

Attachment A

Attachment A

This attachment provides some background detail for each of the most significant public outreach activities conducted as part of the Gap Closure Trail Study, between the summer of 2016 and winter of 2018. Included in this attachment are public meeting agendas, presentations, and summaries, as well as copies of published newsletters and reports detailing the summer 2016 mobility tour. This attachment intends to provide documentation of how community members and agency stakeholders were involved throughout the study, a description of comments received at key milestones, and some explanation of how comments were addressed as the effort moved forward.

The attachment is organized to follow the summary of outreach activities included in Chapter 1 of the report, as copied below.

Summary of Gap Closure Trail Study Public Outreach Activities

No.	Outreach Activity	Timing	Who Was Involved?
1.	Community Meetings	July 26, 2016 October 3, 2016 October 4, 2016 October 6, 2016 May 22, 2017 October 18, 2017 February 5, 2018	<ul style="list-style-type: none">• Members of the public participated, representing the communities of Plainville, Southington, New Britain, and other communities nearby• Meetings were interactive, with a workshop format and attracted between 10 and 200 people each• Press releases and meeting notifications were available in English, Polish, and Spanish
2.	Project Newsletters	Summer 2016 Summer 2017 Winter 2018	<ul style="list-style-type: none">• Newsletters were distributed to all who joined the project distribution list. Further distributions were managed by members of the Steering Committee to various groups and organizations• Newsletters were made available in Polish and Spanish
3.	Project Website	Launched July 1, 2016 Updated Monthly (approx.)	<ul style="list-style-type: none">• The project website served as a repository for maps, presentations, and other materials to keep the public informed about the project and its status• E-mails were sent to all those who signed up for the project distribution list when major web updates were made or in advance of public meetings
4.	Discovery Week	July 2016	<ul style="list-style-type: none">• 12 Focus Group meetings• Meeting with Steering Committee• Bicycle Audit in Plainville and New Britain

No.	Outreach Activity	Timing	Who Was Involved?
5.	Booths and Outreach at Community Events and Rides	Summer 2016 Fall 2016 Summer 2017	<ul style="list-style-type: none"> • 2016 Discover New Britain Bike Ride • 2016 Cross the State Ride in Plainville • 2016 Pumpkin Festival
6.	Steering Committee Meetings	April 2016 July 2016 October 2016 November 2016 April 2017 July 2017 January 2018	<ul style="list-style-type: none"> • Meeting notices published in the towns of Plainville and Southington and the City of New Britain • Public comment was taken at each meeting, and was an official agenda item • Open to all members of the general public
7.	Presentations to Town and City Councils	November 2016 June 2017 December 2017	<ul style="list-style-type: none"> • Open to all members of the general public • Presentations to Plainville Town Council and New Britain City Council, followed by receipt of public comments • Notices published with the Town of Plainville
8.	Town Manager Updates to Town Council	Regular	<ul style="list-style-type: none"> • Open to all members of the general public • Regular updates by Town Manager to Town Council on project status and progress • Public notice included in Town Council meeting agendas
9.	On-Line Surveys	July 2016 April 2017	<ul style="list-style-type: none"> • Open to all members of the general public • Posted to project website and distributed widely • More than 600 respondents to Survey 1 (existing conditions) and 300 respondents to Survey 2 (facility type)
10.	Stakeholder Outreach	Summer 2016 Fall 2017	<ul style="list-style-type: none"> • Discussions were held with stakeholders and potentially affected property owners as the project was mobilized, and as the preferred alignment was identified and refined, to discuss potential impacts and benefits. A representative list of stakeholders consulted: <ul style="list-style-type: none"> • Tunxis Community College • Central CT State University • Pan Am Railways • Carling Technologies • Property owners along alignment



TO: Plainville Town Council
Robert E. Lee, Town Manager
Mark Devoe, Director of Planning and Economic Development

FROM: Tim Malone, CRCOG

RE: Gap Closure Trail Study: Comments Received on Draft Report

DATE: February 16, 2018

On January 11, 2018, the Town of Plainville and the Capitol Region Council of Governments (CRCOG) published the *Public Review Draft, Gap Closure Farmington Canal Heritage Trail (FCHT) Section Final Report*. This report was made available on the project website www.gapclosurestudy.com and copies were made available at the Plainville Town Hall and at the Plainville Public Library. Copies of the report were made available to members of the public via request to Town of Plainville or CRCOG staff. The report was comprised of an executive summary, five chapters, and four detailed attachments, and covered the purpose of the study, goals and objectives, who was involved (including a summary of public involvement), the alternatives that were considered, screening and evaluation criteria, a detailed description of the preferred alternative, and an implementation plan for next steps. Its publication coincided with a newsletter which was distributed to local and regional newspaper media, made available on the website and at local venues, and was sent to the project's distribution list. A press release was also issued and several local newspapers announced the availability of the plan.

The publication of the report marked the beginning of a 35-day public comment period (January 11th through February 14th), during which the Town of Plainville hosted a public hearing. The public hearing was held Monday, February 5th at 6:00 PM at the Plainville Middle School Auditorium. This hearing was noticed by the Town and on the project website, through a flyer which was translated into Polish and Spanish and disseminated via the project distribution list, through a press release, and via a Facebook advertisement. Approximately 175 people attended the public hearing where members of the public were invited to speak directly to Town Council and members of the project team about the draft plan. Comments were limited to three minutes in duration. During the hearing 55 attendees provided public comment.

The public comment period closed February 14, 2018. At the close of the public comment period a total of 85 unique comments had been submitted. These comments were submitted via email to Tim Malone of CRCOG, via email to members of Town Council, Town of Plainville staff, or to members of the consultant team or via the project website. Some comments were in the form of a letter, scanned and emailed, others were submitted via third party (a letter was sent to a town resident who sent it along to the project team), and one form letter was signed by 24 individuals and submitted via third party.

Most comments on the draft report, via the public hearing or submitted during the public comment period, stated support or opposition to the plan. A small number of comments were categorized as neutral, or represented a question on the project without voicing a position. Three attachments are provided to this memorandum – the minutes from the February 5th public hearing, a matrix summarizing the comments received on the draft report, and the full, original comments submitted on the draft report. Comments submitted on the draft report were organized by comments submitted representing an organization or agency, comments submitted by Plainville residents, and comments submitted by other members of the public. All attempts were made to organize these comments correctly – if a commenter identified themselves as a resident they were categorized as such, but if they did not, and if no identifying contact information identified them as a resident, they were categorized under other public comment.

Of the comments made at the hearing, 36 voiced support for the plan, 18 voiced opposition or concerns with the plan, and 1 was neutral. Of the comments submitted via email or online during the public comment period, 42 voiced support for the plan, 42 voiced opposition or concerns with the plan, and 1 was neutral. The following summarizes in brief the themes raised in the comments received. Please note that any comments received prior to the beginning of the public comment period are *not* summarized in the memorandum.

Comment Summary

The approximately 75 proponents for the project cite several reasons in their verbal testimony or written comments for their positions:

- *Connecting to something larger* – proponents of the project point to the segment of the FCHT in Plainville as being the last gap in the larger 80+ mile system that connects Northampton MA and New Haven, and the trail's connection to the East Coast Greenway which extends from Maine to Florida. Proponents voice support for the project not just for their enjoyment, but for their children and grandchildren.
- *Health* – several voices commenting on the plan talked about the health benefits of having access to a recreational trail facility where children, adults, and older persons of all abilities can walk, jog, ride bicycles, push strollers or wheelchairs, and rollerblade. They point to the latent demand of those who do not currently take advantage of these activities because of safety concerns with the roads and the effort to drive to other sections of the trail.
- *Economic (business)* – many existing FCHT users talk about how they frequent businesses along other sections of the trail, and the benefits of the trail to local businesses. Local businesses voiced support for the trail in wanting to increase visibility of their business to trail users from the community and out-of-town.
- *Economic (resident)* – proponents from out-of-town, realtors, and a couple of local voices talked about the experience seen in other places where proximity to a trail increases property values.
- *Safety* – several proponents cite concerns riding or walking along the existing bicycle facilities and sidewalks in town, and indicated excitement about having a well-designed, off-road facility that would provide a safe alternative for individuals and families.

Of the approximately 60 comments voicing concern or opposition to the project, the following concerns were raised:

- *Privacy/Disruption* – many of those who voiced concern or opposition to the project talked about its proximity to residences along Perron Road, Pierce Street, Broad Street, and/or Hollyberry Lane. The concerns were that the trail would eliminate privacy for property owners, changing how they use their front or back yards. At least one comment was submitted regarding concerns about disruption to visitors of West Cemetery during construction.
- *Cost* – several commenters talked about the cost and burden to the Town and taxpayers to build and maintain the trail, questioning its value in relation to other local priorities. These commenters questioned the ability of the federal and state government to provide funding for the trail's construction, and the ability of volunteers to take on a maintenance function.
- *Safety* – Many local residents questioned the safety of the project as it crossed local streets and was navigated in front or in back of residences. Concerns were raised about the interactions with vehicles and trucks at road intersections, about the potential for conflict with cars at driveways (and resultant liability concerns for property owners), how the trail would affect parking and deliveries in particular along Pierce Street and Broad Street, and the safety of having the trail travel in front of school bus stops.
- *Crime* – many opponents to the trail pointed to security issues such as vandalism, trespassing, and potential for assault, that they saw associated with a trail that was in secluded or residential areas.
- *No Rail, No Trail* – dozens of voices in opposition to the preferred alignment stated that they were not against the trail itself, but rather against the preferred alignment. These voices recommended going back to Pan Am Railways to negotiate use of the north-south rail alignment, and that until a time that this was acceptable to the railways the project should not move forward, in essence, no rail, no trail.

The Town Council Review Draft of the Final Report contains several changes in response to feedback received by members of the public during the public comment period, and feedback from members of the Steering Committee. These changes include:

- *An Alternate Alignment south of Norton Park* – at the public hearing and through the public comment period several residents of Hollyberry Lane asked if the trail could be shifted east as the trail continued south out of Norton Park. The project team explored this and this alternate alignment appears feasible, if using the towpath of the canal was deemed difficult, infeasible, or not preferred by Town Council. The revised draft plan therefore shows a new alternate alignment line that would proceed south out of Norton Park and east of the preferred alignment using existing bituminous sidewalk just south of the swimming pool and follow it south to the existing park road turn around. Continuing south, this alternate alignment would follow existing user-created trails where possible and then continue south through wetlands and rejoin the preferred alignment 1,300 linear feet before reaching Town Line Road.
- *Cost and Funding* – additional cost information for the preferred alignment, as well as how cost numbers compare to projects of similar type and scale in CT, have been added and expanded in the Executive Summary and Next Steps and Implementation chapters of the final plan. A description of how Town action on the plan is considered an important step to accessing design and construction funds was also added.
- *Public Outreach* – some additional details were added to describe the public outreach conducted as part of the planning effort, how public comment helped the project team refine the preferred alignment, and how public outreach would continue as the project moves into the next phase. Changes were added to the Introduction, Description of the Preferred Alignment, and Next Steps and Implementation chapters of the final plan.

- *Clarification Text* – Several questions and comments received during the public comment period raised awareness that some elements of the alignment were unclear. Clarifying text and images were added throughout the plan, but mainly in the chapter describing the Preferred Alignment. Examples of this text include: that no one specific option has been put forward as preferred for the portion of the trail on Broad Street, that the back of eastern sidewalk would remain the same as the existing condition under both options on Pierce Street, and that concerns about privacy and crime were heard throughout the trail alignment, and not in one section alone.
- *Next Steps* – several asked what happens after the Town of Plainville takes action on the plan, and details were added to the Next Steps and Implementation chapter of the plan to describe the immediate steps (forwarding the plan to CROG for adoption), and how a design project would be initiated.
- *Alternatives Analysis* – some reviewers voiced confusion over detailed descriptions of the shortlisted alternatives in the Alternatives Analysis chapter, including its description of an earlier (outdated) version of Alignment C. As a full description of the alternatives is included as Attachment C to the final plan, this chapter was shortened to describe the alternatives analysis *process* and left the description of Alignment C to the chapter describing the Preferred Alignment.
- *Privacy Concerns* – several residents voiced concern about how trail users could see into their front or back yards. Text was added to the Next Steps and Implementation chapter to describe how privacy issues are typically addressed during the design process, on an individual basis with property owners and consist typically of landscaping, gates, and/or fencing.
- *Trail Maintenance and Environmental Features* – Text was also added to the Next Steps and Implementation chapter to describe how other concerns raised (maintenance, interactions with historic resources, wetlands impacts) are typically addressed and mitigated during the design process.

Attachments:

- Minutes from February 5, 2018 Town of Plainville Public Hearing
- Summary matrix of written comments submitted on Draft Report
- Full written comments submitted on Draft Report



Attachment 1:

Minutes from Town of Plainville Public Hearing February 5, 2018

**MINUTES
PLAINVILLE TOWN COUNCIL
MIDDLE SCHOOL AUDITORIUM
REGULAR MEETING
FEBRUARY 5, 2018 – 6:00p.m.**

- I. PRESENTATIONS:**
- II. PUBLIC HEARING**
 - 1. GAP Closure Trail Study Report – Tim Malone, CCROG
- III. MINUTES OF PREVIOUS MEETING**

Minutes of January 11, 2018 Special Meeting and January 16, 2018 Regular Meeting
- IV. ANNOUNCEMENTS – REPORTS**
- V. APPOINTMENTS/RESIGNATIONS**
 - 1. Firefighter Appointments
 - 2. Conservation Commission Appointment
 - 3. Insurance Commission Resignation
 - 4. Appointments and Re-appointments to Boards and Commissions
- VI. BOARD OF EDUCATION LIAISON (3rd Monday Meetings Only)**
- VII. REPORT OF TOWN ATTORNEY**
- VIII. REPORT OF TOWN MANAGER**
 - 1. WPC Phosphorus Project Update
 - 2. Grand List
 - 3. Northwest Paving Project
 - 4. Happenings
- IX. PUBLIC COMMENTS**
- X. OLD BUSINESS**

XI. NEW BUSINESS

1. Tax Refunds – See Addendum

XII. OTHER DISCUSSIONS OF INTEREST

XIII. MATTER APPROPRIATE FOR EXECUTIVE SESSION

XIV. ADJOURNMENT

Councilwoman Pugliese called the meeting to order at 6:00pm in the Auditorium of the Middle School. Also present were Vice Chairman Saunders, Council members Wazorko, Morante, Gnazzo, Tompkins and Cox, Town Manager Lee, Assistant to the Town Manager Colby and Recording Secretary Dahlstrom. Additional Staff present was Mark Devoe, Town Planner and Garrett Daigle Assistant Town Planner

Councilman Cox led the Pledge of Allegiance.

I. PRESENTATIONS: Distinguished Budget Presentation Award

II. PUBLIC HEARING

**LEGAL NOTICE
TOWN OF PLAINVILLE
PUBLIC HEARING
FEBRUARY 5, 2018**

NOTICE IS HEREBY GIVEN that the Plainville Town Council will hold a public hearing at 6:00pm on Monday, February 5, 2018 in the Middle School of Plainville Auditorium, Northwest Drive, to hear public comment regarding the proposed draft Gap Closure Study Report followed by the regular Town Council meeting.

Dated at Plainville, Connecticut this 1st day of February, 2018.

Tim Malone, Regional Planner for CCROG presented the proposed Alignment C for the Trail GAP Closure as fully described online at gapclosurestudy.com.

Chairwoman Pugliese shared that 40 emails were received both in favor of and opposed to the proposed Alignment C for the Trail. She then opened the meeting to public comments.

Gerald Ledger, Granby, CT - spoke in favor of Alignment C and talked about maintenance once the trail is open.

Barbara Davison, 28 Northampton Lane - spoke in favor of the bike trail. She commented that it is healthy for families to have a place to walk and spend time outdoors.

Val Dumais 43 Reliance Road – Chairman of the Economic Development Agency - spoke in favor of the proposed alignment and trail. He commented that it will be beneficial to local businesses.

Dave Bocerello, 67 Shuttlemeadow Road - spoke in favor of the trail and proposed alignment. He commented that it will increase business in Plainville.

Craig Delapenta, Florence MA – spoke in favor of the trail. He owns a bed and breakfast on the trail in MA. It has been beneficial for his business.

Theresa Harper, 245 Farmington Avenue – spoke in favor of Trail.

Seth Winklemen, 37 Tyler Farms Road - spoke in favor of the trail, great for kids.

Kathy LaBella, 50 Pierce Street, Apt B25 - spoke in opposition to the trail. It will increase taxes and burden on taxpayers.

Pamela Jacobs – Depaolo, Southington - spoke in favor of the Trail. She commented that issues of safety and damage, graffiti need to be addressed prior to opening trail.

William Davison, 28 Northampton Lane - Commissioner from Planning and Zoning -spoke in favor of Trail and Alignment C.

John Thomas, 113 Broad Street - spoke in opposition to Alignment C. He feels there are safety and traffic issues in the area currently and thinks an alternate route should be considered.

Barbara Martin, 6 Condale Lane - spoke in opposition to the proposed Alignment C. Her back yard will be where the proposed trail is going. She is concerned about privacy.

Jeff Discosmo, 260 East Street - spoke in favor of trail and proposed Alignment C. He commented that it will bring business to Plainville.

Rich Williams, 1 Northwest Drive - spoke in favor of trail and Alignment C. He commented that it will bring business to Plainville.

Linda Ferguson, 8 Perron Road – spoke in opposition to trail. Considering the cost, she commented that residents recently received an additional tax bill due to budgetary cuts.

Barbara and Larry Pelletier, 160 Broad Street - spoke in opposition to Alignment C. He feels there are safety and traffic issues in the area currently and thinks an alternate route should be considered.

Douglas Nobel, Cheshire, CT - spoke in favor of trail. He commented that they just completed the trail in Cheshire and it is very successful. The location of the trail in Cheshire is on a busy street, West Main Street. There are no issues.

Toby Martin, Cheshire, CT - spoke in favor of the trail. Great for families, safe.

Roberta Lauria, 18 Perron Road - spoke in opposition of the Trail. Trail should be on the railroad or not at all. Proposed Alignment would go behind her back yard. Concerned about property value, privacy.

Tim Miller, 19 Neil Court – Police Officer – spoke in favor of trail. Safe, healthy way for families to exercise.

Ethan Frankel, West Hartford - spoke in favor of the trail.

Gayle Dennehy, 28 Perron Road - spoke in opposition. Too close to residential. An alternate route should be looked at.

Rebecca Martinez, 8 Irving Road - spoke in favor of the trail. Home values are shown to increase.

Thomas Warnat, 11 Eastwood Drive - is the Chairman of the Park and Recreation Board and spoke in favor of the trail. It will be a benefit for all residents and businesses in Plainville.

Joel Edman, 63 Hollyberry Lane - spoke in opposition. Concerns about cost of maintenance and the burden on the Town.

Pete Salomone, 176 Redstone Hill Road – spoke in favor of the trail and the alignment. He commented that in his experience that people that live near the trail love it and add bridges from their yards to the trail.

Lidia Frangos, 3 Sachen Road - spoke in favor of the trail. It encourages community.

Zyta Zajackowski, 69 Broad Street - spoke in favor of the trail.

Foster White, 7 Overlook Road - spoke in favor of the trail.

Henry Tessier, 190 Tomlinson Ave - spoke in favor of the trail and a safe place to exercise.

Gayle Black, 4 Cianci Ave - spoke in favor of the trail and Alignment C.

David Spencer, 127 Milford St Ext. - spoke in opposition. Concerns about cost to tax payers.

Marge Burris, 2 Mountain View Drive – Chairwoman of the Conservation Commission - spoke in favor of a trail, but not in the current proposed Alignment C. She feels it is too close to residences.

Roberta Brown, Coalition for Positive Youth Development in Plainville – spoke in favor of the trail and it will be a safe place for families to exercise.

Joann Edman, 166 West Main Street – spoke in opposition. She believes that the trail should only be constructed on the rails or not at all. Concerns about taxes and burdens on the town for trail maintenance.

Tom Moroni, 15 Bradley Street – spoke in favor of trail. He has a young daughter and they live on a busy street so it will give them somewhere safe to ride bikes.

George Fensick, 2 Pinecrest Drive – Vice Chairman of the Recycling Committee – in favor of the trail and the proposed Alignment.

Carrie Zack, 87 Hollyberry Lane – spoke in opposition. The proposed alignment will be behind her house. She is concerned about privacy and safety.

Candace Hall, 113 Shuttlemeadow Rd – spoke in opposition. She commented about privacy concerns and property values.

Carol Nocolucci, 8 Condale Lane – spoke in opposition. Too close to houses, an alternate route should be considered. She is concerned about privacy.

Kathleen Cook, 62 Pierce Street – spoke in opposition. The current Alignment is on too many busy streets.

Roberta Martin, 4 Perron Road – spoke in opposition. Privacy concerns.

Laura Rosato, 24 Fairview – spoke in favor of the trail.

Rich Rollinson, Avon CT – spoke in favor of the trail.

Dave Albert, 56 Hollyberry Lane – spoke in opposition because of the wetlands located in the current proposed Alignment C.

Marilyn Shorette, 10 Milford Street – spoke in favor of a trail. She commented that alternate routes should be considered.

Mark Swanson, 78 Metacomet Road – spoke in favor of a trail. It is a great family activity.

Deb Hardy, 17 Maria Road – spoke in favor of the trail. She commented that it will be great for Plainville.

Robert Balkow, 22 Perron Road – spoke in opposition of the trail, alternate routes need to be considered.

Steve Massey, Bristol CT – spoke in favor of the trail.

Dave Buscarella, Windsor CT – spoke in favor of the trail.

Patrick Zapatka, DOT – spoke in favor of the trail. Neutral about the proposed alignment.

Lou Frangos, 10 Fairbanks Street – spoke about trail. Neutral.

Garu Oliviera, 14 Perron Road – spoke in opposition to trail. It will go behind his back yard. Privacy concerns.

Joe Becker, Farmington – spoke in favor of trail.

Hearing no further comments Chairwoman Pugliese closed the public hearing.

At 8:30 pm the public hearing was closed and a brief recess was taken.

At 8:45 pm Chairwoman Pugliese continued the Regular Town Council Meeting.

III. MINUTES OF PREVIOUS MEETING

Councilwoman Tompkins motioned to approve the minutes of January 11, 2018 Special Meeting and January 16, 2018 Regular Meeting. The motion was seconded by Councilman Cox and passed 7-0.

IV. ANNOUNCEMENTS – REPORTS

No reports were offered.

V. APPOINTMENTS/RESIGNATION

1. Fire Department

- A. Vice Chairman Saunders motioned to appoint Christina Philibert, 62 Franklin Avenue as probationary Firefighter for the Plainville Fire Department. The motion was seconded by Councilman Gnazzo and passed 7-0.**
- B. Vice Chairman Saunders motioned to appoint Joel Rosado, 14 School Street as a probationary firefighter for the Plainville Fire Department. The motion was seconded by Councilman Gnazzo and passed 7-0.**

2. Conservation Commission

Councilwoman Morante motioned to ratify the Town Manager's appointment of Jason Arnold to the Conservation Commission for a

term ending January 15, 2022. The motion was seconded by Councilman Gnazzo and passed 7-0.

3. Insurance Commission

Councilwoman Tompkins motioned to accept with regret the resignation of Linda Ferguson from the Insurance Commission effective March 1, 2018. The motion was seconded by Councilman Wazorko and passed 7-0.

4. Housing Authority

Vice Chairman Saunders motioned to reappoint David Mazurek to the Housing Authority for another term. The motion was seconded by Councilman Cox and passed 7-0.

VI. BOARD OF EDUCATION LIAISON (3rd Monday Meetings Only)

Will be addressed at next meeting.

VII. REPORT OF TOWN ATTORNEY

No report was offered.

VIII. REPORT OF TOWN MANAGER

Town Manager Lee presented and discussed the following topics:

1. WPC Phosphorus Project Update

- Last Tuesday, January 30th, the WPC Phosphorus Project referendum was approved with 193 voting yes and 31 voting no. 85% of those who participated voted yes.
- The next step in the process is to finalize a Construction Administration Contract with Tighe & Bond and go out to bid for the project. This will most likely happen in March.
- After the bids are received, the Town will make a formal request for funding under the Clean Water Fund. A formal application could not be submitted until the Town had approved the appropriation and had received bids on the project.
- It is anticipated that the construction of the improvements could begin this summer. Construction is anticipated to last for approximately 2 years.

2. Grand List

- On January 22nd the October 1, 2017 Grand List was completed and signed by the Town Assessor Ann Marie Henning. The Grand List, after

exemptions, totals \$1,388,894,859. This is an increase of \$7,821,477 from the previous Grand List.

- The 0.56% increase included real estate increasing by \$2.4M, Personal property increasing by \$2.7M and motor vehicles increasing by \$2.75M. Overall, the October 2017 Grand List would generate \$203,757 under the current mill rate of 33.43.

3. Northwest Drive Paving Project

- On January 19th the Department of Transportation sent a letter confirming that grant funding is in place to proceed with repaving a portion of Northwest Drive. The project would repave Northwest Drive from the Pequabuck River Bridge to the intersection of Perron Road.
- The estimated cost of the project is \$1.1M and will be funded entirely by a state grant through what is known as the LoTCIP Program.
- Town staff is now preparing to bid this project in March with construction beginning over the summer months. I want to thank Town Engineer John Bossi and Town Development Director Mark DeVoe for putting together the grant application that was submitted to CRCOG. This was a competitive grant application whereby many other municipalities in the Capital Region were competing for limited monies.

4. Happenings

Assistant to the Town Manager Colby reported on activities and events in Town. To view more activities please visit the Town's website at www.plainvillect.com.

IX. PUBLIC COMMENTS

Roberta Lauria, 18 Perron Rd - spoke in opposition to any trail or alignment that will have an impact on any neighborhood in Plainville. If there are no rails there should be no trails.

Joel Edman, 63 Hollyberry Ln, spoke at length in opposition to the trail.

Kathy LaBella, 50 Pierce Street, Apt B25 - opposed to the trail. It will increase taxes and burden on taxpayers

Jason Arnold – spoke in favor of the trail.

Joann Edman, 166 West Main Street – spoke at length in opposition to the trail.

Linda Ferguson, 8 Perron Rd – asked the Town Council to keep in mind the residents on Perron Road are not as fortunate as the residents on Hollyberry Lane that have a buffer between their houses and the proposed trail.

X. OLD BUSINESS

XI. NEW BUSINESS

1. Tax Refunds - Addendum

Councilwoman Tompkins motioned to approve the tax refunds as listed on the Addendum. The motion was seconded by Councilman Cox and passed 7-0.

XII. OTHER DISCUSSIONS OF INTEREST

XIII. MATTER APPROPRIATE FOR EXECUTIVE SESSION

XIV. ADJOURNMENT

Councilwoman Tompkins motioned to adjourn at 9:25pm. The motion was seconded by Councilman Gnazzo and passed unanimously.

Respectfully submitted by,

Jennifer Dahlstrom

Jennifer Dahlstrom
Recording Secretary
Town of Plainville



Attachment 2:

Summary of Written Comments Received on Draft Plan During Public Comment Period

Gap Closure Trail Study - Written Comments Submitted on Public Review Draft Report
Public Comment Period - January 11th through February 14th
As of: February 16, 2018

Agency Commenters

CommentID	Agency	Name Last	Name First	Method Received	Support/Oppose	Category	Comment
001	FVTC Council	Collins	Barbara	Email	Support	Lessons Learned	Support of the Project. FVCT council founded 25 years ago to campaign for the creation of regional multi purpose trails from New Haven to Massachusetts line. Though there was push back in some communities, residents in opposition turned to support once the trail was completed. Also the trail has potential to support economic growth for the community because of increased traffic flow through abutting businesses. Also the addition of the roundabout will increase the efficiency of traffic flow, which is supported by various studies. Overall small inconvenience of the trail will be greatly outweighed by its benefits.
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Gap Closure Trail Study - Written Comments Submitted on Public Review Draft Report
Public Comment Period - January 11th through February 14th
As of: February 16, 2018

Plainville Resident Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
							Concerned about how taxpayer money is being used. Finds it difficult to understand why federal, state or local funds would be used to establish new projects such as the gap closure through Plainville as opposed to already established recreational programs such as reinstating life guards to state beaches, Environmental Officers for State Forests, or upkeep and improvement of deteriorating infrastructure throughout the state. Believes current needs should be dealt with before adding any new recreational endeavors, such as the gap closure through Plainville.
101	Jones	Ken	107 Whiting Street	Email	Oppose	Funding	Also concerned about burden placed on taxpayers for maintenance and upkeep of the path at a time when the state budget is uncertain.
102	Hall	Candace	113 Shuttlemeadow Road	Email	Oppose	Genera	Opposed to the proposed Trail design, or any future alignment in Plainville. It does a disservice to too many of the town's property owners and all taxpayers.
103	Balkow	Robert	22 Perron Road	Email	Oppose	Funding	Feels there are different routes that would be better, and less expensive, and that the state shouldn't spend money on this when they don't have money to fix roads and bridges. Wishes to correct the Minutes of the meeting feb 5th, which recorded support of the trail? I am NOT!
104	Spencer	David		Email	Oppose	Safety Privacy Property Values Cost Notification	Opposed to any current or future trail design, alignment or project within Plainville's town's borders that would be near any commercial or residential properties. Concerned about safety and privacy. States that property owners should not be "steam-rolled" into sacrificing the expectations they had for their properties when they decided to purchase their homes years and even decades ago in order to satisfy the selfish whims of certain transients who would be in and out on this trail. Commenter states concerns with costs, including costs of two bridges and a long tunnel. Towns like Cheshire and Southington that had abandoned railroad lines including existing bridges that could be converted for foot and bike traffic had a built in advantage over Plainville which still has working rail service and no obvious route for such a trail. Resented comments from non-Plainville residents at the February 5 hearing and feels that non-residents were alerted to show up as a way to try to manipulate public opinion.
105	M Ierardi	Donna	42 Washburn Drive	Email	Support	General	Totally in favor of getting this project settled. You have a difficult decision to make and will not please everyone but urge you to make a decision and move forward on the path quickly. I only ask that you keep the safety of the homeowners that may have this path next to their border in mind.
106	Schneider	Melanie	Broad Street	Email	Support	General	Support for the proposed bike trail, thrilled with the thought that the proposed trail may possibly pass in front of my house for my family and the public to use. The photos of the proposed trail are beautiful and would greatly benefit the Town of Plainville in many ways, i.e. bridge the gap between Farmington and Southington, allow families to hop on the trail nearby to their homes, will look beautiful, and lastly bring new visitors to town to utilize our many great restaurants, etc. Broad Street is a wide and flat street and invites drivers to drive fast, which is a concern. On the other hand, the "bike boulevard" will narrow the street somewhat and I would hope to see drivers becoming more cautious and drive slower.
107	Montana	Laura		Email	Support	General	I am a Plainville resident and our family is absolutely in favor of the trail! Keep up the good work! Can't wait to enjoy it!!
108	Holcomb	Sue	51 West Broad Street	Email	Support	Economic	Believe the trail will have a positive impact by bringing much needed dollars into our business center. I frequently travel thru Collinsville center and the Bike Trail is always busy with families. Collinsville Center is bustling with activity on the weekends. This activity could take place in Plainville as well. Instead of always saying "Not In My Backyard," let's be a welcoming and forward thinking town and embrace positive change.
109	Speranza	Marilyn	49 Park St	Email	Support	General Economic	Use the FCHT on a weekly basis in spring, summer, and fall, a go-to location for weekly long run. Sees the trail as an important asset to the Plainville community. Has used the trail in Farmington and Avon at all hours of the day, including before dawn and after dusk and has always felt safe. The trail is used by walkers, runners, and cyclists of all ages using the trail at their own speed. Has never seen trash by the side of the trail, aside for a few stray bags of dog waste. The trail is never noisy. I can hear the walkers chatting as they near, but soft conversation is the only sound apart from nature. Currently rening in Plainville and hopes to buy a home within the next few years. When I buy, I would prefer a house with close access to the trail. I am sure there are many other active individuals who feel the same way. I would even be prepared to pay a bit more for a house near the trail. My running partner and I often look at the houses we pass along the trail in Farmington and remark, "I wish I had the trail in my backyard!"
110	Andrukiewicz	Kamil		Email	Support	Economic	As a Realtor that conducts a fair amount of business in town commenter is for the trail. This would attract more families to town and would only benefit the residents of Plainville. There is no good reason to oppose such a valuable project.
111	Zakrzewski	Jen	24 Elbow Lane	Email	Support	General	Writing as a Plainville taxpayer to let Council know that they wholeheartedly support this trail project and it needs to go forward. It is such an embarrassment that this town has not done this sooner when other communities have completed their trails so long ago. Please get this done!
112	Long	Heather			Support	Health Safety	Supports the bike trail and protected bike and walkway. There are obvious health reasons for having the trail and protected path. Currently, children and adults have no safe space to walk or bike as some residents drive when the pedestrian has the right away. In addition the bike path has the potential to bring new business to and through our town.
113	Frangos	Lou		Email by third company	Oppose	Privacy Safety Cost	Opposed to alignment. Rationale is that commenter believes it will require an extensive construction process and negatively impact residents. To define that more closely, negative to residents caused by the construction process; trucks, bulldozers or what ever else is needed in the construction phase of the project. More importantly, because of tight perimeters within the project, the privacy of some residents, specifically the northern segment of the project will be jeopardized. Concerns about "strangers on bikes" practically riding through their back yards! Suggests an alternate alignment * Exit Southington on Town Line road * Turn right on to South Washington street * Turn right at traffic light on to Broad street * Turn left on to East street * Straight on East street to Route 10 North * Left on to Northwest Drive and you now are able to enter Farmington's segment of the Heritage Trail.
114	Edman	Joanne	166 West Main Street	Email by third company	Oppose	Privacy Safety Cost	Opposed to Alignment C. Feels that for months dozens of Plainville citizens have come before town officials, the Trail Steering Committee, and Town Council members to voice opposition and feels their voices are falling on deaf ears. Opposed to impacts to front and back yards of Plainville citizens and their quiet neighborhoods, refers to residents of Perron Road, Pierce Street, Broad Hemingway Street, and Hollyberry Lane. Opposed to impacting historic Mule Haul Trail. Opposed to costs of project. Feels the project is a want, not a need, for a very few. Feels in current economic climate that the Feds, the State of CT, nor the Town of Plainville can afford to build it, or maintain it. No Rail/No Trail. If we had an inactive, abandoned railroad line going through Plainville, then and only then would a trail going through Plainville be an acceptable idea if it didn't cost too much. Proposes shelving project until such a time that the railroad becomes inactive.
115	McWilliams	Mark	86 Arcadia Ave.	Email	Support	General support	Understands there are complaints about where alignment C comes close to homes, adds concerns about people having to back out of their driveways across the trail. Overall support for Alignment C. Alignment C follows close to the old canal path which is a great historical point and gets people to the center of town/businesses. The best option would be over the rail path. Suggested in the past that having a trail "next" to the rail would be good but changed mind after a few Pan Am train derailments. Earlier hope to see the trail run from Yard Metals follow along the Quinnipiac River, cross Woodford Ave., over the rail to Hooker St., RT10, Robert St., then to Cronk Rd and connect at Northwest Dr. That way the trail would go through more of a nature setting. Hopes ground can be broken soon on project it will be a very good thing for the town of Plainville and the people who use the trails. Suggests signs letting drivers know that there is a 3 foot of separation when passing bicyclists. Sees bicycle signs combined with markings on the road. There has to be more acknowledgement of the law throughout the state and especially through the gap area where people have to detour on main roads to get to the active trail, i.e. Route 10.
116	Dayon	Violet	47 Reliance Rd	Email	Oppose	Privacy Cost	Commenter opposes any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. Likes the concept of the bike trail, but opposed to aligning trail close to residential areas. Having the trail near the center of town, near small local business needing the exposure is better for Plainville. Additional concerns about cost - does not feel that funding for trail will completely be borne by federal or state sources. Opposes any project or design that does not utilize inactive railways, no rails no trails.

Plainville Resident Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
117	Lauria	Billy	18 Perron Road	Email	Oppose	Privacy	Does not believe trail will help Town. Feels it will bring crime and chaos to the neighborhood. Likes yard the way it is and project does not have the right to take that away from me or my friends.
118	Andreoli	Theresa	16 Perron Rd	Email	Oppose	Privacy Cost	Commenter opposes any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. Likes the concept of the bike trail, but opposed to aligning trail close to residential areas. Having the trail near the center of town, near small local business needing the exposure is better for Plainville. Additional concerns about cost - does not feel that funding for trail will completely be borne by federal or state sources. Opposes any project or design that does not utilize inactive railways, no rails no trails.
119	Fritz	Joyce	9 Geneva Avenue	Email	Support	General support	Full support of project. Suggests reaching to people in Farmington, Cheshire, Avon, Southington, etc, etc. who have the trail in their backyard and ask them to give them their feedback about the trail and the benefits the trail has brought them
120	Lauria	Anthony	18 Perron Road	Email by third company	Oppose	Privacy	Strongly disagrees with the Trail. Feels that having it go "millimeters from the yards of residents, voters, and taxpayers" is wrong and feels that Trail has nothing good to offer Plainville or the people. Feels the Steering Committee is looking at what they want. Residents DON'T want it next to their yards. States that Council has no right to disrupt our life for the selfishness of others that will not be impacted.
121	Edman	Joel	63 Hollyberry Lane	Email by third company	Oppose	Privacy Safety Environmental Cost	Adamantly opposed to the Historic Old Canal Mule Haul Trail 30 feet beyond their property line. Voices concern to homeowner privacy and safety (up and down busy streets) and impacts to wetlands and flood plains. Voices concerns over construction and maintenance costs. Not aware of costs and states that costs were not shared. If the Federal and State of CT governments give the "go ahead", it should be on the only three miles of abandoned railroad cleared and straight-forward through the center of town. Its namesake "Rails to Trails" is the only way it should be allowed. No Rail/No Trail.
122	Lauria	Roberta	18 Perron Road	Email	Oppose	Privacy Safety Cost	Commenter opposes any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. Likes the concept of the bike trail, but opposed to aligning trail close to residential areas. Having the trail near the center of town, near small local business needing the exposure is better for Plainville. Additional concerns about cost - does not feel that funding for trail will completely be borne by federal or state sources. Opposes any project or design that does not utilize inactive railways, no rails no trails.
123	Santacroce	Steve	4 Perron Rd	Email	Oppose	Privacy Safety Cost	Commenter opposes any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. Likes the concept of the bike trail, but opposed to aligning trail close to residential areas. Having the trail near the center of town, near small local business needing the exposure is better for Plainville. Additional concerns about cost - does not feel that funding for trail will completely be borne by federal or state sources. Opposes any project or design that does not utilize inactive railways, no rails no trails.
124	Belanger	Elaine	199 Cooke St.	Email	Oppose	Privacy Safety Cost	Opposed to any alignment or design that abuts directly to a private home. When this proposal started it was rails to trails. States that "when ou purchase your largest investment you consider the environment, school distract, traffic and serenity of the area. It is not fair to change the situation to something that the homeowner does not want." Points to a walking path at Paderewski Pond. The town does not have the staff to maintain or clean it and asks how the Town is going to get anyone to maintain the Farmington Canal Heritage Trail? Refutes claims from the Police Chief that crime / mischief goes away after 18 months. Not True. People just stop calling because nothing is done. Cites an experience with "a next door neighbor was about to be murdered when her husband come home and stopped him. He jumped out the window and that's right, used the path to escape" and another experience with people using trail to try to break into homes. Does not feel safe at night. Does not feel Town can afford trail and that many people in the path do not want it. Suggests asking the people who want the trail raise the money to build it. Suggests waiting for the rails to not be used and go back to the original plan of RAILS TO TRAILS.
125	Thomas	John	103 Broad Street	Email	Oppose	Parking Traffic Safety Notification Economic Cost	<p>As a homeowner along Broad Street, feels that the 4-block long, 10'- wide bike route down the middle of Broad Street boulevard option would pose incredible hardship for the residents and frequent travelers on this street. Cites potential conflicts with churches, nearby food pantry, and the funeral home under construction - concerns about parking impacts and limiting the direction of travel for those destined to those places, the resultant traffic impacts and safety concerns. States that currently vehicles traveling on Broad Street frequently exceed the 35 mph posted speed limit, with many driving 40 - 60 mph. Broad Street is one of the busiest roads in this part of town, aside from the highway and Main Street areas. Placing the bike path down the middle of Broad St. will limit residents to making right turns only out of our driveways, forcing us to drive blocks out of our way to get to the center of town or the highway to get to work. The narrowed traffic lanes will make garbage pickup, mail delivery, and fire truck and commercial truck access considerably more difficult, and there will be no possibility of on-street parking for guests. Commenter has a young child and moved seeking a safe and quiet neighborhood in which to raise him. Feels that everyone in Plainville has been friendly and welcoming. They have invested in their property and have concerns that this proposal will have a severe negative impact their property values and investment.</p> <p>Commenter was not notified of earlier meetings, and cites confusion about why only a single option remains for moving forward. Firmly believes that the proposed route is a bad choice for this type of project. Commenter feels the alignment would poses safety issues for the bikers due to the heavy volume of traffic on Broad and would have considerable negative impact on property values of the surrounding neighborhood, not to mention access to local businesses and houses of worship, and cites concerns about funding, including the amount of funding that would fall to Plainville taxpayers.</p> <p>Appreciates the committee's efforts to bring the bike path to completion, but feels the Alignment C proposal will cause considerable upheaval for those living, working and worshipping along the proposed Broad Street portion of the pathway. Asks that other routes be considered.</p>
126	Roosa	Kathy	20 Julie Rd. A3	Email	Support	Health Economic	Lifelong resident of CT, new resident to Plainville, has biked, run and walked every mile, multiple times, of the FCHT from New Haven to Massachusetts, minus the Plainville gap. Loved earlier route through Tomasso Nature Park, also likes current alignment. Hopes that after a day at work can go in garage and hop on a bike to unwind. The Granger Lane homes in that area are made up of many families with children who are outside playing all the time. They bike, skateboard and scooter all over the streets. The trail will be a tremendous asset to our neighborhood. In addition to all the children in the neighborhood, there are many adults who walk in and out of all the cul-de-sacs. With the trail right there, they too can enjoy the benefits it has to offer. Looking forward to biking on weekend mornings to the little diner downtown. Visit friends and family who live along trail in other towns. Sees economic development potential to downtown, to become qa destination spot for those on the trail. Voices support, put it in my backyard!
127	Dziura	Sue	172 Broad St.	Email	Support	General	Applauds the work that has been accomplished thus far and and appreciate the input of so many, and expresses a desire to see the gap closed. Believes that the benefits for the town are very worthwhile, has used several of the other trails in the area and with trails in the States of Colorado and Arkansas. Encourages the Town Council to continue to move forward with the plan as it is currently, understands the Design Phase will address the safety and security concerns brought up by concerned citizens. Having professional, experienced designers, as well as a Police Chief who has had experience in a town with a trail, gives confidence that the trail will be built with the citizens' interest, safety, and security as a priority. Voices a desire to make Plainville a welcoming town to cyclists, walkers, tourists, history buffs, and nature-lovers.
128	Duprey	Tammy	205 Cooke St	Email	Oppose	Privacy concerns Safety concerns Cost concerns	Commenter opposes any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. Likes the concept of the bike trail, but opposed to aligning trail close to residential areas. Having the trail near the center of town, near small local business needing the exposure is better for Plainville. Additional concerns about cost - does not feel that funding for trail will completely be borne by federal or state sources. Opposes any project or design that does not utilize inactive railways, no rails no trails.
129	Weimer	Matthew	16 Peace Court	Email	Support	General	As someone with two young children it would be great to be able to get on a trail without having to travel to another community. Commenter is confident that the trail would be safe even on busy stretches since these trails have been successful in more congested areas like Manhattan. Would like the path not to travel down the center of Broad Street but instead be along side of it. Commenter is a member of the zoning commission and is pleased that the project fits into the plan of the conservation and development.

Plainville Resident Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
130	Paz	Randy		Email	Support	General	Commenter asked why the path goes out North Washington Street instead of the other way. Commenter stated they are pro trail.
131	Zack	Carrie	87 Hollyberry Lane	Email	Oppose	Privacy Safety Property Value Drainage	<p>Voices concern that the bike trail will be so close to their home, concerned about privacy impacts. The home was purchased because of the wetlands that are behind the residence and was assured no one could build there. Commenter would like to see the alternative route through the industrial park utilized instead. This would place the trail 200 feet away and allow their home to maintain its privacy. Also because of the trail there will be increased traffic which raises safety concerns for the area. Concerns that the path would negatively impact their property value.</p> <p>The path in the woods being referred to is at the south end of the park and it goes through the woods through the industrial park. It seems better to have the trail go through the woods instead of near private homes. Other thoughts about the towpath are if a bulldozer came in to flatten the towpath a bit in order to pave it, it would seem some of that dirt would be deposited into the canal. Any dirt put into it incidentally would affect the capability of the canal to remove all that water.</p>
132	Harper	Theresa		Email	Support	Economic Health Environmental Safety Traffic	Commenter feels that financial, safety, and privacy concerns can be addressed. Very much in favor of the project. Wants the citizens of Plainville to realize that this project is bigger than a particular street, neighborhood, town or even the State. Look at the potential good this bike path can bring to Plainville: • Visitors to town spending money in Plainville • Connecting Plainville to other towns in the state • Connecting Plainville to CT FastTrack • In the future being part of the ECG • Potential for property values to go up • Cutting down on pollution when we are able to bike more and drive our cars less • Exercise for better physical and mental health • A potentially safer means of transportation • Reduced congestion on our roads
133	LaBella	Katherine		Email	Oppose	Safety Traffic Property Values Environmental Crime Funding	<p>Opposes the current phase and all future phases of Alignment C. Finds it unfathomable the Plainville neighborhoods affected by this plan were not involved in earlier phases of effort where the long list of alternatives were developed and narrowed. Comments on Alignment C as it impinges on Pierce Street: - It will be difficult for vehicles to exit the street if the median of broad street is developed - North end of Pierce st is narrow and on road trail would have safety concerns as well as traffic flow issues. Option 2 would have flow issues as well concerning large trucks that regularly use the street. - The safety issue of entering and exiting Old Mill complex are mentioned in the report but no resolution was offered. Moving the path the west side would cause similar issues with the Old Canal complex. There are no safety recommendations in the report. - Option A has cyclists and cars traveling the extremely narrow lanes on Pierce Street together. This is a safety issue. - The plan mentions retaining the trees that are on/not bordering Old Mill property as a privacy screen, but presents an Option 2 that leaves only 2 feet of property before the tree branch line. As that branch line is up to four feet from the current sidewalk, the plan implies that two feet or more of property maintained by the Association for close to 30 years will be taken, destroying the sprinkling system that waters the trees, destroying tree roots, thus destroying the trees it proposes to protect. - Residents of Pierce Street submitted a petition opposed to the path signed by 70 people was not addressed in the report. - Concerns of property damage, crime and littering. - Concerns of traffic flow when it converges on Board street in relation to the funeral home. Concerns about funding to construct and maintain the trail.</p> <p>Oppose current or future Trail Design. The project was started many years ago as Rails to Trails. There was NEVER any talk of using residential properties or locations to make this Trail. If there are NO RAILS, there should be NO TRAILS!!</p>
134	Shorette	Marilyn	18 Milford St	Email	Oppose	General	Opposes current or future Trail design. In particular, concerns about the Trail going on Perron Road. There is a bus stop on the corner of Perron Road and Johnson Avenue used by the commenter's child, worried for their safety. Carling Technologies agreed to having it on their land but the homeowners do not. This was started as a rails to trail project. There was NEVER any talk of using residential properties or locations to make the Trail.
135	Gohar	Laurie	14 Perron Road	Email	Oppose	Safety Privacy	Opposes current or future Trail design, alignment, or project that will be near or abut any residential property in Plainville. If there are no Rails available in Plainville there should be no Trails.
136	Kisluk	John	65 Forestville Ave	Email	Oppose	General	Commenter is appalled by the idea of a bike path along Pierce Street, stating that it is a busy narrow street. Feels the narrow width of Pierce makes it a poor choice for cars, trucks, and bicyclists to converge, cites parked cars and snow as additional conflicts. States that Pierce must be accessed by numerous residents from two condominium complexes. Commenter feels that concerns from residents along Pierce Street have fallen on deaf ears and asks whose concerns do the Town Council represent? Feels that the project's priorities are misplaced, that bringing cyclists into the center of Plainville to engage the local economy was the primary concern, not the safety of individuals. Commenter's main concern is the safety of Alignment C through Pierce Street, feeling that the alignment will essentially turn peoples' driveways into a recreation area, and create a hazardous situation on both Pierce and West Main Street. Concerned that the trail would result in people being hurt. Why the commenter states that they hope reason prevails, they also feel it is important to document who the decision makers are and the motivating factors Comments that to go ahead with the Alignment C proposal will create unnecessary risk for people who use the path, and undue liability for motorists as well. However, the fact will remain that these dangers and precedents were brought to the Town's attention, that they know what the concerns are; and one can only hope that they will know enough to vote down this proposal, and put people's safety ahead of special interests.
137	D'Andrea	Dan		Email	Oppose	Safety	Opposes current or future Trail design, alignment, or project that will be near or abut any residential property in Plainville. If there are no Rails available in Plainville, there should be no Trails. Doesn't want trail near their house or bus stop.
138	Gohar	Joseph	14 Perron Road	Email	Oppose	Privacy	Commenter dreams of being able to bike from his home into the center of Plainville, turn left and go to FL, or turn right and go to ME. This kind of access to the East Coast Greenway would be a dream come true! Urges adoption of a minimum 12 foot side trail paved width. Detailed comments: Provide a safe crossing from the existing parking lot at Johnson and Northwest (potential roundabout?) and continue trail along south side of Northwest. Provide safe crossing at Johnson Avenue. If a tunnel under CT Rte 72 is not feasible, consider a bridge over the highway. Consider a straighter path across West Main Street, or a "chicane" to reduce the temptation for cyclists to cross unsafely. Dislikes the conflict of the trail with the perpendicular, off-street parking on the east side of Pierce St. Be mindful of comments from residents of Pierce St., especially those from Old Mill Condos about potential motorist-cyclist/ped conflicts along the length of Pierce St., possible to design the roadway so that it feels like one long private drive that shares the available right-of-way with the trail? On Broad, consider going east to Route 10 as well as west to Hemingway. Consider eliminating sidewalks and using the space for on-street parking. Consider ways to ease the tight radius of the trail turn from Broad St. onto the trail on the west side of Hemingway. Consider creating a new road crossing at the canal that would be more in keeping with the historic nature of that location (separate project to extend the restoration of the canal along as much of the trail from here to Townline Rd.?). This would result in Plainville being the only section of the 82 mile trail between New Haven and Northampton with frontage on the historic canal. Consider use of "HAWK" Beacon system. Suggests amenities: kiosk with names and locations of nearby commercial establishments; signage for sanitary facilities; drinking fountain; repair stations; and interpretative signage.
139	Cassidy	James		Email	Support	Trail Design	Disagrees with this Trail because it will not help them. It will bring strangers near commenter's bus stop and house that don't live on the street. Commenter likes their backyard privacy, just the way it is. Town has no right to take that away from him, his family or his neighbors.
140	Gohar	Antonio	14 Perron Road	Email	Oppose	Safety Privacy	Plainville resident, supports the project and the preferred alignment. Understands the benefits and process the trail includes. Suggests that the plan go into more specifics regarding the privacy treatments that would be put in place. In favor of the Broad Street configuration (either side), traveling the street during rush hour is not concerned about traffic. Suggests the plan include more detail on how wetlands will be treated during construction and after construction.
141	Kababik	Justin		Email	Support	General	Voices support for closing the gap in the Rails to Trails project in Plainville. Commenter and family has frequently used the trail in Southington and Farmington and enjoy it tremendously. They not feel comfortable riding on the streets of Plainville. Also when on the trail we stop at restaurants and businesses and the trail will boost economic growth.
142	Chancey	Rebecca		Email	Support	Safety Economic	Opposed to the proposed alignment. Commenter does not want it going through their back yard, requests that other options be considered.
143	Balkow	Donna	22 Perron Road	Email	Oppose	Privacy	

Plainville Resident Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
144	Buscarello	David	67 Shuttlemeadow Rd	Email	Support	General	Commenter represents a Meetup group of Cyclists known as Farmington Bike-up. We respect the trail, the people using it and the environment surrounding the trail and find it to be one of Connecticut’s greatest resources. We also support businesses along the trail such for snacks, meals and repairs. I felt that these were addressed. 1 .The money for building the trail is not part of the trail design, and it was stated many times. If funding is not provided the trail will not be built. 2. Privacy; many people spoke out against it due to their concerns of vandalism or theft, feels I that these issues were addressed by providing fencing and that the vandalism and theft are not encountered in other towns with trails. 3. Trail design along existing streets and location at this point is tentative pending the design study. Traffic calming and safer intersections will occur to increase safety. Commenter is 100% in favor of the trail for the health, recreation, economic reasons, as well as the bigger picture of allowing the East Coast Greenway to expand in a continuous path through Connecticut and the draw it will have from other nearby states.
145	Letendre	Michael		Email	Support	General	Commenter comments the team for doing an excellent job navigating Plainville to make the trail work. Like the police officer and the long time biker said at the recent meeting, the roads for riding (or jogging) aren't safe in town. Commenter has used the trails in the Cape. They lead to parks, restaurants, and so many good little shops and businesses. Plainville could benefit as well. Wishes people would go to other trails to see that privacy is not a concern.
146	Krauch	Deborah	68 Franklin Ave	Email	Oppose	Traffic Disruption Safety Cost Crime	The trail would go behind the West Cemetery and along the side of their property. Commenter foresees disruptions and noise for funerals, mourners and visitors. There are only 2 parking lots and commenter does not want people parking down on Franklin, King or Bruce to access the trail. These streets are VERY narrow and could not accommodate street parking. Also if people do park there, what kind of response will they get from the Plainville Police as to enforcement? Concerned about emergency vehicle access. Question about placement of trail along King Street - will it be on the road or behind the chain link fence in the woods? Concerned about maintenance costs. Suggests that Plainville should not be compared to towns like Collinsville, Avon, Farmington, Simsbury and Northampton, as it is smaller. Project MUST be federally and state funded. Commenter states that they are an affordable housing neighborhood and should not be discounted. Concerned about graffiti, vandalism and crime, speed. Foresees problems on Broad St, West Main and 177.
147	Ferguson	Linda	8 Perron Road	Email	Oppose	Privacy Economic	Opposes any proposed Trail design that does not use the Railway lines. Suggests a redesign that would go along the airport, past all of Carling buildings, and cross behind the building in the back. Property value will not increase. There is a BIG difference between taking a railway line and making that into a bike path versus a bike path in back of someone's home.
148	Ferguson	Robert	8 Perron Road	Email	Oppose	Privacy	Opposed to any proposed Trail design that does not use the Railway lines. Whenever this alignment is brought out for public comment there are many unanswered questions and objections from people. Commenter is concerned that the buffer behind their property will be removed leaving them with an unsightly view. Suggests the trail be redesigned to go along the east side of the runway. Commenter doesn't see the economic benefit, there are not businesses to stop at on the trail.
149	Robitaille	Lois	50 Pierce Street	Email	Oppose	Traffic Safety Privacy	Opposed to the current Alignment C. Commenter was very disappointed to see that there is no alternate alignment for the Pierce Street area. The current route of Cites safety and traffic concerns in the area of Pierce Street and Broad Street, and states that there are already traffic problems in this area. Cites concerns about losing privacy at their condo as well as impacts to the trees and sprinkler system. Commenter does not say there should be no trail, but says that there should be no trail coming down Broad and onto Pierce.
150	Bandzak	Joe	1 Mancini Way	Email	Neutral	Hours of Operation	Residence is very close to a portion of the primary proposed trail alignment. Commenter understands why there have been concerns by some local residents regarding the trail. Concerns about safety, historic canal integrity, its wild life, privacy, possible taxpayer cost and/or town maintenance upkeep costs are legitimate points and commenter also understand all the hard work, planning stages, local support, etc. by many behind this trail proposal. That work should be commended as well. There can also be many health benefits to a well designed safe trail. Concerned about increased after-hours activity in the west side parking lot in Norton Park and worried that adding a public trail would increase activity even more in this lot. Suggests that the west side parking lot in Norton Park be gated off when the park is closed. Commenter asks whether there are plans for any additional structures to be added off Norton Trail, if Norton Trail will be widened, and if the trail will be accessible 24 hours a day?
151	Hofmann	Joanne	9 Perron Road	Email	Oppose	General	Family objects to the current (proposed) route and hopes the Town will take their objections to heart.
152	Cavanna	Susan	52 Parkside Drive	Email	Support	General	Commenter has lived in Plainville since 1981 and has seen many changes over the years. Some in town fear the completion of the FCHT due to the increase in people it will bring to their neighborhood. The largest and best known activity is the Hot Air Balloon Festival. The Norton Park neighborhood has lived side by side with this event for close to 40 years without recalled incident. Since the addition of the Brenner Pool and the walking path in Norton Park, kids and adults walk, ride bikes into the Park for these and any number of activities. There are summer concerts and the 3 season sport schedule that people walk to. Commenter does not understand concerns regarding people walking, bike riding etc., past their house. Having lived on Parkside Drive for over 36 years and have never experienced an incident. There does not appear to be any hard evidence to support the claims of the residents opposed to the trail. Commenter has not seen or read anything presented by Plainville or in the Op-Ed sections to dissuade them from being in favor of connecting to the Heritage Trail in Plainville. With the connection, Plainville would become part of something larger rather than remaining a hole in the Heritage Trail. Let's put Plainville on the map as a partner and not a problem.
153	Salomon	Pete		Email	Support	Connectivity	Commenter states that it is their dream to ride from New Haven to Northampton, and it is close to being realized. When the last section in Southington is complete he will cycle from his backyard to the Northampton train station, take the train to New Haven and cycle the Trail back home.
154	Dostaler	Bernadette and Chris		Email	Support	Health Safety Economic	NOTE: This comment was received 2/15/18. Commenter and husband are in favor of the Plainville Bike Path. They are avid bike riders and usually put their bikes in a van and ride the bike path in Unionville, Farmington, Avon and Simsbury. A bike path would: help businesses near the path, enhance the quality of life in town by providing a recreational option that people of all ages can utilize. Commenter feels it is safer than riding on the road and states that it is embarrassing that Plainville is the only town on the route that does not have a trail. Bike paths do not necessarily follow old railroad tracks. A nearby example is the popular segment of the bike trail that runs along the Farmington River into Collinsville. A traditional bike path runs along the river until you approach Collinsville. Then the bike path empties into a town street lined with homes, crosses a wooden bike/pedestrian bridge that goes directly into town. You can lock your bike at the bike racks or ride on the roads (past businesses and homes) to various restaurants and shops. Riders can then cross the main road and pick up the trail on the other side or backtrack to Unionville. Privacy - I believe homeowners have the option of a fence. In Avon the bike trail that runs from Brick Yard Road goes through woods, along the backyards of a number of homes, through Avon Old Farms School property, along the side of a large condo complex to the Hawley Warehouse parking lot. At that point it goes through various neighborhoods in Avon until crossing Rt. 44 and ending up at the bike trail on Rt. 10. In other words bike trails go through a variety of landscapes. Many homeowners have gates in the fence that runs along the back of their property so they can get onto the trail. Bike riding is a great way to exercise, be outdoors and sightsee. Plainville has a wonderful opportunity to enhance the town and we hope the Town Council will approve a bike trail in Plainville.

Plainville Resident Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
155	Burris	Marge		Email	Oppose	Privacy Crime Safety	Attended public hearing and listened to those who spoke. Looks on the faces of people speaking in favor of the trail were animated and spoke to their joy at the proposed trail. When residents who will be directly impacted by the proposed alignment voiced their concerns, the faces of the crowd changed to indifference. Please let me remind you that the residents who live next to these proposed alignments will be there 24/7. The people who use these trails will pass by briefly. Commenter does not think that this is a fair or equitable solution. No one has addressed the issue of the residents, and Plainville taxpayers, who will have this trail alignment thrust down their throats. Commenter cannot see where a trail could be built in area of Broad Street - restricting turns out of driveways severely impacts residents. Residents of residential streets will also be impacted much in the same way and lose the privacy they planned for when they bought their properties. How is this right? People opposed to the trail spoke about issues such as trash left behind, vandalism, crime, etc. and the people for the trail seemed to dismiss these issues as well. A woman from Southington who apparently has had problems of her own with the trail in her area spoke to the issue of vandalism. Again the people in favor of the proposed trail claimed disbelief; these things would never happen! Yet we have heard news reports from across the nation of problems on trails; commenter remembers one vividly where two girls were abducted and later found murdered. Far fetched? Maybe, but it has happened. The bikers/walkers using the trail won't be impacted by the trash. Graffiti? They won't have to look at it as they are just passing through. But the folks who live in these areas will be impacted every day. Does not believe bicyclists will want to use trail where they risk being hit by automobiles.

Gap Closure Trail Study - Written Comments Submitted on Public Review Draft Report
Public Comment Period - January 11th through February 14th
As of: February 16, 2018

Other Public Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
201	Ledger	Gerald		Email	Support	General	Fully supports proposed routing of the trail thru Plainville. After years of study a large group of people have considered all the alternatives and have consensus on a route. Hopes that CRCOG can fully support the proposal and that the project can be initiated as soon as possible. Commenter will use it on trips from Granby to Southington and the less frequent trips, Bus(s) to New Haven by 9AM and return to Granby on the trail.
202	Pickett	Lori	166 High Knoll Rd Jasper GA 30143	Email	Oppose	Privacy Safety Cost	Opposes any trail space that may be near or adjoin residential properties. Supports trail and community projects traditionally follow railways or former waterways. Peace of mind to the residents, enjoyment of nature to the trail users, costs and safety are major factors. Neither hikers nor residents want to be near each other in a nature trail environment. Think again and plan a user friendly, non-residential pathway AROUND the area using a railway or agricultural area.
203	B.	Madelyn		Email	Support	General	I am a Bristol resident, a senior at Bristol Eastern. As a student and a teenager when I first heard of the possibility of a trail connecting the towns to extend it, I was ecstatic. My friends and I enjoy finding new places to ride and always use the Farmington to Canton trail and enjoy that route to view the scenery. I was hoping my input would still matter since I am a town over. And if Bristol had a trail it would be such a great thing for people my age. But since Plainville is trying to get approval I completely support. I believe it will bring in good people, get people out and off their phones and enjoy what our towns have to offer. We need more activities like this!!!
204	Brown	Tom		Email	Support	General	Voicing support for the Trail in Plainville. Commenter states they would see themselves coming out to use it often and supporting businesses before, after, and during bicycle rides, and knows many other cyclists who feel the same.
205	Bergmann	David	377 Auburn Rd West Hartford, CT 06119	Email	Support	General	Commenter is a frequent user of the FCHT and fully supports a route through Plainville. Looks forward to be able to ride bikes on the trail all the way to New Haven without the danger of riding on roads with unpredictable drivers. Commenter states please do not let the Nay-Sayers and NIMBY people win. Towns throughout the country have discovered the financial and health benefits of multi-use trails. Commenter recalls when Simsbury was expanding the trail years ago and locals fought it only to find out the benefits after the fact.
206	Lorber	Bryan		Email	Support	General	Please support the bicycle trail in Plainville. The physical, environmental, and financial benefits are well documented. Despite what the naysayers say, a bicycle trail that has been well planned and constructed will greatly improve the quality of life in the community.
207	Summers	Laura		Email	Support	General	Southington resident, close to Plainville line, regular trail user and eagerly anticipating the completion of the bike trail through Plainville. Commenter plans to use it regularly as a part of commuting, family rides and a safe place for bike and runing with family. Commenter has seen the tremendous use of the Southington trail and how beneficial it is to the town and businesses surrounding the trail and supports efforts to complete this trail section in Plainville.

Other Public Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
208	Nappi	KC	[REDACTED]	Email	Support	General	Commenter states that parks provide a healthy opportunity for families and individuals to 'get away from it all' and provide safe travel links within and between community activity centers enabling people to get around town. Would be surprised if businesses were not 100% in support of trail. Elsewhere has seen substantial flow of new customers and economic stream staying in town. Commenter states it is astonishing to see the number of new businesses opening along the Greenway in almost every town it passes thru...AND the enhancement of real estate values in relation to trail proximity is well established and highly promoted in the marketplace. Cites trail provides a unique facility and platform that community organizations will embrace to host and implement newer and better activities and programs for youth, the elderly, families and community members. On-going development of the 'Busway' connection from Hartford to New Britain to Bristol AND the centuries old and highly populated Rt 10 corridor coming up from New Haven puts Plainville at the crossroads of this inevitable transportation issue. Supporting the connection to the FCHT is a simple and low-cost step toward meeting this rising challenge and defining the benefits to suit community needs.
209	Mohr	Bob & Irene	[REDACTED]	Email	Support	General	Supports the rail trail through Plainville whatever course it may follow. Commenter and his wife have used rail trails in Cheshire into Hamden, Farmington into Simsbury, Southington, Hyannis & Provincetown MA, and Poughkepsie on the Hudson River NY. On walks they have never have seen homeowners out in their yards. So privacy does not appear to be a factor.
210	Thibodaux	Deborah	[REDACTED]	Email	Support	General	Simsbury bicyclist and regular user of the FCHT who rides approximately 1500-2000 miles annually and uses bike for recreation and transportation. Commenter is a bicycle advocate and belongs to several organizations including the Farmington Valley Trails Council, East Coast Greenway Alliance, Bike Walk CT, and serves on the Simsbury Bicycle Pedestrian Advisory Committee. The Gap Closure alignment was chosen after a comprehensive effort that included public outreach, data collection, analysis of multiple routes, and evaluation of other critical factors. Commenter is in agreement with the study's recommendation for preferred alignment C. While no route is without challenges and every trail will have opponents (particularly before being built), commenter hears overwhelming support for the alignment from regional cyclists who are awaiting a safe route to and/or through Plainville for recreation or healthy transportation. Commenter feels Plainville has an exciting opportunity to build a recreational asset and green transportation corridor for the enjoyment, health, and safety of its residents, and the residents of other communities and states, and urges the Town of Plainville to accept the recommended alignment C from the Gap Closure Trail Study and move forward in implementing the plan.
211	Davies	Bill	[REDACTED]	Email	Support	General	As a former Executive Director and long-time Board member of the Farmington Canal Rail-to-Trail Association, commenter wishes to express very strong support for "closing the gap" in Plainville. The goal for the popular Farmington Canal Heritage Greenway has long been to connect the cities of New Haven, CT and Northampton, MA; thus replicating the route of the New Haven and Northampton Railroad, which, in turn, supplanted the original Farmington Canal, connecting those cities nearly two hundred years ago. The participation of Plainville is crucial to the completion of the highly-anticipated, uninterrupted 80+ mile paved trail that would pass through ten Connecticut communities and five in Massachusetts. A large quantity of walkers, hikers, and bikers will be most grateful to Plainville for "closing the gap" to provide an extended, safe, and pleasant trail experience on the historic right-of-way.
212	Nelson	Carol	[REDACTED]	Email	Support	General	Supports the plan to have the trail continue on through Plainville. Commenter lives in New Britain and end up going to Farmington most of the time or the busway in New Britain. How nice it would be to start out local. Commenter stops at eateries on the routes I travel so it IS a boost to the local economy. Please let's finally get this done.

Other Public Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
213	Martin	Terence	[REDACTED]	Email	Oppose	Route design	Commenter reviewed the information in the draft report (and attachments) dated January 2018 and found the design of the proposed route shown on the map in particular as a total joke. Commenter was an avid hiker in younger days, and would have had absolutely no desire to continue walking beyond Norton Park. From the southern border of Plainville to Norton Park, the proposed route follows the Farmington Canal route, which will likely hold some scenic and historic interest. From that point north to the Farmington town line, however, the "trail" is no more than a convoluted trip down town roads, by the transfer station, and through people's back yards. To claim that this route "Closes the Gap" is an exaggeration to say the least. All this proposed route does is spend large amounts of money to check a box. The trail will still have a gap because hardly anyone will every want to use it.
214	Lee	Christopher	[REDACTED]	Email	Oppose	Vandalism	Opposed to any alignment that would be near or abut any residential property in Plainville - for those that enjoy the trails the commenter believes there is a downside risk for homeowners adjacent to the trail. Commenter is a Southington resident and has friends who live adjacent to the trail who have observed vandalism (garbage thrown in their yards, items stolen), and states that vandalism does happen on the trail. Commenter encourages other non-evasive ways to run the trails.
215	Bernier	Christian	[REDACTED]	Email	Support	General	Commenter lives in Farmington and loves using the Greenway, hopes it is expanded through Plainville. Bike lanes are not just for recreation (though commenter sees lots of people use Farmington trail). They offer some people an option to get to work or do some errands.
216	Palmieri	Gina	[REDACTED]	Email	Support	General	Voices support for the bike path. Commenter's family utilizes the Farmington Canal bike path year round providing them with hours of enjoyment and great memories. It is an asset to the area. The benefits outweigh the negatives.
217	Simard	Brian	[REDACTED]	Email	Oppose	Route design	The simplest solution would be to use the North-South rail line instead of the proposed route. If there are no Rails available in Plainville, there should be no Trails.
218	Cucolo	Matthew	[REDACTED]	Email	Oppose	Route design	Also commented via form letter see 228. Opposes any current or future trail design. The project was intended to take unused rail system and make it into a trail for people. There are no rails available in Plainville, there should be no trails.
219	McMillan	Kenneth	24040 Camino Del Avion A43 Monarch Beach CA	Email	Oppose	Cost Route design	Opposes any proposed alignment or design that will be near or abut any residential property in Plainville. There is no budget for consistent protection on the trail. It has also been expressed to residents that it will not cost anything. That is NOT TRUE!!! If there are NO RAILS there should be NO TRAILS!!!
220	Hawkins	Scott	117 Morgan Lane Hamden CT	Email	Oppose	Cost Safety Crime	Commenter feels that the costs, especially to private residents, are discounted. Multiple aspects of the plan are impractical, if not downright unsafe. The trail does not follow the canal like in other towns. Only a small portion of the trail will be near business and the natural beauty that most trails have is not seen in the trail. Also there will be littering on private property because of the proposed route.
221	Danielewicz	Paul	[REDACTED]	Email	Support	General	Commenter is an avid cyclist and walker from New Britain and long-time central CT resident, and feels that Alignment "C" makes the most sense in terms of addressing the challenges while minimizing the negative impacts. It seems the concerns raised have been addressed or could be in the future as the process moves forward. As a member of the Rails to Trails Conservancy, I am aware of some of the issues involved in building and maintaining any trail. Safety, privacy, crime, cost and environmental impacts are always valid concerns, but the success stories throughout the country shows these issues can be resolved. Such an asset would be an improvement in the quality of life and an attraction for new residents and businesses.

Other Public Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
222	Campbell	Mary Pat	PO Box 284 Croton Falls, NY	Email	Oppose	Privacy Safety Cost	Reviewed the materials in the draft report (and attachments) and puts forward that the benefits of the proposed planned trail are exaggerated, while the costs, especially to private residents, are discounted. Feels that multiple aspects of the plan are impractical, if not downright unsafe. For example, multiple road crossings, such as the initial trail on Northwest Dr., and in the historic center area of W. Main St. and Pierce St. This does not make for a scenic trip, and concerns about accidents. Feels that only potential increased revenue for the town would be via commercial activity in the W. Main St/Pierce St area. Does not feel route will be scenic. Town Council members should consider the proximity of the planned trail to existing residential areas, especially as portions would abut people's yards. Concerns about littering - if thrown on private property would be property owner's responsibility to pick up which is unfair. For the Town Council members: it is too easy to spend other people's money (in the form of federal and state funding) without thinking through the predictable downsides.
223	Conlan	Dale		Email	Oppose	Trail Design Safety Cost	Opposes any current or future Trail design. Commenter is a relative of residents who live on Perron Road and has known other residents of Perron Road for over 30 years. Feels it is apparent that conversations with the railroad company regarding the rail line were not done well as the railroad company seemed to have shut down any conversation quickly. Questions that need clarification: -With whom from the railroad did the Town or CROCOG meet? -What were the valid reasons they provided as to why the unused tracks could not be considered as a viable route? -Why will they not allow use of the unused rails that border the east side of the Airport? -Have you asked the residents of Perron Road when was the last time they saw or heard a train operating on those tracks? -Is it the cost to the Town of Plainville or the State of Connecticut, or is it the town council's unwillingness to push the issue further with the railroad company? -Does the Town of Plainville or CROCOG believe it is too dangerous? -Why is it any less dangerous than other alignment plans? -Why wouldn't they want to get rid of defunct tracks if they're still paying taxes or are the taxes the reason Plainville doesn't want to push the issue? Regarding trail safety, in Southington portion there is vandalism and areas that do not seem safe to walk. There isn't the ability to police the trail and stop crime or partying. Will residents need to install fences and security systems at their own expense? Commenter believes efforts should be focused on the railroad company. No Rails, No Trails.
224	Conlan	Greg		Email	Oppose	Trail Design Safety Cost	Opposes any current or future Trail design. Commenter is a relative of residents who live on Perron Road and has known other residents of Perron Road for over 30 years. Feels it is apparent that conversations with the railroad company regarding the rail line were not done well as the railroad company seemed to have shut down any conversation quickly. Questions that need clarification: -With whom from the railroad did the Town or CROCOG meet? -What were the valid reasons they provided as to why the unused tracks could not be considered as a viable route? -Why will they not allow use of the unused rails that border the east side of the Airport? -Have you asked the residents of Perron Road when was the last time they saw or heard a train operating on those tracks? -Is it the cost to the Town of Plainville or the State of Connecticut, or is it the town council's unwillingness to push the issue further with the railroad company? -Does the Town of Plainville or CROCOG believe it is too dangerous? -Why is it any less dangerous than other alignment plans? -Why wouldn't they want to get rid of defunct tracks if they're still paying taxes or are the taxes the reason Plainville doesn't want to push the issue? Regarding trail safety, in Southington portion there is vandalism and areas that do not seem safe to walk. There isn't the ability to police the trail and stop crime or partying. Will residents need to install fences and security systems at their own expense? Commenter believes efforts should be focused on the railroad company. No Rails, No Trails.

Other Public Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
225	Weber	Joel	225 Summer St #3 Somerville MA 02143	Email	Support	Route design Environmental Cost Economic	Commenter asks if the path could take a route proceeding roughly due north from the Pierce St and Main St intersection. Commenter asks how costs of the culvert under Route 72 compare to the cost of Route 72 itself and whether residents are proportionately concerned about the ongoing cost of maintaining that road, suggests that culvert can also facilitate animal crossings. Has there been any discussion about whether making part or all of Pierce St one way only for automobiles (possibly southbound only) while maintaining bidirectional bicycle traffic might help to make more space available for bicycles and parking? Prefers the off-road facility design for Pierce St. Likes the boulevard concept for Broad Street, thinks the lack of driveway conflicts makes it a good choice, suggest including gaps in the plants which residents can use to get directly from their driveways to the bike path. There is a list of activity generators which doesn't seem to mention restaurants, and discussion of the full length of the FCHT does not mention that it connects in Northampton MA to the Massachusetts Central Rail Trail. Commenter lives within easy walking distance of a segment of the Massachusetts Central Rail Trail, and there's a possibility that if both the FCHT and Mass Central Rail Trail are completed, they might some day ride a bicycle along these trails and spend money at restaurants along both trails.
226	Form Letter		Matt Cuculo, Marion (also commented via email see item 218) Stephen Buckler, Bristol Jeanne Sims, Bristol Rochiele Buckler, Bristol Lorna Godsill, Glastonbury Joanne Boscino, Tolland Daniel Wenzloff, Plymouth Averitte St. Pierre, New Britain Richard Landrette, Southington David Cochran, Bristol Chris Duffy, Suffield Brandi Taylor, Terryville Martin Griffin, Watertown Sean McDonough, Plainville Darrell Payton, Bristol Shawn Miller, Bristol Justin Paradis, Bristol Stephen Brinkman, Rocky Hill Henry Wasih, E. Berlin John Cistulli, Berlin Alfred Zarrelli, Southington Maria Parillo, Southington Joanna Coraggio, Bristol John Salce, Plainville	Email	Oppose	General	On February 14, a form letter signed by the 24 people listed to the left was sent by Roberta Lauria of Perron Road. The letter stated opposition to any current or future trail design. There was never any talk of using residential properties. If there are no rails there are no trails
227	Wilson	Heather		Email	Support	Economic Property Values	Writes to urge approve the extension of the rail trail link-up through Plainville. This installation will greatly benefit Plainville. Commenter makes a point of shopping and dining in towns where she can access the trail and would like to get better acquainted with Plainville. The completed trail will also be of economic benefit to the whole state. Commenter travels out-of-state for vacation to bike on other rail trails, and would like to see people come to Connecticut to bike the completed north-south trail as well. People who use the trails are generally careful and considerate, quiet and respectful. I have friends whose property borders the trail in Avon, and they feel it has increased the value and desirability of their home to have the trail literally in their backyard. They use it all the time, and they enjoy seeing others use it as well.
228	Bernier	Carolyn		Email	Support	General	Commenter is a Connecticut bike/walk trail user, and supports the proposed trail through Plainville, Connecticut. A trail would beautify Plainville.

Other Public Commenters

CommentID	Name Last	Name First	Contact Information	Method Received	Support/Oppose	Category	Comment
229	Andrews	Jaen		Email	Support	Property Values Health	Commenter supports the trail connection through Plainville. Formerly owned a home in Madison, WI that abutted an abandoned rail line -- which was then converted to a bike path. Commenter was apprehensive about the trail right at the back of their property, but stated they were wrong and it was fabulous! When the commenter had to move in 2004, due to a new job in CT, they sold their house for far more than what 3 different estimates by real estate agents said it was worth, which was far more than they had paid for it. Commenter regularly used the trail to walk dogs and for bicycle rides, straight from their back yard. The rides were particularly helpful when commenter lost their job, as the exercise kept her sane and less anxious during a search for a new job. Commenter continues to describe the health benefits of trails, including during recovery. All kinds of people use the trail, from very young to very old: runners, walkers, mothers with strollers, dog walkers, people riding all kinds of wheeled vehicles, singly and in groups.



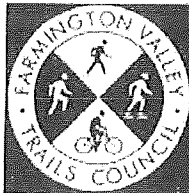
Attachment 3:

Full Written Comments Received on Draft Plan During Public Comment Period



Comments from Agencies or Organizations

Full Written Comments Received on Draft Plan During Public Comment Period



FARMINGTON VALLEY TRAILS COUNCIL

Box 576, Tariffville, CT 06081
www.fchtrail.org
860.202.3928

February 5, 2018

Barbara Collins
President
Bill Matousek
Vice-President
Robert Kazior
Treasurer
Doug Gerlach
Secretary

towncouncil@plainville-ct.gov
Katherine M. Pugliese, Chair
Town Council
Plainville, CT

Re: Town of Plainville Gap Closure Project

Dear Ms. Pugliese, Chair,

This letter is being sent in support of the proposal to close the gap in Plainville of the Farmington Valley Heritage Canal Trail. Unfortunately I can not attend tonight's meeting so I am sending instead.

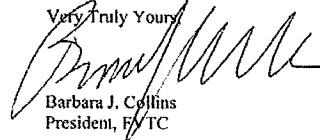
I am president of The Farmington Valley Trails Council ("FVTC") which was created over 25 years ago to campaign for the creation of regional multi-use trails to run from New Haven to the Massachusetts line. The FVHCT trail that runs from the city limits of New Haven to Farmington is substantially complete except through Plainville and we support all efforts to close that gap.

In our 25 years, FVTC has never seen the addition of a trail cause hardship to a town or its citizens. Citizens, even initial naysayers, learn to love having a trail on which they can walk with friends and/or pets, and ride their bikes with less fear of being hit by a car. The trail is particularly valuable to those with medical conditions that limit their ability to exercise. The FVTC receives regular feedback from our members and visitors to our website, so we can attest that the existence of a trail enhances the positive reputation of a town. In addition Plainville should have an opportunity for economic growth because trail users utilize merchants near the trail and often get off the trail to explore the Town.

I have seen some of the information from those who oppose the trail. It reminds me of the fight against the trail in Simsbury. Opposition turned to support once the trail was installed and residents began to use it. The trail adds to the safety of the neighborhood because drivers will have to actually obey the traffic signs and drive slower. Adding a roundabout should make the traffic flow more efficient and in control. Studies have consistently shown the value of such roundabouts. While the concerns of the neighbors should be considered, and actual inconvenience to them limited as much as possible, their fears that there may be potential problems should not stop the Town Council from approving a trail through Plainville.

For all those reasons the FVTC strongly supports this Gap Closure project. If you have any questions please do not hesitate to call.

Very Truly Yours,



Barbara J. Collins
President, FVTC

Cc tmalone@crcog.org
FVTC Executive Board

Preston Reed
(1916-2013)
Founder

Board Members:
Nancy Weiner-Anstey
Bruce Donald
Lisa Fernandez
Joy Himmelfarb
Gary Miller
Diana Moody
Rich Rowleson
Laura Rusotto
Dwight Weed

info@fvgreenway.org



Comments from Individuals Identifying Themselves as Plainville Residents

Full Written Comments Received on Draft Plan During Public Comment Period

From: Kenneth Jones [mailto:~~kennethdrummer@icloud.com~~]

Sent: Monday, January 22, 2018 1:45 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Comments-draft Gap closure study

Sent from my iPhone

My name is Ken Jones and I reside in Plainville at 107 Whiting St. I oppose Alignment C in the gap closure plan. I am concerned over how our taxpayer money is being used. I find it difficult to understand why we would use any federal, state or local funds to establish new projects such as the gap closure through Plainville as opposed to using those funds to continue already established recreational programs such as reinstating life guards to our state beaches and Environmental Officers to protect our State Forests. Add to that the need for upkeep and improvement of our deteriorating infrastructure throughout the state. It seems to me that these current needs should be dealt with before adding any new recreational endeavors, such as the gap closure through Plainville.

Also of great concern, the gap closure plan assigns maintenance and upkeep of the path through Plainville to the town. This will put a additional burden to the taxpayers at a time when the state budget is uncertain, and the taxpayers are being reassessed, to compensate for the diminished state budget

Sincerely

Ken Jones
107 Whiting St.
Plainville, CT. 05062

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2/7

Tim Malone:

After attending Monday night's Plainville Town Council's meeting, I want to stress my OPPOSITION to the proposed Trail design, or any future alignment in Plainville.

This Trail severely and negatively impacts Plainville. It does a disservice to too many of the town's property owners and all taxpayers.

Since there are no "empty" rails in Plainville, there should be no trails.

Thank you,

Candace Hall
113 Shuttlemeadow Road
Plainville, CT 06062

Sent from my iPhone

-----Original Message-----

From: Candace Hall [mailto:~~candacehall_2@hotmail.com~~]

Sent: Wednesday, January 24, 2018 4:03 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Heritage Trail

I am opposed to the current proposal for the Heritage Trail in Plainville.

Candace Hall
113 Shuttlemeadow Road
Plainville 06062

Sent from my iPhone

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

Town council and Tim:

For some reason , the Minutes of the meeting feb 5th, the secretary wrote
that I am in favor of the trail?

I am NOT!

They also have me list as John Balkow ?

Please get this information correct!

Thank You

Robert Balkow

Sirs:

I'm apposed to the route, that the gap closer is going to take!

I feel there are different routes that would be better, and less expensive!

The state doesn't have money to fix our roads and bridges, but
we can spend 11-14 million dollars on something we don't need!

Robert Balkow

22 Perron Rd

Plainville, Ct

Dear Ms. Carr:

As a resident and taxpayer in the town of Plainville I am opposed to any current or future trail design, alignment or project within our town's borders that would be near any commercial or residential properties. The safety and privacy concerns plus the fact that property owners who have purchased their homes and businesses within town should have the right not to be "steam-rolled" into sacrificing the expectations they had for their properties when they decided to purchase their homes years and even decades ago in order to satisfy the selfish whims of certain transients who would be in and out on this trail.

In order to complete this trail as planned two bridges and a long tunnel, probably costing millions above the cost of the trail itself make this trail through Plainville cost-prohibitive at this time of state, local and federal fiscal crisis. Towns like Cheshire and Southington that had abandoned railroad lines including existing bridges that could be converted for foot and bike traffic had a built in advantage over Plainville which still has working rail service and no obvious route for such a trail.

As a Plainville homeowner and taxpayer I resent how the February 5 hearing was co-opted by out-of-towners, people who do not live in town, pay taxes to our town or even understand the unique situations we are in, and yet they feel they somehow have the right to tell us what to do. The fact that the meeting was moved to the larger PMS venue to accommodate a large crowd and that not a single one of the out-of-towners spoke against the trail shows me that this crowd was anticipated and somehow alerted to show up as a way to try to manipulate public opinion. Perhaps the most outrageous comment of the night was made by the woman who wants homeowners to invest in landscaping their backyards so that she might admire their handiwork. That is an awful lot of chutzpah.

Sincerely,

David Spencer

Original Message-----

From: Donna M Ierardi [mailto:~~dmierardi@sbglobal.net~~]

Sent: Monday, January 29, 2018 5:57 AM

To: towncouncil@plainville-ct.gov; Tim Malone <tmalone@crcog.org>

Subject: Trail through Plainville

Because I am away for the winter months I will not be able to attend the February meeting pertaining to the construction of the trail through Plainville. I am totally in favor of getting this project settled. You have a difficult decision to make and will not please everyone but I urge you to make a decision and move forward on the path quickly. I only ask that you keep the safety of the homeowners that may have this path next to their border in mind.

Donna M Ierardi
42 Washburn Drive

Sent from my iPad

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

From: Melanie Schneider [mailto:~~melanieschneider@comcast.net~~]

Sent: Sunday, January 28, 2018 4:16 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Proposed Bike Trail in Plainville

Dear Mr. Malone,

I'm writing to state my support for the proposed bike trail in Plainville. I live on Broad Street and am thrilled with the thought that the proposed trail may possibly pass in front of my house for my family and the public to use. The photos of the proposed trail are beautiful and would greatly benefit the Town of Plainville in many ways, i.e. bridge the gap between Farmington and Southington, allow families to hop on the trail nearby to their homes, will look beautiful, and lastly bring new visitors to town to utilize our many great restaurants, etc.

Broad Street is a wide and flat street and invites drivers to drive fast, which is a concern. On the other hand, the "bike boulevard" will narrow the street somewhat and I would hope to see drivers becoming more cautious and drive slower.

This proposed trail has my full support and I look forward to hearing the decision outcome!

Sincerely,

Melanie Schneider

From: Laura Montana [mailto:~~lauramontana79@gmail.com~~]
Sent: Sunday, January 28, 2018 11:21 AM
To: Tim Malone <tmalone@crcog.org>
Subject: Trail in Plainville

I am a Plainville resident and our family is absolutely in favor of the trail! Keep up the good work! Can't wait to enjoy it!!

Please let me know how we can help support this. I am emailing the Plainville town council too.

Laura Montana

From: MARY S HOLCOMB [mailto:~~sueholcomb@comcast.net~~]
Sent: Sunday, January 28, 2018 7:39 AM
To: towncouncil@plainville-ct.gov
Cc: Tim Malone <tmalone@crcog.org>
Subject: Yes to Rails-to-Trails in Plainville

I support the Rails-To-Trail in Plainville. I believe it will have a positive impact on our town by bringing much needed dollars into our business center. I frequently travel thru Collinsville center and the Bike Trail is always busy with families. Collinsville Center is bustling with activity on the weekends. This activity could take place in Plainville as well. Instead of always saying "Not In My Backyard", let's be a welcoming and forward thinking town and embrace positive change.

I will be attending the public hearing on Feb. 5th at the Middle School.

Sue Holcomb

51 West Broad Street

Plainville

From: Marilyn Speranza [mailto:~~marilysperanza@gmail.com~~]
Sent: Saturday, January 27, 2018 6:44 PM
To: towncouncil@plainville-ct.gov

Cc: Tim Malone <tmalone@crcog.org>

Subject: Plainville Trail Gap Closure

Dear Town Council Members,

I am not able to attend the public hearing on 2/5, but I wanted to make my opinion known in regards to the trail gap closure in Plainville. I use the Farmington Canal Trail on a weekly basis in spring, summer, and fall. I am a runner and the trail is my go-to location for my weekly long run. I usually run in Farmington and Avon, starting near Tunxis Mead Park. I was so excited to hear that the trail might soon continue through Plainville. I see the trail as an important asset to the community.

I have run on the trail in Farmington and Avon at all hours of the day, including before dawn and after dusk. I have always felt safe (Although I do bring a whistle and pepper spray as a precaution!). The trail is used by walkers, runners, and cyclists. I see people of all ages using the trail at their own speed. I have never seen trash by the side of the trail, aside for a few stray bags of dog waste. The trail is never noisy. I can hear the walkers chatting as they near, but soft conversation is the only sound apart from nature.

I am currently renting a house in Plainville and hope to buy a home within the next few years. When I buy, I would prefer a house with close access to the trail. I am sure there are many other active individuals who feel the same way. I would even be prepared to pay a bit more for a house near the trail. My running partner and I often look at the houses we pass along the trail in Farmington and remark, "I wish I had the trail in my backyard!" I hope the Plainville trail gap can be closed soon, but in the meantime I will continue driving to Farmington!

Thank you for your consideration,

Marilyn Speranza

49 Park St, Plainville

From: homesbykamil [<mailto:homesbykamil@kw.com>]

Sent: Saturday, January 27, 2018 5:21 PM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov

Subject: Trail

As a Realtor that conducts a fair amount of business in town I am for the trail. This would attract more families to town and would only benefit the residents of Plainville. There is no good reason to oppose such a valuable project.

Sent from my mobile device.

Kamil with Keller Williams Realty.

~~Mobile: 860-402-8517~~ ~~www.homesbykamil.com~~

From: Mark Zakrzewski [mailto:~~zakrewski@bcglobal.net~~]

Sent: Saturday, January 27, 2018 5:08 PM

To: Tim Malone <tmalone@crcog.org>

Cc: towncouncil@plainville-ct.gov

Subject: Trail Supporter

Dear Sirs and Madams:

I am writing as a Plainville taxpayer to let you know that I wholeheartedly support this trail project and it needs to go forward. It is such an embarrassment that this town has not done this sooner when other communities have completed their trails so long ago. Please get this done!

Jen Zakrzewski

24 Elbow Lane

Plainville, CT 06062

From: Heather Long [mailto:~~pandorproject@hotmail.com~~]

Sent: Saturday, January 27, 2018 1:09 PM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov

Subject: Supporting the trail and the projected path on Broad St

I support the bike trail and protected bike and walkway. There are obvious health reasons for having the trail and protected path. Currently, children and adults have no safe space to walk or bike as some residents drive when the pedestrian has the right away. In addition the bike path has the potential to bring new business to and through our town.

Best regards,

Heather Long, EdDET

Resident of Plainville

After reviewing the proposed "GAP" design draft I am opposed to the alignment and design of Plainville's segment of the Heritage Trail. '

My reasoning is that it will require an extensive construction process and secondly it will negatively impact residents both on the southern portion of the trail as well as the northern portion. To define that more closely, negative to residents caused by the construction process; trucks, bulldozers or what ever else is needed in the construction phase of the project. More importantly, because of tight perimeters within the project, the privacy of some residents, specifically the northern segment of the project will be jeopardized. Imagine if you will, residents conceivably having "strangers on bikes" practically riding through their back yards!

May I conclude with a simple designed trail of my own:

- * Exit Southington on Town Line road
- * Turn right onto South Washington street
- * Turn right at traffic light onto Broad street
- * Turn left onto East street
- * Straight on East street to Route 10 North
- * Left on to Northwest Drive and you now are able to enter Farmington's segment of the Heritage Trail.

Very simple plan with bike lanes already established, bridges not needed to be built, and residents life's not disturbed.

Respectfully

submitted, Lou

Frangos
Plainville, CT.
~~860*747-0663~~

January 25, 2018

To: Mr. Tim Malone CRCOG

I am firmly in opposition to the design and possible implementation of the proposed Alignment "C" of the Trail Gap Closure, as it is currently being proposed to the citizens of Plainville.

For months now, dozens of Plainville citizens have come before GRCOG, town officials, the Trail Steering Committee, and Town Council members to voice their opposition to this trail, and it appears their voices are falling on deaf ears.

I strongly oppose building a trail which will invade and intrude the front and back yards of many of Plainville citizens and their quiet neighborhoods. I am referring to residents of Perron Road, Pierce Street, Broad Street, Hemingway Street, Hollyberry Lane, and other busy and quiet streets. I am also opposed to invading the sacred and historic Mule Haul Trail which runs approximately 30 feet in back of Hollyberry Lane.

Furthermore, building a trail through Plainville will cost millions, and this one is far too expensive. This is a want, not a need, for a very few people. Think about it! I am certain in this depressed economic climate that neither the Feds, the State of CT, nor the Town of Plainville can afford to build it, or maintain its pending upkeep.

My sincere opinion is... "No Rail/No Trail. If we had an inactive, abandoned railroad line going through Plainville, then and only then would a trail going through Plainville be an acceptable idea if it didn't cost too much.

Please stop this nonsense now and shelve this entire project until such a time that the railroad becomes inactive.

JOanne E. Edman

166 West Main Street Plainville, CT 06062

(860) 747-2595

From: McWilliams, Mark PW [mailto:~~mark.mcwilliams@pw.utc.com~~]

Sent: Wednesday, January 31, 2018 8:39 AM

To: Tim Malone <tmalone@crcog.org>

Subject: Gap

Hello Tim

If you are weighing the yeas and nays on closing the trail gap, I'm a ye.

I understand there are complaints about where alignment C comes close to people's homes. A concern I would have is if there are people who have to back out of their driveways across the trail. Overall I like alignment C. Alignment C follows close to the old canal path which is a great historical point and gets people to the center of town/businesses. The best option would be over the rail path. I thought in the past that having a trail "next" to the rail would be good. I changed my mind after a few Pan Am train derailments.

My earlier hope was to see the trail run from Yarde Metals follow along the Quinnipiac River, cross Woodford Ave., over the rail to Hooker St., RT10, Robert St., then to Cronk Rd and connect at Northwest Dr. That way the trail would go through more of a nature setting.

I hope ground can be broke soon on this project it will be a very good thing for the town of Plainville and the people who use the trails.

I have a request for whom it may concern; signs letting drivers know that there is a 3 foot of separation when passing bicyclists. I see bicycle signs combined with markings on the road. But anywhere else there is no signage. Trying to get the other ends of the trail is dangerous as it is. Its exacerbated by ignorance to the law. There has to be more acknowledgement of the law throughout the state and especially through the gap area where people have to detour on main roads to get to the active trail, i.e. Route 10.

Thank you for your time,

Mark McWilliams

86 Arcadia Ave.

Plainville,

~~860-919-0867~~

Date: Jan 31st, 2018

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Plainville Town Council—towncouncil@plainville-ct.gov

Subject Line: Farmington Canal Heritage Trail Section for Plainville

I request that you please read this as part of the Public Hearing section on the February 5, 2018 Town Council meeting. I also request that my full email be part of the public records and included as part of the Town Council minutes.

I would like to say that I OPPOSE any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. I do like the concept of the bike trail, HOWEVER, imposing it in the area of residential areas such as Perron St. is not in alignment with the desires of most Plainville residents.

Having the trail near the center of town, near small local business needing the exposure is better for Plainville. The train tracks are already there.

I realize that the project was started many years ago as Rails to Trails. My understanding is that the intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

It has also been expressed to residents that it will not cost us anything. That is NOT TRUE!!! There will be a cost in state and federal money to build this and the Town will be responsible to maintain and fix it. That cost money.

In summary, I would like to say that I oppose any project or design that does not utilize inactive railways. If there are NO RAILS there should be NO TRAILS!!!

Sincerely,

Violet Dayon
47 Reliance Rd
Plainville, CT 06062

From: Lauria (PHS Student), William [mailto:~~21lauria@plainvilleschools.org~~]
Sent: Wednesday, January 31, 2018 3:12 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Fwd: FCHT for Plainville

I am writing about the Trail you want to put right next to my yard.

I disagree with this Trail because it will not help us. It will be right next to us. It will bring crime and chaos to the neighborhood. I like my yard the way it is. You have no right to take that away from me or my friends.

Billy Lauria
18 Perron Road
Plainville, CT 06062
~~(860) 793-6806~~

From: THERESA ANDREOLI [mailto:~~tandreoli@comcast.net~~]
Sent: Wednesday, January 31, 2018 4:25 PM
To: Tim Malone <tmalone@crcog.org>; tcarr@yhb.com; townccouncil@plainville-ct.gov
Subject: Farmington Canal Heritage Trail Section for Plainville

Hello,

I would like to state that I OPPOSE any proposed alignment or design that will abut any residential property in Plainville. If it is not using the railways it does not belong.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was never any talk of using residential properties or locations to make this Trail. Also, the current proposal does not support the downtown area.

It has also been expressed to residents that it will not cost us anything. That is NOT TRUE!!! The Town will be responsible for ongoing maintenance, to repair trail and related structures, and to ensure public safety along the trail. These all cost money.

In summary, I would like to say that I oppose any project or design that has significant impact to private residence. If there are NO RAILS there should be no trail.

Sincerely,

Theresa Andreoli

16 Perron Rd,

Plainville, CT

From: Fritz, Joyce Marie [mailto:fritz@uchc.edu]

Sent: Tuesday, January 30, 2018 1:30 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Rails to Trail Meeting, Monday, Feb 5, 2018

Hi Tim:

Sorry I will not be able to make the meeting on Monday nite. I just want to mention that I am in full support of this Rails to Trail project to go through Plainville. I was in full disgust when I read in the Plainville paper how someone stated that we should not be allow to put the trails in until we have an inactive railway. I don't believe that will happen for a long, long time. I know that this person has a right to his opinion but I have lived in Plainville for 30 years + and Plainville does not like change. I think maybe you should reach out to people in Farmington, Cheshire, Avon, Southington, etc, etc who have the trail in their backyard and ask them to give them their feedback about the trail and what has it done for them. Hopefully you could get some positive feedback to bring to the meeting or future meetings. Good luck with the meeting.

