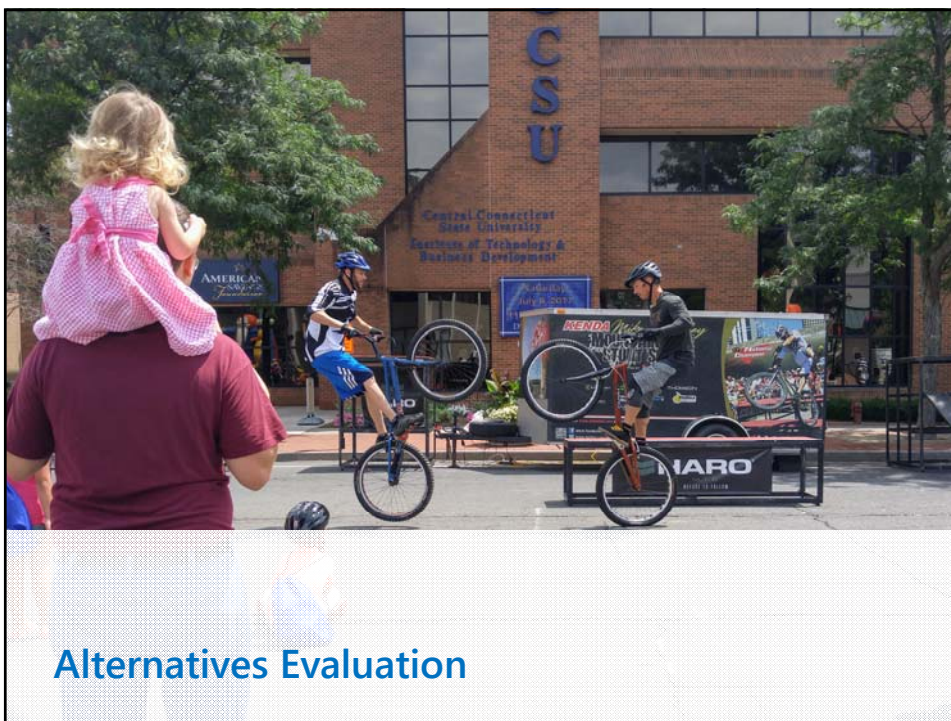


## Plainville Town Council Briefing June 5

- Presented project to Town Council
- Reported on recent activities which included
  - April Steering Committee meeting
  - May public meeting
  - The screening of the long list of potential alignments
  - Details of the short list of practical and feasible alignments, with a focus on Plainville



## New Britain Bike Rodeo July 8



## Alternatives Evaluation

## 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

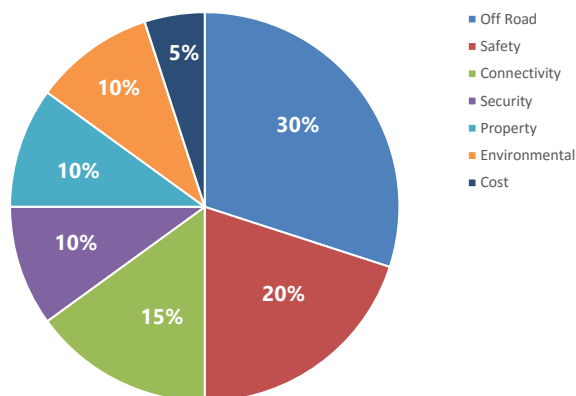


## Evaluation Criteria

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





## What we Evaluated

- Plainville
  - Alignment A – 2009 study preferred alternative
  - Optimized Alignment A – south of downtown only
  - Alignment B – Eastern Option
  - Alignment C – Western Option
  - Alignment D – Eastern Option
- New Britain
  - Alignment E – Off-Road Option
  - Alignment F – On-Road Option

## Plainville Results – North of Downtown

Category	Alignment A	Alignment B	Alignment C	Alignment D
Off-Road Percentage		Moderate Fit	Best Fit	Moderate Fit
Connectivity		Moderate Fit	Moderate Fit	Moderate Fit
Safety		Best Fit	Best Fit	Poor Fit
Security		Moderate Fit	Moderate Fit	Moderate Fit
Right-of-Way		Poor Fit	Moderate Fit	Moderate Fit
Environmental	Best Fit	Moderate Fit	Best Fit	Moderate Fit
Cost	Best Fit	Poor Fit	Best Fit	Moderate Fit

Best Fit
  Moderate Fit
  Poor Fit

### Plainville Results – South of Downtown

Category	Alignment A	Alignment A Optimized	Alignment B Alignment C	Alignment D
Off-Road Percentage		Best Fit	Best Fit	Moderate Fit
Connectivity	Moderate Fit	Moderate Fit	Best Fit	Moderate Fit
Safety			Best Fit	Moderate Fit
Security	Best Fit	Best Fit	Moderate Fit	Best Fit
Right-of-Way	Best Fit	Moderate Fit	Moderate Fit	Moderate Fit
Environmental	Best Fit	Best Fit	Moderate Fit	Best Fit
Cost	Best Fit	Moderate Fit	Moderate Fit	Moderate Fit