Sincerely,

Joyce Fritz,

9 Geneva Avenue,

Plainville, CT 06062.

I am writing in regard to the proposed design and alignment for the Trail for Plainville.

I strongly disagree with this Trail. Contrary to what you are claiming, having it go millimeters from the yards of residents, voters, and taxpayers is wrong. This Trail has nothing good to offer Plainville or the people. The Committee is looking at what you want and not what the people keep saying to you. We DON'T want it next to our yards. You have no right to disrupt our life for the selfishness of others that will not be impacted.

Anthony Lauria

Anthony Lauria

18 Perron Road

Plainville, CT 06062

~~(860) 793-6806~~

To: Mr. Tim Malone:

January 24, 2018

My name is Joel Edman, born and raised in Plainville, as well as my father, Joseph R. Edman. I own three houses in Plainville, one of which I reside in on the east side of Hollyberry Lane.

I adamantly oppose the extended proposed route over the Historic Old Canal Mule Haul Trail 30 feet beyond my property line, as well as the other five plus miles that it would negatively impact other hundreds of homeowners routing through front yards and back yards and up and down busy streets, as well as wetlands and flood plains. I know that it will be very expensive to build and also to maintain. One cannot get even an approximation of the cost, which I suppose is because trail people don't want to scare the taxpayers who will be stuck with paying for it, as well as the forever ongoing maintenance and repair. If the Federal and State of CT governments give the "go ahead", it should be on the only three miles of abandoned railroad cleared and straightforward through the center of town. Its namesake

"Rails to Trails" is the only way it should be allowed. No Rail/No Trail. Thank you for your consideration.

Joel Edman

Joel Edman, 63 Hollyberry Lane, Plainville, CT 06062

Tele: ~~(860) 916-8789~~

P.S.: As a point of interest, I would like to relate to you a personal episode that happened to me in the past. I, after which I observed what my father had to deal with as First Selectman of the Town of Plainville, wanted to serve in what I thought would be nonpolitical in nature. Ruth Hummel, our Town Historian and Conservationist, nominated me to become a member of our Town Conservation Commission. I actively took part in several activities on a volunteer basis, but when it became time to be accepted as a member, I was rejected by our then Town Manager, Stenhouse. This rejection was quite astonishing to me, and after quite a while later at an impromptu meeting downtown, I asked him why I was rejected. He said very flippantly, "Maybe I was of the wrong party affiliation." I am relating this to you to emphatically stress the fact this proposed trail through town runs against our conservational and historical endeavors, and I very strongly oppose it for the good of our little great Town of Plainville.

NO RAIL/NO TRAIL!

4.0..e..c *Edman*

Joel Edman

January 24, 2018

February 2, 2018

To: Tim Malone—tmalone@crco.or

Theresa Carr—tcarr@vhh.com

Kathy Pugliese—katpug01@gmail.com

Subject: Farmington Canal Heritage Trail Section for Plainville

I respectfully request that these comments be part of the February 5, 2018 Town Council minutes and included as part of public records.

I would like to begin by saying that I OPPOSE any proposed Trail design, alignment, or project that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using, abutting, or abusing residents and their properties to make this Trail.

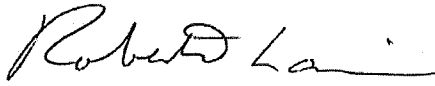
This Trail is being based on preferences and opinions of others that will not be impacted. Many of these other people seem to act like 5-year-olds whose parents never had the decency or guts to tell their children NO. This Trail is a want, not a need, plain and simple. You don't have the right to turn the lives of others upside down for selfish, self-centered adults that have obviously not learned how to be grown-ups that care and think of others and the impact of what they want or prefer will have.

It has also been expressed to residents that it will not cost Plainville anything. That is NOT TRUE!! There will be a cost in state and federal money to build this and the Town will be responsible to maintain it, patrol it, and fix it. This will be at the cost to Town taxpayers. Doesn't Plainville have enough bills already? We just received a supplemental tax bill yesterday because we could not cover our current expenses.

We had a neighborhood meeting on January 18, 2018 about this Trail. It was at that point, and only after many questions, Perron Road residents were FINALLY told that this Trail will be abutting properties on the even side of Perron Road. It may not be on my property, but it will be millimeters from it. What right do you have to do that????!!!!!!!

The day after our neighborhood meeting, I sent an email to Robert Lee asking who will be responsible for any garbage that is tossed on my property from this Trail. I was sent an email back saying that he believes that it would be rare to get garbage and if it does happen the property owner is responsible. So now I need to worry about other people's garbage, syringes, and condoms because you think these selfish people with preferences and opinions are more important than MY family and MY property? It should also be noted that while you are trying to shove this down my throat millimeters from my yard, Robert Lee would have at least a 25-35 foot buffer from his property line because it will be across the street, not abutting it.

In summary, I would like to repeat that I oppose any Trail design, project, or alignment that does not use railways. If there are NO RAILS, there should be NO TRAILS!!!



Roberta Lauria
18 Perron Road
Plainville, CT
06062
~~(860) 793-6806~~

From: STEVE SANTACROCE SR [mailto:~~stevesantacroe4@comcast.net~~]
Sent: Thursday, February 1, 2018 6:31 PM
To: ~~katpug01@gmail.com~~; tmalone@crcog.org; Carr, Theresa <TCarr@VHB.com>;
towncouncil@plainville-ct.gov
Subject: [External] Opposition to Trail in Perron Rd Area

Good evening,

I'm writing to express my opposition to the planned trail through the residential area behind Perron Rd. I don't think all options have been exhausted in finding alternate paths for this trail to run. For example, it can run down the southern part of Carlingswitch to the airport side and then straight down to Northwest Drive all on PLAINVILLE OWNED PROPERTY that was bought with TAXPAYER money. The trail is proposed to pass through parts of the old dump where everything and anything was dumped for 50+ years with no environmental protection. It is full of toxins and hazardous material. The proposed trail is also crisscrossing through every non-usable, non-valuable piece of land in town. A more direct path through town would allow for better policing to limit vandalism and foul play. This could bring in more patrons to the downtown area benefiting the local businesses for example: restaurants and even the bike shop downtown.

At the January 18th meeting, the town manager asked me "What's keeping me from moving?" Robert Lee was leading my answer to be "nothing." However, what's keeping me here is that five generations of my family have lived in this town and paid taxes in this town. My home on Perron Rd has seen three generations of my family. My commitment to Plainville remains true. I take pride in my home and the land it sits on. I don't like the idea of having a fence block my view that stands clear at the moment. And I certainly don't want to see people on the edge of my property line. We've enjoyed a certain quality of life in this neighborhood that we've chosen to live in for over forty years. The peaceful, quiet and safe qualities of this neighborhood are now threatened.

I OPPOSE any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways it does NOT belong. The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

Sincerely,

Steve Santacroe 4 Perron Rd Plainville, CT

From: Elaine [mailto:~~elaine.belanger75@gmail.com~~]
Sent: Thursday, February 1, 2018 1:32 PM
To: Carr, Theresa <TCarr@VHB.com>
Cc: Tmalone@crcog.org
Subject: [External] Farmington Canal Heritage Trail Section for Plainville
Importance: Low

I would like to state that I am apposed to any alignment or design that abuts directly to a private home. When this proposal started it was rails to trails. What a great idea. It would use existing paths instead of creating new one. Unfortunaly Plainville is still using the railroad so this is not possible. At this time completing the trail is a strong suggestion and not mandatory.

Several times Mr. Lee keeps trying to doop us into believing this is no cost to the Plainville residents. I a sick of him thinking we are stupid. Dose he not know we also pay the State and Federal taxes. No matter what this project will come at a cost to us and a time when we cant afford it.

Many residents have apposed the current alignment. Many people said they would love the trail in their back yard. When you purchase your largest investment you consider the environment, school distract, traffic and serenity of the area. It is not fair to change the situation to something that the homeowner does not want. If you are renting you can easily more. Not so easy if you own the property.

Mr. Lee also stated he is looking forward to the trail going down his street. If he wanted to have people going down his street why did he purchase a home that is secluded and even if he sits on his front porch he has a hugh front yard and will not be disturbed by the additional traffic. How can he compare this home to the people that live on Broad or Pierce. I don't understand why the hikers cannot continue to go thru Plainville like they have been I love to hike but do not want to walk so close to people's resident.

I have lived next to a walking path at Paderewski Pond. The town does not have the staff to maintain or clean it. I have lived here for 23 years. I have only seen 1 other person take the time to pick up trash. How are you going to get anyone to maintain the Farmington Canal Heritage Trail?

The Police Chief said topical the crime / mischief goes away after 18 months. Not True. People just stop calling because nothing is done. I've been told this is not a priority.

My next door neighbor was about to be murdered when her husband come home and stopped him. He jumped out the window and that's right, used the path to escape. My home has had people in the back of a fence in yard attempting to break in. Once again they used to path to get into the yards.

Granted this will not happen to every resident, but who wants to be the one this happens to? I do not feel safe at night. I have the right to live in pease and the Police are suppose to protect the citizens.

In Summary, the residents cannot afford this trail and many people in the path do not want it. Why don't you do like the dog park and people who want it raise the money.

Maybe In a few years the rails will not be used and we can go back to the original plan of RAILS TO TRAILS. .

Sincerely,

Elaine Belanger

199 Cooke St.

Plainville, CT 06062

Dear Tim,

I am interested in speaking at the public hearing in Plainville regarding the Heritage Trail. I am a homeowner residing at 103 Broad St. Please confirm that this email was received and if I can reserve a slot to speak at this meeting. If possible, any time after 7 is best as I have to pickup my 1 year old son prior to attending.

Regards
John

Sent from my iPhone

Dear Tim,

Attached are my comments regarding the proposed Bike Trail plan that I would like to share at tonight's meeting. I had emailed you earlier last week about attending. See you tonight.

Thanks,

John

Statement for the Feb 5, 2018 Public Hearing

Good evening. My name is John Thomas. My wife and I purchased our home at 103 Broad Street and moved to Plainville on Sept. 29, 2017. I am here this evening to speak in opposition to the "Alignment C" proposal of the Gaps Closure study for several reasons:

1. As one of many homeowners residing along the proposed, approximately 4-block long, 10'- wide bike route down the middle of Broad Street, I can honestly say that this will pose incredible hardship for the residents and frequent travellers on this street.

2. To the left of our home, there are two large churches located almost directly across the road from each other whose members park along the street for services. In addition to the approximately 10 - 30 cars that park along Broad Street for Saturday religious services, the Seventh Day Adventist Church (whose property abuts mine) operates a food pantry on Wednesdays which draws literally dozens of cars throughout the day that park along both sides of the road at present. Would the poor and disabled who are served by this food pantry have to park blocks away and then haul heavy bags of food to their cars? Placement of the bike trail as proposed in Alignment C will also negatively affect their congregation, leaving them nowhere to park for their religious services. In addition, on Saturday afternoons and Sundays some members of the Catholic Church also park along Broad Street. To remove a 10' path down the middle of the road for the proposed pathway means that there will be no on- street parking at all, and it will make even entry or exit from the driveways of residents living along this portion of the proposed path difficult to impossible, only permitting right turns.

3. It should also be noted that several commercial businesses and the Town's food pantry are located on South Canal Street off Broad, and each of these would also be adversely affected by a bike path down the middle of Broad Street which will limit the direction in which cars can travel going to or leaving those locations. A funeral home is presently under construction along this route that is expected to open within the year as well, which will cause traffic backups as vehicles enter and leave their location, especially when there are large funerals – and funeral processions have the right of way – which could pose a safety issue for bikers.

4. As a homeowner, I can state without exaggeration that vehicles traveling on Broad Street frequently exceed the 35 mph posted speed limit, with many driving 40 - 60 mph. As per the town traffic congestion stats in your Existing Conditions Assessment (Table 1), an average 8,700 people drive on it daily. This makes Broad Street one of the busiest roads in this part of town, aside from the highway and Main Street areas. Whiting, Woodford, and Red Stone have far less cars, among the 7 other streets on just that table alone that see less traffic. There are probably a lot more in Plainville if examined. Placing the bike path down the middle of Broad St. will limit residents to making right turns only out of our driveways, forcing us to drive blocks out of our way to get to the center of town or the highway to get to work. The narrowed traffic lanes will make garbage pickup, mail delivery, and fire truck and commercial truck access considerably more difficult, and there will be no possibility of on-street parking for guests.

5. We have a young son who is only 18 months old. We moved here seeking a safe and quiet neighborhood in which to raise him. I think that is what all families want for their children. Since our arrival, everyone we have met in Plainville has been very friendly and welcoming towards us, and we really enjoy living here. However, since moving in, we have had to spend a considerable amount of money improving what had been a long vacant and neglected house, with an overgrown yard. Accordingly, we are extremely concerned that this proposal will have a severe negative impact on our property values and investment.

6. In your meeting notes from July 26, 2016, you state "if there is a property that will be affected the owner will be notified." I don't understand why the views of homeowners along the proposed route were not elicited as your meeting notes claim they would be. Far from receiving any written notification from the Town (or our seller, at closing) about this proposal, we only learned this past week from one of our neighbors that your agency is recommending running a bike trail down the middle of Broad Street past our home. Quite honestly, we were alarmed when we heard this. We would not have purchased our current home if we had known this last fall, and we most certainly would not have invested almost \$20,000 in necessary improvements to the property after moving in if we had known in advance of these plans. While I realize I'm coming in late in this process, please understand that -- had I known of this proposal earlier -- I would have attended all the town meetings related to this matter.

I am confused as to why only a single option remains for moving forward. I firmly believe that the proposed route is a bad choice for this type of project. It poses safety issues for the bikers due to the heavy volume of traffic and will have considerable negative impact on property values of the surrounding neighborhood, not to mention access to local businesses and houses of worship. In addition, under the stated plan only a portion of the anticipated costs will be covered by state and private funding. Thus, the remainder of the construction and ongoing maintenance costs of this trail will fall on Plainville taxpayers. The Town has already experienced a drop in state funding, thus prompting the need for the recent issuance of supplemental property tax bills for the current fiscal year. How can you justify causing considerable hardship for the homeowners and businesses located along Broad Street in the affected area and then expect us to pay higher property taxes to fund this disruption?

With all due respect, while I do appreciate the committee's efforts to bring the bike path to completion, the Alignment C proposal will cause considerable upheaval for those living, working and worshipping along the proposed Broad Street portion of the pathway. Accordingly, on behalf of my family and my neighbors, I respectfully request that you reconsider other routes that will meet your stated goals, but be a safer and better fit for all of the parties involved. Thank you.

From: ~~kathvann118@gmail.com [mailto:kathvann118@gmail.com]~~
Sent: Monday, February 05, 2018 10:34 AM
To: Tim Malone <tmalone@crcog.org>
Subject: Plainville Gap

Hi Tim,

I have reviewed the draft report and plan on being at tonight's meeting. I am a lifelong resident of CT and newer resident to Plainville residing in one of the condos on Julie Road with the Tomasso Nature Park abutting my property. I have biked, run and walked every mile, multiple times, from New Haven to Massachusetts, minus the Plainville gap. When the first plans were drawn showing the trail passing through the nature park, I was thrilled!!! But the masses spoke and it had to be revised. Looking at the current plan, this will be great also, easy access to my home. My hopes are that after a long day at work I can go in my garage, just hop on my bike to unwind. It will be so nice to not have to rack my bike and drive to a parking lot somewhere on the trail. I will just get to pick up the trail at the Transfer Station. The Granger Lane homes in that area are made up of many families with children who are outside

playing all the time. They bike, skateboard and scooter all over the streets. I love seeing the kids playing outside but am concerned about their safety. The trail will be a tremendous asset to our neighborhood. In addition to all the children in the neighborhood, there are many adults who walk in and out of all the cul-de-sacs. With the trail right there, they too can enjoy the benefits it has to offer. I myself am looking forward to biking on weekend mornings to the little diner downtown and eating one of their delicious Greek omelets and then work it off by continuing my ride on the trail. It just so happens that my sister lives on the trail in Southington and one of my brothers lives on the trail in Cheshire, how cool is that! And speaking of downtown, there is so much potential in those little store fronts for quint little shops, café's and of course ice cream parlors!!! With the trail in close proximity, our little downtown can become a destination spot for those on the trail. So with that said, please put it in my backyard!!!!

Thank you,

Kathy A. Roosa

20 Julie Rd. A3

Plainville

From: dzfam [mailto:~~dzfam@att.net~~]

Sent: Monday, February 05, 2018 10:55 AM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.org

Subject: Proposed Trail in Plainville

Hello,

I will not be able to attend the meeting tonight, but ask that my comments be read into the minutes.

My name is Sue Dziura and am a resident of Broad Street in Plainville. I have been reading and participating in the process of the development of the Gap Closure process. I applaud the work that has been accomplished thus far and and appreciate the input of so many.

I would like to express my desire to see the gap closed. I believe that the benefits for the town are very worthwhile. I have used several of the other trails in the area and have wished for the same in my town. As well, I have had experience with trails in the States of Colorado and Arkansas.

I encourage the Town Council to continue to move forward with the plan as it is currently. I understand that the Design Phase will address the safety and security concerns brought up by concerned citizens. Having professional, experienced designers, as well as a Police Chief who has had experience in a town with a trail, gives me confidence that the trail will be built with the citizens' interest, safety, and security as a priority.

Let's move forward and make Plainville a welcoming town to cyclists, walkers, tourists, history buffs, and nature-lovers to allow them to see all that we have to offer.

Thank you,

Sue Dziura

172 Broad St.

Plainville, CT

Date: January 26, 2018

To: Tim Malone—tmalone@crcog.org

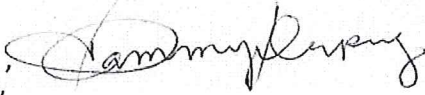
This e-mail is in reference to the Farmington Canal Heritage Trail Section for Plainville.

I would like to say that I oppose any proposed alignment or design that will be closely approximated or abut any residential property in Plainville. If it is not using the old railways it does NOT belong. There are many home owners that have very legitimate concerns about the trail abutting their properties and I hope you would take time to pause and reflect on their concerns. They should not be taken lightly. Currently living with a town pond in my back yard I know how poorly maintained these types of areas are. They take little to no priority in upkeep by the town personnel.

It has been expressed to the residents that it will not cost us anything. That is not true. There will be a cost in state and federal money to build this and the Town will be responsible to maintain and fix it. Those things do cost money.

In summary, I would like to say that I oppose any project or design that does not utilize inactive railways. If there are NO rails there should be NO trails.

Sincerely,


Tammy Duprey

205 Cooke St

Plainville, Ct 06062

From: mweimer19@gmail.com [mailto:mweimer19@gmail.com]

Sent: Wednesday, February 07, 2018 9:05 PM

To: Tim Malone <tmalone@crcog.org>

Cc: devoe@plainville-ct.gov; daigle@plainville-ct.gov; Robert E. Lee <relee@plainville-ct.gov>

Subject: Gap Closure Study Feedback for Public Hearing at Plainville Middle School Feb 5th

Good evening,

I attended the public information session at Plainville Middle School on February Feb 5th about the Gap Closure study.

I am in favor of the project moving forward as soon as funding is available. As someone with two young children I would like to be able to get on the trail without having to travel to Southington or Farmington. Knowing that the trail heads down busy stretches like Main St in Cheshire and even through the busy streets of Manhattan makes me feel like we can do this safely in Plainville. As someone who travels on Broad St to and from work every day I would hope that the boulevard option with a path down the middle could be avoided. I would like to see an option where the path travels down one side of Broad St or the other. Maybe some speed tables like those in front of the Middle School of Plainville could be considered to calm the traffic on Broad St. That could alleviate the fears of some detractors. I appreciate the time of the council and all that have worked on the project to this point. I am a member of the Planning and Zoning Commission and the completion of this trail also fits into the Plan of Conservation and Development. I see a lot of positives in having people riding, walking and rollerblading through the town of Plainville.

Matthew Weimer

16 Peace Court

Plainville, CT

From: Randy & Jill [mailto:randy.jill@gmail.com]

Sent: Wednesday, February 07, 2018 11:17 AM

To: Tim Malone <tmalone@crcog.org>

Subject: Farmington Canal Heritage Trail

Hi Timothy,

I have a question about the preferred trail alignment. I'm wondering why the trail goes out to North Washington Street rather than going around the other way. I made a little mock up below. The blue line is the path I'm wondering about. I sure there is a good reason. I'm just curious why it doesn't go that way?



Thank you,

Randy Paz

2/7

Tim Malone:

After attending Monday night's Plainville Town Council's meeting, I want to stress my **OPPOSITION** to the proposed Trail design, or any future alignment in Plainville.

This Trail severely and negatively impacts Plainville. It does a disservice to too many of the town's property owners and all taxpayers.

Since there are no "empty" rails in Plainville, there should be no trails.

Thank you,

Candace Hall
113 Shuttlemeadow Road
Plainville, CT 06062

Sent from my iPhone

From: Tim Malone
To: [Carr, Theresa](#)
Subject: [External] FW: Farmington Canal Heritage Trail
Date: Friday, February 16, 2018 4:47:41 PM
Attachments: [image001.png](#)

This just changes Randy Paz to pro trail.

From: Randy & Jill [mailto:[randy.jill@gmail.com](#)]
Sent: Tuesday, February 13, 2018 8:07 PM
To: Garrett Daigle <daigle@plainville-ct.gov>
Cc: Robert E. Lee <relee@plainville-ct.gov>; Lisa Metayer <metayer@plainville-ct.gov>; Mark Devoe <devoe@plainville-ct.gov>; Tim Malone <tmalone@crcog.org>
Subject: Re: Farmington Canal Heritage Trail

Hi Garrett,

You can put me down as pro trail.

Randy

On Tue, Feb 13, 2018 at 9:53 AM, Garrett Daigle <daigle@plainville-ct.gov> wrote:

Good Morning Randy,

I was just curious as to if you are in favor or opposed to the trail. We are trying to keep track of all the responses we receive and whether they are in favor, neutral, or opposed.

Let me know your opinion, or if you would not like to express your opinion/remain neutral. Just let me know.

Thanks,

Garrett Daigle
Assistant Planner/ Land Use Administrator
Town of Plainville
One Central Square
Plainville, CT 06062
 [\(860\) 793-0221 Ext. 213](tel:(860)793-0221)
daigle@plainville-ct.gov

From: Randy & Jill [mailto:[randy.jill@gmail.com](#)]
Sent: Wednesday, February 07, 2018 1:06 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Re: Farmington Canal Heritage Trail

Thank you for the quick response. (I knew there was a reason).

Randy

On Wed, Feb 7, 2018 at 12:25 PM, Tim Malone <tmalone@crcog.org> wrote:

Good afternoon,

Good question. There are two primary reasons why the trail can't go that way. The first is that the area surrounding the Pequabuck River is a designated floodway by FEMA. The floodway designation is the most restrictive flood zone and it is exceedingly difficult to build any sort of structure in one (a path is not considered a structure but a bridge would be). Any time you do build something in a floodway, you have demonstrate that you won't increase flooding upstream and you have to employ expensive mitigation measures. Since there is already a bridge over the river at 177, it is easier to just add something right next to the existing bridge.

The second reason is the railroad. At both 177 and the location you highlighted, you need to cross the tracks. The benefit of the 177 crossing is that it is elevated so that there are no conflicts between trains and people. Since the railroad was there first, you also need to get permission to cross the tracks from PanAm. That isn't easy. Since there is an existing crossing at 177, again, it is much easier to just piggyback on that existing bridge. Your proposal is advantageous for a lot of reasons (such as being more scenic and also shorter), but there are safety and feasibility concerns due to the railroad.

Thank you for taking the time to explore this option though. Let me know if you have any other questions or comments.

Best,

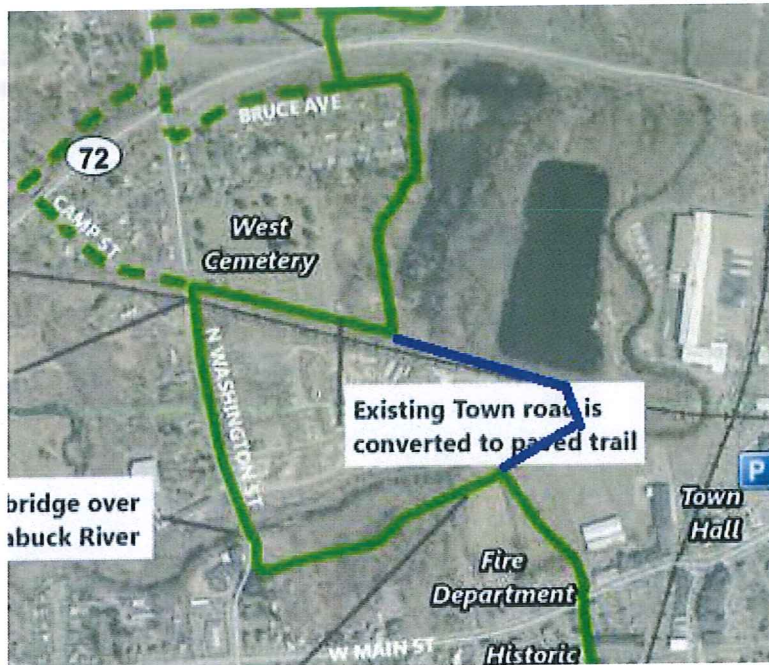
Tim Malone
Principal Planner
Capitol Region Council of Governments
[241 Main Street](#)
[Hartford, CT 06106](#)
[\(860\) 724-4221](#)

Please note that my phone number has changed.

From: Randy & Jill [mailto:randy.jill@gmail.com]
Sent: Wednesday, February 07, 2018 11:17 AM
To: Tim Malone <tmalone@crcog.org>
Subject: Farmington Canal Heritage Trail

Hi Timothy,

I have a question about the preferred trail alignment. I'm wondering why the trail goes out to North Washington Street rather than going around the other way. I made a little mock up below. The blue line is the path I'm wondering about. I sure there is a good reason. I'm just curious why it doesn't go that way?



Thank you,

Randy Paz

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This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

Hello Tim,

My name is Carrie Zack and I live on Hollyberry Lane in Plainville. I have been following the proposed pathway of the Heritage Trail. It looks like it might go through Norton Park. I was looking at the map on the gap closure site and it was hard to tell exactly where it would be going. Could you tell me if it would be beside the Farmington Canal? The canal borders my property so I am very interested to know exactly where the path is proposed to be located.

Thank you.

Carrie Zack

Dear Tim,

Thank you for responding to my question about the trail going through Plainville in the Norton Park area and for explaining the phases that need to take place. I appreciate the information and will sign up for the gap closure project mailing list.

Carrie Zack

From: Carrie Zack [mailto:~~hercambec@gmail.com~~]
Sent: Wednesday, November 15, 2017 6:02 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Re: bike path

Hi Tim,

I was at the town wide meeting for the gap closure at the Plainville high school in October. Thank you for all the work you are doing for this. I live on Hollyberry Lane and the likely path looks like it will be right at the end of my property. I am very bothered by this. One of the main reasons we bought our home was because there was wetlands behind our house and we were told nothing could ever be built there. I would rather a home or homes be built there because it would be just one or a few families occupying that space and not a constant barrage of strangers. This path would take away not only a beautiful view of woods but also infringe on our privacy. We love to be outside on our backyard deck. There would no doubt be a constant parade of people behind our home because it is so close to the park where people would park their car and begin their trek. Our backyard is not very big and it is maybe estimated 60-70 feet from our house to the canal. People already hang out in the park and I have

seen first hand drug deals and people going into the woods.....and they are not taking a walk. I am scared about so many strangers right behind my house and so close to my house. I also believe this path would devalue our home. I would not want to buy a home that borders a public path.

Is there anything I can do to request the path not be at the end of our property? Is there a possibility it could be pushed back 100+ feet from the canal so there could be a buffer of woods between the path and our property?

Please let me know if you have any advice.

Thank you for your time.

Sincerely,

Carrie Zack

87 Hollyberry Lane

Plainville

Hello Tim,

This email is in regards to the trail gap closure in Plainville. I am not opposed to a trail through Plainville, however, I am opposed to the preferred placement of the trail. I understand the dilemma of not being able to use the railway. It would seem unsafe to put the trail through Pierce street and so close to the condos. I am concerned about how much car traffic would be in that area and the safety of bikers.

I live at 87 Hollyberry Lane and the Old Historic Farmington Canal borders my backyard. When we purchased our home 27 years ago we were told there were wetlands behind our home and nothing could be built back there. In fact Mark Devoe himself told me there is 250 feet beyond our property that would remain as wetlands and could not be touched. It looks like the preferred trail is on the towpath beside the canal. At the meeting at the Plainville Middle School last night what I heard you say was that there would not be a need to pursue the alternative route through the industrial park on Townline Road. Is this true and if so, why? It would seem preferable to make 11 homeowners on Hollyberry Lane that would be affected detrimentally by the close proximity of the trail happy by putting the trail through Norton Park and giving those homeowners a buffer of 200 feet or so of woods. There is already a path in the middle of the park that runs parallel to the canal that people walk their dogs on. It is on the south side of the park. As I look out my kitchen window in the winter months I can see people walking there but they are far enough away from my home that it is not infringing on our privacy. That is roughly 200 feet from our property. Could you consider putting the trail through that location? That is

not wetlands and it would result in decreased cost of the trail because there would be no need to build bridges in that area for the trail.

We bought our home specifically because there were woods behind us and we were assured it would stay that way. We purposely wanted a quiet wooded yard to enjoy the solitude and the nature. We frequently sit on the back deck and look at the trees. They are illuminated beautifully in the evening during the warmer months. I just cannot imagine many people coming so close to our property as a "thru-way" constantly. There will be noise of dogs barking, children crying or yelling. And just a lot of traffic going back and forth. Our quiet solitude would be gone. There may be groups or gangs of teens hanging out. I have been on the trail in other towns and have come across a group of teen males standing on and blocking the path. I have attached a photo taken from my deck and you can see how close the towpath is to our home. I would also invite you to my home so you can see first hand how intrusive this path would be to us. As you can see our backyard is roughly 50 feet from our backdoor so the trail is extremely close to us.

I have spoken to all our neighbors and 10 out of 11 are vehemently opposed to the trail on the towpath. One family is unsure but did prefer to have it 200 feet away. Also it was said that the trail would increase home values. Well that would not apply to me because I would not want to purchase a home on a bike path. Maybe some people would like this, but I would not buy a home on a bike path.

I hope you can understand my concerns.

Thank you for your work on this project and for your thoughts on my concerns.

Respectfully,

Carrie Zack

Hi Tim,

Thank you for your response to my concerns. Yes, the path in the woods I am referring to is at the south end of the park and it goes through the woods. It originates south of the basketball court and also west of the skateboard area. From the inside of my house in the winter months I can see people walking their dogs on that path. It seems like it goes to the industrial park.

It would seem better to put this proposed trail which is a public path away from private homeowners and put it through the woods and perhaps near a business. The people who work at those businesses go to their homes at the end of the day to have peace and quiet but we as homeowners would have no refuge from this public traffic if it were on the towpath. The change in our peace and quiet as homeowners would dramatically change from quiet and tranquil to the likes of Grand Central Station in New York City. We chose a home in the suburbs to be away from the hustle bustle of business.

Other thoughts about the towpath are if a bulldozer came in to flatten the towpath a bit in order to pave it, it would seem some of that dirt would be deposited into the canal. That canal serves as a

drainage collection during times of rain and melting snow. There is a large underground cement pipe in between my house and my neighbors that catches all the water from Highland Ave. and Hollyberry Ln that pour into the canal. The canal can sometimes almost completely dry up in the summer months during dry season. However when it rains the canal almost completely fills up and is a fast flowing river. Any dirt put into it incidentally would affect the capability of the canal to remove all that water. You can see the large cement pipe from my property. I will take some photos of the high level of water the next time it rains. I would be concerned about water accumulating on my property if the canal is altered.

Kind regards,

Carrie Zack

From: Theresa Harper [mailto:~~th5743@gmail.com~~]

Sent: Tuesday, February 06, 2018 3:40 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Public Comment

Hello,

I spoke last night at the public meeting but also wanted to send a copy of what I said. After hearing most of the comments (I have to admit, I left around 8:15) I feel that except for the financial concern I think many of the other issues, safety, Broad Street, privacy can be addressed. Anyway, still very much in favor of this project moving forward.

Thanks and have a nice day.

Theresa Harper

February 7, 2018
50 Pierce Street, Unit 25
Plainville, CT 06062

Timothy Malone, Principal Planner
Capitol Region Council of Governments
241 Main Street # 4
Hartford, CT 06106

Re: Comments Regarding the Draft Gap Closure Study

Dear Mr. Malone:

As a Plainville Connecticut resident and property owner whose property is feet away from the proposed Alignment C of the Gap Closure, I am writing to let you know that I oppose this current phase and all future phases of Alignment C.

First and foremost, I am a retired employee of the Department of Mental Health and Addiction Services. In one of my roles, my staff and I were instrumental in working with Local Mental Health Authorities to place group homes in residential areas, involving property owners in the process. I find it unfathomable that Plainville neighborhoods affected by this plan were not involved at the point when the committee reached its top four alignments. Despite the fact you say that the process was well advertised, people's lives are busy. I myself am out of town frequently, having primary oversight of care for my 95 year old mother. It was only after several neighborhoods opposed the Alignment that affected property owners and residents were invited to a final public presentation of the planning phase of Alignment C. Has the state, its contract and subcontract agencies become so hardened as to ignore the impact of projects on residents and taxpayers?

I would also like to comment on the proposed Alignment C as it impinges on Pierce Street:

- The plan will make it extremely difficult for residents to exit the street onto either Broad Street or West Main. Should the proposed path in the median of Broad Street be developed, a left hand exit from Pierce onto Broad Street may be impossible, depending on the location. No matter where the crosswalk is located on the Pierce to Broad connection, additional delays in traffic flow can be expected.
- The north end of Pierce Street is so narrow that the proposed on-road trail in that location will present major safety and traffic flow issues for all users, including the businesses at that end of the street. The narrowed street in Option 2 will also present major traffic flow issues with the number of large trucks, FedEx deliveries to the condo complexes and school buses on the road. Additionally, the Fire Department frequently uses Pierce Street to quickly access Broad Street.
- The safety issues for those exiting and entering the Old Mill complex are mentioned in the report, but no specific plan has been developed to address those issues. Additionally, the report indicates that the proposed path could be put on the west side of the street, similarly affecting residents of the Old Canal complex and residents on that side of the street. There are no safety recommendations in the report for that option.
- Option A has cyclists and cars traveling the extremely narrow lanes on Pierce Street together. This presents major safety and traffic flow issues for all users involved.
- The plan mentions retaining the trees that **are on/not bordering** Old Mill property as a privacy screen, but presents an Option 2 that leaves only 2 feet of property before the tree branch line. As that branch line is up to four feet from the current sidewalk, the plan implies that two feet or more of property maintained by the Association for close to 30 years will be taken, destroying the sprinkling

system that waters the trees, destroying tree roots, thus destroying the trees it proposes to protect.

- Residents of Pierce Street submitted a petition opposed to the path signed by 70 people, not a 'few voices.' That is not addressed in the report, nor are the many issues contained within the petition, such as the privacy of residents whose back porches and bedrooms will be feet away from the trail, or whose front porches may be on the trail.
- Residents of Pierce Street have spoken about concerns such as property damage, graffiti, crime and littering that are all probable as a result of the trail. There is neither mention of these concerns nor solutions to these concerns in the report.
- Residents of Pierce Street have expressed concerns about traffic flow at times when there is a convergence of traffic on Broad Street related to the funeral home under construction, those using the path and those trying to exit the street. This has not been addressed in the plan and may be further complicated by the proposed approaches.

Regarding funding for the next phases of this project, the Governor and the Department of Transportation (DOT) announced that \$4.3 Billion worth of transportation projects across the state are postponed because of a fiscal crisis faced by Connecticut's Special Transportation fund. Close to \$44 Million for the Expanded Trail/Alternative Mobility Program (2018-2022) are included in this postponement. The Governor has presented solutions to stabilize the Fund, including electronic tolls, increased gasoline tax, and a tax on tire purchases, all of which will put an extra burden on Connecticut taxpayers.

My contact with the DOT confirms that there are no monies currently set aside in the funding options referenced in the Draft Gap Closure Study for the next phases of the trail through Plainville. Monies from the Transportation Alternatives Program, containing the 80% Federal/20% State mix are awarded by the DOT through the regions every 5 years using a competitive bidding process. The CRCOG website recognizes that the last Request for Proposals (RFP) for these funds was for 2016-2020. DOT has acknowledged that no funds were given to Plainville as a result of that RFP. In order to be competitive for this program, the towns and localities applying for the funds often provide the 20% match, not the state! The Let's Go CT! Program has been reduced from \$100 Billion to \$3.9 Billion in bond funds over the next 5 years. Unless the budget improves, there are no monies in this program set aside for the Gap Closure in Plainville. Additionally, the draft study confirms that Plainville will be responsible for trail maintenance after it is completed, putting an additional burden on Plainville taxpayers.

I feel it is fiscally irresponsible to expend federal, state or local tax money on a recreational trail when Connecticut has major infrastructure issues that need addressing, including unstable bridges, the Mixmaster and the accident prone Routes 91/15 interchange. Additionally, Connecticut cannot safely maintain its ***existing*** parks, nature centers and recreational sites as evidenced by budget cuts affecting lifeguard coverage, trail maintenance, rangers, seasonal staff and the availability and hours of operation of these sites.

I am urging the Governor, the Department of Transportation, CROCOG, the Gap Closure Steering Committee and the Plainville Town Council to stop this project. It negatively impacts many neighborhoods in Plainville and will negatively affect taxpayers if it continues in this current fiscal climate. By the time funds are available to support recreational endeavors, the rail line through Plainville may be available for use as a true Rails to Trails project. I also urge our legislators to carefully consider how any additional taxes raised to enhance the Special Transportation Fund are expended. Please insure that our essential infrastructure needs are taken care of before any new recreational trail.

Yours truly,

Katherine LaBella

CC: Governor Dannel Malloy
Commissioner James Redeker, Department of Transportation
Representative William A Petit, Jr.
Senator Henri Martin
Lyle Wray, Executive Director, CROCOG
Katherine Pugliese, Chairperson, Plainville Town Council

On Sunday, February 11, 2018 8:01 PM, Marilyn Shorette <~~beadfrog@att.net~~> wrote:

I would like to say that I OPPOSE any current or future Trail design, alignment, or project that will be near or abut any residential property of Plainville. If there are no Rails available in Plainville there should be no Trails.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

Vote NO on this project!!!!!! If there are NO RAILS, there should be NO TRAILS!!

Sincerely,

Marilyn Shorette

18 Milford St

Plainville, CT 06062

Miss Carr,

I would like to say that I OPPOSE any current or future Trail design, alignment, or project that will be near or abut any residential property in Plainville. If there are no Rails available in Plainville, there should be no Trails.

Alignment C map, northern section, I have concerns about the Trail going on Perron Road. There is a bus stop on the corner of Perron Road and Johnson Avenue that my child

(Middle School student) gets picked up and dropped off from the school bus. As a mom, I worry for his safety. Why does this Trail need to come in a quiet and private neighborhood near a school bus route? And then coming behind our backyards because of Carling Technologies accepting the Trail on their property. IT IS NOT FAIR for us as homeowners to have to sacrifice our privacy and quite street. The other Alignment maps were just as good.

What made Carling Technologies want to have a Trail on their property? There YES is NO for Perron Road.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make the Trail.

And for that reason, I OPPOSE any current or future Trail design, alignment, or project.

Sincerely,

Laurie Gohar

14 Perron Road

Plainville, CT 06062

I would like to say that I OPPOSE any current or future Trail design, alignment, or project that will be near or abut any residential property in Plainville. If there are no Rails available in Plainville there should be no Trails.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties to make this Trail.

Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!!

Sincerely,

John Kisluk

65 Forestville Ave

Plainville, CT 06062

To Whom It Concerns:

I am writing this letter in regards to the proposed bike path (Alignment C) that is to be voted on in Plainville CT. Like most others who live on or around Pierce Street, I am appalled by the idea that the town would attempt to route a bike path through this busy narrow street. Pierce may likely be the most narrow street in all of Plainville; and clearly a poor choice to have a multitude of cars, bicycles, and pedestrians converge on. Why would the powers that be choose to route a bike path through Pierce Street of all places?

When vehicles are parked on the side of the road, two cars cannot pass one another. After winter storm Grayson in January, Pierce Street was essentially reduced to a one lane road with the snow plowed to either side. Though the street is not much bigger than an alley, it needs to be accessed by numerous residents from two condominium complexes. There already exist precedents of speeding cars taking out multiple telephone poles, and pedestrians being hit by motorists. Why on earth would anyone choose to route a bike path through such a dangerous area?

During **Town Manager Robert Lee's Public Discussion/Forum** for Pierce Street residents in 2017, things became more clear. Though many legitimate concerns were brought to his attention, they simply fell on deaf ears. Each and every concern was either soft-pedaled or dismissed outright. His own subjective experience traveling down Pierce Street seemed to outweigh that of those who actually lived there. When a senior town resident (I believe her name is Joan) forcefully exclaimed "they don't want it, and I don't blame them", Mr. Lee sheepishly replied "I know".

If Mr. Lee is aware that his constituents are against the proposed alignment, then why is he so adamant about its construction? If his concern is not with the reasonable position of those he supposedly represents, whose concerns does he (and the Town Council) represent? This became rather clear during that September meeting when the young woman planning the path's alignment stated that "location" was the main consideration for routing the path through Pierce Street. Bringing cyclists into the center of Plainville to engage the local economy was the primary concern, not the safety of individuals.

A December 21st 2017 article in **The Plainville Citizen** has Pete Salomone (a member of the **Alliance and Steering Committee**) stating how "people who ride bikes, we like to stop and eat at places, and Plainville is a great location for that". The same article goes on to suggest that

Mr. Lee may actually be one of the citizens impacted by the trail, but Mr. Lee states "I'm excited for it; it'll be easy access for us". When **Economic Development Director** Mark Devoe is then quoted saying, "I would have wanted it in my front yard", I simply had to stop reading. How completely absurd.

As a person who cares more about people than money, my main concern is the safety of Alignment C through Pierce Street. The town's proposal will essentially turn peoples' driveways into a recreation area, and create a hazardous situation on both Pierce and West Main Street. I posed the question to Mr. Lee, "what happens after this perfect storm is created; and we end up with the inevitable car vs. pedestrian, car vs. bicycle, or car vs. mom with stroller"? Stating how the town would have no liability in the matter, he showed little concern. How disappointing.

The best remark I've heard regarding this situation is an analogy from popular culture. In the movie **Jaws**, the mayor of Amity Island insists on keeping the beaches open for the July 4th weekend, even though there has already been a fatal shark attack. He does not listen to those who warn him of the impending danger. His motive lies with the tourism and business revenue of Amity Island, and not for the safety of its people. The next victim is a small boy, and the beaches finally close. The victim's mother, dressed in black, looks the mayor in the eye and states "you knew".

It is clear that town officials will do as they please, despite overwhelming opposition to this maligned proposal. Why I do hope that reason prevails, I feel it is important to document who the decision makers are and what the motivating factors are. To go ahead with the Alignment C proposal will create unnecessary risk for people who use the path, and undue liability for motorists as well. However, the fact will remain that these dangers and precedents were brought to Mr. Lee's attention, and to that of the Town Council. He knows and they know what the concerns are; and one can only hope that they will know enough to vote down this proposal, and put people's safety ahead of special interests.

Dan D'Andrea

~~Dandrea411@snoc.net~~

Miss Carr,

I would like to say that I OPPOSE any current or future Trail design, alignment, or project that will be near or abut any residential property in Plainville. If there are no Rails available in Plainville, there should be no Trails.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

There has to be a better solution on Alignment C map northern section. We don't want the Trail near or behind our house or by a school bus route (corner of Johnson Avenue & Perron Road).

Sincerely,

Joe Gohar

14 Perron Road

Plainville, CT 06062

Sorry, Tim. It dawned on me after sending the email that I did not clearly state my support. As I put it on our poster:

It may not be perfect, but it will only get better in Design!

What's next?

Jim

Sent from my amazing iPhone thanks to Steve, Brian & Co.

On Feb 12, 2018, at 2:50 PM, Tim Malone <tmalone@crcog.org> wrote:

Thanks Jim. Can we put you down as being in support? :)

-----Original Message-----

From: James Cassidy [mailto:james_p_cassidy@mac.com]

Sent: Monday, February 12, 2018 1:24 PM

To: Tim Malone <tmalone@crcog.org>

Cc: Pete Salomone <psalomone@sbglobal.net>; Theresa Carr <TCarr@VHB.com>; Mark Jewell

<MJewell@VHB.com>

Subject: Personal comments on Preferred Alignment for FCHT Gap Closure

Tim:

At the risk of not making my 2¢ known, following are my comments on the preferred alignment:

- Overall: I have a dream. My dream is to be able to bike from my home into the center of Plainville, turn left and go to Florida, or turn right and go to Maine. I'm a long-distance, solo touring cyclist, and this access to the East Coast Greenway would be a dream come true!
- I have seen some references to some locations with 8 or 10 foot wide paved trail widths. I urge adoption of a minimum 12 foot side trail paved width.
- Provide a safe crossing from the existing parking lot at Johnson and Northwest (roundabout at the intersection of the two with integrated cyclist/ped crossing?) • Continue trail along south side of Northwest and gradually climb the bank sloping down from airport property to a point east of Perron Rd, then across the level open space in north-south direction to align with proposed trail along Carling property line.
- Provide safe crossing at Johnson Avenue • If a tunnel under CT Rte 72 is not feasible, is it possible to build a cyclist/ped bridge over the highway to connect with proposed trail each side of the highway?
- Is it possible to align the trail route at Plainville Fire Dept. property so that there is a straighter path crossing West Main? The location of a "chicane" here to reduce the temptation for cyclists to cross unsafely seems like a good idea and would argue against the comment I just made. I think this entire intersection, including the location of the previously installed "bump-outs", should be re-evaluated.
- I dislike the conflict of the trail with the perpendicular, off-street parking on the east side of Pierce St. (across from Euro Homecare) and request further study of the entire north end of Pierce as it relates to the trail and crossing of West Main.
- Mindful of the comments from residents of Pierce St., especially those from Old Mill Condos about potential motorist-cyclist/ped conflicts along the length of Pierce St., is it possible to design/engineer the roadway so that it feels like one long private drive that shares the available right-of-way with the trail?
- When designers consider options for creating the trail on Broad St., two requests come to mind:
 - consider including the portion strictly needed for the trail (Pierce to west of Hemingway) in the development of a "bicycle boulevard" running from the intersection with Redstone Hill Rd. at the west to East St. (CT Rte 10) to the east. This 1.1 mile stretch would go a long way to improving bike/ped access across town in an east-west direction, and may even provide an alternate option for connecting the trail with Alignment E to the CTFASTRAK station, perhaps via E. Broad St., etc.
 - in studying the design of the optional "center esplanade" for the trail on Broad St., consider eliminating sidewalks on both sides of the street, and using the space between the current "curb line" and the back of sidewalk line as on-street parking tucked in between current locations of trees, utility poles and street drainage structures. This would necessitate residents crossing an active vehicular travel way to get to the "sidewalk"/trail in the esplanade, but the narrower width and presence of the esplanade would most likely calm traffic to slower speeds.
- please consider ways to ease the tight radius of the trail turn from Broad St. onto the trail on the west side of Hemingway. There will be trail users on tandem bikes who find negotiating such tight turns difficult or impossible.
- during various meetings to discuss the trail crossing Norton Trail at the entrance to Norton Park, I

heard mention of the possibility of creating a new road crossing at the canal that would be more in keeping with the historic nature of that location. I strongly support this idea and I would suggest consideration of how to include such a feature in what could become a separate project to extend the restoration of the canal along as much of the trail from here to Townline Rd. as possible. This would result in Plainville being the only section of the 82 mile trail between New Haven and Northampton with frontage on the historic canal. Yes, Cheshire has a restored lock, and Hamden has a section of lock wall near the existing lock keepers house on Whitney Ave., but nowhere is there a better place to see how this historic piece of transportation infrastructure actually worked.

- at the trail crossing from Plainville across Townline Rd. into Southington, and at other trail crossing locations as may be deemed appropriate, please consider using the "HAWK" Beacon system currently in use at West Main St. in Cheshire. While not ideal, it seems to be the best safety equipment currently available. Some serious thought should be given to the close proximity of this trail crossing to traffic coming south on Redstone Hill Rd., and making a tight 90 degree turn to travel east onto Townline Rd. all while traveling downhill with the likely increase in speed that is possible under such conditions.

- Possible amenities along the trail:

- kiosk with names and locations of nearby commercial establishments somewhere near the trail crossing at West Main St. to Pierce St.
- sanitary facilities available on a seasonal basis at Norton Park which could be utilized by trail users if proper directional signage exists.
- drinking fountain located as permitted by available water source. Again, Norton Park is an obvious choice, with proper directional signage.
- repair stations (Norton Park again?) as provided by Farmington Valley Trails Council.
- interpretative signage such as what is shown in some of the renderings of the trail around natural resources in the northern portion of the trail alignment should be considered for all natural, historical, or cultural resources along the trail.

I hope I remembered everything.

Best,
Jim

Sent from my iPad Pro, thanks to Brian and Karen:-)

I am writing about the Trail you want to put behind my backyard.

I disagree with this Trail because it will not help us. It will bring strangers near my bus stop and my house that don't live in our street. I like my backyard privacy, just the way it is.

You have no right to take that away from me, my family or my neighbors.

Antonio Gohar
14 Perron Road
Plainville, CT 06062

Tim,

I'm a Plainville resident and a supporter of the gap closure and I like the current configuration. My property is not adjacent to the trail sadly. I wish it was as I am an avid runner and biker and I'm tired of taking my life into my hands by using the shoulder of the roads in our town. I'm also in the construction industry so I understand the process.

After listening to the comments from the residents whose properties are sort of impacted and directly impacted, I feel like a little more needs to be done to address their concerns. I know that the next step, will do that, but I think that particular attention needs to be spent on showing what's been done in the past to preserve people's backyard privacy. There should be more specifics on the type and height of the fencing and what type of plantings are available.

I think that should alleviate the concerns of all but the most stubborn people.

I think the Broad St option, with it on either the north or south side of the street is the way to go. It would give the street a boulevard feel and I think that might be the way you need to sell it. Broad Street would become a boulevard with traffic coming. While I don't live on Broad St, I did live nearby and took Broad Street every morning to go to work. I don't recall there being a significant amount of traffic on Broad Street at that time, so I'm not sure what they're complaining about.

Other than that, you might need to address the concerns of construction in wetlands. I know you won't have the specifics until the work is done, but that seemed to be a common concern. I know the safeguards that are required but most people don't.

Thank you for your time and good luck getting this approved. My family and I are really looking forward to this.

--Justin

Justin S. Kababik, PE, P. Eng, LEED AP

Project Manager – Mechanical, Electrical, Plumbing/FP

Principal

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mobile: 203.980.3658 | fax: 203.630.2615

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----- Forwarded message -----

From: "Rebecca Chancey" <r.chancey@gmail.com>

Date: Feb 6, 2018 12:09 PM

Subject: Close The Gap

To: <towncouncil@plainville-ct.gov>

Cc:

To the Plainville Town Council,

I am writing to voice my support for closing the gap in the Rails to Trails project in Plainville. Unfortunately, I was unable to attend the meeting due to work.

My family and I have frequently used the trail in Southington and Farmington and enjoy it tremendously. We do not feel comfortable riding on the streets of Plainville, so unfortunately we have to pack up our bicycles and drive them to other towns to ride safely.

While we are biking on the trail we often stop along the way to visit the restaurants and businesses. I believe the trail continuing through Plainville would be an economic boost to local businesses and a great addition to the town. Please support the project.

Sincerely,

Rebecca Chancey

Tim,

My name is Donna Balkow.....22 Perron Road....our property abuts Carlingswitch.....I oppose the proposed alignment....I do not want it going through our back yards.....I'm sure there are other options that can be looked into.....

Donna Balkow

Sent from Yahoo Mail on Android

Thank you for hosting the meeting last night and allowing the public to provide their comments.

Hello, my name is David Buscarello of 67 Shuttlemeadow Rd in Plainville and I represent a Meetup group of Cyclists known as Farmington Bike-up.

We ride the trails several times a week, weather permitting from anywhere New Haven to Westfield Mass. And totally love the experience. Most of our rides are of the distance of 20 to 50 miles at a time and we usually dine out afterward.

We respect the trail, the people using it and the environment surrounding the trail and find it to be one of Connecticut's greatest resources.

The trail provides bicyclists, runners, skaters and walkers a safe car free location to exercise and enjoy nature and be outdoors.

We also support businesses along the trail such for snacks, meals and repairs.

We travel to trails in nearby states and feel that Connecticut's trail can and will be a destination for others. Completing the trail by closing the Gap will only enhance its appeal.

We do respect the concerns that resident have for the construction, but trust that the Gap Closure committee will resolve these issues and reach a solution.

I am for the trail for all these reasons and more. I am taking charge of my health and plan to keep riding and walking the trails until I am 100 years old or more.

I am 60 years old and take no meds, have no health problems because I believe due to my cycling over 3500 miles a year, mostly on trails.

The savings in health costs alone can pay for the trail if everyone used this resource.

I found that the opponents used mainly 3 arguments, one being money for the trail and 2nd being privacy issues and 3rd the on road segments and effects on traffic and or parking.

I felt that these were addressed.

1. The money for building the trail is not part of the trail design, and it was stated many times. If funding is not provided the trail will not be built.

2. Privacy; many people spoke out against it due to their concerns of vandalism or theft, I feel that these issues were addressed by providing fencing and that the vandalism and theft are not encountered in other towns with trails.

3. Trail design along existing streets and location at this point is tentative pending the design study. Traffic calming and safer intersections will occur to increase safety.

Finally, on historic preservation, the trail will preserve the history of the canal and the rail as it has in other parts of the state.

In conclusion, I am 100% in favor of the trail for the health, recreation, economic reasons, as well as the bigger picture of allowing the East Coast Greenway to expand in a continuous path through Connecticut and the draw it will have from other nearby states.

No Rails / Yes Trails

Thank you!

David Buscarello

F100 Program Planning & Scheduling

860-565-4514

David.Buscarello@PW.UTC.com



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Hello Tim.

I think you and your team did an excellent job navigating Plainville to make the trail work.

Minimal neighborhood interaction was the key and this alignment works well.

It's going to connect Southington to Farmington flawlessly and a center boulevard would be amazing down Broad Street. Just don't tell those neighbors about it!!!

Like the police officer and the long time biker said at the recent meeting, the roads for riding (or jogging) aren't safe in town and for me to get to Northwest Drive from my house from West Main street with my bike, Route 177 is a nightmare and Route 10 isn't any better.

I kind of wish these people who are against the trail would go to Farmington and see the trail in use and how much privacy there is.

No one is looking into yards when they're using the Farmington Canal Trail.

And the Rail Trail in Cape Cod is outstanding...just like Plainville could be.

I've used the trails in the Cape. They lead to parks, restaurants, and so many good little shops and businesses. Plainville could benefit as well.

I'm in full support of this project. I hope the town backs the project up and the funding is there.

Have a good one.

Michael Letendre

Hi,

I live at 68 Franklin Avenue and am writing regarding the Plainville Gap Closure.
I have a lot of concerns about the design and future cost.

The preferred trail proposes to go behind West Cemetery and right along side my property. Some concerns are:

The proximity to West Cemetery. I foresee disruptions and noise for funerals, mourners and visitors. My parents are there and I wouldn't want people disturbing me while I visit.

Parking along the trail: I see only 2 parking lots on the map - Norton Park and the Town Hall. I absolutely DO NOT want people parking down on Franklin, King or Bruce to access the trail in Plainville. Being a dead end, I can see people thinking it would be a quiet place to park. Our streets are VERY narrow and do not accommodate 2 cars passing each other, let alone when cars are parked on the side of the road. I want to make absolutely sure that there will be NO parking for trail access in our neighborhood. Also, if people do park there, what kind of response will we get from the Plainville Police as to enforcement? What is the plan for that?

The other concern about having the trail near my neighborhood is because the roads are so narrow, and if people parked along the mentioned streets to access the trail, there is NO WAY fire or emergency vehicles could get around these vehicles.

Question re: placement of trail along King Street - will it be on the road or behind the chain link fence in the woods? Obviously we all prefer that it be behind a fence or barrier to prevent ingress and egress to the trail from our small neighborhood. Having a fence/barrier would be a protective safety net.

It was said that volunteers will maintain the trail. What if they don't? Will the cost fall to the taxpayers of Plainville?

The farce that 'closing the gap' will bring people to downtown Plainville. It does not bring people into downtown Plainville. The furthest it goes is Pierce Street. Downtown Plainville is a joke with nowhere to go, shop, eat or park. The buildings across from 50 West are disgusting looking and the few times I've been to get my nails done on Whiting or gone to Central Cafe, I've been approached by young men, who look like they belong in Hartford, asking for a cigarette and trying to talk to me, making me feel uncomfortable. Also, if cyclists were to visit downtown, where's the trail for them?

You cannot compare Plainville to towns like Collinsville, Avon, Farmington, Simsbury and Northampton. There is nothing to do, nowhere to go. Plainville is too tiny and stagnant for any such comparison.

This project MUST be federally and state funded. You may note I live in 'affordable housing', but my taxes do not reflect that. I pay over \$5,000/year. Do not discount us because this is an affordable housing neighborhood. There are really nice houses down here and we pay the man just like everyone else.

From Perron Road, to Franklin Avenue, to Pierce Street, to Redstone Hill, this design seems to affect the most people it can, disrupting their lives, privacy, property and quiet enjoyment of their property.

I hope you consider these concerns I have, and that my neighbors share, when designing this gap closure. My favorite quote from the recent meeting was "DO NOT DISCOUNT US".

Thank you,
Deborah Krauch

68 Franklin Avenue

I am concerned about graffiti, vandalism and crime. It will be everywhere. This was noted by the lady from Southington at the meeting. What's to stop these people who want to do this from coming into our (or anyone's) neighborhood and damaging our property?

It was said that the trail would encourage healthy kids. Norton Park Skate Park. Graffiti, trash, weed, drugs. That's all I'm going to say.

It seems that continuing the trail under Route 72 is a huge undertaking. Other alternate routes must be available. Why not from Pierce St, through the center of town, and use Neal Court or Cronk Road? I'll admit I haven't looked at a map to see if this is feasible. Or better yet, how about right down Route 10 to connect with Northwest Drive? It's a wide street and a more direct route to connect to Farmington.

The preferred route seems to go through as many neighborhoods as it possibly can. There has to be other routes that will minimally impact the homeowners and taxpayers of this town.

SPEED: Everyone speeds through this town. No one obeys the 25 or 35 mph speed limits. Not even the police. Something would need to be done to curtail the speeding. Plainville is dangerous to drive through for pedestrians and cyclists, whether they are on a trail or not. I foresee many problems on Broad St, West Main and 177. Many people blow through red lights too.

What resources will there be to address potential problems or corrections AFTER the trail is in place? I'm referring to police presence, maintenance, clean up. Will this fall to the taxpayers? This is not the right time to be adding potential town costs that we will have to pay for.

From: Linda Ferguson [mailto:lindaferguson197835@yahoo.com]

Sent: Tuesday, February 13, 2018 2:08 PM

To: Tim Malone <tmalone@crcog.org>

Cc: tcarr@vnb.com; katpug01@gmail.com

Subject: Farmington Canal Heritage Trail Section for Plainville

Subject: Farmington Canal Heritage Trail Section for Plainville

I respectfully request that these comments be part of the February 20, 2018 Town Council minutes and included as part of public records.

I would like to begin by saying that I OPPOSE any proposed Trail design that does not use the Railway lines. When, and if, these railways become available then, and ONLY then, should this be looked at.

I heard many opinions at the Public Hearing on Monday, February 5th, in Plainville, CT. I heard people in favor of having the bike trail come through Plainville. However, what I did not hear was anyone saying

that they are in favor of the proposed trail as presented. There is a difference. We also heard residents who are opposed to the trail as proposed and they gave their opposition to the proposed route. This meeting was to be about the proposed path, not whether you are in favor of bike trails. Please take this into consideration when making your decisions.

I believe the committee should consider a redesign that would go along the airport, past all of Carling buildings, and cross behind the building in the back. This new redesign would eliminate any abutment with the Perron Road properties.

It was mentioned on Monday night that the values of properties increase if there is a Trail next to their home. That is not true!!!! Homeowners that had a railway line behind or in front of their homes or neighborhoods, which were turned into a bike path, saw the potential for their property to increase in value. There is a BIG difference between taking a railway line and making that into a bike path versus a bike path 8-feet from someone's deck or bedroom. There is also a difference between someone having a 50-foot or more buffer from the trail and having the trail be millimeters from the border of your property. Taking quiet neighborhoods and turning them upside down without thought or consideration to the homeowners for which they purchased their properties for.

In summary, I would like to repeat that I oppose any Trail design, project, or alignment that does not use railways. If there are NO RAILS, there should be NO TRAILS!!!

Linda Ferguson

8 Perron Road

Plainville, CT 06062

From: ROBERT F FERGUSON [mailto:~~robertferguson8@comcast.net~~]

Sent: Tuesday, February 13, 2018 6:51 PM

To: Tim Malone <tmalone@crcog.org>; tcarr@vhb.com; ~~katoug01@gmail.com~~

Subject: Farmington Canal Heritage Trail Section for Plainville

I respectfully request that these comments be part of the February 20, 2018 Town Council minutes and included as part of public records.

I would like to begin by saying that I OPPOSE any proposed Trail design that does not use the Railway lines. When, and if, these railways become available then, and ONLY then, should this be looked at.

At the February 5th public hearing in Plainville CT several people spoke in favor of the trail but few if any spoke specifically in favor of Alignment C. Whenever this alignment is brought out for public comment there are many unanswered questions and objections from people and neighborhoods that are affected by this alignment.

For me personally I am concerned about the impact to the back of my property. There is a small but effective natural buffer between my property on Perron Road and Carling Technologies property that would be removed by the trail running along Alignment C leaving a view of an industrial building, the airport and **maybe** a fence. Supporters of the trail claim I will come to appreciate this view. I don't think so!

Why can't the trail that was supposed to go along the east side of the runway go along the west side of the runway?

I also don't see the economic benefit to the town. There is no where along this route from Northwest Drive to West Main Street where you can stop, buy a lunch, a bottle of water or an ice cream. Also from Broad Street you are directing everyone away from businesses. Again where is the economic pick up?

Why was this trail built to the borders of town knowing that the real preferred route could not be used? The less than enthusiastic, always changing public release of alignment C makes one think that this is the committees "best we can do" effort.

In summary, I would like to repeat that I oppose any Trail design, project, or alignment that does not use railways. If there are NO RAILS, there should be NO TRAILS!!!

Robert Ferguson

8 Perron Road

Plainville,

From: Lois Robitaille [<mailto:loisrobitaille@gmail.com>]
Sent: Tuesday, February 13, 2018 11:59 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Proposed trail in Plainville (Farmington Canal Heritage Trail)

Tim Malone, Principal Planner:

My name is Lois J Robitaille. I live at 50 Pierce Street. I oppose the current Alignment C of the Gaps Closure study because the plan will make it extremely difficult for those living on Pierce Street to exit the street onto either Broad Street or West Main Street. There are numerous safety and privacy issues which have already been addressed to the town council. I attended the meeting at the Plainville Middle School on February 5th and listened to everyone speak. I was very disappointed to see that there is no alternate alignment for the Pierce Street area. The preferred alignment for the trail going down Broad Street onto Pierce Street is not feasible for the safety and privacy of the residents as well as those using the trail. This will be an accident waiting to happen. The north end of Piece Street is so narrow and the proposed trail will come out onto the street. We already have a traffic problem in this area. This plan will only make it more congested. The building of the new funeral home on the corner of Broad and Pierce will add to more traffic in this area. I bought my Condo over 15 years ago in Old Mill for the privacy and the quiet neighborhood. Recent activity of the train, the building of the funeral home and now the proposed trail has taken that away. The front of our condo complex will be destroyed by taking some of our land and destroying our sprinkler system and our trees.

I am not saying that there should be no trail. I am saying that there should be no trail coming down Broad and onto Pierce. Please take a look at another alternate alignment before the town council makes a decision.

Thank you,

Lois J Robitaille

From: Joseph Bandzak [<mailto:jbandzak@gmail.com>]
Sent: Tuesday, February 13, 2018 1:50 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Proposed Trail

Good afternoon Tim,

Our residence on Mancini Way is very close to a portion of the primary proposed trail alignment.

I understand why there have been concerns by some local residents regarding this trail proposal

in Plainville.

Concerns about safety, historic canal integrity, its wild life, privacy, possible taxpayer cost and/or town maintenance upkeep costs are all very legitimate points.

I also understand all the hard work, planning stages, local support, etc. by many behind this trail proposal. That work should be commended as well.

There can also be many health benefits to a well designed safe trail.

I just have one concern along with a couple questions I hope can be addressed regarding this trail proposal.

Concern:

The west side parking lot in Norton Park has increasingly become a popular location over the years for some just hanging out or sleeping in commercial vehicles and cars for hours, playing loud music late at night, partying, lighting off fireworks, doing "donuts" with their vehicles, etc.

There is also people pulling into this lot now with their vehicles at extreme early times in the morning (4:00a.m.) to either walk or walk their dogs.

Adding a public trail through a dark town wooded area off Norton Trail, behind homes and which would abut this parking lot would increase activity even more in this lot.

The west side parking lot in Norton Park should be gated off at a reasonable hour (at 10:00p.m. which is the time the park is supposed to be closed to the general public) and reopened at a reasonable time in the morning, perhaps 6:00a.m.

Steel swing gates could accomplish this overnight parking lot closure very easily and I believe it's long overdue.

Maybe converting it's access to just one entrance in and out of this lot would be a great option, as only one swing gate would then be required to secure it.

General Inquires:

Are there plans for any additional structures to be added off Norton Trail that are attached to this trail proposal?

Does any area of Norton Trail have to be widened because of this proposal besides a possible widening of the existing bridge over the canal?

Is this trail going to be accessible 24 hours a day?

Thank You and Best Regards,

Joe Bandzak
1 Mancini Way
Plainville , CT

The current alignment does call for a shift in the location of the parking lot to create additional space between it, and the canal to support the required trial width. I hear some valid concerns that could perhaps be addressed during the design phase. I'm unsure exactly how outreach will occur during design, but a response indicating that these matters can be considered then would in my opinion be a satisfactory response.

Mark DeVoe

From: Joan Hofmann [mailto:~~joan.hofmann@hotmail.com~~]
Sent: Monday, February 05, 2018 4:09 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Trail

I cannot make the meeting tonight but wanted you to know that everyone at 9 Perron Road objects to the current (proposed) route. Hope you will take our objections to heart.

Joan Hofmann and family

From: SUSAN CAVANNA [mailto:~~suealadyhuskies@comcast.net~~]
Sent: Monday, February 05, 2018 2:44 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Farmington Canal Heritage trail

Mr. Malone,

FYI

Susan Cavanna

I have lived in Plainville since October 1981. There have been many changes in town over the years. I will address changes that have brought additional people into the Norton Park neighborhood. Some in town fear the completion of the Farmington Canal Heritage trail due to the increase in people it will bring to their neighborhood.

The largest and best known activity is the Hot Air Balloon Festival. Those of us in the Norton Park neighborhood have successfully lived side by side with this event for close to 40 years with out incident that I recall. This event brings hundreds of people walking, skateboarding, etc., through out the course of the festival.

Since the addition of the Brenner Pool and the walking path in Norton Park, kids and adults walk, ride bikes into the Park for these and any number of activities. And don't forget the summer concerts and the 3 season sport schedule that people walk to. I do not understand the concerns regarding people walking, bike riding etc., past your house. I have lived on Parkside Drive for over 36 years and have never experienced an incident.

There does not appear to be any hard evidence to support the claims of the residents opposed to our connection to the Farmington Canal Heritage Trail. I have not seen or read anything presented by Plainville or in the Op-Ed sections to dissuade me from being in favor of connecting to the Heritage Trail in Plainville. With our connection, Plainville would become part of something larger rather than remaining a hole in the Heritage Trail. Let's put Plainville on the map as a partner and not a problem. Thank you.

Submitted by:

Susan R. Cavanna
52 Parkside Drive
Plainville, CT 06062-2622

Carr, Theresa

From: Tim Malone <tmalone@crcog.org>
Sent: Friday, February 16, 2018 1:28 PM
To: Carr, Theresa; Guo, Renee
Subject: [External] FW: Public comment on the Trail

From: Pete [mailto:~~salomone@sbglobal.net~~]
Sent: Wednesday, January 31, 2018 12:10 PM
To: Tim Malone <tmalone@crcog.org>
Cc: James Cassidy <~~james_p_cassidy@mac.com~~>; Mark Jewell <mjewell@vhb.com>
Subject: Public comment on the Trail

Hi Tim,

I plan to stand up and support the Trail at the Town Council's hearing on the Trail. I realize I should support the Trail in the comments receives.

When I realized where the Trail would ultimately go, it has been my dream to ride from New Haven to Northampton. I'm getting close to realizing it. When the last section in Southington is complete I will cycle from my backyard to the Northampton train station, take the train to New Haven and cycle the Trail back home.

Pete Salomone



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Carr, Theresa

From: Lisa Metayer <metayer@plainville-ct.gov>
Sent: Thursday, February 15, 2018 5:00 PM
To: Tim Malone; Carr, Theresa
Cc: Robert E. Lee; Shirley Osle
Subject: [External] FW: Re : Yes to Plainville Bike Path

FYI. I've also given a copy to Garrett. The Dostalers are Plainville residents.

Lisa

From: B. Dostaler [mailto:~~b.dostaler5@gmail.com~~]
Sent: Thursday, February 15, 2018 11:42 AM
To: Town Council <towncouncil@plainville-ct.gov>
Subject: Re : Yes to Plainville Bike Path

Dear Chairperson Pugliese and Town Council Members,

I am writing a quick note to communicate that my husband and I are in favor of the Plainville Bike Path. (We were unable to attend the 2/5 meeting.) We are avid bike riders and would welcome a bike path in Plainville. We usually put our bikes in our van and ride the bike path in Unionville, Farmington, Avon and Simsbury. It would be wonderful to have a trail in Plainville.

I also think a bike path:

1. Helps businesses near the path -- particularly food services.
2. Enhances the quality of life in a town by providing a recreational option that people of all ages can utilize for bike riding, walking, etc.
3. Is safer than riding on the road - of great importance to me.
4. Frankly, it is embarrassing that Plainville is the only town on the route that does not have a trail.

I did read some of the objections to the path in a newspaper article about the 2/5 meeting. Here are some points to keep in mind.

1. Bike paths do not necessarily follow old railroad tracks. A lack of old railroad tracks is not an excuse to not build a bike trail.

A nearby example is the popular segment of the bike trail that runs along the Farmington River into Collinsville. A traditional bike path runs along the river until you approach Collinsville. Then the bike path empties into a town street lined with homes, crosses a wooden bike/pedestrian bridge that goes directly into town. You can lock your bike at the bike racks or ride on the roads (past businesses and homes) to various restaurants and shops. Riders can then cross the main road and pick up the trail on the other side or backtrack to Unionville.

2. Privacy - I believe homeowners have the option of a fence. In Avon the bike trail that runs from Brick Yard Road goes through woods, along the backyards of a number of homes, through Avon Old Farms School property, along the side of a large condo complex to the Hawley Warehouse parking lot. At that point it goes through various neighborhoods in Avon until crossing Rt. 44 and ending up at the bike trail on Rt. 10. In other words bike trails go through a variety of landscapes.

Many homeowners have gates in the fence that runs along the back of their property so they can get onto the trail.

Bike riding is a great way to exercise, be outdoors and sightsee. If possible, we make bike riding a part of our vacations.

In addition to riding bike trails in Ct, Rhode Island, Northampton/Amherst, Ma, and the Cape, we have biked trails in Prince Edward Island (which is a great location for bike riding b/c like Plainville it is flat), the Grand Canyon, the Grand Tetons (where the trail ends at an excellent breakfast spot in Jackson, Wyoming), Vancouver, Washington D.C. -- bike tours go to the monuments during the day and at night when the monuments are lit.

Plainville has a wonderful opportunity to enhance the town and we hope the Town Council will approve a bike trail in Plainville.

Sincerely,

Bernadette and Chris Dostaler

From: Tim Malone
To: [Carr, Theresa](#)
Subject: [External] FW: GAP Trail Closure
Date: Friday, February 16, 2018 4:46:10 PM

From: Tim Malone
Sent: Monday, February 12, 2018 4:13 PM
To: 'mburris' <mburris2@comcast.net>; relee@plainville-ct.gov; towncouncil@plainville-ct.gov
Cc: Randall Paz <randy.jill@gmail.com>; mauria6171@gmail.com; JSepko43@netscape.net; Wloz@comcast.net; jasonarnold165@gmail.com; 'Garrett Daigle' <daigle@plainville-ct.gov>
Subject: RE: GAP Trail Closure

Thank you for taking the time to express your concerns. We certainly understand that there are concerns regarding privacy, safety, vandalism, and other impacts. We are revising the plan to more fully address these and appreciate your comments.
If you have any additional comments or questions, please let me know.

Tim Malone
Principal Planner
Capitol Region Council of Governments
241 Main Street
Hartford, CT 06106
(860) 724-4221
Please note that my phone number has changed.

From: mburris [<mailto:mburris2@comcast.net>]
Sent: Saturday, February 10, 2018 5:06 PM
To: relee@plainville-ct.gov; Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov
Cc: Randall Paz <randy.jill@gmail.com>; mauria6171@gmail.com; JSepko43@netscape.net; Wloz@comcast.net; jasonarnold165@gmail.com; 'Garrett Daigle' <daigle@plainville-ct.gov>
Subject: GAP Trail Closure

February 10, 2018

I attended the Public Hearing held on February 5, 2018, regarding the proposed alignment of the trail thru Plainville. I did express my concerns at that time, however, wanted to put them in writing to make sure they became part of the record.

I listened closely to all of the people who spoke and watched the faces of the crowd. There seemed to be an equal number of comments, both for and against the proposed alignment "C". The looks on the faces of the people who spoke in favor of the trail were quite animated and spoke to their joy at

the proposed trail. They seemed to be in disbelief that someone would have the audacity to speak against it. But when the residents who will be directly impacted by these proposed alignments spoke and voiced their concerns, the faces of the crowd changed to indifference. They showed no sympathy towards the people who will be directly impacted by the construction and permanent location of a trail next to their properties.

Please let me remind you that the residents who live next to these proposed alignments will be there 24/7. The people who use these trails will pass by briefly and then return to their homes where there has been no disruption. I do not think that this is a fair or equitable solution. I agree with Ms. Lauria, no one has addressed the issue of the residents, and Plainville taxpayers, who will have this trail alignment thrust down their throats.

I rode down Broad Street to take a look for myself. I cannot see where a trail could be built in this area. Constructing a trail on either side of the road, or making a boulevard, may provide bikers/walkers, etc. a place to pass through Plainville, but at what impact to the residents? Restricting turns out of driveways to make way for this trail severely impacts those who choose to live in this area, either renting or owning their properties. How many times a day would they be impacted and inconvenienced just to make sure that bikers/walkers who pass by occasionally are accommodated? Residents of residential streets will also be impacted much in the same way and lose the privacy they planned for when they bought their properties. How is this right?

People opposed to the trail also spoke about issues such as trash left behind, vandalism, crime, etc. and the people for the trail seemed to dismiss these issues as well. A woman from Southington who apparently has had problems of her own with the trail in her area spoke to the issue of vandalism. Again the people in favor of the proposed trail claimed disbelief; these things would never happen! Yet we have heard news reports from across the nation of problems on trails; I remember one vividly where two girls were abducted and later found murdered. Far fetched? Maybe in our town, but it has happened. The bikers/walkers using the trail won't be impacted by the trash; I believe most will not stop to pick it. Graffiti? They won't have to look at it as they are just passing through. But the folks who live in these areas will be impacted each day, every day.

As I stated in the Public Hearing, I have used several of the trails in the Cheshire area when my walking was not a problem. I enjoyed the outdoors, the fresh air and exercise. I cannot imagine the trail going through Broad Street, with bikers/walkers listening to the loud noises coming from the automobiles whose drivers figure everyone loves their music. Or being at risk of someone getting into an accident with a motor vehicle. Let's face it, a motor vehicle has considerable weight behind it, a biker/walker, not so much.

I believe there are many good arguments on both sides of this issue. I am not against the closing of the trail gap, but I am very opposed to the proposed alignment "C". I ask that the Town Manager, Town Council and CROCOG review their plans and figure out a way to construct the trail without severe impacts to Plainville residents.

Sincerely,
Marge Burris

Concerned Citizen

Sent from [Mail](#) for Windows 10

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Other Public Commenters

Full Written Comments Received on Draft Plan During Public Comment Period

52 Parkside Drive

Plainville, CT 06062-2622

From: ~~jldgr@ieee.org [mailto:jldgr@ieee.org]~~

Sent: Wednesday, January 24, 2018 7:59 AM

To: Tim Malone <tmalone@crcog.org>

Subject: Trail in Plainville

Tim,

Thank you for the opportunity.

I fully support the proposed routing of the trail thru Plainville.

After years of study a large group of people have considered all the alternatives and have consensus on a route.

I am hoping that CRCOG can fully support the proposal and that the project can be initiated as soon as possible.

I will use it on my trips from Granby to Southington and the less frequent trips, Bus(s) to New Haven by 9AM and return to Granby on the trail.

Gerald Ledger

Please reply to ~~jldgr@ieee.org~~.

From: Lori Pickett [mailto:~~lori@naturesfarmacy.com~~]

Sent: Thursday, January 25, 2018 10:39 AM

To: Tim Malone <tmalone@crcog.org>; tcsrr@vhub.com; townccouncil@plainville-ct.gov

Subject: Farmington Heritage Trail Project Plainville, CT

Dear Committee,

I have visited family in the Plainville residential area that is within this proposed trail project and I would oppose any trail space that may be near or adjoin any of the residential properties.

My own childhood was spent in an area of the Erie Canal Towpath historical project in Upstate New York State. This was an amazing benefit to our community HOWEVER it did not intersect with any residential properties. That would NOT have been a benefit in

any way to our community had it been in folks' back yards. Our town's project followed the long defunct canal route. Other community projects traditionally follow railways or former waterways. This Plainville trail project should not be near or adjacent to any family home or residential neighborhood. Peace of mind to the residents, enjoyment of nature to the trail users, costs and safety are major factors. Cost is obviously an issue as there will be development and construction costs, long term maintenance costs, not to mention continuous safety and security costs if near a residential area.

Neither hikers nor residents want to be near each other in a nature trail environment.

Think again and plan a user friendly, non-residential pathway AROUND the area using a railway or agricultural area. Residents and Trail users will all be satisfied!

Lori Pickett

166 High Knoll Rd

Jasper GA 30143

I request that you read this at your next Town Council Meeting/Public Hearing section on February 5, 2018

From: Madelyn B [mailto:~~mailto:madelynb77@gmail.com~~]

Sent: Saturday, January 27, 2018 9:08 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Trail support

Dear Timothy Malone,

I am a Bristol resident, a senior at Bristol Eastern. As a student and a teenager when I first heard of the possibility of a trail connecting the towns to extend it, I was ecstatic. My friends and I enjoy finding new places to ride and always use the Farmington to Canton trail and enjoy that route to view the scenery. I was hoping my input would still matter since I am a town over. And if Bristol had a trail it would be such a great thing for people my age. But since Plainville is trying to get approval I completely support. I believe it will bring in good people, get people out and off their phones and enjoy what our towns have to offer. We need more activities like this!!!

Thank you,

Madelyn B.

From: The Bike Karma Podcast by Thomas Brown [mailto:~~mailto:bikekarmaguy@gmail.com~~]

Sent: Saturday, January 27, 2018 8:53 PM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov

Subject: Support the Plainville trails.

I would just like to voice my support for the Trail in Plainville. I see myself coming out to use it often and supporting businesses before, after, and during my rides. I know many other cyclists who feel the same.

Thanks

Tom Brown, Wethersfield

From: Dave Bergmann [<mailto:dberg@sboglobal.net>]

Sent: Saturday, January 27, 2018 4:11 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Farmington Canal Trail in Plainville

Hello

We are significant users of the Farmington Canal Trail and fully support a route through Plainville.

We look forward to be able to ride our bikes on the trail all the way to New Haven without the danger of riding on roads with unpredictable drivers.

Please do not let the Nay-Sayers and NIMBY people win. Towns throughout the country have discovered the financial and health benefits of multi-use trails.

I remember when Simsbury was expanding the trail years ago and locals fought it only to find out the benefits after the fact.

I wish I could make the public meeting on 2/5 but we are unable to, so please takes my comments seriously.

David Bergmann

Marion Lynch

377 Auburn Rd

West Hartford, CT 06119

From: Bryan Lorber [mailto:~~brylorbs@gmail.com~~]

Sent: Saturday, January 27, 2018 2:15 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Bicycle Trail

Dear Mr. Malone:

Please support the bicycle trail in Plainville. The physical, environmental, and financial benefits are well documented. Despite what the naysayers would have us believed, a bicycle trail that has been well planned and constructed will greatly improve the quality of life in the community.

https://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf

Thank you for your consideration.

Respectfully,

Bryan I. Lorber, RN

From: Laura Summers [mailto:~~laurasummers@gmail.com~~]

Sent: Saturday, January 27, 2018 11:42 AM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov

Subject: Plainville trail

Hello,

I am a Southington resident and an avid trail user. I live very near to the Plainville line. I am eagerly anticipating the completion of the bike trail through Plainville. I plan to use it regularly as a part of commuting, family rides and a safe place for bike and run training for my children. I have seen the tremendous use of the Southington trail and how beneficial it is to the town and businesses surrounding the trail. I support your efforts to complete this trail section in Plainville and look forward to using it often once complete!

thank you

Laura Summers

Spring St, Southington

From: ~~snappnap@aol.com~~ [mailto:~~snappnap@aol.com~~]

Sent: Monday, January 29, 2018 2:08 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Plainville Greenway

Dear Mr Malone,

Parks - and the recreation, inspiration & natural relaxation they bring to our NATION, STATES and COMMUNITIES...make us all PROUD and provide a healthy opportunity for families and individuals to 'get away from it all'. They also provide safe travel links within and between community activity centers enabling people to get around town without the risk and danger of being in the traffic lanes on the roads. There is immeasurable value in this and the future of those who cannot or choose not to depend on auto mobiles will depend upon it.

I would find it surprising if the downtown business community and the municipal leadership in Plainville were not 100% in support of this incredible bonus to the growth of local businesses and the financial benefit to the town. The inter-disconnectedness of this type of greenway park concept between towns has proven to bring a substantial flow of new customers to formerly fading downtown restaurants, shops and service providers AND the economic stream stays in town instead of going to corporate headquarters elsewhere. PLAINVILLE is the perfect [storm] community to funnel the spending stream from thousands of visitors of surrounding towns and even out-of-stater's who are flocking to this phenomenal greenway - funway - joyway as it continues to become more popular.

It is astonishing to see the number of new businesses opening along the Greenway in almost every town it passes thru...AND the enhancement of real estate values in relation to trail proximity is well established and highly promoted in the marketplace. Corporate centers [in the Plainville area] are anxious to "connect" to this vital corridor to enhance their presence in the community and further the benefit for their employees.

It also provides a unique facility and platform that community organizations will embrace to host and implement newer and better activities and programs for youth, the elderly, families and all community members. Creating and Supporting the opportunity for these relationships to flower is stuff political and community dreams are made of...don't under-estimate or be intimidated from moving forward for the greater benefit of your town.

As all good boy scouts and true leaders know, being prepared to meet and manage the inevitable challenges and changes that come our way is critical to reaping the benefits in a comfortable manner and securing those benefits to our own choosing. Increasing population density and rapidly rising costs and dangers associated with transportation will be a substantial

issue in Plainville's future. The on-going development of the 'Busway' connection from Hartford to New Britain to Bristol AND the centuries old and highly populated Rt 10 corridor coming up from New Haven puts Plainville at the crossroads of this inevitable transportation issue - WILL IT BE WINDFALL OR DOWNFALL...will you 'BE PREPARED'? Supporting the connection to the already existing GREENWAY is a simple and low-cost GIANT STEP toward meeting this rising challenge and defining the benefits to suit your community needs.

The issues are many and varied; but the preponderance of positive factual results regarding the benefits are very much in Plainville's favor. Any remaining NAY-sayers should be expected to bring some evidence to support their claims of negative activity related to the development of this wonderful community resource. Let them state the facts and back it up with something other than the repeated selfish claims that have been unproven time and again in every community where the Greenway has demonstrated it's overwhelming positive value.

SUPPORT THE GREENWAY, you'll be glad you did...

KC Nappi

Unionville, Ct

Original Message-----

From: Bob & Irene Mohr [<mailto:irmohr02@snet.net>]

Sent: Thursday, February 01, 2018 11:38 AM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov

Subject: "Rail Trail"

I support the rail trail through Plainville whatever course it may follow.

My wife and I have used rail trails in Cheshire into Hamden, Farmington into Simsbury, Southington, Hyannis & Provincetown MA, and Poughkeepsie on the Hudson River NY. One thing I notice is that on any walk on the trails have we never have seen homeowners out in their yards. So privacy does not appear to be a factor.

From: W. Bosenberg and D. Thibodeau [<mailto:w.bosenberg.thibodeau@comcast.net>]

Sent: Wednesday, January 31, 2018 11:19 PM

To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov

Subject: Support for Gap Closure Trail Alignment, Town Council Meeting Feb. 5

Jan. 31, 2018

To Timothy Malone and Plainville Town Council:

I am a Simsbury bicyclist and regular user of the Farmington Canal Heritage Trail (FCHT). I ride approximately 1500-2000 miles annually and use my bike for both recreation and transportation. I am also a bicycle advocate and belong to several organizations including the Farmington Valley Trails Council, East Coast Greenway Alliance, and Bike Walk Connecticut. I serve on the Simsbury Bicycle Pedestrian Advisory Committee.

The Gap Closure Trail Study has identified a preferred alignment for the gap in the Farmington Canal Heritage Trail (FCHT) through Plainville. As detailed in the study report, the recommended alignment was chosen after a comprehensive effort that included public outreach, data collection, analysis of multiple routes, and evaluation of other critical factors. **I am in agreement with the study's recommendation for preferred alignment C.** While no route is without challenges and every trail will have opponents (particularly before being built), I am hearing overwhelming support for gap closure and this alignment from regional cyclists who are awaiting a safe route to and/or through Plainville for recreation or healthy transportation.

Plainville has an exciting opportunity to build a recreational asset and green transportation corridor for the enjoyment, health, and safety of its residents, and the residents of other Connecticut communities and states. **I urge the Town of Plainville to accept the recommended alignment C from the Gap Closure Trail Study and move forward in implementing the plan.**

Respectfully,

Deborah Thibodeau
5 Woodcliff Dr.
Simsbury, CT 06070
~~860-658-9032~~
~~debbie.thibodeau@comcast.net~~

From: Bill Davies [~~<mailto:bill.davies61@gmail.com>~~]
Sent: Wednesday, January 31, 2018 6:06 PM
To: towncouncil@plainville-ct.gov; Tim Malone <tmalone@crcog.org>
Subject: Plainville "close the gap" support

For the Plainville Town Council Public Hearing on Feb. 5, 2018:

As a former Executive Director and long-time Board member of the Farmington Canal Rail-to-Trail Association (when I was a Connecticut resident), I wish to express my very strong support for "closing the gap" in Plainville.

The goal for the popular Farmington Canal Heritage Greenway has long been to connect the cities of New Haven, CT and Northampton, MA; thus replicating the route of the New Haven and Northampton Railroad, which, in turn, supplanted the original Farmington Canal's connecting those cities nearly two hundred years ago.

The participation of Plainville is crucial to the completion of the highly-anticipated, uninterrupted 80+ mile paved trail that would pass through ten Connecticut communities and five in Massachusetts. A large quantity of walkers, hikers, and bikers will be most grateful to Plainville for "closing the gap" to provide an extended, safe, and pleasant trail experience on the historic right-of-way.

Thank you for your consideration of my comments.

Bill Davies

Acton, MA

Board member, Friends of the Bruce Freeman Rail Trail

From: Carol Nelson [mailto:~~magiowe@aol.com~~]

Sent: Wednesday, January 31, 2018 2:54 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Plainville bike route

Greetings

I am writing to support the plan to have the trail continue on through Plainville. I live in New Britain and end up going to Farmington most of the time or the busway in New Britain. How nice it would be to start out local. I stop at eateries on the routes I travel so it IS a boost to the local economy. Please let's finally get this done.

Thank You

Carol Nelson



~~magiowe@aol.com~~

February 1, 2018

Tim Malone (via email tmalone@crcog.org)

Theresa Carr (via email tcarr@vhb.com)

Town Council Chair Kathy Pugliese (via email katpug01@gmail.com)

Subject: The Farmington Canal Heritage Trail Section for Plainville, from the Gap Closure Trail Study

I respectfully request that you read this as part of the Public Hearing section at the February 5, 2018 Town Council meeting. I also request my full letter be part of the public records and included as part of the Town Council minutes.

I reviewed the information in the draft report (and attachments) dated January 2018 that appears here: <http://www.gapclosurestudy.com/resources.asp>

The design of the proposed route shown on the map in particular struck me as a total joke. I was an avid hiker in my younger days, and if I saw this section on a map, I would have had absolutely no desire to continue walking beyond Norton Park. From the southern border of Plainville to Norton Park, the proposed route follows the Farmington Canal route, which will likely hold some scenic and historic interest. From that point north to the Farmington town line, however, the "trail" is no more than a convoluted trip down town roads, by the transfer station, and through people's back yards.

To claim that this route "Closes the Gap" is an exaggeration to say the least. All this proposed route does is spend large amounts of money to check a box. The trail will still have a gap because hardly anyone will every want to use it.

Respectfully Submitted,
~~Respectfully Submitted,~~



Terence B. Martin

127 Colonel Chester

Drive Wethersfield, CT

06109

From: Chris Lee [<mailto:ChrisLee@newenglandcapital.com>]

Sent: Friday, February 02, 2018 3:21 PM

To: Tim Malone <tmalone@crcog.org>; tcarr@vhb.com; ~~katoug01@gmail.com~~

Subject: Farmington Canal Heritage Trail Section for Plainville

I request that you please read this as part of the Public Hearing section on the February 5, 2018 Town Council meeting. I also request that my full email be part of the public records and included as part of the Town Council minutes.

It is my opinion that I oppose any proposed alignment or design that will be near or abut any residential property in Plainville. Anytime you are making long term decisions (almost permanent) like these, you need to look at all angles and objectives.

Although there are many people that enjoy these trails, they do come with a lot of downside risk to the homeowners that live along the trail. **Vandalism does happen on the trail.** As a Southington resident, friends of mine have had issues with garbage thrown in their yards along with some items stolen as well. There is also an issue with graffiti as documented in this Record-Journal article:

<https://patch.com/connecticut/southington/officials-look-at-ways-to-address-vandalism-on-trail>

When these homeowners originally bought their property, these trails were not there and they enjoyed their privacy. Many of them probably would not have purchased these houses had they know this would be coming. There has to be other non-evasive ways to run the trails.

Christopher M. Lee, CFP®

New England Capital Financial Advisors, LLC

79 Main Street

Meriden, CT 06451

(203) 935-0265

~~chrislee@newenglandcapital.com~~

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From: Christian Bernier [mailto:~~christianbernier@gmail.com~~]

Sent: Saturday, February 03, 2018 1:09 AM

To: Tim Malone <tmalone@crcog.org>

Subject: Greenway Trail

Hi,

I'm not a Plainville resident, but I live in Farmington and love using the Greenway. I hope you help expand it through Plainville. Bike lanes are not just for recreation (though I see lots of people use our trail every time I'm there). They offer some people an option to get to work or do some errands.

Sincerely,

Christian Bernier

-----Original Message-----

From: Gina Palmieri [mailto:~~gina_pal@comcast.net~~]

Sent: Monday, February 05, 2018 7:30 PM

To: Tim Malone <tmalone@crcog.org>

Subject: Bike Trails

Mr. Malone,

Unfortunately, I was not able to attend the public hearing this evening in person but I would like to voice my support for Alignment C. The Farmington Canal bike path is an asset to the area and the state of Connecticut. Many individuals and families utilize it year round and it provides hours of enjoyment, as well as great memories. I hope that the citizens of Plainville that are against Alignment C can look past some of the small inconveniences it may cause, and understand that the benefits outweigh the negatives.

Thank you,
Gina Palmieri

From: gapclosurestudy@vhb.com [mailto:gapclosurestudy@vhb.com]

Sent: Monday, February 05, 2018 6:25 PM

To: gapclosurestudy@vhb.com; Tim Malone <tmalone@crcog.org>; tcarr@vhb.com; evierra@vhb.com
Subject: Website Contact-Gap Closure Study

Name : Brian Simard

Town : Burlington

Zip : 06013

Email : briansimard@gmail.com

Message : With all due respect, this is a total mess. The simplest, most obvious solution is to follow the unused, existing North-South rail line that goes parallel to the runway at Robertson airport. Cross the active East-West railway near downtown, and just follow the unused rail corridor south to the Southington junction near Townline Road. I don't get it, why is this so hard!?!
submit : Send

Thanks for your response Tim. I thought that there was a physical barrier between the airport runway and the old train tracks anyway. Apparently not?

It's a shame, we effectively now have two recreational trails (North and South) in CT; the only bicyclists that will ride the on-roadways "gap" through Plainville are the long distance riders that are on a multi-state tour. Very few casual cyclists, and zero joggers, walkers, or skaters will pass into or stop to visit the town of Plainville because of the unfinished trail.

Keep up the great work, and thank you once again for informing me.

Brian Simard

From: Matt Cucolo [<mailto:okdoomatt@gmail.com>]

Sent: Friday, February 9, 2018 9:24 AM

To: tmalone@crcog.org; Carr, Theresa <TCarr@VHB.com>; katpug01@gmail.com

Subject: [External] Farmington Canal Heritage Trail Section for Plainville

I would like to say that I OPPOSE any current or future Trail design, alignment, or project that will be near or abut any residential property in Plainville. If there are no Rails available in Plainville, there should be no Trails.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!

Sincerely,

Dr. Matthew Cucolo

Southington, CT

Please see attached letter from Matt Cucolo.

Thank you.

Roberta

02/0J/2018 Rt J112 FI\X
IZICOJ/003

ro: Tim Malone-tmalgne@crcos.org

ThereH Carr-tcarr@yhb.com

Kathy Pus;lls111-karpug01@Rm111111


Re11gardIn9 Farmington Canal Harltase Trall Section for Plainville

I would like to .nv that I OPPOSE any current or future Trall deslsn, allanment,
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NEVER any talc Of using resld;ntlal properties or locattons
to make this Trell,

Vote NO on thls pr0jectl11 If there are NO **RAILS**, there should be NO TRAILS111

Sincerely,



Signature

Matt Cucolo

Print Your Name

810-1411

ti.

fol/41(1tV, CT 06444

Address
Town, State Zip Code

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Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!

Sincerely,

Dr. Matthew Cucolo

Southington, CT

Date: February 4, 2018

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Plainville Town Council—towncouncil@plainville-ct.gov

To Whom It May Concern:

I request that you please read this as part of the Public Hearing section on the February 5, 2018 Town Council meeting. I also request that my full email be part of the public records and included as part of the Town Council minutes.

I would like to say that I OPPOSE any proposed alignment or design that will be near or abut any residential property in Plainville. If it is not using the railways, it does NOT belong.

From my experience, trails such as these can have a positive impact when built in conjunction within a planned development however, when pieced together years after a community has blossomed, rarely meld harmonious with the community and nature alike.

Additionally, security and safety is paramount concern. The budget does not sufficiently fund any ongoing, consistent and REALSTIC protections from the criminal element who would benefit from the location of these trails.

The project was started many years ago as Rails to Trails. The intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

It has also been expressed to residents that it will not cost us anything. That is NOT TRUE!!!

There will be a cost in state and federal money to build this and the Town will be responsible to maintain and fix. Additionally, the town is unprepared to provide security and safe passage for residents... financially or physically.

In summary, I would like to say that I oppose any project or design that does not utilize inactive railways. If there are NO RAILS there should be NO TRAILS!!!

Sincerely,

Kenneth McMillan
24040 Camino Del Avion A311
Monarch Beach, CA 92629

Ken McMillan, cmp
Realtor / Consultant
Sr Mortgage Banker
Direct Lender & Mortgage Broker
Conventional, FHA/VA, Jumbo
Reverse Mortgage Educator
NMLS 120127 / BRE 01725473

OMNI-Fund, Inc

~~Ken@KenMcMillan.Net~~

~~Desk: (866) 420-5511 Ext. 101~~

~~Pager: (860) 558-5567~~

~~Fax: (866) 420-4516~~



P.S. Please feel comfortable introducing me to people you care about who might need my help.

OMNI-Fund, Inc a licensed Mortgage Banker/Mortgage Broker. Licensing registered through the NMLS 4869, California BRE 01430833, Connecticut 20909, Texas-SML

This communication is for its intended recipient only, and may contain information that is client privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient or the employee or agent responsible for delivering this communication to the intended recipient, you are hereby notified that any unauthorized use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication

in error, please notify us immediately by telephone [866.420.5511], facsimile [866.420.4516] or e-mail reply, delete it from your system, and destroy any printed hard copies. Thank you.

Please find my letter concerning the expansion of the Farmington canal attached to this email.

04 Feb 2018

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Town Council Chair Kathy Pugliese—katpug01@gmail.com

I respectfully request that you please read this as part of the public records and included as part of the Town Council minutes.

Regard the Farmington Canal Heritage Trail Section for Plainville, from the Gap Closure Trail Study:

I have recently reviewed the materials in the draft report (and attachments) dated January 2018 as posted on this page: <http://www.gapclosurestudy.com/resources.asp>

It seems to me that the costs, especially to private residents, are discounted. Multiple aspects of the plan are impractical, if not downright unsafe.

I live in Hamden and enjoy the Farmington Canal that goes through Hamden and Cheshire. However, the trails follow the former canal through those town, which is not the case of the map labeled alignment C.

For example, multiple points on the proposed trail have cyclists and walkers having to cross high traffic areas, such as the initial trail on Northwest Dr., and in the historic center area of W. Main St. and Pierce St. This does not make for a scenic trip, and is asking for increased vehicle-pedestrian accidents. The only potential increased revenue for the town would be via commercial activity in the W. Main St/Pierce St area, a very small portion of the planned trail and far from convenient parking. The proposed trail does not provide much in the way of a beauty route compared to so many other scenic routes available in Connecticut, and thus the trail use would be likely of a nature different than projected.

Town Council members should consider the proximity of the planned trail to existing residential areas, especially as portions would abut many people's yards. Plainville residents may not be pleased to find themselves picking other people's trash out of their yards. Even if volunteer groups kept the trail clean, as the trail deliberately goes through residential areas, much of the trash would end up on private property, causing liability issues at the very least.

I recommend thinking through the pros and cons more carefully and NOT allow this Alignment or design in Plainville.

Respectfully Submitted,

Scott Hawkins

117 Morgan Lane

Hamden, CT

From: Paul Danielewicz [mailto:~~peedeekayak@hotmail.com~~]

Sent: Tuesday, February 13, 2018 12:07 AM

To: Tim Malone <tmalone@crcog.org>

Subject: Plainville Gap Closure Trail Study

Dear Mr. Malone,

Being an avid cyclist and walker from New Britain and long-time central CT resident, I enjoy the many rail trails in CT. So I am very interested in seeing the Farmington Canal Historic Trail come to completion, while at the same time completing an important piece of the East Coast Greenway. Thank you for all your work in producing a viable solution regarding a trail to close the Plainville Gap. It must have been quite a challenge, particularly since Plainville is unique in that there is not an abandoned rail line to provide a trail. I think Alignment "C" makes the most sense in terms of addressing the challenges while minimizing the negative impacts. While there are still details to be worked out, there seem to be realistic engineering solutions that address these safety issues, environmental and historical impacts.

I attended the public hearing on 02/05/18 and there were passionate appeals from both supporters and detractors. It seems the concerns raised have been addressed or could be in the future as the process moves forward. And as a member of the Rails to Trails Conservancy, I am aware of some of the issues involved in building and maintaining any trail. Safety, privacy, crime, cost and environmental impacts are always valid concerns. But based on the many success stories throughout the U.S., these issues have been resolved in a satisfactory manner. Once residents are exposed to a functioning, attractive community trail, their former fears are turned to joys. The positives will far outweigh the negatives, once folks are open to change.

I have yet to hear of a town that was sorry to have a community trail built. It would be a shame if the Town of Plainville rejects this trail out of fear of change and misperceptions of the reality of a well-constructed and maintained trail. This is a historic opportunity to create a long-lasting infrastructure improvement to the Town for both present and future generations. Such an asset would be an improvement in the quality of life and an attraction for new residents and businesses. Health and recreation benefits, economic gains in several forms, and being part of a regional connection to neighboring towns and beyond are worth overcoming

29 Jan 2018

To:

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Theresa Carr

I respectfully request that you please read this as part of the Public Hearing section at the February 5, 2018 Town Council meeting. I also request my full letter be part of the public records and included as part of the Town Council minutes.

Regard the Farmington Canal Heritage Trail Section for Plainville, from the Gap Closure Trail Study:

I have recently reviewed the materials in the draft report (and attachments) dated January 2018 as posted on this page :<http://www.gapclosurestudy.com/resources.aspx>

It seems to me that the benefits of the proposed planned trail are exaggerated, while the costs, especially to private residents, are discounted. Multiple aspects of the plan are impractical, if not downright unsafe.

I am comparing this plan to my personal experience with various bike/walking path systems in multiple locations. I used to live in the planned community of Columbia, MD, where its extensive trail system did indeed have an economic benefit. However, the trails were planned at the same time as the residences

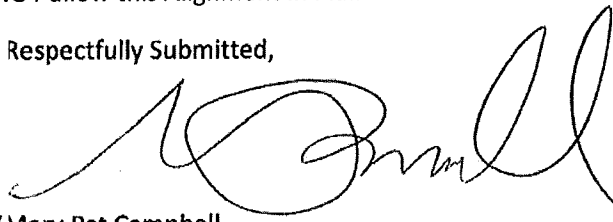
and the commercial areas of that town, which is not the case of the map labeled alignment C. In other communities, I have seen successful transformation of abandoned rails into pedestrian paths in scenic areas; again, this is not what the plan is doing.

For example, multiple points on the proposed trail have cyclists and walkers having to cross high traffic areas, such as the initial trail on Northwest Dr., and in the historic center area of W. Main St. and Pierce St. This does not make for a scenic trip, and is asking for increased vehicle-pedestrian accidents. The only potential increased revenue for the town would be via commercial activity in the W. Main St/Pierce St area, a very small portion of the planned trail and far from convenient parking. The proposed trail does not provide much in the way of a beauty route compared to so many other scenic routes available in Connecticut, and thus the trail use would be likely of a nature different than projected.

Town Council members should consider the proximity of the planned trail to existing residential areas, especially as portions would abut many people's yards. Plainville residents may not be pleased to find themselves picking other people's trash out of their yards. Given the experience of other trail systems with secluded areas, one would expect not only the mundane trash of soda cans, but also syringes and used condoms and other unpleasant detritus. Even if volunteer groups kept the trail clean, as the trail deliberately goes through residential areas, much of the trash would end up on private property, causing liability issues at the very least.

For the Town Council members: it is too easy to spend other people's money (in the form of federal and state funding) on such a boondoggle and how nice a trail sounds without thinking through the predictable downsides. When people experience downsides from such a project personally, you may find they may also vote accordingly. I recommend thinking through the pros and cons more carefully and NOT allow this Alignment in Plainville.

Respectfully Submitted,



Mary Mary Pat Campbell

Pat Campbell

PO Box 284

Croton Falls, NY 10519-0284

I am a resident of Plantsville (Southington), Connecticut and am writing in OPPOSITION to any current or future Trail design, alignment or project that will be near or abut any residential property in Plainville, Connecticut. If there are no Rails available in Plainville, there should be no Trails. I am also a relative of residents who live on Perron Road and have known other residents of the Perron Road section of the "proposed" alignment that borders Carling Technologies for over 30 years.

It is sad to see the Town has so upset an entire neighborhood because of a planned trail that all of a sudden is in urgent need of being completed and apparently doesn't even follow a railroad line. I understand the planning has been in the works for years, but the explanations that I have read and heard regarding the different alignments are indeed questionable.

It is apparent that if the Plainville town council or the CRCOG had conversations with the railroad company regarding the "unused" rail line they did not do their job well as the railroad company seemed to have shut down any conversation quickly. Questions that need clarification:

- With whom from the railroad did the Town or CRCOG meet?
- What were the valid reasons they provided as to why the unused tracks could not be considered as a viable route?
- Why will they not allow use of the unused rails that border the opposite (east) side of Robertson Airport?
- Have you asked the residents of Perron Road when was the last time they saw or heard a train operating on those tracks? (We can answer that they have not seen or heard trains on those tracks because they are unused.)
- Is it the cost to the Town of Plainville or the State of Connecticut (which by the way is in terrible financial trouble), or is it the town council's unwillingness to push the issue further with the railroad company?
- Does the Town of Plainville or CRCOG believe it is too dangerous?
- Why is it any less dangerous than other alignment plans?
- Why wouldn't they want to get rid of defunct tracks if they're still paying taxes or are the taxes the reason Plainville doesn't want to push the issue?

I would like to know when I can expect responses to these questions.

Regarding trail safety, we have walked the Southington portion of the trail many times and have seen the vandalism that has occurred and continues to occur along the trail. There couldn't be enough police on bike patrol to stop all of it. I am aware of businesses and homes that have been vandalized which go underreported. I would also not walk the trail alone as there are portions that are desolate and personal safety comes to mind as there have been incidents of questionable individuals along the path.

I believe the alignment that is being considered along the Carling Technologies property would be even more desolate prompting many questions to Plainville Police as to how they can possibly patrol the route especially later in evening and at night when most of the vandalism to property takes place. It is not only vandalism, it is young people who use these areas as late night party locations which we assume the police are aware.

Will the residents need to install fences and install security systems at their own expense so that others can blissfully ride their bikes and rollerblade past it?

It appears that you are taking the easiest and cheapest route out of this issue over the residents that will have to live with your decision for the rest of their lives. Please do not ask them to look at the BIG picture of how great and wonderful it would be for everyone if they just accept this but *they live there, you don't, we don't and nor do others from out of town or out of state*. We believe you should be focusing your efforts on the railroad company instead of pushing an unwanted trail into Plainville residents' backyards. Which is why we agree with the sentiment - No Rails, No Trails.

Dale Conlan

Plantsville (Southington), Connecticut

From: Greg Conlan [<mailto:grc2dgc2@outlook.com>]

Sent: Tuesday, February 13, 2018 12:29 PM

To: Tim Malone <tmalone@crcog.org>; tcarr@vhb.com; karpag01@gmail.com

Subject: OPPOSE

I am a resident of Plantsville (Southington), Connecticut and am writing in OPPOSITION to any current or future Trail design, alignment or project that will be near or abut any residential property in Plainville, Connecticut. If there are no Rails available in Plainville, there should be no Trails. I am also a relative of residents who live on Perron Road and have known other residents of the Perron Road section of the "proposed" alignment that borders Carling Technologies for over 30 years.

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It is apparent that if the Plainville town council or the CRCOG had conversations with the railroad company regarding the "unused" rail line they did not do their job well as the railroad company seemed to have shut down any conversation quickly. Questions that need clarification:

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-Does the Town of Plainville or CRCOG believe it is too dangerous?

-Why is it any less dangerous than other alignment plans?

-Why wouldn't they want to get rid of defunct tracks if they're still paying taxes or are the taxes the reason Plainville doesn't want to push the issue?

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Greg Conlan

Plainville (Southington), Connecticut

From: Joel N. Weber II [mailto:joel@joelweber.com]

Sent: Wednesday, February 14, 2018 6:31 PM

To: Tim Malone <tmalone@crcog.org>

Cc: bruce@greenway.org; info@greenway.org; Joel N. Weber II <joel@joelweber.com>

Subject: Plainville Gap Closure Trail Study comments

I'm wondering if the gap closure study has ever explored whether it might be possible to have the path take a route proceeding roughly due north from the Pierce St and Main St intersection, and perhaps cross the east-west railroad track roughly 800' west of where that track intersects the north-south track. If this alternative is feasible it might reduce the impacts to abutting residential properties that the study expresses concerns about in that area.

Page 57/66 talks about concern of the cost of the culvert under Route 72. I'm curious how that compares to the cost of Route 72 itself and whether residents are proportionately concerned about the ongoing cost of maintaining that road. I've also seen some discussions in recent times about how culverts can facilitate animal crossings of roads, and perhaps it would be appropriate to explore whether any design features for the bike path through the culvert could facilitate animal crossings while still preventing harmful interactions between wildlife and people (and perhaps these goals are conflicting); I suspect this is a research topic where scientists are still working to refine best practices.

Has there been any discussion about whether making part or all of Pierce St one way only for automobiles (possibly southbound only if that would optimize fire department response time) while maintaining bidirectional bicycle traffic might help to make more space available for bicycles and parking? I prefer the off-road facility design for Pierce St.

When I saw the rendering in Figure 22 illustrating the potential center of the road bike path on Broad Street I was surprised by how appealing I found it. I think the lack of driveway conflicts makes it a good choice, but I also think it would be worthwhile to explore including gaps in the plants which residents can use to get directly from their driveways to the bike path.

If folks in Connecticut are looking for real world examples of median bike paths and side paths, the Connect Historic Boston trail system has examples of both, though I've lost track of whether all of the segments of the Connect Historic Boston trails have been constructed yet at this point, and Connect Historic Boston goes through a much denser area than Plainville. There has also been a relatively recent project on part of Cambridge St in Cambridge, MA to remove parking on one side and narrow travel lanes to make space for a flex post protected cycle track on both sides of the street.

There is a list of activity generators which doesn't seem to mention restaurants, and discussion of the full length of the Farmington Canal Heritage Trail does not mention that it connects in Northampton MA to the Massachusetts Central Rail Trail. I live within easy walking distance of a segment of the Massachusetts Central Rail Trail, and there's a possibility that if both the Farmington Canal Heritage Trail and Mass Central Rail Trail are completed, I might some day ride a bicycle along these trails and spend money at restaurants along both trails.

Joel N. Weber II
225 Summer St #3
Somerville MA 02143
(formerly of Waterford, CT)

To: Tim Malone—tmalone@crccog.org
Theresa Carr—tcarr@vhh.com
Kathy Pugliese—kathypugliese@crccog.org

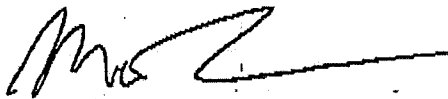
Regarding Farmington Canal Heritage Trail Section for Plainville

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The project was started many years ago as Rails to Trails. The Intent was to take the unused rail system and make it into a trail for people. There was NEVER any talk of using residential properties or locations to make this Trail.

Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!

Sincerely,



Signature

Matt Cucolo

Print Your Name

P.O. Box 446

Address

Middletown, CT 06444

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

Regarding Farmington Canal Heritage Trail Section for Plainville

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Sincerely,

Alfredo Zarrelli

Signature

ALFREDO ZARRELLI

Print Your Name

11 CICCIO R.D

Address

SOUTHRINGTON 06489

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

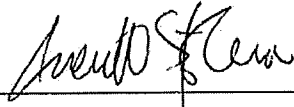
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Sincerely,



Signature

AVERITE ST-PIERRE

Print Your Name

108 HICKORY HILL RD

Address

NEW BRITAIN, CT 06052

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

Regarding Farmington Canal Heritage Trail Section for Plainville

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Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!

Sincerely,

Brandi Taylor
Signature

Brandi Taylor
Print Your Name

19 Summit View Rd.
Address

Terryville CT 06786
Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

Regarding Farmington Canal Heritage Trail Section for Plainville

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Sincerely,



Signature



Print Your Name



Address



Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—~~karpug01@gmail.com~~

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Sincerely,


Signature

DANIEL WENZLOFF

Print Your Name

296 Fiddlers Hollow Rd.

Address

Plymouth, CT. 06782

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—katpug01@gmail.com


Regarding Farmington Canal Heritage Trail Section for Plainville

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Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!

Sincerely,



Signature

Darrell Payton

Print Your Name

21 Wolcott St

Address

Bristol Ct 06010

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—katpug01@gmail.com

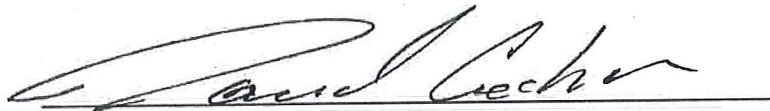
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Sincerely,



Signature

David T Cochran

Print Your Name

108 Freystone Ave

Address

Bristol CT 06010

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—~~katpug01@gmail.com~~

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Vote NO on this project!!! If there are NO RAILS, there should be NO TRAILS!!!

Sincerely,

NW
Signature

Henry Wasih
Print Your Name

60 Magnolia Lane
Address

E. Berlin CT 06023
Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—katpug01@gmail.com


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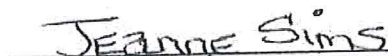
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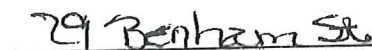
Sincerely,



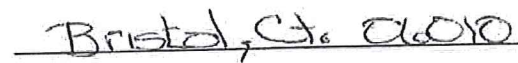
Signature



Print Your Name



Address



Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—katpug01@gmail.com

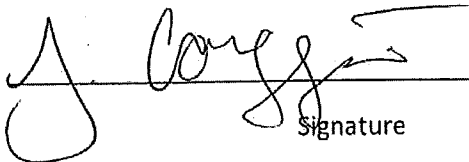
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Sincerely,


Signature

JOANNA Coraggio
Print Your Name

47 Laird Drive
Address

Bristol, CT 06010
Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—~~kathug01@gmail.com~~

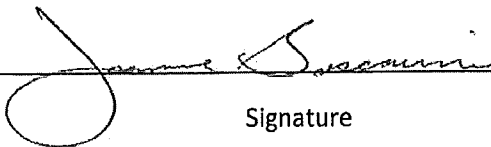
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Sincerely,


Signature

Joanne Boscarino
Print Your Name

Address

Tolland, CT 06084
Town, State Zip Code

former resident of Canton, CT

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

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Sincerely,

John Cistulli
Signature

JOHN CISTULLI
Print Your Name

147 WILDERMERE RD.
Address

BERLIN, CT 06037
Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

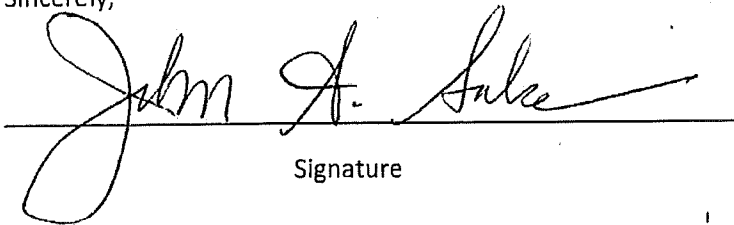
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Sincerely,


Signature

John A. Salce

Print Your Name

329 Cooke Street

Address

Plainville, CT. 06062

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

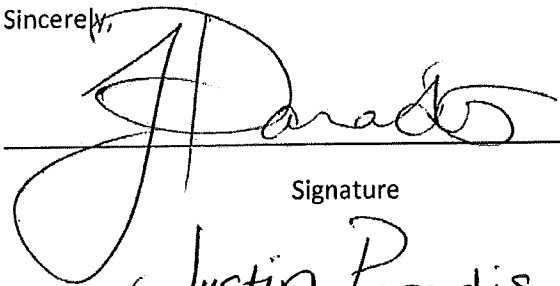
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Sincerely,



Signature
Justin Paradis

Print Your Name

61 Caesar drive

Address

Bristol, CT 06010

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

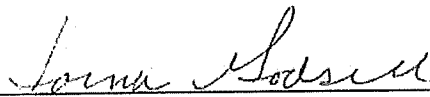
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Sincerely,



Signature

LORNA GODSILL

Print Your Name

265 Cedar Ridge Dr

Address

Shastenburg CT 06033

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

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Sincerely,



Signature

Maria Panillo

Print Your Name

209 Berlin Ave

Address

Southington, CT 06489

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

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Sincerely,


Signature

MARTIN GRIFFIN
Print Your Name

698 DAVIS ST Ext
Address

Watertown, Ct. 06795
Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vnb.com
Kathy Pugliese—katpug01@gmail.com

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Sincerely,



Signature

RICHARD LANDRETTE

Print Your Name

150 BURRITT ST. 5K

Address

PLAINVILLE, CT. 06479

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—karpug01@gmail.com

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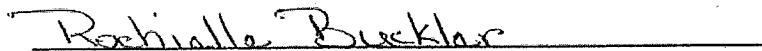
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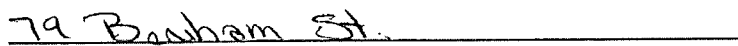
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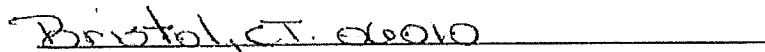
Signature



Print Your Name



Address



Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

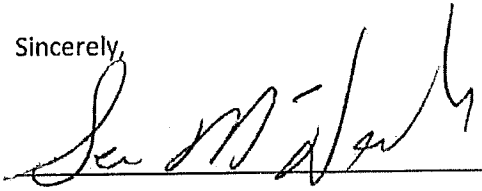
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Sincerely,



Signature

SEAN McDONOUGH

Print Your Name

13 View ST

Address

Plainville CT 06062

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org
Theresa Carr—tcarr@vhb.com
Kathy Pugliese—katpug01@gmail.com

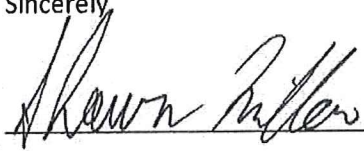
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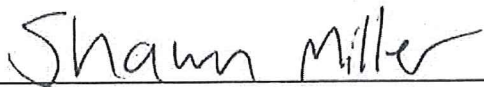
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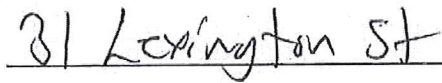
Sincerely,



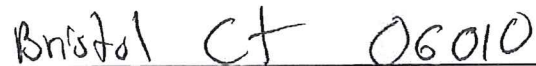
Signature



Print Your Name



Address



Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—katpug01@gmail.com

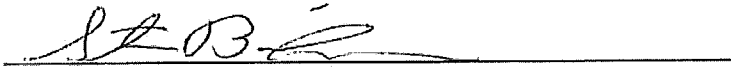
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Sincerely,



Signature

STEPHEN BRINKMAN

Print Your Name

136 FOREST ST

Address

ROCKY HILL CT 06067

Town, State Zip Code

To: Tim Malone—tmalone@crcog.org

Theresa Carr—tcarr@vhb.com

Kathy Pugliese—katpug01@gmail.com

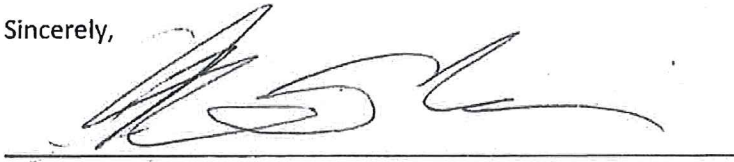
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Sincerely,



Signature

Stephen Burkel

Print Your Name

79 Benham St

Address

Bristol Ct 06010

Town, State Zip Code

Signature

From: Heather Wilson [mailto:~~Heatherjw3080@outlook.com~~]

Sent: Monday, February 05, 2018 11:53 AM

To: towncouncil@plainville-ct.gov; Tim Malone <tmalone@crcog.org>

Subject: I support the Plainville Rail Trail!

Dear Mr. Malone and Town Council Members,

I am writing to urge you to approve the extension of the rail trail link-up through Plainville. This installation will greatly benefit Plainville. I make a point of shopping and dining in towns where I can access the trail. I would like to get better acquainted with Plainville, because I live in Unionville, but right now, Plainville has no draw for me. Please give me a great reason to patronize the businesses of Plainville! The completed trail will also be of economic benefit to the whole state. I travel out-of-state for vacation to bike on other rail trails, and I would like to see people come to Connecticut to bike the completed north-south trail as well. People who use the trails are generally careful and considerate, quiet and respectful. I have friends whose property borders the trail in Avon, and they feel it has increased the value and desirability of their home to have the trail literally in their backyard. They use it all the time, and they enjoy seeing others use it as well.

Thank you for considering my comments.

Heather Wilson

From: Tim Malone
To: [Carr, Theresa](#)
Cc: [Guo, Renee](#)
Subject: [External] FW: Plainville Trail
Date: Friday, February 16, 2018 4:31:48 PM

Shoot, found one I forgot to send. Well, they were for it and don't seem to live in Plainville. Maybe we can print it out as a supplement.

From: Tim Malone
Sent: Tuesday, January 30, 2018 11:48 AM
To: 'Carolyn Bernier' <carolynbbernier@gmail.com>
Subject: RE: Plainville Trail

Thank you very much for your comment and support. If you are able, please attend the February 5 public hearing at the Plainville Middle School at 6pm.

Best,

Tim Malone
Principal Planner
Capitol Region Council of Governments
241 Main Street
Hartford, CT 06106
(860) 724-4221
Please note that my phone number has changed.

From: Carolyn Bernier [<mailto:carolynbbernier@gmail.com>]
Sent: Monday, January 29, 2018 7:28 PM
To: Tim Malone <tmalone@crcog.org>
Subject: Plainville Trail

Dear Mr. Malone,

I am a Connecticut bike/walk trail user, and I am for the proposed trail through Plainville, Connecticut. A trail would beautify Plainville.

Best,

Carolyn

From: Tim Malone
To: [Carr, Theresa](#); [Guo, Renee](#)
Subject: [External] FW: Please support bike trail route in Plainville
Date: Friday, February 16, 2018 4:41:32 PM

Ack! Another one

From: Jaen Andrews [mailto:dr.jaen@att.net]
Sent: Monday, February 05, 2018 12:06 PM
To: Tim Malone <tmalone@crcog.org>; towncouncil@plainville-ct.gov
Subject: Please support bike trail route in Plainville

I am writing to express my support for the trail connection through Plainville, and to address the concerns of residents that I have read about, in response to extending the bike trail through Plainville.

First, my personal experience as a property owner next to a bike trail: In the late 1990s, I bought a house in Madison, WI that abutted an abandoned rail line -- which was then converted to a bike path. I admit that I was apprehensive at first about the trail right at the back of my property, but I was wrong! It was fabulous! And my house price shot up through the roof!! When I had to move in 2004, due to a new job in CT, I sold my house for FAR MORE than what 3 different estimates by real estate agents said it was worth, which was far more than I'd paid for it. Amazing! (That's partly how I paid for my daughter's college tuition).

But my little old mother knew about the effect on property values of being located along bike trails before I did; I remember she sent me an article she clipped from some magazine about a study that showed the property values along or near to bike trails increased more than comparable properties located further away.

Next, my experience as a trail user: In Madison, WI, I was able to walk my dogs along the trail daily, and to hop onto my bicycle for long rides, right from my back yard — and the rides were particularly helpful when I lost my job, as the exercise kept my sane and less anxious during a search for a new job. And here in CT, after a diagnosis of breast cancer and during treatment, bicycling along the bike paths is an incredible antidote to what one oncologist described as suffering “years of low grade miseries,” which include serious depression and fatigue. Plus, the exercise itself helps

decrease chances of a recurrence.

Finally, my husband and I see all kinds of people using the trail, from very young to very old: runners, walkers, mothers with strollers, dog walkers, people riding all kinds of wheeled vehicles, singly and in groups.

There are so many reasons to support the proposed bike path through Plainville; mine are just two examples. I strongly encourage your support for this project. I am looking forward to when it is completed, and I can start taking longer bike rides into southern CT.

Thank you.

Dr. Jaen Andrews
West Hartford, CT

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

Community Meetings

July 26, 2016

October 3, 2016

October 4, 2016

October 6, 2016

May 22, 2017

October 18, 2017

February 5, 2018

Community Meeting
July 26, 2016
5-7pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Public Informational Meeting #1

July 26, 2016, 5 PM – 7 PM

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

1. Welcome and Introductions
2. Vision Statement and Objectives
3. What is the study
4. How to Participate
5. Next Steps
6. Questions?

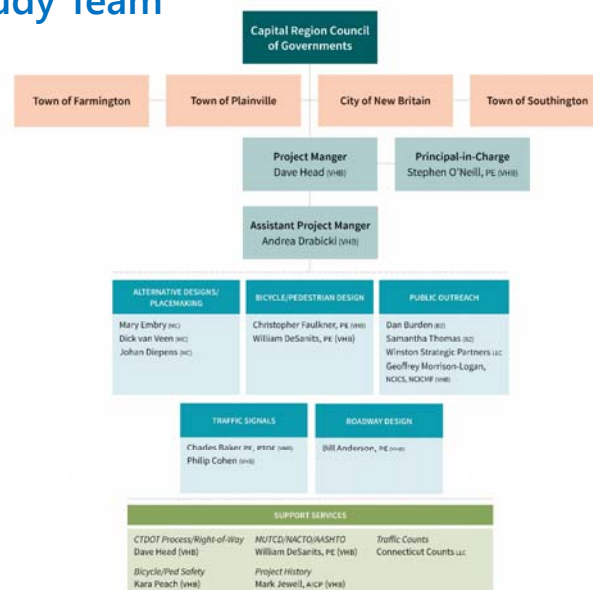


Purpose of Meeting

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



Study Team



Key Stakeholders

- General Public
- CRCOG
- Plainville
- Southington
- New Britain
- Farmington
- East Coast Greenway Alliance
- Farmington Valley Trails Council
- Plainville Greenway Alliance
- CTDOT
- CTfastrak

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."

A Little History

- Farmington Canal Heritage Trail
 - 84 mile multi-use trail from New Haven, CT to Northampton, MA
 - Only Gap not in either design or construction is in Plainville / Southington

Farmington Canal Heritage Trail

Suffield	1.2	1.2	0		100	
Granby	1.1	1.1	0		100	
East Granby	5.3	5.3	0		100	
Simsbury	7.5	7.5	0		100	
Avon	4.7	4.7	0		100	
Farmington	4.8	2.3	2.5	2.5	48	\$5.1m
Plainville	4.3	0	4.3	0	0	Yes, plan
Southington	6.6	4.0	2.6	2.6	61	
Cheshire	7.1	3.9	3.2	2.5	55	Yes
Hamden	9.5	9.5	0		100	
New Haven	3.4	1.8	1.6	1.6	47	Yes
Total (CT)	55.5	40.3	14.2	7.2	73%	
TOTAL	80.2	56.2	22.9	10.1	70%	

Farmington Canal Heritage Trail



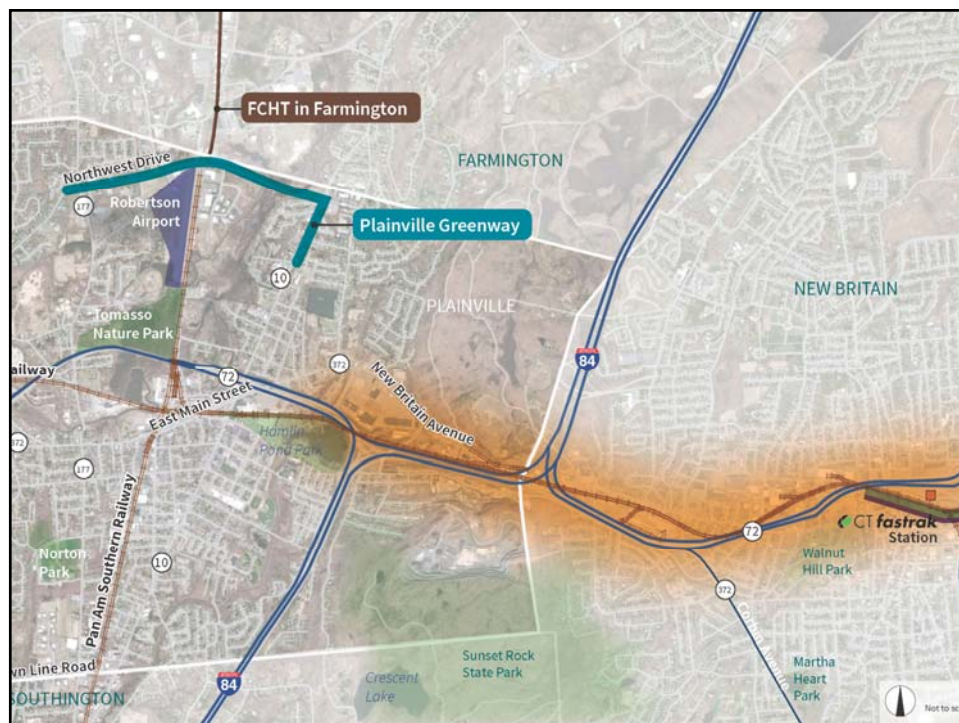
A Little History

- Part of The East Coast Greenway which is a national trail that runs from Key West, FL to Calais, ME.
 - 198 Miles are in CT
 - Of which, 60% are complete or in progress (109 Miles)



What is this Study?

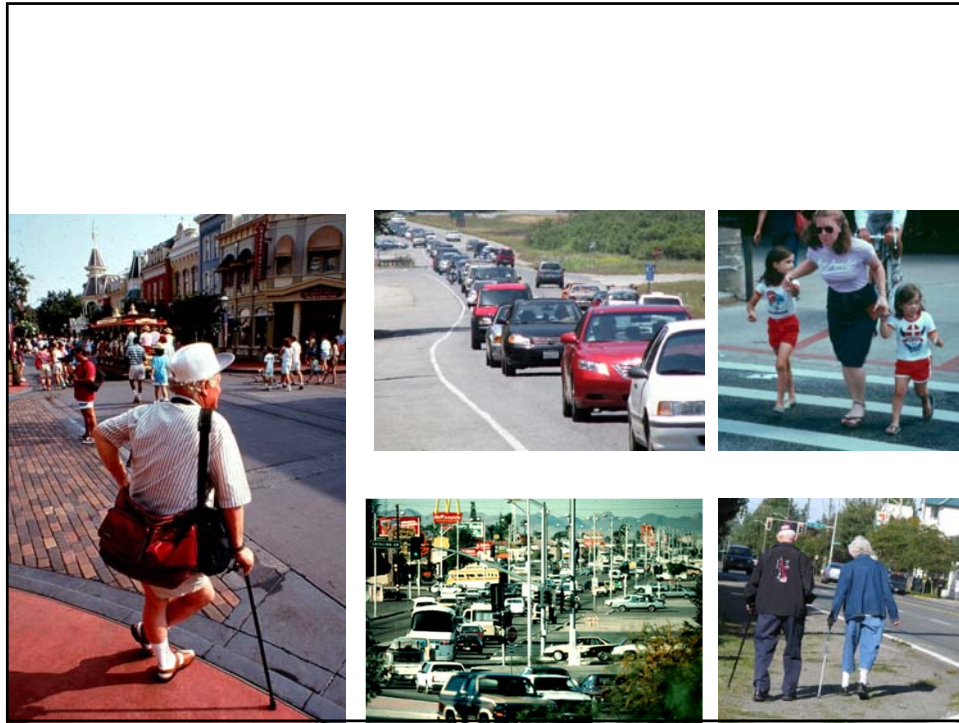
- Study to determine corridor for closing the gap in FCHT
 - Plainville and Southington
- This has been studied before, has not progressed due to difficulty of Plainville section
 - Active Rail Line
- Connection from Plainville to the CTfastrak station in New Britain
 - Provide an alternate means for residents to access CTfastrak
- CRCOG, CTDOT and Towns want this trail completed (last in the corridor)
 - When complete the FCHT will traverse over 84 miles from New Haven, CT to Northampton, MA
 - It will serve both recreational users and commuters



Why is this Being Done?

- Need to have a defined alignment to access funds for design and construction
- This will allow the communities to define sections and plan for the project
- Allow the communities to plan for this development as other development comes into the community





Values to Action



Gap Closure Trail Study



Economics of Trail and Walkability Investments

Two Ways To Grow



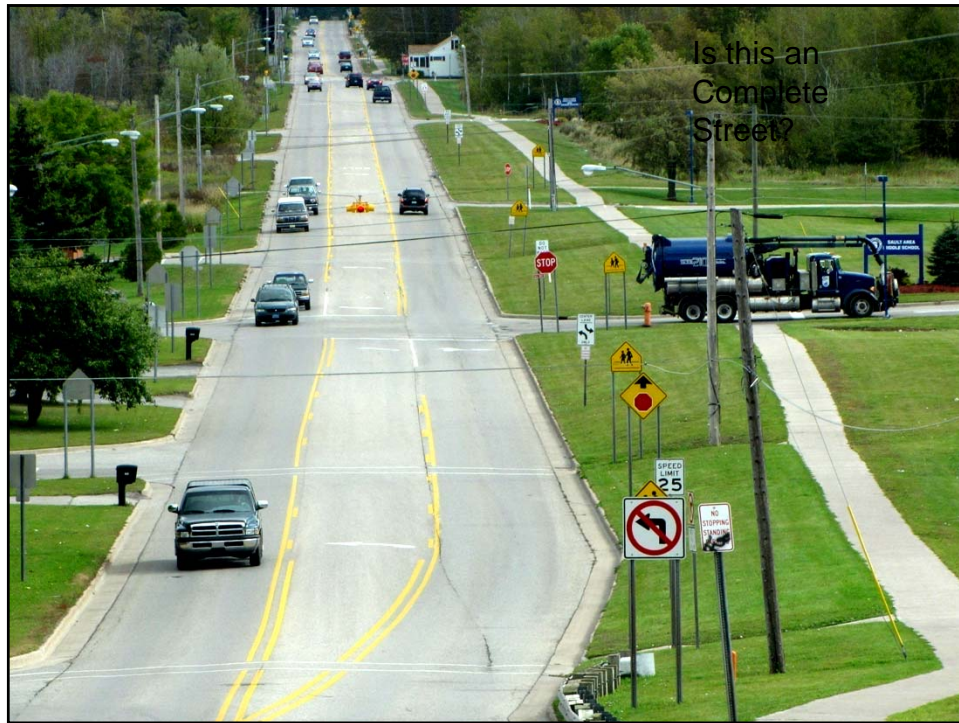
↓ 29%

↓ 86%

↑ 19%

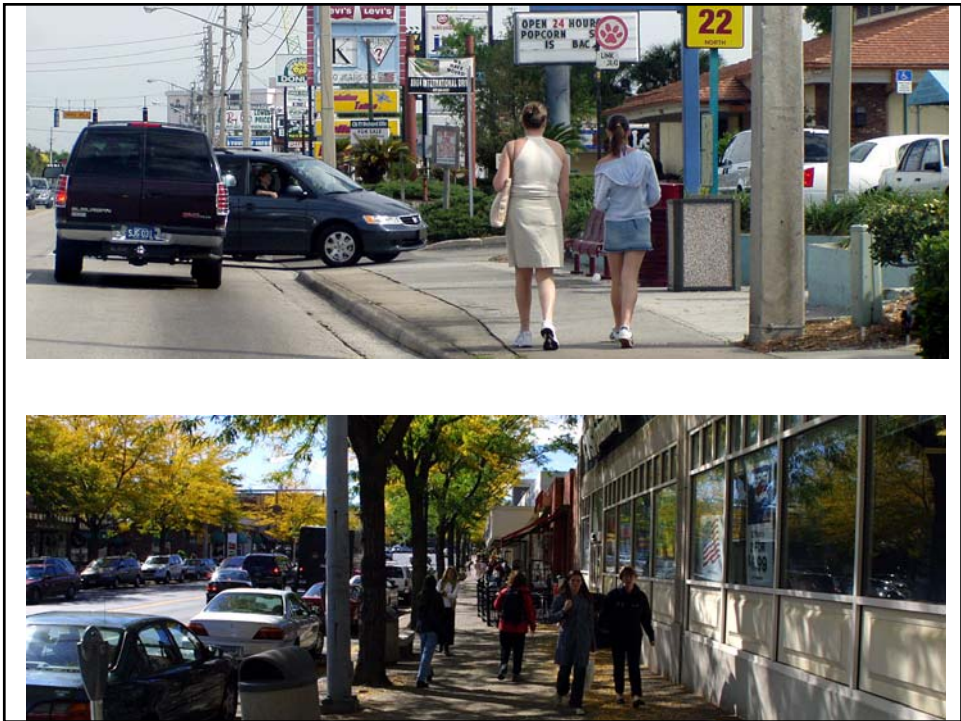
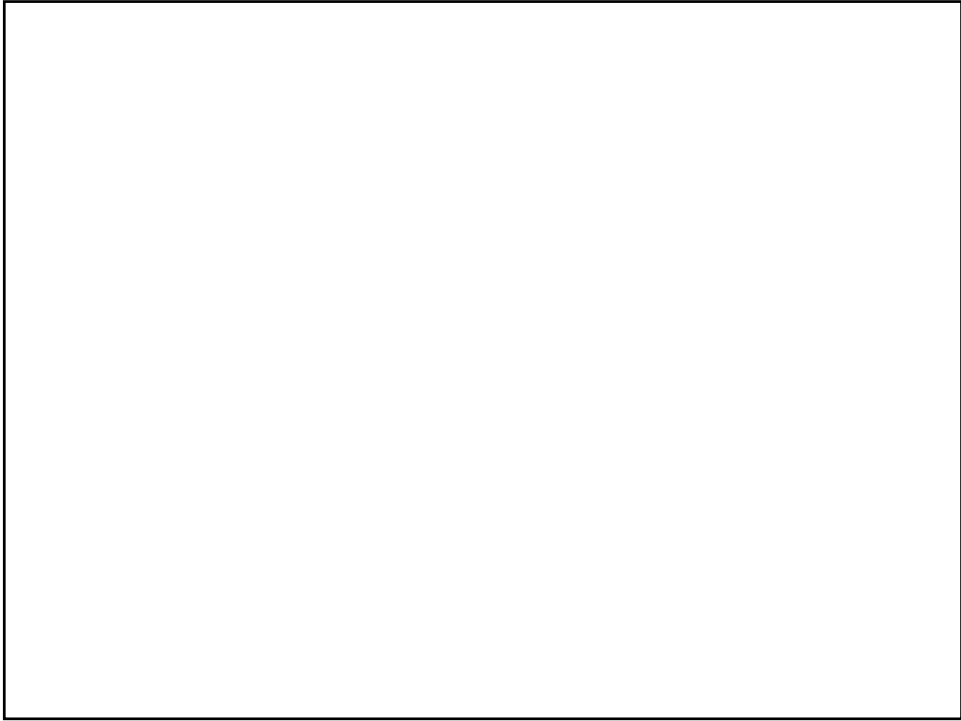


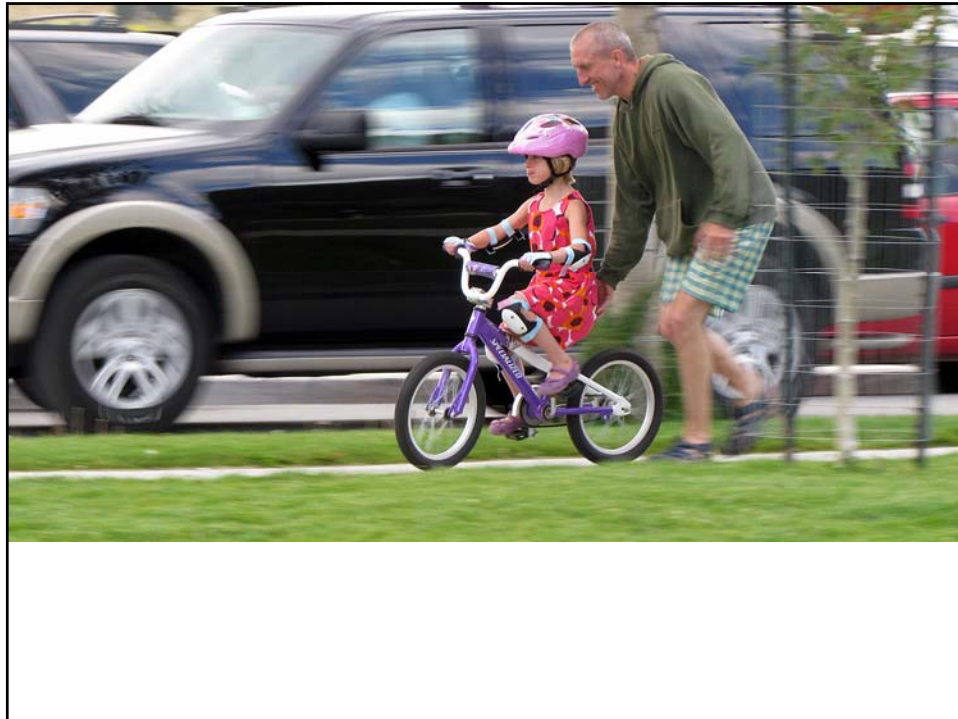




Many people are poised to oppose change.







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.*

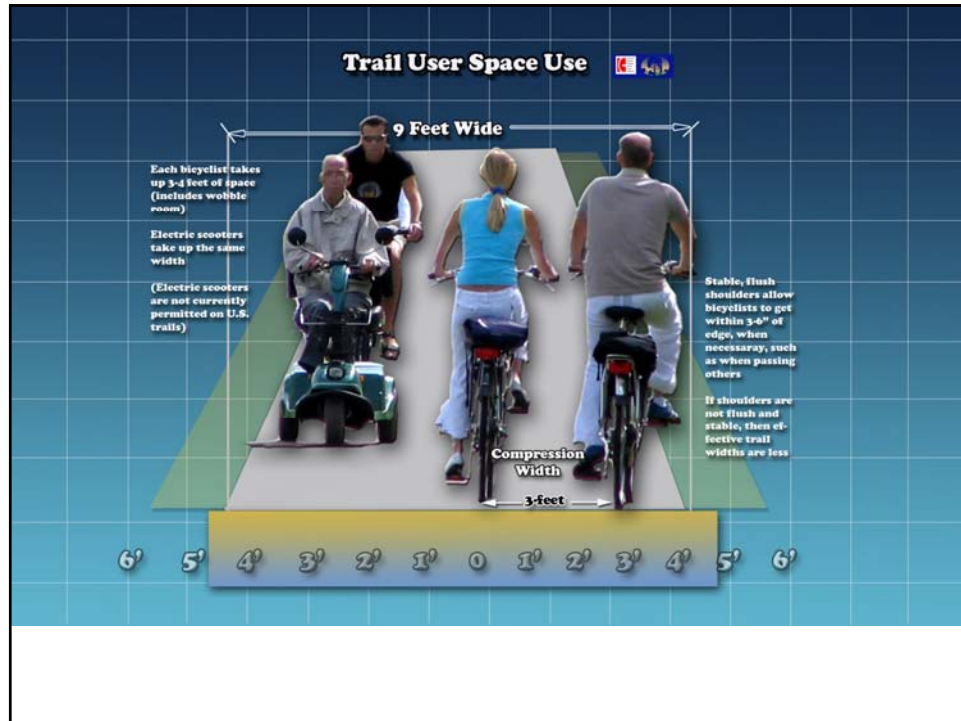
(National Association of Home Builders)

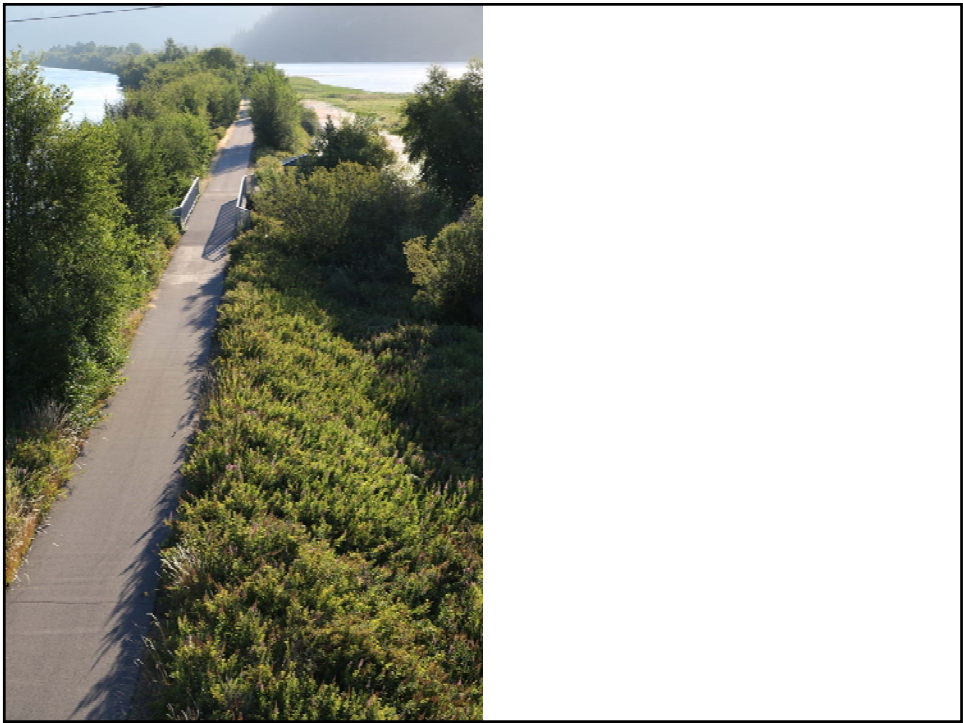




Kawartha Lakes Region, Ontario

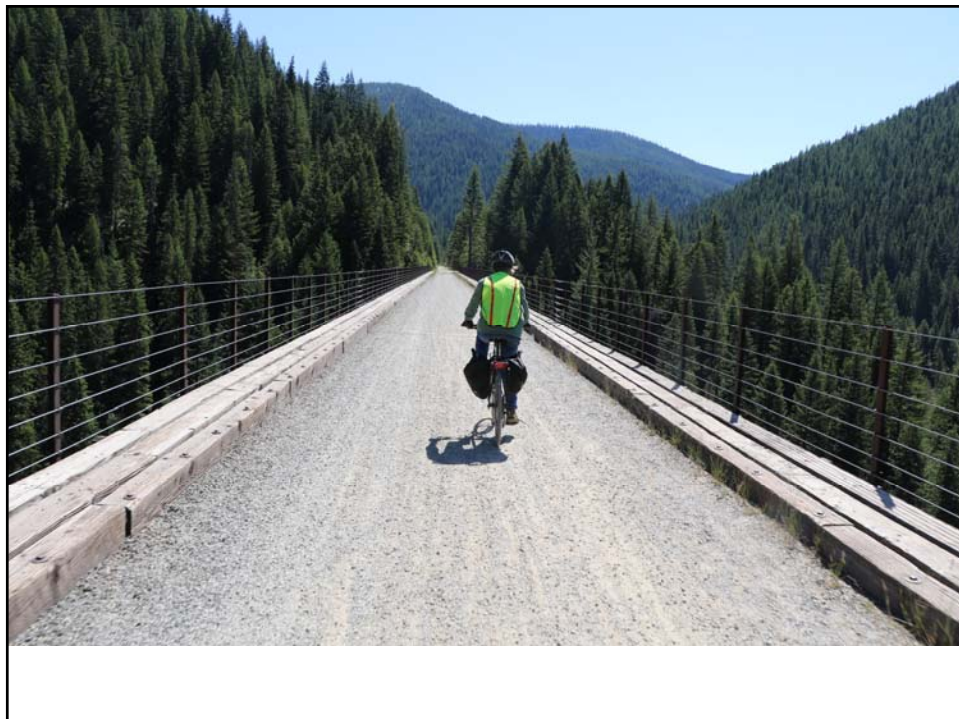
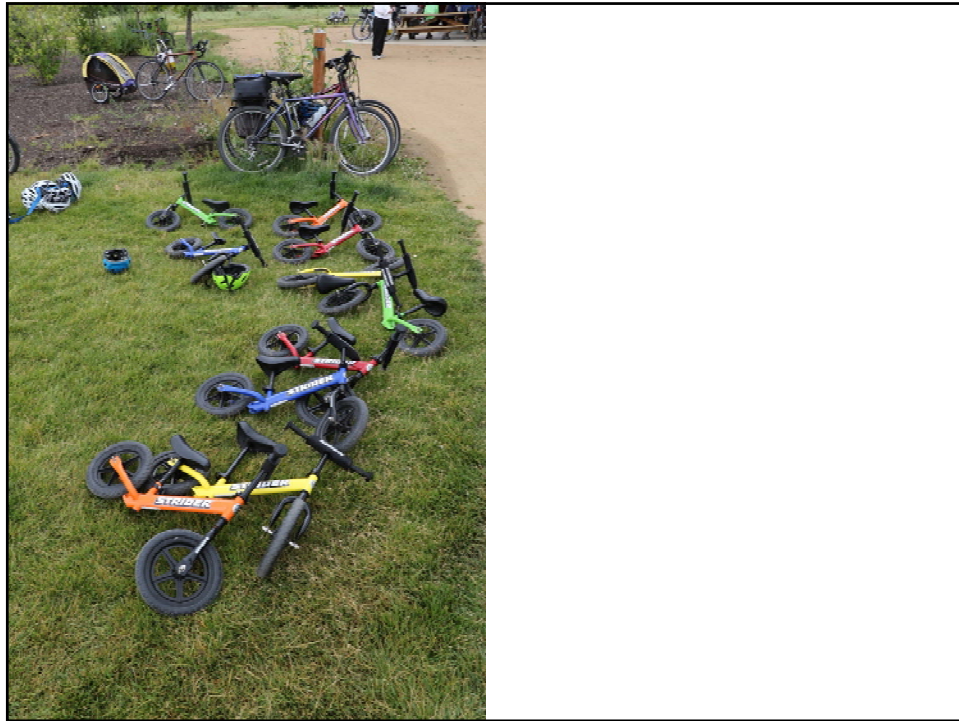
Create a Vision for Greenway Development













Recreation

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





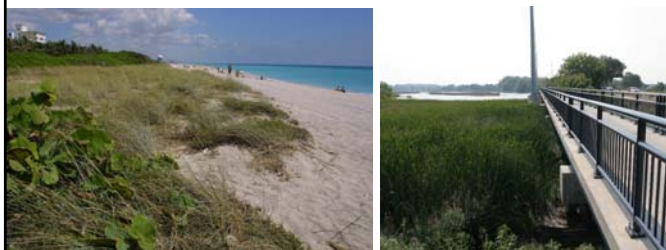
Transportation

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



Scope of Work

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

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 – www.gapclosurestudy.com
- Newsletters (6)
- Translation Services

Schedule

		Gap Closure Study																		
		2016												2017						
		March	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	
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	Steering Committee Meeting																			
	CRDOG committee meeting																			
	Deliverables																			

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

How to Participate?

- You're doing it now!
- Attend meetings
- Visit the Website for updates www.gapclosurestudy.com
- Take our survey – you can find it on the website
- Sign up for our interested parties mailing list
- Contact Tim Malone or myself
- Get others involved

Next Steps?

- Review what we hear today
- Continue to work with the Steering Committee
- 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

Upcoming Events

- Steering Committee Meeting – Early September
- Planning Charrette – October 3-6
- Public Informational Meeting – October 3

Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Mark Jewell, AICP | mjewell@vhb.com | 860.807.4326

Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224





Meeting Notes

Place: Plainville Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: July 26, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Public Information Meeting #1, 5pm-7pm
Farmington Canal Heritage Trail Gap Closure Study and
CT**fastrak** Connection Study (Gap Closure Trail Study)

The public meeting took place on Tuesday, July 26, 2016 from 5 to 7 PM. The meeting consisted of an open house where members of the public could obtain information and talk to staff about the Gap Closure Study. There were project boards showing base maps of the Plainville and New Britain corridors for the public to review. The project team then gave a formal presentation at 5:15 PM, which was followed by a question and answers period.

Forty Seven (47) people from the public signed in at the meeting.

Presentation

Mr. David Head began the meeting by stating the overall purpose of the public information meeting (PIM) was an introduction to the project, to familiarize the public with the Study Team and key Stakeholders, and concluded by opening up the floor to questions.

Mr. Head then discussed the Objectives of the Study and the Study Vision. These are important concepts so that the public and the decision makers in the communities can always refer back to these to ensure the Study is accomplishing the objectives.

Objectives of the Study are:

- 1.) Close the Gap in the Farmington Canal Heritage Trail through Southington and Plainville.
- 2.) Identify a connection to the CT**fastrak** station in downtown New Britain

The Study Vision is:

The vision for the Farmington Canal Heritage Trail and CT**fastrak** 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

Mr. Head discussed the reason that the Study is being undertaken, which is to complete the last unplanned section of the Farmington Canal Heritage Trail (FCHT) through the Towns of Southington and Plainville. The FCHT will traverse over 80 miles when complete and presently the 4 mile section through Plainville is the only section not either being designed or in construction. This is due to the active rail line that runs north and south through Town. This study will allow the Towns to identify a corridor that they can move into design and eventually construction.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

Hand in hand with this is to determine a connection over to the CT **fastrak** station in downtown New Britain. Both of these connections will allow for greater use of alternate means of transportation in the region.

Mr. Dan Burden of Blue Zones then gave a short presentation describing the tangible results of establishing a scalable community for all user types and citizens. Having worked in over 3,500 towns and cities across North America, Mr. Burden presented the following information as results of communities with established greenway development corridors:

- Where we spend our money matters
- Communities that focus finances on establishing an auto centric culture have the worst traffic problems
- Property tax reductions occur within communities that establish a more walkable, multi-modal greenway development plan
- Social capital can often be more important than financial capital
- Quality of life index increases for all community residents but especially among seniors

Mr. Head then briefly described the scope of work, schedule and the public engagement for the Study. The scope of work is comprised of seven tasks and the timeframe for the Study is expected to last 18 months, which would have the final reports available for review in August of 2017.

Mr. Head next discussed how the public can participate in the Study, the main opportunity being through the website, www.gapclosurestudy.com. The website will have updates posted, as well as meeting minutes and presentations, upcoming events and includes an "Interested Parties" sign up. The Interested Parties list generated from the website and the sign-in sheets from the public meetings will be used to email the public with project updates.

Mr. Head then went over the next steps of the Study which included reviewing the information gathered from the public today, begin looking at alternatives, keep all interested parties updated, and preparation for another round of public meetings in October. These meetings will take place the first week in October beginning Monday, October 3rd. Please check the website for updated information as we get closer to the meetings.

Question and Answer Period

Mr. Head then opened the floor to the public for questions, there were many questions posed and a good discussion followed. Below is a summary of the questions and answers:

A member of the public asked how the trail positively affects communities or businesses. It was noted that many of these trails / bicycle facilities generate additional influx into the communities they go through. Another member of the community asked if individuals will be advised ahead of time if their properties will be affected by the new trail. It was noted that at this point in the process we are not even to the point where we can identify if a property may be affected with any degree of certainty. As the project moves forward and alignments get refined, if there is a property that will be affected the owner will be notified. It was also noted that, as this time, we aren't even to the point of thinking about the possibility of eminent domain; Mr. Head noted that the Department of Transportation historically will not utilize this tool for bicycle and pedestrian projects.

A question was asked about a related project, which will extend the trail from Red Oak Hill Road in Farmington to Northwest Drive in Plainville. The member of the public was also concerned about the pavilion that will be constructed as part of that project. The study team responded that that section of the trail is part of a separate project and outside of the scope of the current study.

Another question was stated requesting to know if environmental diversity will be looked at. Mr. Head stated that yes an important component of the study will be to determine if there will be any environmental impacts and if so what these may be.

A question was raised concerning the safety of a trail and if the Plainville police had been contacted. Mr. Head stated that security on the trail is an important piece of the puzzle. The police, fire and emergency services in all the towns have been reached out to and will be part of the study process.

A comment was brought up as to how the issue of tree roots along the trail will be handled. Mr. Head stated that this would be through routine maintenance from the Town or an advocacy group. However, Mr. Head also noted that many of the issue with tree roots have been designed out of newly constructed trails with the use of root barriers and removal of nuisance trees (shallow root systems) with local approvals.

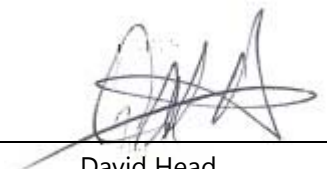
Manager Robert Lee, Plainville, concluded the meeting by mentioning his excitement about the upcoming planning process and that he encourages public engagement.

The meeting adjourned at 6:30 pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: website – interested parties list

Project File 42201.00

Community Meeting
October 3, 2016
5-8 pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Plainville Collaborative Planning Workshop

October 3, 2016, 5 PM – 8 PM

***Plainville Public Library, 56 East Main Street, Plainville, CT
Auditorium***

1. Welcome and Introductions
2. Public Comment
3. Project Updates
4. Community Values Exercise
5. Star Analysis Mapping Exercise
6. Group Report Out
7. Next Steps
8. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



About **CRCOG** CAPITOL REGION COUNCIL OF GOVERNMENTS Working together for a better region.

- CRCOG is one of nine regional councils of governments in the state
- We serve Hartford and the surrounding 37 communities
- We work on:
 - Land use planning
 - Transportation planning
 - Share municipal services
 - Cooperative purchasing
 - Hazard mitigation and more
- CRCOG initiated this study in 2015 to help close the final gap in the Farmington Canal Heritage Trail

What to Expect Tonight

- Welcome and Introductions
- Project Update
- Community Values Exercise
- Star Analysis Mapping Exercise
- Group Report Out
- Next steps
- Conclusion



Purpose of Meeting

- To learn from you about your community through a couple of exercises.
- We will be rolling up our sleeves and working together to solve this puzzle.



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

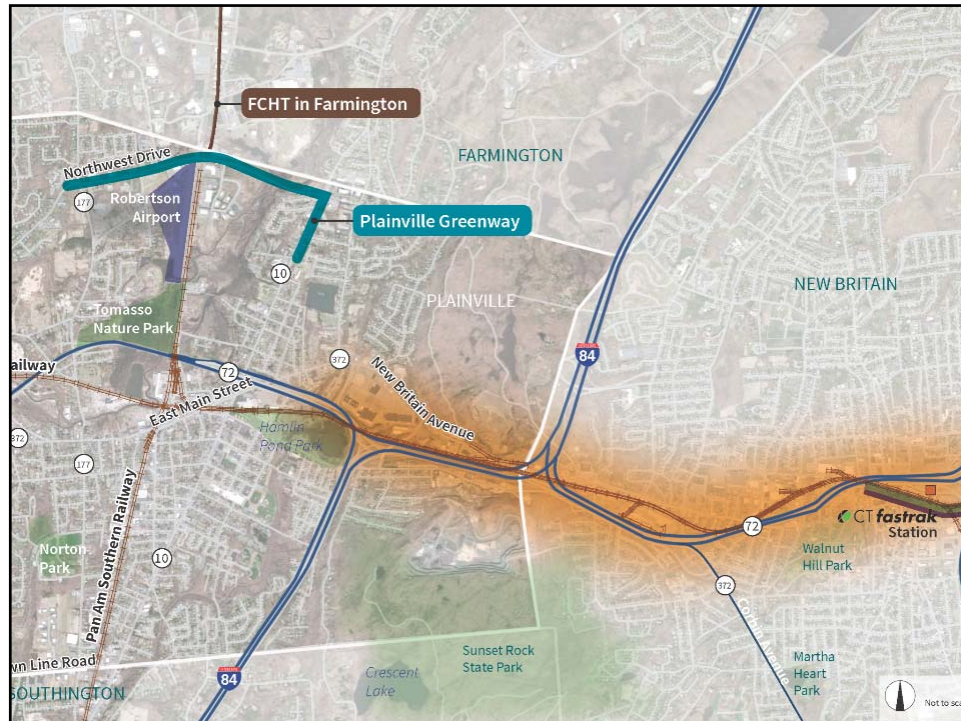


Vision Statement

"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."

What is this Study?

- Study to determine corridor for closing the gap in FCHT
 - Plainville and Southington
- This has been studied before, has not progressed due to difficulty of Plainville section
 - Active Rail Line
- Connection from Plainville to the CT**fastrak** station in New Britain
 - Provide an alternate means for residents to access CT**fastrak**
- CRCOG, CTDOT and Towns want this trail completed (last in the corridor)
 - When complete the FCHT will traverse over 84 miles from New Haven, CT to Northampton, MA
 - It will serve both recreational users and commuters



Why is this Being Done?

- Need to have a defined alignment to access funds for design and construction
- This will allow the communities to define sections and plan for the project
- Allow the communities to plan for this development as other development comes into the community

Schedule

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		Technical Team Meeting																			

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







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?



We have become a society that pokes fun at our lack of common sense.

We have made access to housing transportation and health most available to those with wealth.

These effects have raised our cost of living, and reduced our quality of life.



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



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



Property Taxes:	↓ 29%	↑ 22%
Air Pollution:	↓ 86%	↑ 5%
Neighborhood Quality:	↑ 19%	↓ 11%

How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.

IF WALKING
COSTS YOU
\$1



SOCIETY
PAYS
\$0.01



IF BIKING
COSTS YOU
\$1



SOCIETY
PAYS
\$0.08



IF BUSSING
COSTS YOU
\$1



SOCIETY
PAYS
\$1.50



IF DRIVING
COSTS YOU
\$1



SOCIETY
PAYS
\$9.20



The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full-cost accounting." While there are many ways of doing this, this infographic shows one example of how those costs and charges can be calculated.



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)



Demographics & Change





Most Americans contemplating a move to a new city want to know how walkable that city is, and how much choice they will have in moving about.

Corporations want to retain (or hire) the best. Those families want trails.





Applying Principles



Eyes on the Trail



Anticipate future
needs and uses



Stop Favoring
the Car



Low Speed, low action



Higher speed more separation



Minimize conflicts by speed, volume, complexity



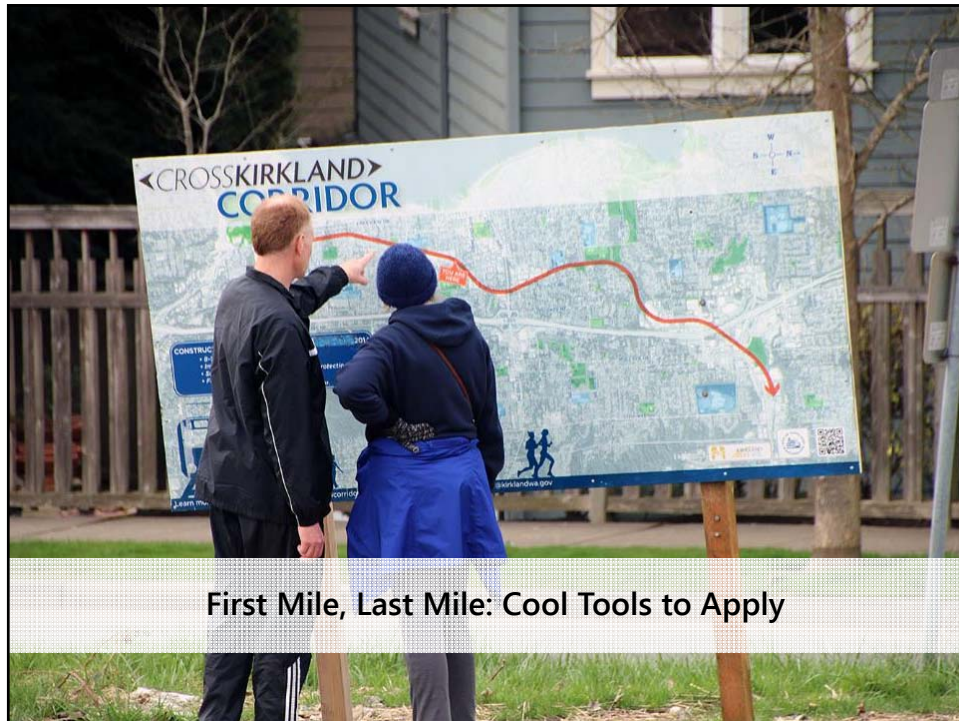
Separate motorized from non-motorized



Separate by applying new ways to use a road



Separate wheels from heels



First mile and last mile portions of a journey matter. We must close sidewalk gaps, create place, and complete all of our principal streets if we are to have successful trails.





Bicycle Boulevards



Volunteerism, local history and character



Use Trails as Links



Paint new lanes,
Narrow Travel
Lanes



Separation
(boosts use from
10% to 60% of
population (600%
increase in use)



Provide
Intersection
Support

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

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 Storm Drainage
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Trailheads
 Stations
 Signs
 Rest Rooms
 Picnic Pavilions
 Exhibits/Trail Maps
 Parking Lot
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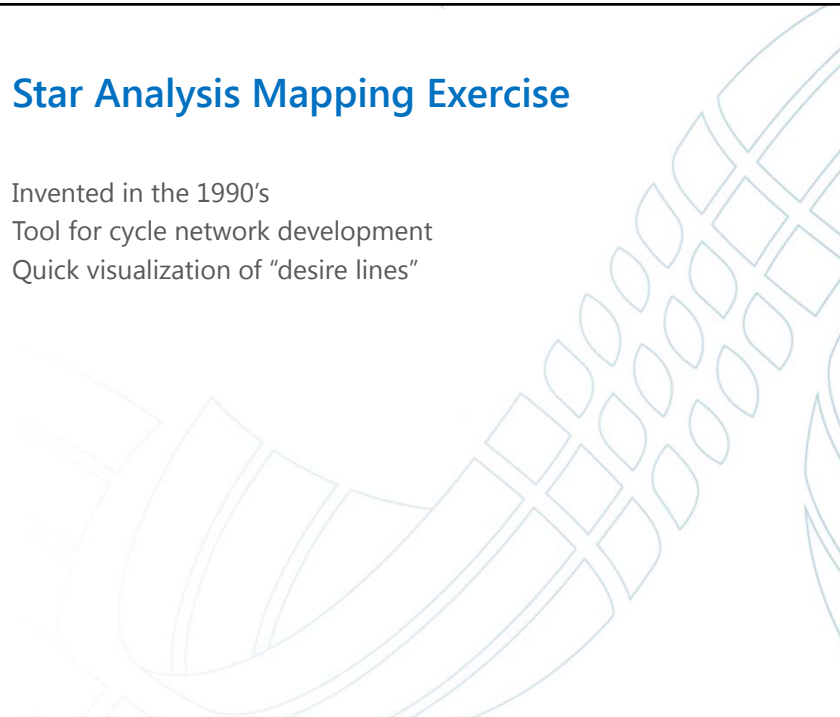
Community Values Exercise

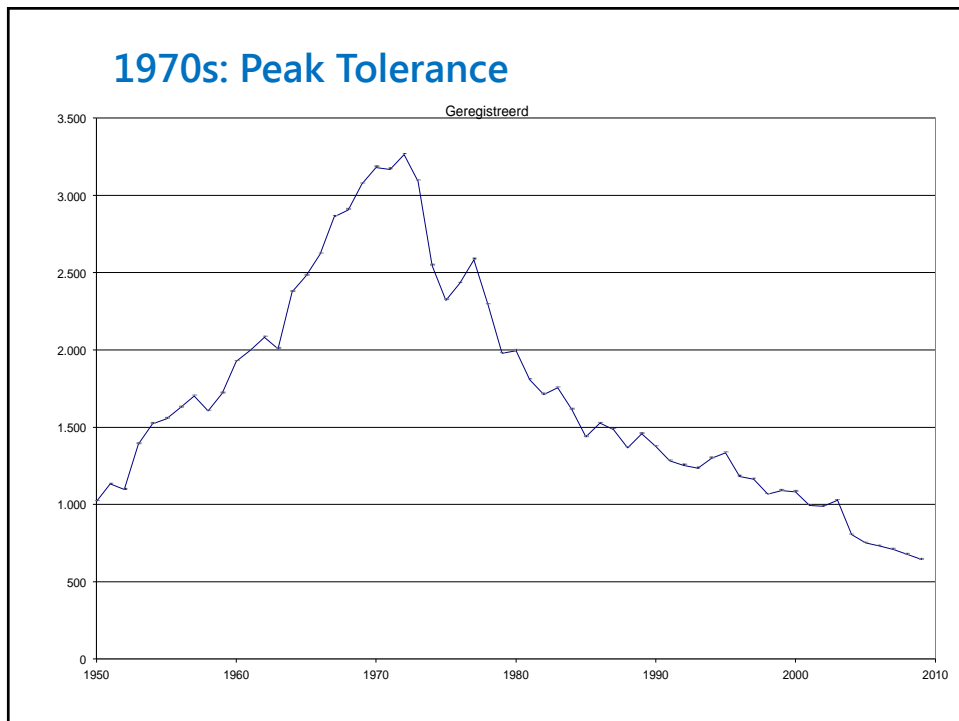
- Defines a set of shared-values that Gap Closure and CT**fastrak** Study will embody moving forward
 - 5 Post-It notes
 - Write 1 word per Post-It note states a value you hold



Star Analysis Mapping Exercise

- Invented in the 1990's
- Tool for cycle network development
- Quick visualization of "desire lines"







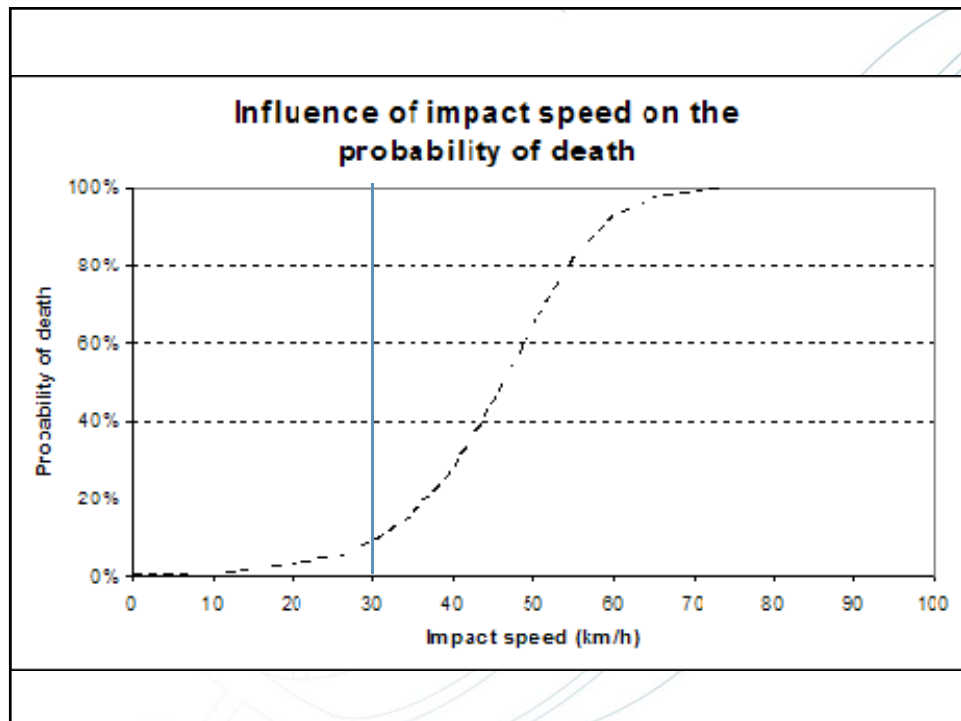
This is the best country to drive in

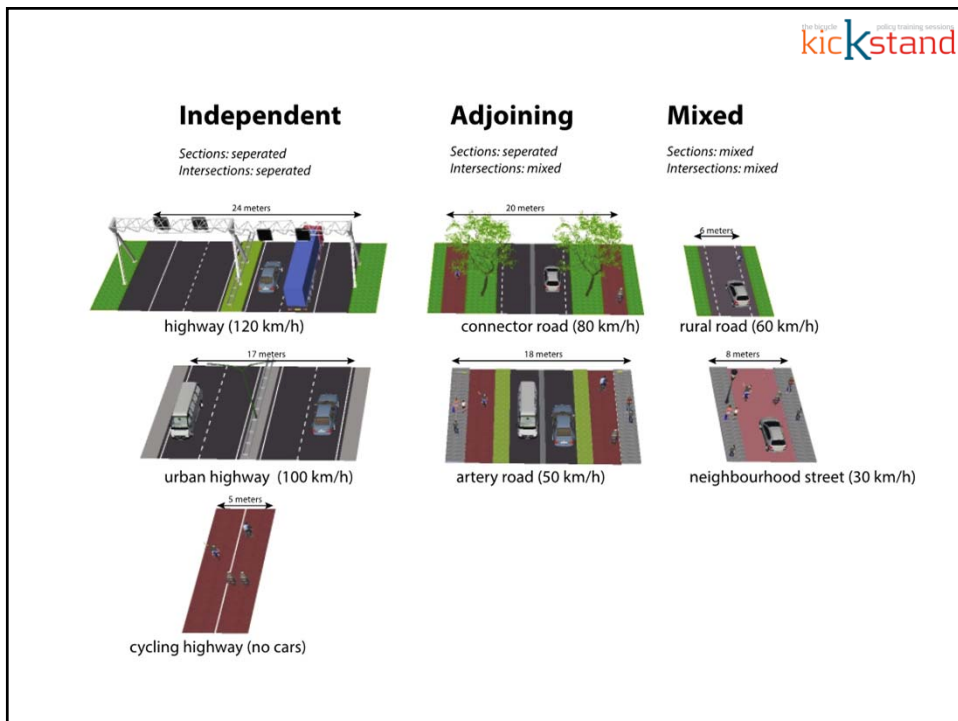


The Dutch have the best rides.

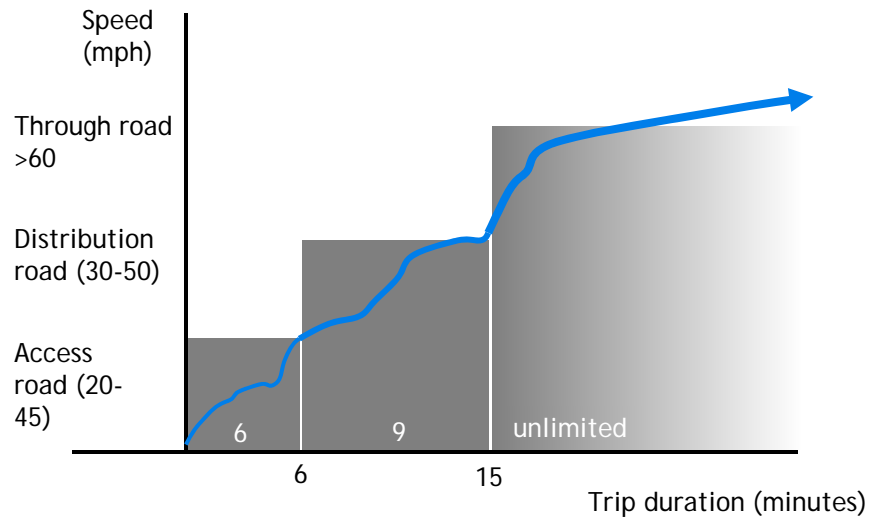
Those who drive in the Netherlands have the most satisfying experience in the world, according to a [new study](#) launched by Waze.

The popular navigation app has released its first-ever “Driver Satisfaction Index,” a study that curates data from 50 million users from 32 countries and 167

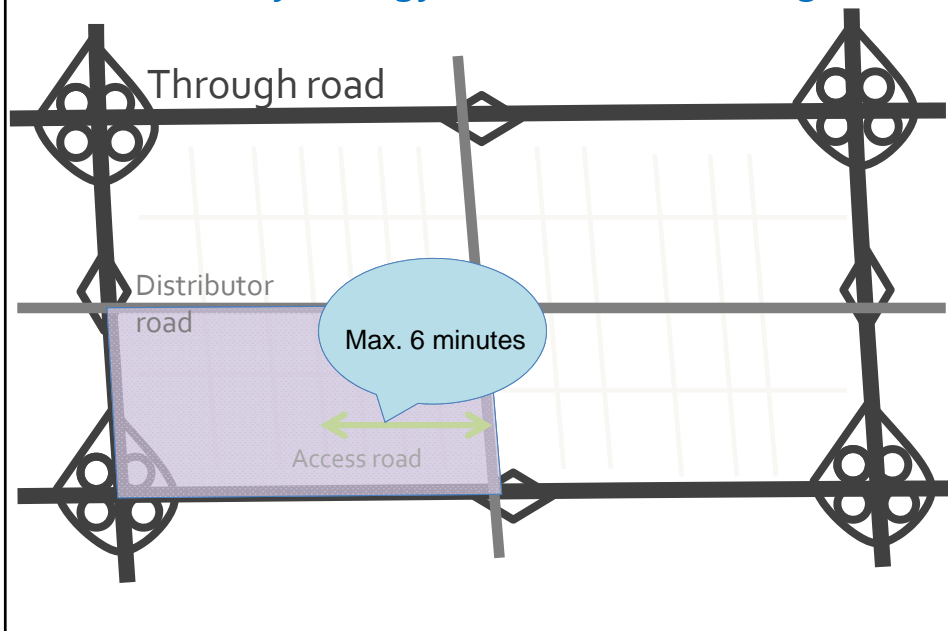


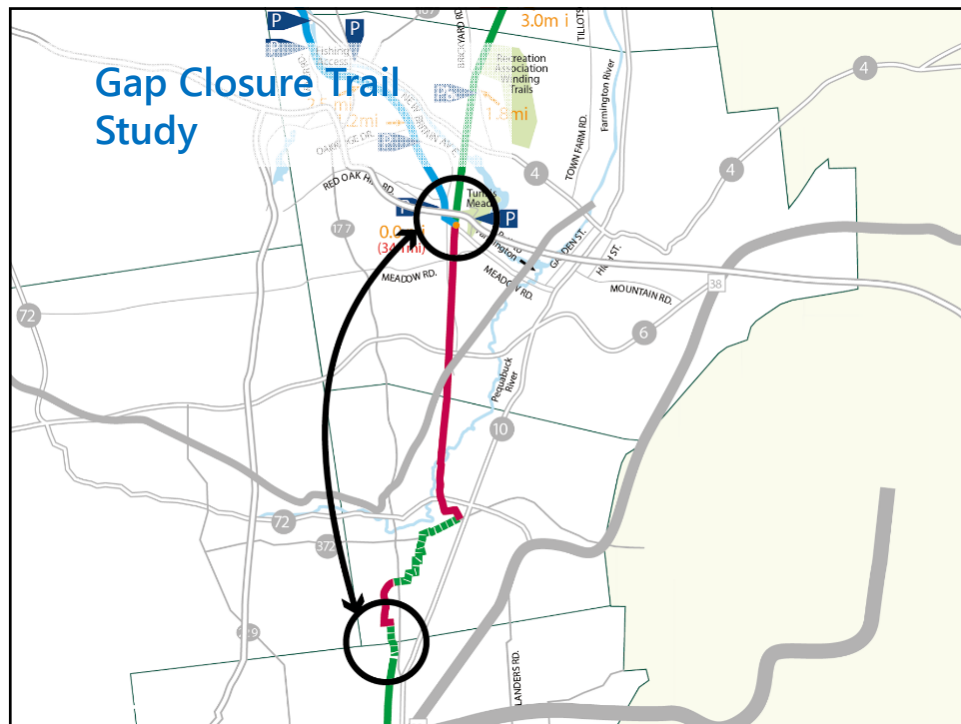


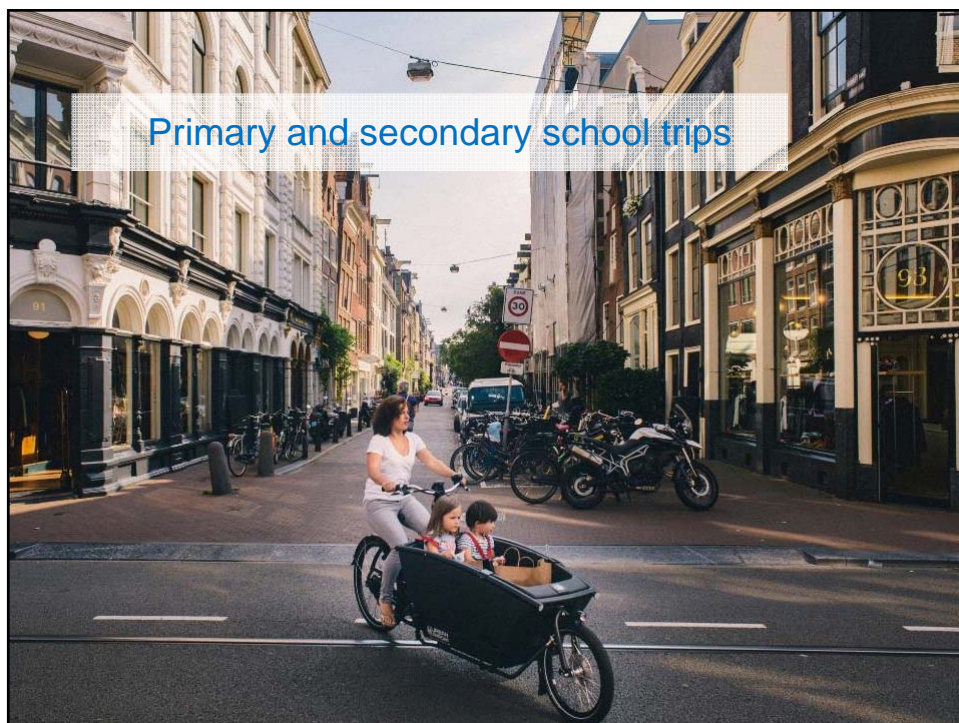
Traffic Psychology

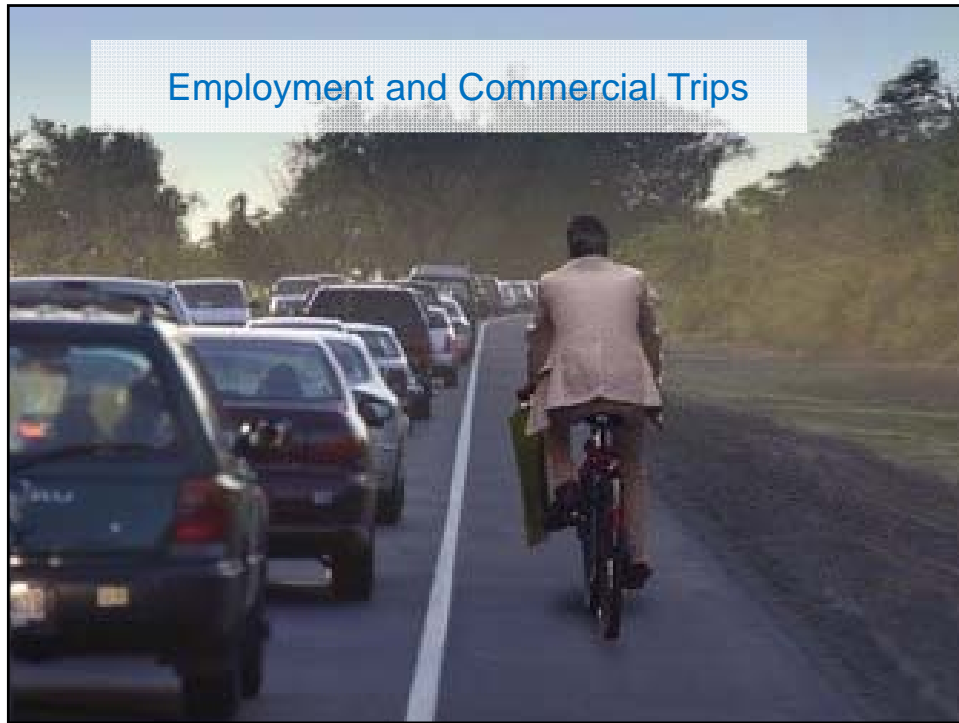


Traffic Psychology in Network Planning









Recreational Trips



Star Analysis Mapping Exercise Part 1 – Origins and Destinations

1. Split up into groups
2. Push pins at trail head in north and south
3. Connect the pins with string (leave extra string)
4. Find the destinations of your assigned target group on the map, and mark them with a pin
5. Mark clusters of ~30-50 houses with a pin
6. Connect pins between houses and destinations with string

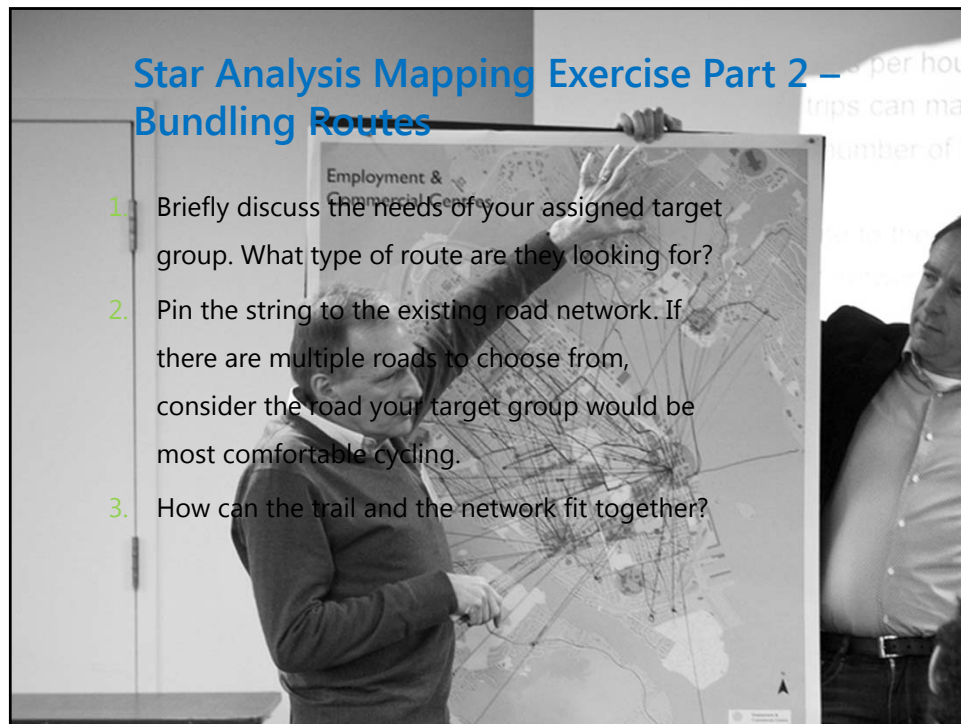


Table Report Out!

- User Group
- How well does the trail fit your network?
- Did your user group change your route?
- Key challenges?

Next Steps?

- Review what we hear today
- Put this into potential alignments to address what we heard
- Report back to you on Thursday October 6, New Britain City Hall 6-7 pm for your feedback.

Website - Best Way to Get Information



Home About Participate Study Team Resources 1710



The Capitol Region Council of Governments (CROCG), 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 route through Southington and Plainville and
2. Identify a connection to the CTfastrak station in New Britain.

The FCHT runs from New Britain (New Britain) to Northampton, MA, covering approximately 60 miles. Of these 60 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 right-of-way.

The recent opening of CTfastrak in Connecticut includes a new multi-use trail for central Connecticut. The next logical step is to connect the Capital to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the bicycle and pedestrian amenities in the region. Since all CTfastrak routes are equipped with bicycle racks, this connection can greatly assist the distance a cyclist can travel to get to

UPCOMING EVENTS

October 3, 2016
Plainville Planning Workshop
5:00 - 6:00 PM
Plainville Public Library

October 4, 2016
New Britain Planning Workshop
5:00 - 6:00 PM
New Britain Public Library

Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: October 3, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Plainville Collaborative Planning Workshop
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Consultant Team

Timothy Malone, Capitol Region Council of Governments (CRCOG)

Dave Head, VHB

Andrea Drabicki, VHB

Geoffrey Morrison –Logan, VHB

Mark Jewell, VHB

Dan Burden, Blue Zones

Samantha Thomas, Blue Zones

Mary Embry, Mobycon

Lennart Nout, Mobycon

The public planning workshop took place on Monday, October 3 and was scheduled from 5:00-8:00pm. The meeting consisted of a presentation and series of collaborative exercises with the public and consultant team.

Forty (40) people from the public signed in and participated in the collaborative workshop.

1. Call to Order: Mr. Tim Malone, CRCOG, called the meeting to order at 5:15pm and welcomed the public. Mr. Geoffrey Morrison-Logan, VHB, introduced the consultant team and informs the public what they are to expect for the evening.

2. Public Comment: Two (2) members of the public inquired:

Q: How far along into the planning study is the project?

A: Seven (7) months out of an eighteen (18) month project schedule

Q: Who does CRCOG answer to?

A: The Capitol Region Council of Governments (CRCOG) has a Policy Board which is it responsible to.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

- 3. Project Updates:** Mr. Dave Head explained the objectives of the study, study area, and what has been completed to date.

4. Community Values Exercise

- a.** Ms. Samantha Thomas and Mr. Dan Burden, Blue Zones, then asked the public to participate in the Community Values Exercise. Each member of the public was given five (5) slips of paper and asked to write down one word per piece of paper which represents their community values.

Questions posed to the public were:

- Why did you move to the Plainville community?
- Why did you live here?

- b.** Mr. Burden presented the principles that are involved in establishing healthy communities
- c.** Blue Zones then reported back the answers received from the public based on the questions posed earlier in the meeting. These were c:
- Environment/Climate/Nature (27)
 - Community/People/Culture (21)
 - Connectivity/Proximity/Location/Access (15)
 - Size/Character of Town (11)
 - Education (10)
 - Safety (10)
 - Recreation (incl. bike trails and walkability) (8)
 - Health (7)
 - Economy/ Jobs/Opportunity (6)
 - Faith (3)
 - Quality of life (3)

5. Star Analysis Mapping Exercise

- a.** Mr. Lennart Nout, Mobycon, presented best practices applied in the Netherlands
- b.** Ms. Mary Embry, Mobycon, then explained the Star Analysis Mapping exercise and encouraged the public to break into groups. During this exercise the public was given a user type, based on trip types, to plan for. These user trip types consisted of, Shopping and Entertainment, Primary and Secondary Schools, Employment and Commercial and Commute Trips. The Public was asked to identify residential areas and plot routes to their user type (Schools, Recreation areas). Then they were to try and combine the individual routes into a single route connecting Downtown Plainville with the CTfastrak station in New Britain.

6. Group Report Out

- a. Each table or group was asked to report out their major findings from the Mapping Exercise. They were asked to answer several questions. Below is the questions and summary response:
 - i. What their user group was.
 - Each Table reported which user group they had.
 - ii. How well the trail alignment fit their user group network.
 - It fit, but there is a need for an east/west connection, or a loop through Town.
 - It didn't fit too well, while the group members individually wanted the trail to run along the railroad, they agreed that their trip type (shopping/entertainment) would be better served with an east/west connection.
 - iii. Did you user group change your route?
 - It determined the route choices to some extent, though most groups identified directness as the preferred characteristic for both the trail and the trip types.
 - The Parks & Rec group focused more on attractiveness, which led to a less direct alignment.
 - iv. What were your key challenges?
 - Infrastructure is a challenge in Plainville, especially at street crossings and railroads.
 - Linear alignment in residential area doesn't work. Destinations and the residential areas are to spread out.
 - A linear trail doesn't catch enough of the users, there is a need for an additional connection, or loop in Town.
 - Traffic is an issue
 - Good and clear wayfinding for any of the trails that aren't a straight line is important.

7. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process for the consultant team:

- a. The consultant team will present and hold the same workshop format the next evening in the City of New Britain on October 4 from 5:30-8:30pm at the New Britain Public Library in the Community Room located at 20 High Street, New Britain.
- b. Take all the information received from the mapping exercises in both communities and place all the drawn alignments by the public and combine them all into one map.
- c. The consultant team will then spend an entire day reviewing all the alignments, values, and then report back to the public what they heard and saw on October 6 from 6-7pm at New Britain City Hall in Room 504 the findings from both the Plainville and New Britain workshops.

8. Conclusion of Meeting: The meeting adjourned at 8:00pm

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00

Community Meeting
October 4, 2016
5:30 - 8:30 pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

New Britain Collaborative Planning Workshop

October 4, 2016, 5:30 PM – 8:30 PM

New Britain Public Library, 10 High Street, New Britain, CT

1. Welcome and Introductions
2. Public Comment
3. Project Updates
4. Community Values Exercise
5. Star Analysis Mapping Exercise
6. Group Report Out
7. Next Steps
8. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

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Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310





About **CRCOG** CAPITOL REGION COUNCIL OF GOVERNMENTS Working together for a better region.

- CRCOG is one of nine regional councils of governments in the state
- We serve Hartford and the surrounding 37 communities
- We work on:
 - Land use planning
 - Transportation planning
 - Share municipal services
 - Cooperative purchasing
 - Hazard mitigation and more
- CRCOG initiated this study in 2015 to help close the final gap in the Farmington Canal Heritage Trail

What to Expect Tonight

- Welcome and Introductions
- Project Update
- Community Values Exercise
- Star Analysis Mapping Exercise
- Group Report Out
- Next steps
- Conclusion



Purpose of Meeting

- To learn from you about your community through a couple of exercises.
- We will be rolling up our sleeves and working together to solve this puzzle.



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

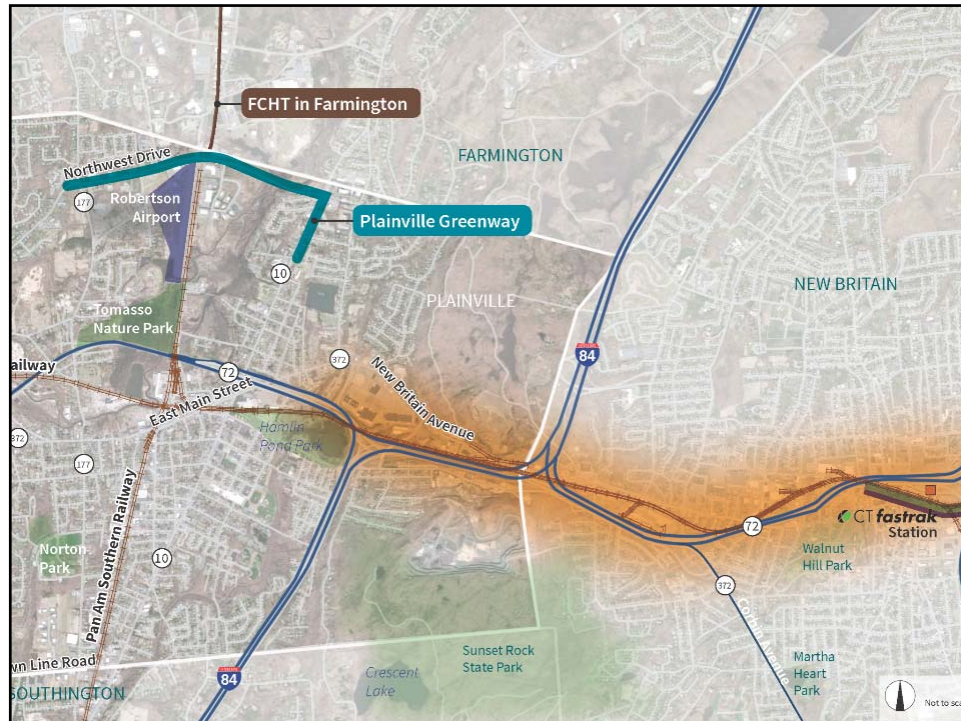


Vision Statement

"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."

What is this Study?

- Study to determine corridor for closing the gap in FCHT
 - Plainville and Southington
- This has been studied before, has not progressed due to difficulty of Plainville section
 - Active Rail Line
- Connection from Plainville to the CT**fastrak** station in New Britain
 - Provide an alternate means for residents to access CT**fastrak**
- CRCOG, CTDOT and Towns want this trail completed (last in the corridor)
 - When complete the FCHT will traverse over 84 miles from New Haven, CT to Northampton, MA
 - It will serve both recreational users and commuters



Why is this Being Done?

- Need to have a defined alignment to access funds for design and construction
- This will allow the communities to define sections and plan for the project
- Allow the communities to plan for this development as other development comes into the community

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							
		Workshops / Charrettes												Deliverables							
		Public Informational Meeting												CROG committee meeting							
		Town Council Meeting																			

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







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?



We have become a society that pokes fun at our lack of common sense.