Best Fit
  Moderate Fit
  Poor Fit

### Connection to Ctfastrak Evaluation Results

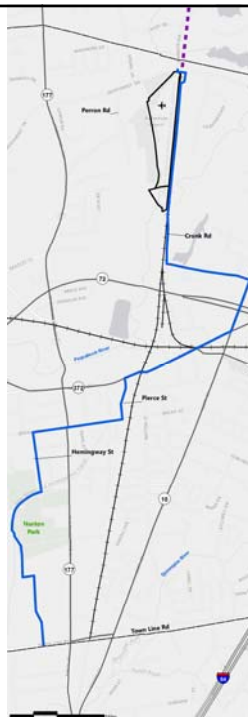
Category	Alignment E	Alignment F
Off-Road Percentage	Best Fit	
Connectivity	Best Fit	Best Fit
Safety	Best Fit	
Security	Moderate Fit	Moderate Fit
Right-of-Way	Moderate Fit	Best Fit
Environmental	Best Fit	Best Fit
Cost		Best Fit

Best Fit
  Moderate Fit
  Poor Fit

## Alignment A

- Performs well
  - *Cost*: largely on-road, lowest cost of all alignments
  - *Environmental*: minimal disruption, due to on-road alignment
- Performs poorly
  - *Off-Road*: Lowest of all alignments
  - *Safety*: Highest number of driveways, conflict with traffic
  - *Connectivity*: Minimal connectivity along the trail

NOTE: When optimized south of downtown, Alignment A can lower traffic conflict, but cost increases



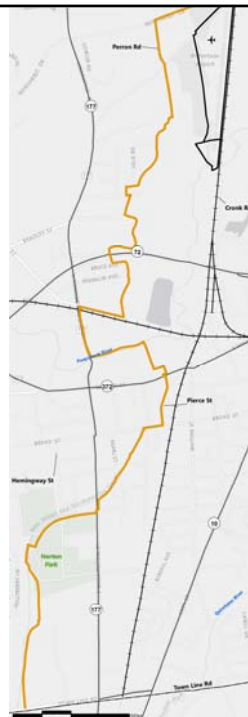
## Alignment B

- North of Downtown
  - Performs well
    - *Safety*: few driveways crossed
  - Performs poorly
    - *Right of way*: highest number of parcels impacted, difficult construction
    - *Cost*: highest cost of all alignments
- South of Downtown
  - NOTE: Alignment for B and C are the same south of downtown
  - Performs well
    - *Off-Road Percentage*: 100%
    - *Connectivity*: amenities along the trail
    - *Safety*: few driveways and traffic conflicts traffic
  - Performs poorly - none



## Alignment C

- North of Downtown
  - Performs well
    - *Off-Road Percentage*: 100%
    - *Safety*: few driveways crossed
    - *Environmental*: minimal impacts identified
    - *Cost*: second lowest of all alignments
  - Performs poorly – none
- South of Downtown
  - NOTE: Alignment for B and C are the same south of downtown
  - Performs well
    - *Off-Road Percentage*: 100%
    - *Connectivity*: amenities along the trail
    - *Safety*: few driveways and traffic conflicts
  - Performs poorly – none



## Alignment D

- North of Downtown
  - Performs well – none
    - Does not fully meet the intent of any evaluation criteria
    - Performs moderately well for most criteria
  - Performs poorly
    - *Safety*: crosses many driveways
- South of Downtown
  - Performs well
    - *Environmental*: minimal impacts identified
    - *Security*: good access along alignment
  - Performs poorly – none



## Alignment E



- Performs well
  - *Off-Road Percentage*: 92% off road, much higher than other alignment
  - *Connectivity*: true for both alignments, connectivity is maximized to residents and amenities
  - *Safety*: fewest driveways and traffic conflicts
- Performs poorly
  - *Security*: true for both alignments, few opportunities for eyes on the trail along the Black Rock Avenue portion of alignment