We have made access to housing transportation and health most available to those with wealth.

These effects have raised our cost of living, and reduced our quality of life.



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



Canal Road
Orange Beach, Alabama



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



Property Taxes:	 29%	 22%
Air Pollution:	 86%	 5%
Neighborhood Quality:	 19%	 11%

How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.

IF WALKING
COSTS YOU
\$1



SOCIETY
PAYS
\$0.01



IF BIKING
COSTS YOU
\$1



SOCIETY
PAYS
\$0.08



IF BUSSING
COSTS YOU
\$1



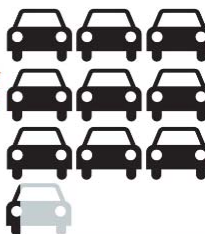
SOCIETY
PAYS
\$1.50



IF DRIVING
COSTS YOU
\$1



SOCIETY
PAYS
\$9.20



The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full-cost accounting." While there are many ways of doing this, this infographic shows one example of how those costs and charges can be calculated.



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)





Most Americans contemplating a move to a new city want to know how walkable that city is, and how much choice they will have in moving about.

Corporations want to retain (or hire) the best. Those families want trails.





Applying Principles



Eyes on the Trail



Anticipate future
needs and uses



Stop Favoring
the Car



Low Speed, low action



Higher speed more separation



Minimize conflicts by speed, volume, complexity



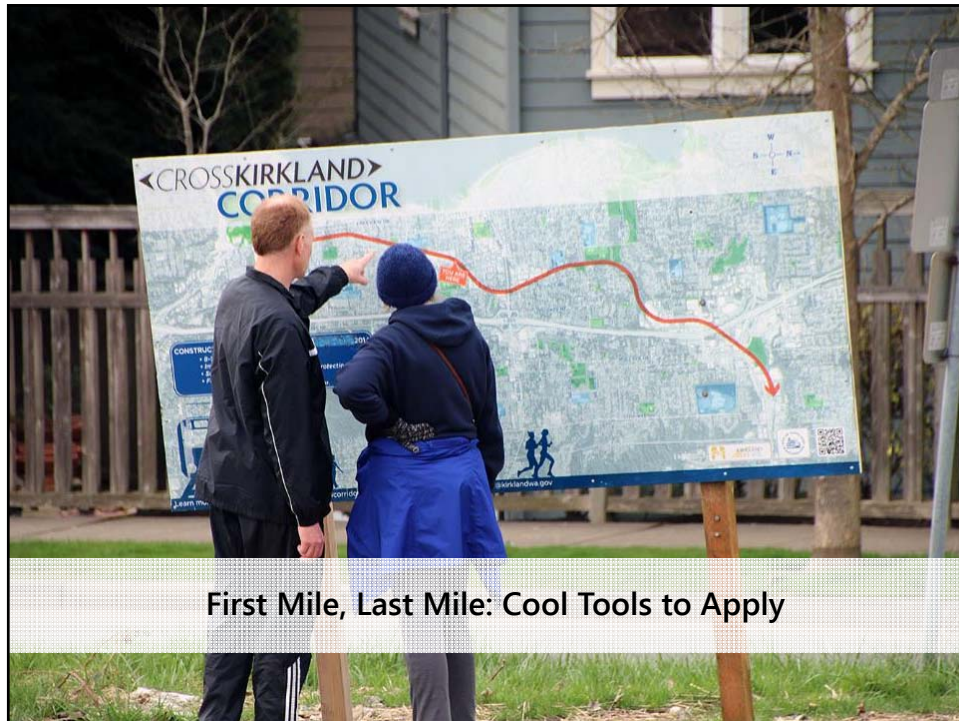
Separate motorized from non-motorized



Separate by applying new ways to use a road



Separate wheels from heels



First mile and last mile portions of a journey matter. We must close sidewalk gaps, create place, and complete all of our principal streets if we are to have successful trails.





Bicycle Boulevards



Volunteerism, local history and character



Use Trails as Links



Paint new lanes,
Narrow Travel
Lanes



Separation
(boosts use from
10% to 60% of
population (600%
increase in use)



Provide
Intersection
Support

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 Connecticut's tree canopy - and provide opportunities for environmental education.



Social

The Connecticut 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.



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



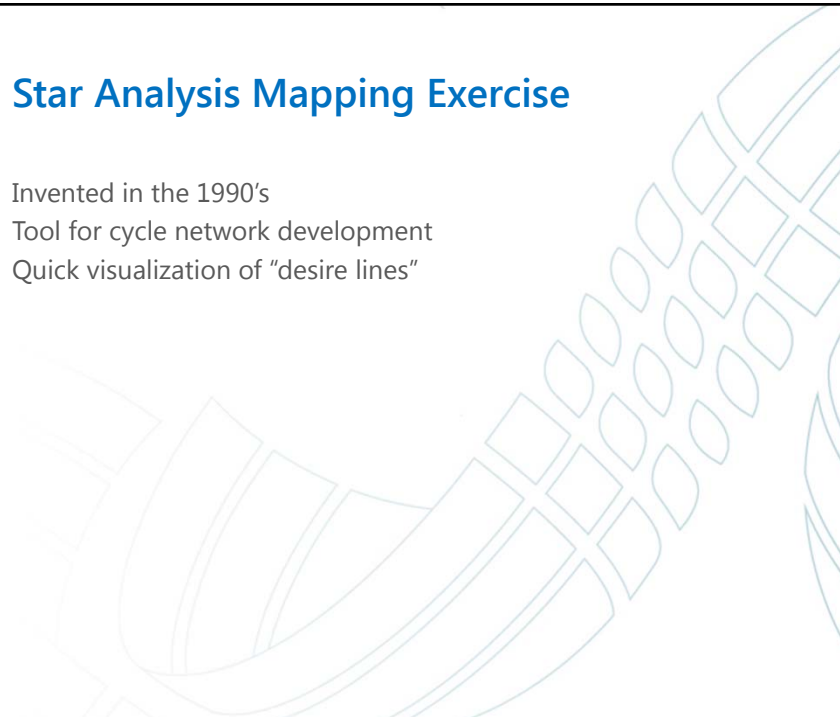
Community Values Exercise

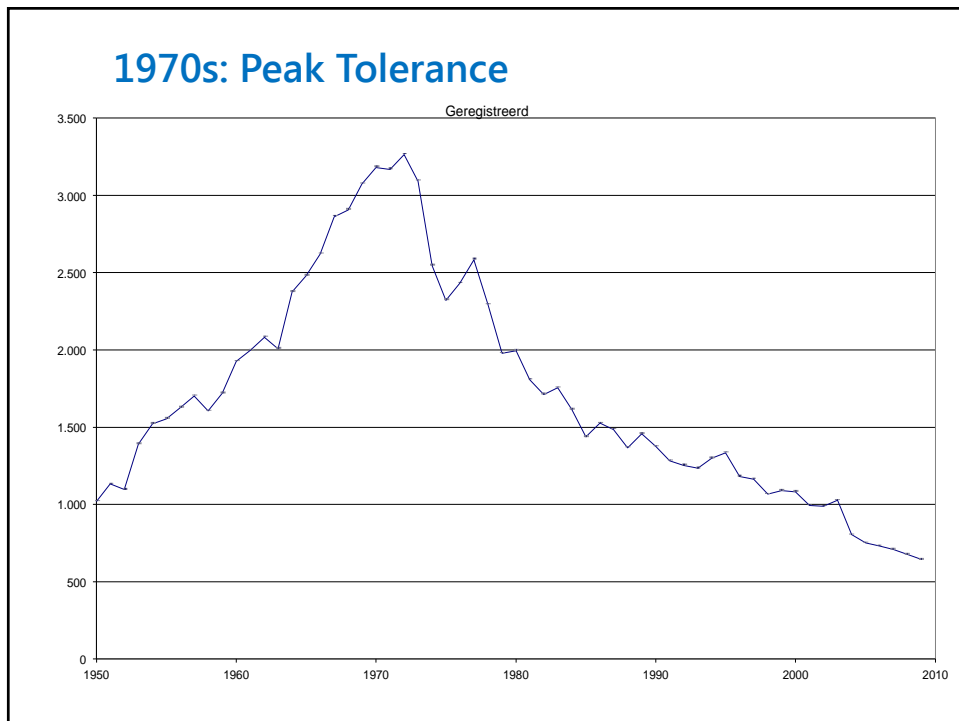
- Defines a set of shared-values that Gap Closure and CT**fastrak** Study will embody moving forward
 - 5 Post-It notes
 - Write 1 word per Post-It note states a value you hold



Star Analysis Mapping Exercise

- Invented in the 1990's
- Tool for cycle network development
- Quick visualization of "desire lines"







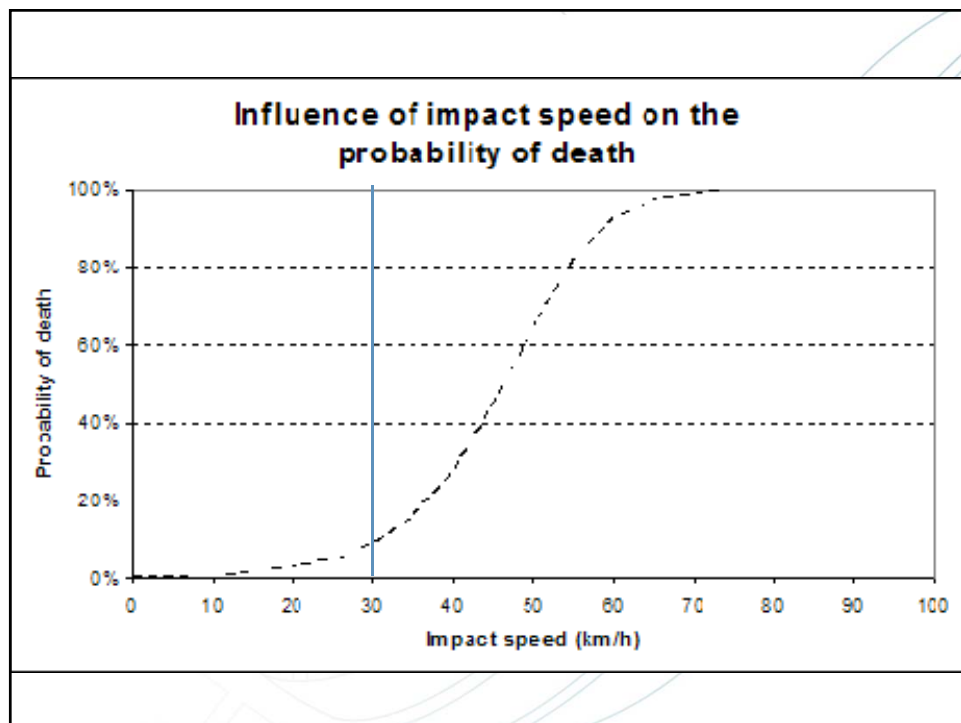
This is the best country to drive in

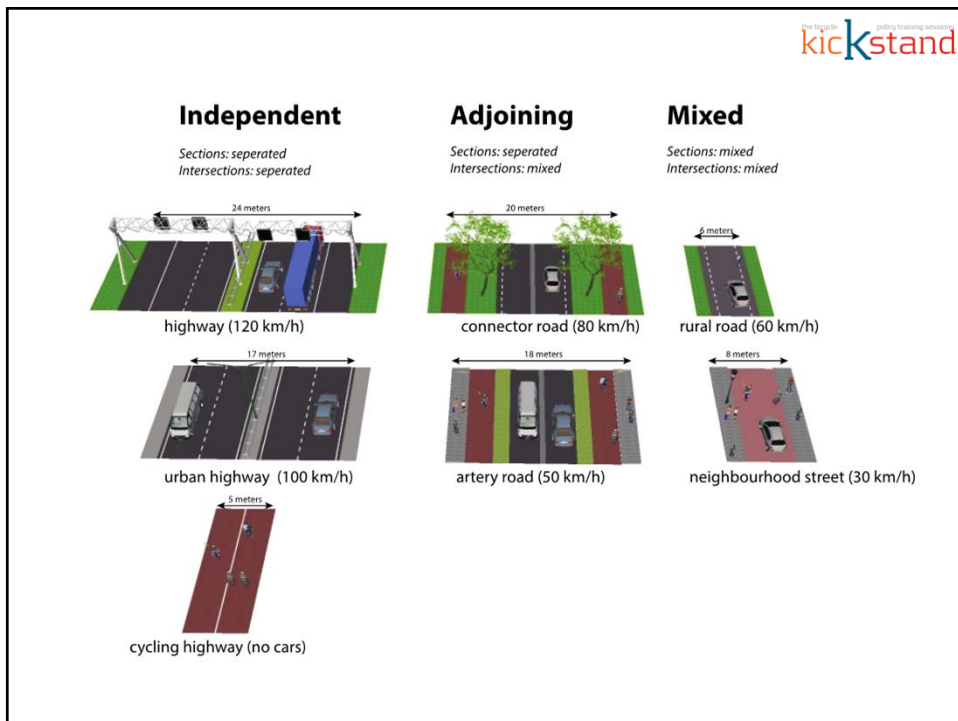


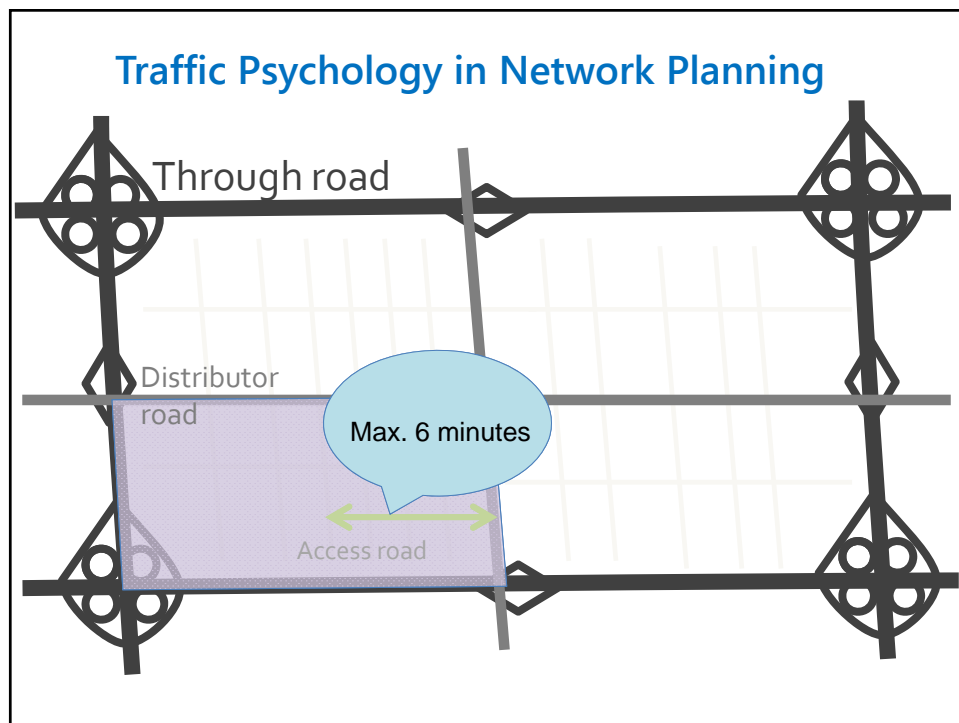
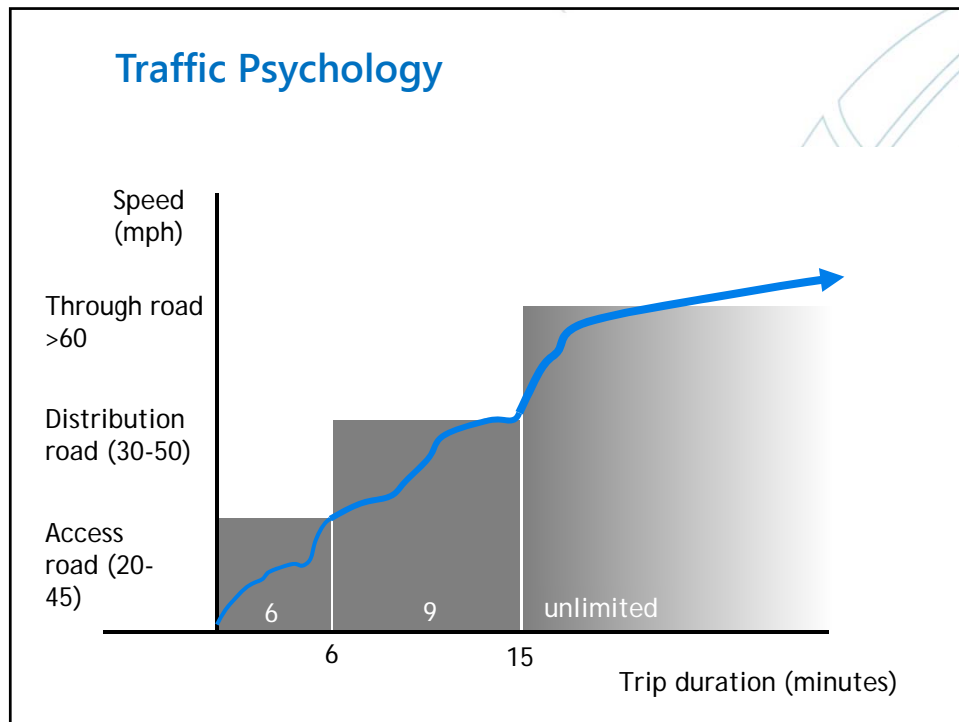
The Dutch have the best rides.

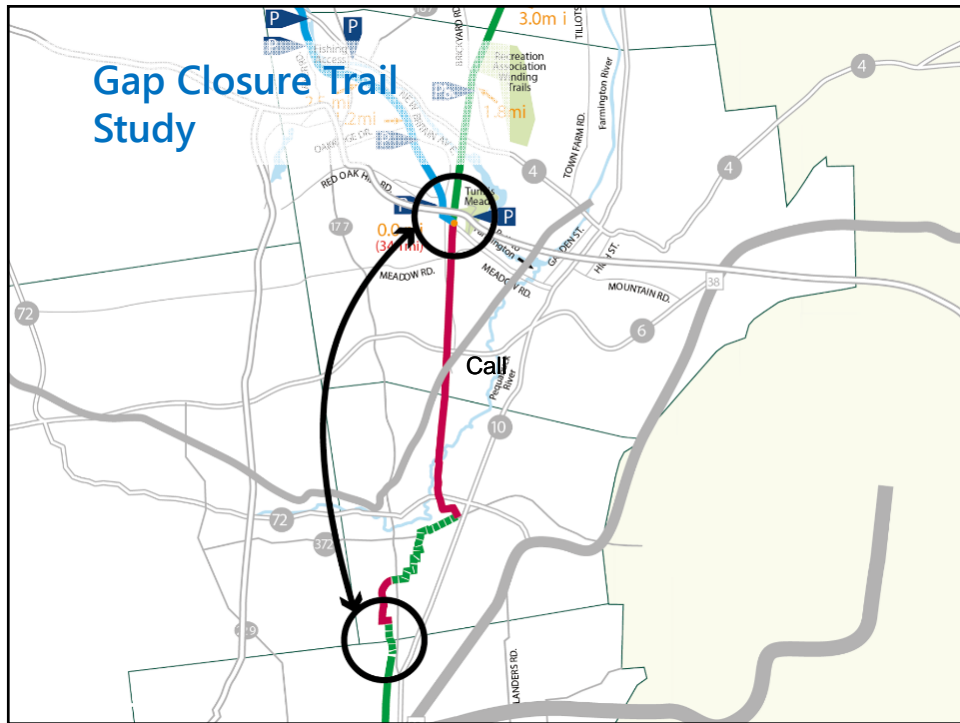
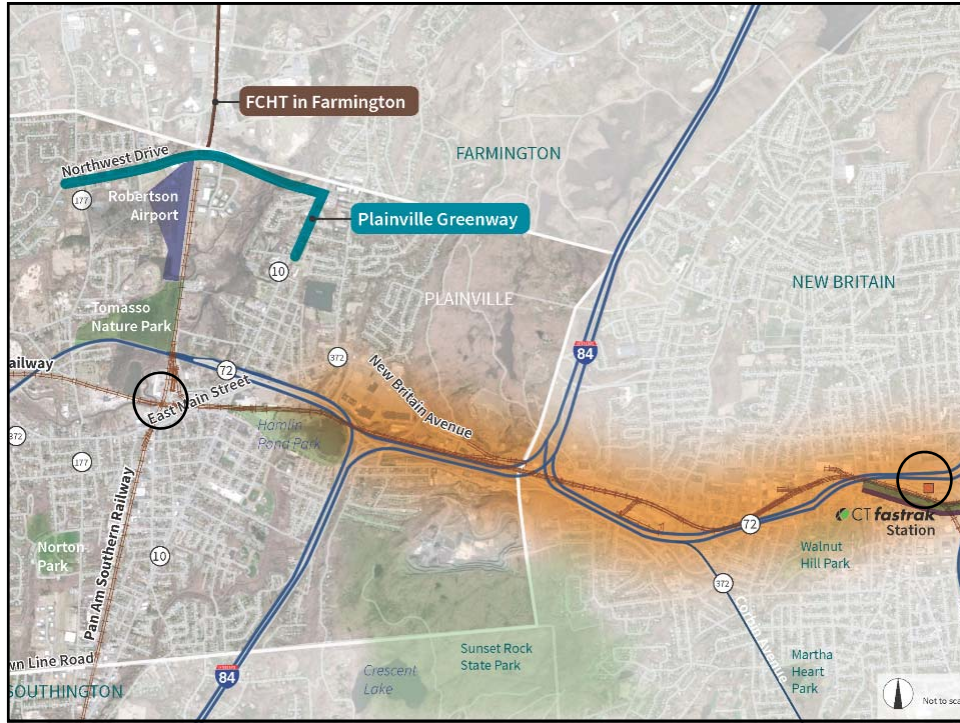
Those who drive in the Netherlands have the most satisfying experience in the world, according to a [new study](#) launched by Waze.

The popular navigation app has released its first-ever "Driver Satisfaction Index," a study that curates data from 50 million users from 32 countries and 167







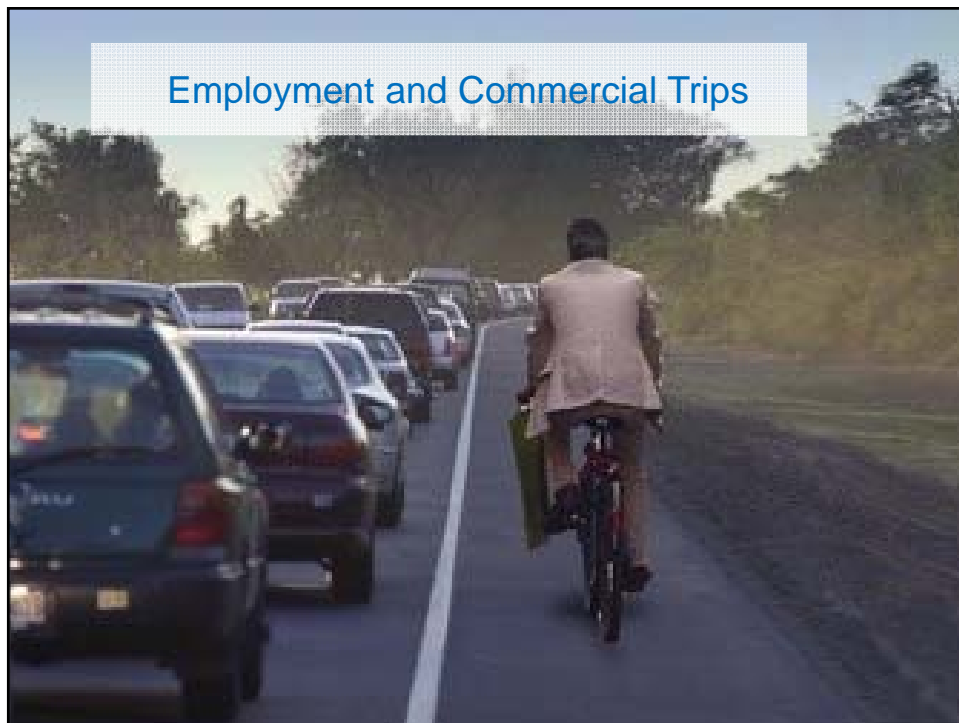


Economics of a Trail

Local trail users
spend an
average of \$17
each trail use.

Overnight bike
tourists spend an
average of \$114 a
day in trail
communities.

Shopping and entertainment trips





Star Analysis Mapping Exercise Part 1 – Origins and Destinations

1. Split up into groups
2. Push pins at trail head in north and south
3. Connect the pins with string (leave extra string)
4. Find the destinations of your assigned target group on the map, and mark them with a pin
5. Mark clusters of ~30-50 houses with a pin
6. Connect pins between houses and destinations with string

Star Analysis Mapping Exercise Part 2 – Bundling Routes

1. Briefly discuss the needs of your assigned target group. What type of route are they looking for?
2. Pin the string to the existing road network. If there are multiple roads to choose from, consider the road your target group would be most comfortable cycling.
3. How can the trail and the network fit together?

Table Report Out!

- User Group
- How well does the trail fit your network?
- Did your user group change your route?
- Key challenges?

Next Steps?

- Review what we hear today
- Put this into potential alignments to address what we heard
- Report back to you on Thursday October 6, New Britain City Hall, Room 504, 6-7 pm.

Website - Best Way to Get Information



The Capitol Region Council of Governments (CROC), 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 Britain, CT to Northampton, MA covering approximately 60 miles. Of these 60 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 new, typical use is to connect the FCHT to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the bicycle and pedestrian network in the region. Several CTfastrak buses are equipped with bicycle racks; this connection can greatly extend the distance a cyclist can travel to get to.

UPCOMING EVENTS

October 3, 2016
Plainville Planning Workshop
 5:00 - 8:00 PM
 Plainville Public Library

October 4, 2016
New Britain Planning Workshop
 5:00 - 8:00 PM
 New Britain Public Library

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Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357





Meeting Notes

Place: New Britain Public Library
Community Room
20 High Street
New Britain, CT 06051

Date: October 4, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: New Britain Collaborative Planning Workshop
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Consultant Team

Timothy Malone – Capitol Region Council of Governments (CRCOG)

Dave Head, VHB

Andrea Drabicki, VHB

Geoffrey Morrison –Logan, VHB

Chris Faulkner, VHB

Dan Burden, Blue Zones

Samantha Thomas, Blue Zones

Mary Embry, Mobycon

Lennart Nout, Mobycon

The public planning workshop took place on Tuesday, October 4 and was scheduled from 5:30-8:30pm. The meeting consisted of a presentation and series of collaborative exercises with the public and consultant team.

Twelve (12) people from the public signed in and participated in the collaborative workshop.

1. Call to Order: Mr. Tim Malone, CRCOG, called the meeting to order at 5:45pm and welcomed the public. Mr. Geoffrey Morrison-Logan, VHB, introduced the consultant team and informed the public what to expect for the evening.
2. Public Comment: Mr. Mark Moriarty, New Britain Department of Public Works stated for the record that he has received feedback from the community that the lack of bike lockers at the CTfastrak stations are turning people off from using the rapid bus transit
3. Project Updates: Mr. Dave Head explained the objectives of the study, study area, and what has been completed to date.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

4. Community Values Exercise

- a. Ms. Samantha Thomas and Mr. Dan Burden, Blue Zones, then asked the public to participate in the Community Values Exercise. Due to the size of the group Blue Zones did not formally ask the public to write down their values but encouraged everyone to state one word which best represented their values.

Questions posed to the public were:

- Why did you move into the New Britain community?
- Why do you live or work here?

- b. Mr. Burden presented the principles that are involved in establishing healthy communities

- c. Blue Zones then reported back the answers received from the public based on the questions posed earlier in the meeting. These were:

- Work
- University
- Parks
- Museum
- History
- Backroads
- Accessibility
- History
- Urban
- Diversity
- Community

5. Star Analysis Mapping Exercise

- a. Mr. Lennart Nout, Mobycon, presented best practices as they are applied in the Netherlands
- b. Ms. Mary Embry, Mobycon, then explained the Star Analysis Mapping exercise and encouraged the public to break into groups. During this exercise the public was given a user type, based on trip types, to plan for. These user trip types consisted of, Shopping and Entertainment, Primary and Secondary Schools, Employment and Commercial and Commute Trips. The Public was asked to identify residential areas and plot routes to their user type (Schools, Recreation areas). Then they were to try and combine the individual routes into a single route connecting Downtown Plainville with the CTfastrak station in New Britain.

6. Group Report Out

- a. Each table or group was asked to report out their major findings from the Mapping Exercise. They were asked to answer several questions. Below is the questions and summary response:
 - i. What their user group was.
 - Each Table reported which user group they had.
 - ii. How well the trail alignment fit their user group network.
 - The Alignment fit, but there is a need for a loop in the City.
 - iii. Did you user group change your route?
 - The user group determined the route choices to some extent, most groups identified directness as the preferred characteristic for both the trail and the trip types. Even recreational trips could form a relatively direct east west route by going through Walnut Hill Park.
 - iv. What were your key challenges?
 - East west connector - there is a large catchment area that needs a north south route, or loop.
 - 2. Infrastructure an issue - especially at road and railroad crossings.
 - 3. Traffic.
 - 4. Road conditions, particularly around industrial areas.

7. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process for the consultant team:

- a. Take all the information received from the mapping exercises in both communities of Plainville and New Britain and place all the drawn alignments by the public and combine them all into one map.
- b. The consultant team will then spend an entire day reviewing all the alignments, values, and then report back to the public what they heard and saw on October 6 from 6-7pm at New Britain City Hall in Room 504 the findings from both the Plainville and New Britain workshops.

8. Conclusion of meeting: Meeting Adjourned at 8:00pm

Next Steps

- The consultant team will then spend an entire day reviewing all the alignments, values, and then report back to the public what they heard and saw on October 6 from 6-7pm at New Britain City Hall in Room 504 the findings from both the Plainville and New Britain workshops.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00

Community Meeting
October 6, 2016
6-7 pm
New Britain City Hall



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Plainville, Southington, New Britain Report Out Meeting

October 6, 2016, 6 PM – 7 PM

***New Britain City Hall, 27 W Main Street, New Britain, CT
Room 504***

1. Welcome and Introductions
2. Public Comment
3. What we Learned
4. Next Steps
5. Conclusion

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241 Main Street, Hartford, CT 06106-5310



Purpose of Meeting

- Welcome and Introductions
- Review What We Heard
- Next steps
- Your Feedback







Our Values



WHY?



Active Transportation



Jobs



Age Friendly



Nature with Urban



WHY?



Universal Design



Safe Routes to School



Millenials/Lifestyle



Connectivity



Family



Vibrant Town Centers



Non-Nuclear Families

WHY?



WHY?



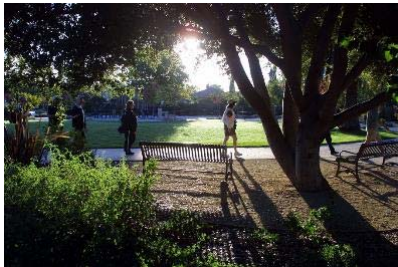
WHY?



WHY?



Long-Distance Bicyclists



Linkages Parks-to-Parks

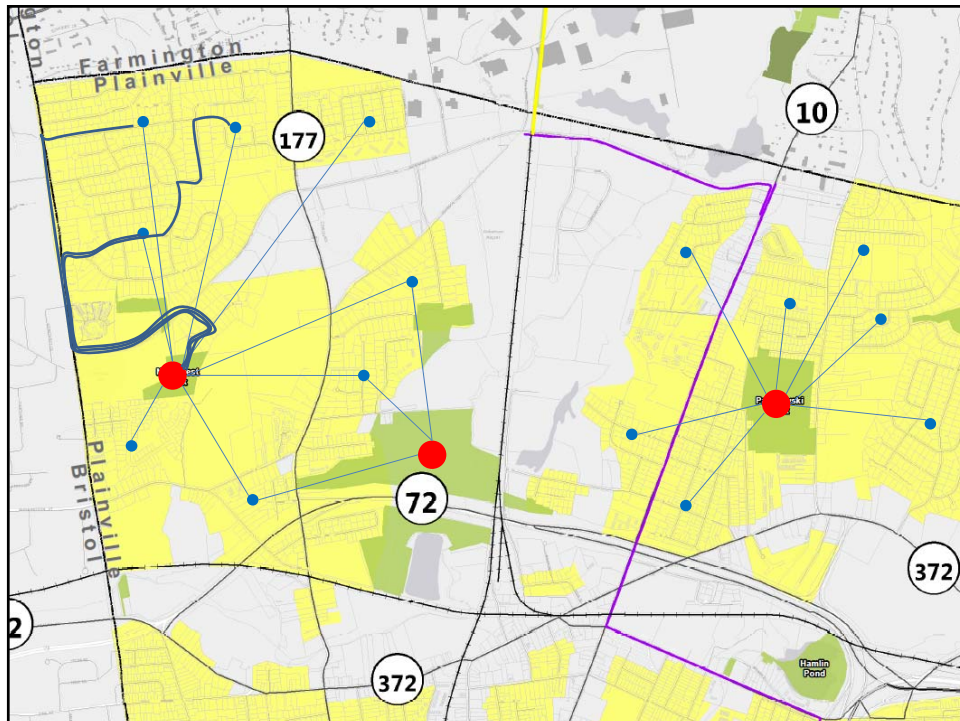
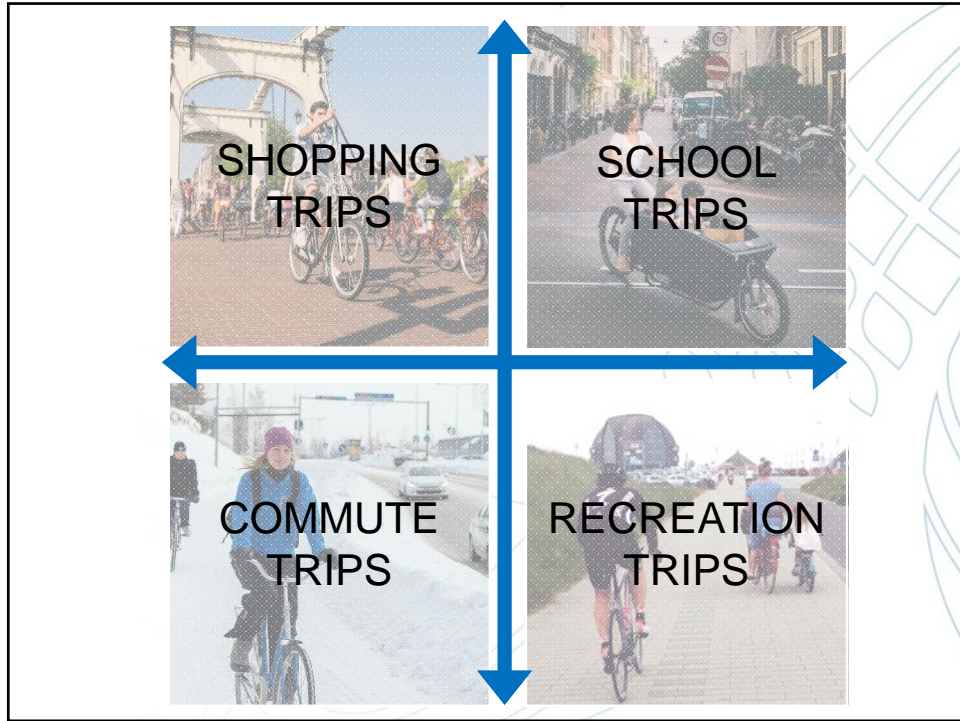


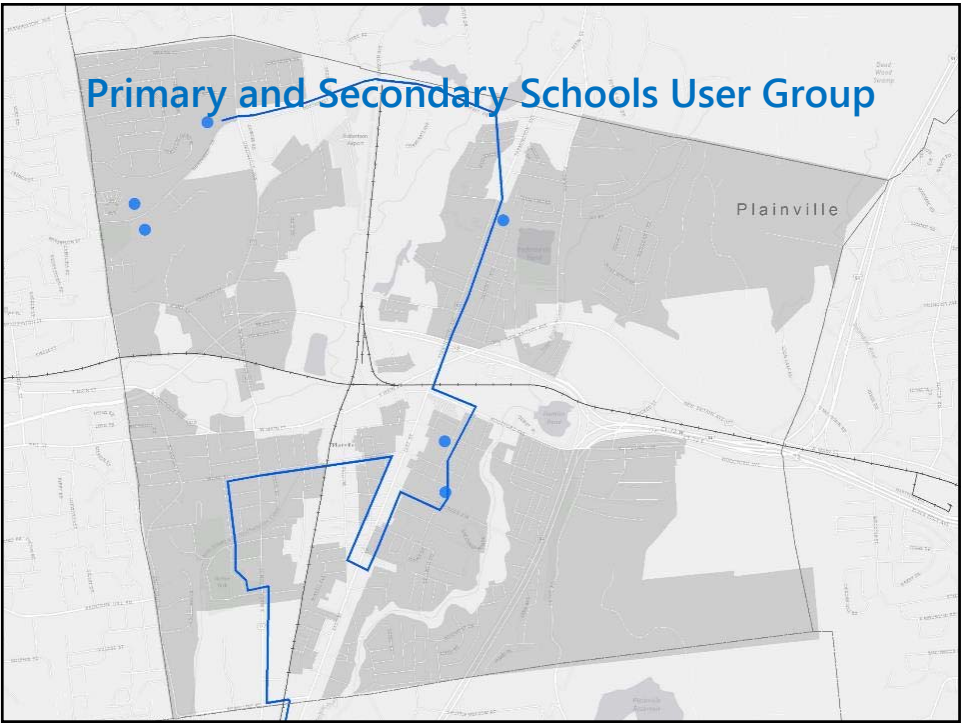
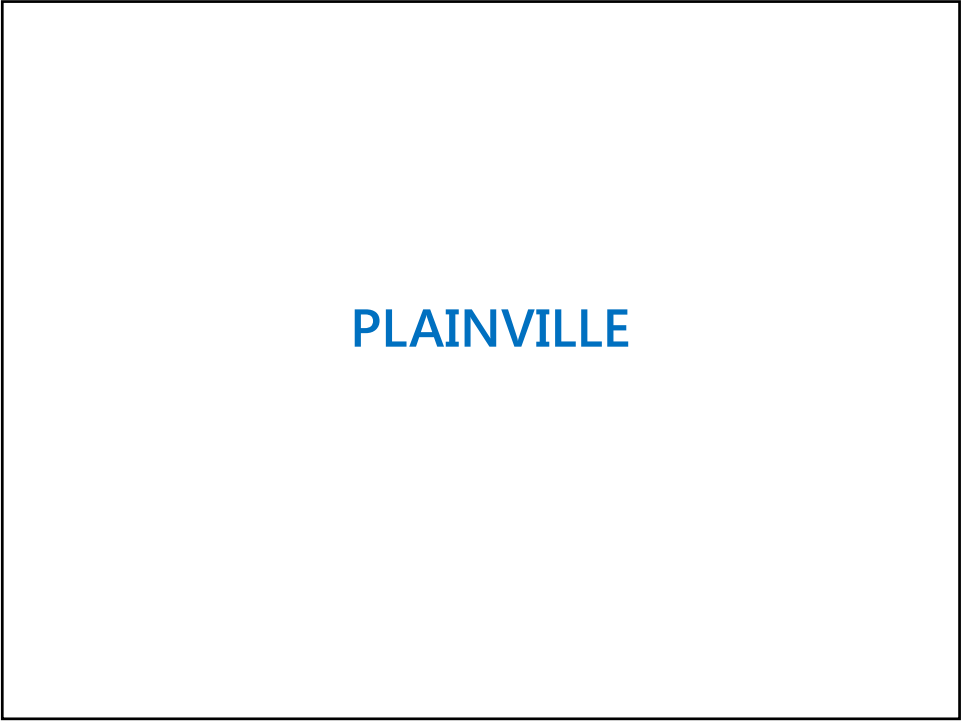
Local Residents

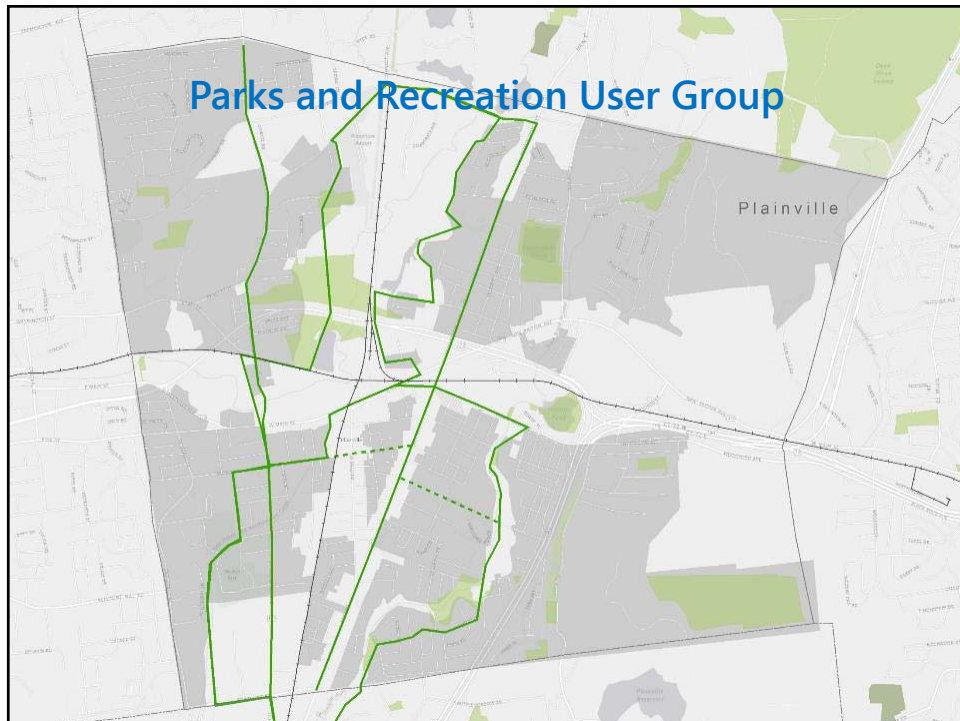
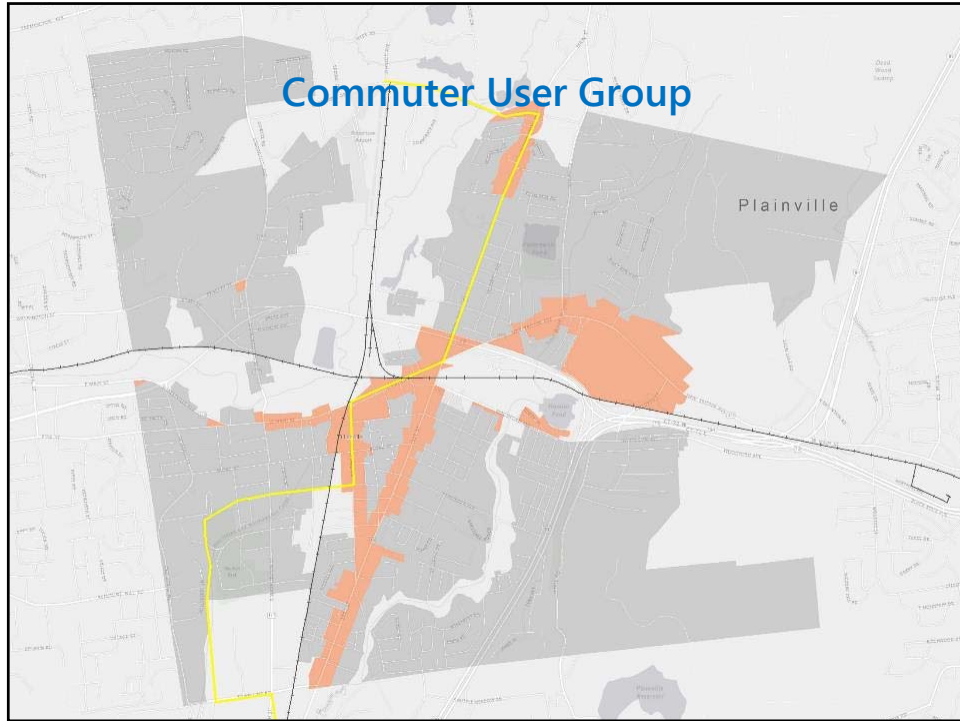
Focus Group Meetings

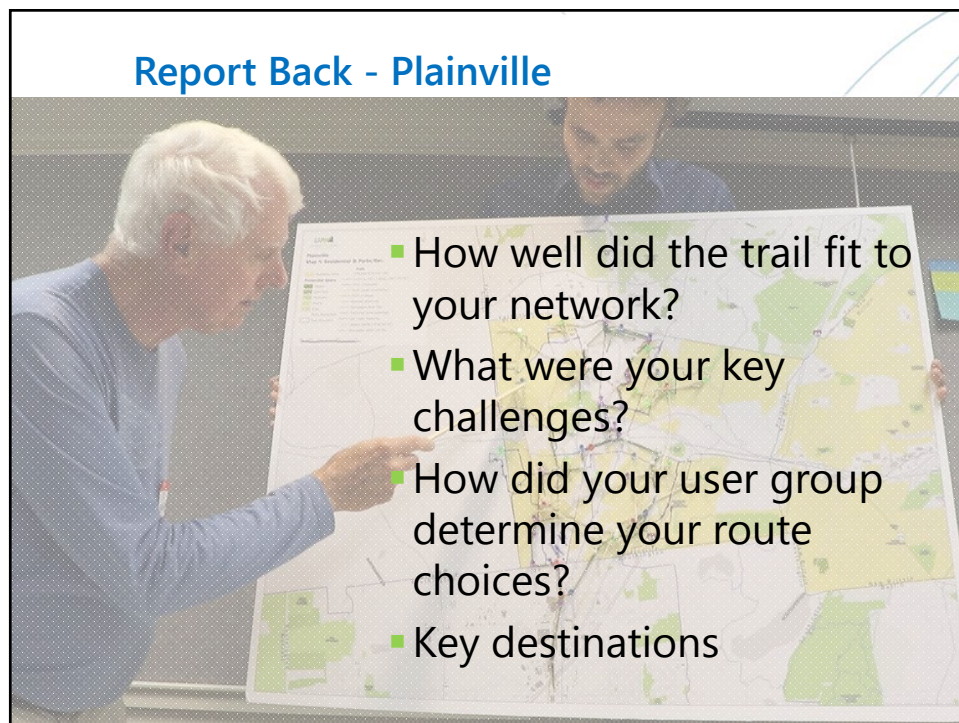
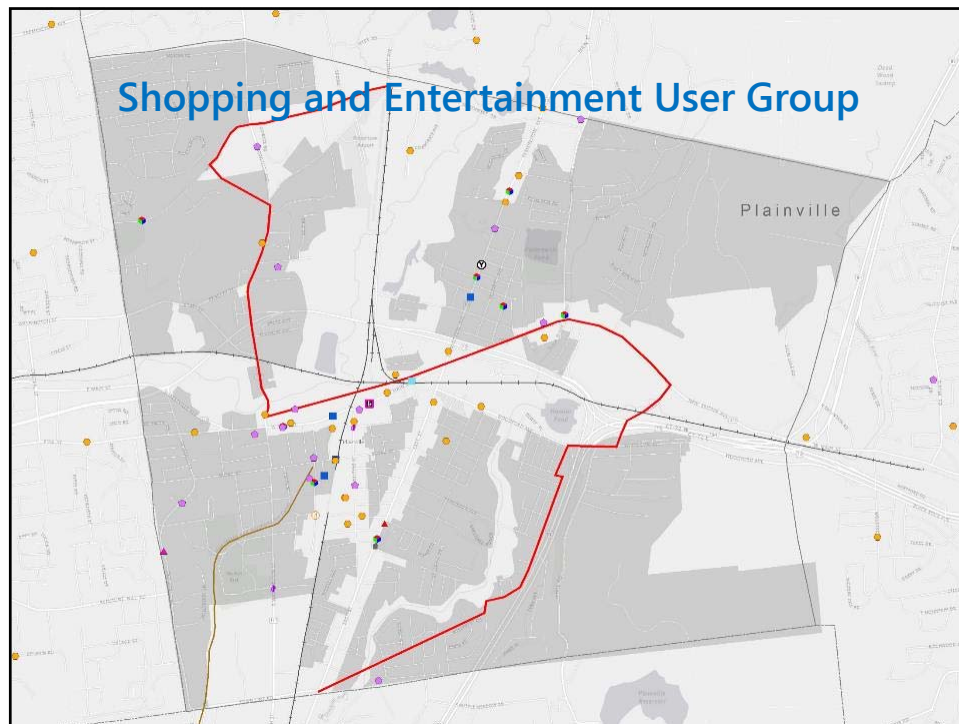




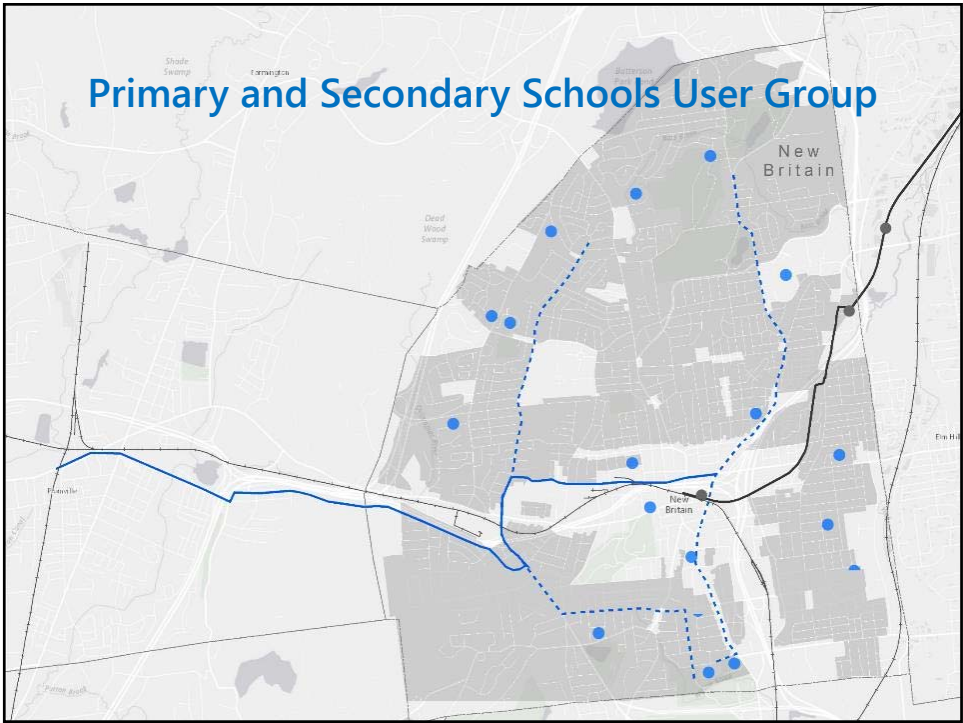


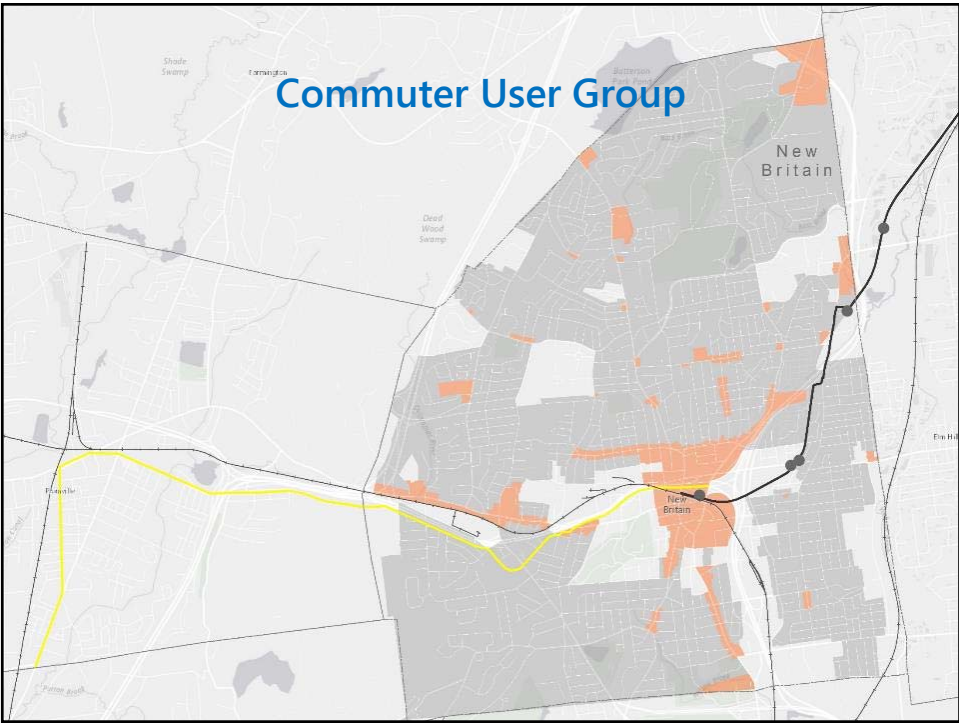
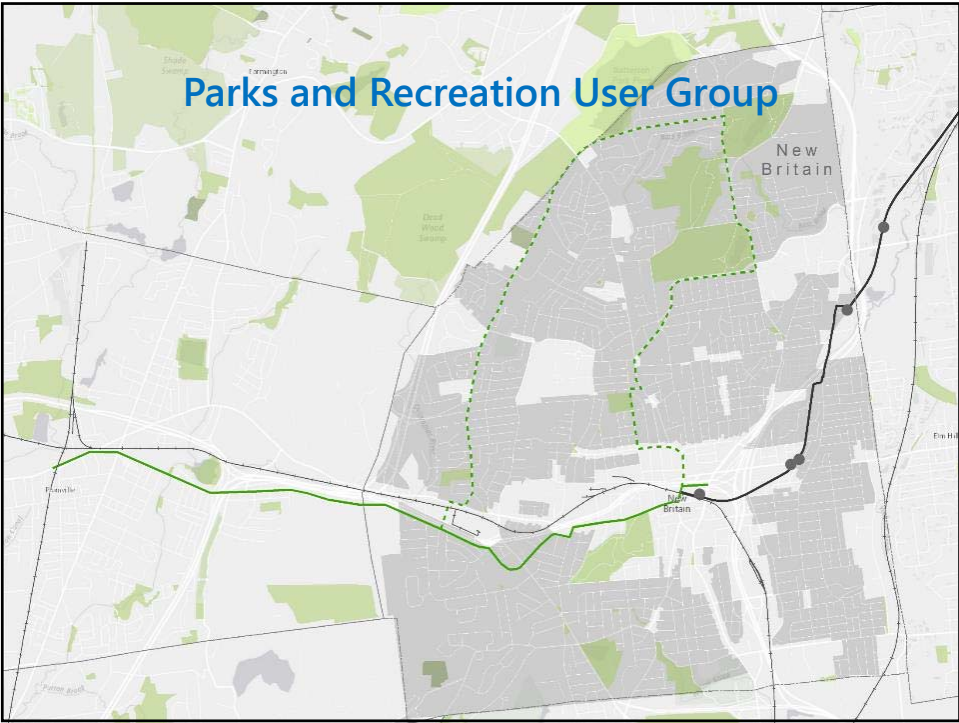




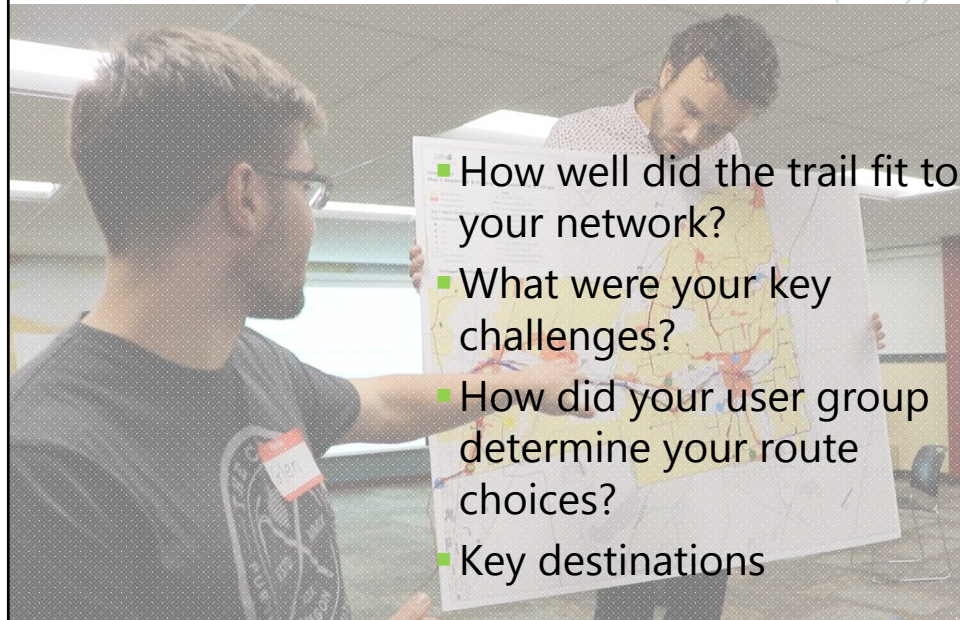


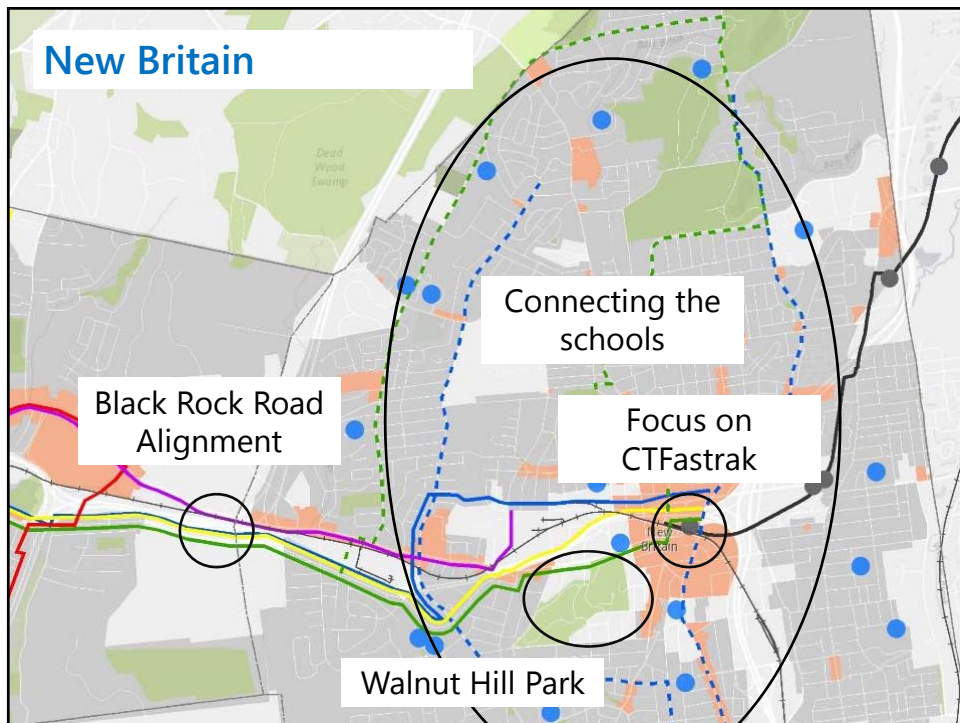
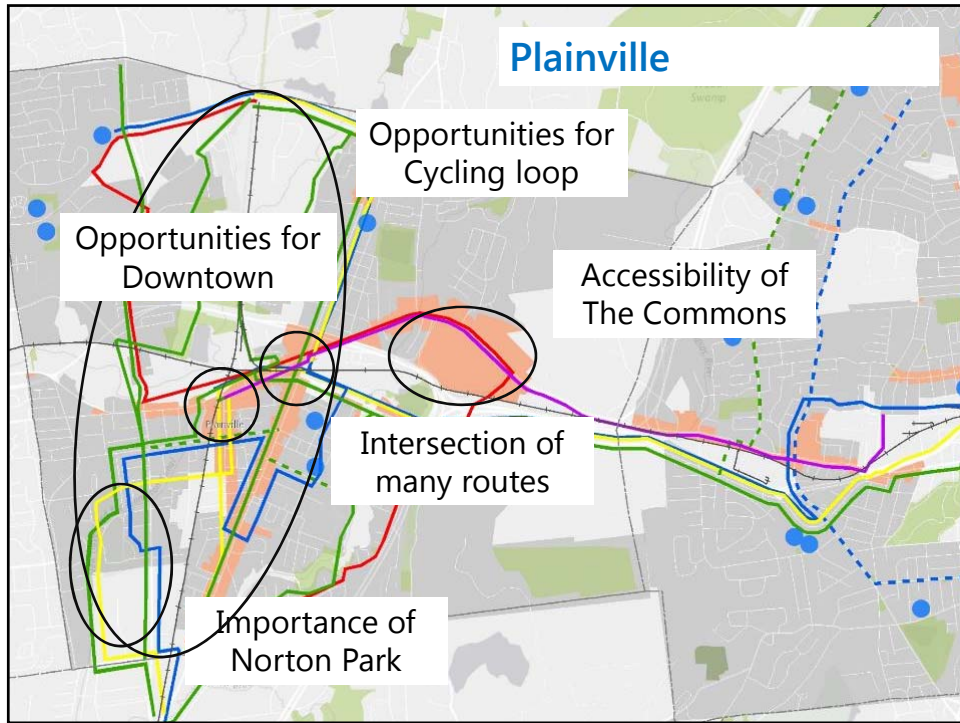
New Britain

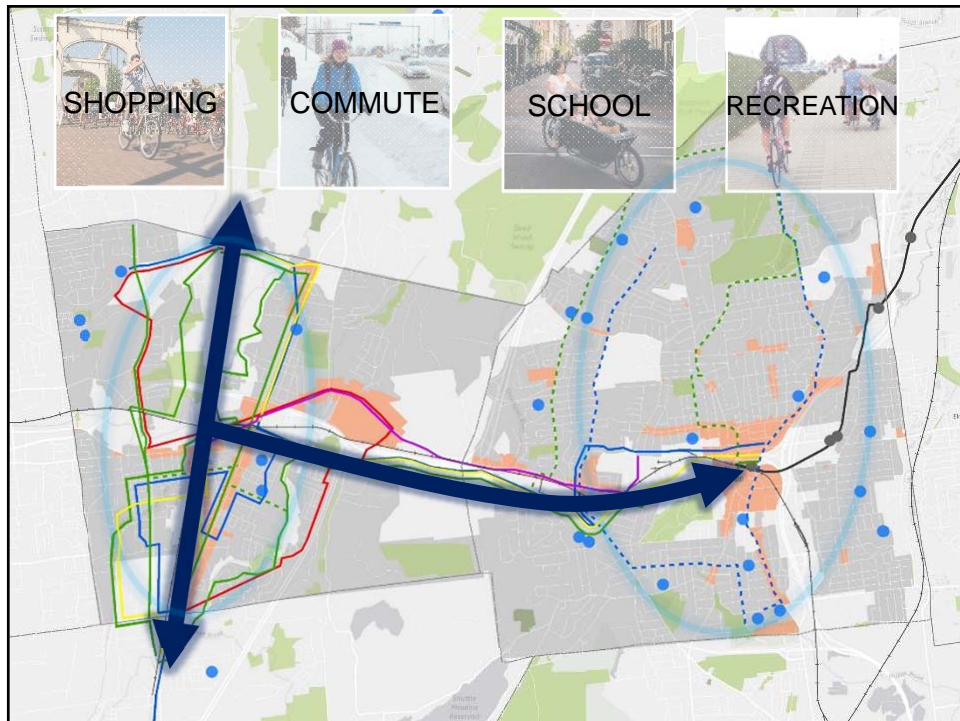
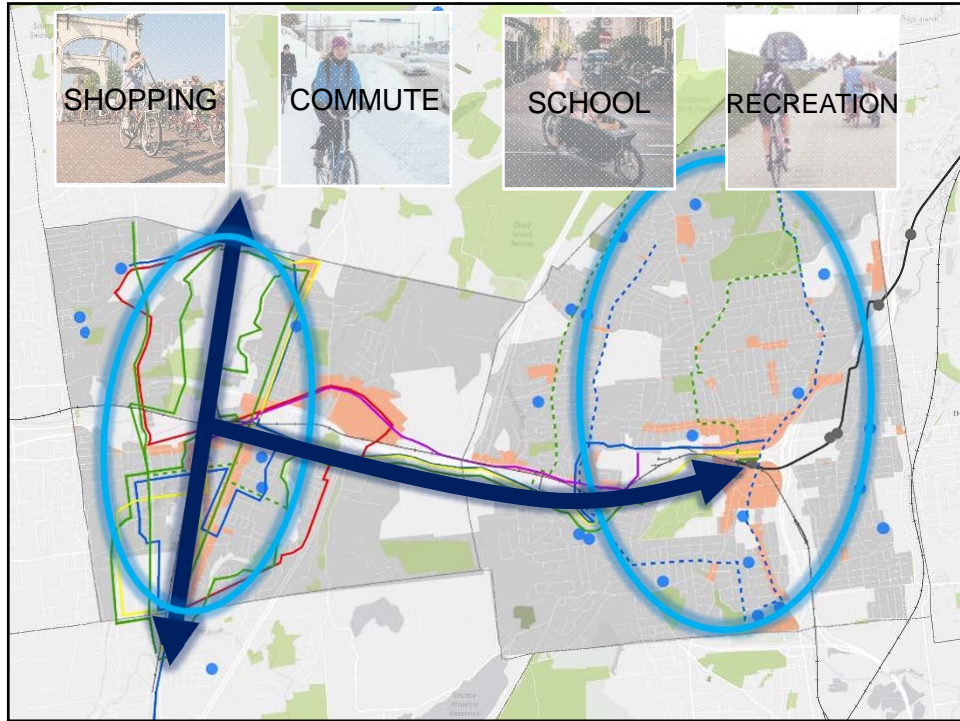


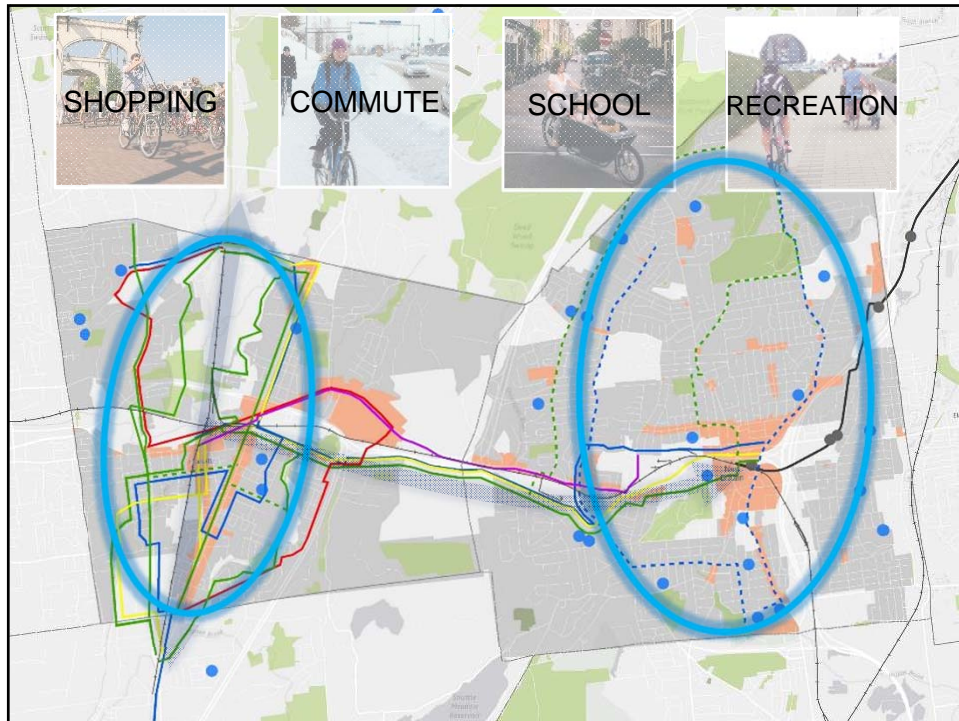


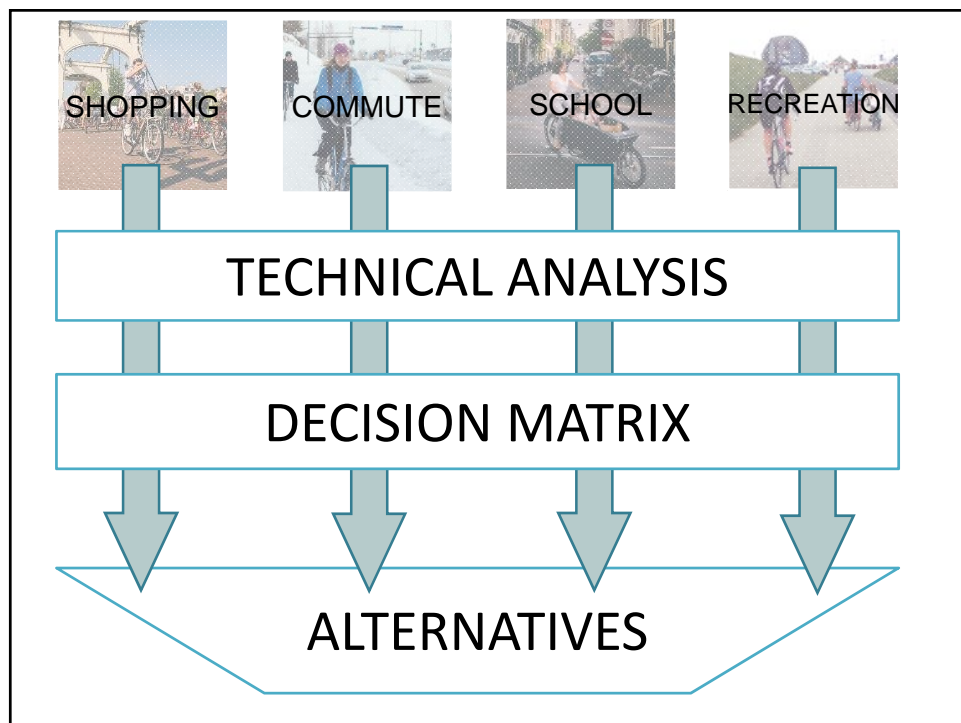
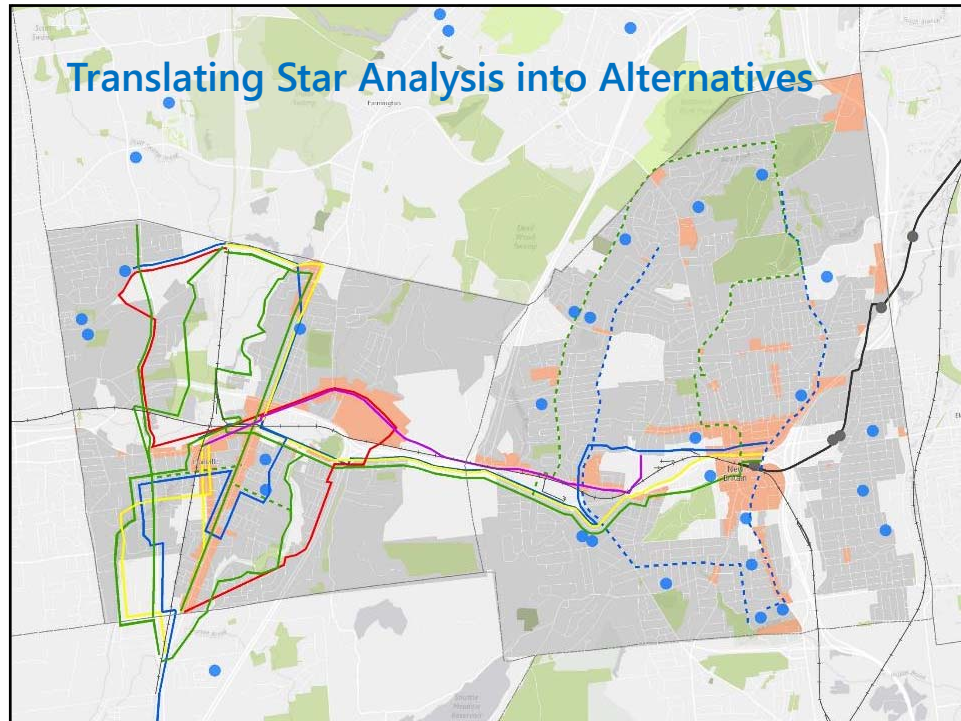
Report Back – New Britain











Technical Evaluation Process

- Alignments will be evaluated to determine which facility type is appropriate for each part of the alignment.
- Once the facility type is determined, alignments will be evaluated using the decision matrix.
- Evaluation will include:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Right-of-way impacts
 - Cost

Decision Matrix by Engineers



Evaluation Process

Inputs: Alignments



Outputs: Top Four Preferred Alignments

Decision Matrix Criteria

- Connectivity – To trails, destinations, schools, etc.
- Safety of Trail – From Traffic and Personal Safety
- Environmental Impacts
- Cost
- On Road / Off Road
- Right-of-way/Property Impacts

Variable	Connectivity
Schools	0
Recreation Facilities	9
Commercial Locations	396
Cultural Resources	32
Population	<ul style="list-style-type: none"> Plainville: 4,087 Southington: 320 Farmington: 55
Environmental	
Wetland Impact	4.51
Floodplain Impact	25.6%
Natural Diversity Database	No
Historic Cultural Resources	3
Hazardous Materials	4
Impervious Surface	6.18
Potential Property Impacts	
Private Property	72
Town-Owned Property	6

Facility Types



Separated Bike Lane



Buffered Bike Lane



Active Rail with Trail



Bike Lane

Facility Types



Multi-use Trail



Bike Shoulder



Marked Shared Lane (Sharrow)



Sidepath

We Want to Hear From You!

Public Information Meeting Early Winter



Website - Best way to get Information



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Home About Participate Study Team Resources 1710



The Capitol Region Council of Governments (CROCG), 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 route through Southington and Plainville and
2. Identify a connection to the CTfastrak station in New Britain.

The FCHT runs from New Britain (New Britain) to Northampton, MA, covering approximately 61 miles. Of these 61 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 right-of-way.

The recent opening of CTfastrak in Connecticut includes a new multi-use trail for central Connecticut. The next logical step is to connect the Gap to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the bicycle and pedestrian amenities in the region. Since all CTfastrak routes are equipped with bicycle racks, this connection can greatly assist the presence a cyclist can travel to get to.

UPCOMING EVENTS

October 3, 2016
Plainville Planning Workshop
5:00 - 8:00 PM
Plainville Public Library

October 4, 2016
New Britain Planning Workshop
5:00 - 8:00 PM
New Britain Public Library



Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224

Dave Head | dhead@vhb.com

Andrea Drabicki | adrabicki@vhb.com

Dan Burden | dan.burden@bluezones.com

Samantha Thomas | samantha@bluezones.com

Mary Elbech | m.embry@mobycon.com

Lennart Nout | l.nout@mobycon.com





Meeting Notes

Place: New Britain City Hall
Room 504
27 West Main Street
New Britain, CT 06051

Date: October 6, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Plainville and New Britain Planning Workshop Findings
Report Out
Farmington Canal Heritage Trail Gap Closure Study and
CT **fastrak** Connection Study (Gap Closure Trail Study)

The public meeting took place on Thursday, October 6 and was scheduled from 6:00-7:00pm. The meeting consisted of a presentation to report out the findings from the two public planning workshops held earlier that week on October 3 in Plainville and October 4 in New Britain, in addition to the workshop the Steering Committee and Technical team participated in on the morning of October 4. After the presentation a question and answer period occurred and a brief public engagement exercise was asked of attending members of the public.

Twenty (20) people from the public signed in at the meeting.

1. **Call to Order:** Mr. Tim Malone called the meeting to order at 10:14am and welcomed members of the Steering Committee and Technical Team.
2. **Public Comment:** No one chose to speak at this time.
3. **What We Learned:** Mr. Dave Head introduced the consultant team which will go into detail regarding the findings from the two public planning workshops held earlier that week on October 3 in Plainville and October 4 in New Britain, in addition to the workshop the Steering Committee and Technical team participated in on the morning of October 4.
 - a. Ms. Samantha Thomas, Blue Zones, then described the process the consultant team used to gather information from the public using "informed consent". Whereas citizens and stakeholders are active in the planning process throughout the duration of project schedule to determine where an alignment should be routed through their community; thus, creating enough political and social capital for decision makers to buy-in to the process and the final preferred alignment as determined by the citizen base in each community.
 - b. Ms. Mary Embry, Mobycon, then reported on what the consultant team heard during the public workshops:
 - i. **Town of Plainville – Challenges:**
 - Existing infrastructure networks, especially major intersections and at rail road crossings

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

- Existing traffic volumes and patterns
- Wayfinding through town and to destinations
- Destinations and residential areas are spread out, so a linear trail does not appear to meet all potential needs without supplemental side trails.

ii. City of New Britain – Challenges:

- Existing infrastructure networks, especially major intersections and at rail road crossings
- Existing traffic volumes and patterns
- Existing road conditions around industrially zoned areas

- c. Mr. Lennart Nout, Mobycon, presented the alignment routes that the attending participants of both communities developed at the public workshops (see Presentation Packet).

i. Town of Plainville – Opportunities:

- Several primary routes were identified as potential alignments
- Secondary routes or “loops” were identified with purpose to connect schools and shopping
- Need a stronger east-west connection though the community
- Norton Park was identified as an important destination
- Several alignments were routed through downtown, which was also identified as an important destination
- End user trip types tended to be more recreational than commuter oriented

ii. City of New Britain – Opportunities:

- Primary routes were identified along the Route 72 corridor
- Secondary looping routes were identified to provide a recreational experience for the end users
- Need a stronger north-south connection though the community
- Walnut Hill Park was identified as an important destination
- End user trip types tended to be more commuter oriented in nature

4. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process. They are:

a. Technical Evaluation Process

- i. Due to the large project area including a three (3) town area and two (2) neighboring communities the consultant team has developed a model to assist in calculating and assessing multiple variables

- ii. The consultants will take all the alignment routes that were developed during the October public workshops and Steering Committee/Technical Team workshop and run them through the Decision Matrix model and compare the alignments against each other
- iii. The alignments will be compared and evaluated by the consultant team by looking for the highest ranking alignment
 - Whereas, an alignment that receives a higher ranking is determined as having high benefit or low negative impacts and;
 - An alignment that has a lower ranking is of low benefit or high negative impact
- iv. Facility Types will then be voted on by the public through a series of on-going public engagement activities that are currently on the project website and located at public locations in throughout Plainville, Southington, and New Britain i.e. Libraries, YWCA, YMCA
- v. The consultant team will report back to the public and committees in early December the initial findings from the Technical Evaluation process

b. Criteria of the Decision Matrix

- i. The Decision Matrix criteria, vetted by the Steering Committee as definable and measureable, are the following:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Rights-of-way Impacts
 - Cost

c. Facility Types

- i. After ranking the alignments, appropriate facility types will be determined for each segment of an alignment, the facility types are (see Presentation Packet):
 - Separated Bike Lane
 - Buffered Bike Lane
 - Rail with Trail
 - Bike Lane
 - Multi-use Trail
 - Wide Shoulder
 - Shared Roadway (Sharrow)Side Path

5. Conclusions: Mr. Dan Burden, Blue Zones, then asked members of the public who previously attended the planning workshops held earlier in the week. Approximately half of the audience raised their hands. Mr. Burden then proceeded to ask members of the public who participated in the workshops if the consultant team "left anything out?" and "are we on track"? Mr. Burden then proceeded to ask all attending members of the public if there were any questions. The following questions and answer period occurred:

Q: What is the time line on this project? When can we report back to our friends where the trail is going?

A: The Project is scheduled to be complete in August of 2017. You should have a good idea of the refined alignment after the next set of planning workshops in January 2017.

Q: Will you take into consideration what the State is doing regarding the connection from New Britain to Plainville?

A: Yes, all considerations will be taken into account. The State is an ongoing and active participant in the study process and is continually providing feedback to the study team.

Q: Are we using the rail road right-of-way?

A: Using the rail right of way is an option, however, based on past experience a plan that does not use the rail right of way needs to be vetted and agreed upon.

Q: We went through a lot of this seven (7) years ago and it went nowhere, will this happen again?

A: Based on recent events and the pressure to close the gaps in the FCHT and make a connection to CTfastrak, it is felt that the outcomes of this study will move forward. However, to ensure that this happens the communities continued support is a critical piece of the puzzle.

Q: The Stanley Works buildings in New Britain are an eyesore, why aren't they being torn down?

A: This is a local issue and should be brought up with the City.

Q: It feels like there is a lot of interest what is the time line for the state to secure money?

A: The State has several avenues of funding available once an alignment is chosen, some of which are federal monies for trail design and construction as well as State money identified in the Governors "Let's Go CT" transportation plan.

Q: How can we influence our town officials?

A: Your continued support of the project is critical, including attendance at Town Council meetings and speaking with your representatives.

Q: Who brought this idea of "closing the gap" in New Britain? Why the interest all of a sudden by the state? Which aspect of the study takes priority, Plainville or New Britain?

A: The Plainville to New Britain CTfastrak connection was added to the study once CTfastrak was slated to open and begin operations. It will allow users other mode choices to access the CTfastrak than just local busses or motor vehicles. While both portions of the study are important, the Plainville portion of the study was always envisioned as being taken care of first. Due to interest from the state and local advocates, completing the Plainville Gap will likely take priority.

Q: Can federal money get applied to assist in "closing the gap"?

A: The team noted that there is considerable interest in closing the gap and that as long as the communities continue to support the project, there should not be an issue with finding funding. Many funding sources are available (both state and federal), but garnering enough support will be the key. Mr. Grayson Wright with the

CTDOT added that the Department is behind the study and supports closing the gap. He also added that finding funding should not be an issue.

6. Meeting Adjourned: 7:00pm

Next Steps

- The consultant team will perform the Technical Evaluation Process by ranking the alignments received by the public through the Decision Matrix model over the upcoming weeks
- The consultant team will report out these findings to the public and committees by early winter
- The consultant team will proceed with soliciting input from the public to weight user Trip Types through several mechanisms including display boards at public events
- The consultant team will continue to solicit input from the public to vote on the Facility Types they would like to see best in their community through several mechanisms including display boards located at prominent public community locations and through the public website

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: website – interested parties list

Project File 42201.00

Community Meeting
May 22, 2017
6-8 pm
Plainville Public Library



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Public Information Meeting

May 22, 2017 / 6:00 PM – 8:00 PM
Plainville Public Library, Auditorium
56 E Main Street / Plainville

1. Welcome and Introductions
2. Public Comment
3. Presentation on Preliminary Alternatives and Evaluation Methodology
4. Public Outreach Schedule
5. Next Steps
6. Open House

More information at: <http://www.gapclosurestudy.org>

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GAP!
CLOSURE TRAIL STUDY
Plainville • Southington • New Britain

Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, CTDOT, Plainville, Southington and New Britain

May 22, 2017 Community Meeting



CRCOG
CAPITAL REGION
COUNCIL OF GOVERNMENTS
Working together for a better region.



CONNECTICUT
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Agenda for Our Presentation

- Brief Project Overview
- Potential Trail Alignments
 - How we used feedback from the charrettes
 - Our shortlist of practical and feasible alternatives
- Framework for Evaluating Alignments
- Our Schedule Moving Forward



Purpose of Tonight's Meeting

Tonight's meeting we present you with a set of **practical and feasible alternatives** for closing the gap in the Farmington Canal Heritage Trail and connecting to the CT *fastrak* trail, including the process we used to get where we are, and will discuss with you **how we plan to evaluate remaining alternatives**



Brief Project Overview

Vision Statement

"The vision for the Farmington Canal Heritage Trail and CT**fastrak** 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."



GAP
CLOSURE TRAIL STUDY
Southington, Plainville, New Britain

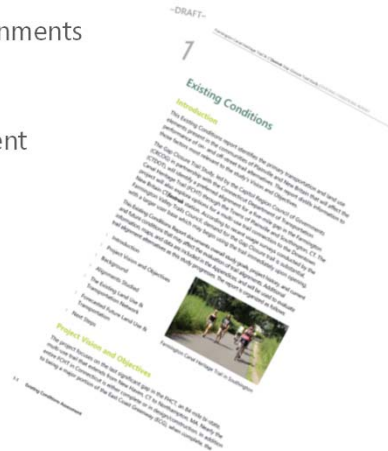
CTfastrak Station

vhb

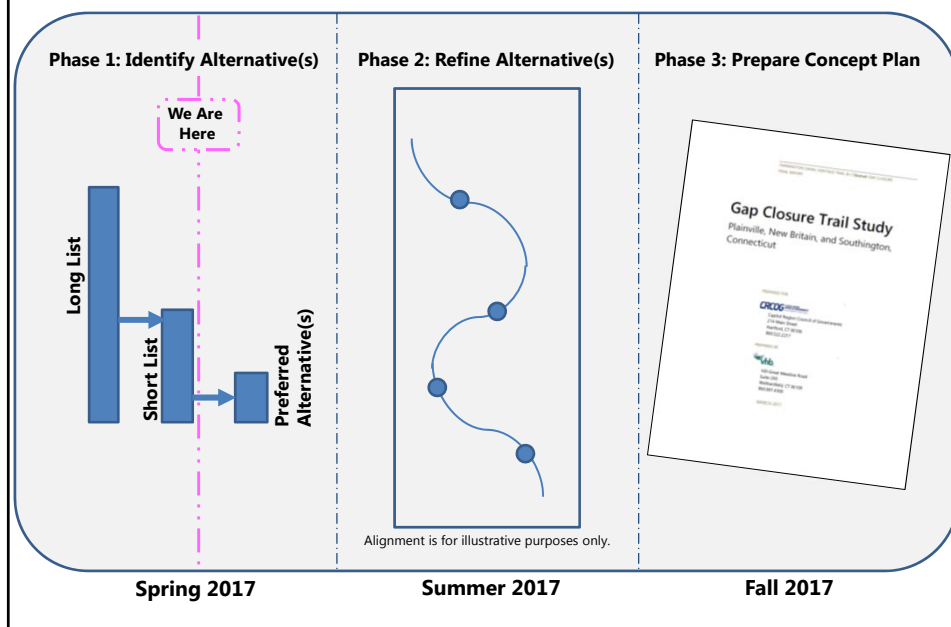
Figure 1
Study Area Map
Plainville, New Britain and Southington,
Connecticut

The Scope of this Study

- Document existing conditions, opportunities and constraints
- Develop a list of potential trail alignments
- Screen and evaluate potential trail alignments
- Identify one preferred trail alignment
 - Complete the FCHT gap
 - Connect to CTfastrak in New Britain
- Prepare concept plan
 - Conceptual level design
 - Cost estimates
 - Implementation plan



Our Workplan

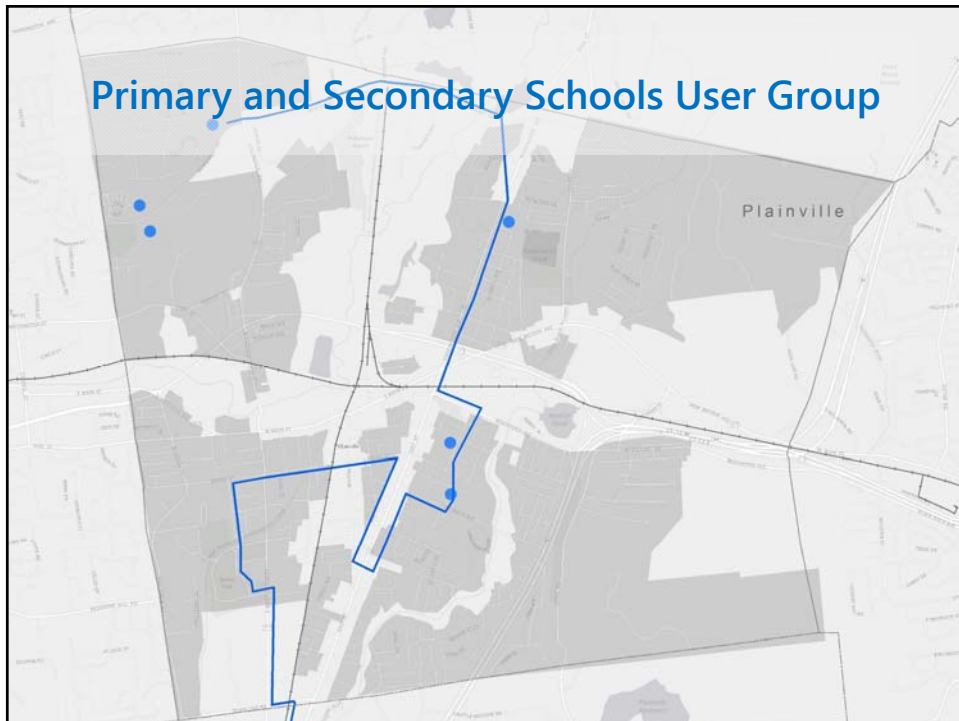
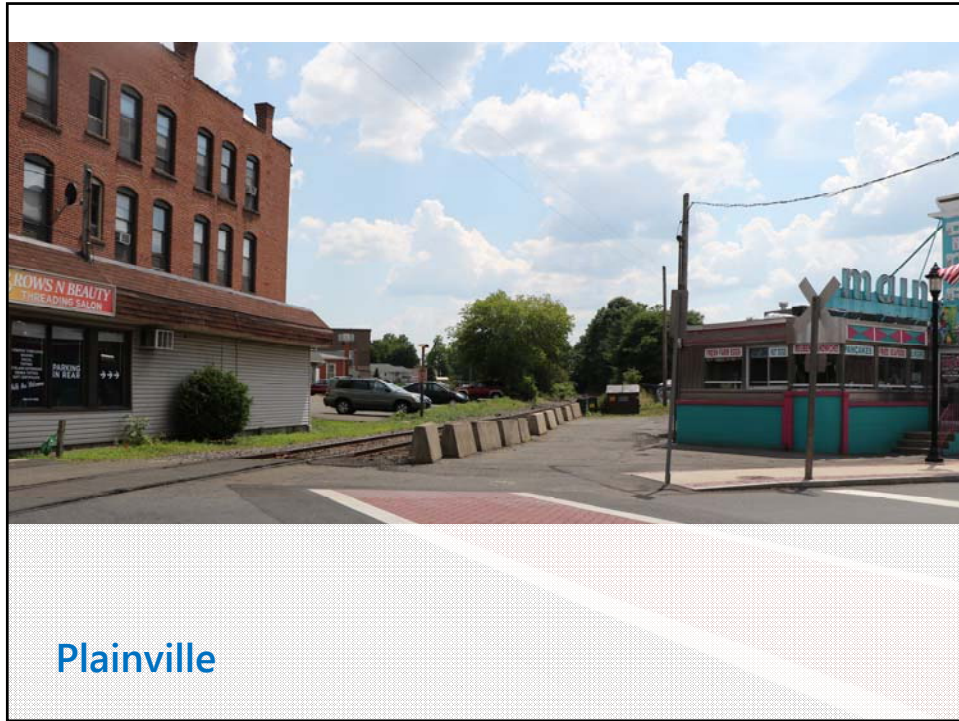


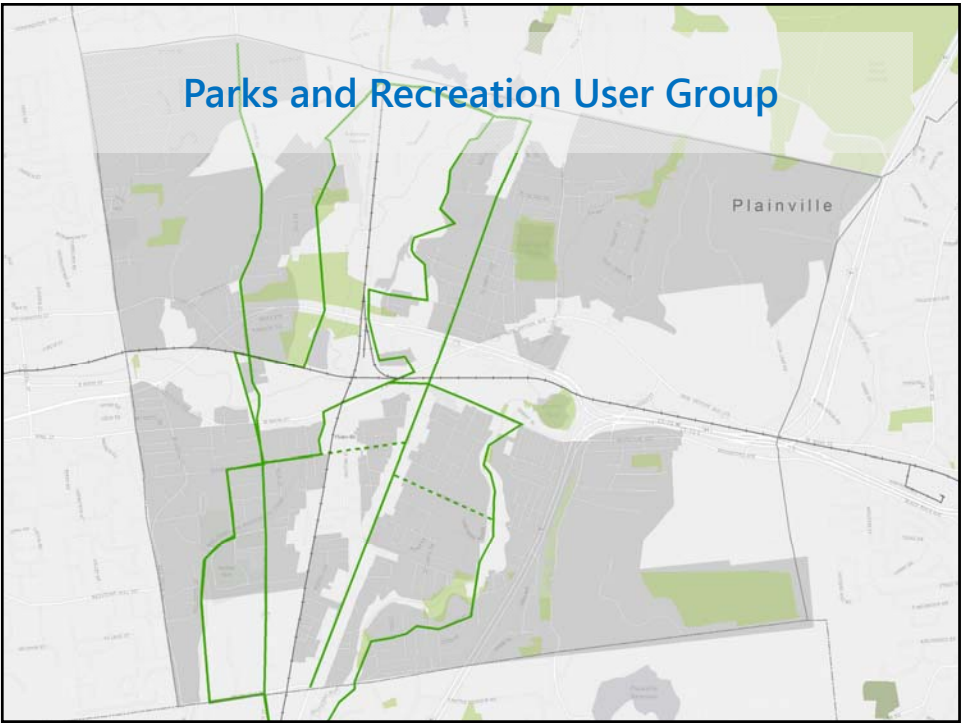
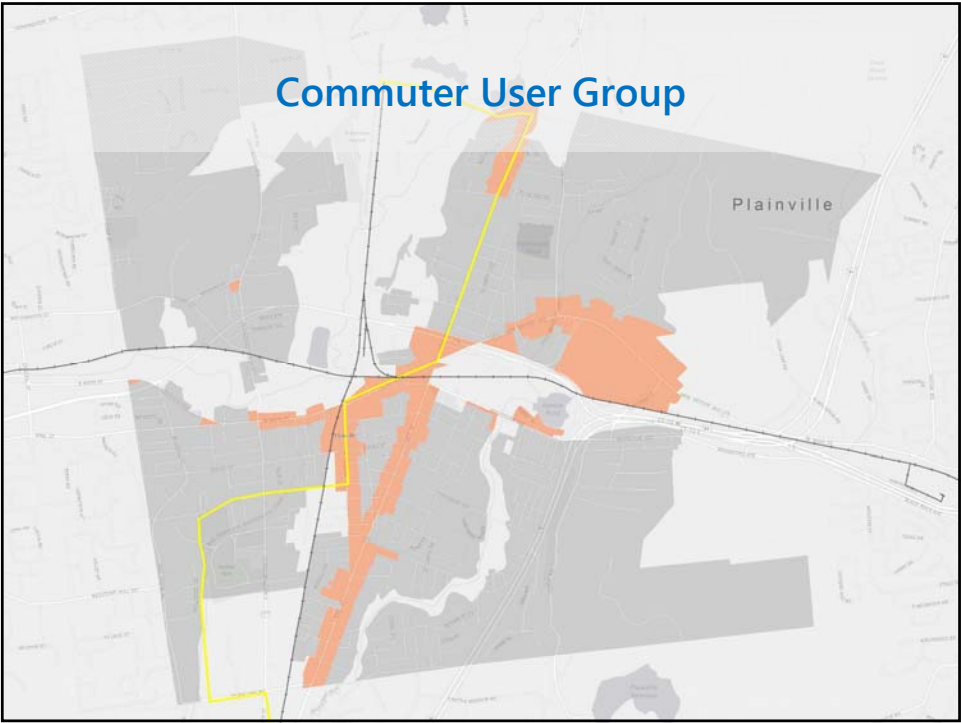


Potential Trail Alignments

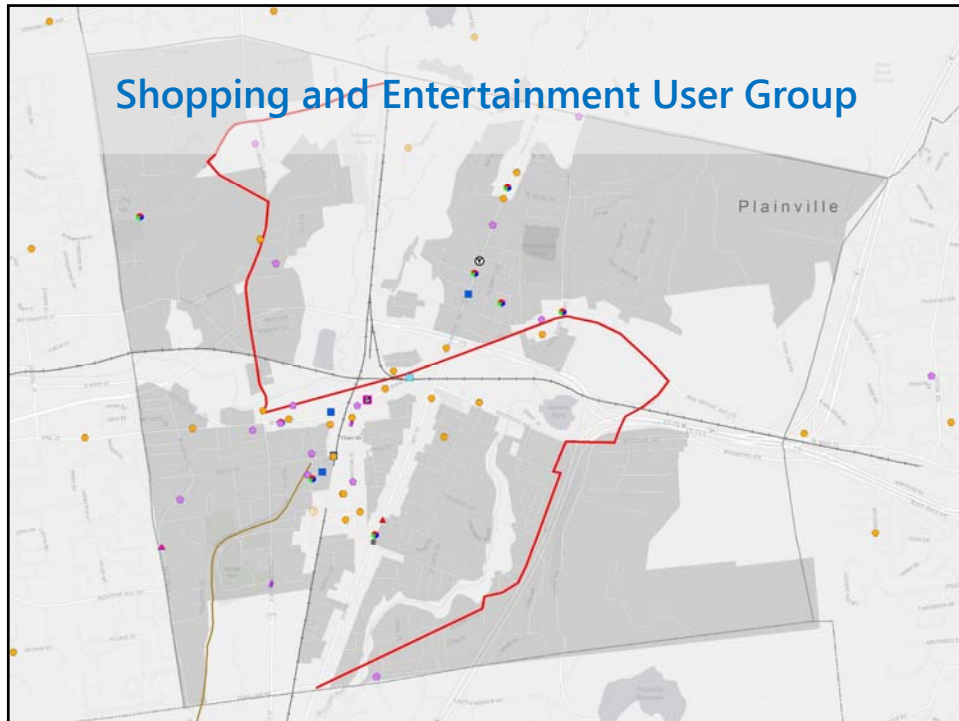
Alternative Development Process



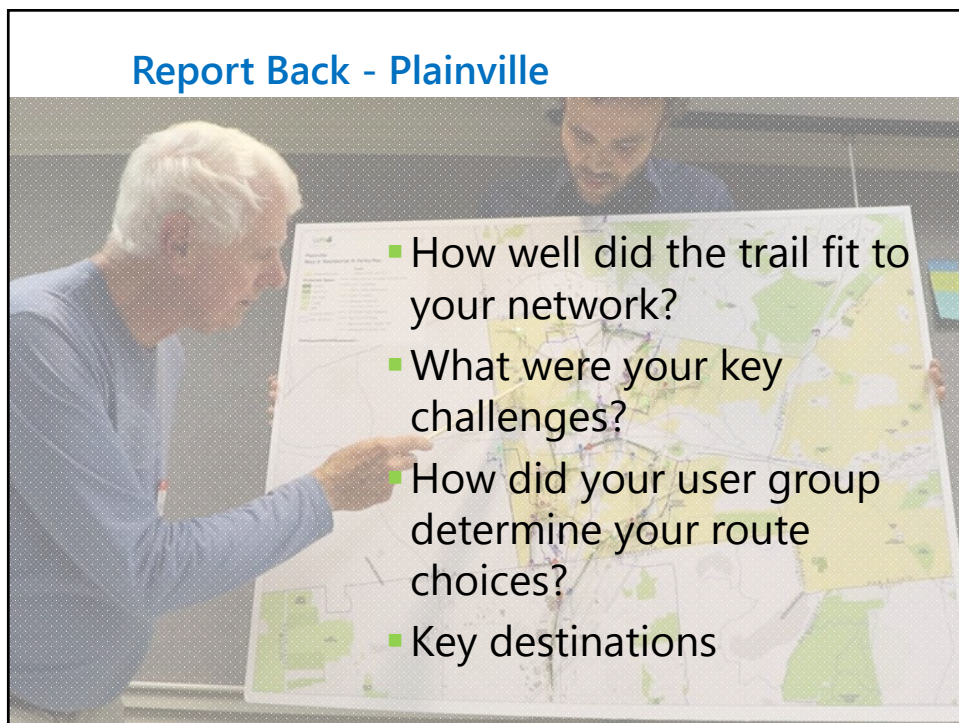




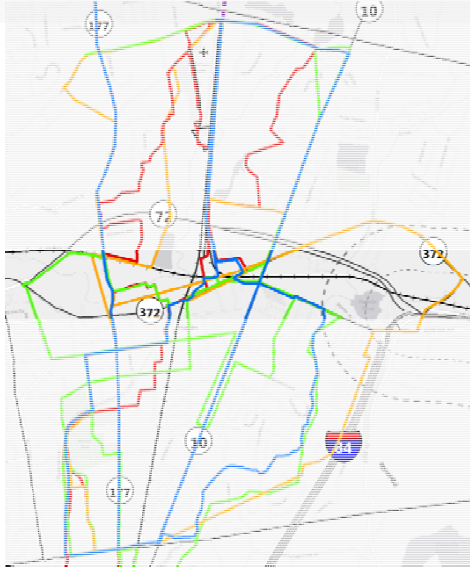
Shopping and Entertainment User Group



Report Back - Plainville



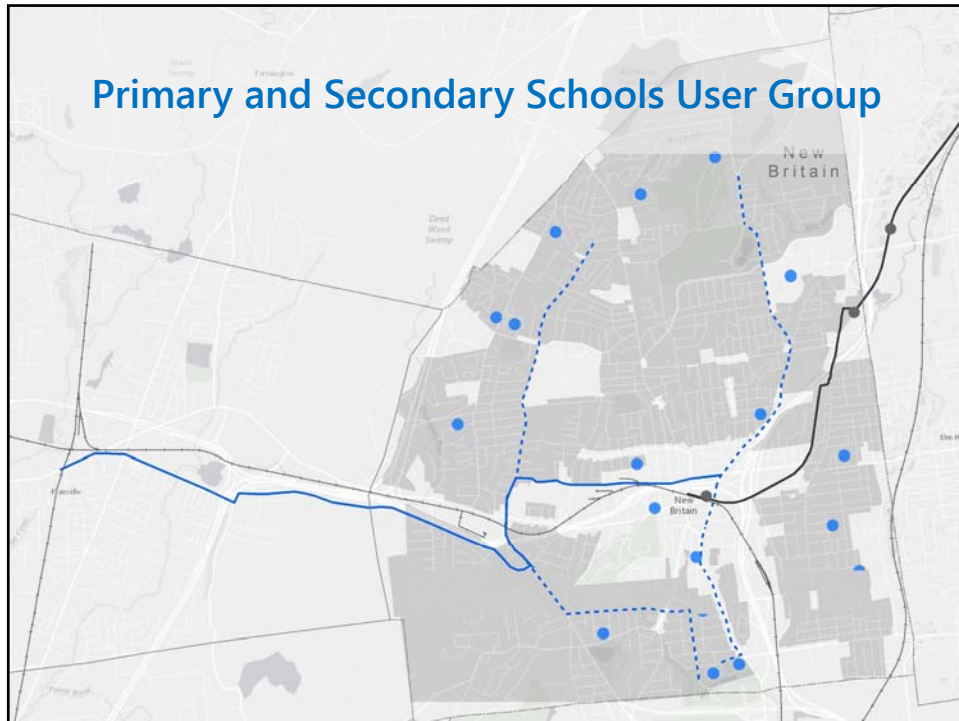
Long List of Alternatives - Plainville



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

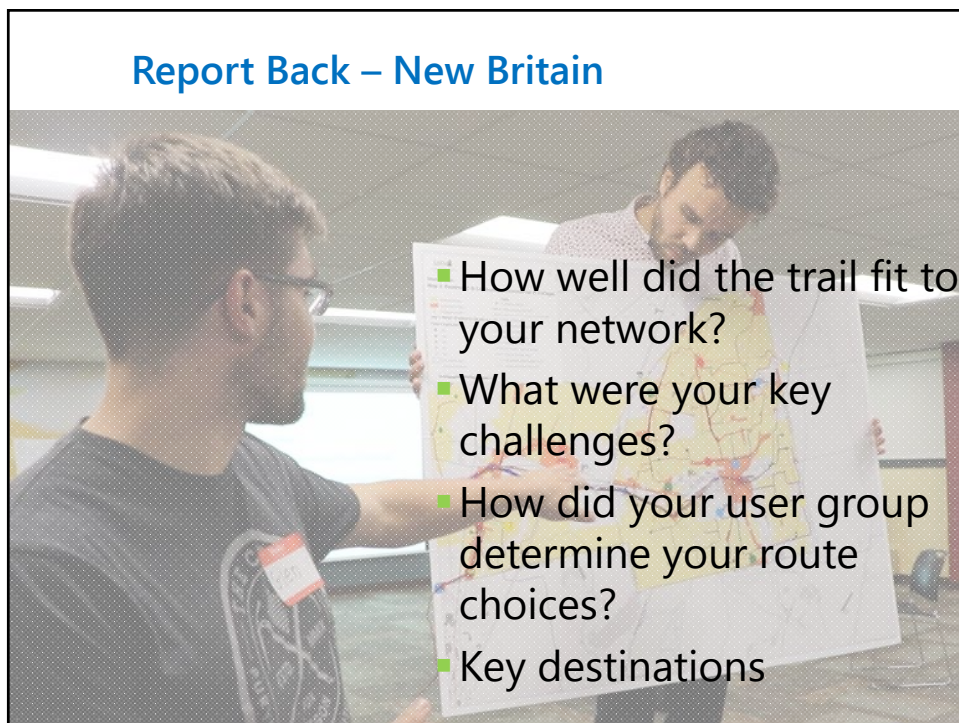
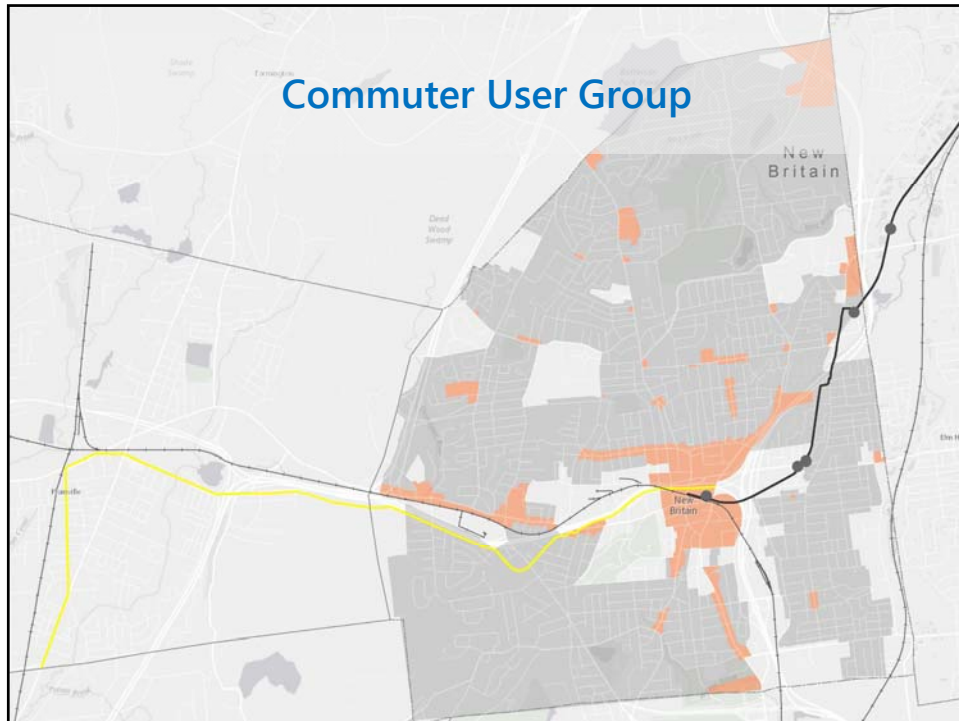


Primary and Secondary Schools User Group



Parks and Recreation User Group





Long List of Alternatives – New Britain



- 5 alternatives in total
- Focus is on connections to CTfastrak

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



Shortlist of Alignments

- Plainville
- Alignment A – Milone & MacBroom study (Preferred Alternative)
- Alignment B – Eastern Option
- Alignment C – Western Option
- Alignment D – Eastern Option
- New Entry
- Alignment E – Off-Road Option
- Alignment F – On-Road Option

Alignment A

- Preferred alternative from the 2009 Milone & MacBroom study
- 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
- 39% off-road, 4.5 miles



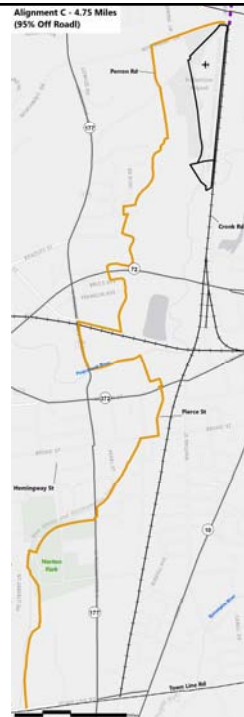
Alignment B

- Uses existing side path on North West 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
- 91% off-road, 4.8 miles



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
- 95% off-road, 4.8 miles



Alignment D

- 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
- 86% off-road, 5.5 miles



Alignment E



- 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
- 92% off-road, 4.5 miles

Alignment F



- 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
- 25% off-road, 4.4 miles

Evaluation Criteria

Evaluation Criteria	Factors Considered
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



The Evaluation Step

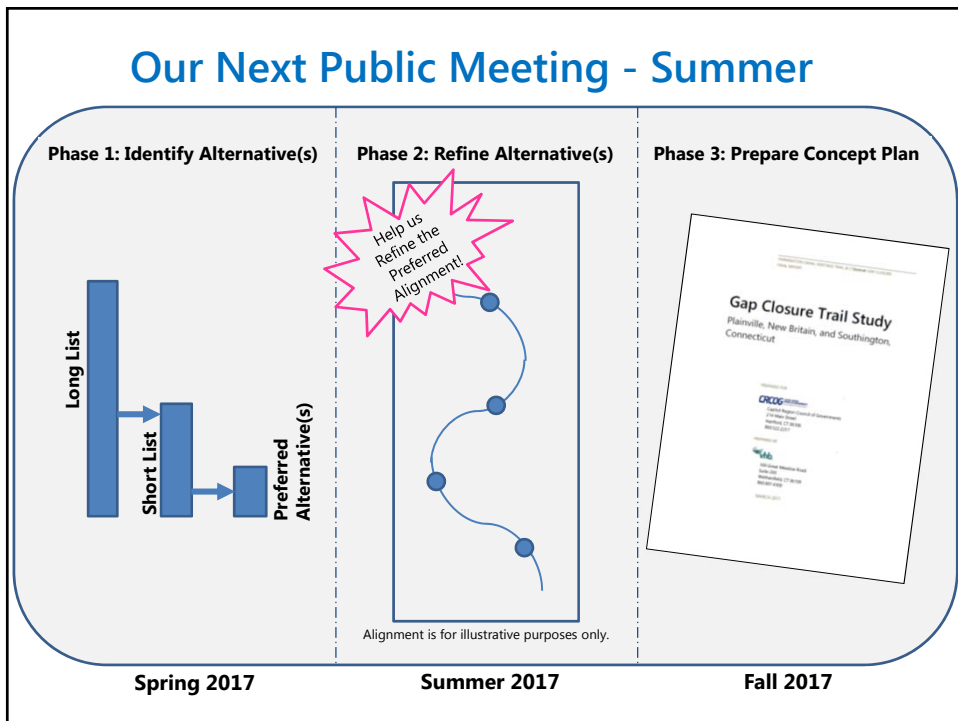
- Will incorporate feedback received tonight
- Separates Plainville alignments
 - North of downtown
 - South of downtown
- Uses data collected for this study and available from other sources
- TIMEFRAME: Next 1-2 months



A Final Note...

- 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





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Mark Jewell | mjewell@vhb.com

Geoffrey Morrison-Logan | gmorrisonlogan@vhb.com





Place: Plainville Library
Lower Level Meeting Room
56 E Main St, Plainville, CT 06062

Meeting Notes

Date: May 22, 2017

Notes Taken by: Geoffrey Morrison-Logan

Project #: 42201.00

Re: Plainville and New Britain Planning Public Meeting Summary
Farmington Canal Heritage Trail Gap Closure Study and CT**fastrak**
Connection Study (Gap Closure Trail Study)

The public meeting took place on Monday, May 22, 2017 from 6:00-8:00pm. The meeting consisted of a presentation to report on the findings of the work that had been undertaken since the 2016 Fall Public Workshops. This work included the review of the long list of alignments, the creation of screening criteria, the development of a short list of trail alignments for Plainville and New Britain, and a set of criteria that will be used to evaluate the short list of alignments. The presentation, followed by a large group question and answer period, began at 6:15pm and went for approximately one hour. After the presentation, there was an open house segment where members of the Steering Committee and the consultant team were available for one-on-one discussions with the public. Comment forms were distributed at the meeting to gather input on the alignments and evaluation criteria. The PowerPoint presentation and PDF's of the short list alignments have been made available on the project website.

A total of 93 members of the public signed in at the meeting, and 22 comment forms were submitted

1. Call to Order: Geoffrey Morrison-Logan (VHB) called the meeting to order at 6:20pm, welcoming members of the public and introducing Tim Malone (CRCOG). Mr. Malone also welcomed the public and provided a brief overview of the agenda for the public meeting.

2. Public Comment:

a. No one chose to speak at this time.

3. Presentation Overview:

- a. Mr. Malone started the presentation with an overview of the scope of the study and highlighted some of the major deliverables that included:
 - i. Document existing conditions, opportunities and constraints
 - ii. Develop a list of potential trail alignments
 - iii. Screen and evaluate potential trail alignments
 - iv. Identify one preferred trail alignment that completes the FCHT gap
 - Identify one preferred trail alignment that connects to CT**fastrak** in New Britain
 - v. Prepare concept plan
 - Conceptual level design
 - Cost estimates
 - Implementation plan
- b. Mr. Malone provided a summary of the Work Plan that included three phases;

- i.** Phase 1: Identify Alternative(s)
 - ii.** Phase 2: Refine Alternative(s)
 - iii.** Phase 3: Prepare Concept Plan
- c.** Mr. Morrison-Logan provided a summary of the potential trail alignments that were developed in the Fall workshops. He discussed the outreach efforts that were undertaken as well as a summary of the star analysis exercise that was used to develop the long list of trail alignments. Slides were presented that showed the various alignments and how they pertained to users groups that included:
 - i.** Primary and Secondary Schools User Group
 - ii.** Commuter User Group
 - iii.** Parks and Recreation User Group
 - iv.** Shopping and Entertainment User Group
- d.** Theresa Carr (VHB) provided a summary of the screening criteria that were used to get from the long list to the short list of alignments. This included a review of the seven screening criteria, as well as the thresholds associated with each criterion.
- e.** Mark Jewell (VHB) provided a summary of the short list of four (4) alignments for Plainville and the two (2) alignments for New Britain that resulted from the screening criteria.

The Plainville alignments were labeled as follows:

- Alignment A – 2009 study preferred alternative
- Alignment B – Eastern Option
- Alignment C – Western Option
- Alignment D – Eastern Option

The New Britain Alignments were labeled as follows:

- Alignment E – Off-Road Option
- Alignment F – On-Road Option

A summary of the major components of each alignment were provided, such as the percentage of off-road facilities and the total length of the trail.

The following questions and comments were raised by members of the public during this portion of the meeting:

- Concern that on Alignment C, which goes through the Tomasso Nature Park, people walking their dogs on the path could disturb the wildlife. The team responded that this was a good point and would take it into consideration.
- Concern that there could be traffic problems in downtown and asked how you deal with that. The team responded that traffic engineers would pay close attention to such issues when designing the trail.
- Pointing out that it seemed possible to mix and match elements from the various alignments. The team noted that during the evaluation step, each alignment would be broken up into a northern and a southern segment, allowing them to be mixed and matched.
- A question about whether there would be consideration of scenic aspects of the study. The team responded that this would be covered in the evaluation.
- A question regarding costs of each of the alignments. The team responded that cost estimates would be developed during the next phase of the evaluation.
- A note that it was essential that the trail be kept off the road as much as possible to keep people safe and make them feel comfortable.
- A note that having the trail go through town means that people will stop and spend money in town.
- A question regarding potential property impacts and whether or not any of the alignments would impact private property. The team responded that at this time they were assuming some potential private property impacts on each of the alignments, but that the exact nature of them would not be clear until later in the process when the alignments are developed further.
- A comment that nobody had mentioned eminent domain yet. The team responded that it was too early in the process to discuss the use of this tool. A determination of the use of that tool would be made during the design phase by either the town/city or the Department of Transportation.
- A question regarding whether or not public safety officials have been brought into the discussion. The team responded that a series of focus groups were held in the summer of 2016 and that public safety personnel were invited.
- A note that in congested areas, cyclists could be instructed to dismount and walk if safety is a concern.
- A question about whether or not the north-south alignment would be prioritized over the east-west one. The team responded that those decisions would be made by the town/city and the Department of Transportation as the projects moved forward. It was noted that completing the East Coast Greenway has been a priority for the state, which the north-south alignment helps to accomplish.
- A question about where information on the long list of alternatives can be found. The team responded that the presentations from the fall public workshops are available on the project website.

- f. Ms. Carr provided a summary of the Evaluation Criteria that will be used to further assess the Short List of Alignments. The Evaluation Criteria include:
- i. Connectivity
 - ii. Safety
 - iii. Security
 - iv. Potential Property Impacts
 - v. Potential Environmental Impacts
 - vi. Estimated Costs

Ms. Carr outlined the steps that will be undertaken over the next 1-2 month to evaluate the Short List of Alignments, that include:

- Evaluate the Alignments
- Review Results with Steering Committee
- Recommend Preferred Alignment(s)
- Hold Next Public Meeting

- g. Ms. Carr presented a summary of the projects next steps that include; refining the alternatives, a public meeting in the summer, followed by preparing the concept plan in the fall of 2017.

4. Open House:

- a. Mr. Morrison-Logan provided an overview of the format of the open house. Six stations were set up in the room that had a poster-sized board of an alignment. Each station had a flip chart for participants to place general comments. The Steering Committee and the consultant team were available at each of the stations to answer questions about the alignments. Participants were reminded to fill out their comment forms or provide comments online at the project website. Comments received during the open house and on the comment forms will be compiled and made available at a later date.

5. Meeting Adjourned: The open house portion of the agenda ran until approximately 8:30pm.

6. Additional Mail-in Comments

Comment forms were available at the public meeting and posted to the project website at www.gapclosuretrailstudy.com. The comment forms were a self-mailer format which allowed members of the public to fill them out at their leisure and mail them to Mr. Malone at CRCOG. A total of 22 comment forms were received. Feedback is organized by the questions asked by the comment form.

Questions Related to Screening: Do you agree with the screening criteria used to establish a shortlist of practical and feasible alternatives? Do you agree with the results of the screening process?

- 22 respondents answered yes, they agree with the screening criteria. No respondents answered no, and none of the respondents left this question blank.
- 17 respondents answered that they agree with the results of the screening process. 3 respondents answered no, and 2 left this question blank.

Raw comments provided on this question:

- More work needs to be completed and the public still needs to be educated as to the constraints that drove some of the preliminary alignment selections.
- Concerned that cost has not yet been factored into decision making. The longer it takes to design/engineer and building this trail, the more likely it will be that funds will be scarce or simply unavailable. If the latter is true and we (PGA) needs to look for private funding, cost will be a big factor in that effort.
- Include accessibility for as many people as possible. That section of Plainville has busy/dangerous roads, no shoulder, no sidewalks. We have to drive the ½-1 ½ miles to get into town if we want to do it safely.
- Strongly disagree that the trail which leads to the Tomasso Nature Park would disturb the wildlife. If the trail goes on the outside of the park, people could still enjoy the beautiful park.
- In Alignment C, please go around the park because of the wildlife.
- The idea of connectivity is the most important. Connect people to the trail, to town parks, to town center and businesses. Unfortunately, the portion of town north of Rt 372 and west of Rt 177 is currently not connected due to the lack of sidewalks and otherwise safe accessibility options. This trail is a chance to rectify that.

Questions Related to the Shortlist of Practical and Feasible Alternatives: What are your thoughts on the assumptions used to develop Alignment A, B, C, D, E, and F? Do you agree with the routing and trail type assumptions used?

- 19 respondents answered yes, they agree with the routing and trail type assumptions used. 2 respondents answered no (1 respondent answered both yes and no), and 2 respondents left this question blank.

Raw comments provided on the questions related to the shortlisted alternatives:

Preference for Alignment C due to its 95% off road character and that it utilizes the Nature Park.

- Preference for Alignment C which has the most off road options and seems like a safe route for children. Also, Alignment C has a nice route to the left of the airport through the swampy area. Preference for Alignment E since it's also mostly off road and the fact that Alignment C is to the left of Downtown Plainville, Alignment E from New Britain would bring you right through downtown to better businesses.

- Preference for Alignment B, C, and D. The more the historic canal can be used, the more attractive the Plan is. Avoid the routes going through neighborhoods, like the Willis Ave/Hemingway Street suggestion.
- None of the presented alignments brings the trail to the Plainville Senior Center so that the seniors would have a safe jumping off point for walking the trail. Many seniors do not or cannot drive, so they would not have access to the trail.
- Preference for Alignment D as it has most off road and does not go through center of Plainville. It will have access to center retail with connections to New Britain section.
- Preference for alignments that hug closely to Rt. 10.
- Agreed with the assumptions and as stated during the presentation, as the Technical and Steering Committees delve deeper into the details of the chosen preliminary alternatives, those assumptions might just be proven inaccurate, incorrect, or infeasible. Flexibility and adaptation are the keys to a successful conclusion to this study.
- Agreed with the majority: the northern rail is the greatest choice for that part of the alignment. Short of that, the march route intrigues me, but I wonder why the other side of the floodplain wasn't considered (west). If we can't get a significant amount of support from impacted property owners near the canal route by the church, we can hopefully still get the churches concurrence and get out onto Pearl St., then through the Park and to Town line, first via off road (east #1-west #2), then on-road if necessary. I like having the trail on Pierce Street and I like the floodplain route along the south bank of the Pequabuck River.
- Alignment C is the best route due to the fact that it's 95% off road which is great and it represents a nature/history (core) trail in Plainville. Alignment B would be second choice as it goes along the wetlands. Alignment E is preferred for New Britain section since it's mostly off road and protected.
- The single biggest criteria used is the minimum 75% off-road. PGA was always willing to accept less (much less) than that, and that has been a sticking point. Also please emphasize abandonment of any possibility of rail-with-trail.
- Alignment B, C, and D all have good parts to each, so how to select those and create one alignment that has the best of all three? For Alignment B, there seems to include fly over bridge at rail yard that is not a good idea due to long ramps required to get to height required. For Alignment C, how to do off-road on CT177? How to cross W. Main St? Alignment E looks to be a better off-road option and also possibly the more costly.
- Preference for Alignment C because of the mileage and the percentage off road for safety purpose.
- Alignment C is the best because it gives access to the trail and to downtown to people who don't have it. Please prioritize Plainville alignments before New Britain alignments because the prior have much higher priority to close the gap.
- Hemingway Street used in one route is heavily populated, with lots of houses, driveways, narrow roads, etc. Not a smart choice for a connection to the Park.
- On-road sections might not be safe, depending on what barriers can be effective for safety.
- Alignment C is visually the nicest though it might not be the most efficient.

- Hemingway Drive is such a thin road, hard to visualize a bike trail. Also, Hemingway and Broad have many private driveways, the chance of a car backs into a bike is quite possible.
- Respect fully the request that the North South project being prioritized over East West, if the two projects cannot be completed together. East West project should not delay completion of the North South project.
- Preference for Alignment C since it has the most percentage off road, uses state/town lands, and has little impact to privately owned properties.
- Preference for a multi-use trail having 90% or greater off-road. Having worked with the disabled for over 20 years and having a moderate to severe hearing impairment, safety and ADA compliance is of utmost importance to me. The trail chosen should also have minimal flooding concerns. Alignment B or C looks good.
- It is impossible not to go on the road somewhere. A large sidewalk with grass and a guard rail would work. Alignment C and D are two good choices which both show different parts of Plainville.
- The sections which are along roads should be protected from traffic using jersey barriers or other means.
- Would not pursue Alignment A, too much on road. On Alignment B, concerned about flyover in terms of both feasibility/expense and accessibility to persons of all ages or those with limitations. Pleased to see Norton Park as part of all alignments. The trails are appropriate resources to incorporate at Norton Park and also has great historical significance due to visibility of canal.
- Agreed with the focus on off road trails. The trail should offer people a chance to take advantage of what Plainville center has to offer. It's a way to showcase our town to passersby and solidify the connection to our residents. Alignment C is the best since it truly reconnects the northwest part of town back to the rest in a safe way. It also puts a bit of focus on the wonderful Tomasso Park. It avoids any entanglements with the railway and offers accessibility both to users and emergency services if needed.
- Preferred type of trails: Long stretch of undisturbed trails between road crossings, e.g. long sections of trail in and north of Granby; Trails leading to destinations, e.g. Unionville into Collinsville where the trail goes along the river into a quaint town like Collinsville; Wide multi-use trails with wide bike lanes and maintained during winter, e.g. Iron Horse Boulevard in Simsbury.
- Disliked type of trails: Trail is surrounded on both sides by very tall fence for a long straight section with one break in the middle, feels unsafe with no real escape route, e.g. where the trail crosses Tamarack Lane in Simsbury; Road crossing at every 300 ft., e.g. north section of New Haven; Bicycle unfriendly signs, e.g. "Bicyclists must dismount and walk across each road crossing".
- Need to make one section of the Plainville trail a destination for bicyclists where people want to stop and spend money.

Questions Related to the Evaluation Criteria: Each of the alignments will be evaluated against evaluation criteria that address: connectivity, safety, security, potential right-of-way/property impacts, environmental considerations, and costs. Are these the right criteria? Is anything missing? What in your opinion is most important?

- 18 respondents answered yes, they agree with the evaluation criteria. None of the respondents answered no, and 4 respondents left this question blank.

Raw comments provided on the questions related to the evaluation criteria:

- Safety is the most important evaluation criteria.
- Security and safety are the most important evaluation criteria.
- To have family use road sections must have barrier between cycles and motor traffic.
- Economic development is the most important criteria, e.g. the concept of transit oriented development.
- All are the right criteria and which one is most important is very subjective and has a lot to do with the specific design selected for each section of trail. A trail alongside a busy road will need to pay more attention to safety while a trail through a wooded area might be more concerned with security.
- Added plaques for history and nature summaries would be good.
- Connectivity is important. Also need to emphasize that planners are trying to get the alignment close to Plainville center.
- Needs to take into consideration if extra construction is needed such as tunnels or bridges.
- Highest priority: percentage off road should be very high (90%+). Connectivity for the section of Plainville near Tomasso is also priority.
- Unless we have safe and secure routes through town, people will go north from Farmington south from Farmington and not venture on our section of trail. Cooperation from police department is critical. Traffic enhancements through town is also very important.
- Environmental impact, safety, security and cost are important.
- Safety and environmental concerns are most important.
- Fun, emergency access, signage, facilities and parking are important.
- Safety and cost are important.
- Connectivity and safety are important.
- Connectivity and accessibility is most important. Beyond that, a focus on maximizing the off road nature of the trail.

Final Question: Do you have any other comments about the project?

- We want it yesterday (soon).
- Love the project. Hope the negativity will be proven wrong.
- Cost will be important but "cheap" is not always better. Also phasing in the Nature Park half of the trail first makes a lot of sense, especially following the canal route up to Pierce Street.

- Flexibility and adaptation are required. Unforeseen opportunities would be great. Hybrid designs are likely, as are on road portions of the trail.
- Presentation boards from 5/22 public meeting took too long to download, probably due to large file size. Please find a way to improve this, otherwise public will lose patience.
- Maps on the website print too small to distinguish street names. It would be great to have one pole in the middle of trail at intersections.
- All potential routes are well thought out and offer some creative solutions. On the New Britain link, any improvements a rail trail brings will improve Rt. 372 or Woodford Ave.
- Thank you for your patience, time and work! This is a very worthy project and you have a lot of support from the town's people!
- Impressed with the presentation. Very organized, well versed and no redundancy.
- Hope it finally goes through to completion.
- May consider implement project in phases if funding become a constraint.
- Suggest that parking lanes on both sides of streets be used for protected bike lanes and create off street parking.
- Urge more emphasis on the trail as multi-purpose, which will also increase public support and enthusiasm.
- Should focus on closing the gap and at a later date look at connecting to the FastTrack.
- This is a unique opportunity to look at surrounding multi-use trails in the state, take the best ideas from them, and create the perfect trail that would be the envy of surrounding towns.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:



Tim Malone

Distribution: website – interested parties list
Project File 42201.00

Community Meeting
October 18, 2017
6-8 pm
Plainville High School



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

AGENDA

Public Open House and Workshop

October 18, 2017 / 6:00 PM – 8:00 PM

Plainville High School, Cafeteria

47 Robert Holcomb Way / Plainville

Meeting Purpose: to review and discuss the characteristics of the Gap Closure Trail Study preliminary Preferred Alignments. The open house provides an opportunity to talk with project staff about trail types and treatments on specific sections of the preliminary preferred alignments. The presentation and question and answer period provides an opportunity to hear about the Preferred Alignments, and the process used to get to this point.

Time	Agenda Item
6:00 PM – 7:00 PM	Open House
7:00 PM – 7:30 PM	Presentation and Q&A
7:30 PM – 8:00 PM	PUBLIC COMMENT and Continued Open House

Your feedback will help the study team shape the final recommendations for the FCHT and CT**fastrak** connection.

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 724-4221 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al (860) 724-4221, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 724-4221, jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



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

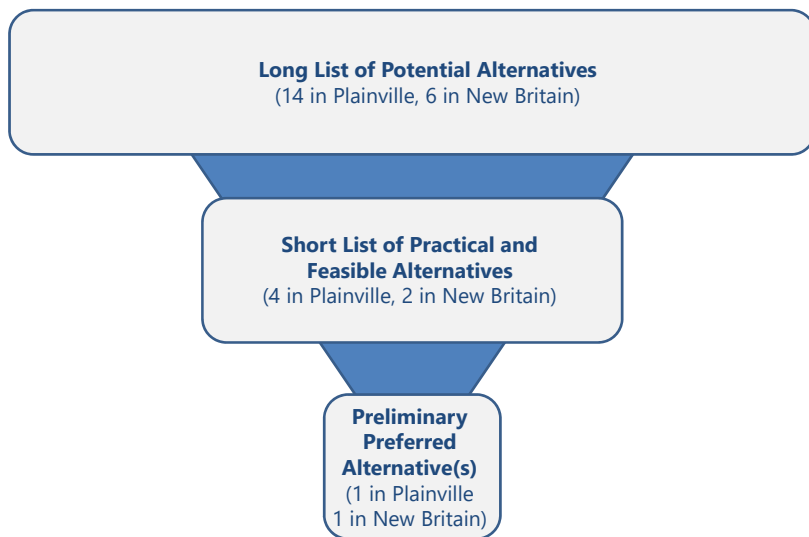
Vision Statement

"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."

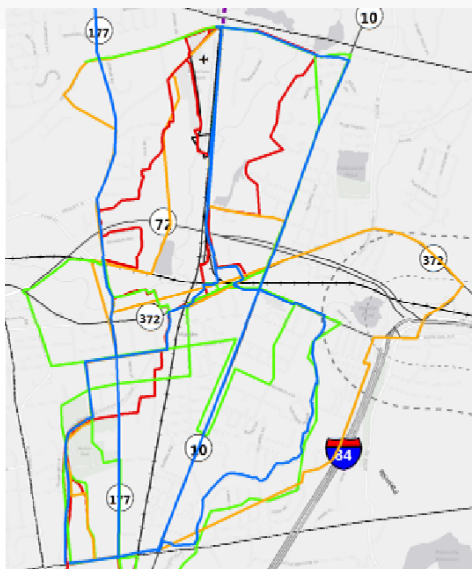


Overview of the Evaluation Process

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

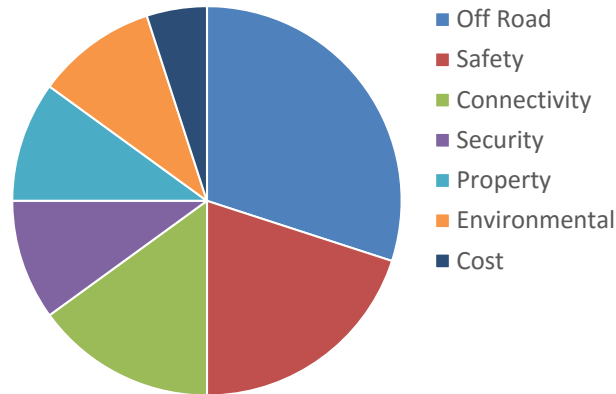


Evaluation Criteria

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

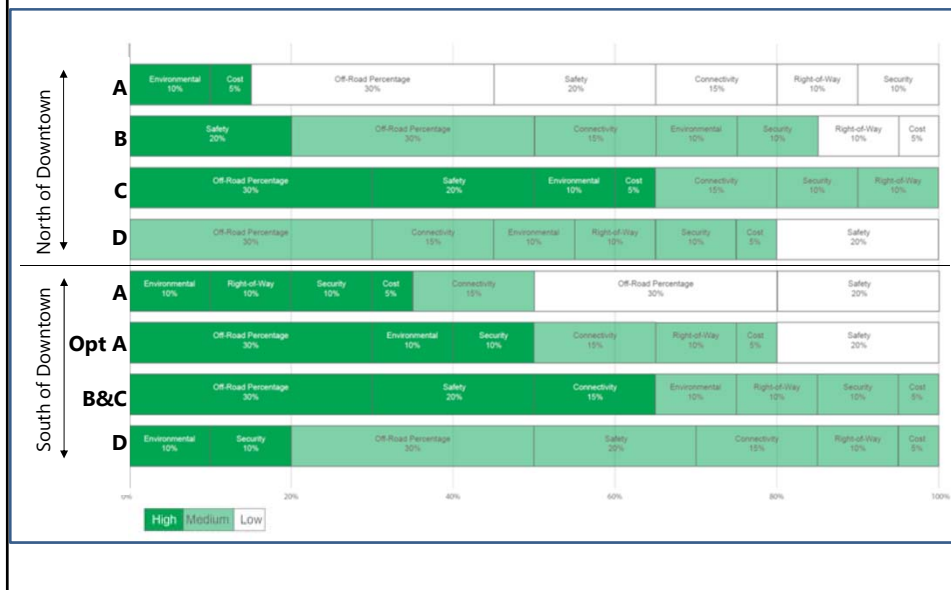


How the Scoring was Conducted

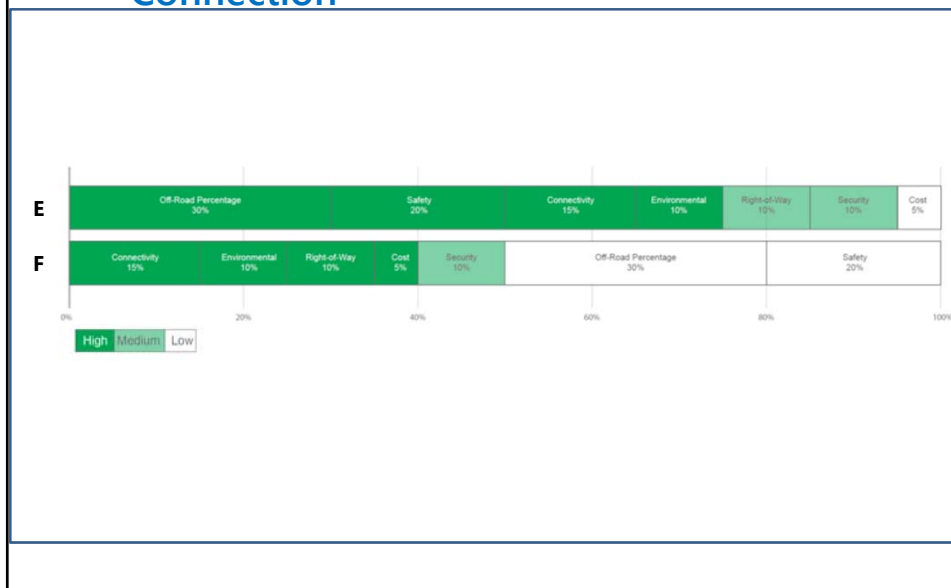
- Qualitative Evaluation
 - High – fully meets the intent of the criterion
 - Medium – partially meets the intent of the criterion
 - Low – does not meet the intent of the criterion
- Organized Plainville alignments
 - North of downtown
 - South of downtown
 - Attempted to optimize Alignment A south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



Evaluation Results – FCHT Gap Alignments

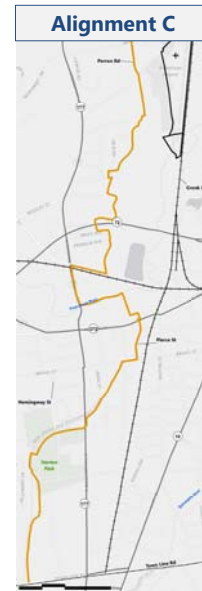


Evaluation Results – CTfastrak Connection



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

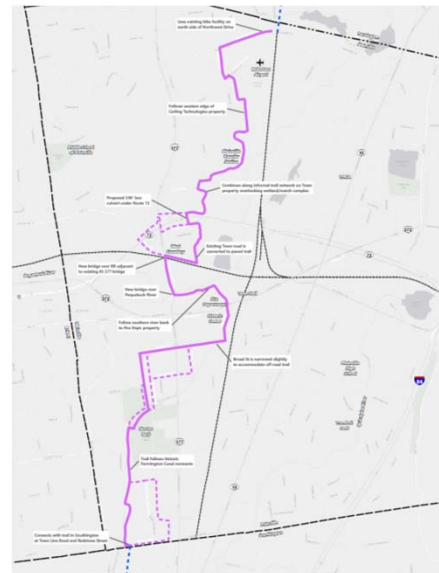
Alignment E



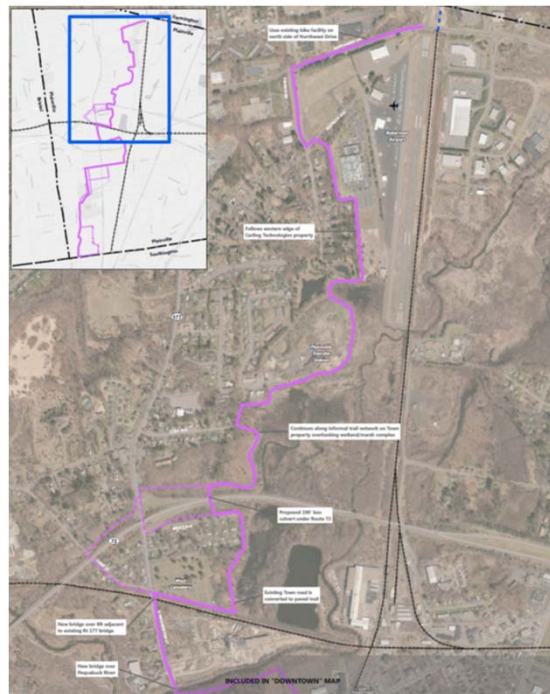


Overview of Alignment C

- 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

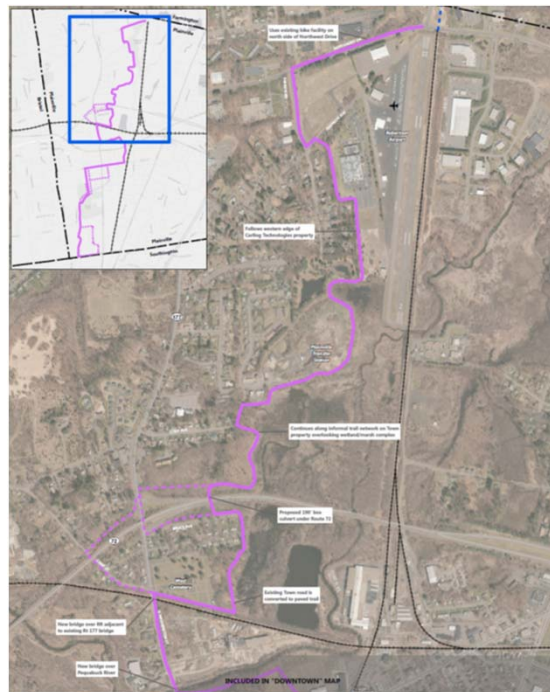


Plainville Trail Study
Plainville, CT | Client

Photo 2-Before
Wetland Trail



Alignment C – North





 Plainville Trail Study
Plainville, CT | Client

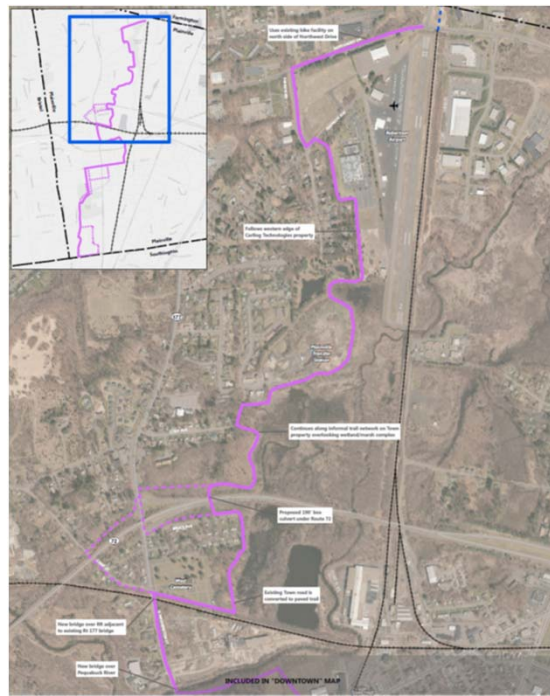
Photo 1-Before
Woodland Trail



 Plainville Trail Study
Plainville, CT | Client

Photo 1-After
Woodland Trail

Alignment C – North

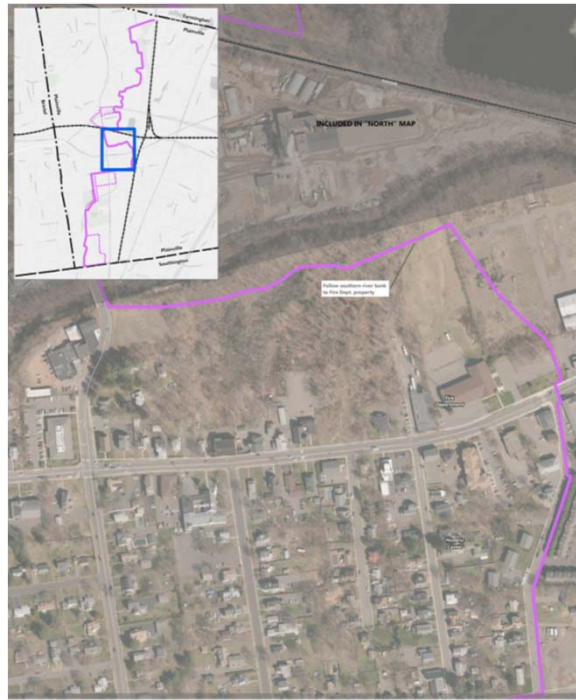


EXISTING CONDITIONS

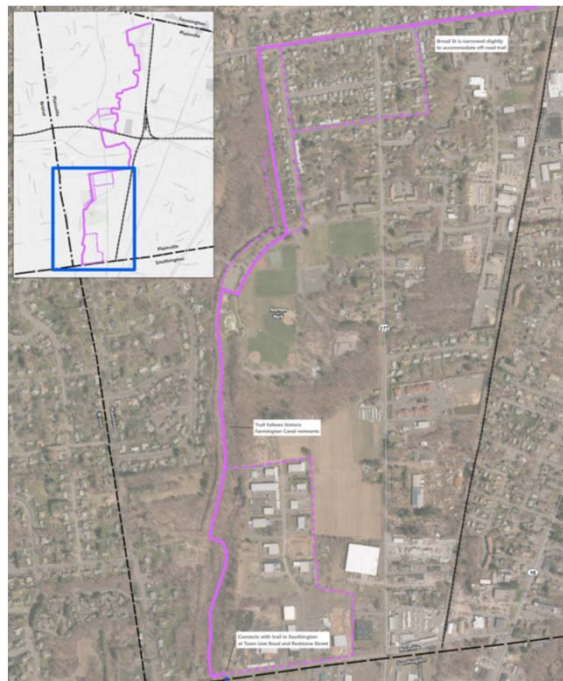
Culvert at RT 72



Alignment C – Downtown

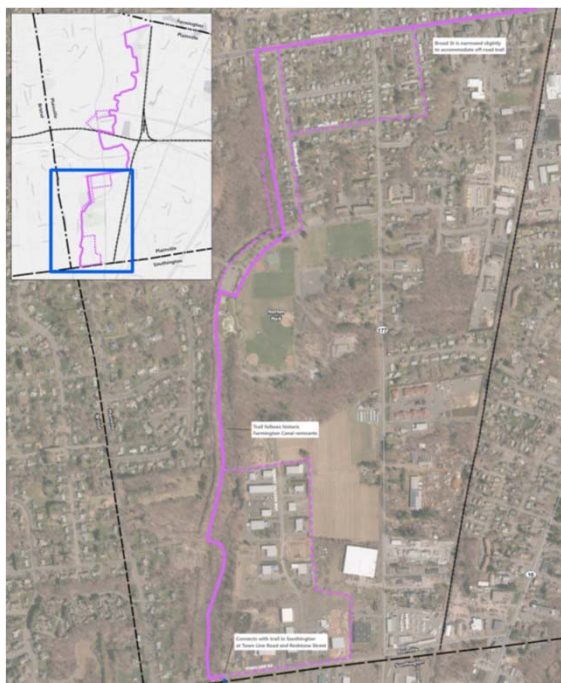


Alignment C – South





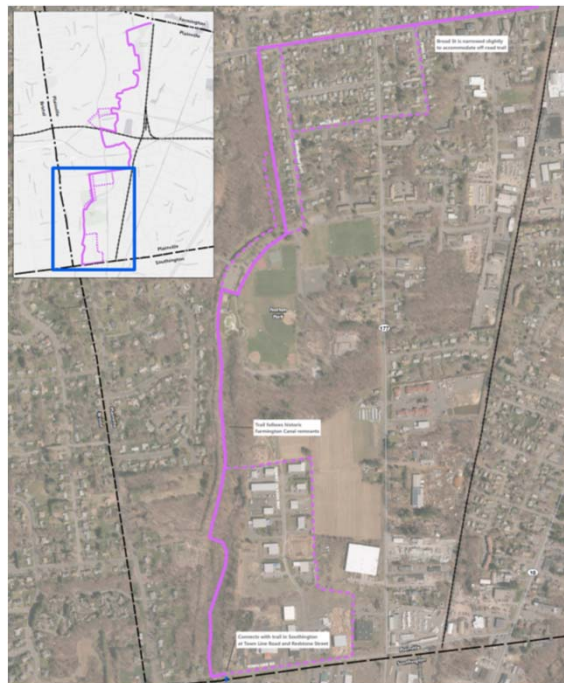
Alignment C – South



Before



Alignment C – South



Facility Typologies

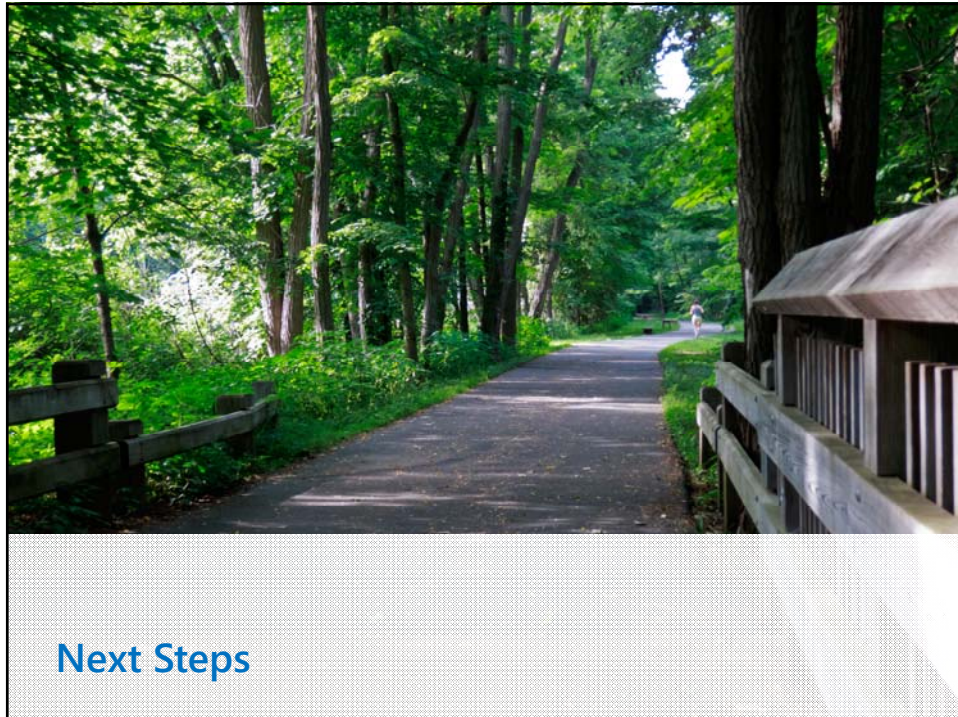
- 1 off road
- 2 shared path
- 3 on street



Fully off Road



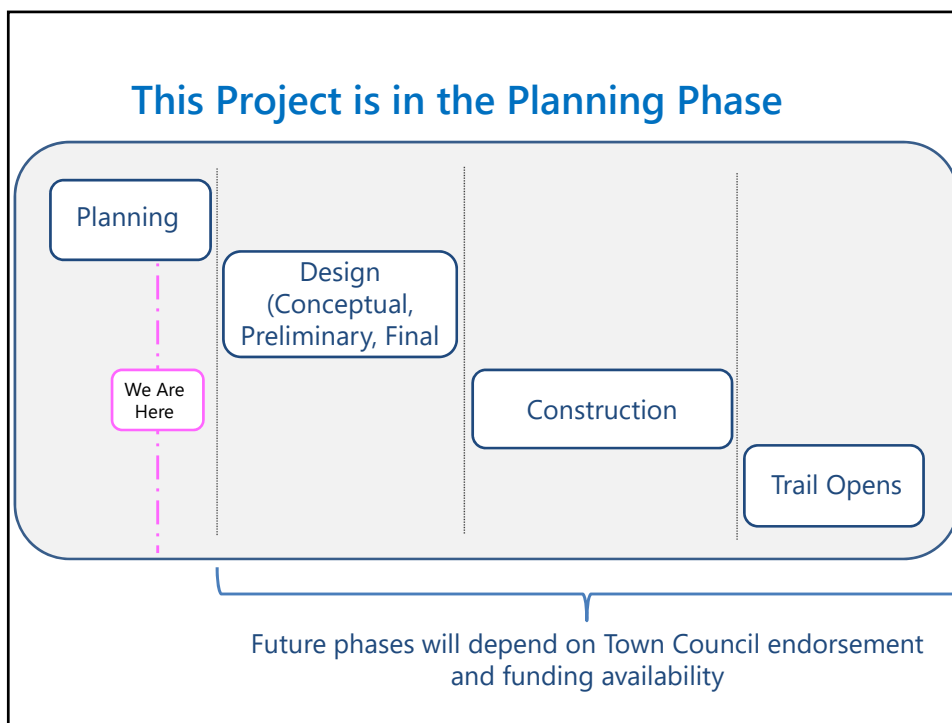
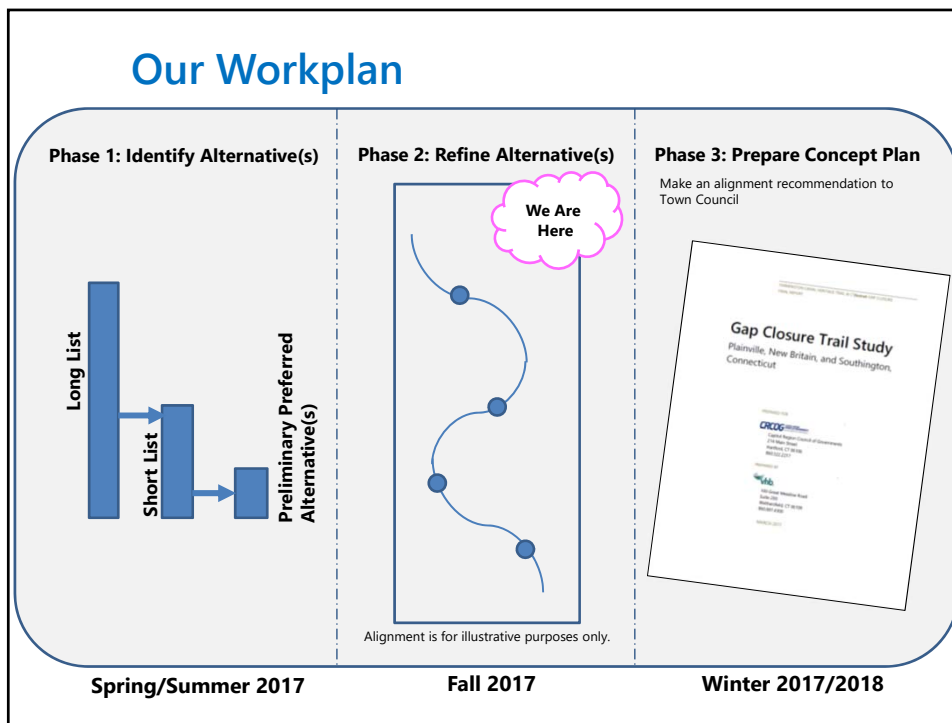




What Happens Next

- 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





Tim Malone | Capitol Region Council of Governments

Project Manager | tmalone@crcog.org | 860.724.4221

Theresa Carr | Consultant Project Manager | tcarr@vhb.com





Meeting Notes

Place: Plainville High School
Cafeteria
47 Robert Holcomb Way
Plainville, CT 06062

Date: October 24, 2017

Notes Taken by: Geoffrey Morrison-Logan

Project #: 42201.00

Re: Plainville and New Britain Planning Public Meeting Summary
Farmington Canal Heritage Trail Gap Closure Study and CT**fastrak**
Connection Study (Gap Closure Trail Study)

The public meeting took place on Wednesday, October 18, 2017 from 6:00-8:00pm. The meeting consisted of an Open House format that included a short presentation to report on the work that had been undertaken since the May 2017 Public Meeting. Five breakout stations were set up for participants to engage with the consultant team, Steering Committee, and Town Officials in a dialog about issues and opportunities related to the revised Alignment "C" Trail in Plainville and the Alignment "E" Trail in New Britain. For Plainville, the North, South, and Downtown segments of Alignment "C" were set up at stations to allow conversations about each of those sections of the trail. There was a station set up for the connection to CT**fastrak**, as well as a station dedicated to background information on the Gap Closure Project.

At 7pm, a presentation was given that provided an overview of process used to narrow the alternatives into the Preferred Alignments. The presentation provided a summary of the revised Alignment C through Plainville and featured a discussion of the prototypical trail facilities that were recommended for various sections of the trail. The presentation was followed by a general question and answer period. The PowerPoint presentation and PDF's of the boards used at the five breakout stations were made available on the project website.

The focus of the meeting was to present Alignment C as the preferred trail alignment connecting the Farmington Canal Heritage Trail (FCHT) in Plainville and Alignment E as the preferred trail alignment connecting Plainville with the CT**fastrak** station in New Britain. These alignments had been presented at the last community meeting which had been held in May 2017. Alignment E is largely the same as presented in May, however several refinements have been made to Alignment C since May:

- *Between Northwest Drive and Route 72* – following conversations with Carling Technologies the alignment has been shifted east to the western side of their property between Johnson Road and the Granger Lane Transfer Station. The refined Alignment C will travel down the eastern side of Perron Road between Northwest Drive and Johnson Road, then travel east along Johnson Road to the Carling Technologies property, and south along the western side of the Carling Technologies property to the Town-owned transfer station property. The refined alignment does not enter Tomasso Nature Park.
- *Between Route 72 and Downtown Plainville* – the preferred alignment remains the same for this section but insufficient detail exists to know whether a culvert under Route 72 is feasible. Therefore the updated alignment maps show an alternate alignment which would, north of Route 72 travel west to Route 177, turn south across Route 72 at grade, and turn east again, south of Route 72. Another alternate alignment was shown which would continue west, past Route 177, to Camp Street, travel in public right-of-way on Camp Street and connect back up with the original trail alignment south of Route 72.

- *Between Downtown Plainville and Norton Park* – two options are shown for Alignment C along Pierce Street between West Main Street and Broad Street. The first is the side path along the east side of Pierce Street which was shown at the May 2017 community meeting. The second is an on-road option for Pierce Street. In addition, the earlier version of Alignment C shown in May traveled along the historic Farmington Canal. Following discussions over the summer with CTDOT this alignment was shifted to Broad Street, due to constraints within this section of the canal alignment. The current alignment shows options along Broad Street (a side path to the north, a side path to the south, and a median boulevard), and options to connect to Norton Park. The preferred alignment turns south, west of Hemingway Street. Alternate alignments include traveling within the Hemingway Street right-of-way as well as within the Pearl and Willis rights-of-way.
- *Between Norton Park and Town Line Road* – the preferred alignment remains the same as shown in May for this section, which is to follow the historic remnants of the Farmington Canal. However, an alternate alignment was also presented to the community at the October 18th meeting which would diverge from the historic canal alignment at the north edge of the industrial park, traveling east and then south between the industrial and agricultural properties parallel to Robert Jackson Way. This alternate alignment would then travel west within the right-of-way of Town Line Road to connect with the Southington section of the FCHT.

A total of 136 members of the public signed in at the meeting, and 36 comment forms were submitted.

1. **Open House 6pm-7pm:** Participants were welcomed at the sign in table and at the five breakout stations. Participants were provided with an agenda and a map of the room layout and were directed to engage in conversations with the facilitators at the breakout stations. The five stations include:
 - a. **a Project Background Station**, that included information on the overall study, goals, and the process for narrowing the Alternatives down to the Preferred Alignments.
 - b. **a Plainville North Station**, where the northern section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.
 - c. **a Plainville South Station**, where the southern section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.
 - d. **a Plainville Downtown Station**, where the downtown section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.
 - e. **a Connection to CTfrastak Station**, where the New Britain section of the trail alignment was discussed, and had maps and renderings indicating the proposed alignments and facilities.

Participants were encouraged to identify their concerns and issues for the alignments, by placing their written comments on post-it notes, or on large flip chart paper.

2. **Presentation Overview 7pm-7:30pm:**

- a. Mr. DeVoe (Town of Plainville) opened the meeting, welcomed the participants, and provided a brief background on the Gap Closure Project.
- b. Mr. Malone (CRCOG) provided a brief summary of the planning goals and objectives.

- c. Theresa Carr (VHB) provided a summary of the steps that were undertaken to get to the Preferred Alignments by reviewing the work that was presented at the May public meeting, the screening criteria that were used to get from the long list to the short list of alignments, and the evaluation criteria.
- d. Mark Jewell (VHB) provided a summary of the revised Plainville Alignment C and presented maps that indicated the general location of the various sections of the alignment. Mr. Jewell presented several before and after images that depicted the general characteristics of the proposed trail facilities.
- e. Mary Embry (MobyCon) provided a summary of three typical facility types that included;
 - i. A Rural Trail Type;
 - ii. An Off-Road Trail Type;
 - iii. An Urban Trail Type;

For this portion of the presentation Mrs. Embry presented a collage of images of the facility types that were built in other communities.

3. Public Comment 7:30pm-7:50pm:

The following questions and comments were raised by members of the public during this portion of the meeting:

- A question was asked about the funding sources for the project. The team responded that there are several options for funding the construction of the trail project, but that no one specific source had been identified beyond the planning phase.
- A question was asked about the maintenance of the trail facilities and who would be required to maintain the trails. The team responded that this is a topic that would be addressed in the (future) design phase, and that the maintenance responsibilities vary from trail to trail. Furthermore maintenance responsibilities may vary depending on trail type and location. Most common is that the town would maintain the trail. Some regions have volunteers who are responsible for trail maintenance.
- A question was asked about when the trail would be opened. Tim referred to the schedule slide of the presentation. Because no funding sources have been confirmed at this time the beginning of design and the beginning of construction are uncertain. Design could take a year, and construction could take up to two years. Furthermore, it is possible that the trail would be constructed in phases.
- A question was asked about why the Plainville trail is being connected to CT *fastrak*. Theresa clarified that the connection to CT *fastrak* is not a requisite piece of the FCHT moving forward. Though the two trails are packaged for this planning study, it is likely that they would be considered two separate and distinct trails which would move forward on separate schedules.
- A question was asked about parking for the trail, and if it would be provided. The team responded that with parking areas in Farmington (under construction), Southington, and Norton Park, that it was unclear whether additional trailhead parking would be needed. The member of the public followed up that she hoped additional parking would be provided to accommodate those not bicycling, but who wish to walk or rollerblade on a smaller portion of the trail not close to one of these parking locations.

- A question was asked about tax implications for taxpayers. Tim stated that because funding was uncertain specifics on tax implications are unknown at this time, but that the current study was funded through federal and state dollars and it is likely that construction would use state and/or federal funds, to which taxpayer dollars contribute.
- A question was asked about the 2% of on road trail facilities and where the 2% was located. The team responded that this is mainly in the downtown Plainville section of the trail.
- A comment was made about hazardous materials being transported via trains on along the track close to Alignment C in the vicinity of Route 177 and West Cemetery.
- A question was asked about why the land adjacent to the railroad was not considered. The team responded that land adjacent to the railroad, and specifically in the vicinity of the airport, was considered through the alternatives analysis step.

4. Open House 7:50pm-8:30pm:

- a. Following the general Question and Answer period, the meeting resumed into an Open House format where participants went back to the breakout tables to further engage in discussions about the issues and opportunities related to the Preferred Alignment.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:



Tim Malone

Distribution: website – interested parties list

Project File 42201.00



Place: Plainville High School
Cafeteria
47 Robert Holcomb Way
Plainville, CT 06062

Meeting Notes

Project #: 42201.00

Re: Comments Received at October 18, 2017 Public Meeting

Approximately 150 community members participated in a public meeting held at the Plainville High School October 18, 2017. The format of this meeting was in part open house, with maps and materials posted around the high school cafeteria, and part presentation followed by large group Q&A. Comments received during this meeting are transcribed here. There were many ways to comment:

- Comment Forms
- Comments Delivered during Large Group Q&A
- Notes on Flip Charts
- Notes on Maps

Comment Forms

Comment forms were available at the public meeting and posted to the project website at www.gapclosuretrailstudy.com. The comment forms were organized by open house station, and allowed meeting participants as well as those reviewing materials online to fill them out and submit them to project staff before leaving the meeting, or by emailing them to Tim Malone at CRCOG or to the Gap Closure email at gapclosure@vhb.com. A total of 36 comment forms were received. Feedback is organized by the questions asked by the comment form, which aligned with the stations at the open house.

Station 1: Project Background

Do you have any thoughts on the screening and evaluation criteria, or the results?

- Too many concerns about safety, etc. Should run along commercialized areas where it can be policed not by back yards.
- A great deal of time has gone into this (planning process and analysis).
- All looks good.
- Agree with Alignment C.
- A lot of thought and planning went into the screening and evaluating steps, including asking for town opinions.
- Please just build it. As soon as possible. I enjoy it very much thank you.
- Project approach is thorough and well thought out.
- The process is extensive but taking too long. Would like to see the trail built within two years!
- Off-road percentage is critical. Connecting users to downtown businesses is helpful to the local economy.
- Using actual canal lines is a bonus from a historical perspective.
- Excellent job. Thankful for the switch over to the Carling property.
- Great job!
- Great job!
- I thought it was a well-done presentation. I'm just now enjoying this opportunity.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- Would like to have a more direct route.
- Excellent presentation. I felt you took many of the concerns expressed in May and found solutions.
- If parking on street is eliminated for protected bike lanes nearby property should be purchased.
- I believe going forward notification in the local papers could help increase awareness. Maybe even the school could send out a communication about an upcoming meeting.
- I'm very impressed.
- I'm in favor of heavily weighing "off road" characteristics for that is the safest for young users.
- Done in a bubble, not enough public notice/participation.
- Yes, why weren't all people invited to all of the alignment meetings? We on Perron Road didn't hear about this until the others were defeated.
- Concern about connection from Carling to landfill. What is the plan?

Station 2: Plainville North Section

What are your thoughts on Alignment C in this North Section? What do you like? Do you have questions or concerns?

- Nothing, it's very unsafe and you can have many liabilities for homeowners where it hugs their back yard (no privacy security).
- I like the changes that have been made.
- Yes, this is preferred and prefer behind West Cemetery onto North Washington. What about the smell from the Granger Lane facility?
- Looks good.
- I like the route behind West Cemetery and off of 177.
- Looks like a good route.
- I like the proposed alignment. Least amount on roads. Security may be an issue for walkers/riders and homeowners. Will Plainville Police Department make periodic patrols? (Emergency phones?)
- Turns at residential intersections – how will trail users and automobile traffic interact? (e.g., Perron and Johnson specifically is this additional liability where the trail is closest to the airport?) I like that this route avoids the crazy corner on Route 177.
- I believe this is the best possible plan for Plainville. This is not a perfect plan, but it is possible.
- Excellent.
- I'm okay with the existing alignment, take land owners concerns under consideration.
- Agree (with the alignment in this section).
- Too many turns.
- Good compromise around (Tomasso) Nature Park.
- I was very pleased to learn that Alignment C did not go through Tomasso Nature Park. Having the Gap route along the outer edge of the Nature Park and leaving the park intact and not impacted is very important. The Nature Park was created to compensate and preserve the Town's wetlands as a compromise for the expansion of the airport's runway that destroyed existing town wetlands. So, keeping those wetlands preserved is vital!
- I am pleased that it will not go through Tomasso Park. The visual comparisons were very helpful.
- I'm glad to see that more thought has been given to the alignment in this area.
- Tomasso Nature Park should not be touched.
- No worries.
- It looks good!
- I like that it connects the area north of 72 to the town center. We are currently cut off, without sidewalks!
- Many concerns, very intrusive, dangerous. Too close to Nature Park, excessive traffic on a dead-end street. Increase taxes, no police presence, cost of upkeep. Highly wooded, lots of wildlife disrupted,

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

increased traffic at bus stop, already a dangerous intersection, lack of privacy, loss of view in my backyard.

- Needs a better option for behind homes.
- The trail needs to be routed along the fence between Carling and the airport so it will not intrude against our properties. It is not fair to force this upon the residences on Perron Road, we pay taxes too.

Station 3: Plainville South Section

What are your thoughts on Alignment C in this South Section? What do you like? Do you have questions or concerns?

- I like that the on-road concerns are addressed.
- Okay with South Section as is.
- Looks great.
- OK.
- I like the option going behind the houses on Hemingway.
- How would traffic respond to a middle-of-the-road trail, is it safe? Will traffic slow down? How would intersections be handled?
- I am pleased that it is 98% off-road.
- I prefer any alignment that uses Broad St. especially if there is a trail section down the middle.
- Excellent.
- I live on Hemingway St. I have no problem with the trail behind our house (or in the road). I would love to see our town finally have the trail connect to our neighboring towns.
- Behind Hemingway is better – rather than on the street.
- I'm okay with the existing alignment, take land owners concerns under consideration.
- Agree (with the alignment in this section).
- Straightest part of the proposed path. Like the idea of running it along the old canal route.
- Broad Street is a good idea. Would prefer a boulevard arrangement for safety.
- I like the use of the full length of Broad Street to the "back" of Hemingway and think the center boulevard option for Broad Street would make a beautiful addition to Plainville. I would hope that the Pearl St, Willis St, and Robert Jackson Way alternatives would not be used.
- Very pleased that 2% is off road.
- My concern is that residents will have their properties affected.
- Good also.
- Safety concerns at corner of Broad and Washington, is a new bike path going to be built? If so, where?
- Concern: Wetlands east of Hollyberry Lane. Mark Devoe said because of wetlands no building would be put there, but there would be a 250 ft buffer zone. So, how much of a buffer would there be behind Hollyberry Lane homes? Note: Mark Devoe and citizen connected to discuss this issue and differences between a recreational trail and building/construction.
- Concern for the environment RE impact on wetlands and woodlands. Cost?

Station 4: Plainville Downtown Section

What are your thoughts on Alignment C in the Downtown Section? What do you like? Do you have questions or concerns?

- Okay with Downtown Section as is.
- Looks great.
- OK.
- Side path!!

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- Pierce Street seems potentially dangerous. Where will the trail be in relation to the condo and apartment traffic?
- It is doubtful (to me) that bikers will stop downtown.
- Concerns about safety and liability.
- Concerned about Pierce Street – very narrow – can it be changed to one way? Could a barrier be constructed mid-way which would allow bikes only to pass through? This would create two cul-de-sacs but would cut down on traffic and still allow current residents to use the road.
- I'm okay with the existing alignment, take land owners concerns under consideration.
- Agree, but more in favor of staying away from parked cars.
- Like it. Also would like to see bike paths on both sides of the street.
- I feel that incorporating Downtown into the "Gap" proposal is a good idea, and hopefully will result in positive economic impact for Plainville's businesses.
- As long as there are safety guidelines in place (borders, well-marked trail signs, barriers).
- I live on Pierce St. My house is near the Historic Center. It would be amazing to see an historic aspect to the trail for those walking there. Maybe a "hot air balloon" painted on walkway to downtown or something to lead walkers downtown.
- So far so good.
- Does nothing to support downtown business or the YMCA.

Station 5: Connection to CTfastrak

What are your thoughts on Alignment E? What do you like? Do you have questions or concerns?

- Looks great.
- OK.
- No opinion. Not important to me, but I understand its importance to others.
- It seems tangential to the Canal trail, but if it helps connect people, communities, resources, and jobs, it's a public good.
- Not a huge concern.
- Excellent.
- This would be great. I use CTfastrak to Hartford.
- Very much in favor of this alignment. Would like to include trail head and linear parking lots. Encourage breweries and comfort stations, massage, and rest stops.
- Like the layout of this alignment.
- I do not see this as a vital or necessary component of the "Gap" proposal.
- No specific concerns.
- Don't care.
- I hate CTfastrak but all bus stops should have clearly marked places to wait and sit for the bus.
- Good idea.
- Connection to New Britain crime levels.

Additional Comments

- Please take our comments seriously.
- Let's get it done!
- I want it in my back yard! I live on Cody.
- I like that 98% of the trail is off-road. I've been riding for 20 years on the trail from Farmington to Simsbury and Canton. I've never seen any crime, litter, or loud noise. Just people enjoying themselves with their friends and families.
- I live on Perron Road and I welcome this path. Can't wait!
- The more the bike path is off busy roads, the better.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- One benefit of north section Alignment C is its proximity to the airport. While minor, it may be attractive to some pilots.
- For people concerned about impacts on their homes, what if homeowners adjacent to the trail in Farmington or Southington comment on their experience?
- Please finish the study! This is a great study and we appreciate your expertise. It is now time to proceed with the project!
- Having worked on Summer Street (Southington) before and after the trail was put in, the trail became a night-time opportunity for thieves and vandals. I like the concept of a trail but it needs to be away from private property, especially the back side of private property if possible. If not possible then the idea of a continuous trail through Plainville needs to be abandoned.
- On trails that run on roads, who is responsible for snow removal on the trails that are on people's properties?
- Can't wait until completion! Avid cyclist! Not a Plainville resident – must take into consideration their concerns.
- Let's get it done!
- In Florida I used trails that had parking lots with nominal fee (\$2/all day). There were air and fix it stations along the trails, LED lighting, and occasional help stations/panic buttons.
- I think Alignment C is a viable plan.
- I had the pleasure of speaking with three facilitators, initially speaking with Marj Jewell, and found them all very helpful, extremely knowledgeable, eager to address questions and concerns, and open to all feedback/comments. Thank you all for your time and expertise.
- I think that the proposed "Alignment C" should be the "Gap" proposal that Plainville should pursue.
- While speaking, please use the microphones better. Each time the speaker moved their head, we lost their sound.
- Two or three more parking lots for us old folks. Liked the presentation, all sounds good. Get it all going!
- Important to me to always have a barrier (even plastic posts) between cars and bicycles.
- "Buy a brick" to increase sense of ownership of the path by the community.
- I'm excited and very anxious to see the trail completed.
- Walk Way Concerns
 - Noise from highway – taking down the trees which formed a natural noise barrier. Is there going to be a barrier put in place to replace the natural barrier? Once the trees are taken down I will be subject to seeing more of the highway and traffic.
 - Condition of all the streets in this area (Franklin, Bruce, and King) – these streets are in poor condition now, with all the construction that will be happening these streets will only worsen, will these streets be reconditioned, paved?
 - Drainage – there are no drains on any of these streets. The town put in a waterway on Bruce to force water from one side of the street to the highway side of the street. At the end of Franklin and at the start of King is a waterway drain that goes into the wetlands. How will this be replaced or reconstructed?
 - What are the plans to build up some of these areas (blocks, retaining walls, pathway bridges, etc.)?
 - Is the fence that is there now going to be replaced with a similar one, or will there be a split rail fence all the way along this route?
 - Is this going to be a continuous walkway or is there going to be some type of park and walk area?

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- A letter was submitted with several comments, summarized below:
 - Concerns about trail congestion, noise, accidents, damage to trees, animal attacks, crime, litter and graffiti.
 - Concerns about adverse affects to the historic mule trail (old Plainville Canal) and wetlands.
 - Impacts to residents on Hollyberry Lane, Condale Lane, Perron Road, Pierce Street, and Hemingway Street, including a concern about reduced property values and effect of having a fence constructed between a trail and property.
 - The route seems circuitous, it would be better to follow a straight line along the rail or along Route 10.
 - Concerns that the project is already a “done deal” – and a question about what role is being played by the Inlands/Wetlands Commission(s)?
 - Concerns about long-term costs for maintenance and policing of trail.

Comments Delivered During Large Group Q&A

The following questions and comments were raised by members of the public during this portion of the meeting:

- A question was asked about the funding sources for the project. The team responded that there are several options for funding the construction of the trail project, but that no one specific source had been identified beyond the planning phase.
- A question was asked about the maintenance of the trail facilities and who would be required to maintain the trails. The team responded that this is a topic that would be addressed in the (future) design phase, and that the maintenance responsibilities vary from trail to trail. Furthermore maintenance responsibilities may vary depending on trail type and location. Most common is that the town would maintain the trail. Some regions have volunteers who are responsible for trail maintenance.
- A question was asked about when the trail would be opened. Tim referred to the schedule slide of the presentation. Because no funding sources have been confirmed at this time the beginning of design and the beginning of construction are uncertain. Design could take a year, and construction could take up to two years. Furthermore, it is possible that the trail would be constructed in phases.
- A question was asked about why the Plainville trail is being connected to CTfastrak. Theresa clarified that the connection to CTfastrak is not a requisite piece of the FCHT moving forward. Though the two trails are packaged for this planning study, it is likely that they would be considered two separate and distinct trails which would move forward on separate schedules.
- A question was asked about parking for the trail, and if it would be provided. The team responded that with parking areas in Farmington (under construction), Southington, and Norton Park, that it was unclear whether additional trailhead parking would be needed. The member of the public followed up that she hoped additional parking would be provided to accommodate those not bicycling, but who wish to walk or rollerblade on a smaller portion of the trail not close to one of these parking locations.
- A question was asked about tax implications for taxpayers. Tim stated that because funding was uncertain specifics on tax implications are unknown at this time, but that the current study was funded through federal and state dollars and it is likely that construction would use state and/or federal funds, to which taxpayer dollars contribute.
- A question was asked about the 2% of on road trail facilities and where the 2% was located. The team responded that this is mainly in the downtown Plainville section of the trail.
- A comment was made about hazardous materials being transported via trains on along the track close to Alignment C in the vicinity of Route 177 and West Cemetery.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- A question was asked about why the land adjacent to the railroad was not considered. The team responded that land adjacent to the railroad, and specifically in the vicinity of the airport, was considered through the alternatives analysis step.

Notes on Flip Charts

Participants in the open house portion of the public meeting wrote notes on flip charts as they moved through the stations. These notes are listed below.

- Love the idea of a median down Broad Street.
- Build the trail! Can't wait.
- Could Pierce have a barrier so two cul-de-sacs are forced and the bike trail goes through it?
- Broad Street – what about on-street parking for OLM/future funeral home?
- If sidewalk and trail are combined, who maintains?
- Leaf pick up.
- 100-200 year old trees to remove (irreplaceable).
- Drainage – homeowners have built up backyards – trail would remove trees/shrubs, which will add to drainage issues.
- Will 6-8' stockade fence, like in Farmington, so strangers aren't walking 15' from backyards?
- Hemingway is .8 miles, it's bike/ped friendly, use our road not our privacy.
- You're using town roads anyway – will not remove the trail experience.
- If built, you'll need another police officer for teenagers. (Someone else responded: Teenagers are not bad people.)
- View of Hemingway loss of privacy – even with screening will lose view.
- Why not wind trail further into town property?
- Always a barrier between traffic and bicycles!
- Why not use the streets Hemingway?
- Why can't they go through the staging area and go through the Church onto Broad (the park has a large staging area in back).
- Who patrols area so my house doesn't get robbed?
- Switch bike land and parking so cars don't have to cross bike lane/bikes are protected.
- Drainage at bottom of Franklin Ave is already a problem.
- Security from trail rif-raff into neighborhood (Franklin, King, Bruce).
- Sound from 72 (sound barrier) Bruce St.
- What do we gain from trail going through wetlands/woods? (Someone else responded: Health and fitness).
- Wildlife? (Bears) (Someone else responded: Will not hurt you. Don't feed the animals.)
- Parking to enter, exit trail.
- What is the history of other rail trails with crime? (Someone else responded: Low crime if any at all.)
- Trails need parking lots for people not biking – walkers, families with strollers, rollerbladers cannot go the long distance!!
- Boulevard (center) doesn't allow room for fire apparatus (20') work with Fire Department to test design dimensions.
- On-Street is not comfortable riding with kids, regardless of type of infrastructure.
- I support the following alternative to both close the gap and safeguard the safety and privacy of the majority of property owners in Plainville: Use the federal and state Rails to Trails funding to either enhance either Route 10 or Route 177 in order to ensure the safety of those using the path. In my opinion, Route 10 is wider and provides the opportunity for pedestrians and cyclists to enjoy a multitude of restaurants and businesses in town. A smaller path can be developed from Route 10 to the businesses on Whiting Street, so that access is more easily achieved.
- Always a barrier between cars and bicycles.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

- Bicycle/pedestrian safety education.
- Needs to hit downtown - \$\$.
- Parking and trail on Pierce = nonsense.
- Hope you consider making Pierce Street 1 way cars to add more buffer space and less car traffic.
- Build the trail.
- This trail is going to be a beautiful connection to join community and give hope to our children of what is possible – thank you for all your efforts!
- Please put trail on west side of Pierce Street.

Verbal Comments Made to Team Members

- One owner of a Pierce St. Condo stated she is against the trail being located on Pierce Street, but if it must be, she would rather have the trail on the east side of Pierce St.
- Another owner of a Pierce St. Condo is against the trail being located on Pierce Street in any form.
- A resident of Hemmingway St stated that he was opposed to the trail behind the houses on Hemmingway and did not want it in the road either. He stated that if the trail is to be placed on Town property behind the Hemmingway St. homes, it should be placed as far away from the rear of the lots on Hemmingway as possible.
- Tree removal is a big concern for me
- If a side trail is used on Broad Street, and no snow shelf is provided, where will we place our leaves for fall pick-up
- Access to driveways in a mid-road design are a concern
- A resident indicated that she lives near the end of Bruce at the corner of King and is very concerned about their loss of privacy and security issues there. Will there be a fence between King Street and the Trail to restrict trail users from entering the neighborhood?
- I use trails throughout the state and can't wait for this one to open
- The team should look at reestablishing passenger rail service along the PanAm line
- A group of residents in the Perron Road area expressed concerns about privacy
- A resident near the Tomasso Nature Park expressed that she looked forward to the trail coming through the area
- A resident of the town expressed concern about potential flooding of the culver under 72

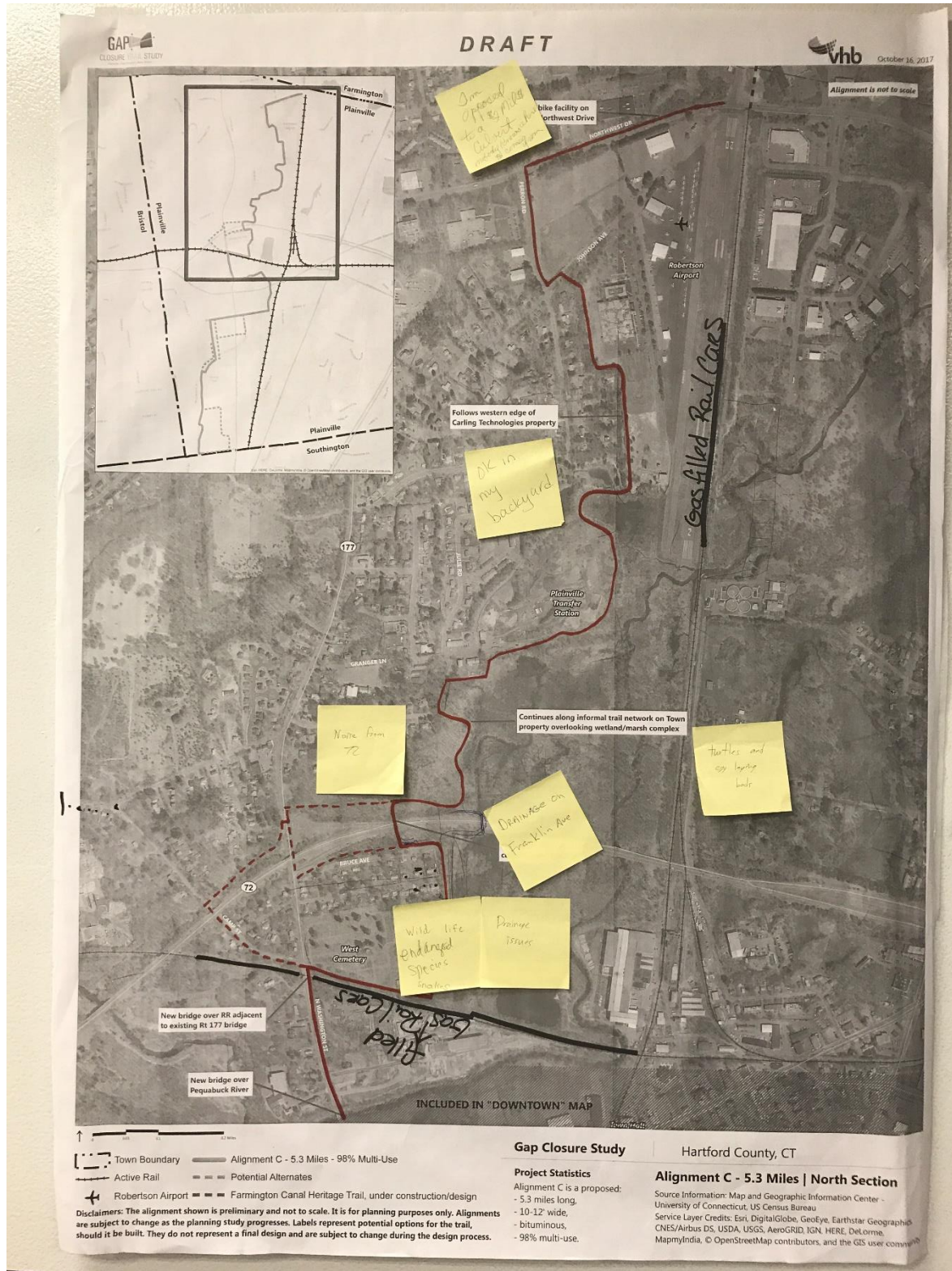
Notes on Maps

Notes were written directly on alignment maps for the North, Downtown, and Southern sections. These are included on the pages attached.

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

North Section (1 of 3)



Comments Received During October 18, 2017 Public Meeting

DRAFT

vhh October 16, 2019

Alignment C - 5.3 Miles | North Section

Gap Closure Study

Hartford County, CT

Project Statistics

Alignment C is a proposed:

- 5.3 miles long,
- 10-12' wide,
- bituminous,
- 98% multi-use.

Disclaimers: The alignment shown is preliminary and not to scale. It is for planning purposes only. Alignments are subject to change as the planning study progresses. Labels represent potential options for the trail, should it be built. They do not represent a final design and are subject to change during the design process.

Legend:

- Town Boundary
- Active Rail
- Robertson Airport
- Alignment C - 5.3 Miles - 98% Multi-Use
- Potential Alternates
- Farmington Canal Heritage Trail, under construction/design

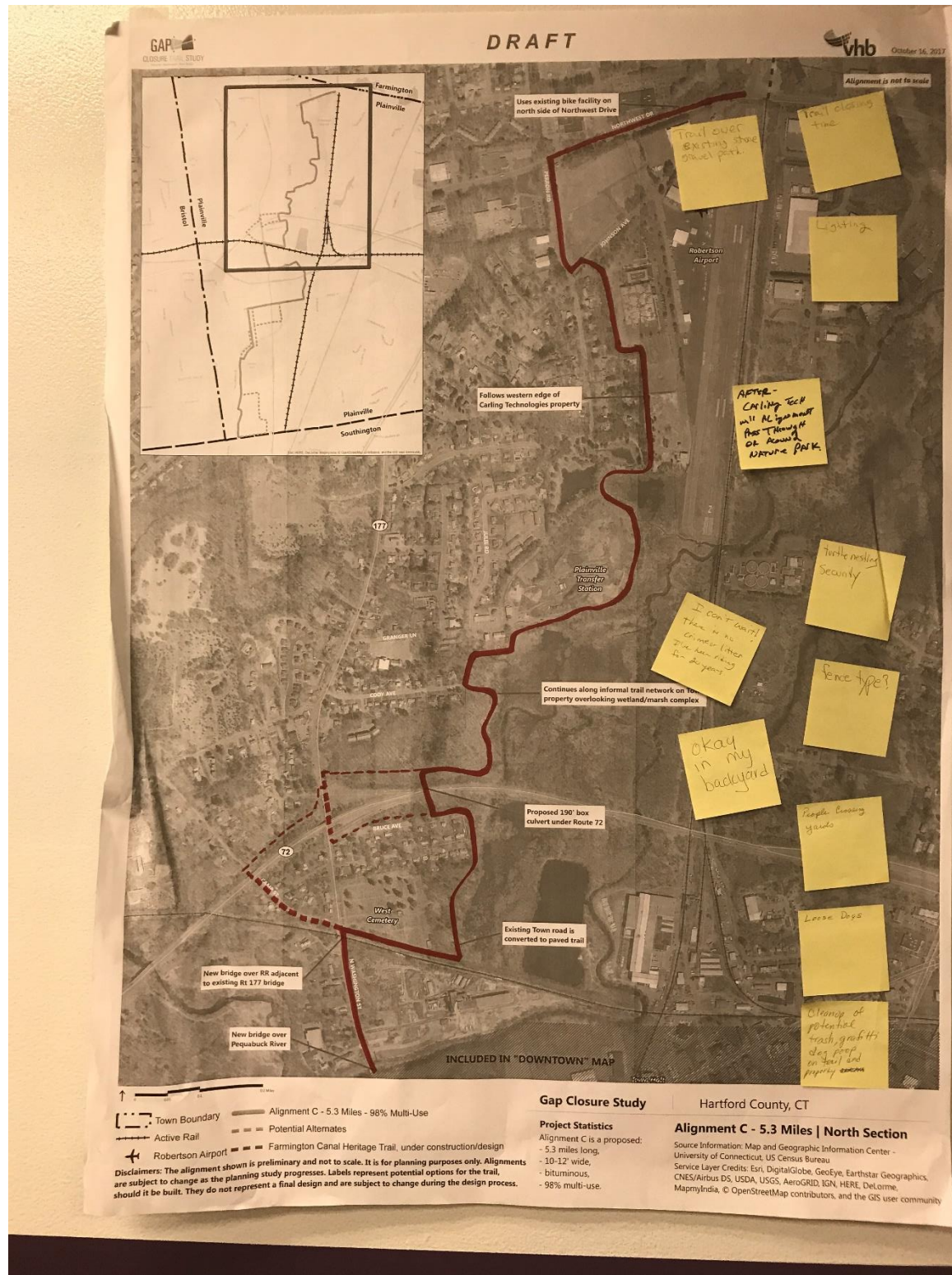
Map Labels:

- Farmington
- Plainville
- Southington
- Plainville Transfer Station
- West Cemetery
- Pequot River
- Robertson Airport
- 177
- 72
- BRANDER LN
- WOODS AVE
- WATER AVE
- NEW BRIDGE OVER RR ADJACENT TO EXISTING RT 177 BRIDGE
- NEW BRIDGE OVER PEQUOT RIVER
- Includes in downtown map
- OKAY in my backyard
- Replace gate with closed fence
- Shorten corner to straighten to make it easier
- Carcino over Right of Way Sep 5-11
- Follows western edge of Carling Technologies property
- Continues along informal trail network on Town property overlooking wetland/marsh complex
- Existing Town road is converted to paved trail
- Procalva
- Uses existing bike facility on north side of Northwest Drive
- Alignment is not to scale

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

North Section (3 of 3)



South Section (1 of 2)

Gap Closure Trail Study

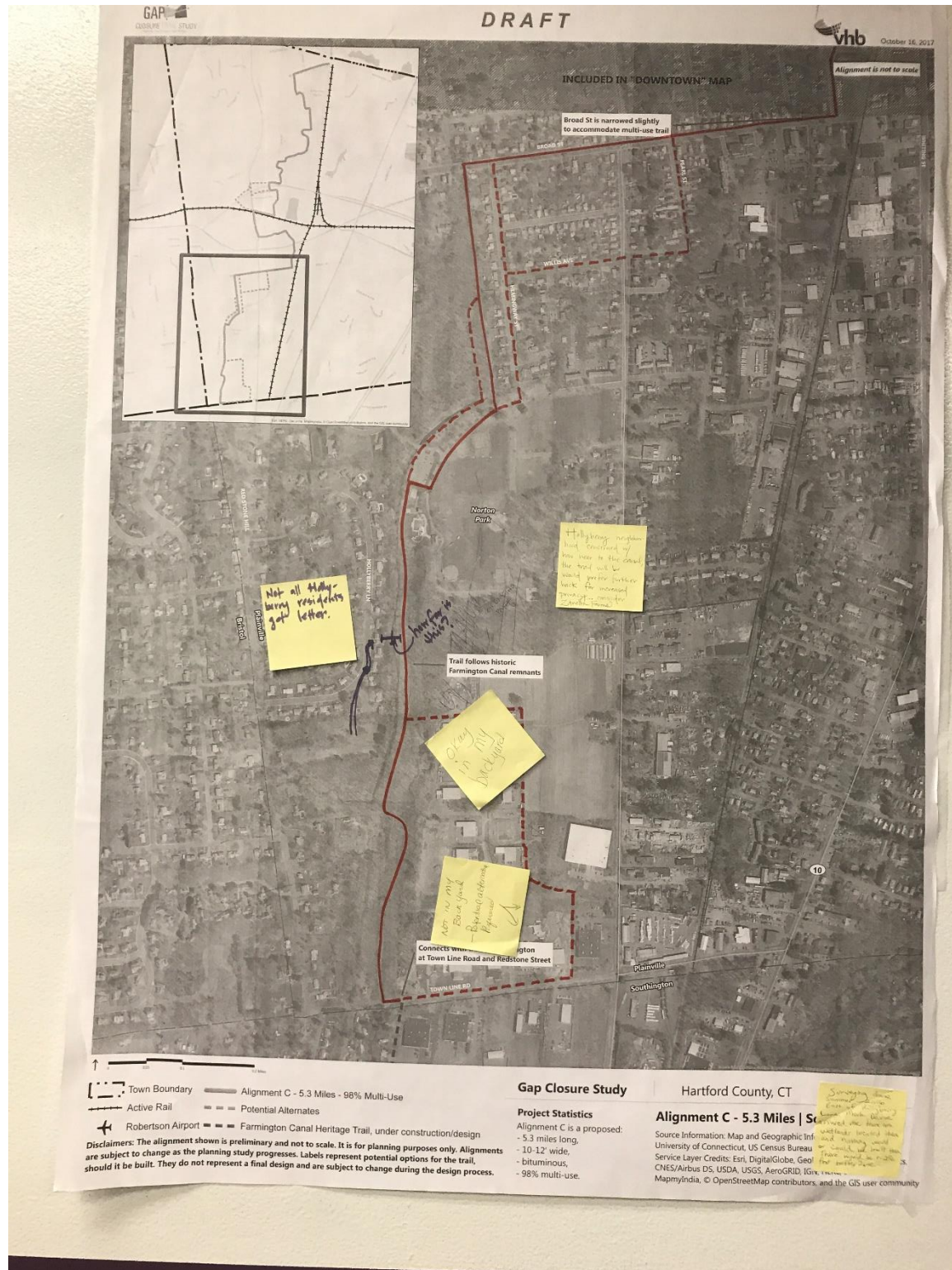
Comments Received During October 18, 2017 Public Meeting



Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

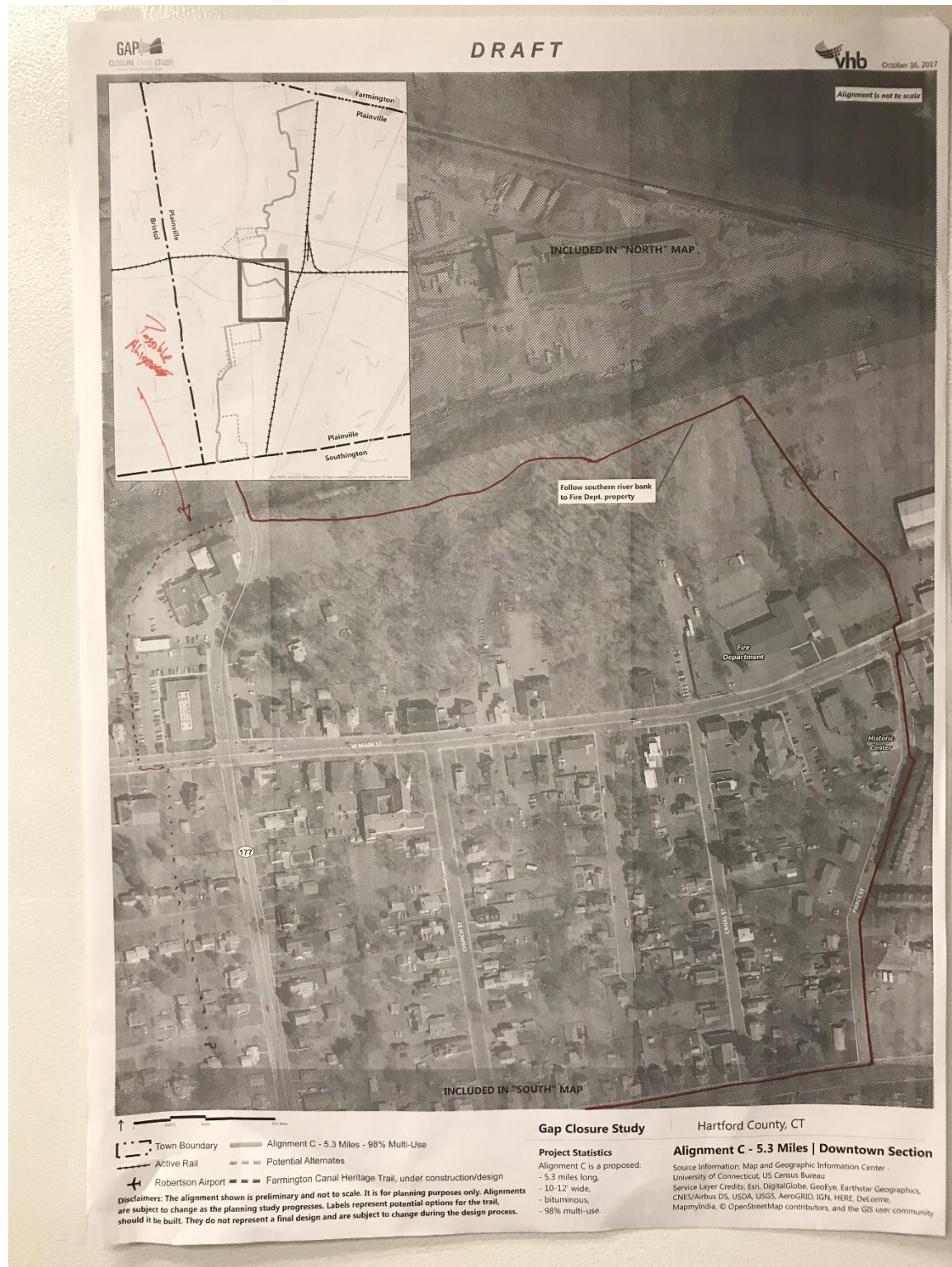
South Section (2 of 2)



Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting

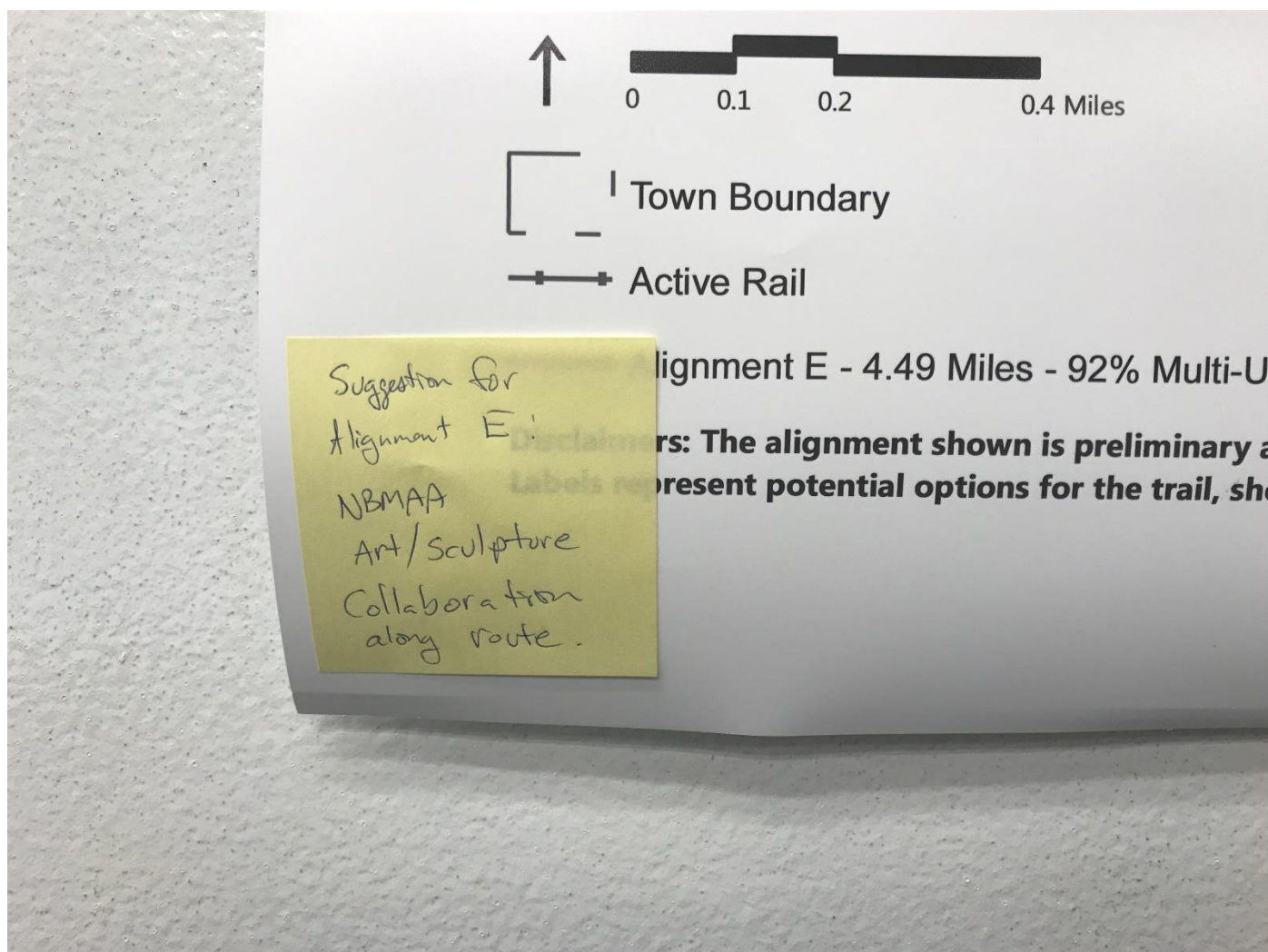
Downtown Section (1 of 1)



Connection to CTfastrak (1 of 1)

Gap Closure Trail Study

Comments Received During October 18, 2017 Public Meeting



Community Meeting
February 5, 2018
6-8 pm
Plainville Middle School

**INSERT MEETING NOTES
AND SIGN IN SHEETS
ONCE WE HAVE THEM**

Project Newsletters

September 2016

June 2017

Winter 2018

GAP

CLOSURE TRAIL STUDY

Plainville • Southington • New Britain



Public Informational Meeting - July 2016

Get involved in closing the GAP!