## Alignment F

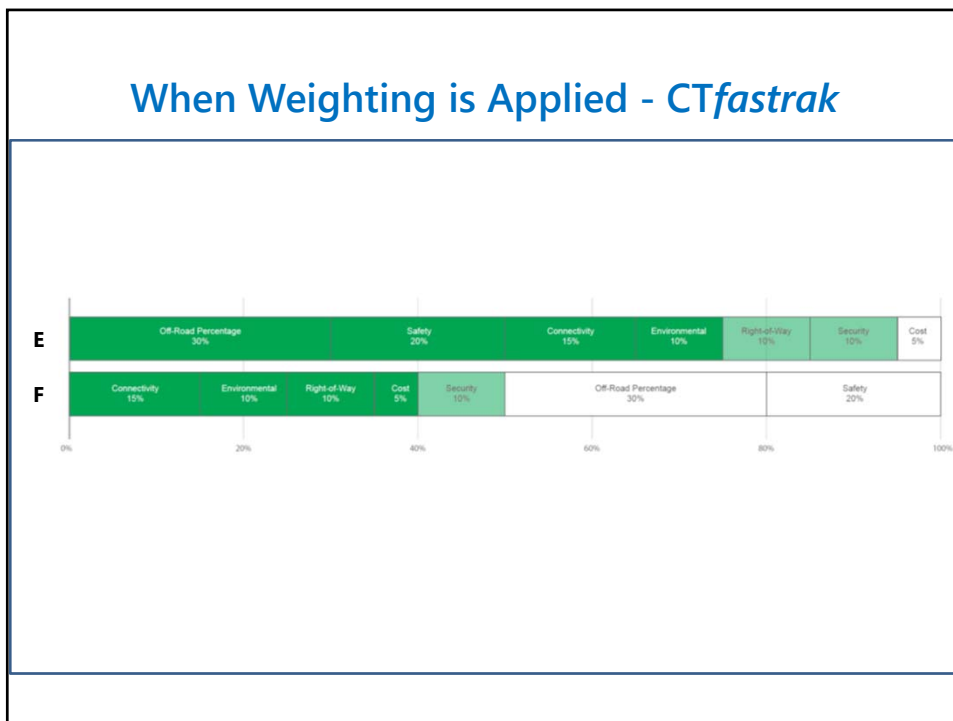


- Performs well
  - *Connectivity*: true for both alignments, connectivity is maximized to residents and amenities
- Performs poorly
  - *Off-Road Percentage*: only 25% off-road
  - *Safety*: Black Rock Avenue is a highly-traveled road for freight in Plainville
  - *Security*: true for both alignments, few opportunities for eyes on the trail along the Black Rock Avenue portion of alignment

## When Weighting is Applied - Plainville



## When Weighting is Applied - CTfastrak



## Technical Team Recommendations

- Plainville North of Downtown
  - Alignment C
- Plainville South of Downtown
  - Alignment B/C
- Connection to *Ctfastrak* in New Britain
  - Alignment E
  
- Questions and Discussion

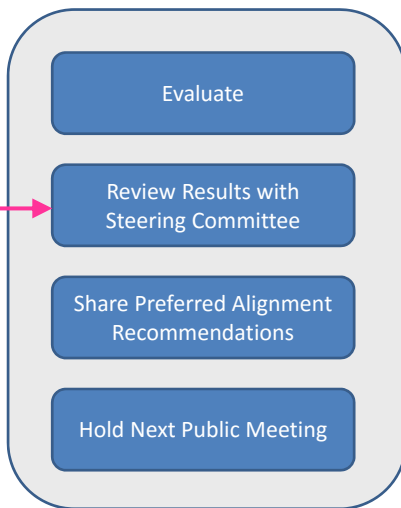


**Public Outreach Schedule**

## Next Steps

- Incorporate feedback received today from Steering Committee
- Meet with Town of Plainville and City of New Britain
- Meet with CTDOT
- Plan for Public Workshop to be held late summer (likely after Labor Day)

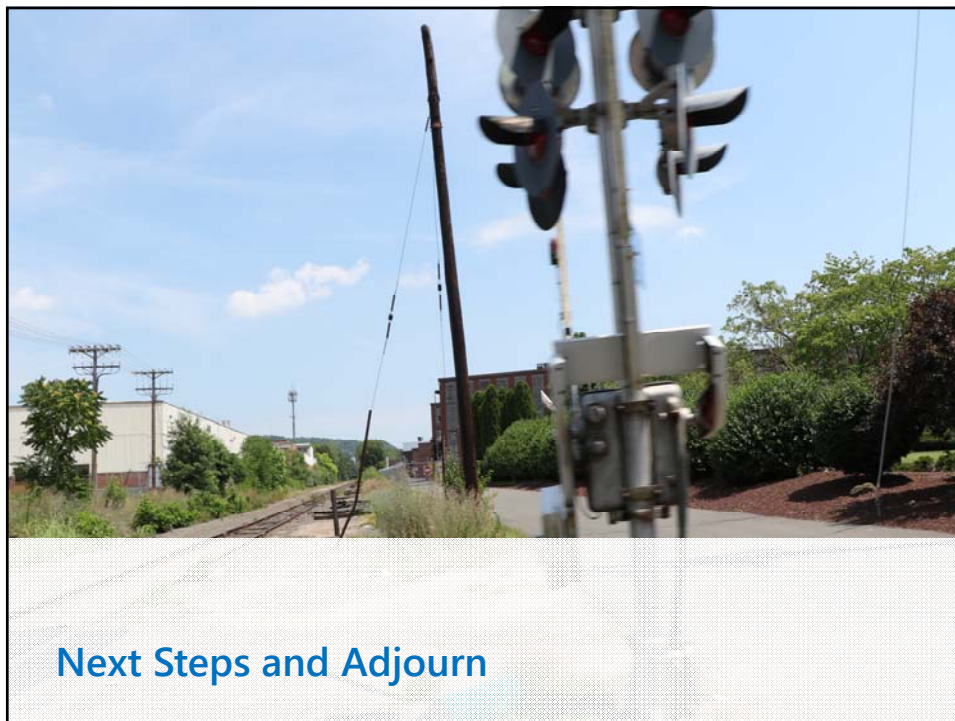
We Are Here



## Project Workplan







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