GAP Closure Trail Study

The focus of the Study is to evaluate potential alignments for the Farmington Canal Heritage Trail (FCHT) through Southington (north of West Queen Street) and Plainville to the Farmington town line with a connection to New Britain's bicycle network and the CT **fastrak** station.

The FCHT is an 84 mile multi-use trail stretching from New Haven, Connecticut, to Northampton, Massachusetts. Most of the trail has been completed, but a significant gap exists in Plainville, and Southington. To increase connectivity and mobility, the study team will reach out to the greater community to better understand where folks would like to go and what a trail through their community would look like.

Would you like other options for traveling through your town other than in the car?
How would you prefer to move around your community? Where do you think the trail should go?

These are all important questions we are seeking your input on. Your information will influence how the trail will be used and where it will be located. We believe that this is an important step in creating an attractive trail that will promote economic and community vitality.

Please attend one of our meetings to speak with our project team representatives. **We would love to hear your input!**

UPCOMING MEETINGS

Plainville

October 3, 2016 | 5:00-8:00pm
Plainville Public Library
56 East Main Street, Plainville

New Britain

October 4, 2016 | 5:30-8:30pm
New Britain Public Library
20 High Street, New Britain

Findings

October 6, 2016 | 6:00-7:00pm
New Britain City Hall, Rm 504
27 West Main St., New Britain



MINGTON

way

LE



et Rock
Park



Mobility Tour

A mobility tour was undertaken on July 28th with representatives from New Britain and Plainville touring the community on bicycles with the study team. It allowed the local study leaders to interact with the Study Team outside in their community to discuss the study while looking at real life issues first hand. While it was a hot day, it was extremely beneficial for everyone to be able to interact together out in the community. Many of the pictures on this page are from this tour.



CT **fastrak**
Station

Walnut
Hill Park

Marth
Heart
Park



Not to scale

Project Status

The Gap Closure Trail Study will last 18 months. To date, the study team has completed data collection and is beginning to look at possible alternative alignments to Close the Gap through Plainville and into New Britain for a connection to the CT **fastrak** Station. In July the Team reached out to the communities to listen to their input on the project and what they would like for the community to look like in the future through Focus Group meetings.

There were two focus group sessions held on July 26-27, in both communities of Plainville and New Britain where 35 people were in attendance from a variety of community stakeholder groups sharing their knowledge and ideas about! The next steps are for the Team to put together the existing conditions document and gather more of your input on the study. There will be a set of Collaborative Workshops in Early October and we would love your input.

PROJECT SCHEDULE

OCTOBER 2016

Collaborative Planning Workshops

Trail Alignment Alternatives

JANUARY 2017

Collaborative Planning Workshops

Trail Alignment Refinement

AUGUST 2017

Public Informational Meeting

Trail Alternatives

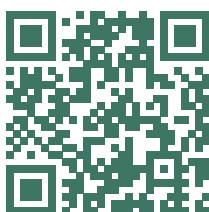
Other Ways to Get Involved

Our first survey was issued back in mid-July in three languages; English, Spanish, and Polish. To date over 680 people have taken the survey letting our study team know where and how often they use trails, buses!

We would be thrilled if you can attend one of the meetings and talk to us in person, however, we understand busy lives and realize this may not be realistic. If you can't attend an upcoming meeting, please visit our website www.gapclosurestudy.com and click on "**Participate**".

On this page you will find an area to "Submit your questions and sign-up for updates". You will also be able to take our two (2) surveys, which will help us understand more about your community, such as:

- › Do people in your community bike and walk?
- › Where are they going?
- › What is the primary reason for biking and walking in your community?
- › What type of bicycle and pedestrian accommodations would you use?



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@crcog.org | (860) 522-2217 x224

GAP

CLOSURE TRAIL STUDY

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

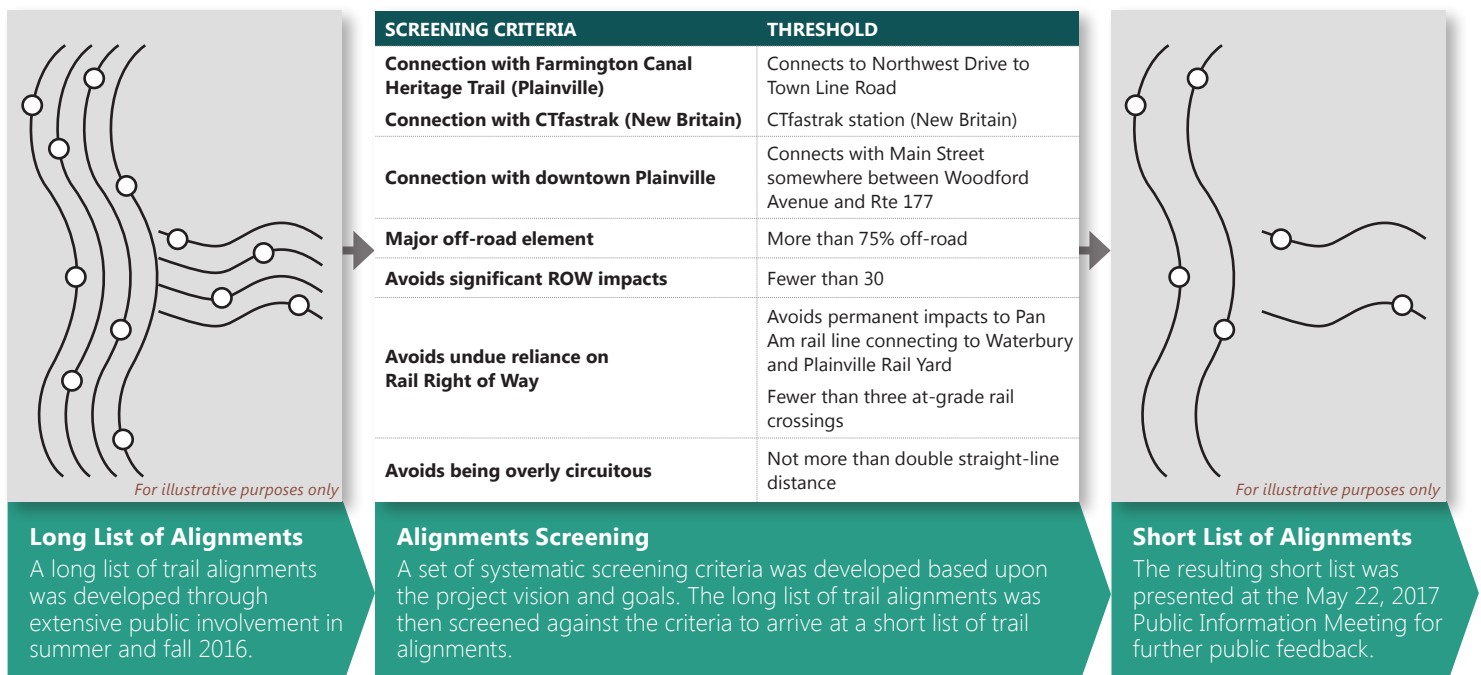


PLAINVILLE PUMPKIN FESTIVAL OUTREACH

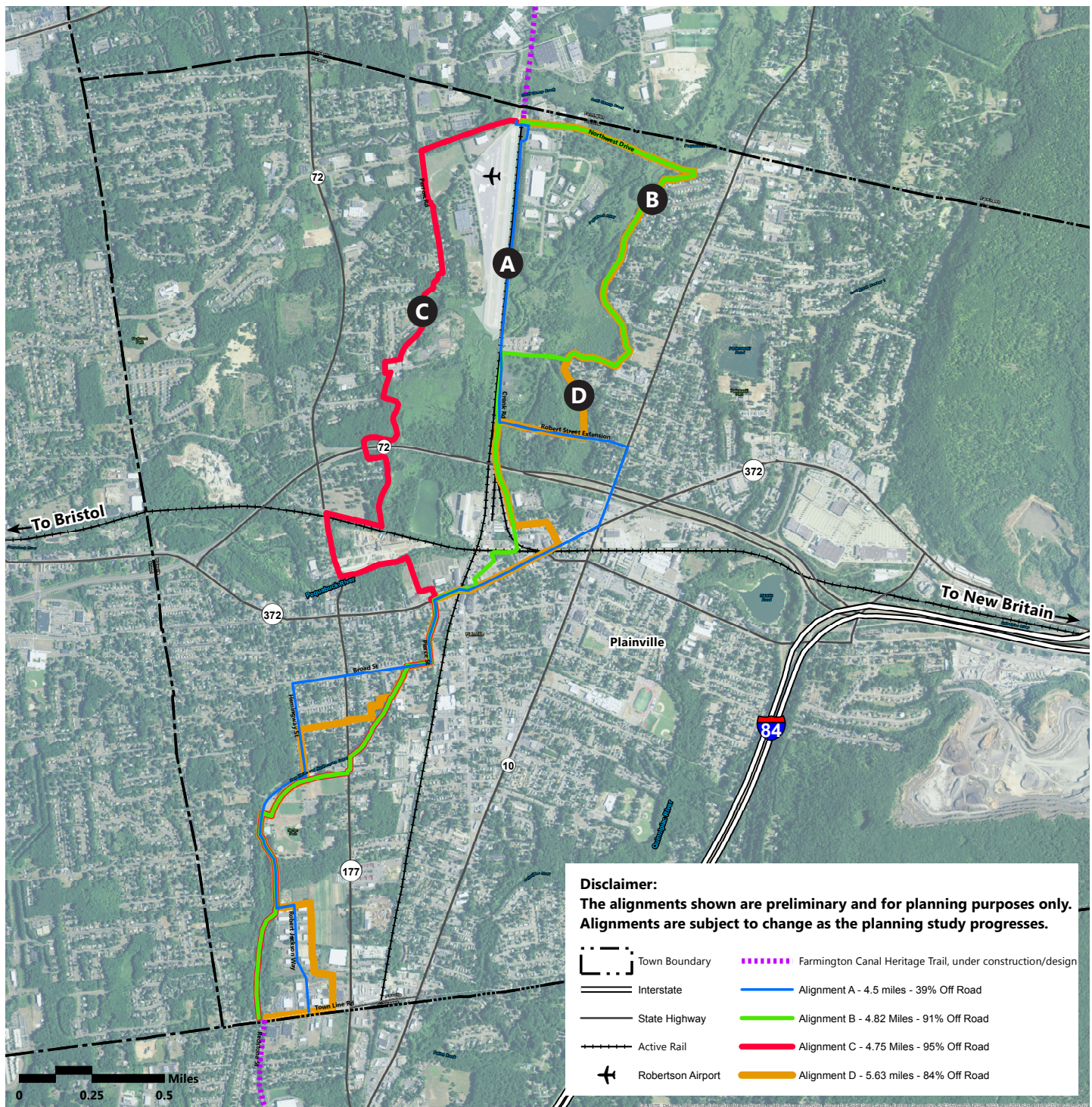


MAY 2017 PUBLIC INFORMATION MEETING

Alignments Screening Process



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

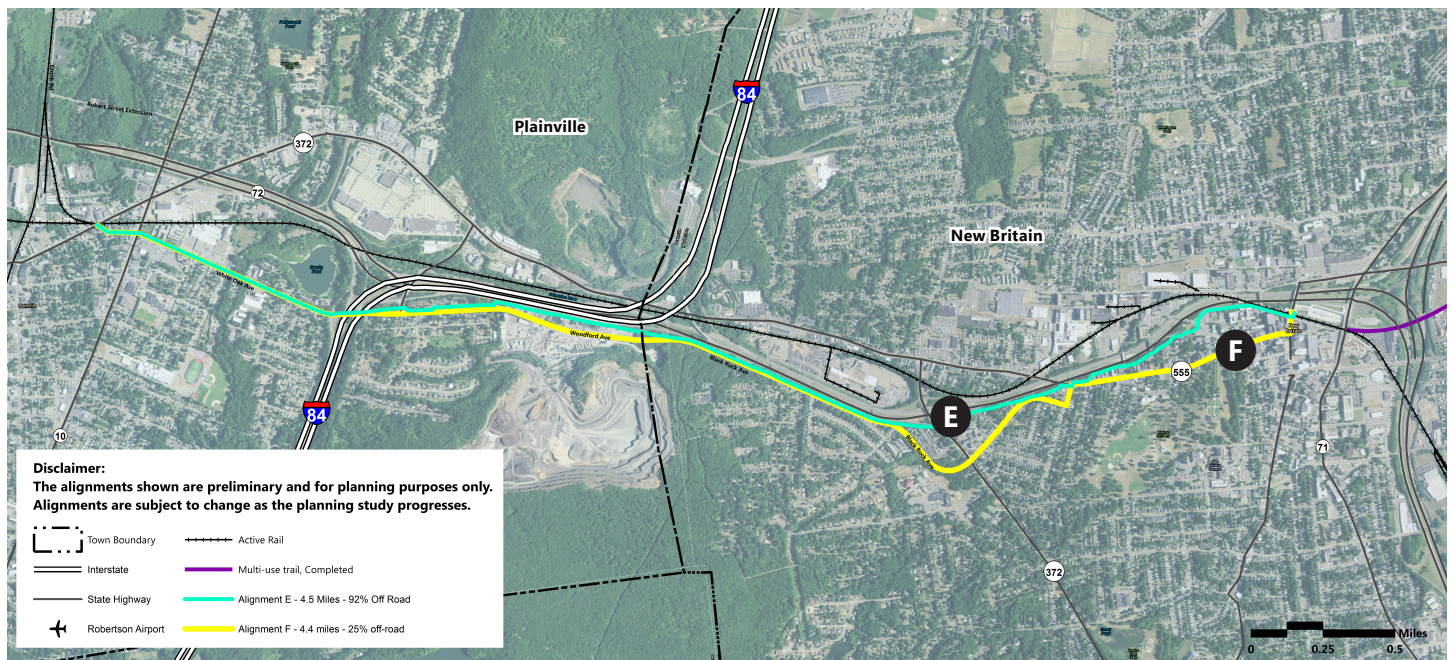
Alignment C

- › 95% off-road, 4.75 miles
- › 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

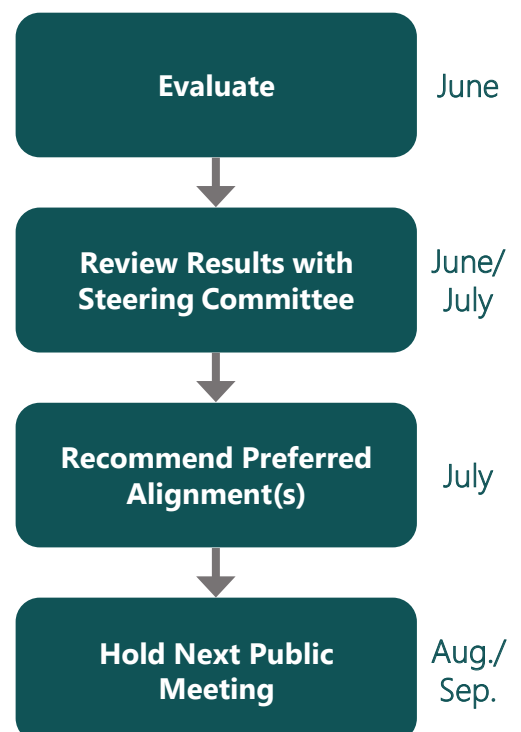
- › 25% off-road, 4.4 miles
- › Called the New Britain “on road” alignment
- › Assumes “road diet” on Woodford Avenue
- › Mainly relies on existing bike lanes on Black Rock Avenue in New Britain, and construction of new bike lanes on Black Rock Avenue in Plainville

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)



Spring 2017

Phase 2:

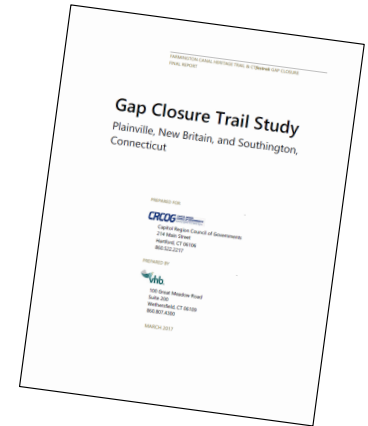
Refine Alternative(s)



Summer 2017

Phase 3:

Prepare Concept Plan



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 Meetings

Review refined alignments from Public Workshop.

FALL 2017

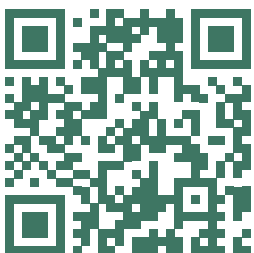
Town Council Meetings

Present for consideration refined alignments.

Steering Committee / Technical Team Meetings

Review 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@crcog.org | (860) 724-4221

GAP

CLOSURE TRAIL STUDY

Plainville • Southington • New Britain

The public review draft of the **Gap Closure Trail Study** is now available! This public review draft summarizes the process to identify and evaluate potential trail alternatives that would close the remaining gap in the Farmington Canal Heritage Trail (FCHT), and describes in detail the resultant trail alignment recommendations. This draft report focuses on the north/south trail alignment in Plainville, and not on the east/west connection to CT **fastrak** in New Britain. The public is invited to review this draft, available on the project website at www.gapclosurestudy.com, and provide comment on or before Monday, February 12, 2018. Comments will be reviewed by Plainville Town Council later in February, 2018.



Thank you to the almost 200 community members who attended our last public workshop October 18th. The feedback received at this meeting helped us refine the preliminary preferred alignment and prepare the public review draft report

We will be hosting a Public Hearing on the public review draft:

Monday February 5th, from 6:00 – 8:00 P.M.

Plainville Middle School Auditorium

150 Northwest Drive, Plainville, CT.

Please attend!



Alternatives Analysis

As part of the planning process a long list of alternatives were shortened down to the Preferred Alignment.

Long List of Potential Alternatives
(14 in Plainville, 6 in New Britain)

Fall 2016/
Winter 2017

**Short List of Practical
and Feasible Alternatives**
(4 in Plainville,
2 in New Britain)

Spring/
Summer 2017

Preliminary Preferred Alternative(s)
(1 in Plainville, 1 in New Britain)

Fall 2017/
Winter 2018

Criteria used to Identify Preferred Alignment

During the process a range of Criteria were used to identify the Preferred Alignment.

- ↑  Capability to Remain Off Road
- ↑  Connectivity
- ↑  Safety
- ↑  Security
- ↓  Potential Property Impacts
- ↓  Potential Environmental Impacts
- ↓  Estimated Costs

Uses existing trail on north side of Northwest Drive

Follows western edge of Carling Technologies property

Continues along informal trail network on Town property overlooking wetland/marsh complex

Proposed 190-foot box culvert under Route 72

Existing Town road is converted to paved trail

New bridge over railroad adjacent to existing Route 177 Bridge

New Bridge over Pequabuck River

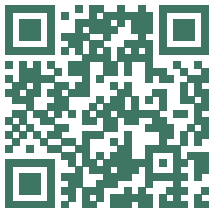
Follow southern riverbank to Fire Department property

Broad Street is narrowed slightly to accommodate multi-use trail

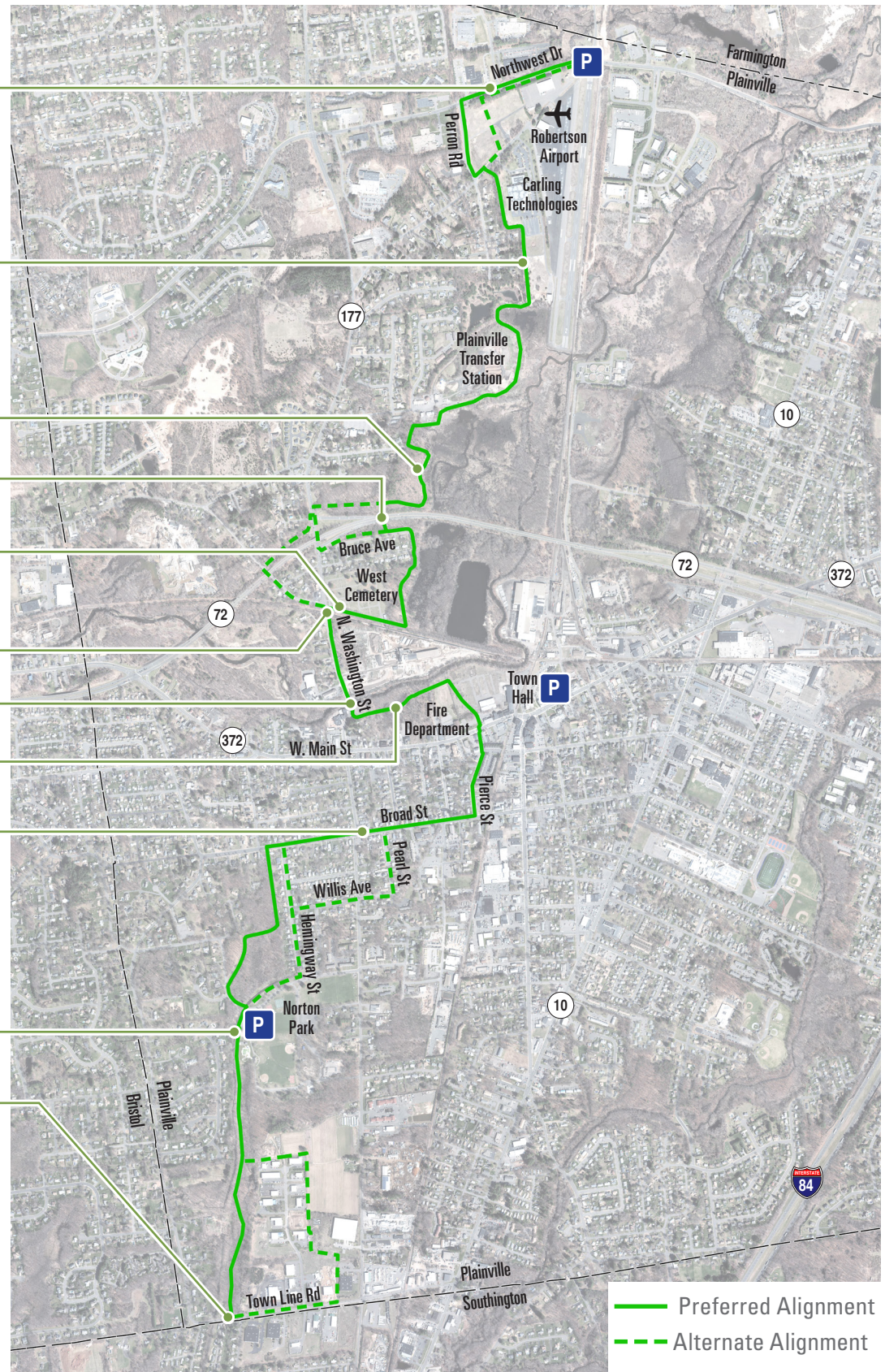
Trail follows historic Farmington Canal remnants

Connects with trail in Southington at Town Line Road and Redstone Street

for more information,
please visit:
www.gapclosurestudy.com



please contact:
Timothy Malone
Capital Region Council
of Governments
tmalone@crcog.org
(860) 724-4221



Public Hearing
February 5, 2018

**30-Day Public
Comment Period Ends**
February 12, 2018

**Referred to Town Council
for Consideration**
Late February, 2018

Project Website

www.gapclosurestudy.com

PROJECT WEBSITE

www.gapclosurestudy.com

website launched July 1, 2016
15,000 page views as of January 2018

- Purpose of the website was to serve as a repository for maps, presentations and other materials to keep the public informed about the project and its status.
- Emails were sent to all those who signed up when major web updates were made or in advance of a public meetings.

STUDY UPDATE 1/5/18: Draft of the report will be posted January 11th. The Farmington Canal Heritage Trail Gap Closure project was an agenda item at the December 18, 2017 Plainville Town Council Meeting. [View materials presented at the meeting »](#)



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 next logical step is to connect the FCHT to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the bicycle and pedestrian amenities in the region. Since all CTfastrak buses are equipped with bicycle racks, this connection can greatly extend the distance a cyclist can travel to get to their destination.

STUDY NEWS

[Draft Report to be posted January 11th](#)

[Presentation to Plainville Town Council, December 18, 2017](#)

[View materials presented at the meeting »](#)

[Collaborative Workshop, Oct. 18, 2017](#)

[View materials presented at the meeting »](#)

[Read Newsletter #2 - June 2017](#)

[View the newsletters »](#)

[New Website Sections Added!](#)

[View the new photo galleries and "In the News" webpages »](#)

Thank you for taking the surveys!

The Facility Type Preference Survey received a total of 330 responses from all sources. Thank you for those who contributed to the Gap Closure Trail Study effort by taking the survey. [The Survey Summary is available here.](#)

[Discover more about the study »](#)

We encourage you to participate in this study.

[Learn how »](#)

Study Contact

The Capitol Region Council of Governments (CRCOG) is leading the Gap Closure Study effort. Please contact us with your ideas, questions, and comments using the information below:

[✉ Tim Malone, Principal Planner](#)

[📍 Capitol Region Council of Governments](#)

[☎ \(860\) 724-4221](#)

Partners & Stakeholders

- CRCOG
- CTDOT
- Plainville
- New Britain
- Southington
- Farmington

- Farmington Valley Trails Council
- East Coast Greenway
- Plainville Greenway Alliance

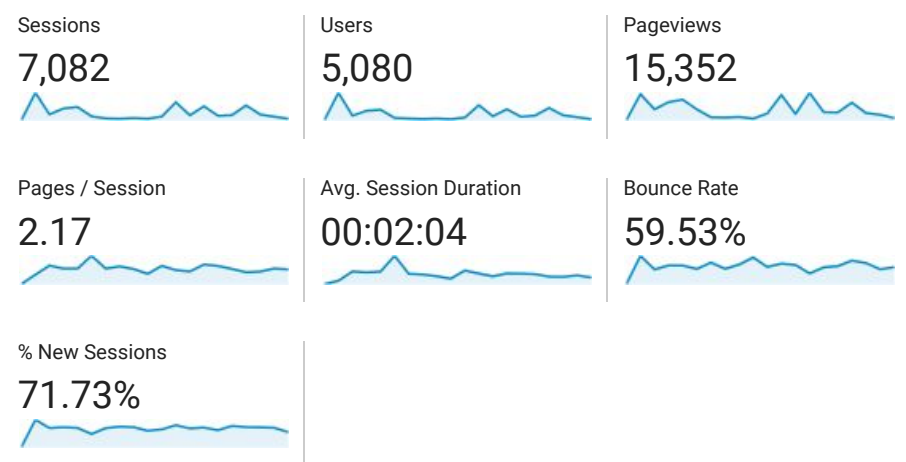
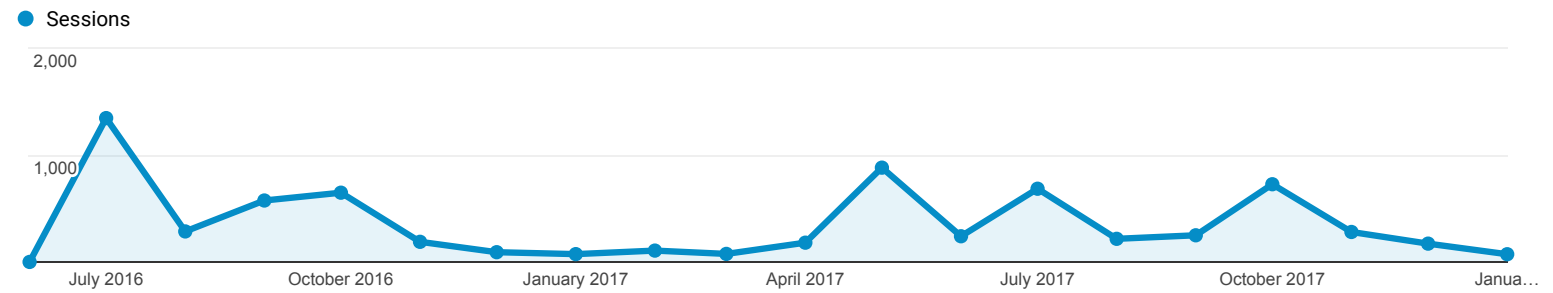


Audience Overview

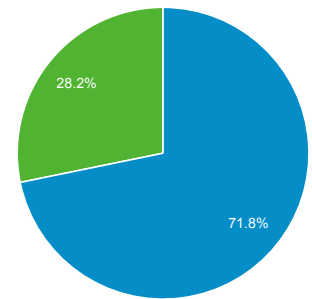
 All Users
100.00% Sessions

Jun 1, 2016 - Jan 8, 2018

Overview



■ New Visitor ■ Returning Visitor



Language		Sessions	% Sessions
1.	en-us	6,942	98.02%
2.	en-gb	61	0.86%
3.	(not set)	15	0.21%
4.	pt-br	15	0.21%
5.	zh-cn	10	0.14%
6.	c	6	0.08%
7.	es-419	3	0.04%
8.	pl	3	0.04%
9.	ar	2	0.03%
10.	en	2	0.03%

Discovery Week

July 2016

Date: March 13, 2017
To: Gap Closure Trail Study Steering Committee
From: Tim Malone, Principal Planner, CRCOG
Subject: Discovery Visit Memo

The attached Discovery Visit Memo from Blue Zones presents an overview of findings from a series of public meetings, focus groups, and a mobile tour held at the end of July 2016 in support of the Gap Closure Trail Study. The goal of the study is to determine a route for the Farmington Canal Heritage Trail (FCHT) through northern Southington and the Town of Plainville, as well as a connection to the **CTfastrak** trail in New Britain. The Discovery Visit Memo presents recommendations from Blue Zones, both for the Gap Closure Trail Study, and for general transportation planning purposes in the affected communities. As noted in the memo, the recommendations are intended for the study team and are not final recommendations of the study.

To ensure that the most pertinent recommendations are prioritized, CRCOG has prepared this cover letter to go along with the memo. It provides a summary of what CRCOG believes are the most pertinent findings and recommendations from the memo. These findings and recommendations will be used in the existing conditions report, as well as to inform the alternatives analysis phase of the project. The Discovery Visit Memo also provides a number of recommendations that may be useful outside of this study. Those recommendations are based on best practices from around the world and should be evaluated for their appropriateness to individual communities.

Findings:

- **Separated Path:** The majority of participants emphasized the need for a fully separated path, at least for the Plainville/Southington trail. It was also noted that the rail corridor was the preferred route for most, though it is likely infeasible.
- **Comfort and Design:** Many participants noted that the trail's design is key in attracting less experienced users. They emphasized continuity with other similar trails to provide a continuous facility. They also noted that aesthetics matter, especially to less experienced users.
- **Connectivity:** Connectivity was important to some participants, who viewed Downtown Plainville as a key destination, along with parks and schools.
 - There was some recognition that an on-road alignment may better serve connectivity.
 - Connectivity was also emphasized in New Britain, especially for those who ride bikes as their primary means of transportation.
- **Support for the Trail:** Most participants thought there would be strong support for the trail in all communities, though some skepticism should be anticipated. At least one participant was skeptical about the economic benefits of trails. Many participants had stories of how other communities overcame opposition to trails. They noted a number of resources that the study team should look at during the study. These are described in the report.
- **Security and Safety:** Many participants noted security and safety were top concerns. Some noted concerns about safety while riding with traffic in each of the communities. Others were concerned about personal security on the trail, especially at night. Some noted that people often have concerns about trails inviting criminals.

- **Alignment Opportunities:** As described below, participants had many ideas for portions of the trails, though no broad consensus on an overall route emerged. Most focus group participants were more enthusiastic about the Black Rock Ave alternative for the New Britain CT**fastrak** connection.
- **Potential Impacts:** At the initial public meeting, there was concern over potential private property impacts. Participants in both sets of focus groups also noted that potential trail alignments could face opposition from nearby neighborhoods. Other potential impacts that should be considered include wetlands, railroad (both operations and crossings), and parks (in cases where the trail may run through existing parks).

Recommendations:

- **Alignment Opportunities:** Through the mobile tour and focus group sessions, a number of potential routes and route links were brought up. They include:
 - **Plainville/Southington FCHT:** Route 177; Norton Park, including former canal; Quinnipiac River corridor; Broad St; Farmington Ave (Route 10, which is a former trolley line); Cronk Rd; and the Tomasso Nature Park.
 - **CT**fastrak** Connection:** the service road behind Connecticut Commons (though coordination with private property owners is necessary); East Main St to Pine St, followed by Woodford Ave and Black Rock Ave; West Main St; Shuttle Meadow Reservoir between Southington and New Britain; Myrtle St; I84/72 corridor
 - In New Britain, the preferred alignment was along Black Rock Ave
- **Community Buy-In:** Many participants noted the need to obtain community buy-in for any eventual trail. Some had specific leaders or groups that they suggested the team reach out to. They are noted in the memo and will be added to distribution lists.
 - The participants of the focus groups also noted a number of ideas for building support for the trail. In other communities, initial opposition to trails was countered by bringing in residents of neighboring communities that already had trails. This was especially effective when those neighboring residents were initially skeptics as well. Another idea was to engage local companies who may become supporters of the trail.
 - Participants also noted resources for data. Simsbury Free Bike has data on its users that can be helpful in analyzing demographics of potential users. A transportation study of Central Connecticut State University that was done a few years ago also collected data on student and faculty transportation behavior that could be helpful.
- **Complete Streets Best Practices Can Make Roads More Attractive:** Though the overwhelming preference was for a completely separate facility, both participants and the study team noted that contemporary complete streets best practices can improve conditions considerably. New Britain has had a lot of success with its complete streets program, garnering grants and praise from outsiders. They have also been successful in overcoming some of the fears that come along with road diets and bike lanes, such as impacts on emergency response vehicles. For portions of the trails that have to be on-road, or for links to/from the trail, best practices from around the state and the world should be carefully evaluated. Some options are presented in the full memo that should be further evaluated for their appropriateness to the context.
- **Connectivity and Amenities:** While the trail itself is of utmost importance, connections and amenities must also be considered. Participants noted that the current CT**fastrak** trail has limited connectivity to adjacent neighborhoods. They also noted that wayfinding signage is lacking on existing trails. Furthermore, the existing FCHT lacks amenities, such as benches and

restroom facilities, in many areas. Parking can also be an issue. Paying attention to these matters from the beginning can improve chances of success.

Gap Closure + CTfastrak

Discovery Visit Memo:

Key Findings and Recommendations



Prepared by: Blue Zones, LLC
Prepared for: CROCOG



TABLE OF CONTENTS

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APPENDIX B: ADDITIONAL COMMENTS	30

Cover Images
Top: Southington Trail
Bottom Left and Right: CTfastrak Station, New Britain

INTRODUCTION



▲ People enjoy the Southington Linear Trail, part of the Farmington Canal Heritage Trail — the 47-mile spine of the East Coast Greenway through central Connecticut. Currently, the remaining gap is from northern Southington through Plainville.

The Capitol Regional Council of Governments (CRCOG), Connecticut Department of Transportation (CTDOT), the towns of Plainville, Southington, and the City of New Britain have initiated the Gap Closure Trail Study to evaluate the feasibility of potential alignments and infrastructure needs for the Farmington Canal Heritage Trail through Plainville and into Southington and a connection to New Britain's bicycle network and CT**fastrak** station.

This report summarizes observations made and recommendations noted by Blue Zones Built Environment team during a kick-off "Discovery" visit for the Study. These initial recommendations are based on a short visit to the community and aren't exhaustive. It is intended to provide guidance and recommendations to the study team as it moves forward, and does not necessarily represent the final recommendations of the study.

This report also provides a summary of information for leaders, champions, the media and others in New Britain, Plainville, Southington, and greater area seeking common ground, direction and focus to act on one of their greatest assets, an awaiting series of interconnected trails that can enhance healthy lifestyles, residential property values, home sales, businesses and sustainable transportation options.

Trails provide a good return on investment. Dollar for

dollar spent there is no higher return on a community investment than a well located trail, especially when tied into transit or a larger regional trail system. Economics of trails studies abound; a few highlights:

- A study of Maryland's Northern Central Rail Trail found the state received \$303,000 per year in trail-related tax income while the trail's management and maintenance costs were \$192,000 per year.¹
- The Bayou Greenway, Houston, Texas, justified their \$490 Million in construction costs for 300 miles of trails after finding that the annual rate of return would be over \$124 Million, paying off the full system of trails in just four years.²
- Research performed by Pennsylvania Land Trust Association revealed that home buyers ranked walking and bicycling paths third amongst 42 features they found important to quality of life.³
- Walking or hiking a few times per week can improve a person's health and lower health care

1 www.advocacyadvance.org/docs/Maintenance.pdf

2 www.biketexas.org/texastrails/downloads/Modeling%20the%20Benefits%20of%20Green%20Infrastructure%20-%20A%20Case%20Study%20of%20Houstons%20Bayou%20Greenway%20Initiative.pdf

3 <http://conservationtools.org/guides/97-economic-benefits-of-trails>

costs. A National Park Service study compared people who lead sedentary lifestyles to those who exercise regularly. The exercisers filed 14% fewer healthcare claims, spent 30% fewer days in the hospital, and had 41% fewer claims greater than \$5,000.⁴

The communities of Southington, Plainville and New Britain, along with many regional and state partners are working towards:

1. Closing the Gap of the Farmington Canal Heritage Trail from northern Southington through Plainville. The Farmington Canal Heritage Trail also serves as the spine of the East Coast Greenway—a 3,000 mile interstate trail system that extends from Key West, Florida to Calais, Maine— through central Connecticut.
2. Connecting Plainville and adjacent communities to the CT**fastrak** station and multi-use trail in New Britain by identifying an active transportation (walking, biking, skateboarding, and other human-powered wheeled movement) pathway.

About Farmington Canal Heritage Trail

The Farmington Canal Heritage Trail is a multi-use trail stretching from New Haven Connecticut to Northampton Massachusetts, covering approximately 84 miles. Most of the trail has been completed, but a significant gap exists through the entire Town of Plainville and part of Southington. The trail will soon extend north from New Haven to the northern part of Southington, and south from the Massachusetts state line, and to the Farmington/Plainville town line.

Most of the existing or soon to be completed portions of the trail use abandoned railroad rights-of-way for their alignments, however, efforts to use the same rail corridor in Plainville have been unsuccessful. While the rail corridor is intact through Plainville, there is active rail freight service (about two times per week) controlled by Pan Am Southern Railroad. Rail-with-trail concepts have been met with resistance from Pan Am over concerns of the potential effect on their rail operations.

About New Britain CT**fastrak**

CT**fastrak** is Connecticut's first Bus Rapid Transit system. It is a system of bus routes that utilize a bus-only roadway for all or a portion of a trip.

There are different types of routes and services available. The bus "subway style" route travels between Hartford and New Britain and stops at 10 stations along the route. Express routes exit the bus-only road at the downtown New Britain station and travel beyond New Britain to Bristol, Southington, Cheshire and Waterbury.

A five mile multi-use trail runs along the CT**fastrak** bus-only road, connecting Downtown New Britain Station and Newington Junction Station. The trail provides another commuting, as well as recreational, option. All CT**fastrak** buses are equipped to carry bicycles and can accommodate two bicycles inside each bus, available on a first-come first-served basis.

Gap Closure Study: The Discovery Visit

Trails and active transportation pathways and networks bring much value to local communities, and provide important societal gains (e.g. improved individual health and well-being, reduced health-care costs, improved air quality, among other economic returns on investment.)

Many people, residents and tourists alike, seek multiple ways to use and integrate walking, hiking or bicycling travel into their everyday lives. Trail users

“ We could upgrade the entire 3,000 mile East Coast Greenway, a network of bike routes stretching all the way from Key West, Florida to Maine, for only 1/5 the cost of a single recent I-95 bridge over the Potomac.

- Ray LaHood, Former U.S. Secretary of Transportation (2010)

want to enjoy and connect to destinations as part of their journeys. Closing these gaps is an important opportunity not only for the local communities, but for the State of Connecticut and greater region. An extension of the CT**fastrak** multi-use trail can attract greater ridership, and better serve Hartford.

For these and many other reasons, during the

⁴ <http://conservationtools.org/guides/97-economic-benefits-of-trails>

“Discovery Visit,” July 25-29, 2016, Blue Zones found strong support and resonance among a broad group of community leaders to get the Farmington Canal Heritage Trail (a key part of the East Coast Greenway) and the CT**fastrak** multi-use trail completed and linked.

The point of the Discovery visit was for the consultant team to (i) understand the readiness of local communities; (ii) build relationships with community leaders; (iii) be informed about local history, visions, opportunities and potential road blocks; and (iv) create space to listen to community members.

Community members and leaders from Southington, Plainville, New Britain, Farmington and the East Coast Greenway agreed that the ideal alignment for the Gap Closure and CT**fastrak** connection is a rail-with-trail solution. Understanding the complexity of working with rail agencies, a goal of the Discovery visit was to become more informed on potential alternate routes. These are noted in the pages to follow.

WHY INVEST IN TRAILS?

The Discovery visit identified the need to help build the case around trail investments. The following are evidence-based best practices that are meant to provide a larger framing on the importance of investing in active and sustainable transportation systems for people.

Trails Mean Health

The relationship between health and the built environment is not new. Many health challenges are directly related to transportation choices, land use patterns, infrastructure and accessibility. The built environment is an important part of the solution to today’s public health crisis; health happens not in your doctor’s office, but where and how you live.

The healthiest cities and towns have built environments that reward shorter trips and moving naturally—walking or bicycling. Streets make up the ‘bones’ or the ‘skeleton’ of a place. Moving naturally becomes inevitable when streets are well connected, block lengths are short (200 to 400 feet), intersections are compact, and a mix of uses is encouraged throughout different districts or areas of a city.

Both New Britain, Plainville and Southington have

good networks of streets, and so this trail opportunity can serve as a missing “spine” for much greater access, equity and health giving active transportation to the entire community.

Trails (and bike lanes and sidewalks) are an important part of community well-being. In fact, the design of the built environment (city) directly influences behavior and lifestyle choices of its residents. People will walk and bike when streets, trails, other pathways, and intersections are designed to be safe, comfortable and convenient while connecting to destinations.

Proximity to the trail and community design are important. Generally, people will prefer to walk five-minutes (about a quarter-mile) to reach a destination. If the design of streets and pathways are well shaded, homes and shops watch over the streets, and intersection crossings are compact and accessible, then a 10-20 minute walk (about one-half to a full mile) is acceptable to many people.

Add to this bicycling. A bicyclist riding a leisurely 12 mph covers a mile in eight minutes, two miles in 16 minutes and three miles in 24 minutes. On average, more than 25-percent of all trips people take are within walking distance and 60-percent are within bicycling distance. In cities of 10,000-50,000, 8.5-percent of all trips are made on foot, according to U.S. Department of Transportation’s National Household Survey.

Learning from one of the flagship biking and walking communities in the U.S., Portland, Oregon’s regional trail network saves the city approximately \$115 million per year in healthcare costs.⁵ By 2017, bicycling will have saved Portland residents \$64 million in health care costs. By 2040, the city will have invested approximately \$138-605 million in bicycling yet saved \$388 -594 million in health care costs and \$143-218 million in fuel costs, a cost-benefit ratio of up to 4 to 1.⁶

Former U.S. Secretary of Transportation, Ray LaHood, stated that the entire East Coast Greenway could be upgraded for only 1/5 the cost of building a I-95

5 <http://bikeportland.org/wp-content/uploads/2011/02/IntetwinePAObesityAssessment.pdf>

6 www.portlandmercury.com/images/blogimages/2011/03/03/1299202929-portland_bike_cost_study.pdf



bridge over the Potomac River.⁷

Trails Mean Business

Not only does bicycling provide an efficient and active mode of transportation that is sustainable, more research is showing that bicycling is a major economic driver for communities —both large and small.

- The Farmington Canal Heritage Trail attracted 110,000 individual visits to Simsbury, CT, 2006-2007, generating conservatively \$4 Million dollars in revenues for Simsbury and the Farmington Valley.⁸
- Travelers in Oregon spent nearly \$400 million on bicycle-related activities while traveling in the state.⁹
- \$40.8 million direct spending attributed to Maryland's Great Allegheny Passage trail users (2008), and \$7.5 Million in annual wages attributed to trail user spending. Overnight bike tourists spend an average of \$114 a day in trail communities. Local trail users spend an average of \$17 each trail use.¹⁰
- The Orange Blossom Trail through Winter Garden, Florida, fully transformed the downtown, making it one of the most desirable places to live in Central Florida.¹¹

The economic impacts, alone, are a huge incentive for the communities of Southington, Plainville and New Britain to continue to add energies and build coalitions to insure implementation and invest in closing the gaps of the Farmington Canal Heritage Trail and the CTfastrak multi-use trail.

Trails Mean Improved Access & Quality of Life for All

7 www.bikeleague.org/sites/default/files/2015_Summit_Fact-sheet_Connecticut.pdf

8 www.fvgreenway.org/pdfs/Why%20Multi-Use%20Trails%20in%20Connecticut%20v_2.pdf

9 www.deanrunyan.com/doc_library/bicycletravel.pdf

10 www.ct.gov/deep/lib/deep/greenways/east_coast_greenway_alliance.pdf

11 <http://pinellascounty.wtsp.com/news/news/290472-gauging-return-investment-cross-state-biking-trail>

Trails provide what many Americans seek – close to home recreational areas, historic and cultural preservation, educational experiences, preservation and creation of open natural places, beautification, and an active transportation option, connecting to daily destinations (e.g. schools, grocery stores, work, places of worship, parks). Trails help make communities more attractive and friendly places to live.

- A study of home values near the Monon Trail in Indianapolis, Indiana measure the impact of the trail on property values. Given two identical houses (same number of square feet, bathrooms, and other comparable features)—one within a half mile of the Monon Trail and another further out—the home closer to the trail would sell for an average of 11-percent more.¹²
- Trails are the No. 1 amenity potential home-buyers site when asked what they would like to see in a new community, ahead of public parks and outdoor pools, according to the National Association of Home Builders.¹³
- A business survey in Burlington, VT revealed that 96-percent of respondents stated that they felt the Burlington Bikeway had increased the quality of life.¹⁴
- Trails are replacing golf courses in home selections across the country. Not only do open spaces, recreation areas, and walkable neighborhoods strongly influence how active people are, they provide fiscal benefits to municipal governments as well as nearby residential property values.¹⁵

Successful projects need local government and community stakeholders to work together, collaborate in the planning and decision-making, and share responsibility for bringing a project to implementation.

12 peopleforbikes.org

13 www.railstotrails.org/resourcehandler.ashx?id=4620

14 www.railstotrails.org/resourcehandler.ashx?id=4620

15 www.americantrails.org/resources/economics/Economic-Benefits-Trails-Open-Space-Walkable-Community.html

PROCESS: DISCOVERY VISIT

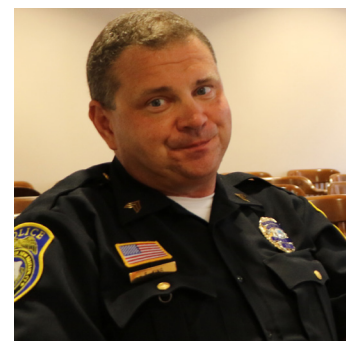
“ Cities have the capability of providing something for everybody, only because and only when they’re created by everybody.”
- Margaret Mead

Blue Zones places community (people) at the center of a policy, street-making, and planning process, leading to better answers and a deeper public ownership of the future— after all, what is a city, but its people?

Policy and technical solutions can be easily developed. However, community acceptance is the key to being able to transform the ideas into reality. People respond best when they are active participants in the public process. The Discovery visit applied an approach called “informed consent”—a style of consent building by providing knowledge and information, not answers, to guide a range of stakeholders to come up with solutions that work for them.

CRCOG and the consultant team listened to community wisdom the week of July 25-29, 2016:

1. 12 focus group meetings, which included:
 - Community advocates and non-profits
 - Business leaders
 - Members of Farmington Valley Trails Council, Farmington Bicycle Advisory Committee, Plainville Greenway Alliance and East Coast Greenway
 - City and town staff and electeds from Plainville, New Britain and Southington
 - Gap Closure Steering Committee
 - Gap Closure Technical Advisory Committee
2. A full day biking audit through New Britain, Plainville and Southington
3. A public informational meeting (60 people attended)



▲ Community members shared local knowledge and insights during the focus group meetings.



▲ Biking audit participants included City of New Britain staff, CRCOG, Plainville Greenway Alliance, community advocates and the consultant team: VHB and Blue Zones.

What We Heard - Focus Groups:

Out of this Study we want a high quality off-road facility that connects communities.

It does not take rocket science to see that the most direct, most age-friendly, route is along the Pan Am rail corridor.

State Parks is a property owner along the Farmington Canal Heritage Trail. We have big interest in seeing connections completed. We strongly support the Connecticut Greenways Council and recreational grant programs, resources that are brought to the table, as well.

Our ultimate goal is to connect parks, schools, CTfastrak station, and downtown[s] by developing a city-wide bicycle network based on connectivity, safety, access, comfort, and equity.

As a public health advocate, we want to see kids outside riding their bikes, being active. Having a trail system or protected bike system that does not require a yearly [health] membership is a positive; it will help the economy. I believe we can do it.

East Coast Greenway wants to make sure everyone knows that closing this gap is critical to the local communities, region, State of Connecticut and whole 14-state system. We support a world-class connection 100%.

[The Gap Closure Study] is a necessity for inter and intra town transportation opportunities for Plainville. It's an opportunity to revitalize our downtown.

We need to ensure system consistency as users travel from town to town.

As an occasional bike commuter from Simsbury to ESPN, I'm particularly interested in closing the Plainville gap. I would also love to see safe cycling options for my colleagues who live south and west of ESPN.

VISION:



“The vision for the Farmington Canal Heritage Trail (FCHT) and CTfastrak Gap Closure Study is to connect the communities with a world-class multi-use trail that closes the gap in the FCHT through the towns of Southington and Plainville with a connection to the CTfastrak 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.”

A summary of key things we heard during the Discovery visit:

- **Rail-with-Trail:** The vast majority of participants identified that the number one gap closure alignment for the FCHT and connection to CTfastrak would be along the existing rail corridor.
- **Fully Separated Pathway Design:** Strong consensus was held for a fully separated (from automobiles) multi-use path design.
- **Complete Streets; Complete Active Transportation Network:** During the biking audit, participants were enthusiastic about ideas that would slow down vehicles, reduce noise, create gateways, improve access and safety for all users, especially at intersections, and provide space and comfort to people walking and bicycling while preserving (and likely improving) traffic efficiency. The New Britain Police Lieutenant shared that current City traffic-calming initiatives are working, improving the motoring public’s safety and increasing walking and bicycling.
- **Connectivity:** Many expressed the need for better walking and biking connections to schools, parks, existing trails, neighboring towns, downtowns, transit, and places of employment and commerce.
- **Security and Safety:** There was high concern to ensure trail/pathway safety and personal security at all hours of the day among many stakeholders.
- **Impacts:** Several stakeholders shared concerns about the need to protect environmentally sensitive areas, such as potential floodplain issues along the Quinnipiac River. Additionally, several homeowners questioned if designs would impact private property.
- **Leadership and Community Buy-In:** Farmington Valley Trails Council members shared how residents came together to advocate for the trail extension, and how business leaders are now asking for links from their business to the trail. As this project moves forward, many shared how getting business support will be key. A few businesses that were mentioned were ESPN and Trumpf.
- **Accessibility and Transportation Equity:** Participants shared common agreement that the location and design of the trail should invite all ages, abilities and socio-economic levels, granting equal access and use. It was shared that 17.4-percent of households in New Britain are without a vehicle.
- **Quality of Life:** Stakeholders agreed that trails, pathways and Complete Streets add to the quality of life of the city or town, and are key in retaining and attracting Millennials and employers.
- **Economic Catalyst:** Many stakeholders commented on how the Gap Closure will add economic value to the communities, sharing the economic success the trail has been to Southington and Farmington. The economic development director for Southington shared, however, that he thought the rail line provided more economic benefit.
- **Age-Friendly:** Gap Closure alignment and design

should be safe, comfortable, convenient and attractive for an eight-year old and an eighty-year old.

- **Celebrate Community:** Community leaders shared the desire for a unique and character driven trail that honors the history, place and people of the area.
- **Need for Amenities:** Focus group participants shared that parking is limited along existing sections of the trail, and that amenities (such as water fountains, benches, and bathrooms) are few and far between.

While earlier efforts and studies have been performed to close the gap, there was a lack of political backing and support to see it through. Town leadership and community advocates are strong, and excited for the direction of this Study, which will provide one distinct route recommendation that is created, owned and defended by the community. Many were positive and eager to be involved in the next step: selecting route alignments (October) and the design (January 2017).

KEY FINDINGS

The purpose of the Discovery visit is to inform the consultant team to the challenges and opportunities, while beginning to involve local community leaders to ensure co-creation and co-ownership with the Gap Closure Study moving forward.

During the Discovery visit, CRCOG and the consultant team learned that each city is on its own path to enhancing places for people through an increasing focus on trails, bikeways and pedestrian ways.

Safety Concerns

A number of focus group participants cited safety concerns with the existing on-road interim route of the East Coast Greenway through Plainville. Specifically, the portion that goes along Route 10 was seen as dangerous and off-putting even to experienced riders.

Similarly, focus group participants in New Britain expressed concerns about safety. Several experienced riders had stories of being hit, or nearly hit, on roads in the region. At least one participant no longer rides due to the danger. The city is working to improve conditions through the installation of bike lanes.

Alignment Opportunities

The first priority shared by an unanimous voice of community leaders, advocates and citizens is to close the gap of the Farmington Canal Heritage Trail and extend the CTfastrak multi-use trail along the existing rail corridor through a rail-with-trail design. In Plainville the rail tracks would need to be shifted to one side

Understanding that the rail company (Pan Am) is not currently a cooperative partner, additional insights for alternative alignments were gained during the visit. The next round of work (October), however, will go through broader community involvement to vet, validate and determine a best alternative alignment.

To begin to inform this process the potential alternative alignments that were discussed during the focus group meetings, with added discovery during the bicycling audit are:

Farmington Canal Heritage Trail (FCHT) Gap Closure:

From Southington Trail an alignment could run east along Town Line Road to South Washington Street -> north along Washington Street to Broad Street -> east along Broad Street to Whiting Street (a former streetcar line) -> north along Whiting Street to East Main Street -> east along Main Street to Norton Place, winding onto Cronk Road, which runs parallel to the rail corridor.

At the utility facility (end of Cronk Road) a new trail might be created next to the rail corridor, running along the outer boundary of Robertson Airfield. At the end of the airfield there is a large grade change before reaching Johnson Avenue where the FCHT meets the Plainville town line. This would need to be addressed.

Another option from Cronk Road would be to use the Robert Street Extension to Farmington Avenue -> north along Farmington Avenue to Northwest Drive -> west along Northwest Drive to Johnson Avenue.

Other considerations for alignment may include:

- New Haven and North Hampton Canal, connecting to Norton Park Trail and through Norton Park. This would require neighborhood acceptance as the Canal runs through backyards.
- Tomasso Nature Park. This is an environmentally sensitive area so it needs to be closely studied.

Connecting to CTfastrak Multi-Use Trail, from Plainville:

1. The service road behind the Connecticut Commons Mall may be a viable option, however this needs to be further explored with property owners. From there, make use of portions of New Britain Avenue and New Britain's West Main Street.
2. From downtown Plainville adapt East Main Street to Pine Street, which turns into Woodford Avenue; then Black Rock Avenue, weaving into New Britain via adapted City streets, which might include Vine Street, Walnut Hill Road and Main Street.

While both Plainville and New Britain have the most direct route options along the rail corridor, this may not be feasible in the short-term due to lack of partnership and cooperation from Pan Am Railways. Therefore, each city has its own set of on-street opportunities (as listed above) for trail alignments. To

begin to address the fact that the short-term solution may need to be a network of on-street bicycling and walking systems (ideally protected and fully separated from moving vehicles), we recommend the following to ensure space can be maximized for all users of the road:

- **Narrow travel lanes:** Set the default to narrow travel lanes and dedicated turn lanes to 10-feet, adding bike lanes, or bike lanes with painted buffers, or fully protected bike lanes where space is available on most roads.
- **Build Compact Intersections:** Tighten corner radii, and otherwise reduce crossing distances for bicyclists and pedestrians.
- **Address Signalized Intersections:** Improve signal timing. In many cases 60 second cycles are better for everyone. Eliminate the long waits for pedestrians to be given their time to cross, such as the over-used exclusive pedestrian phases, also called the Barnes Dance (used throughout New Britain), which are too common in Connecticut cities.
- **Increase Placemaking:** Removing non-essential pavement in order to create attractive new places for social exchange and to add green to neighborhoods.
- **Provide Wayfinding:** Reduce confusion and give positive navigation to visitors through a Wayfinding system (Plainville).
- **Set appropriate Target Speeds for all Urban Spaces:** As a general rule, downtowns with 20 mph speeds (or less) operate with the greatest social and retail success. Speeds of 20 mph are the safest for neighborhoods. Collector and arterial category roads operate well with 30 mph (or less) speeds, getting motorists to their destinations with the greatest safety, and with minimal delays.

Another complexity is that some of the potential on-street alignment opportunities are State roads. The good news: the Connecticut Department of Transportation has adopted a Complete Streets Policy (2014). "By signing this policy, we are committing ourselves to the incorporation of the objectives of Complete Streets in everything we do at DOT," said Commissioner Redeker. "As we plan and design new projects and other infrastructure improvements, this

commitment will be front and center.”

The policy objectives include:

- Improve safety and mobility for pedestrians of all ages and abilities, bicyclists, the mobility challenged and those who choose to live vehicle free
- Develop and support a transportation system that accommodates compact, sustainable and livable communities
- Provide safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation options
- Improve mobility and accessibility to activity centers, including: employers, commercial centers, schools, transit and trails
- Support the state’s Transit-Oriented Development (TOD) efforts through the provision of integrated transportation networks
- Enhance Connecticut’s economic competitiveness by enabling communities to become livable, walkable, bikeable, drivable, efficient, safe and desirable.¹⁸

As the Gap Closure Study moves forward it will be imperative to involve more key leadership from the Connecticut Department of Transportation, both key engineers and elected officials.



- ▲ Many local and state roads have been designed for the sole movement of one mode—the automobile—engineering natural movement out of everyday lives.



- ▲ The rail corridor presents a preferred option for community leaders in New Britain (above) and Plainville (below).





▲ New Britain is implementing painted buffered bike lanes,; the City leadership is ready to take their bike facilities to the next level, noting the visible difference in motorists behavior and increase in people bicycling.

ADDITIONAL OBSERVATIONS & OPPORTUNITIES

The following overarching observations and opportunities apply to the communities of Southington, Plainville, New Britain, the Connecticut State Department of Transportation (DOT), and the Capitol Region Council of Governments (CRCOG).

Community Development and Focus

There is sufficient interests and energies shown by elected leaders, staff, business leaders and others to realize the future of transportation planning in helping build communities, rather than solely as a system of through movement. This is a significant shift in thought: to go from decades of building communities for car efficiencies (speed and mobility) to now one focused more on equity, livability, transit, walking, bicycling and placemaking.

Overtime, all streets, intersections, parks and other investments will be seen for their role in creating

healthier, more equitable and prosperous places and public life.

Destinations—places where people wish to connect to and gather—require low, safe vehicle speeds. It was observed, like many other places across the country, that vehicle speeds in Plainville and New Britain have crept up over time. This has been the result of focusing public investments and built environment designs on vehicle flow and driver efficiency, to the exclusion of people walking, biking or using other active modes of transportation. With too-fast vehicle speeds, walking and biking are uncomfortable and seem to even be dangerous in some places within the communities.

The benefits of improving streets for active modes of transportation are numerous and include safety, health and well-being, equity, opportunity and economic vitality.

Towards this end, each of the municipalities, the State DOT, and CRCOG should seek to adopt the following policies and practices, which will help each agency, bring back the economic, social and physical health of the community.

- **Lower Vehicle Speeds:** “Target” speed—the speed in which motorists should go—should be reduced, adopting a “20 mph is enough” rule for many city/town streets or in locations where State highways become the city/town’s main street. Streets not currently designed for the appropriate target speed should get special attention by applying traffic-calming tools, such as narrower lanes, road diets, mini-circles and gateway treatments. Designing to achieve target speed creates safer places for all people and transportation users. According to two studies from the UK and US, it is reported that 95-percent of pedestrians survive if struck by a person driving a car traveling at 20 mph, while only 15-percent of pedestrians survive if struck by a car traveling at 40 mph.
- **Narrow Vehicle Lanes; Set the Default Lane Width to 10-Feet:** The wider a roadway, the faster people in cars tend to travel. Wide roadways also make for wide crossings, thus increasing the amount of time a person is exposed to the threat of being hit by a motorist, and the greater the amount of time that a motorist is being held back due to overly-wide crossings. Set the default lane width to 10 feet for all city streets posted 35 mph or less. Throughout both New Britain and Plainville, there are opportunities to reduce vehicle lanes to a width of 10 feet. If needed, such as when there are especially high numbers of large trucks or buses on the road or when there are significant curves, permission can be given to mark wider (11- to 12-foot) lanes. But the narrower lane should be the default. In addition to lowering vehicles speeds, this practice changes behavior, saves on materials, reduces environmental impacts and provides physical space for wider sidewalks, bike lanes or on-street parking. In many areas, the narrower lanes also make intersections more compact and efficient.

“Lane widths should be considered within the assemblage of a given street delineating space to serve all needs, including travel lanes, safety islands, bike lanes and sidewalks. Each lane width discussion should be informed by an understanding of the goals for traffic calming as well as making adequate space for larger vehicles, such as trucks and buses. Lane widths of 10 feet are appropriate in urban



▲ Route 62, Hamburg, NY vehicle lanes are made narrower (10 ft) and a colorized “door-zone” buffer helps separate moving vehicles from people exiting/entering a parked car. Route 62 is a major truck route for the State of New York.



▲ Cambridge, MA is embracing 10-ft travel lanes.

areas and have a positive impact on a street's safety without impacting traffic operations."

- NACTO Urban Street Design Guide

NOTE: A fire lane is 20 feet wide, so reducing vehicle lanes to 10 feet still allows 20 feet of clear space on a two-lane roadway.

- **Remove Yellow Centerlines:** On neighborhood streets that are overly wide or on streets where a centerline exists and traffic volumes are under 6,000 vehicles a day, consider removing the yellow centerline and instead paint bold edge stripes (8-10 inches) 18 feet apart. Use of bold edge stripes preserves the life of the road and provides cues to the motorist to drive more cautiously—visually motorists feel the road is narrower. (See visuals of this and other treatments in the accompanying "Guide to Active Transportation.")
- **Paint High Visibility Crosswalk Markings:** Start in downtown, near schools, medical facilities and senior centers and working outward from there, to paint high-emphasis ladder-style crosswalk markings on all legs of intersection crossings.
- **Adopt a Roundabouts First Policy:** The modern roundabout is a great tool that improves safety and efficiency while also creating a gateway or sense of arrival, slowing people down and drawing them into downtown or other key areas of a city. Properly designed, roundabouts hold vehicle speeds to around 15 to 20 mph. They can reduce injury crashes by 76-percent and reduce fatal crashes by 90-percent. Roundabouts also can increase capacity by 30-40 percent by keeping vehicles moving. A single-lane roundabout can carry up to 20-26,000 vehicles per day. Whenever a roadway project includes reconstructing or constructing an intersection, analyze the feasibility of using a roundabout instead. Roundabouts are one of nine proven safety countermeasures of the U.S. Department of Transportation's Federal Highway Administration (USDOT/FHWA). A roundabout-first approach is recommended by the USDOT/FHWA and backed by the Insurance Institute for Highway Safety. The city of Bend, OR has adopted a "roundabouts-first" policy and the city continues to use a context-sensitive and systems approach to assess the site-specific conditions or other factors that may ultimately necessitate other intersection forms. Florida and



▲ High visibility ladder-style crosswalk markings and compact intersection at the CTfastrak station in New Britain.



▲ Compact intersections keep everyone moving, while ensuring more people and business-friendly speeds as found in downtown Providence, RI.



▲ A raised intersection with well marked crossings keep motorist speeds to 20 mph 24 hr a day in Cambridge, MA.



▲ A modern roundabout, Victoria, BC.

New York state also have roundabout first policies.

- **Adopt a Complete Streets Policy:** While the City of New Britain has adopted a Complete Streets Master Plan, they can strengthen its permanency by adopting a formal policy. Likewise, Plainville should adopt a Complete Streets policy and work towards putting the policy into practice.
- **Adopt or Endorse a Modern Street Design Guide:** A street design guide allows designers, planners and engineers the flexibility they need to implement safer, more complete streets within their existing street standards. To this end, adopt or endorse a street design manual.
- **Put Overly Wide Streets on a 'Road Diet':** Road Diets convert four-lane undivided roads (or other street configurations) by reducing four-lanes to three or even two-lanes. The additional space can be converted to bike lanes with a buffer, protected bike lanes, landscaped or colorized medians, and/or on-street parking. Traffic counts are needed to confirm this opportunity. Road diets are successful on roads carrying 8,000 to 20,000 cars a day. When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users. Additionally, walking paths or sidewalks should be added to both sides of the street.
- **Utilize Protected Bicycle Lanes (Cycle Tracks):** Protected bike lanes (or cycle tracks) are bikeways alongside a road that is separated from motor vehicle traffic by physical barriers such as parked cars, landscaped islands, or posts/bollards. Cycle tracks may be one-way or two-way paths that are placed at street level, at sidewalk level or at an intermediate level. Protected bike lanes are helping cities across the world increase bicycle use, especially among women, families, and older adults.



▲ Road diets, or right-sizing, allows for all transportation modes to be accommodated, Columbus, OH.



▲ Protected bike lane, Cambridge, MA



▲ Protected bike lane, Toronto, ON.



▲ Protected bike lane, Columbus, OH.

NEXT STEPS

The overwhelming majority of stakeholders were in favor of the rail connections being made along the rail corridor— trail with rail concept. They also were in consensus that the ideal design is a fully separated, off-road, system. Participants are aware of the complex negotiations that must be made in order to use this alignment. The need for a backup plan, one that can be used temporarily for short to mid-term needs, while the trail alignment is worked out with the railroad.

An important next step is for each city to have a planning charrette [pronounced, “shuh-RET”], otherwise referred to as a Collaborative Planning Workshop. A charrette is a highly engaging collaborative session to solve design problems that involves a group of designers working directly with stakeholders to identify issues and solutions. It is

more successful than traditional public processes because it keeps everyone involved, and focuses on building informed consent.

Any change must be thoroughly considered with business leaders, residents and other stakeholders in order to develop “ownership” of the concepts and direction forward. New ideas, no matter how historic, must go through engaging, informative, homegrown processes to be adopted. “Ground cover” must be developed to protect top staff and key political leaders. Strategic re-introduction of closing the trail gap and making new connections, and more people-friendly streets must be carefully considered and implemented, but Plainville, New Britain and Southington are ready to re-engage in the trail conversation.



▲ CTfastrak station, New Britain, providing independence and transportation options for generations to come.

APPENDIX A: ATTENDEES

Invited Parties List

<u>Town</u>	<u>First Name</u>	<u>Last Name</u>	<u>Job Title</u>	<u>Company</u>
Bristol	Bethany	Spada	Health Services	Bristol Hospital
Bristol	Sue	Sylvestre	Health Services	Bristol Hospital Multi-Specialty Group, Inc.
Bristol	Kenneth B.	Cockayne	Mayor	City of Bristol
Bristol	Walter E.	Veselka	Director of Public Works	City of Bristol
Bristol	AnneMarie	Sundgren	Community Services Coordinator	City of Bristol
Bristol	Eileen M.	McNulty	Director of Community Services	City of Bristol
Bristol	Jay	Kolakoski	Fire Chief	City of Bristol
Bristol	Robert	Grimaldi	Fire Marshal	City of Bristol
Bristol	Harland	Graime	Emergency Management Director	City of Bristol
Bristol	To Whom	It May Concern	Health Services	Bristol Hospital
Bristol	Charles I.	Motes, Jr., M.S., M	Director of Health	City of Bristol
Bristol	Christopher	Wilson	Chairman	City of Bristol, Board of Education
Bristol	Karen	Vibert	Vice-Chairman	City of Bristol, Board of Education
Bristol	Tom	Dickau	President	City of Bristol, Historical Society
Bristol	To Whom	It May Concern		Bikers Edge
Bristol	To Whom	It May Concern		CT Bike
Bristol/Farmington	Cindy	Scoville	President/CEO	Central Connecticut Chambers of Commerce
Farmington	Andris	Skulte		Farmington Bicycle Committee
Farmington	C.J.	Thomas		Farmington Bicycle Committee
Farmington	Deanne	Born		Farmington Bicycle Committee
Farmington	John	LaForrest-Roys		Farmington Bicycle Committee
Farmington	Neil	Kelsey		Farmington Bicycle Committee
Farmington	John	Vibert		Farmington Bicycle Committee
Farmington	Ron	Goralski		Farmington Bicycle Committee
Farmington	Nancy W.	Nickerson	Chairman of Town Council	Town of Farmington
Farmington	Kathleen	Eagen	Farmington Town Manager	Town of Farmington
Farmington	Augusto	Russell	Chairman	Town of Farmington, Economic Development Commission
Farmington	Brian	Connolly	Vice Chairman	Town of Farmington, Economic Development Commission
Farmington	Daniel E.	Kleinman	Chamber of Commerce Rep.	Town of Farmington, Economic Development Commission
Farmington	Russell M.	Arnold, Jr.	Director of Public Works/Town Engineer	Town of Farmington, DPW
Farmington	William	Warner	Town Planner	Town of Farmington
Farmington	Shannon K.	Rutherford	Assistant Town Planner	Town of Farmington
Farmington	Michael	Gulino	Fire Marshal	Town of Farmington
Farmington	Nancy	Beaupre	Secretary to the Fire Marshal	Town of Farmington
Farmington	Brendan	Moran	President	Town of Farmington, Chamber of Commerce
Farmington	To Whom	It May Concern	Health Services	UConn Health
Farmington	Jennifer	Kertanis	Director of Health	Farmington Valley Health District
Farmington	Christopher	Fagan	Chair	Farmington Public Schools
Farmington	Christine	Arnold	Vice-Chair	Farmington Public Schools
Farmington	Portia	Corbett	President	Farmington Historical Society
Farmington	To Whom	It May Concern		Church of Christ
Farmington	To Whom	It May Concern		First Church of Christ Congregational
Farmington	To Whom	It May Concern		Grace Congregational Church
Farmington	To Whom	It May Concern		Our Lady of Calvary Retreat
Farmington	To Whom	It May Concern		Passionist Worship-Health Office
Farmington	To Whom	It May Concern		River Valley Christian Center
Farmington	To Whom	It May Concern		Riverfront Family Church
Farmington	To Whom	It May Concern		St. James Episcopal Church

Invited Parties List

<u>Town</u>	<u>First Name</u>	<u>Last Name</u>	<u>Job Title</u>	<u>Company</u>
Farmington	To Whom	It May Concern		The Church of Saint Patrick
Farmington	David	England	Dean of Institutional Effectiveness & Outreach	Tunxis Community College
Farmington	To Whom	It May Concern		Central Wheel
New Britain	Adrian M.	Baron	Attorney	Podorowsky Thompson & Baron
New Britain	To Whom	It May Concern		The Hospital of Central Connecticut
New Britain	To Whom	It May Concern		New Britain Emergency Medical Services, Inc.
New Britain	Bill	Carroll	Economic Development Director	City of New Britain
New Britain	Chris	Montes	Director of Community Services	City of New Britain
New Britain	Francine	Truglio	Health Department, Nurse Manager	City of New Britain
New Britain	To Whom	It May Concern	Health Services	St. Helena Hospitals
New Britain	To Whom	It May Concern	Health Services	Hartford Hospital
New Britain	To Whom	It May Concern	Health Services	Hospital of Central Connecticut at New Britain
New Britain	Thomas	Ronalter	Fire Chief	City of New Britain
New Britain	James	Wardwell	Chief of Police	City of New Britain Police Department
New Britain	Jeanette	Portalatin	Lieutenant	City of New Britain Police Department
New Britain	Jim	Sanders, Jr.	Alderman At Large	City of New Britain
New Britain	Tim	Stewart		Chamber of Commerce
New Britain	To Whom	It May Concern		Just Like Home Daycare
New Britain	To Whom	It May Concern		New Beginnings Day Care
New Britain	To Whom	It May Concern		Ben Franklin Day Care Center
New Britain	To Whom	It May Concern		Mulberry Gardens at Marian Heights
New Britain	To Whom	It May Concern		YWCA of New Britain
New Britain	To Whom	It May Concern		Boys & Girls Club of New Britain Child Care
New Britain	To Whom	It May Concern		Mirian Heights Early Learning Academy
New Britain	John J.	Votto	President and CEO	Hospital for Special Care Child Care Center
New Britain	To Whom	It May Concern		Hospital of Central CT Child Development Center
New Britain	To Whom	It May Concern		North/Oak Community Center
New Britain	Mike	Karwan	Senior Center Director	New Britain Senior Center
New Britain	Wilson	Keithline	President	Friendship Service Center of New Britain
New Britain	To Whom	It May Concern		Spanish Speaking Center (Food Pantry)
New Britain	To Whom	It May Concern		Saint James Baptist Church Soup Kitchen and Food Pantry
New Britain	To Whom	It May Concern		Saint Mark's Episcopal Church Food Pantry
New Britain	To Whom	It May Concern		New Beginning Ministries
New Britain	To Whom	It May Concern		New Britain Food and Resource Center
New Britain	To Whom	It May Concern		Mobile Foodshare Sites - New Britain (Conover Residential Co)
New Britain	To Whom	It May Concern		Stanley Memorial Fountain of Life Church - Food Pantry
New Britain	To Whom	It May Concern		Calvary Christian Center - Kaleo Food Pantry
New Britain	To Whom	It May Concern		Friendship Service Center of New Britain
New Britain	To Whom	It May Concern		Salvation Army Homeless Shelter
New Britain	Phil	Ober	Social Services Operations Managers	State of CT Social Services Department New Britain - New Britain, CT
New Britain	To Whom	It May Concern		New Britain Public Library
New Britain	To Whom	It May Concern		Hardware City Sports
New Britain	Zeena	Tawfik, PhD	Community Services Acting Administrator	New Britain Community Service (Youth and Family)
New Britain	Steve	Nims	President	New Britain Rotary Club
New Britain	To Whom	It May Concern		Armenian Church of the Holy
New Britain	To Whom	It May Concern		Assembly-god Chr Pentecostal
New Britain	To Whom	It May Concern		Bethel Christian Church
New Britain	To Whom	It May Concern		Bethesda Apostolic Church

Invited Parties List

Town	First Name	Last Name	Job Title	Company
New Britain	To Whom	It May Concern		Buddhist Association of Ct
New Britain	To Whom	It May Concern		Calvary Christian Ctr
New Britain	To Whom	It May Concern		Church of God
New Britain	To Whom	It May Concern		Church of Pentecost
New Britain	To Whom	It May Concern		Church of the Transfiguration
New Britain	To Whom	It May Concern		Church the Good Samaritan
New Britain	To Whom	It May Concern		Come As You Are Church
New Britain	To Whom	It May Concern		Congregation Tephareth Israel
New Britain	To Whom	It May Concern		Daughters of Mary-immaculate
New Britain	To Whom	It May Concern		Daughters of Mary Friary
New Britain	To Whom	It May Concern		Deeper Life Bible Church
New Britain	To Whom	It May Concern		Family Worship Church
New Britain	To Whom	It May Concern		First Church of Christ
New Britain	To Whom	It May Concern		First Lutheran Church
New Britain	To Whom	It May Concern		First Polish Baptist Church
New Britain	To Whom	It May Concern		Greater Harvest Chr Ministries
New Britain	To Whom	It May Concern		Haynes Kingdom Hall
New Britain	To Whom	It May Concern		Holy Cross Church
New Britain	To Whom	It May Concern		Holy Trinity Byzantine Church
New Britain	To Whom	It May Concern		Holy Trinity Orthodox Church
New Britain	To Whom	It May Concern		Igl Lirio Dr Los Valles
New Britain	To Whom	It May Concern		Iglesia De Dios Pentecostal
New Britain	To Whom	It May Concern		Iglesia Pentecostal Inc
New Britain	To Whom	It May Concern		Jehovah's Witnesses
New Britain	To Whom	It May Concern		Mc Collough Temple Cme Church
New Britain	To Whom	It May Concern		Ministerio Cristo Cquesta Cntg
New Britain	To Whom	It May Concern		New Bethel Fbh Church
New Britain	To Whom	It May Concern		New Britain Spanish Seventh
New Britain	To Whom	It May Concern		New England Conference
New Britain	To Whom	It May Concern		New Life Intl Ministries
New Britain	To Whom	It May Concern		Pentecostal Christian Church
New Britain	To Whom	It May Concern		Pentecostal of New Britain
New Britain	To Whom	It May Concern		Sacred Heart Church of Nb
New Britain	To Whom	It May Concern		Sacred Heart Convent Inc
New Britain	To Whom	It May Concern		Second Advent Church
New Britain	To Whom	It May Concern		Sisters of Mercy
New Britain	To Whom	It May Concern		Sisters of Notre Dame School
New Britain	To Whom	It May Concern		Sisters of St Josephs
New Britain	To Whom	It May Concern		South Congregational-first
New Britain	To Whom	It May Concern		Spottswood Ame Zion Church
New Britain	To Whom	It May Concern		St Andrew Church
New Britain	To Whom	It May Concern		St Anns Church
New Britain	To Whom	It May Concern		St Francis of Assisi Church
New Britain	To Whom	It May Concern		St George Church
New Britain	To Whom	It May Concern		St James Baptist Church
New Britain	To Whom	It May Concern		St Jerome Church
New Britain	To Whom	It May Concern		St John the Evangelist
New Britain	To Whom	It May Concern		St John the Evangelist Parish

Invited Parties List

Town	First Name	Last Name	Job Title	Company
New Britain	To Whom	It May Concern		St John's Ev Lutheran Church
New Britain	To Whom	It May Concern		St Joseph Church
New Britain	To Whom	It May Concern		St Mark's Episcopal Church
New Britain	To Whom	It May Concern		St Mary Roman Catholic Church
New Britain	To Whom	It May Concern		St Mary's Ukranian Church
New Britain	To Whom	It May Concern		St Matthews Lutheran Church
New Britain	To Whom	It May Concern		St Maurice Parish
New Britain	To Whom	It May Concern		St Peter Church
New Britain	To Whom	It May Concern		St Stephen's Armenian Church
New Britain	To Whom	It May Concern		St Thomas Assyrian Church
New Britain	To Whom	It May Concern		St Thomas Cultural Ctr
New Britain	To Whom	It May Concern		Stanley Memorial Church
New Britain	To Whom	It May Concern		Tabernacle Baptist Church
New Britain	To Whom	It May Concern		Triumphant Church
New Britain	To Whom	It May Concern		True Vine Mission Baptist Chr
New Britain	To Whom	It May Concern		True Vine Missionary Baptist
New Britain	Daniel	Mello	Principal	E. C. Goodwin Technical High School
New Britain	Elizabeth	Crooks	Vice-Principal	New Britain High School
New Britain	Richard	Reyes	Principal	Louis P. Slade Middle School
New Britain	Mark	Fernandes	Principal	Diloreto Magnet School
New Britain	Rachel	Young	Principal	Roosevelt Middle School
New Britain	Wanda	Lickwar	Principal	Pulaski Middle School
New Britain	Nicole	Sanders	Principal	Northend Elementary School
New Britain	Cathy	Hill	Principal	Jefferson ElementarySchool
New Britain	Jane	Perez	Principal	Chamberlain Elementary School
New Britain	Trisha	Putnam	Principal	Holmes Elementary School
New Britain	Elaine	Cabral	Principal	Lincoln Elementary School
New Britain	Sarah	Harris	Principal	Vance Village Elementary School
New Britain	Anita	Fazio	Principal	Gaffney Elementary School
New Britain	Karen	Falvey	Principal	Smith Elementary School
New Britain	Elsa	Saavedra	Principal	Smalley Academy
New Britain	Helen	Treacy	Principal	St. Matthews Lutheran School
New Britain	K	Muller	Principal	Sacred Heart School
New Britain	To Whom	It May Concern	School Administrator	Mountain Laurel Sudbury School
New Britain	To Whom	It May Concern	School Administrator	New Britain Transition Center
New Britain	To Whom	It May Concern	School Administrator	Academic Extension Center
New Britain	To Whom	It May Concern	School Administrator	Alternative Center School
New Britain	Carl R.	Lovitt	Provost and Vice President for Academic Affairs	Central Connecticut State University
New Britain	To Whom	It May Concern		Bicycling Enthusiasms
New Britain	Adrian M.	Baron	Attorney	Podorowsky Thompson & Baron
New Britain	Robert	Sanchez	State Representative	State of Connecticut
New Britain	Rick	Lopes	State Representative	State of Connecticut
New Britain	Peter	Tercyak	State Representative	State of Connecticut
New Britain	Terry	Gerratana	State Senator	State of Connecticut
New Britain	Helayne	Lightstone	Health Services	The Hospital of Central Connecticut
New Britain	Erin E.	Stewart	Mayor	City of New Britain
New Britain	Nancy	Sarra	Consolidated School District Superintendent	City of New Britain, BOE
New Britain	Sharon	Beloin-Saavedra	President, Urban Voices	City of New Britain, BOE

Invited Parties List

Town	First Name	Last Name	Job Title	Company
New Britain	Steven P.	Schiller	City Planner	City of New Britain
New Britain	Emmanuel	Sanchez	Alderman	City of New Britain
New Britain	Louis	Salvio	Alderman	City of New Britain
New Britain	Kristian	Rosado	Alderman	City of New Britain
New Britain	Christopher	Polkowski	Alderman At Large	City of New Britain
New Britain	Don	Naples	Alderman Ward 4	City of New Britain
New Britain	Jerrell	Hargraves	Alderman Ward 2	City of New Britain
New Britain	Tremell	Collins	Alderman Ward 3	City of New Britain
New Britain	Daniel	Davis	Alderman Ward 4	City of New Britain
New Britain	Shirley	Black	Alderwoman	City of New Britain
New Britain	Robert	Smedley	Assistant Majority Leader	City of New Britain
New Britain	Wilfredo	Pabon	Assistant Majority Leader	City of New Britain
New Britain	Carlo	Carlozzi, Jr.	Minority Leader	City of New Britain
New Britain	Daniel	Salerno	Majority Leader	City of New Britain
New Britain	Jamie	Giantonio	President Pro Tempore	City of New Britain
New Britain	David	Huck	PR/Cyclist	City of New Britain
New Britain	Carmelo	Rodriguez		
New Britain	Jan	Peichert	Chairwoman	
New Britain	Jessica	Gerratana	Administrative Supervisor	City of New Britain
New Britain	To Whom	It May Concern		New Britain-Berlin YMCA
New Britain	Talhaht	Mannan	Director	Early Learning Program
New Britain	Anthony	Rivera	Lieutenant	New Britain Salvation Army
New Britain	Lisa Hayes	Williams	Curatorial Assistant to the Director	New Britain Museum of American Art
New Britain	Lew	Platt	President	New Britain Lions Club
New Britain	Gerry	Amodio		
New Britain Plainville	Elizabeth	Boukus	State Representative	State of Connecticut
New Britain Plainville	ELIZABETH	ESTY	Congresswoman	House of Representatives
Plainville	Katherine M.	Pugliese	Chairwoman	Town of Plainville
Plainville	Scott D.	Saunders	Vice-Chairman	Town of Plainville
Plainville	Carmen	Matteo	Director of Physical Services (DPW)	Town of Plainville
Plainville	David	Emery	Superintendent of Buildings & Grounds (DPW)	Town of Plainville
Plainville	Dominick	Moschini	Superintendent of Roadways (DPW)	Town of Plainville
Plainville	Christine	Aldi	Office Assistant Public Works Administration	Town of Plainville
Plainville	To Whom	It May Concern	Health Department	Plainville-Southington Regional Health District
Plainville	Larry	Sutherland	Fire Marshal	Town of Plainville
Plainville	Kevin	Toner	Fire Chief	Town of Plainville
Plainville	Thomas	Moschini, Sr.	Deputy Fire Chief	Town of Plainville
Plainville	Adrien	Paradis	First Assistant Fire Chief	Town of Plainville
Plainville	Matthew	Catania	Chief	Town of Plainville
Plainville	Eric	Peterson	Lieutenant	Town of Plainville
Plainville	Nicholas	Mullins	Lieutenant	Town of Plainville
Plainville	Maureen	Saverick	Operations Manager	The Plainville Chamber of Commerce
Plainville	Robert	Roberti		Cintas
Plainville	Francine	Coleman		Wheeler Regional Family YMCA
Plainville	Nancy	Eberhardt	President	Plainville Historical Society
Plainville	Rose	Stanley	Vice President	Plainville Historical Society
Plainville	Andrea	Saunders	Chairperson	Plainville Community Schools - Board of Education
Plainville	Deborah	Hardy	Vice Chairperson	Plainville Community Schools - Board of Education

Invited Parties List

Town	First Name	Last Name	Job Title	Company
Plainville	Harold	Sparrow	President and Chief Executive Officer	Wheeler YMCA
Plainville	Karen	Shackford	Director	Great Beginnings (2 locations)
Plainville	Karen	Shackford	Director	Great Beginnings
Plainville	Paula	Marieange	Owner/Director	Paula's Playhouse Family Daycare
Plainville	To Whom	It May Concern		Plainville YMCA Child Care
Plainville	To Whom	It May Concern		Plainville Day Care Center
Plainville	To Whom	It May Concern		Plainville Day Care Center
Plainville	To Whom	It May Concern		Plainville Day Care Center
Plainville	Kimberly	Savoir	Director of Day-Break	Day Break Adult Day Service
Plainville	To Whom	It May Concern		Plainville Senior Center
Plainville	Susie	Woerz	Executive Director	Plainville Community Food Pantry
Plainville	To Whom	It May Concern		Plainville Housing Authority
Plainville	To Whom	It May Concern		Living In Safe Alternatives Inc. of CT. Plainville Connecticut
Plainville	To Whom	It May Concern		Community Residences Inc.
Plainville	To Whom	It May Concern		St. Philip House
Plainville	To Whom	It May Concern		Innovative Autism Services (I.A.S.)
Plainville	Kari	Burgess	Assistant Director	Plainville Public Library
Plainville	Doug	Lord	Director	Plainville Public Library
Plainville	To Whom	It May Concern		Norton Park
Plainville	Roberta	Brown	Director	Plainville Youth Services
Plainville	Brenda	Tella	President	District 23-B Plainville Lions Club
Plainville	Susan	Abram	President	Plainville Rotary Club
Plainville	To Whom	It May Concern		Church of Our Savior
Plainville	To Whom	It May Concern		Church of the Bible
Plainville	To Whom	It May Concern		Congregational Church of Plainville
Plainville	To Whom	It May Concern		Faith Bible Church
Plainville	To Whom	It May Concern		First Baptist Church
Plainville	To Whom	It May Concern		First Bible Baptist Church
Plainville	To Whom	It May Concern		Grace Lutheran Church
Plainville	To Whom	It May Concern		Jehovah's Witnesses
Plainville	To Whom	It May Concern		New Covenant Apostolic Church
Plainville	To Whom	It May Concern		New Life Fellowship
Plainville	To Whom	It May Concern		Our Lady of Mercy Church
Plainville	To Whom	It May Concern		Plainville United Methodist Church
Plainville	To Whom	It May Concern		Seventh-Day Adventist Church
Plainville	Steven	LePage	Principal	Plainville High School
Plainville	Matthew	Guarino	Principal	Plainville Middle School
Plainville	Lynn	Logoyke	Principal	Louis Toffolon School
Plainville	Paula	Eshoo	Principal	Linden Street School
Plainville	Susan	Walkama	President and CEO	NW Village School-Wheeler Clinic
Plainville	To Whom	It May Concern		Renaissance Cyclery
Plainville	James	Cassidy		Farmington Valley Trails Council
Plainville	To Whom	It May Concern		Bobby Sprocket
Southington	Shane	Lockwood	Director of Health	Plainville-Southington Regional Health District
Southington	To Whom	It May Concern	Health Services	Hospital of Central Connecticut Bradley Campus
Southington	Garry	Brumback	Town Manager	Town of Southington
Southington	Mark E.	Sciota	Town Attorney; Deputy Town Manager	Town of Southington
Southington	Dave	Lavallee	Assistant Town Planner	Town of Southington

Invited Parties List

Town	First Name	Last Name	Job Title	Company
Southington	Robert A.	Phillips	Director of Planning and Community Development	Town of Southington
Southington	Louis A.	Perillo, III	Economic Development Office	Town of Southington
Southington	Ceil B.	Kelly	Economic Development Office	Town of Southington
Southington	Janet	Mellon	Community Services Director	Town of Southington
Southington	Timothy F.	Connellan	Superintendent of Schools	Town of Southington, Board of Education
Southington	Harold L.	Clark	Chief	Town of Southington Fire Department
Southington	John	Daly	Chief	Town of Southington Police Department
Southington	Lowell	DePalma	Captain	Town of Southington Police Department
Southington	Stephen	Elliott	Lieutenant	Town of Southington Police Department
Southington	To Whom	It May Concern		The Greater Southington Chamber of Commerce
Southington	Kathleen	D'Angelo Stalter	President	Southington Historical Society
Southington	Leana	Gleicher	Administrative Assistant	Town of Southington, Health Dept.
Southington	Eileen	Boulay	Emergency Response Coordinator	Town of Southington, Health Dept.
Southington	Anthony	Musto, III	Assistant Superintendent	Town of Southington, Highway Dept (Public Works)
Southington	To Whom	It May Concern		Apple Valley Worship Ctr
Southington	To Whom	It May Concern		Calvary Assembly of God
Southington	To Whom	It May Concern		Central Baptist Church
Southington	To Whom	It May Concern		Church of Jesus Christ of Lds
Southington	To Whom	It May Concern		Faith Baptist Church
Southington	To Whom	It May Concern		First Baptist Church
Southington	To Whom	It May Concern		First Congregational Church
Southington	To Whom	It May Concern		First Lutheran Church
Southington	To Whom	It May Concern		Gishrei Shalom Jewish Congregation
Southington	To Whom	It May Concern		Grace United Methodist Church
Southington	To Whom	It May Concern		Hope Ministries Inc.
Southington	To Whom	It May Concern		Immaculate Conception Church
Southington	To Whom	It May Concern		Mary Our Queen Roman Catholic Church
Southington	To Whom	It May Concern		Mbi Master's Bible Institute
Southington	To Whom	It May Concern		Gurdwara Guru Nanak Darbar
Southington	To Whom	It May Concern		The Church of Saint Dominic
Southington	To Whom	It May Concern		St Paul's Episcopal Church
Southington	To Whom	It May Concern		St Thomas Cenacle
Southington	To Whom	It May Concern		St Thomas Church
Southington	To Whom	It May Concern		Zion Lutheran Church

APPENDIX B: ADDITIONAL COMMENTS

The following is a list of comments noted during the focus groups sessions, organized by theme. Many of the comments mirror some of the key findings listed in the main report, but are provided here to share the entire range of comments received.

Themes From Plainville Focus Groups

Safety & Security

- The current East Coast Greenway interim route on Route 10 prevents people from coming to the trail again
- People view trails as inviting criminals
- One participant had heard concerns from women about safety on trails
- Might want to consider separating cyclists and pedestrians
- Some towns have had to plow portions of the existing trail in the winter

Selling the trail

- People from a neighborhood along an existing trail came out and gave testimony about how safe the trail was (Farmington)
- Need support from the locals
- Craig Dellapenna in Northampton is a great resource
 - great speaker
 - realtor who is supportive of trails
- Can we get local/regional businesses to support the trail?
- Can we get testimonials from existing businesses along the trail?
- People move here for quality of life, the trail can help with that
 - Might not be able to win over millennials, but can win young families
 - Corporations are losing mid-level managers
- North and South of Plainville there is an enormous amount of community buy-in

- It comes down to design

- One participant said the trail will be great for the town, another said that there is considerable support in town
- One participant suggested engaging the arts community when the trail is built or being built
- Get something built, even if it is just 1,000 feet

Comfort

- Moving the trail onto roads helps the riders who are comfortable
 - It doesn't help the novice rider
- There are a lot of moms and families on the trail
- People with disabilities use the trail as well
- Consistency of the path is important for inexperienced riders (should match existing sections of trail)

Competing interests

- Competing interests in Southington between economic development and trail use
- Some want to keep rail as an option

Potential difficulties

- Active rail is the biggest impediment
- Maine and Massachusetts have legislation to relieve railroads of liability for rail with trail projects
- Could be difficult to get the town to pay the local match for federal funds if the price is high
- Some in town may oppose the trail
- The Town of Plainville has limited in-house engineering services to provide
- Need to continuously recruit and find new people to be advocates
- Need standardization of maintenance of trail systems
- Plainville does not have a complete streets policy
- Earlier efforts did not get enough political backing and support
- Earlier study gave too many options and not one distinct route recommendation

Current deficiencies

- Hard to find parking
- Stretch along Route 10 is daunting (see safety)
- Interim route of the East Coast Greenway takes you around, not through, downtown Plainville
- No real community gathering spots in Plainville
- Intersection of Route 10 and 372 is problematic; could be a candidate for a roundabout

Success nearby

- 60% of Simsbury Free Bike users are women
 - A lot of people between the ages of 18 and 35
 - 60% of users are not residents of the town they retrieve a bike from
 - Have data and surveys that they can provide

Potential locations

- People love walking around Norton Park
- The Industrial park could be an option, but is challenging
- Would be relatively straight forward to connect existing trails in Norton Park to the Industrial Park
- Keep it focused on destinations and experience
- Spurs from the trail are key
- Not just about creating a bike road between New Haven and Northampton
 - Create an atmosphere
- One participant noted that it was important to make a nod to the original historic canal
- Possible to come down Farmington Ave
 - It's an old trolley line that may still have some right-of-way available
- Do we need to keep the rail option on the table?
 - When do we write it off?
 - Do we plan for both routes?
 - Need to explore both, but be open and honest as we don't want to appear to be "baiting and switching" the public
- Plainville residents may actually be better served by a road adjacent trail than the rail right-of-way

(more access to services)

- Still a strong desire to connect downtown Plainville; more foot traffic
- Some participants had questions about what criteria would be used to determine the path
- A concern that people fall into the trap of thinking about the trail as primarily being for cyclists
- There is a desire to connect neighborhoods around town to each other
- Suggestion that we start small (quick success)
- Lots of opportunity on Broad Street as it is very wide
- Route 177 parallels the airport - could be a route
 - Challenging intersection with West Main Street

Economics

- There is an interest in getting the trail in downtown or near the central business district
- Data from surveys conducted by Simsbury Free Bike can help make the economic argument
- Is there a concern about talent retention that the trail could help address?
- Is there a consortium of businesses that could be approached?
 - CIGNA has a hard time recruiting to Hartford
 - There are some big businesses along the trail in Farmington: Trumpf, Connecticare
 - No unified group of companies you can get to
 - There is a town in Iowa that has a group of 30 or so companies who get together to discuss talent retention
 - Travelers has an active group of bike riders
 - What about hospitals and medical groups?
- One participant was cynical about the economic value of the trail
 - It has more value for residential development than businesses
 - The rail line is probably more valuable economically

- One participant wanted to know how their business can help facilitate
- The trail in Southington is a destination for people; there is a sense it will be a focus for development in the future

Health

- One participant noted that 80% of health is due to environmental factors
- Healthy gears program; program organized by hospitals
- Should connect to the YMCA (Farmington Ave)

Needs

- Connections are key; need destinations
- Unionville and Farmington Center are two key destinations on the trail
- Paved trails are better for people with disabilities (as opposed to dirt or stone dust)
- Needs to be the political will to see it through
- Needs to fit and enhance the community
- Need to come to grips with the fact that this may not be the typical trail
- Separation from traffic is essential

Potential partners/leaders:

- Plainville Art League
- Hot Air Balloon festival at end of August may be an opportunity to reach out to people
- Schools can be good partners

Themes From New Britain Focus Groups

New Britain's Assets

- A lot of attractions in New Britain
- Downtown CCSU satellite campus
- Hospital located adjacent to Walnut Street Park
- Two major housing projects underway

What the Trail Could Add

- Could make housing more attractive
- Could attract new housing options
- Could be attractive to more people (than current cycling options)

- No space in New Britain for a trail like the FCHT, so a link to the trail in Plainville could connect NB residents to that sort of amenity
- For one participant, it would make it feasible to bike to work from Avon as they currently have to ride on Route 10
- Could help restore community contact

Safety

- The city gets a lot of feedback that people don't feel comfortable riding in traffic
- One participant said she feels safer when she sees the bike markers on the road
- Sometimes public safety can be in conflict with pedestrian/bike friendliness
 - Need access for emergency vehicles, which can be in conflict
 - There is a balance though and the city is working together on that
 - When the state planned CT**fastrak**, they did not consider issues of larger incidents on the busway, such as two buses colliding
 - Roundabouts can work just fine for fire trucks
- One participant had given up riding around the city
 - Said it was too dangerous
 - Was enthusiastic about being connected to a larger network of trails though
- The trail has to be safe, and be seen as safe
- Need to have lights on the trail
- Current areas of concern:
 - Beaver street, near the fire station, is difficult for fire trucks to enter/exit
 - Corbin and West Main; East Main and MLK; Main and Lafayette - high crash intersections

Current Efforts

- Bike boulevard being installed on Adams St
- 4 to 3 lane road diet on John Downey Drive garnered immediate positive feedback
- Bike markings are a message of awareness

- Added buffered bike lanes to Columbus Boulevard
- Trying not to get any negativity with current complete streets work
- Taking the low hanging fruit (for the most part) right now
- First city in the state to do head out angled parking
- Would like to see more bike to work events
- Currently, the CT**fastrak** trail doesn't have good access to nearby attractions
- Bike New Britain (advocacy group) is very active
- Small bike share system at the Museum of Art that the city is looking to expand
- State is currently updating the statewide bike/ped plan
- Mayor has been very supportive of current efforts; receives many accolades for current complete streets work
- Common Council has been supportive as well
- Complete Streets plan has attracted \$20 million in infrastructure funding
- Effort to start a bicycle shop for kids (Bank Street Garage)

Issues

- Not a lot of easy connections to/from the CT**fastrak** trail
- Have heard from other people that New Britain is too congested to bike through
- Need for better signage to bring people into the city's destinations
 - Not just fastrak, but others as well
 - Wayfinding is key
- Other parts of the trail have no signage to guide you
- Seasons can be an issue
 - Winter dampens people's desire to commute
 - Depends on the person though, some people have no choice
- There may be floodplain issues along the

Quinnipiac

- New Britain has a high level of zero car households
- Many parts of the city lack good quality family recreation amenities
- People are protective of existing parks, so any potential changes could face opposition
- Some neighborhoods may oppose having a trail as well
- West Main St is a nightmare for cycling

Options for the Trail

- Woodford Ave was preferred over West Main Street
- It was felt by one participant that we should start with the "Cadillac" of options and work down from there
- Needs to be a dedicated multi-use trail to get a lot of use
- Should take a look at the 84/72 right-of-way to see if there are any options
- Look at it as a spine, an arterial for the larger bike system
 - New Britain is working to add spurs and connections through the street network
- Rail line, in both areas, is the most obvious route
- Myrtle Street is another good arterial to look into
- Connect New Britain to Plainville through canal system
- Black Rock Road is an option
- Tricky intersection at Crooked Street (in Plainville)
- Beltline in Atlanta is a model (eyes on the trail, destinations, activation of places)
- Utilize Farmington Ave bike lane into CT**fastrak**
- Use Shuttle Meadow between Southington and New Britain

Attractiveness of the trail

- The trail needs to be appealing to all users
 - It needs to be attractive
 - Need to think about the average person

- Need to attract the non-hardcore bikers
- The city lacks opportunities for inexperienced riders, kids especially
- Most attractive trails have a mix of rural and destinations
 - Bristol, RI is a great example
- Can add to quality of life improvements
- Desire for connections to green space

Health

- Trying to consider health impacts in new programs
- Asthma and obesity rates are high in youth populations
- City-wide health initiative (Invest Health)

Economics

- Need to encourage businesses to offer amenities to cyclists, such as bike racks
- Look at the effect of drawing business to the pathway
- Downtown New Britain used to be bustling; would like to see that activity level return
- Want to bring back quality of life to the city, restoring what it was before the slicing and dicing of highways
- Significant population of riders for economic reasons
- Employees at the shopping center in Plainville often use bikes or transit to get to work (from New Britain)
- Difficult for people to get to the Cancer Treatment Center on the Plainville/New Britain town line
- Employers and training programs have difficulty getting people transportation; brings up an equity issue

Other Transportation

- Need to improve bus routes
- I-84 viaduct project will result in two years of closures; leverage point
- Rail company probably wouldn't approve of another pedestrian crossing of the rail line
- Rail line sees about two trains per week

Environment

- Quinnipiac river was recently added to FEMA floodplain mapping

Education

- CCSU raises population of the city by 1/5
- TDM plan for CCSU included a survey of students and faculty that could be helpful
- Town-Gown connection is important
- More education about bike/ped safety is needed
- Bike Safety Day: educate and get more families and kids out
- Trouble getting kids to programs because of transportation options
- A lot of graduating students are going to college in Hartford (Capitol Community College)
- Graduation rate is improving but is still challenging

Other

- Could present at NRZ meetings
- Slade Middle School or Lincoln Elementary have good meeting spaces

Key leaders in the city

- Hispanic Coalition
- Churches are key for hispanic community
- Reverend Thomas Mills of Grace Church
- Carmelo Rodriguez - access to Spanish radio station
- New Britain Chamber of Commerce
- Downtown Business District
- Palonia Business Association
- Neighborhood Revitalization Zones
- Public officials benefit from the positive attention the city is getting from complete streets work
- Jessica Hernandez - Community Central (Community outreach for CCSU)
- Carol Lovette

Community Events

Study Team Members attended numerous community events through the study period to educate the public and introduce many to the details of the study and invite residents to participate. Events included:

- Discover New Britain Bike Ride
- Cross State Ride in Plainville
- Plainville Pumpkin Festival
- New Britain Bike Rodeo
- Walnut Hill Park Community Wide Event
- Farmington Valley Trails Council Annual Meeting

Steering Committee Meetings

April 2016

July 2016

October 2016

November 2016

April 2017

July 2017

January 2018

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



Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, Plainville, Southington and New Britain

Project Team



CONCORDIS GROEP



April 28, 2016

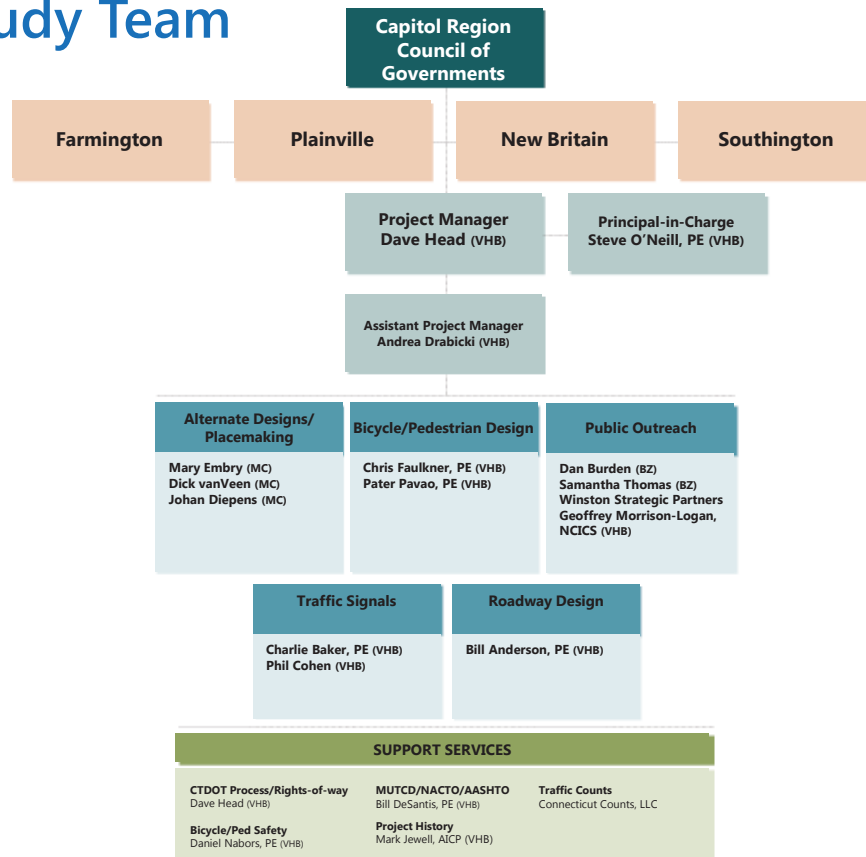


Purpose of the Meeting

- Getting acquainted
- Clarifying the Steering Committee Role
- Clarifying the study mission
- Reviewing the basics
- Homework ☺



Study Team



Introductions

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



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



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



Scope of Work

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

- 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

[illegible]

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

Vision Statement

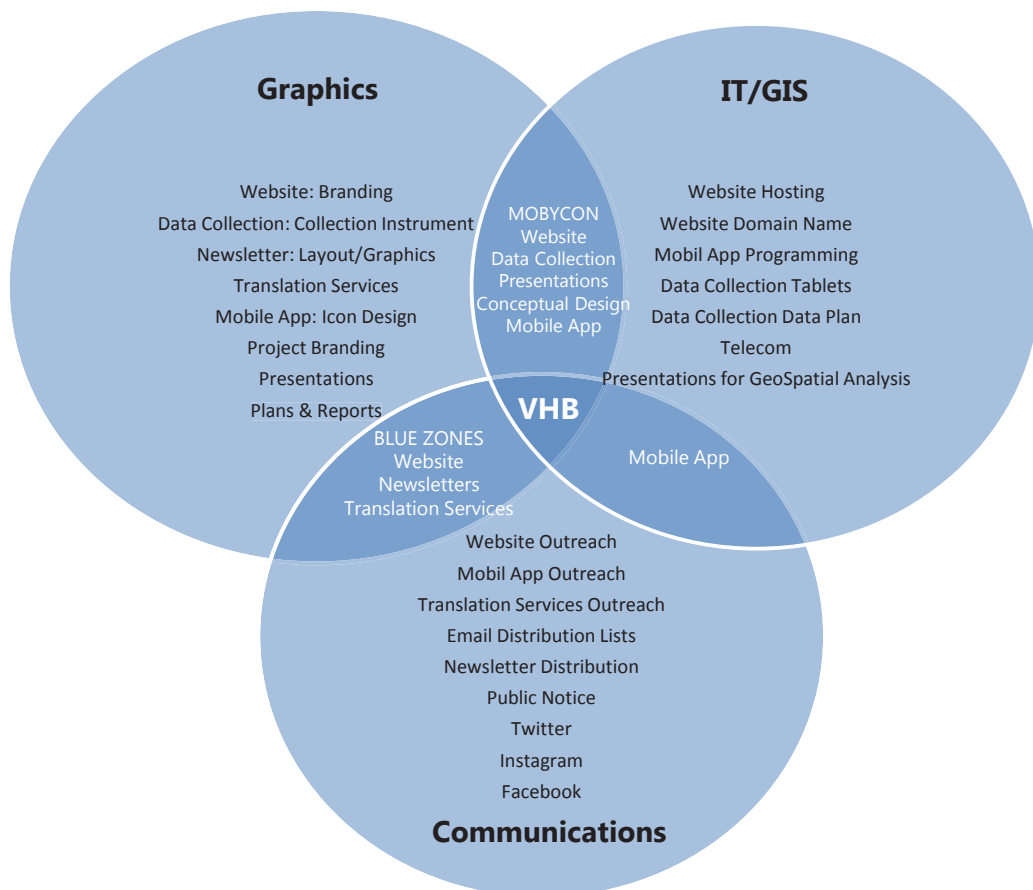
- What is your Vision for the Study?
- Example
 - To determine a corridor for the Farmington Canal Heritage Trail Gap Closure in Plainville, to better position the CRCOG and the Towns to apply for funding for design and construction, consideration should be taken to adhere to local and national standards.
 - 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 (SLOSSS), 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

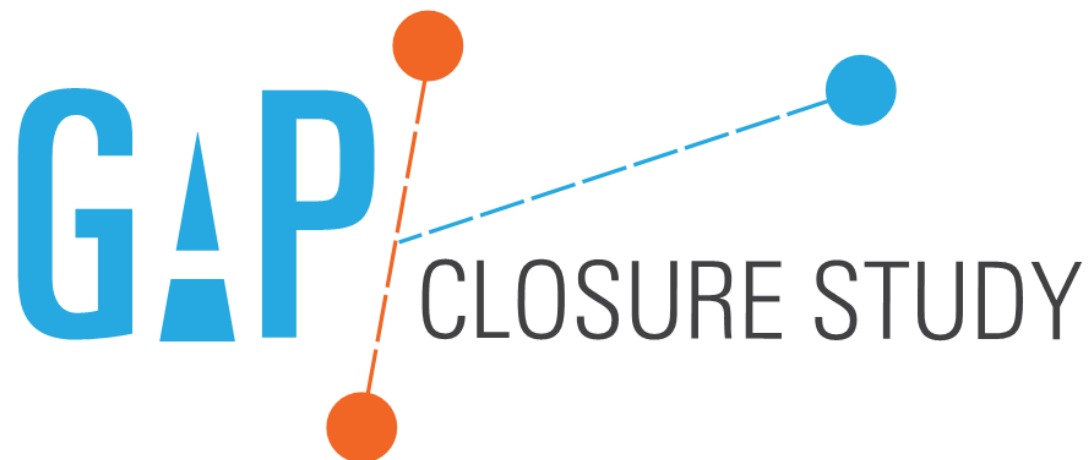
- Allows a common image (brand) to be recognized on all study materials
- Website presence
- Social Media presence
- The Brand: Gap Closure Study
- The Logo
- Project Website
- Social Media
- Committee help
 - What other mechanisms can we utilize?



Branding the Study

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

The Logo: Potential Option #1



The Logo: Potential Option #2



The Logo: Potential Option: #3



Lets have some fun!

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



The Website Layout



- HOME
- ABOUT
- SCHEDULE
- PARTICIPATE
- PROJECT TEAM
- STAKEHOLDERS
- FAQ
- SITE MAP



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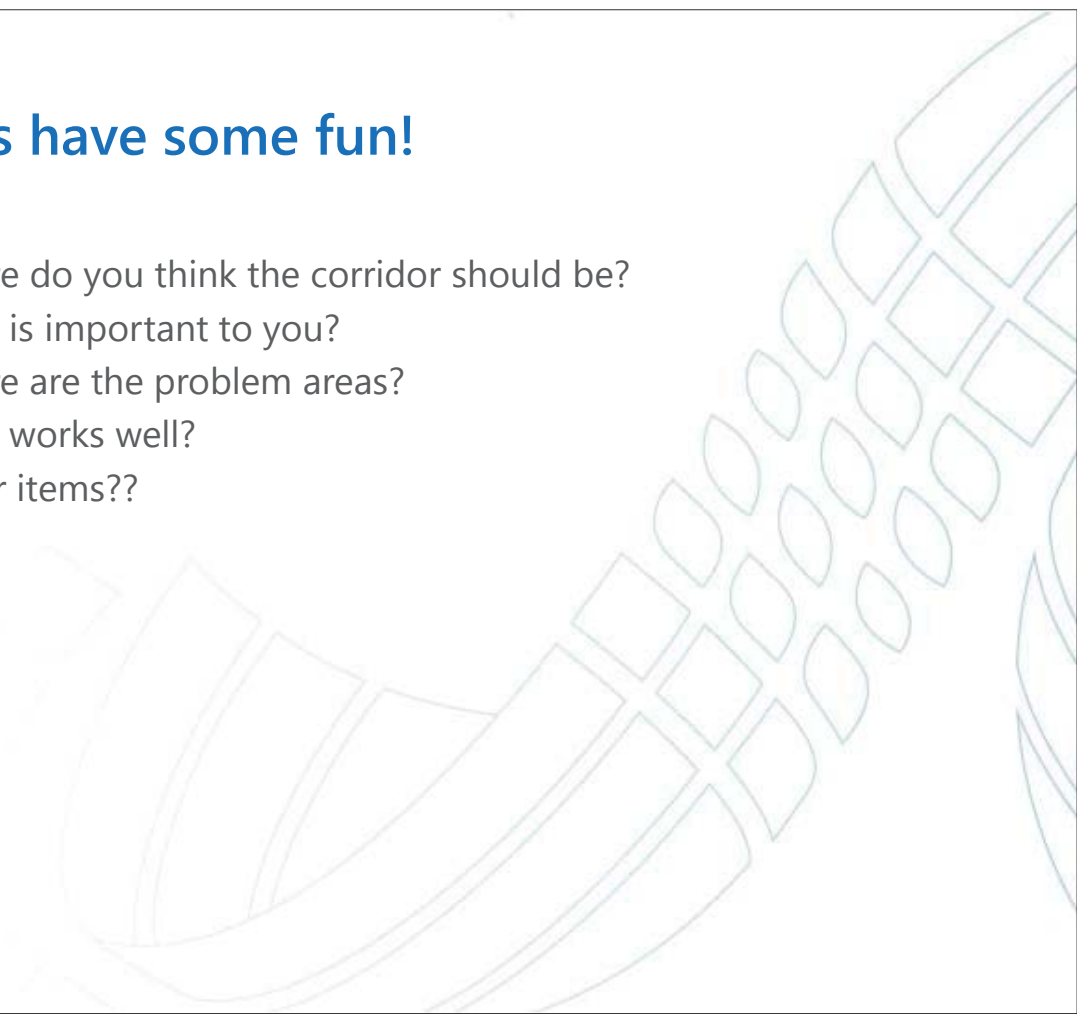
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Have a question? See if its answered in the [Study FAQ](#) »

The Website: Domain Name

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

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??
- 

Homework...

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



Dave Head | dhead@vhb.com | 860.807.4339

Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Mark Jewell | mjewell@vhb.com | 860.807.4326



Meeting Notes

Place: Plainville Town Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: April 28, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Steering Committee Meeting #1
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study

ATTENDEES

Steering Committee

Tim Malone, Capitol Region Council of Governments
Matt Blume, Town of Farmington
Bruce Donald, East Coast Greenway / Farmington Valley
Trails Council / CT Greenways Council
Robert Lee, Town of Plainville
Mark DeVoe, Town of Plainville
Pete Salomone, Plainville Greenway Alliance
Jim Grappone, Town of Southington
Jill Scheibenpflug, CT Department of Energy and
Environmental Protection
Grayson Wright, CT Department of Transportation
Sue Jacozzi, Plainville-Southington Health District
Mark Moriarity, City of New Britain
Carl Gandza, City of New Britain

Consultant Team

Dave Head, VHB
Andrea Drabicki, VHB
Mark Jewell, VHB

Mr. Dave Head began the meeting by introducing the VHB team present at the meeting, Andrea Drabicki and Mark Jewell. He then laid out the reason for the meeting and led introductions by the members of the Steering Committee (SC) present. As part of the SC introductions each member was asked to define what they felt the biggest hurdle for the study was. The following were "hurdles" that were noted by the SC:

- Identify a route that's agreeable
- Identifying funding sources
- The Spur to CTfastrak
- Safety
- Implementation Process
- Approval Process (i.e., permitting)
- Right of Way Non-existent

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

- Entice the End Users
- Traffic Calming

Mr. Head then discussed the role of the SC to ensure the members knew what would be expected of them and the number of meetings that are scheduled for the duration of the study. The SC was informed that they are scheduled to meet eight (8) more times during the study and that the meetings would take place at the Plainville Public Library. Afternoon sessions were agreed upon for the meeting times. The main role of the SC entails:

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

An overview of the scope of work was discussed with the SC with a more detailed discussion of the Public Engagement Plan (PEP) following. The items from the scope of work discussed are as follows:

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

The items from the PEP were discussed as follows.

- Meetings:
 - 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
- Schedule

Bruce Donald, East Coast Greenway, FVTC, and the PGA, indicated that Plainville advocacy bike groups can assist in outreach and notifying the public of upcoming events and potentially locating a facility that the Study Team may be able to use during Discovery Week as a location for public informational sessions and focus group meetings.

The next topic discussed was the Vision for the study. Mr. Head began with a sample vision for the study and asked the SC for comments and thoughts on what they felt the vision should entail. A good conversation ensued on what the SC felt a vision should cover, some of the "key words" noted from the SC are listed:

- Safe
- Limit Barriers to Entry
- Friendly
- All end user types have access
- Connectivity to Communities
- Consistent Functionality
- Unity
 - Branding
 - Design
 - Economic Development Opportunity
- Define Imperatives
 - Leadership of Standards
 - International Influence
 - Standardization
 - Redefine Culture
 - "World Class"
 - Define Opportunity

Ms. Drabicki then posed the question to the SC if there were any existing cultural perception issues, i.e. institutional culture, and if so what, in the opinion SC, could the Study Team do to assist in redefining the culture? What could the Study Team do to assist the SC in achieving greater buy-in of the public and other stakeholders?

The SC had a brief discussion confirming that there had been past institutional challenges to get buy-in from the CT Department of Transportation (CTDOT) to support and fund trail feasibility studies and improvement projects involving state infrastructure. Members of the SC concurred that recently there had been a cultural shift within the last five (5) years at the CTDOT.

Grayson Wright, CTDOT, confirmed that the Department is vested in the completion of the last trail gap of the Farmington Canal Heritage Trail (FCHT). The Department fully supports the efforts of the alignment study.

It was agreed by all parties the last trail gap, in Plainville, was indeed the most difficult to determine an alignment; that if it was easy the gap would not exist and a trail would exist, thus the FCHT would be contiguous.

In Summary the SC felt the vision should not be limited to a specific design standard or facility type but be a larger vision for the study. The VHB team will refine the vision statement and send it back to the SC for their review.

Ms. Drabicki gave an overview of the data collection that is going on and the behind the scenes work that has been started since the notice to proceed was given by the Region.

- Behind the scenes
 - Mobilized an internal project support team of +10 people
 - Seven (7) specialized departments involved
- Data collected to date
 - Traffic data
 - Reports & Policies
 - Geographic Information Systems (GIS)

Ms. Drabicki then discussed the project branding, relaying why this was important the areas that the project brand would be used and showed a couple of potential options for a logo design. She requested feedback from the SC on the logo design and the VHB team received feedback on the design, and is summarized below:

- Arrows instead of filled in circles (nodes) (might they represent: Northampton, New Haven, Hartford)
- Add a Center line stripe in Option #1, to show a "trail" section in the "A"
- "See a hole" provide a visual gap in the logo to represent the "hole" in the trail system
- Use "roadway"/"walkway"
- Use state of CT outline as a background for the logo
- Color options – green
- "it [logo] looks better smaller"

Mr. Jewell was then asked to lead the SC in an activity to gather their input on several questions that were posed to them. Mr. Jewell began by discussing the section directly north of the Trail in Farmington and Southington noting the ongoing projects and discussing their beginning and ending points. These include:

- The Solvents Recovery Service of New England (SRSNE) Superfund site remediation project is designing and constructing (2016) the trail and associated amenities from Curtis Street north to Lazy Lane.
- State Project 131-203 in Southington involves the design of an off-road multi-use trail from Lazy Lane north to approximately 1,500' north of Town Line Rd. Southington (Mr. Grappone) noted that the Town may consider utilizing the State ROW along Birch St (SR 532) to extend the trail northerly to Town Line Road.
- State Project 51-268 in Farmington is a 2 mile long, \$5.1 M project from Northwest Drive in Plainville northerly to Red Oak Hill Rd, scheduled to be under construction in June 2016. This completes the FCHT in Farmington.

The SC was asked to gather around large scale maps and discuss several questions noted in the presentation. These questions were:

- 1.) Where do you think the corridor should be?
- 2.) What is important to you?
- 3.) Where are the problem areas?
- 4.) What works well?
- 5.) Other Items??

The SC was encouraged to discuss these questions and mark up the maps with markers and post it notes to capture their thoughts. The SC theme throughout the exercise seemed to be that a multi-use trail is preferred if an appropriate corridor could be found.

Tim Malone went over a memorandum regarding outreach to environmental justice communities and limited English-proficiency populations. Mr. Malone noted that such a memo is required for every study that CRCOG undertakes. Mr. Malone outlined the steps that CRCOG would take, which included: coordinating with municipal officials to identify appropriate outreach methods for environmental justice communities; putting a notice of translation availability on all meeting announcements; translating newsletters for the project; translating a two-page summary of the final report; and coordinating with municipal officials to identify media outlets and organizations through which to engage Spanish and Polish speaking populations. Those in attendance agreed with the approach. Mr. Malone asked the SC members to send him any comments they have.

Next Steps

- Steering Committee to review the list of plans and reports identified by VHB and provide input if the resources are the most current and make recommendations for additional information that should be considered for the Study.
- Steering Committee members are to identify any pertinent upcoming events that Study Team might consider attending or conducting outreach
- Bruce Donald, East Coast Greenway, FVTC, and the PGA, indicated that Plainville advocacy bike groups can assist in outreach and notifying the public of upcoming events
- The City of New Britain will identify the proper person(s) to contact regarding LEP/EJ community leaders that the City may already be working with.
- VHB will revise the vision statement and send it to the SC.
- VHB will revise the logo and send it to the SC.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees
Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee Meeting #2

July 25, 2016, 3 PM – 5 PM

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

1. Welcome and Introductions
2. Vision Statement and Objectives
3. Study Update
4. Decision Matrix
5. Blue Zones Interview of Steering Committee
6. Next Steps



Purpose of Meeting

- Welcome
- Vision Statement and Objectives of the Study
- Study Update
- Decision Matrix
- Steering Committee Interview
- Next Steps



Study Team Introductions

- David Head – Project Manager
- Andrea Drabicki – Asst. Project Manager
- Mark Jewell – Historic Knowledge of the trail
- Dan Burden – Blue Zones – Public Outreach
- Samantha Thomas – Blue Zones – Public Outreach

Hello!

Committee Introduction

- Name
- Affiliation



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."

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

		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																		
		2016												2017					
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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)



Base Map and GIS Map Preparation

- Rail
- Bike Facilities
- Environmental Justice populations
- Limited English Proficiency populations
- Bus Routes
- CTfastrak
- Schools
- Traffic Speeds
- Trails
- Zoning
- Among Others



Base Map and GIS Map Preparation



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

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:

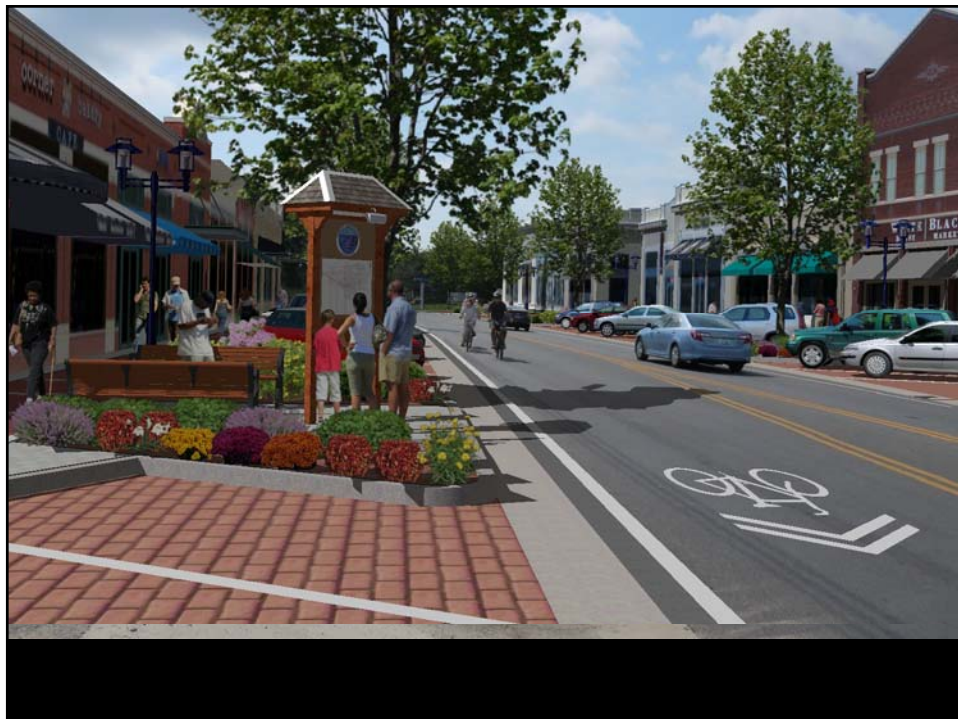
↓ 86%

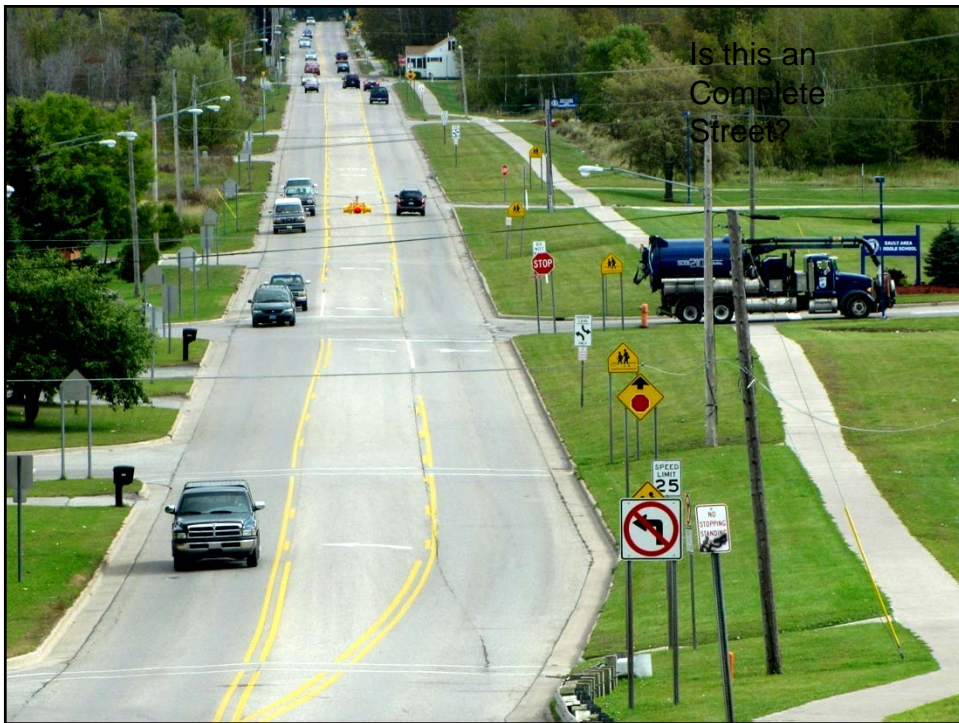
↑ 5%

Neighborhood Quality:

↑ 19%

↓ 11%

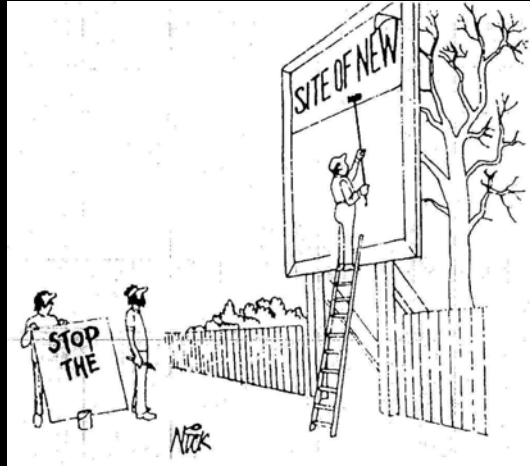




Many people are poised to oppose change.

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.*

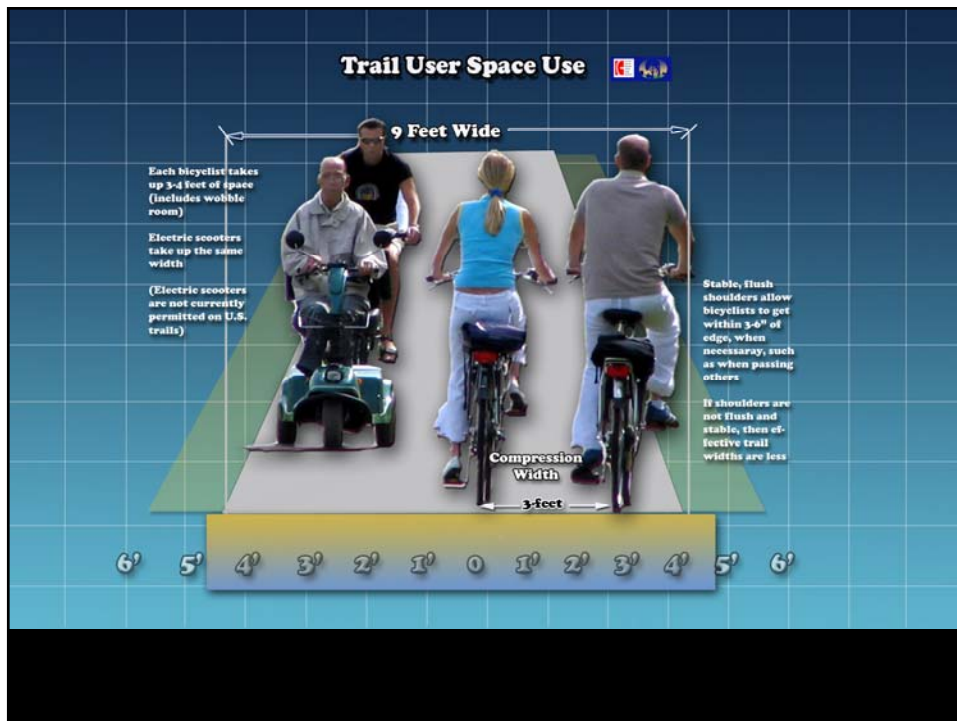
(National Association of Home Builders)



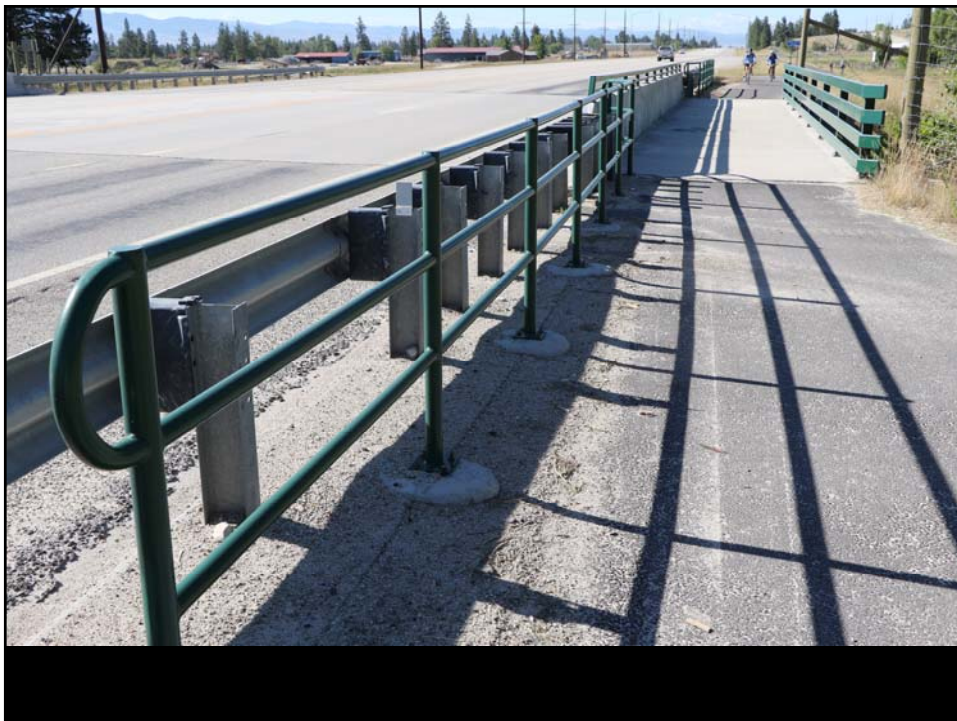
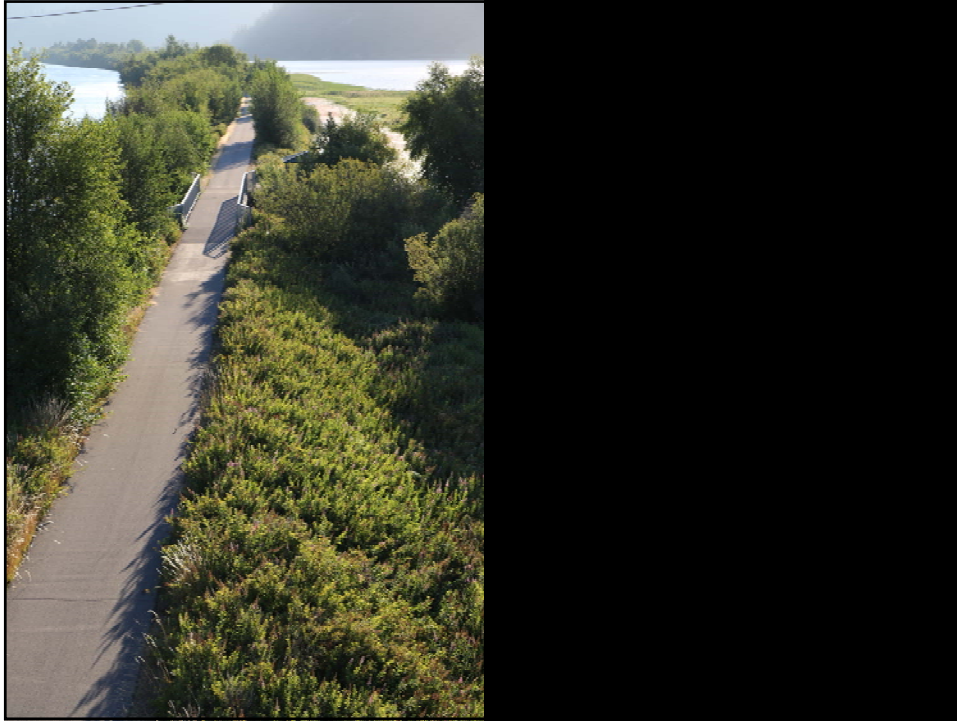
Fennelin Falls, Ontario

Create a Vision for Greenway Development

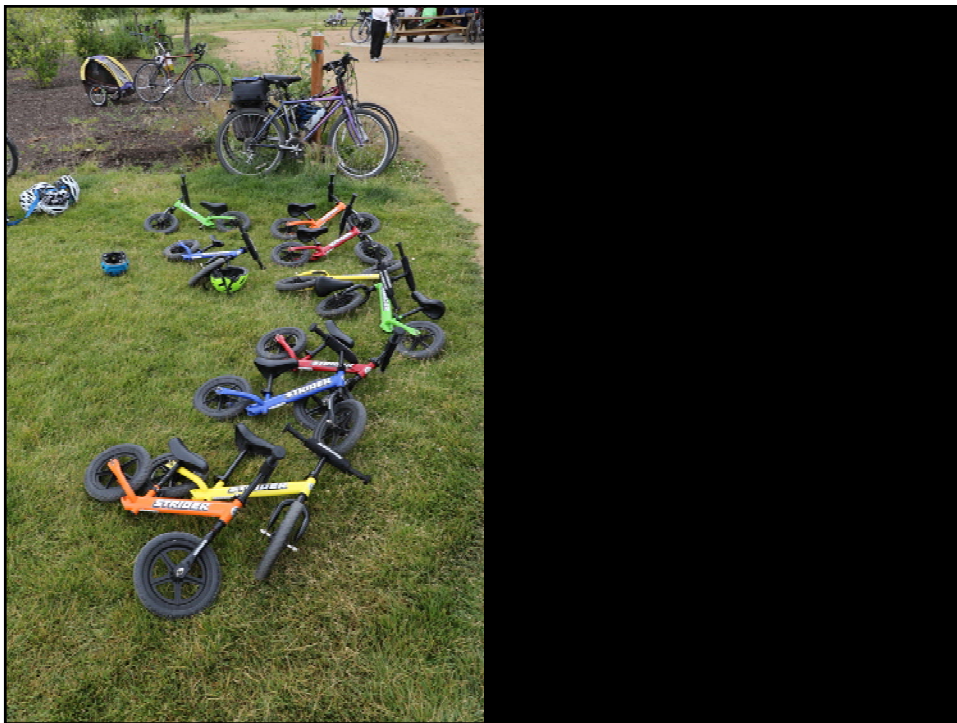
- **Recreation** (exercise, play, discovery, adventure)
- **Transportation Access** (school, work, errands, visiting)
- **Transportation Equity**
- **Health, wellness, fitness**
- **Tourism, economic development**
- **Social** (interaction, association, sharing)
- **Economic stability and growth**















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



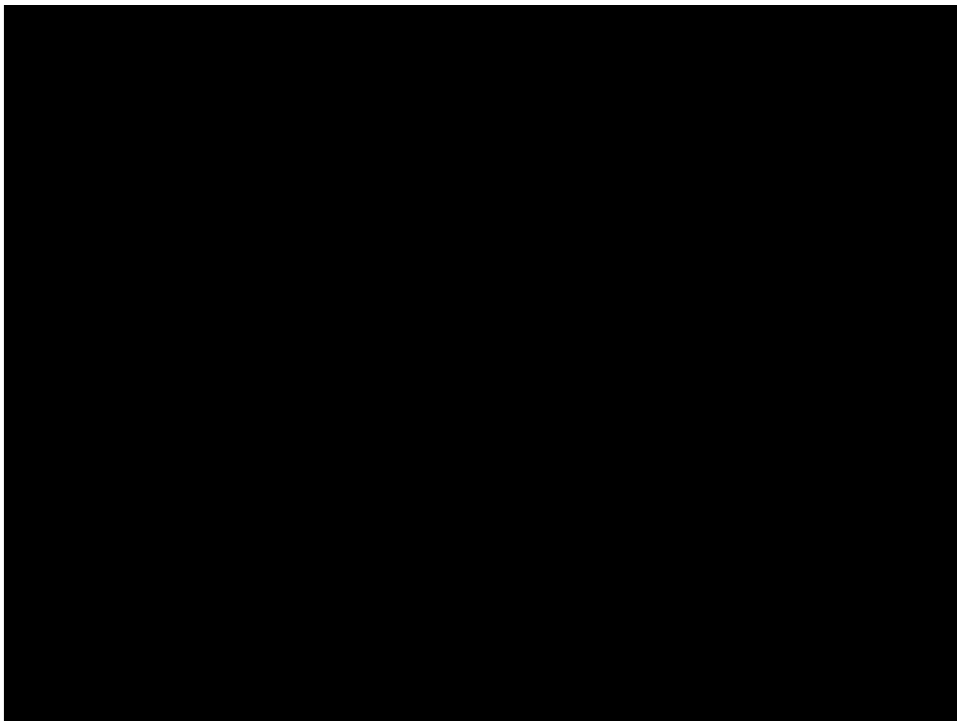


Destinations

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

- 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 will the trail cost.
 - Based on recent 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				Safety			On Road				Off Road	
	Within 1/4 mile of resource				Number of Conflicts along Alternative			Length of Alternative on each				Length of Alternative C	
	Schools	Recreational Facilities	Commercial Locations	Cultural Resources	Commercial Driveways	Intersections	Mid-Block Crossings	Principal Arterials - Other	Minor Arterial	Collector	Local	Multi-use Trail	Separate Facility
Alternative 1													
Alternative 2													
Alternative 3													

Interview

- What kind of city do you want to live in? Leave for your children/ grandchildren?
- How do you want to move around your city? Get to shops? School?
- What do you think the role of the car in your city is?
- What do you think the role of the bike in your city is?

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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Andrea Drabicki | adrabicki@vhb.com | 860.807.4357

Mark Jewell, AICP | mjewell@vhb.com | 860.807.4326

Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224





Meeting Notes

Place: Plainville Town Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: July 25, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Steering Committee Meeting #2, 3pm-5pm
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Study)

ATTENDEES

Name	Organization	E-mail Address
Steering Committee Member		
Matt Blume	Town of Farmington	blumem@farmington-ct.org
Jim Cassidy	Farmington Valley Trails Council / Plainville Greenway Alliance	james_p_cassidy@mac.com
Mark DeVoe	Town of Plainville	devoe@plainville-ct.gov
Bruce Donald	East Coast Greenway Alliance	rbd1414@hotmail.com
Carl Gandza	City of New Britain	cgandza@newbritainct.gov
Laurie Giannotti	CT Department of Energy and Environmental Protection	laurie.giannotti@ct.gov
Jim Grappone	Town of Southington	grapponej@southington.org
Sue Jacozzi	Plainville - Southington Health District	sjacozzi@pshd.org
Maureen Lawrence	CT Department of Transportation	maureen.lawrence@ct.gov
Robert Lee	Town of Plainville	relee@plainville-ct.gov
Tim Malone	Capitol Region Council of Governments (CRCOG)	tmalone@crcog.org
Mark Moriarity	City of New Britain	mark.moriarty@newbritainct.gov
Grayson Wright	CT Department of Transportation	grayson.wright@ct.gov
Kevin Tedesco	CT Department of Transportation	kevin.tedesco@ct.gov
Consultant Team		
David Head	VHB	dhead@vhb.com
Andrea Drabicki	VHB	adrabicki@vhb.com
Mark Jewell	VHB	mjewell@vhb.com
Geoffrey Morrison-Logan	VHB	GLogan@VHB.com
Dan Burden	Blue Zones	dan.burden@bluezones.com
Samantha Thomas	Blue Zones	samantha@bluezones.com

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

Mr. Head began the meeting by introducing the VHB team present at the meeting, Andrea Drabicki, Mark Jewell, Dan Burden and Samantha Thomas. He then laid out the reason for the meeting and led introductions by the members of the Steering Committee (SC) present. Mr. Head then reviewed the Objectives of the Study:

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

He then proceeded to review the Vision Statement as crafted and voted on by the Steering Committee:

“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 CTfastrak 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.”

Mr. Head next provided an update to the scope of work and schedule:

- 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

Additional project milestones included:

- Website is up and live: www.gapclosurestudy.com
- Survey #1 is posted on the project website on the Participate page:
<http://www.gapclosurestudy.com/participate.asp> **Error! Hyperlink reference not valid.**

Mr. Burden then gave a short presentation on bicycle and pedestrian treatments that can be used for closing the gap in these communities. The presentation touched on best practices from around the country and discussed which of these have worked well in other parts of the country. He also noted that people do want choices and that data exists to support the economics of trails and that walkability investments are being considered by people when considering to work and live in a community.

The next topic discussed was the Decision Matrix for the Study. Mr. Head stated that VHB had developed a draft of the matrix and provided the draft to the CRCOG for review and comment. Mr. Head indicated that the matrix would be used to objectively evaluate alternatives against each other and that the matrix criteria needed to be definable and measurable. The decision matrix criteria developed by VHB include the following:

- Connectivity
- Safety
- Off Road/On Road Alternative
- Environmental

- Property Impacts
- Cost

The alignment with a higher score will ultimately be determined as the “preferred alignment”. Each community will receive their own preferred alignment. The weighting scale will be from zero (0) to ten (10), whereas;

Zero (0) – Of low benefit or high negative impact

Ten (10) – Of high benefit or low negative impacts

Mr. Head then reviewed each of the decision matrix criteria beginning with connectivity. Mr. Head stated that connectivity would be measured by the number of schools, recreational areas, commercial locations, and cultural resources within a ¼ mile of a proposed alignment.

- 1.) Schools
- 2.) Recreational facilities – Parks, Linear Trails, Open Space
- 3.) Commercial Locations – Town/City Center, Neighborhood Centers, Technology Parks, Office Parks
- 4.) Cultural Resources – Museums, Historical Locations, Religious Institutions, Cultural Centers

There was general consensus on the list of items to be reviewed for connectivity (above), however, there was one comment regarding how many people (population) would be within ¼ mile of an alternative. It was noted that population would be added to the matrix.

Mr. Head continued with the matrix criteria, indicating that the safety criteria would evaluate the number of traffic conflicts along the trail, specifically, how many commercial driveways and how many intersections are crossed, as well as, how many mid-block road crossings there are. Several members of the Committee requested that security be added as a criteria for the trail. The security of the trail will be a key factor in getting people to use the trail, which will in turn improve the security by becoming self-policing, e.g. “eyes on the trail”. Mr. Head noted that this had been discussed by the study team but was not added because it can be a very subjective rating criteria. He noted that for example the type of facility that one person feels secure on can be very different than another. However, based on the SC input the consultant team will work up a definition so that security can be added to the matrix.

The next criteria discussed was how much of the proposed alignment would be off road or on road. Several members of the Committee noted that it would be helpful if definitions and images were provided for the facilities so that everyone had a clear understanding of what was being discussed. Mr. Head indicated that he would provide the necessary information so everyone would have a clear understanding of the various types of treatments. The general consensus from the Committee was that an off road facility would be the most sought after type for this project. It was also suggested by the committee that three categories of trail types could be used: on-road, off-road, and multi-use trail.

Another item that was discussed was the comfort and aesthetics of the trail and how this should be assessed. A discussion ensued as to what could comfort be rated on, several items discussed were: how close to a high traffic road the facility was, how much shade was provided, are there amenities along the trail such as benches, viewing

areas, etc. Mr. Head noted this would be identified through other criteria such as on-road / off road facilities, connectivity and others, but it would be stressed throughout the process that the trail has to be designed to be a comfortable facility, e.g. shade trees, etc.

Mr. Head next presented the environmental criteria. Trail alternatives will be evaluated on wetland impact (percentage of trail within wetlands), impact to the 100-year floodplain (percentage of trail in or out of the floodplain), negative affect on cultural resources, impacts to hazardous materials locations, and additional impervious surface (pavement) being added. There was a good discussion of which items if any from this criteria should be included at all in the initial rating of alternatives, the reason behind this was that any impact can be mitigated in some fashion. Several members thought that the Environmental Criteria should be taken out until more detailed assessment will be performed after the alternatives are reduced to 2 or so for each gap closure (Plainville and New Britain). It was finally decided to leave this criteria in, but make the weighting for this not as important as other criteria for the initial round of alternatives.

Mr. Head went on to discuss the property impact criteria. Property impacts will be evaluated on whether the property being impacted is publicly or privately owned. This impact is being defined as the center line of the trail being within 10 feet of a property line. Discussion ensued over this criteria regarding if it should be included for the first round of cuts of alternatives. It was noted that an alternative with a large amount of property impact may be a non-starter for the communities where these reside and that it should be left in. It was also noted that this impact would be a simple "this many properties may be affected" not a detailed assessment of the impact.

The last criteria to be evaluated is the cost. Each alignment developed will include the preparation of a conceptual design/construction cost estimate which will be developed from recently bid CTDOT projects. Included in the costs will be an estimate for the annual maintenance cost of the proposed facility. Several members of the team brought up examples of maintenance issues and indicated that sample maintenance cost data from existing trails is available. Several committee members noted that cost is the least important part of creating a "world class" facility and felt that cost should not be reviewed as part of the initial alternative selection. After discussion it was determined to leave this in because the cost of the project could have a large impact to a smaller community that does not have a large tax base / budget to cover a potential match to State or Federal funding. Similar to the Environmental Criteria is was decided to leave cost in but give it a lower weighting than other criteria.

At this time Mr. Head invited Dan and Samantha from Blue Zones to "interview" the Steering Committee to garner their insight. Each Committee member was asked a few questions about their community or organization to garner their thoughts on the study, and their answers were recorded for the consultant team's use. The initial question asked was "What are the issues in your communities that we should be aware of?" other follow-up questions were asked that varied based on the discussion. Some of the repeated messages that the Committee Members relayed were: the importance of interfacing with transit; designing for the condition you want to see instead of the existing conditions; being mindful of how the public will react to potential impacts near their homes; that on-road improvements may be necessary (it was suggested that the intersection of Routes 10 and 372 be analyzed); and that CTDOT had to use many techniques to engage the harder to reach populations in New Britain. Other comments from the Committee included, this is a facility for transportation / commuting not just recreation; the facility can improve the quality of life by allowing people to be active; an off-road facility is preferred; aesthetics

of the facility will be critical to get people using it; CTDOT is open to many new facility types for bicycle and pedestrian projects; a network of facilities is desired that allows users to go out their front door and get to the facility instead of taking their car to the trail; many of the users are using the existing facilities out of necessity (don't own a car); this project has the ability to revitalize the communities / have a positive economic benefit. This is a brief summary of the responses from the Committee, a full summary of information collected from this interview will be published in the Discovery Week report.

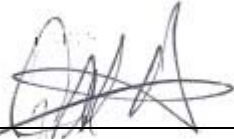
Next Steps

- VHB to finalize the Decision Matrix based on feedback received from the Steering Committee and additional information gathered during Discovery Week.
- The Study Team will develop the weighting for each of the decision matrix criteria and forward for review.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee / Technical Team Report Out Meeting

October 6, 2016, 10 AM – 11 AM

***Plainville Public Library, 56 East Main Street, Plainville, CT
Auditorium***

1. Welcome and Introductions
2. Public Comment
3. What we Learned
4. Next Steps
5. Conclusion

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, Plainville, Southington and New Britain

Workshop Reporting Meeting
October 6, 2016



Purpose of Meeting

- Welcome and Introductions
- Review What We Heard
- Next steps
- Your Feedback





Plainville



New Britain





Our Values



WHY?



Active Transportation



Jobs



Age Friendly



Nature with Urban



WHY?



Universal Design



Safe Routes to School



Millenials/Lifestyle



Connectivity



Family



Vibrant Town Centers



Non-Nuclear Families

WHY?



WHY?



WHY?



Transportation Equity



Placemaking



Safety



Social Exchange

WHY?



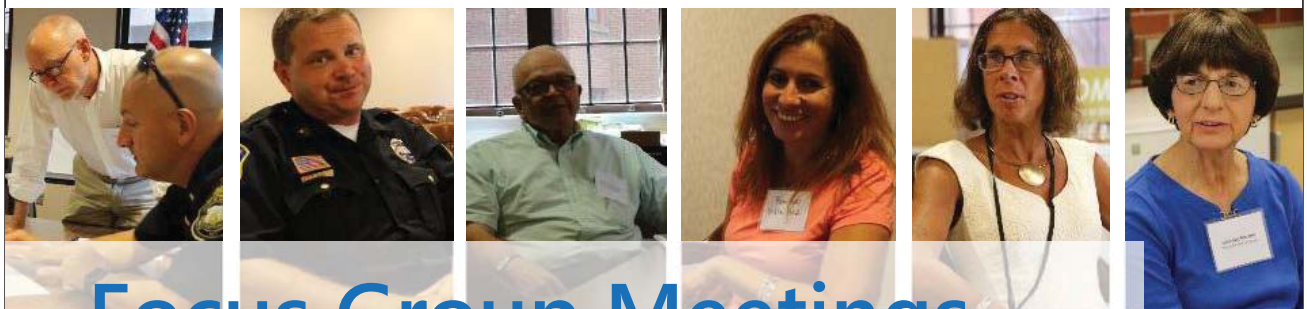
Long-Distance Bicyclists



Linkages Parks-to-Parks



Local Residents



Focus Group Meetings

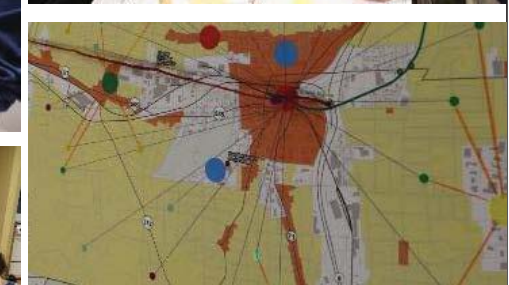


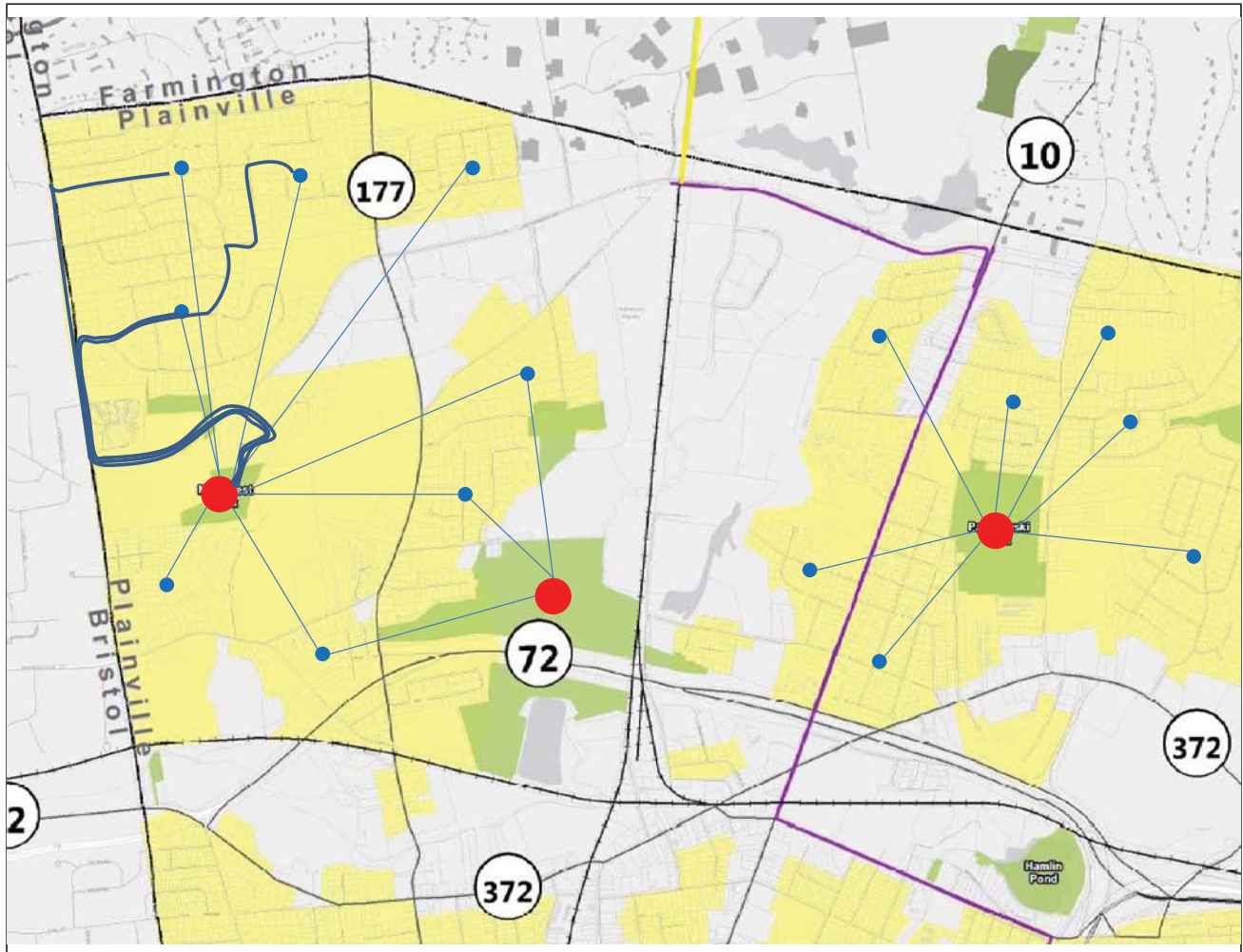


Plainville



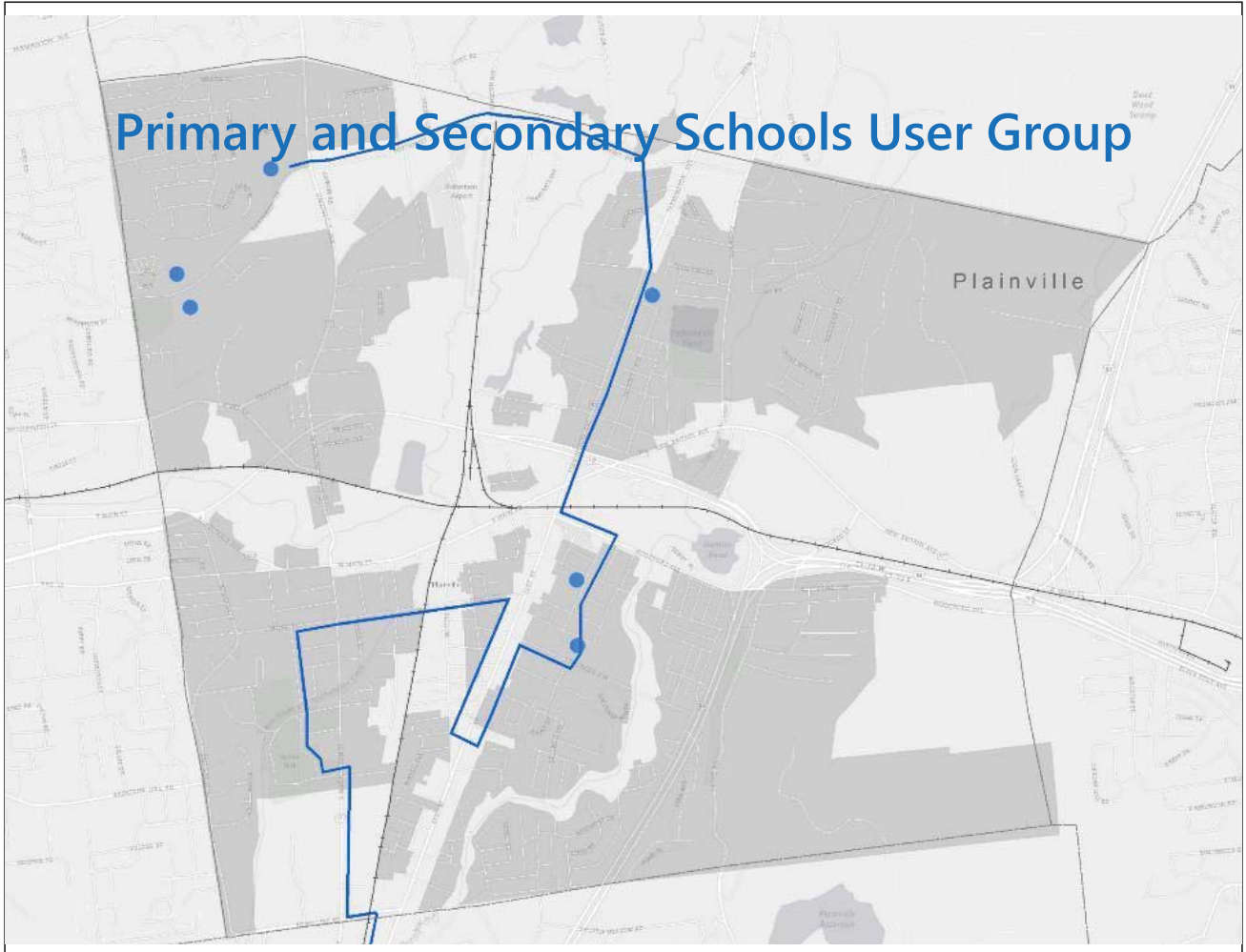
New Britain



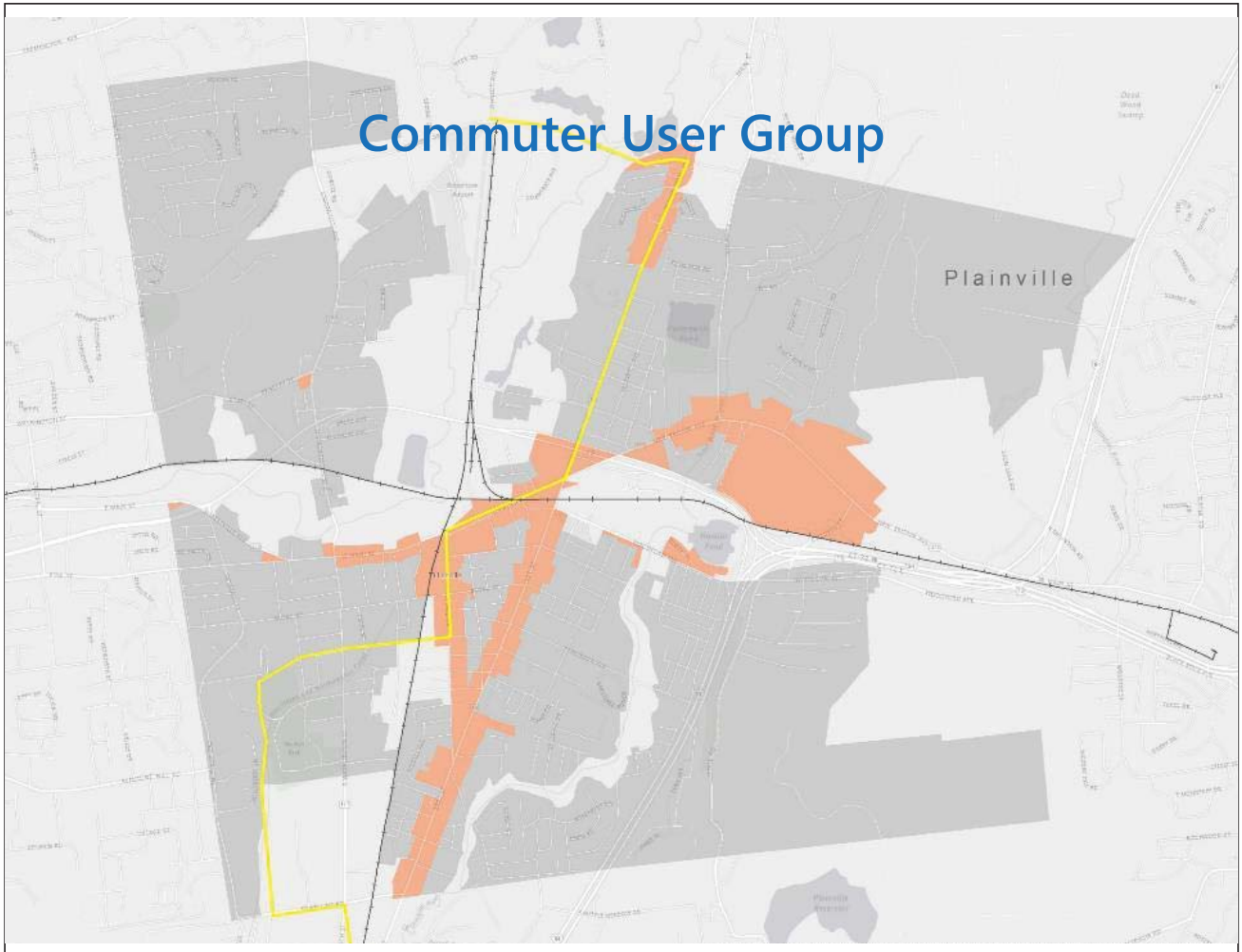


PLAINVILLE

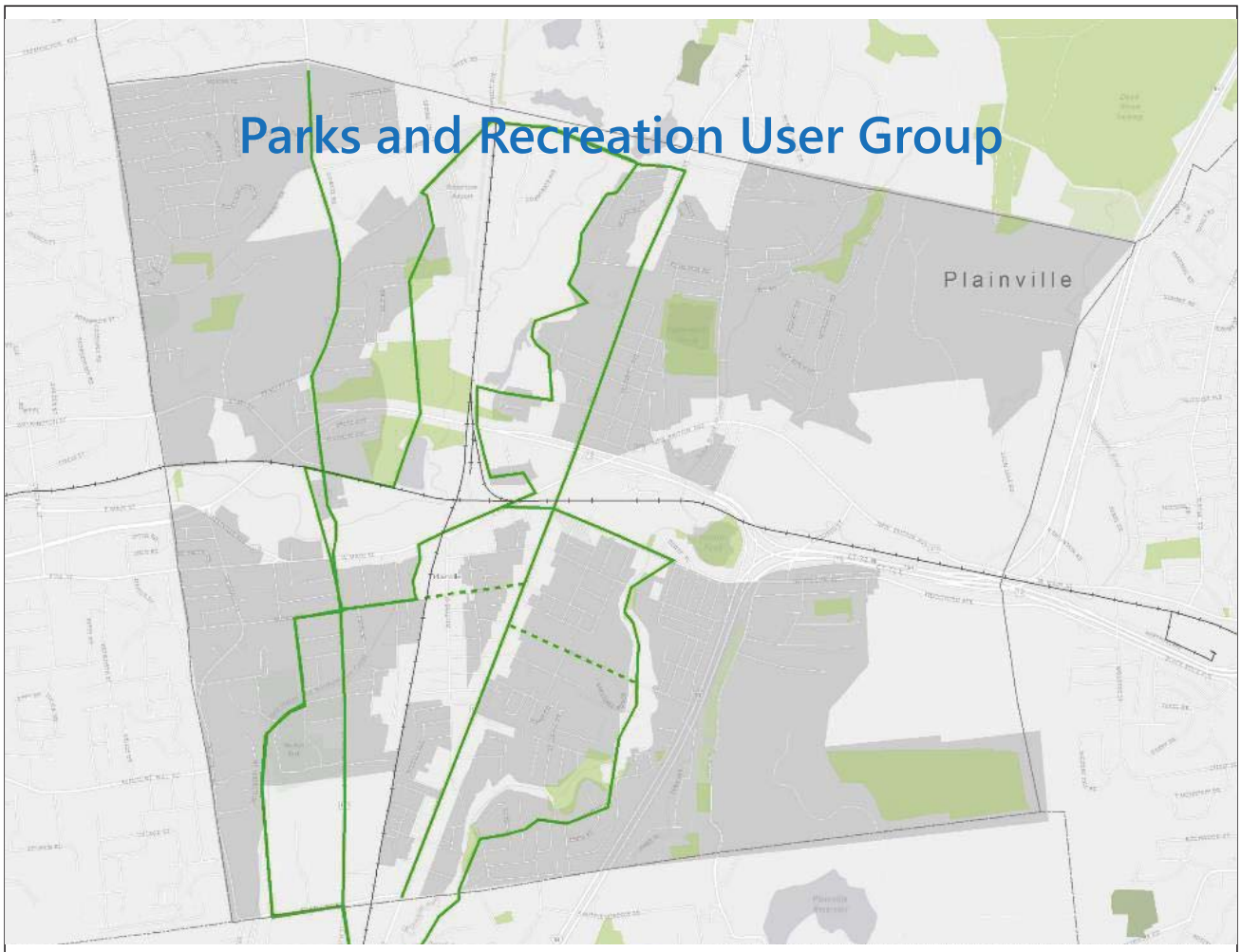
Primary and Secondary Schools User Group



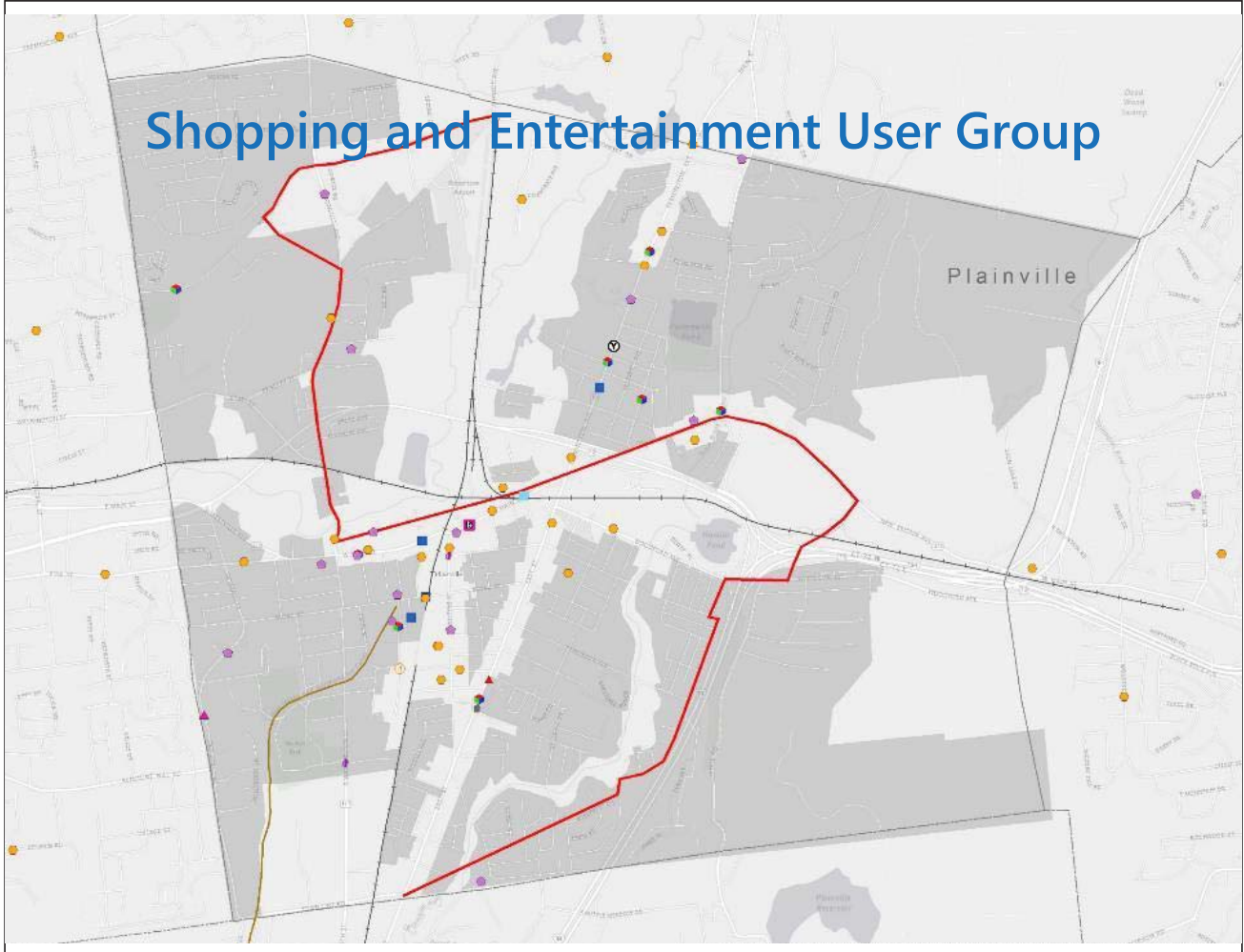
Commuter User Group



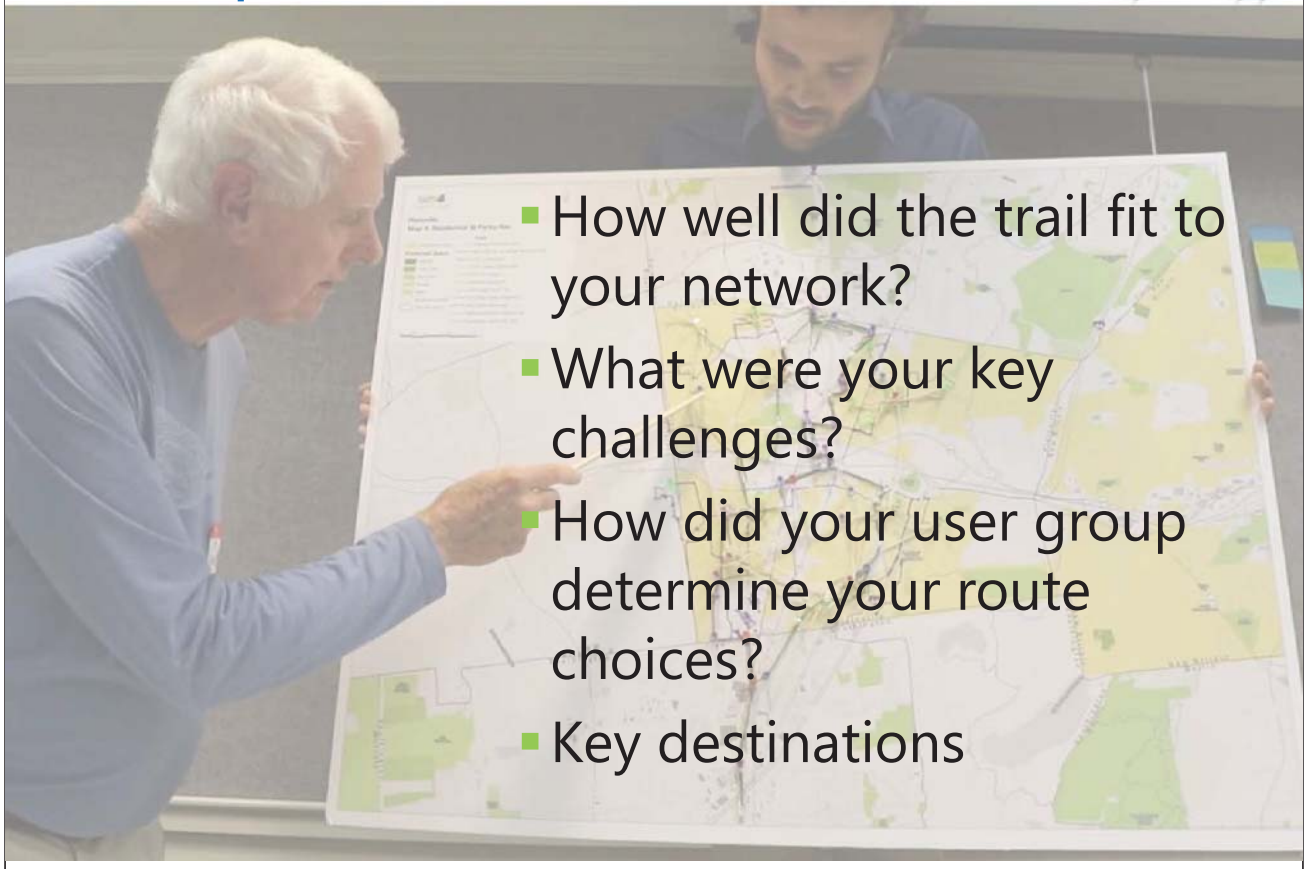
Parks and Recreation User Group



Shopping and Entertainment User Group



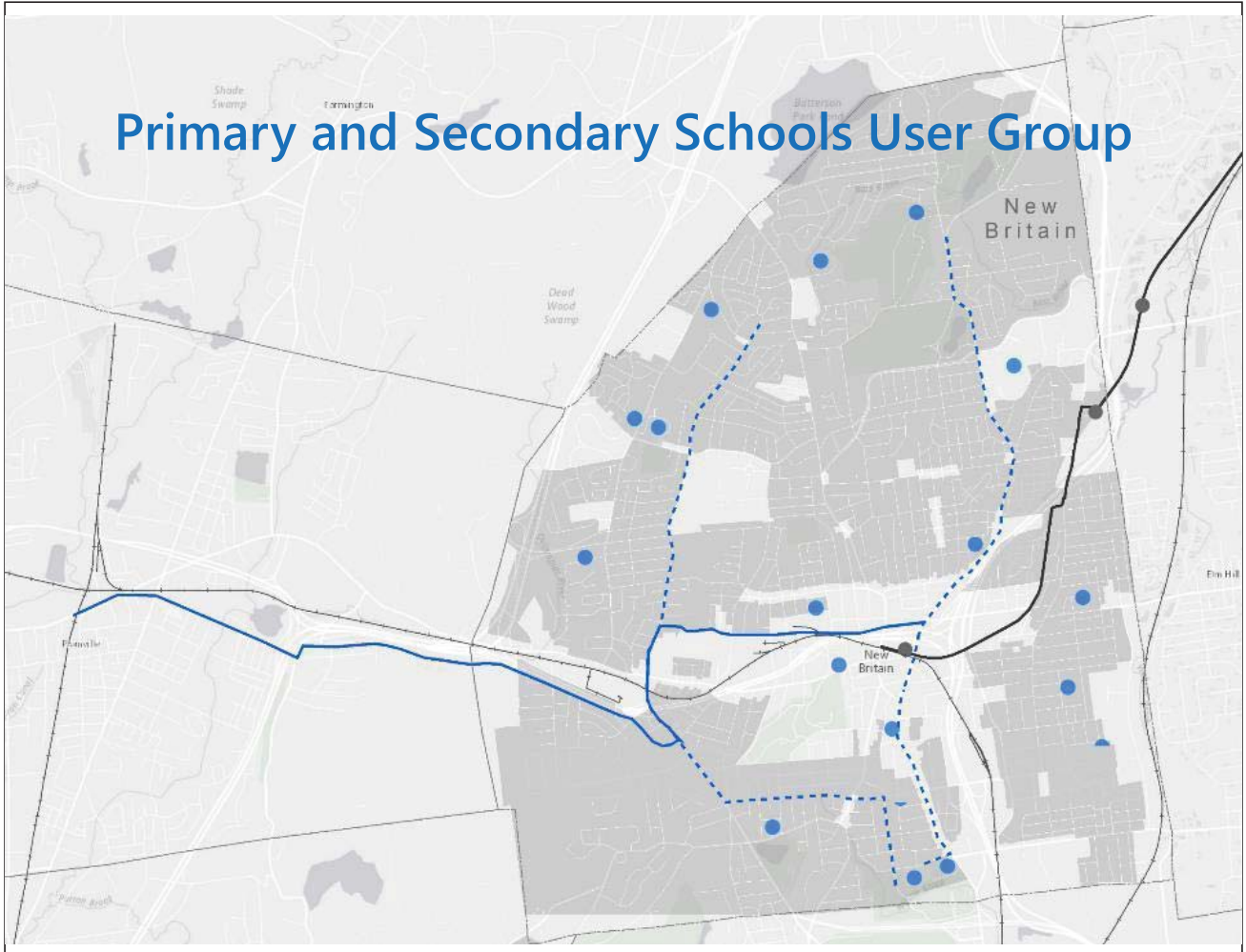
Report Back - Plainville



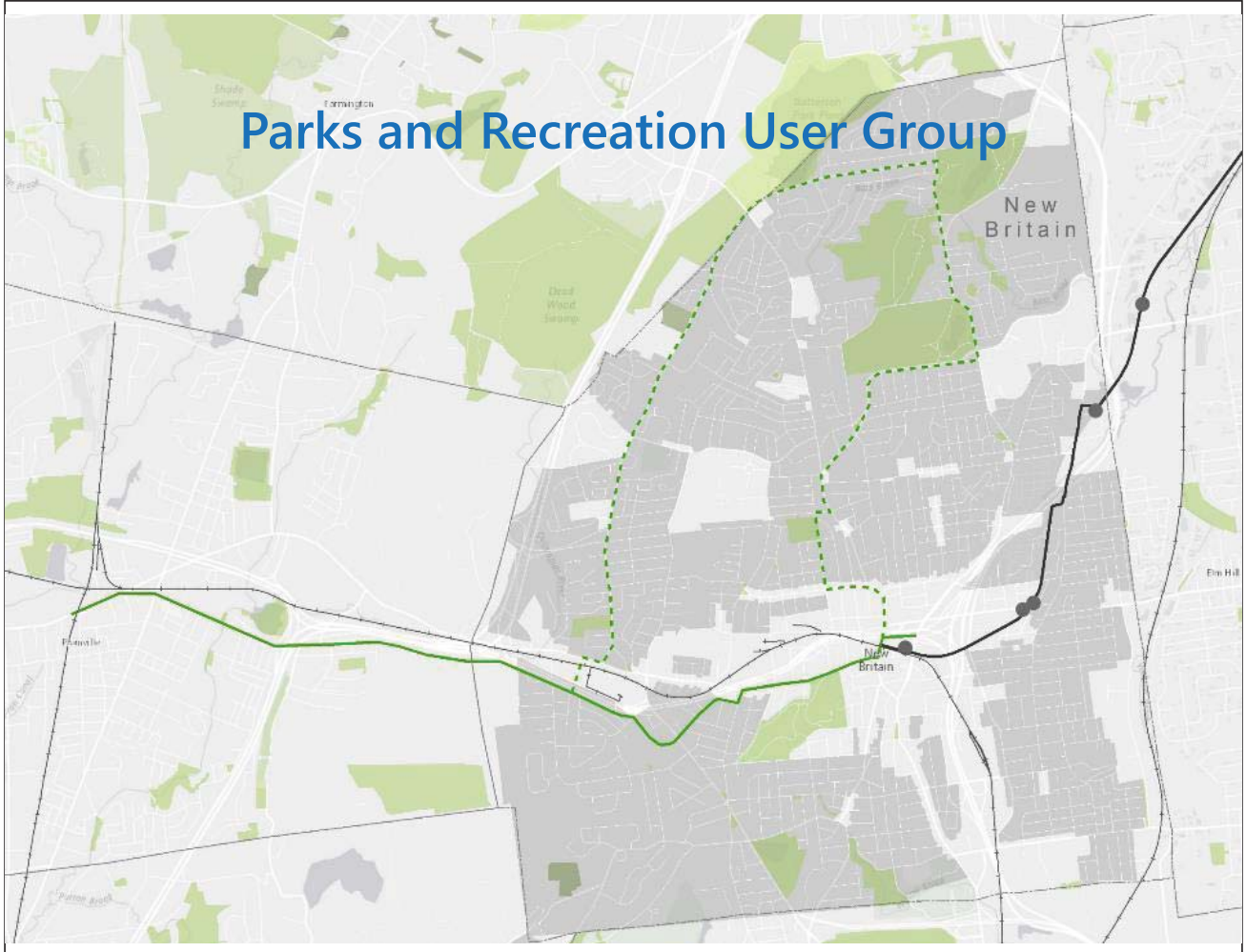
- How well did the trail fit to your network?
- What were your key challenges?
- How did your user group determine your route choices?
- Key destinations

New Britain

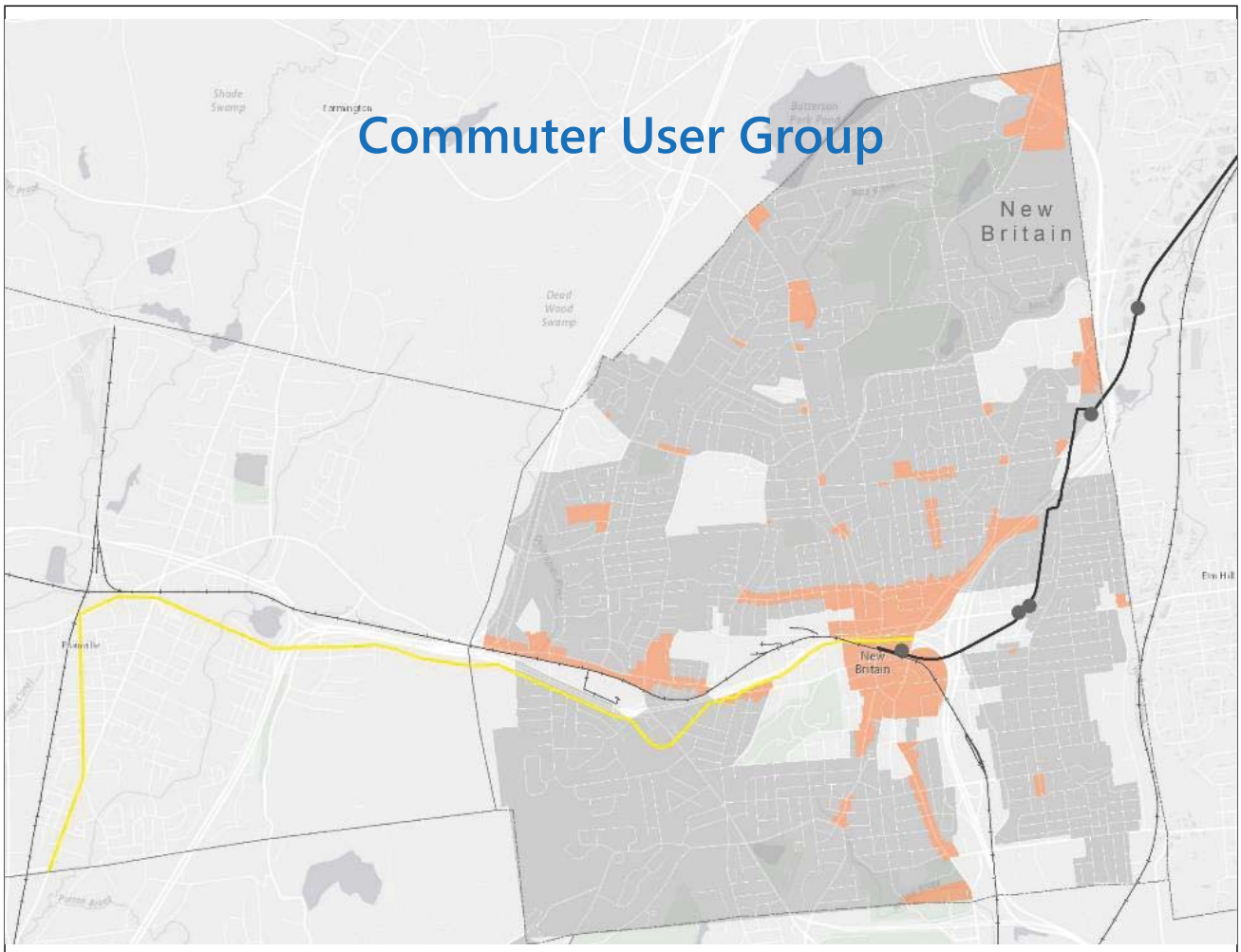
Primary and Secondary Schools User Group



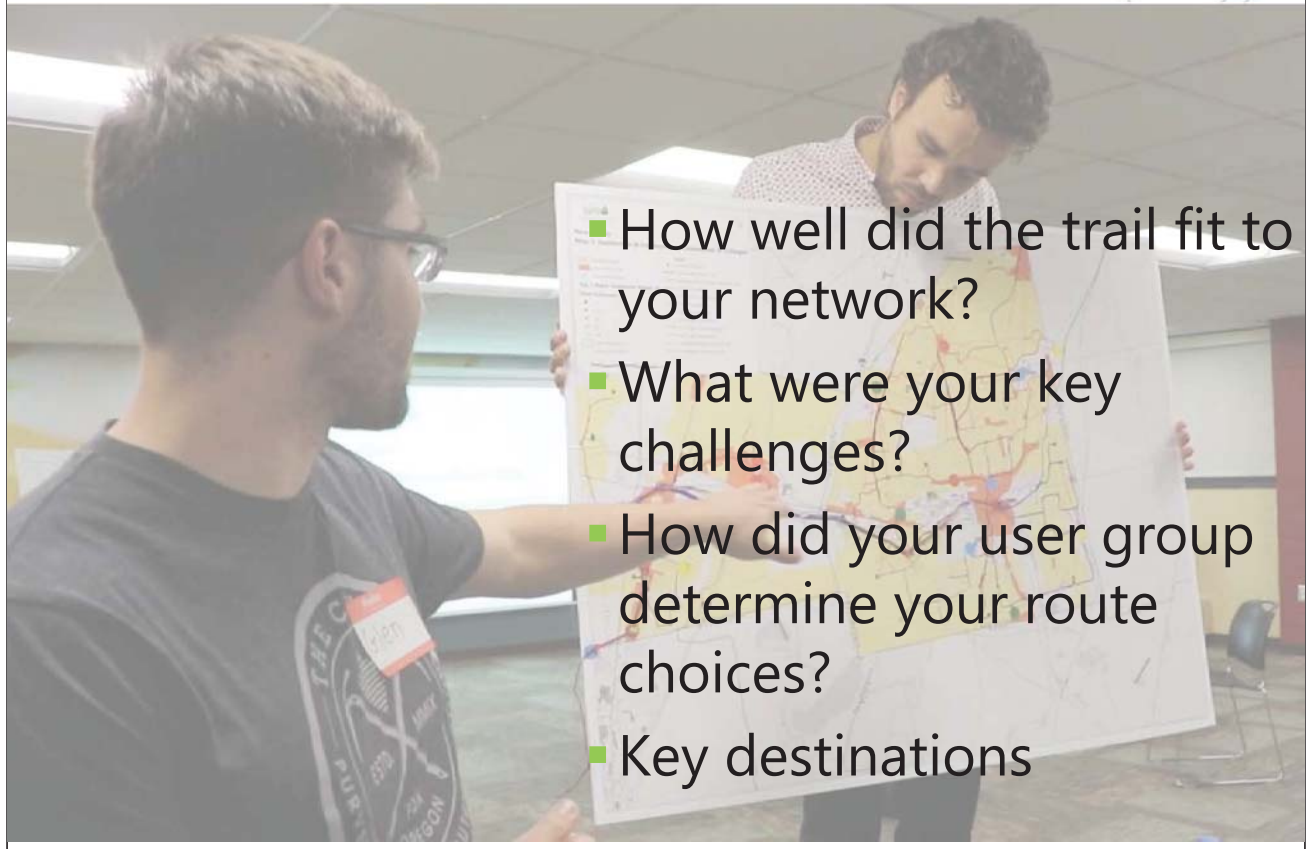
Parks and Recreation User Group



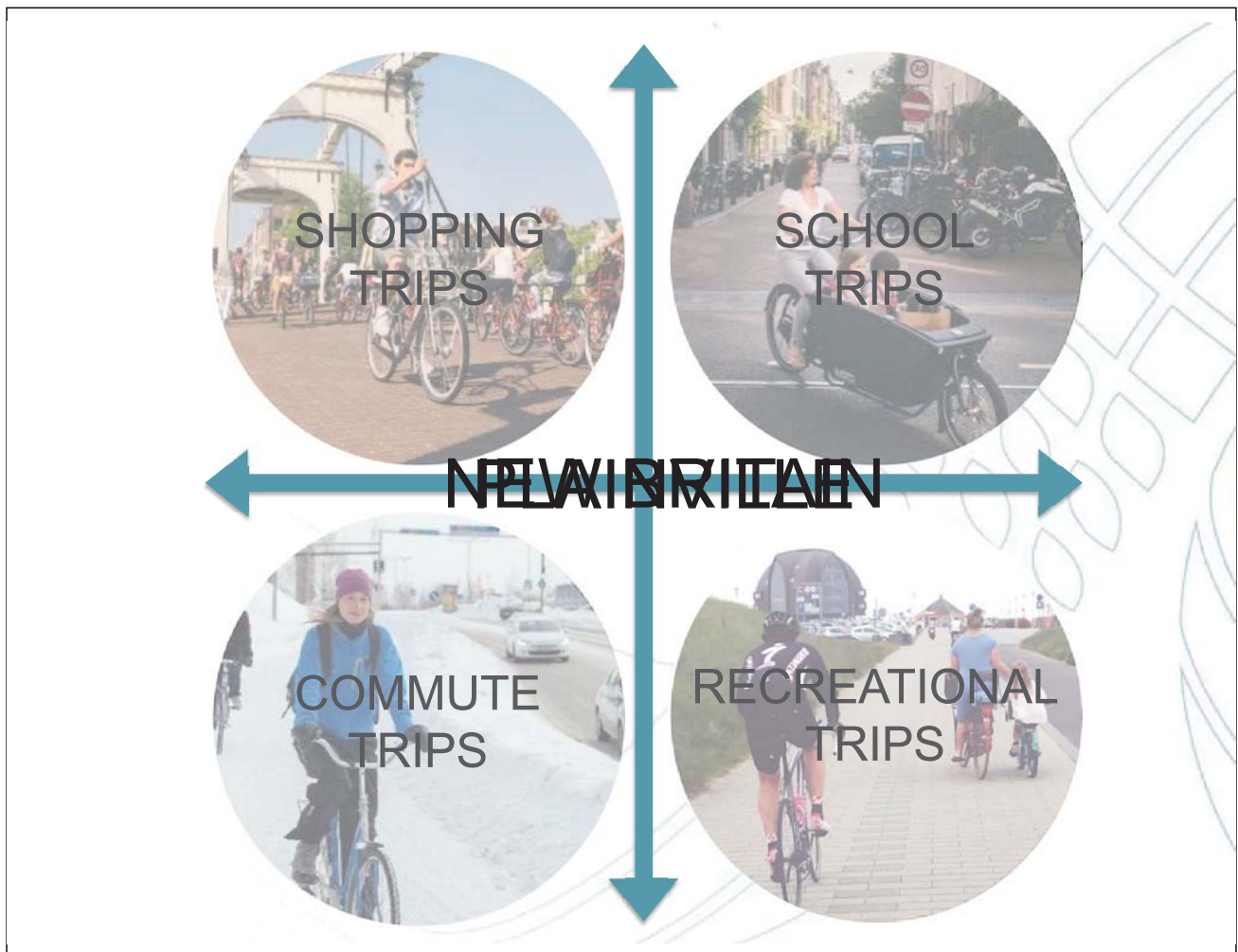
Commuter User Group



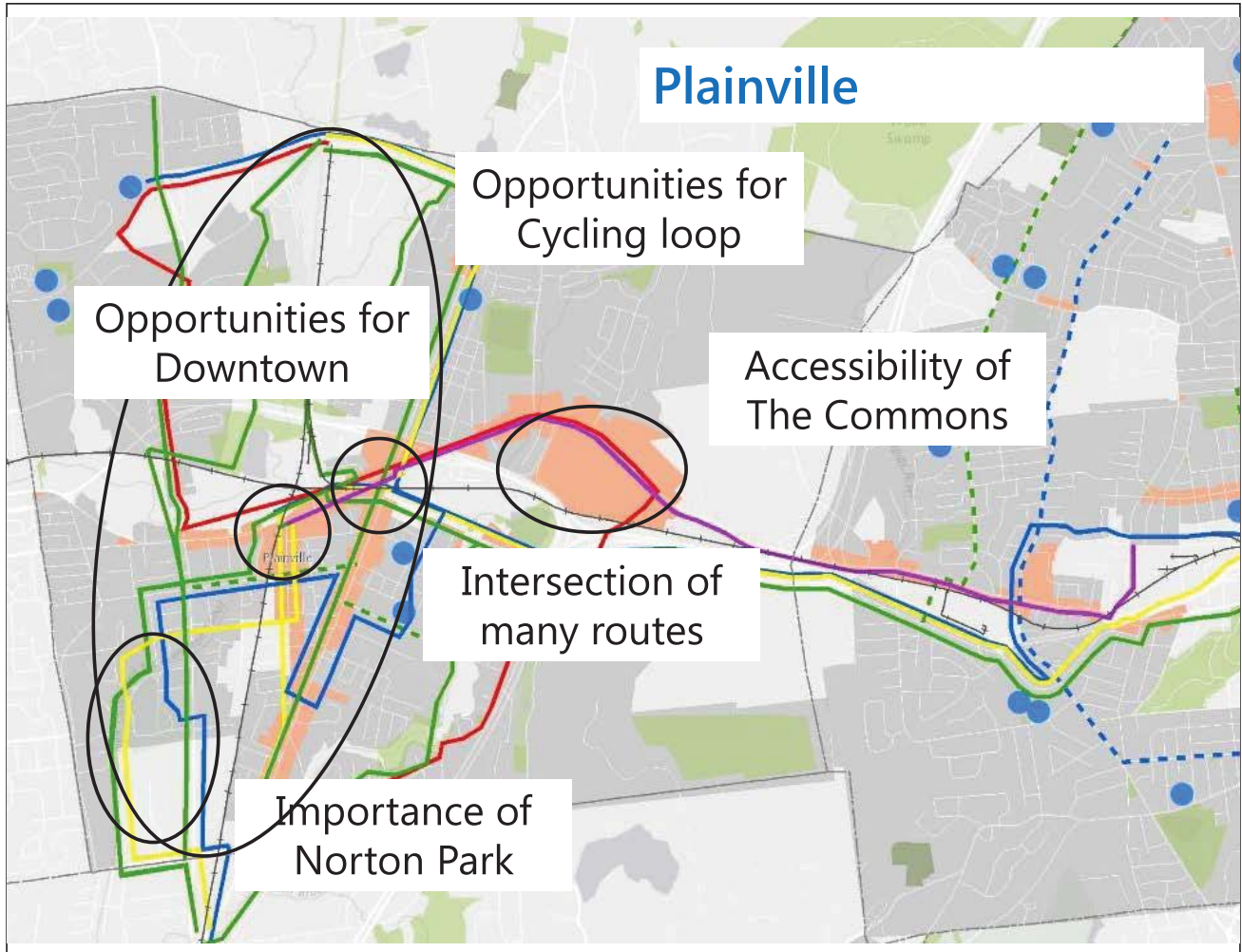
Report Back – New Britain



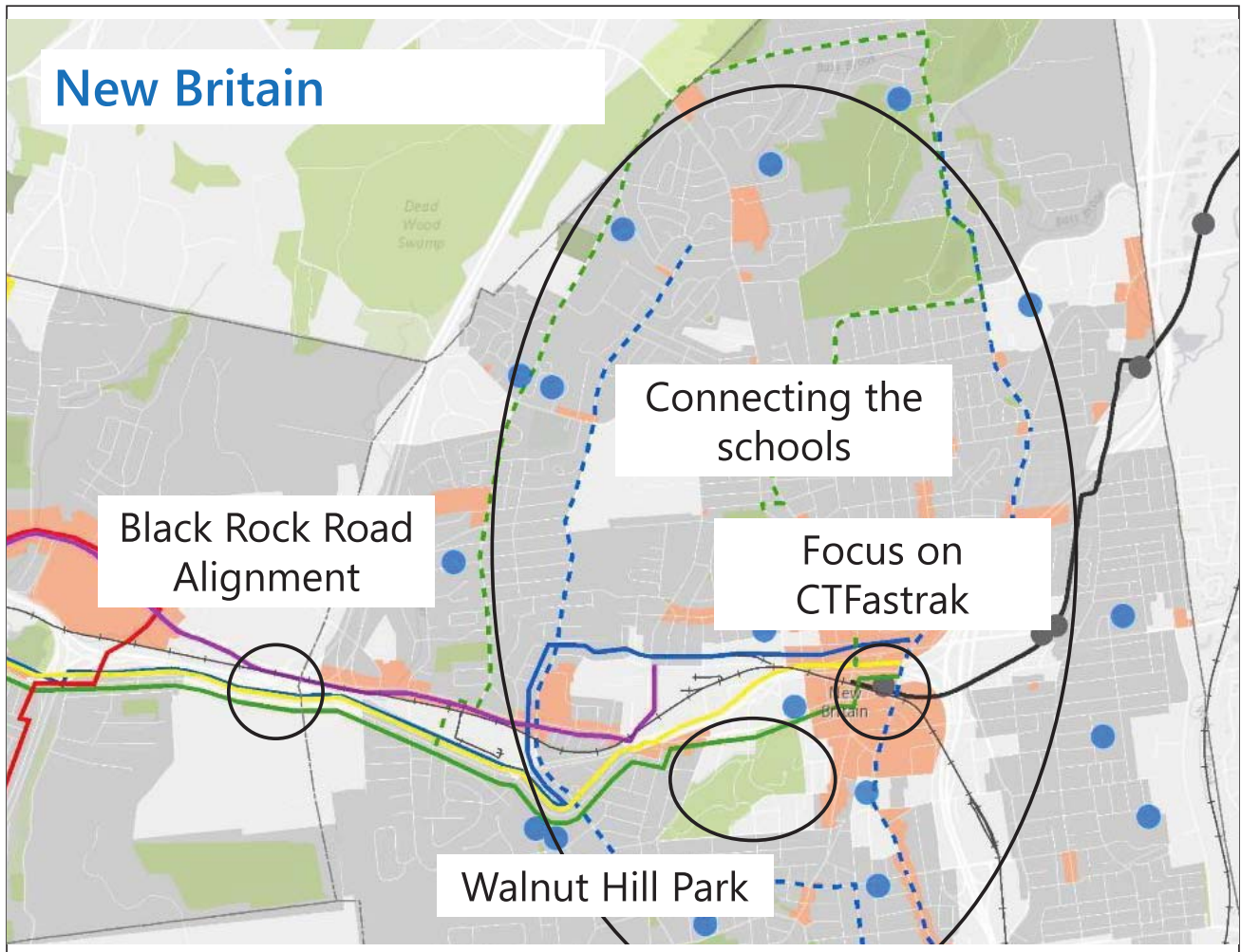
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- What were your key challenges?
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- Key destinations

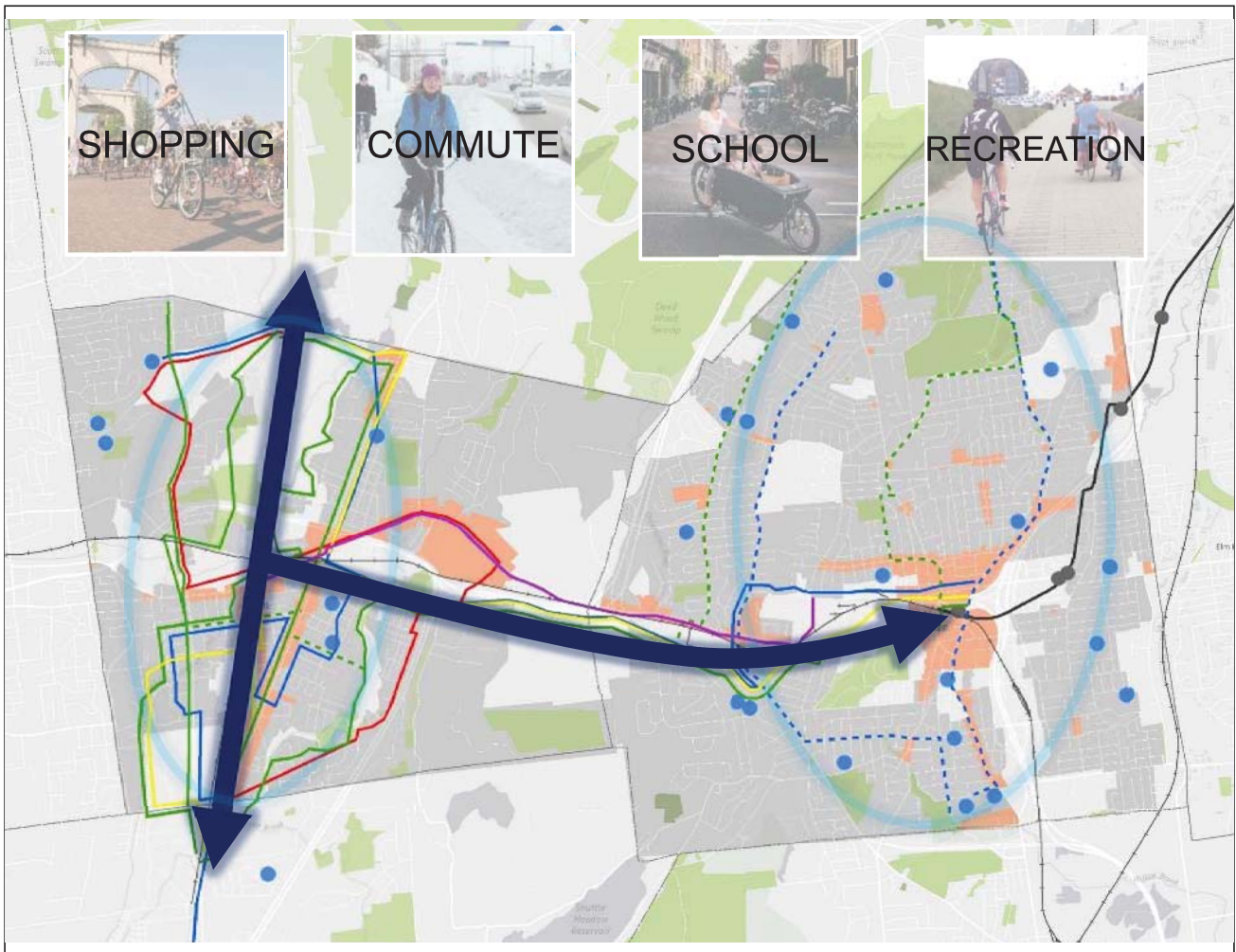
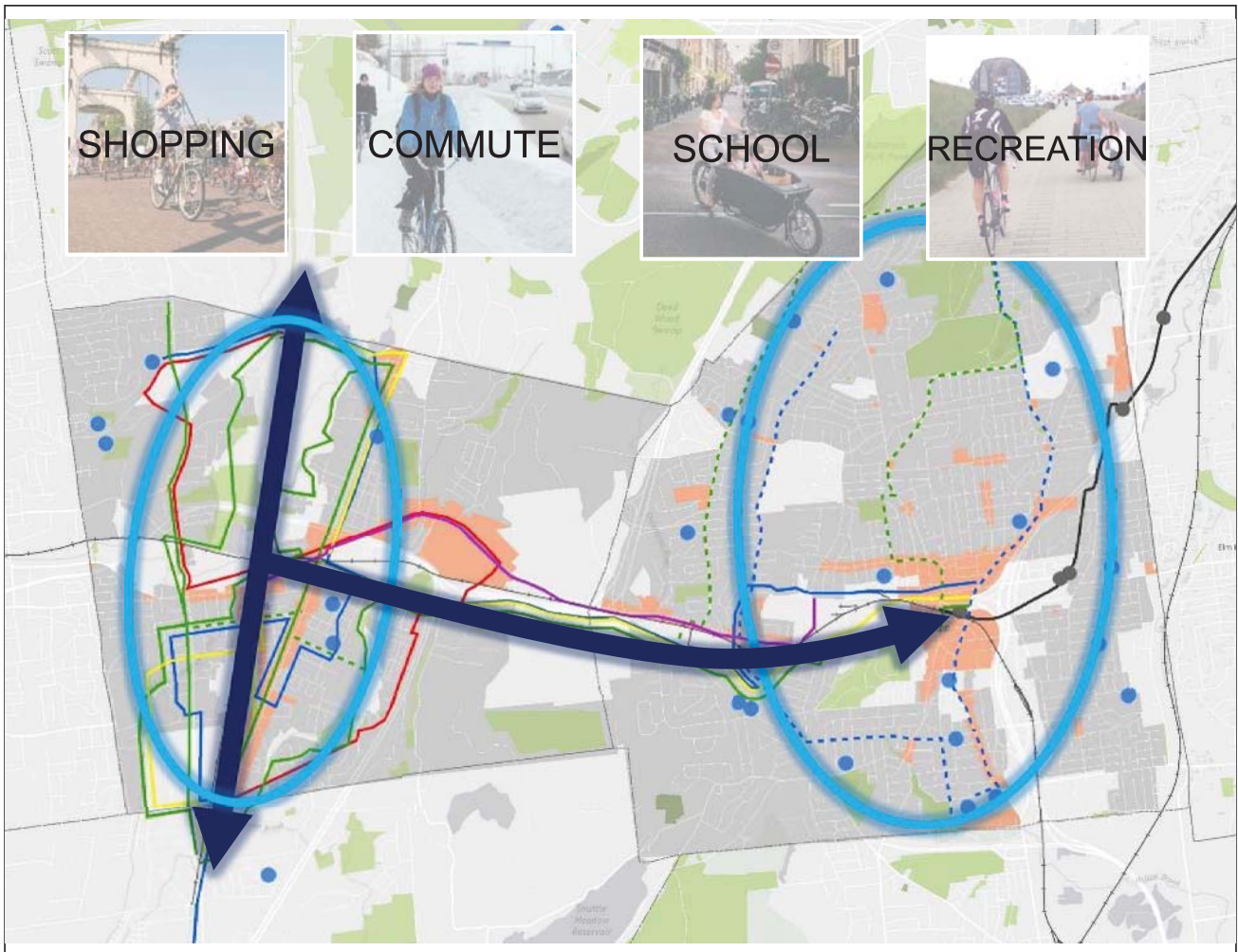


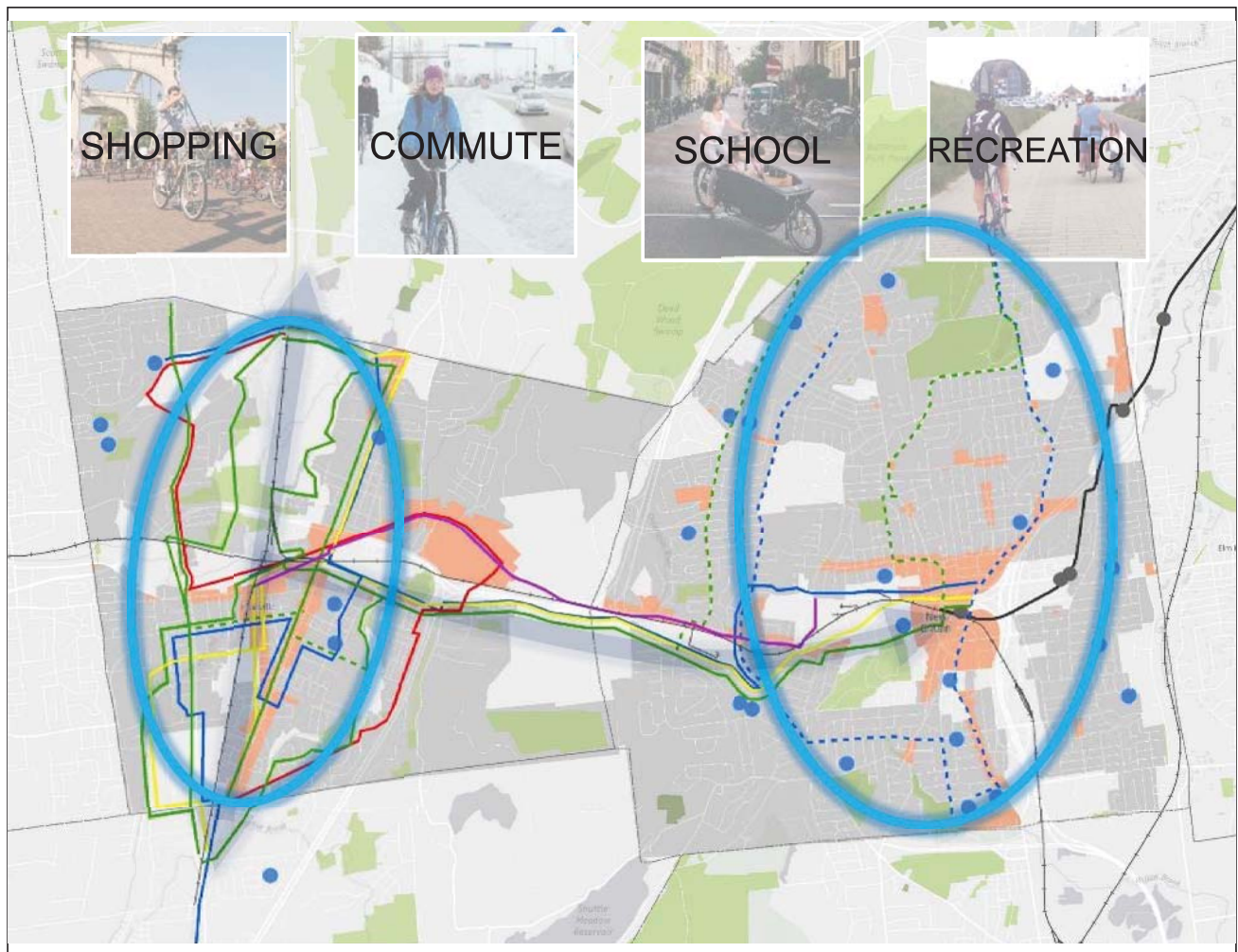
Plainville



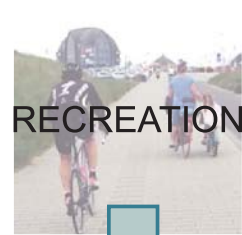
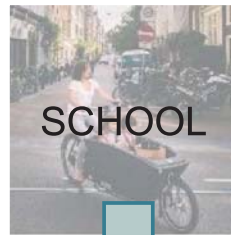
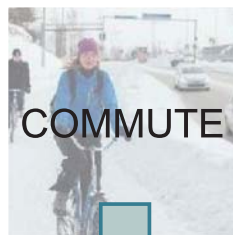
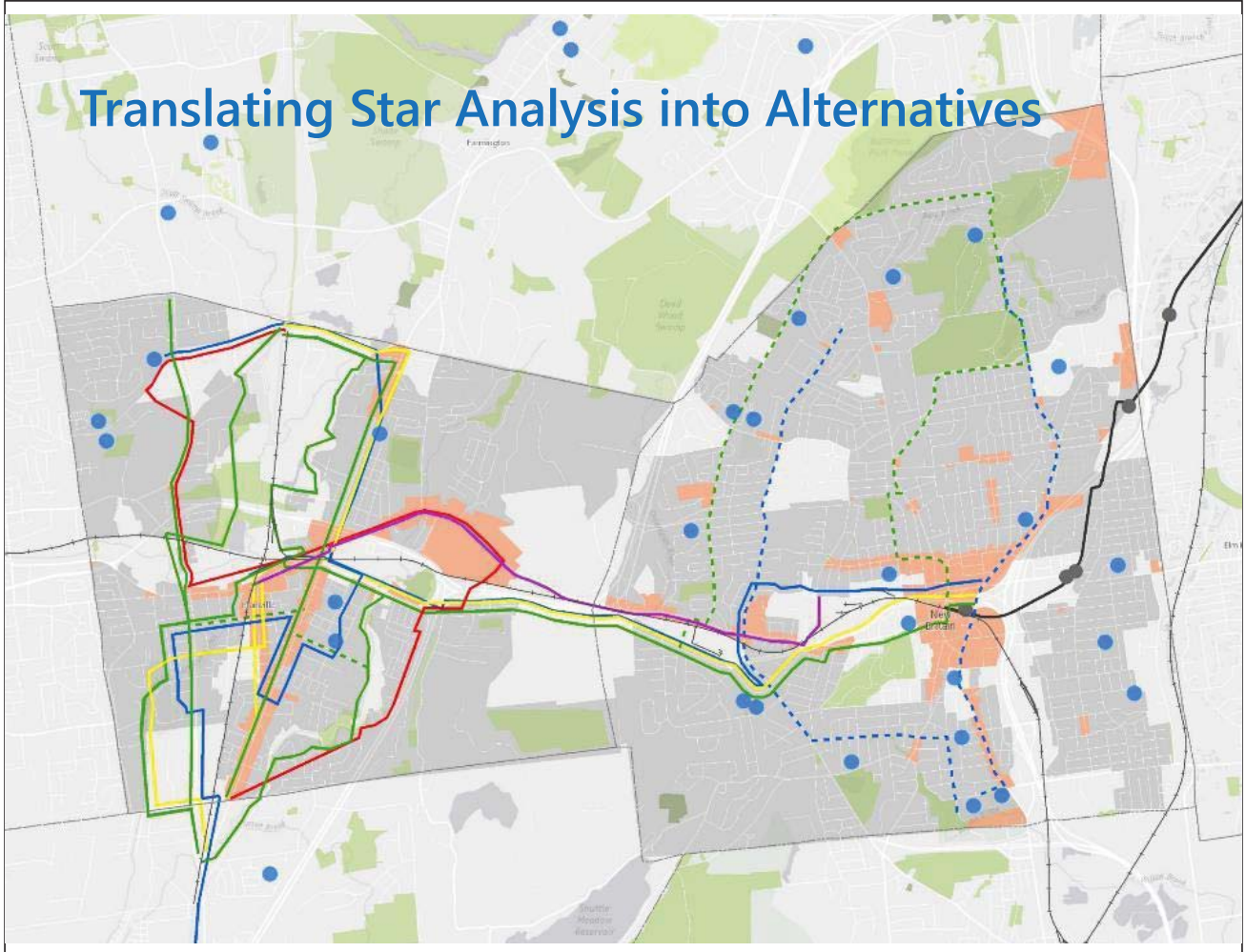
New Britain







Translating Star Analysis into Alternatives



TECHNICAL ANALYSIS

DECISION MATRIX

ALTERNATIVES

Technical Evaluation Process

- Alignments will be evaluated to determine which facility type is appropriate for each part of the alignment.
- Once the facility type is determined, alignments will be evaluated using the decision matrix.
- Evaluation will include:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Right-of-way impacts
 - Cost

Decision Matrix by Engineers



Evaluation Process

Inputs: Alignments



Outputs: Top Four Preferred Alignments

Decision Matrix Criteria

- Connectivity – To trails, destinations, schools, etc.
- Safety of Trail – From Traffic and Personal Safety
- Environmental Impacts
- Cost
- On Road / Off Road
- Right-of-way/Property Impacts

Variable	Connectivity
Schools	0
Recreation Facilities	9
Commercial Locations	396
Cultural Resources	32
Population	<ul style="list-style-type: none">• Plainville: 4,087• Southington: 320• Farmington: 55
	Environmental
Wetland Impact	4.51
Floodplain Impact	25.6%
Natural Diversity Database	No
Historic Cultural Resources	3
Hazardous Materials	4
Impervious Surface	6.18
	Potential Property Impacts
Private Property	72
Town-Owned Property	6

Facility Types



Separated Bike Lane



Buffered Bike Lane



Active Rail with Trail



Bike Lane

Facility Types



Multi-use Trail



Bike Shoulder



Marked Shared Lane (Sharrow)



Sidepath

We Want to Hear From You!


Public Information Meeting Early Winter



Website - Best way to get Information



Home | About | Participate | Study Team | Resources | FAQ



The Capitol Region Council of Governments (CROC), 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 UI fastrak 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 next logical step is to connect the FCHT to the CTfastrak station in New Britain and its adjacent multi-use trail to further enhance the bicycle and pedestrian amenities in the region. Since all CTfastrak buses are equipped with bicycle racks, this connection can greatly extend the distance a cyclist can travel to get to:

UPCOMING EVENTS

October 3, 2016
Plainville Planning Workshop
5:00 - 8:00 PM
Plainville Public Library

October 4, 2016
New Britain Planning Workshop
5:00 - 8:00 PM
New Britain Public Library



Tim Malone | tmalone@crcog.org | 860.522.2217 Ext. 224

Dave Head | dhead@vhb.com

Andrea Drabicki | adrabicki@vhb.com

Dan Burden | dan.burden@bluezones.com

Samantha Thomas | samantha@bluezones.com

Mary Elbech | m.embry@mobycon.com

Lennart Nout | l.nout@mobycon.com





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT 06062

Date: October 6, 2016

Notes Taken by: Andrea Drabicki

Project #: 42201.00

Re: Steering Committee & Technical Team Joint Session
Workshops Report Out Meeting
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of Governments
Bruce Donald, East Coast Greenway Alliance
Jim Cassidy – Farmington Valley Trails Council / Plainville
Greenway Alliance
Pete Salomone – Plainville Greenway Alliance
Robert Lee – Town of Plainville
Mark Devoe – Town of Plainville
Garrett Daigle – Town of Plainville
Mark Moriarty, City of New Britain
Carl Gandza, City of New Britain
Grayson Wright, CT Department of Transportation (CTDOT)
Kevin Tedesco, CTDOT
Maureen Lawrence, CTDOT
Sue Jacozzi – Plainville-Southington Health District

Consultant Team

Dave Head, VHB
Andrea Drabicki, VHB
Chris Faulkner, VHB
Mark Jewell, VHB
Dan Burden, Blue Zones
Samantha Thomas, Blue Zones
Mary Embry, Mobycon
Lennart Nout, Mobycon

Guests

Bernadette Dostaler – Plainville, Citizen

- 1. Call to Order:** Mr. Tim Malone called the meeting to order at 10:14am and welcomes members of the Steering Committee and Technical Team.
- 2. Public Comment:** No one chose to speak at this time.
- 3. What We Learned:** Mr. Dave Head introduced the consultant team which will go into detail regarding the findings from the two public planning workshops held earlier that week on October 3 in Plainville and October

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

4 in New Britain, in addition to the workshop the Steering Committee and Technical team participated the morning of October 4.

- a. Ms. Samantha Thomas, Blue Zones, then described the process in which the consultant team used to gather information from the public using “informed consent”. Whereas citizens and stakeholders are active in the planning process throughout the duration of project schedule to determine where an alignment should be routed through their community; thus, creating enough political and social capital for decision makers to buy-in to the process and the final preferred alignment as determined by the citizen base in each community.
- b. Ms. Mary Embry, Mobycon, then reported on what the consultant team heard during the public workshops:

i. Town of Plainville – Challenges:

- Existing infrastructure networks, especially major intersections and at rail road crossings
- Existing traffic volumes and patterns
- Wayfinding through town and to destinations
- Destinations and residential areas are spread out, so a linear trail does not appear practical.

ii. City of New Britain – Challenges:

- Existing infrastructure networks, especially major intersections and at rail road crossings
- Existing traffic volumes and patterns
- Existing road conditions around industrially zoned areas

- c. Mr. Lennart Nout, Mobycon, presented the alignment routes that the attending participants of both communities developed at the public workshops (see Presentation Packet).

i. Town of Plainville – Opportunities:

- Several primary routes were identified as potential alignments
- Secondary routes or “loops” were identified with purpose to connect schools and shopping
- Need a stronger east-west connection though the community
- Norton Park was identified as an important destination
- Several alignments were routed through downtown, which was also identified as an important destination

- End user trip types tended to be more recreational than commuter oriented

ii. City of New Britain – Opportunities:

- Primary routes were identified along the Route 72 corridor
- Secondary looping routes were identified to provide a recreational experience for the end users
- Need a stronger north-south connection through the community
- Walnut Hill Park was identified as an important destination
- End user trip types tended to be more commuter oriented in nature

4. Next Steps: Mr. Dave Head then proceeded to explain the next steps in the process. They are:

a. Technical Evaluation Process

- i. Due to the large project area including a three (3) town area and two (2) neighboring communities the consultant team has developed a model to assist in calculating and assessing multiple variables
- ii. The consultants will take all the alignment routes that were developed during the October public workshops and Steering Committee/Technical Team workshop and run them through the Decision Matrix model and compare the alignments against each other
- iii. The alignments will be compared and evaluated by the consultant team by looking for the highest ranking alignment
 - Whereas, an alignment that receives a higher ranking is determined as having high benefit or low negative impacts and;
 - An alignment that has a lower ranking is of low benefit or high negative impact
- iv. Facility Types will then be voted on by the public through a series of on-going public engagement activities that are currently on the project website and located at public locations in throughout Plainville, Southington, and New Britain i.e. Libraries, YWCA, YMCA
- v. The consultant team will report back to the public and committees in early December the initial findings from the Technical Evaluation process

b. Criteria of the Decision Matrix

- i. The Decision Matrix criteria, vetted by the Steering Committee as definable and measureable, are the following:
 - Connectivity
 - Traffic Safety
 - On vs. Off Road
 - Personal Security
 - Environmental Impacts
 - Rights-of-way Impacts
 - Cost

c. Facility Types

- i. After ranking the alignments, appropriate facility types will be determined for each segment of an alignment, the facility types are (see Presentation Packet):
 - Separated Bike Lane
 - Buffered Bike Lane
 - Rail with Trail
 - Bike Lane
 - Multi-use Trail
 - Wide Shoulder
 - Shared Roadway (Sharrow)
 - Side Path

- 5. Conclusions:** Mr. Dan Burden, Blue Zones, then conducted a roundtable discussion with the committee members to receive feedback on what the consultant team “got right” and what “did we miss” or challenges moving forward:

a. What we got Right:

- i. The public engagement process – an overwhelming majority of committee members concluded that the engagement process and interactions with the public were inclusive, transparent, and made people feel empowered that their voices were being heard
- ii. The consulting team – Mobycon, Blue Zones, and VHB are observed by members of the committee being the right team to work with the public and stakeholders to solve the problem of closing the Gap.
- iii. Acknowledging that public transit is an important element of this project and included it early on in the process
- iv. Having the Department of Transportation involved and engaged early on in the process

b. What “Did we Miss” or challenges moving forward:

- i. Keeping the public engaged and involved and keeping the project visible during the winter months
- ii. Considering a connection of New Britain with Farmington and Hartford
- iii. Considering a connection to Bristol out toward ESPN
- iv. Articulating to the public the complexity of ranking a trail alignment
- v. Keeping in mind local transit modal options not just CTfastrak

- 6. Meeting Adjourns:** 11:15am

Next Steps

- The consultant team will perform the Technical Evaluation Process by ranking the alignments received by the public through the Decision Matrix model over the upcoming weeks
- The consultant team will report out these findings to the public and committees by early winter
- The consultant team will proceed with soliciting input from the public to weight user Trip Types through several mechanisms including display boards at public events
- The consultant team will continue to solicit input from the public to vote on the Facility Types they would like to see best in their community through several mechanisms including display boards located at public community locations and through the public website

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee / Technical Team Meeting

November 15, 2016, 3:00 PM – 5:00 PM

Room 504 New Britain City Hall 27 West Main Street, New Britain

1. Welcome and Introductions
2. Public Comment
3. Project Updates
4. Alignment Alternatives
5. Decision Matrix Review
6. Public Engagement Outreach
7. Next Steps
8. Adjourn

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310





Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting
November 15, 2016



CONCORDIS GROEP



Purpose of Meeting

- Welcome and Introductions
- Alignment Alternatives
- Review Decision Matrix Categories
- Review Category Weightings
- Results of Decision Matrix Analysis
- Next steps



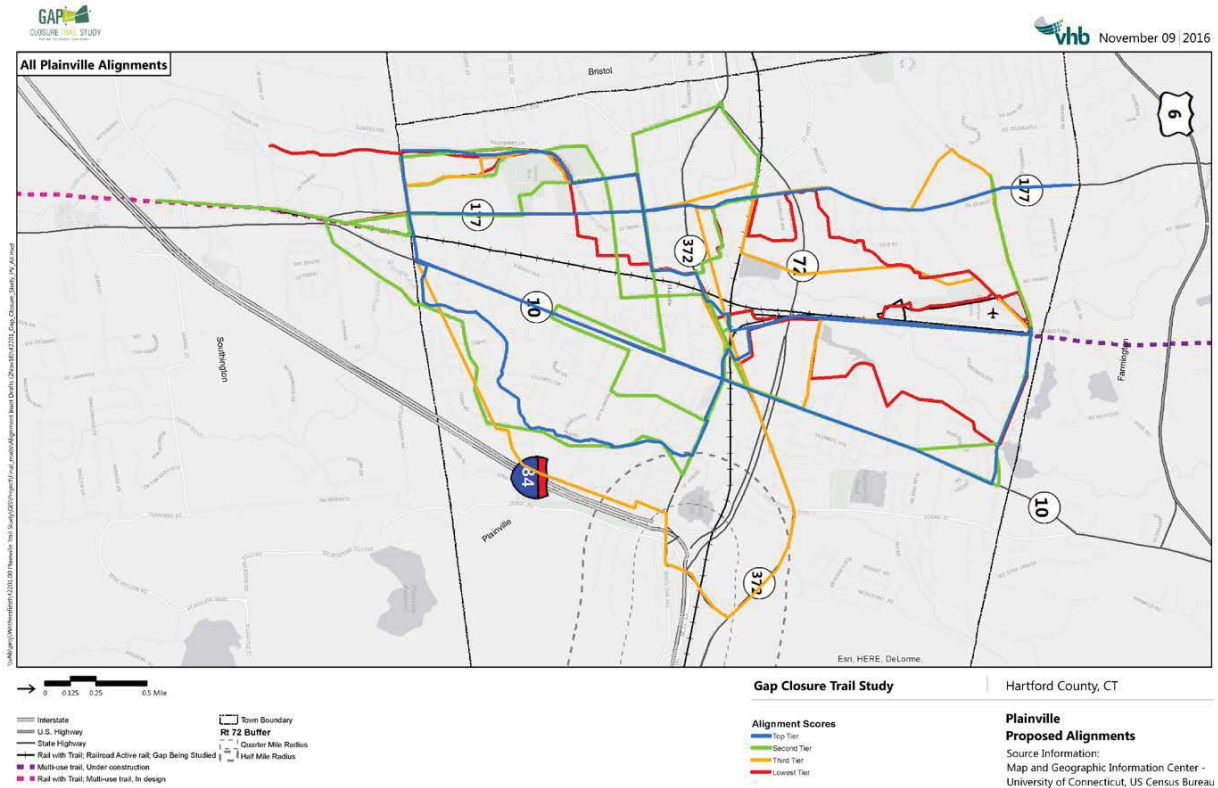
Vision Statement

"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."

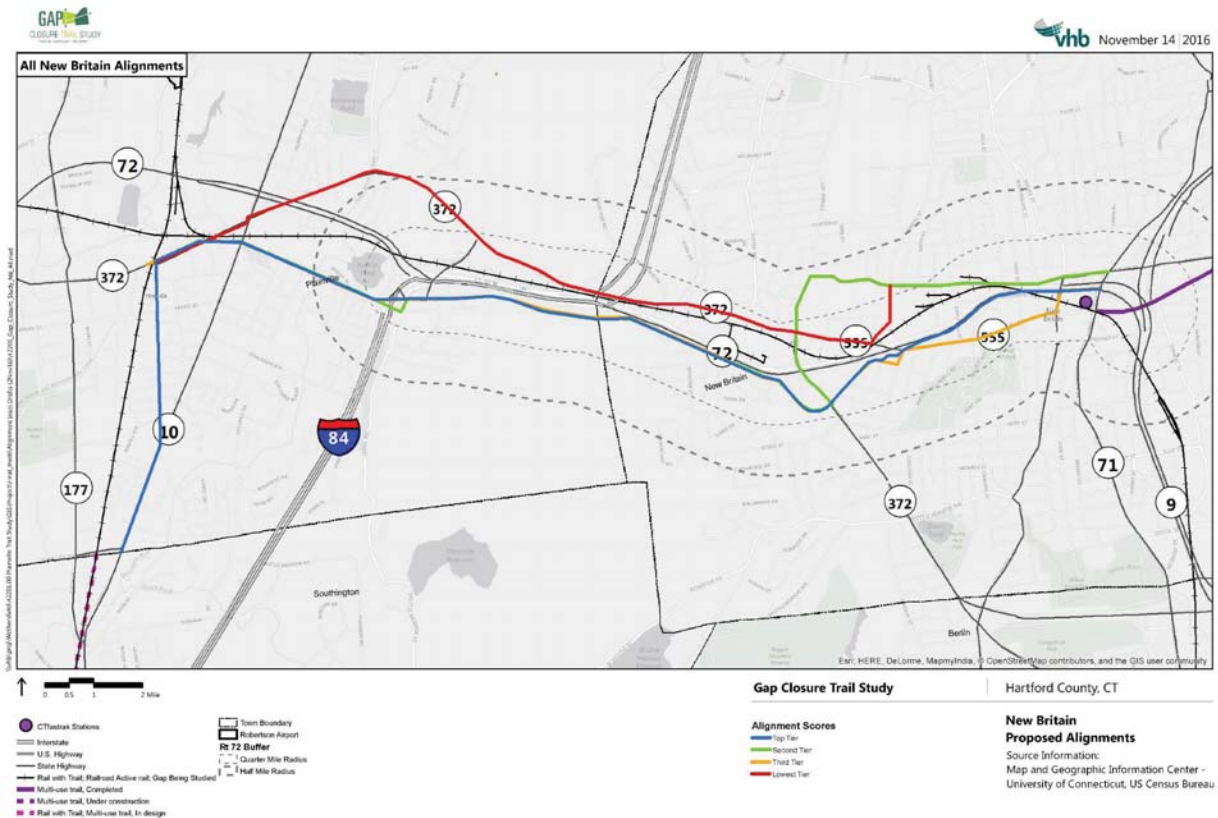
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Plainville Alignment Summary



New Britain Alignment Summary



Decision Matrix Categories

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.5	5.0
9	P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
11	P_2_Parks_Recreation	6.56	6.8	3.6	7.0	7.7	9.0	10.0
13	P_3_Parks_Recreation	5.06	1.6	5.8	6.7		5.0	4.0
14	P_4_Parks_Recreation	4.94	6.0	4.8	6.0		3.5	2.0
15	P_5_Parks_Recreation	5.78	7.6	9.3	5.0	2.5	1.5	1.0
16	P_1_Schools	5.81	8.8	5.8		5.2	4.5	9.0
17	P_1_Shopping_Entertainment	5.21	8.0	5.5	4.1	4.8	2.5	6.0
18	P_2_Internal	6.68	6.8	5.0	6.0	3.8	6.0	1.0
19	P_3_Internal	4.80	2.0	7.0	6.7	5.2	4.0	3.0
20	P_1_Public	5.60	4.2	7.0	4.7	4.8	6.5	7.0
21	P_2_Public	6.26	3.0	5.8	6.3	7.8	9.0	4.0
22	P_3_Public	4.72	3.0	4.8	3.0	6.2	7.0	8.0
23	P_1_Past_Studies	5.15	4.0	4.0	3.7	4.7	8.0	8.0
1	NB_1_Employment_Commercial	7.36		7.8	10.0	4.5	4.0	1.0
2	NB_1_Parks_Recreation	4.90	5.8	4.8	5.0	3.0	5.5	4.0
4	NB_1_Schools	5.94	6.4	9.3	3.0	7.0	4.0	7.0
8	NB_1_Internal	3.69	5	4.8	1.0	5.0	10.0	10.0

Scoring is Preliminary and for discussion of weighting criteria only

Decision Matrix Categories

- Connectivity – (within a ¼ mile of alignment)
 - Schools
 - recreation facilities
 - commercial locations
 - cultural resources
 - population
- Safety – Number of conflicts points with motor vehicles along an alignment
 - commercial driveways
 - Intersections
 - mid-block street crossings.
- Security – (within 50 feet of an alignment)
 - residentially zoned parcels within 50 feet of an alignment

Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- Off Road

- **Multi-use trails**
- Rail with trail
- Side paths
- Separated bike lanes



Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- Off Road

- Multi-use trails
- **Rail with trail**
- Side paths
- Separated bike lanes

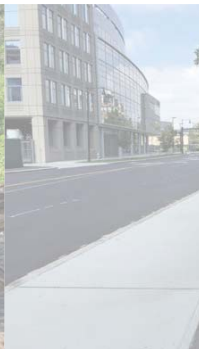


Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

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- Multi-use trails
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Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- Off Road

- Multi-use trails
- Rail with trail
- Side paths
- **Separated bike lanes**



Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- **Buffered Bike Lanes**
- Bike Lane
- Shared Roadway
- Shoulder



Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- Buffered Bike Lanes
- **Bike Lane**
- Shared Roadway
- Shoulder



Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- Buffered Bike Lanes
- Bike Lane
- **Shared Roadway**
- Shoulder



Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

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- **Shoulder**



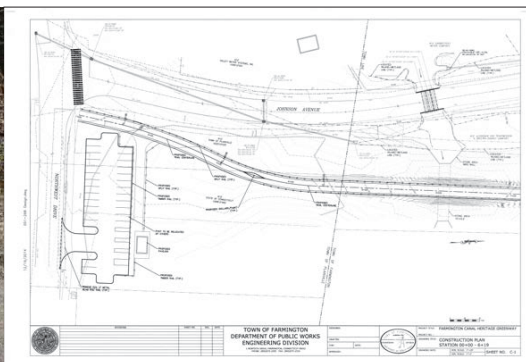
Decision Matrix Categories

- Environmental
 - wetlands (acreage of impacts)
 - Floodplain (percent of alignment within 100 year floodplain)
 - Natural Diversity Database (does alignment cross a NDDDB area)
 - Historic resources (within 50 feet of alignment),
 - Hazardous Material Locations (within 10 feet of alignment)
 - Additional impervious surface. (new pavement)



Decision Matrix Categories

- Right-of-Way Impact (number within 20 feet of alignment)
 - Private properties
 - Public properties
- Cost –
 - Design
 - Construction
 - Maintenance



Decision Matrix Weighting

- Connectivity – 20%
- Safety/Security – 25%
- Facility Type – 30%
- Environmental – 10%
- Right-of-Way Impact – 10%
- Cost – 5%



Decision Matrix Methodology

- Normalizing of values
- Positive attributes rated 10 to 1
- Negative attributes rated 1 to 10
- Category score based on average of normalized values
- Alignment score based on weighting applied to category score



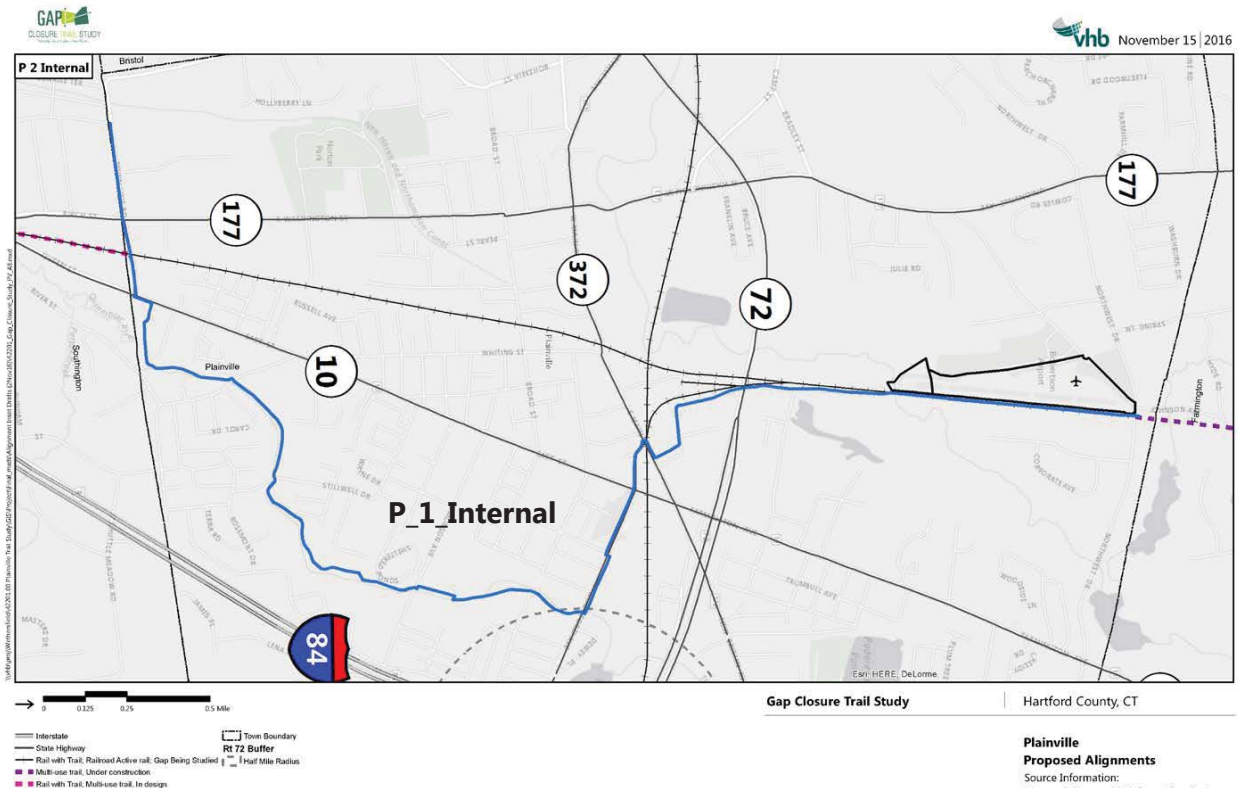
Decision Matrix Summary

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.89	6.2	4.8	7.3	4.7	6.5	5.0
9	P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
11	P_2_Parks_Recreation	6.56	6.8	3.8	7.0	7.7	9.0	10.0
13	P_3_Parks_Recreation	5.06	1.6	5.8	6.7	4.5	5.0	4.0
14	P_4_Parks_Recreation	4.94	6.0	4.8	6.0	4.5	3.5	2.0
15	P_5_Parks_Recreation	5.78	7.6	9.3	5.0	4.5	1.5	1.0
16	P_1_Schools	5.81	8.8	5.8	6.0	4.5	4.5	9.0
17	P_1_Shopping_Entertainment	5.21	8.0	5.5	6.0	4.8	2.5	6.0
18	P_2_Internal	6.68	6.8	6.0	7.0	3.8	6.0	1.0
19	P_3_Internal	4.80	2.0	6.0	7.0	5.2	4.0	3.0
20	P_1_Public	5.60	4.2	7.0	4.7	4.8	6.5	7.0
21	P_2_Public	6.26	6.0	6.0	6.3	7.8	9.0	4.0
22	P_3_Public	4.72	6.0	6.0	3.0	6.2	7.0	8.0
23	P_1_Past_Studies	5.15	3.5	4.0	3.7	4.7	8.0	8.0

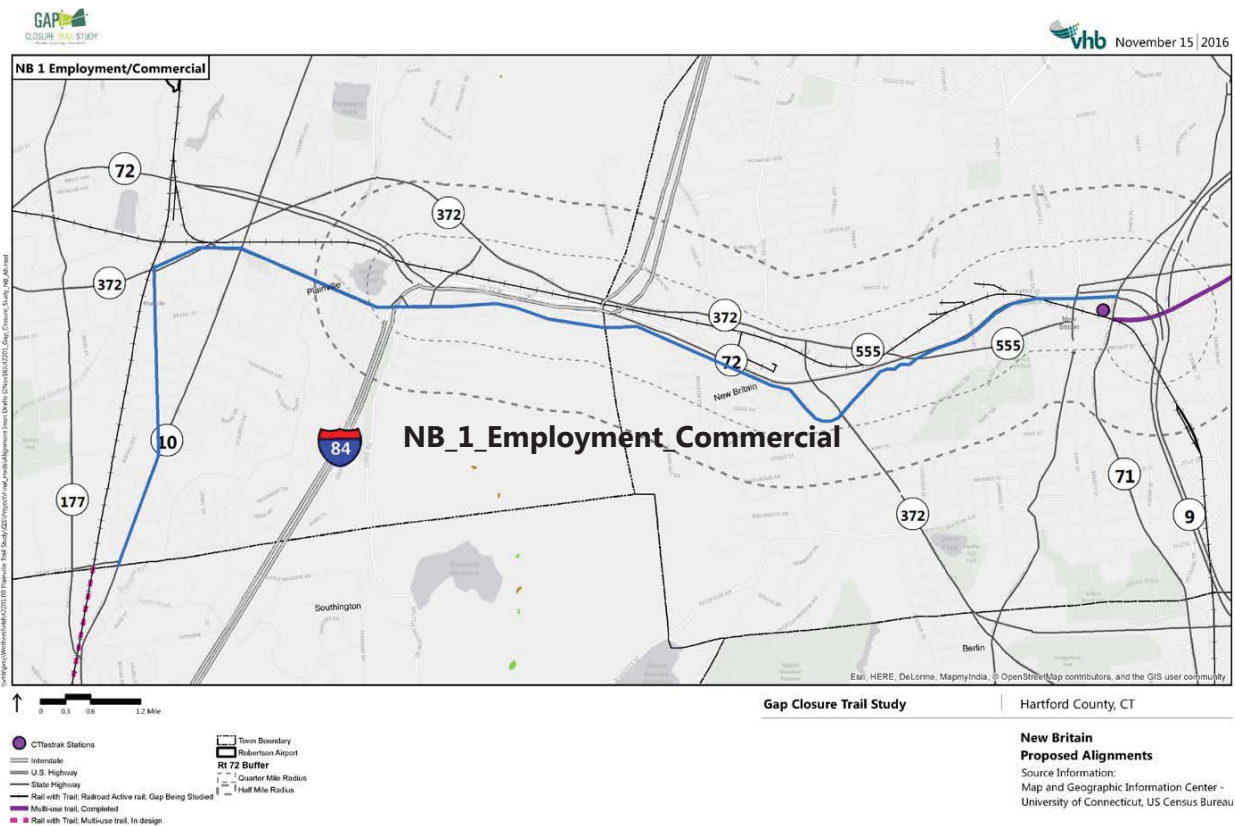
1	NB_1_Employment_Commercial	7.36	7.8	10.0	4.5	4.0	1.0
2	NB_1_Parks_Recreation	4.90	4.8	5.0	3.0	5.5	4.0
4	NB_1_Schools	5.94	6.4	9.3	3.0	7.0	7.0
8	NB_1_Internal	3.69	1	4.8	1.0	5.0	10.0

Scoring is Preliminary and for discussion of weighting criteria only

Top Alignment - Plainville



Top Alignment - New Britain



Decision Matrix Summary

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.5	5.0
9	P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
11	P_2_Parks_Recreation	6.56	6.8	3.8	7.0	7.7	9.8	10.0
13	P_3_Parks_Recreation	5.06	1.6	5.8	6.7		5.0	4.0
14	P_4_Parks_Recreation	4.94	6.0	4.8	6.0		3.5	2.0
15	P_5_Parks_Recreation	5.78	7.6	9.3	5.0		1.5	1.0
16	P_1_Schools	5.81	8.8	5.8			4.5	9.0
17	P_1_Shopping_Entertainment	5.21	8.0	5.5		4.8	2.5	6.0
18	P_2_Internal	6.68	6.8	6.0		3.8	6.0	1.0
19	P_3_Internal	4.80	2.0		7.7	5.2	4.0	3.0
20	P_1_Public	5.60	4.2	4.0	4.7	4.8	6.5	7.0
21	P_2_Public	6.26		8.0	6.3	7.8	9.8	4.0
22	P_3_Public	4.72		8.0	3.0	6.2	7.0	8.0
23	P_1_Past_Studies	5.15			3.7	4.7	8.0	8.0
1	NB_1_Employment_Commercial	7.36		7.8	10.0	4.5	4.0	1.0
2	NB_1_Parks_Recreation	4.90		4.8	5.0	3.0	5.5	4.0
4	NB_1_Schools	5.94	6.4	8.3	3.0	7.0	4.0	7.0
8	NB_1_Internal	3.69	1	4.8	1.0	5.0	10.0	10.0

Scoring is Preliminary and for discussion of weighting criteria only

Connectivity

Map #	Alternative Alignment Name	Length of Alternative (miles)	Connectivity (20%) Within 1/4 mile of resource										Category Score
			Schools		Recreational Facilities		Commercial Locations		Cultural Resources		Population		
			How many Schools - Number	Schools Score	How many Rec Fac - Number	Recreational Facilities Score	How many - Number	Commercial Locations Score	How Many - Number	Cultural Resources Score	Total Population Served	Population Score	
7	P_1_Employment_Commercial	4.68	1	5	8	1	521	8	41	10	5771	7	6.2
9	P_1_Parks_Recreation	3.31	1	5	3	1	59	1	1	1	3296	1	1.8
11	P_2_Parks_Recreation	5.84	3	9	8	1	618	10	7	7	5307	7	6.8
13	P_3_Parks_Recreation	4.11	0	1	9	4	73	1	1	1	3604	1	1.6
14	P_4_Parks_Recreation	5.05	1	5	8	4	861	9	9	9	5150	6	6
15	P_5_Parks_Recreation	6.03	4	10	18	9	996	10	10	10	6377	9	7.6
16	P_1_Schools	6.52	4	10	5	4	10	10	10	10	8367	10	8.8
17	P_1_Shopping_Entertainment	7.33	2	7	28	10	10	10	28	4	7036	10	8
18	P_2_Internal	4.86	2	7	19	9	7	7	16	2	6035	8	6.8
19	P_3_Internal	5.71	0	1	1	1	2	2	25	3	4083	3	2
20	P_1_Public	5.36	0	1	1	1	73	3	28	4	4953	5	4.2
21	P_2_Public	3.80	0	1	1	1	4	4	28	4	3902	2	3
22	P_3_Public	3.99	0	1	1	1	3	3	30	7	3986	3	3
23	P_1_Past_Studies	4.43	0	1	1	1	367	5	34	8	4577	4	4.4
Scoring is Preliminary and for discussion of weighting criteria only													
1	NB_1_Employment_Commercial	7.36	6	7	1	4	5172	10	121	7	10948	10	7.6
2	NB_1_Parks_Recreation	4.90	5	4	1	7	831	7	121	7	8432	4	5.8
4	NB_1_Schools	5.94	8	7	10	10	823	10	104	4	10837	7	6.4
8	NB_1_Internal	3.69	0	1	27	1	851	1	14	1	1234	1	1

Safety and Security

Map #	Alternative Alignment Name	Length of Alternative (miles)	Safety / Security (25%) Number of Conflicts along Alternative								
			Safety - Commercial Driveways		Safety - Intersections		Safety - Mid-Block Crossings		Security - Proximity to homes (w/in 50')		Category Score
			Number of Driveways	Driveways Score	Number of Intersections	Intersections Score	Number of Mid-Block Crossings	Mid-Block Crossings Score	Number of homes, etc.	Number of Homes Score	
7	P_1_Employment_Commercial	4.68	49	3	21	3	0	10	143	3	4.75
9	P_1_Parks_Recreation	3.31	23	8	15	7	0	10	174	7	8
11	P_2_Parks_Recreation	3.84	53	1	26	2	0	10	1	2	3.75
13	P_3_Parks_Recreation	4.11	11	9	12	9	1	1	1	4	5.75
14	P_4_Parks_Recreation	5.05	30	5	16	5	1	1	222	8	4.75
15	P_5_Parks_Recreation	6.03	15	8	10	10	1	1	240	9	9.25
16	P_1_Schools	6.52	50	2	37	5	0	10	300	10	5.75
17	P_1_Shopping_Entertainment	7.33	59	1	39	1	1	10	257	10	5.5
18	P_2_Internal	4.86	28	6	11	1	0	10	65	1	6.75
19	P_3_Internal	5.71	8	10	1	1	0	10	211	7	7.75
20	P_1_Public	5.36	24	7	1	1	0	10	150	4	7.5
21	P_2_Public	3.80	9	10	15	7	0	10	125	3	7.5
22	P_3_Public	3.99	30	1	1	8	0	10	83	1	6
23	P_1_Past_Studies	4.43	32	1	1	4	0	10	168	6	6
1	NB_1_Employment_Commercial	7.36	54	1	35	4	0	10	310	10	7.75
2	NB_1_Parks_Recreation	4.90	61	4	40	1	0	10	99	4	4.75
4	NB_1_Schools	5.94	33	10	22	10	0	10	100	7	9.25
8	NB_1_Internal	3.69	66	1	24	7	0	10	51	1	4.75

Facility Type

Map #	Alternative Alignment Name	Length of Alternative (miles)	Facility Type (Off / Adjacent to / On Road) (30%) Percent of On / Adjacent / Off Road						
			Multi-use Trail or Rail with Trail (Off-Road)		Side Path or Separated Bike Lane (SBL) (Off-Road)		Buffered Bike Lane, Bike Lane, Shared Lane or Shoulder (On-Road)		Category Score
			% of Length	Score	% of Length	Score	% of Length	Score	
7	P_1_Employment_Commercial	8.68	0.470	5	0.237	7	0.293	10	7.33
9	P_1_Parks_Recreation	3.31	0.216	3	0.439	10	0.439	4	5.67
11	P_2_Parks_Recreation	3.84	0.206	3	0.401	10	0.401	9	7.00
13	P_3_Parks_Recreation	4.11	0.525	9	0.066	3	0.408	8	6.67
14	P_4_Parks_Recreation	5.05	0.523	8	0.049	2	0.406	7	6.00
15	P_5_Parks_Recreation	6.03	0.503	6	0.069	3	0.403	4	5.00
16	P_1_Schools	6.52	0.193	1	0.298	10	0.549	3	4.00
17	P_1_Shopping_Entertainment	7.33	0.199	1			0.553	2	4.00
18	P_2_Internal	4.86	0.591	10		6	0.306	10	8.67
19	P_3_Internal	5.71	0.517	7	0.000	1	0.434	6	4.67
20	P_1_Public	5.36	0.505			2	0.439	5	4.67
21	P_2_Public	3.80	0.552		0.017	1	0.427	8	6.33
22	P_3_Public	3.99	0.511		0.069	4	0.583	1	3.00
23	P_1_Past_Studies	4.43	0.511		0.103	7	0.580	1	3.67
1	NB_1_Employment_Commercial	7.36	0.011		0.513	10	0.464	10	10.00
2	NB_1_Parks_Recreation	4.90	0.000	1	0.493	7	0.505	7	5.00
4	NB_1_Schools	5.94	0.000	1	0.454	4	0.545	4	3.00
8	NB_1_Internal	3.69	0.000	1	0.411	1	0.578	1	1.00

Scoring is Preliminary and for discussion of weighting criteria only

Facility Type - Assumptions

- Through open space: off road
- Along limited access highway: adjacent to road
- Along State route: 50% adjacent to / 50% on road
- Along local road: on road
- Along Northwest Drive: off-road
- Along Black Rock Ave: adjacent to road, from Crooked Street to Wooster Street. Tilcon quarry / high heavy truck traffic

Category Score
7.33
5.67
7.00
6.67
6.00
5.00
4.00
4.00



Environmental

Map #	Alternative Alignment Name	Length of Alternative (miles)	Environmental (10%)													Category Score
			Wetland Impact (acres)		100 Year Floodplain (% within)		NDDB= (Y/N)		Negative Affect Historic Resources		Hazardous Material Site		Impervious Surface (acres)			
			Impact based on 20' wide buffer around Center Line	Wetland Impact Score	% of length within Floodplain	Floodplain Impact Score	Within a NDDB area Yes or No	NDDB Score	Number w/in 50' of Center Line	Historic Resources Score	Number w/in 10' of Center Line	Hazardous Material Site Score	New pavement (length x10' wide)	Impervious Surface Score		
7	P_1_Employment_Commercial	4.68	1,150	7	8.6%	8	1	1	3	3	3	5	6.47	5	4.67	
9	P_1_Parks_Recreation	3.31	0,050	10	3.9%	10	1	1	0	0	0	5	4.01	10	8.17	
11	P_2_Parks_Recreation	3.04	0,290	10	4.0%	10	1	1	0	0	0	5	4.65	6	7.67	
13	P_3_Parks_Recreation	4.11	2,540	4	24.2%	4	1	1	0	0	0	10	5.52	7	6.00	
14	P_4_Parks_Recreation	5.05	3,910	2	25.0%	2	1	1	2	6	2	6	6.94	3	3.00	
15	P_5_Parks_Recreation	6.03	7,080	1	37.0%	1	1	1	2	6	2	6	7.31	2	2.50	
16	P_1_Schools	6.52	0,300	9	4.5%	9	1	1	10	7	7	1	10.08	1	5.17	
17	P_1_Shopping_Entertainment	7.33	0,490	8	9.9%	8	1	1	10	10	8	1	8.86	1	4.63	
18	P_2_Internal	4.86	3,980	1	39.0%	1	1	1	3	4	0	10	5.80	6	8.83	
19	P_3_Internal	5.71	2,740	3	24.6%	3	1	1	0	10	0	10	6.92	4	5.17	
20	P_1_Public	5.36	0,840	8	20.7%	8	1	1	3	4	1	8	6.5	4	4.83	
21	P_2_Public	3.80	2,280	4	19.4%	4	1	1	0	10	1	8	4.61	10	7.83	
22	P_3_Public	3.99	1,510	5	19.4%	5	1	1	0	10	2	6	4.83	8	6.17	
23	P_1_Past_Studies	4.43	1,400	6	19.4%	6	1	1	3	4	3	3	5.30	6	4.67	
Scoring is Preliminary and for discussion of weighting criteria only																
1	NB_1_Employment_Commercial	7.36	0.25	4	0.3%	4	1	1	0.00	10	7.00	4	7.90	1	4.98	
2	NB_1_Parks_Recreation	4.90	0.27	1	0.5%	1	1	1	4.00	1	6.00	7	6.27	7	3.00	
4	NB_1_Schools	5.94	0.22	7	0.4%	7	1	1	0.00	10	3.00	10	7.08	4	7.00	
8	NB_1_Internal	3.69	0.04	10	1.1%	10	1	1	3.00	4	13.00	1	5.04	10	5.00	

(1) - Natural Diversity Database
(2) - Yes=1, No=0

Potential Property Impacts

Map #	Alternative Alignment Name	Length of Alternative (miles)	Potential Property Impacts (10%) (Center Line within 20' of property)					Category Score
			Private (number)		Public (number)			
			Number of Potential Impacts	Private Property Score	Number of Potential Impacts	Public Property Score		
7	P_1_Employment_Commercial	4.68	120	4	5	9	6.50	
9	P_1_Parks_Recreation	3.31	90	6	2	10	8.00	
11	P_2_Parks_Recreation	3.04	85	8	2	10	9.00	
13	P_3_Parks_Recreation	4.11	112	4	7	6	5.00	
14	P_4_Parks_Recreation	5.05	167	3	11	4	3.50	
15	P_5_Parks_Recreation	6.03	180	2	1	1	1.50	
16	P_1_Schools	6.52	263	1	8	8	4.50	
17	P_1_Shopping_Entertainment	7.33	226	1	4	4	2.50	
18	P_2_Internal	4.86	69	11	11	4	6.00	
19	P_3_Internal	5.71	88	14	1	1	4.00	
20	P_1_Public	5.36	6	6	6	6	6.50	
21	P_2_Public	3.80	6	6	6	8	9.00	
22	P_3_Public	3.99	11	6	6	6	7.00	
23	P_1_Past_Studies	4.43	10	7	6	6	8.00	
Scoring is Preliminary and for discussion of weighting criteria only								
1	NB_1_Employment_Commercial	7.36	109	1	4	7	4.00	
2	NB_1_Parks_Recreation	4.90	108	4	4	7	5.50	
4	NB_1_Schools	5.94	77	7	5	1	4.00	
8	NB_1_Internal	3.69	75	10	2	10	10.00	

Costs

Map #	Alternative Alignment Name	Length of Alternative (miles)	Cost (5%)						Total Cost	Category Score
			\$ / LF Off road	\$ / LF on road	\$ / intersections	\$ / LF Maintenance MUT	\$ / LF maintenance On Road			
								Cost of design and Const of MUT		
7	P_1 Employment_Commercial	4.68	\$4,820,410	\$25,382	\$21,000	\$6,984	\$21,756	\$4,895,532	5	
9	P_1 Parks_Recreation	3.31	\$2,245,970	\$26,915	\$15,000	\$4,591	\$23,070	\$2,315,546	10	
11	P_2 Parks_Recreation	3.84	\$2,716,352	\$28,424	\$26,000	\$8,000	\$24,363	\$2,800,059	10	
13	P_3 Parks_Recreation	4.11	\$5,757,352	\$30,874	\$13,000	\$13,000	\$36,463	\$5,832,821	4	
14	P_4 Parks_Recreation	5.05	\$8,008,988	\$39,949	\$17,000	\$17,000	\$34,242	\$8,106,283	2	
15	P_5 Parks_Recreation	6.03	\$12,713,754	\$31,643	\$10,000	\$10,000	\$44,265	\$12,826,949	1	
16	P_1 Schools	6.52	\$3,341,980	\$66,224	\$10,000	\$10,000	\$36,763	\$3,508,177	9	
17	P_1 Shopping_Entertainment	7.33	\$4,127,402	\$74,988	\$13,000	\$13,000	\$34,475	\$4,313,006	6	
18	P_2 Internal	4.86	\$8,530,344	\$27,500	\$11,000	\$7,009	\$23,571	\$8,599,323	1	
19	P_3 Internal	5.71	\$6,737,292	\$45,840	\$18,000	\$6,646	\$39,291	\$6,847,068	3	
20	P_1 Public	5.36	\$4,071,972	\$43,495	\$12,000	\$6,262	\$37,281	\$4,171,009	7	
21	P_2 Public	3.80	\$5,149,684	\$30,037	\$15,000	\$4,569	\$25,746	\$5,225,036	4	
22	P_3 Public	3.99	\$3,617,338	\$42,966	\$13,000	\$3,461	\$36,828	\$3,713,593	8	
23	P_1 Past_Studies	4.43	\$3,674,420	\$47,492	\$19,000	\$3,884	\$40,707	\$3,785,503	8	

Scoring is Preliminary and for discussion of weighting criteria only

1	NB_1 Employment_Commercial	7.36	\$3,794,010	\$55,860	\$35,000	\$7,300	\$47,880	\$3,940,050	1
2	NB_1 Parks_Recreation	4.90	\$2,783,696	\$45,798	\$40,000	\$5,118	\$39,255	\$2,913,866	4
4	NB_1 Schools	5.94	\$2,551,916	\$50,064	\$22,000	\$4,767	\$42,912	\$2,671,659	7
8	NB_1 Internal	3.69	\$1,767,402	\$44,419	\$24,000	\$3,611	\$38,073	\$1,877,504	10

Scoring is Preliminary and for discussion of weighting criteria only

Costs - Assumptions

- Design and Const off road facility - \$190/lf
 - If alignment goes through wetlands: boardwalk - \$60/sf
- Design and Const On Road facility - \$3.50/lf
- Cost per Intersection* - \$1,000 / intersection
- Maintenance Off Road facility \$0.40/lf
- Maintenance On Road facility – \$3.00/lf

Map #	Alternative Alignment Name	Length of Alternative (miles)	Cost of design and Const of MUT	Cost of Design and Const of On Road	Cost of modification of a typical intersection	Cost of Annual Maintenance	Cost of Annual maintenance	Total Cost	Category Score
18	P_2_Internal	4.86	\$8,530,344	\$27,500	\$11,000	\$7,009	\$23,571	\$8,599,323	1
19	P_3_Internal	5.71	\$6,737,292	\$45,840	\$18,000	\$6,646	\$39,291	\$6,847,068	3
20	P_1_Public	5.36	\$4,071,972	\$43,495	\$12,000	\$6,262	\$37,281	\$4,171,009	7
21	P_2_Public	3.80	\$5,149,684	\$30,037	\$15,000	\$4,569	\$25,746	\$5,225,036	4
22	P_3_Public	3.99	\$3,617,338	\$42,966	\$13,000	\$3,461	\$36,828	\$3,713,593	8
23	P_1_Past_Studies	4.43	\$3,674,420	\$47,492	\$19,000	\$3,884	\$40,707	\$3,785,503	8

1	NB_1_Employment_Commercial	7.36	\$3,794,010	\$55,860	\$35,000	\$7,300	\$47,880	\$3,940,050	1
2	NB_1_Parks_Recreation	4.90	\$2,783,696	\$45,798	\$40,000	\$5,118	\$39,255	\$2,913,866	4
4	NB_1_Schools	5.94	\$2,551,916	\$50,064	\$22,000	\$4,767	\$42,912	\$2,671,659	7
8	NB_1_Internal	3.69	\$1,767,402	\$44,419	\$24,000	\$3,611	\$38,073	\$1,877,504	10

Decision Matrix Summary

Category Weightings

- The Good
- The Bad
- The Ugly

Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
P_1_Employment_Commercial	5.99	6.2	4.8	7.3	4.7	6.9	5.0
P_1_Parks_Recreation	6.18	1.8	8.0	5.7	8.2	8.0	10.0
P_2_Parks_Recreation	6.56	6.8	3.8	7.0	7.7	9.0	10.0
P_3_Parks_Recreation	5.06	1.6	5.8	6.7	6.0	5.0	4.0
P_4_Parks_Recreation	4.94	6.0	4.8	6.0		3.9	2.0
P_5_Parks_Recreation	5.78	7.6	9.3	5.0		1.5	1.0
P_1_Schools	5.81	8.8	5.8			4.5	9.0
P_1_Shopping_Entertainment	5.21	8.0	5.5			2.5	6.0
P_2_Internal	6.68	6.8	6.0			6.0	1.0
P_3_Internal	4.80	2.0				4.0	3.0
P_1_Public	5.60	4.2			4.8	6.9	7.0
P_2_Public	6.26				7.8	9.0	4.0
P_3_Public	4.72	3.0			6.2	7.0	8.0
P_1_Past_Studies	5.15	4.4		3.7	4.7	8.0	8.0
NB_1_Employment_Commercial	7.36	7.6	7.8	10.0	4.5	4.0	1.0
NB_1_Parks_Recreation	4.90	5.8	4.8	5.0	3.0	5.5	4.0
NB_1_Schools	5.94	6.4	9.3	3.0	7.0	4.0	7.0
NB_1_Internal	3.69	1	4.8	1.0	5.0	10.0	10.0

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and for discussion of
weighting criteria only

Next Steps

- Take the Top Alignments and refine them further
 - 4 for Plainville
 - 2 for New Britain
- Have these refined for the January Workshops
 - These workshops will assist in determining the final design product.
 - Workshop will entail attendees determining the best facility for different areas along the corridor.



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Dave Head | dhead@vhb.com

Andrea Drabicki | adrabicki@vhb.com

Chris Faulkner | cfaulkner@vhb.com





Meeting Notes

Place: New Britain City Hall
Room 504
27 West Main Street
New Britain, CT 06051

Date: November 15, 2016

Notes Taken by: Andrea Drabicki/Chris
Faulkner

Project #: 42201.00

Re: Steering Committee and Technical Team Workshop
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of Governments
Bruce Donald, East Coast Greenway Alliance
Jim Cassidy – Plainville Greenway Alliance
Pete Salomone – Plainville Greenway Alliance
Garrett Daigle – Town of Plainville
Carl Gandza, City of New Britain
Mark Hoffman, Bike New Britain
Grayson Wright, CTDOT
Edward Sabourin – CTDOT
Melanie Zimyeski, CTDOT
Maureen Lawrence, CTDOT
Laurie Giannotti, CT DEEP
Rob Phillips, Town of Southington
Matt Blume, Town of Farmington

Consultant Team

Dave Head, VHB
Andrea Drabicki, VHB
Chris Faulkner, VHB

The Steering Committee and Technical Team meeting took place on Tuesday, November 15, 2016 from 3:00–5:00pm. The meeting consisted of a presentation and review of the ranking and weighting of the alignment alternatives as developed during the October 2016 public workshops, Steering Committee/Technical Team workshops, as well as alignments from past studies and internal suggested alignments from VHB consultants.

- 1. Call to Order:** Mr. Tim Malone, CRCOG, called the meeting to order at 3:05 pm and welcomed the Steering Committee and Technical Team.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

2. Public Comment: No one from the public was present.

3. Project Updates

Mr. Dave Head requested that attendees introduce themselves. Mr. Dave Head then reviewed the purpose of the meeting:

- Review Alignment Alternatives
- Review Decision Matrix Categories
- Review Category Weightings
- Results of Decision Matrix Analysis
- Next steps

Mr. Head reviewed the vision statement and asked that the attendees keep this in mind as we review the Decision Matrix.

"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."

4. Review of Alignment Alternatives

Summary maps are displayed for the committees for both Plainville and New Britain. The maps contain all the alignment alternatives developed during the public workshops and Steering Committee/Technical Team meetings held last October, 2016.

5. Decision Matrix Categories

Mr. Head then reviewed the Decision Matrix Criteria as developed by both committees:

- Connectivity – (within a ¼ mile of alignment)
 - Schools
 - recreation facilities
 - commercial locations
 - cultural resources
 - population

- Safety – Number of conflicts points with motor vehicles along an alignment
 - commercial driveways
 - Intersections
 - mid-block street crossings.
- Security – (within 50 feet of an alignment)
 - residentially zoned parcels within 50 feet of an alignment
- Facility Type
 - Off Road
 - Multi-use Trails
 - Rail with Trail
 - Side Paths
 - Separated Bike Lanes
 - On Road
 - Buffered Bike Lanes
 - Bike Lanes
 - Shared Roadway
 - Shoulder
- Environmental
 - Wetlands (acreage of impacts)
 - Floodplain (percent of alignment within 100 year floodplain)
 - Natural Diversity Database (does alignment cross a NDDDB area)
 - Historic resources (within 50 feet of alignment),
 - Hazardous Material Locations (within 10 feet of alignment)
 - Additional impervious surface. (new pavement)
- Potential Right-of-Way Impact (number within 20 feet of alignment)
 - Private properties
 - Public properties
- Cost
 - Design
 - Construction
 - Maintenance

6. Review Category Weightings

The primary purpose of the meeting was to solicit additional vetting of established weighted criteria. The weighting percentages were established by both committees in previous working sessions as the following:

- Connectivity – 20%
- Safety/Security – 25%
- Facility Type – 30%
- Environmental – 10%
- Right-of-Way Impact – 10%
- Cost – 5%

Mr. Head explained to the committees the Decision Matrix methodology:

- Normalizing of values
- Positive attributes rated 10 to 1 (10 being most positive)
- Negative attributes rated 1 to 10 (1 being most negative)
- Category score based on average of normalized values
- Alignment score based on weighting applied to category score

7. Results of the Decision Matrix Analysis

Mr. Head then proceeded to present to the committees two example alignment alternatives, one from Plainville (P_2_Internal) and one from New Britain (NB_1_Employment_Commerical).

The Plainville example alignment P_2_Internal received an overall ranked score of 6.68. Whereas, the New Britain example alignment received an overall ranked score of 7.36. See referenced table below.

Mr. Head proceeds to explain to the committees that despite the overall high rank for each of the example alignments that the alignments may not have ranked the highest within some of the individualized criterion – this could be due to a variety of variances such as; alignment length, environmental impacts, potential property impacts, or cost associated with suggested facility type.

Facility Type

Mr. Head explained the methodological assumptions used to determine how facility types were applied to different segments of each alignment route.

- Through open space: off road
- Along limited access highway: adjacent to road
- Along State route: 50% adjacent to / 50% on road

- Along local road: on road
- Along Northwest Drive: off-road
- Along Black Rock Ave: adjacent to road, from Crooked Street to Wooster Street. Tilcon quarry / high heavy truck traffic

Cost

Mr. Head then proceeded to explain the methodological assumptions used to determine how the cost of each example alignment was determined:

- Design and Construction an off road facility - \$190/lf
 - If alignment goes through wetlands: boardwalk - \$60/sf
- Design and Construction on road facility - \$3.50/lf
- Cost per Intersection - \$1,000 / intersection
- Maintenance Off Road facility \$0.40/lf
- Maintenance On Road facility – \$3.00/lf

8. Committee Discussion

Mr. Head reminded the committee members that the objective for the following discussion was to reach “informed consent” by which the committee members may not all agree unanimously but have received enough information and concluded to a reasonable outcome to make an informed decision to proceed forward.

The following discussions occurred among the committee members regarding the following topics:

Decision Matrix Process

Mr. Jim Cassidy inquired with committee members if they understood the methodology process and if it made sense?

A majority of the committee members concluded that the Decision Matrix, its methodologies, and its assumptions did make sense and was deemed as logical and objective. Committee members did concur that the weighting of individualized criterion needed to be reevaluated and adjusted.

Safety/Security vs. Facility Type

The discussion focused on whether there is a correlation between the Facility Type and the perceived or real threats of the Security criterion. The determination was to make the criteria weighting the same for both Safety/Security and Facility Type.

Environmental Permitting

Mr. Bruce Donald stated permitting through a wetland may become problematic. Mr. Head agreed but noted that permitting can be acquired with enough time and money to mitigate any impacts.

Cost

Mr. Bruce Donald inquired about how costs were determined. Mr. Chris Faulkner, VHB, stated that off road construction materials were determined as an asphalt surface and basic costing of maintenance to include brush clearing and mowing.

Further discussion by the committees included whether the criterion of Cost should stay in the Decision Matrix or not. Ultimately it was decided that it did need to stay in, but kept at a low percentage. It was also noted that it was critical that costs are real and truly reflect what it's going to cost to design and build. A suggestion was made to include caveats on cost page relative to how costs were developed, and a note stating that the costs were planning level only.

Connectivity

Committee members discussed how the Decision Matrix wasn't capturing the desire for Plainville alignments to be near the town center. It was agreed by all to add a category for connectivity to the Town Center with the criteria being alignment distance from the Town Center (the closer and alignment the higher it will score).

Hazardous Waste

It was discussed if it was appropriate to have a 10' buffer since the wetland criteria had a 20' buffer and the cultural resources had a 50' buffer. Mr. Head indicated he would evaluate increasing the width to see if it would make a difference in the number of hazardous material locations affected.

Potential Property Impacts

This discussion by committee members focused on whether it was appropriate to weight potential environmental and property impacts the same. It was decided that the weighting of potential property impacts should be increased to 12% and the weighting of cost should be reduced to 3%. A recommendation was made to remove potential public impacts from the Decision Matrix since impacts to public property are less of a concern (note with an asterisk that public impacts are for information purposes only and not included in calculation of property impacts) and break potential private impacts into residential and commercial since commercial property owners may see the trail as more beneficial. Also suggested was to use another word other than "impacts", such as "Potentially Affected Properties" or "Potential property constraints." It was also noted that the team needs to be careful in how these potential impacts are discussed as the methodology is very rough at this stage.

Mid-block Crossing and Intersections

The committee discussed the low number of identified mid-block crossings in the safety criteria. Since only one crossing was identified, it was determined that mid-block crossings should be included in the Intersections criterion. It was also determined that the decision matrix should have a footnote indicating whether a mid-block crossing is on a state highway.

Natural Diversity Database (NDDB) and Historic Resources

Mr. Tim Malone inquired if percent ranking may not work if a criterion has only two values such as the case within the Environmental criteria. Criterion that have a binary value of Yes or No receive a ranking value that is excessive due to the assumptions that a potential alignment that routes through or near one of the mentioned criterion can be viewed as subjective. The committee asked to have criterion with binary values adjusted and have weighted percentages removed.

Ms. Laurie Giannotti, DEEP, states that when reviewing project for NDDB context sensitive areas applications either need a review or they do not. Other committee members weighed in and mentioned that a project area may be within a NDDB buffer but efforts are made to alter the construction schedule or provide an enveloped barrier around the context sensitive area. The committee determined that the NDDB criteria should be taken out of the Decision Matrix but should be mentioned in the Guidance Document.

9. Next Steps

Economic Data

Mr. Head then proceeded to present current economic data associated with communities' who host or are adjacent to trails.

Project Schedule

Subsequent to the meeting CRCOG met with the Connecticut Department of Transportation and learned that they are working with the railroad in Plainville (PanAm) to come to a resolution that may permit portions of the trail to be located within the rail right of way.

To better coordinate our efforts, and to take advantage of these potential new developments, the upcoming meetings in December and January will be postponed, the study website will be updated with new meeting dates and information as soon as it is available.

Decision Matrix


- Make the edits noted above to the Decision Matrix.
- Take the Top Alignments and refine them further
 - 4 for Plainville
 - 2 for New Britain
- Have these refined for the upcoming (date to be determined) Workshops
 - These workshops will assist in determining the final design product.
 - Workshop will entail attendees determining the best facility for different areas along the corridor.

10. Conclusion of Meeting: The Meeting adjourned 5:00pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David Head

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee/Technical Team Meeting

April 19, 2017 / 2:30 PM – 4:30 PM
Plainville Public Library, Auditorium
56 E Main Street / Plainville

1. Welcome and Introductions
2. Public Comment
3. Project Updates – Restarting the Project
 - a. Updates since November
 - b. New team members
 - c. Existing Conditions report
4. Alternatives Development Process
 - a. The long list of options (presented in November)
 - b. Screening criteria
 - c. A shortlist of Practical and Feasible alternatives
5. Public Outreach Schedule
6. Next Steps and Adjourn

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 522-2217 ext. 224 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al 860-522-2217, x224, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 522-2217, x224 jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310





Farmington Canal Heritage Trail Gap Closure and CTfastrak Study

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting
April 19, 2017



Purpose of Today's Meeting

Today's meeting is about discussing **recent project activities**, presenting a **practical and feasible set of alternatives** for completing the gap in the Farmington Canal Heritage Trail, including the criteria used to get where we are, and **how we will evaluate remaining alternatives**



Agenda

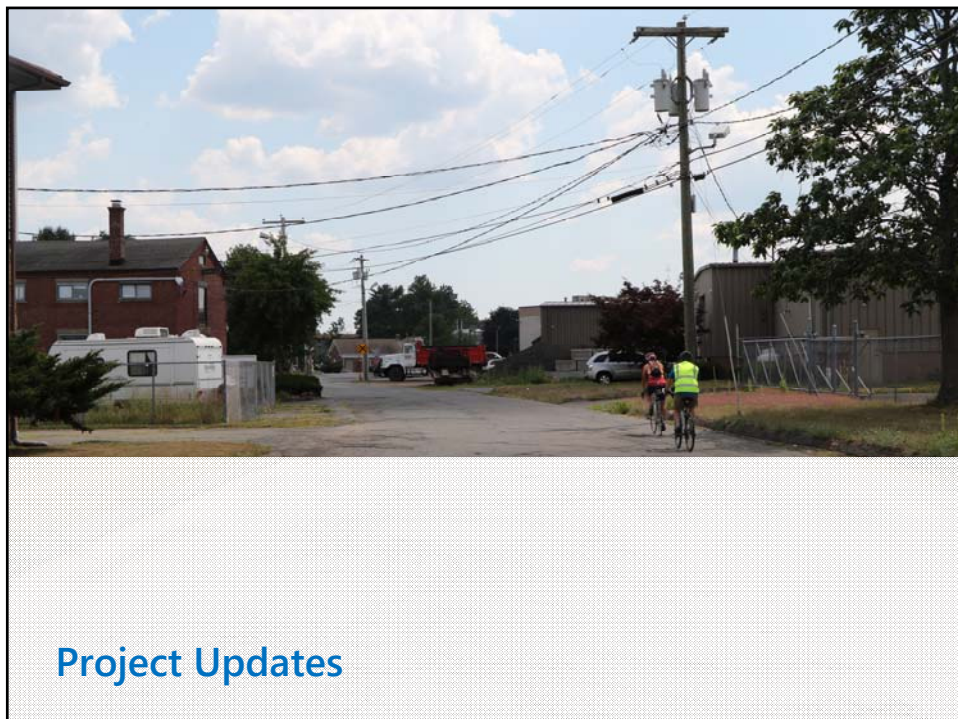
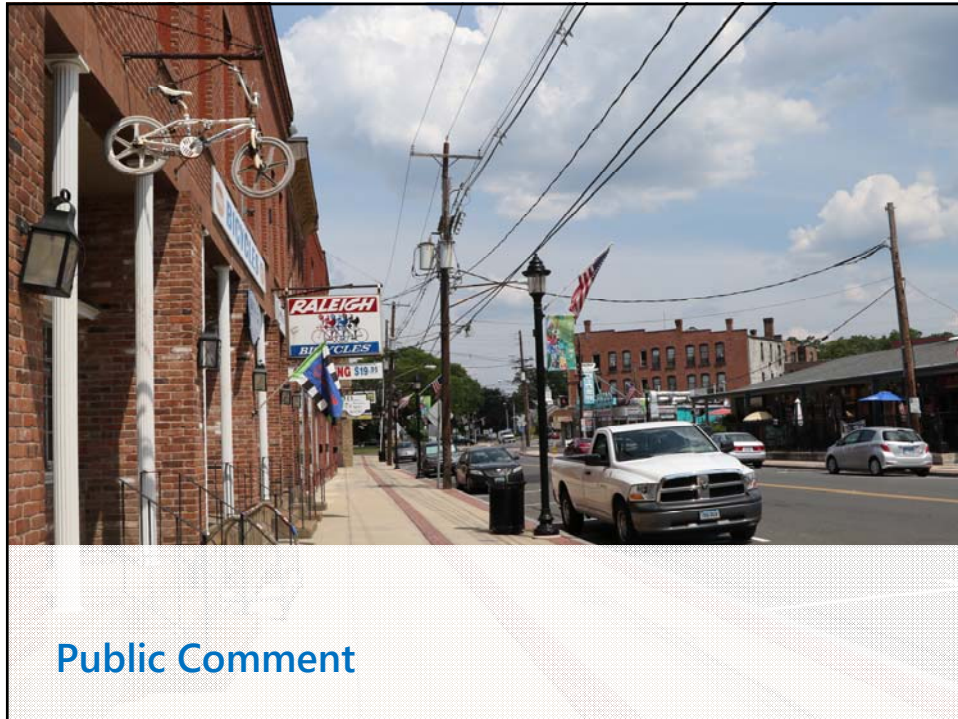
- Public Comment
- Project Updates
- Alternatives Development
 - Long list
 - Short list
- Public Outreach Schedule
- Next Steps and Adjourn



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."





Project Updates Since Our Last Meeting

- New team members
- Discussions about use of rail right of way
- Existing Conditions report
- Adjustments to “decision matrix” from November meeting
- Organization and screening of alignment alternatives



Organization of the Team



Team Faces



Theresa Carr is our new consultant
Project Manager



Mark Jewell moves into a Senior
Technical Advisor role



Geoffrey Morrison-Logan will take a
more active role leading outreach
efforts



Chris Dewitt joins the team as the
task lead for transportation planning

Use of Rail Right of Way

- Discussions with Pan Am Railways
- At this time the project will ***not*** assume rail right of way is available [JM8](#)
- Use of north-south rail right of way is not considered a fatal flaw [JM9](#)
 - Effort made to shift alignments outside rail right of way
 - Will take impacts on rail right of way into consideration during evaluation



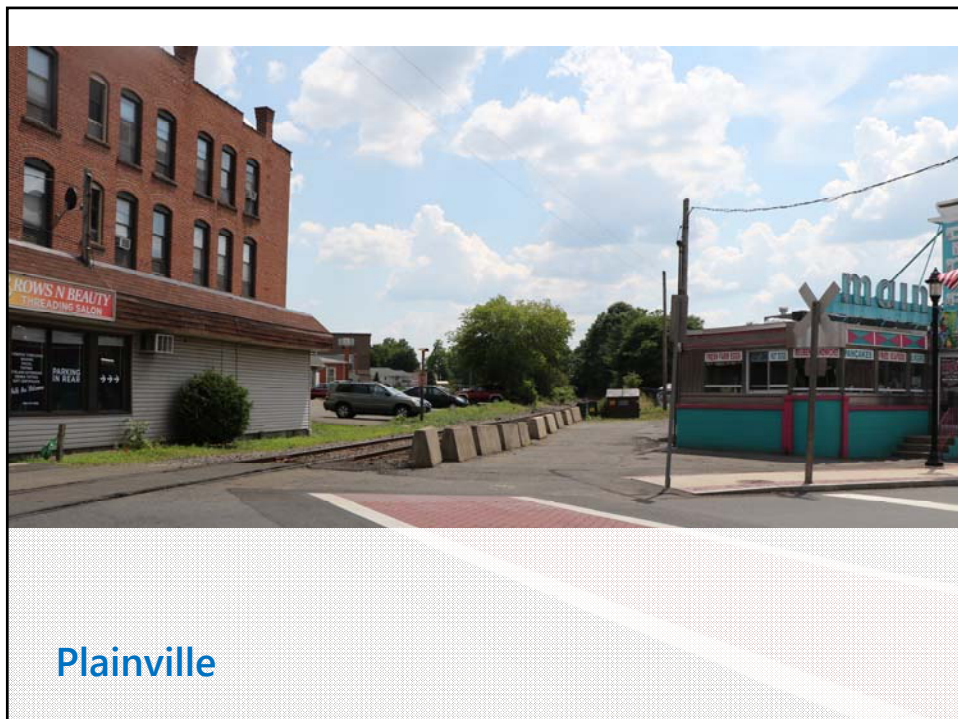
Existing Conditions Report

- Sets the “goal posts” for evaluating alternatives
 - What are the opportunities?
 - What are the constraints?
- Compiles information about what is on the ground today so that it can inform the alternatives evaluation step
- Transportation and land use
- Existing and future (near-term)
- Plainville and New Britain (some reference of Southington)

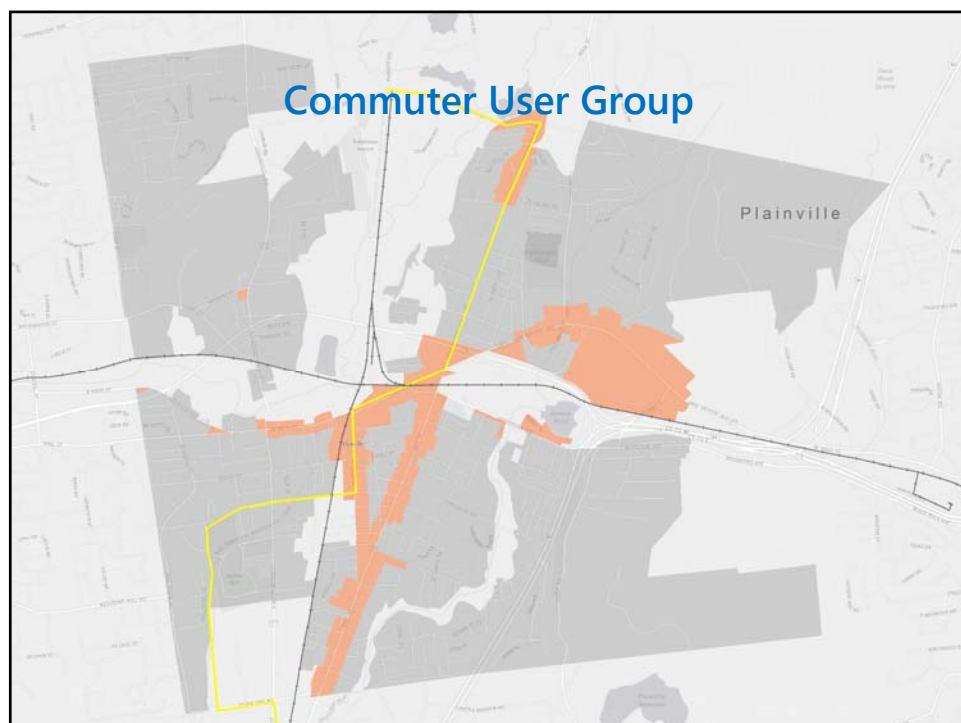
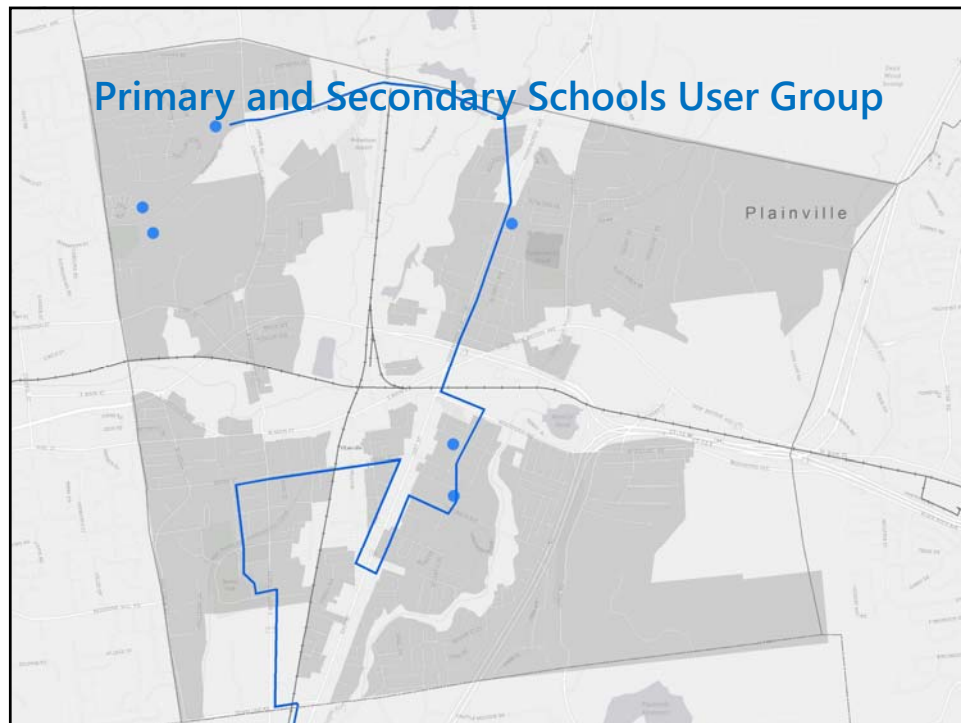


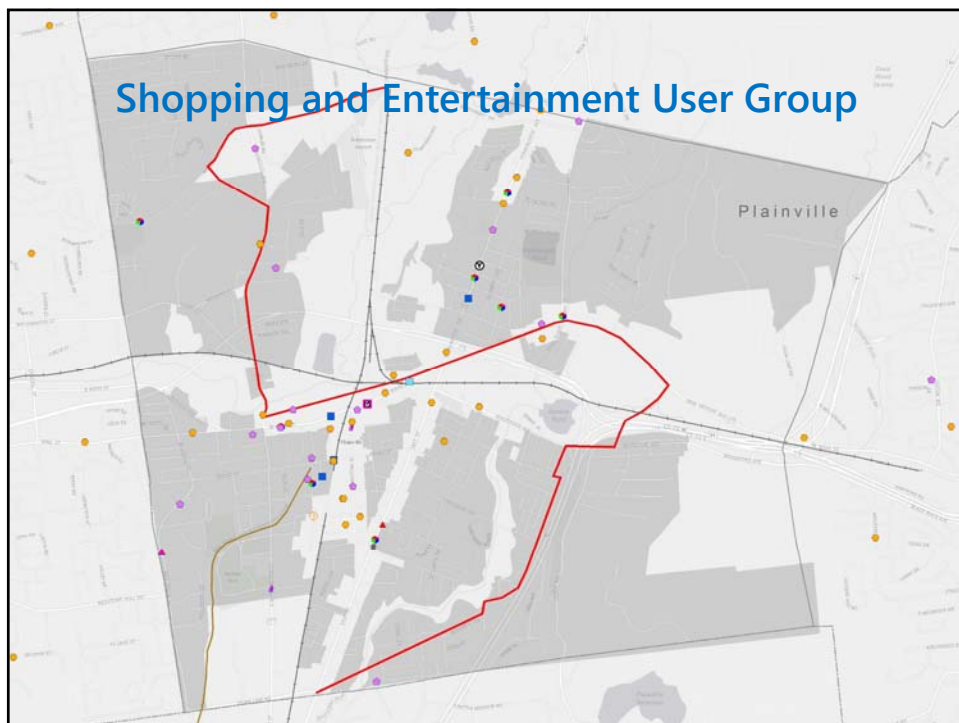
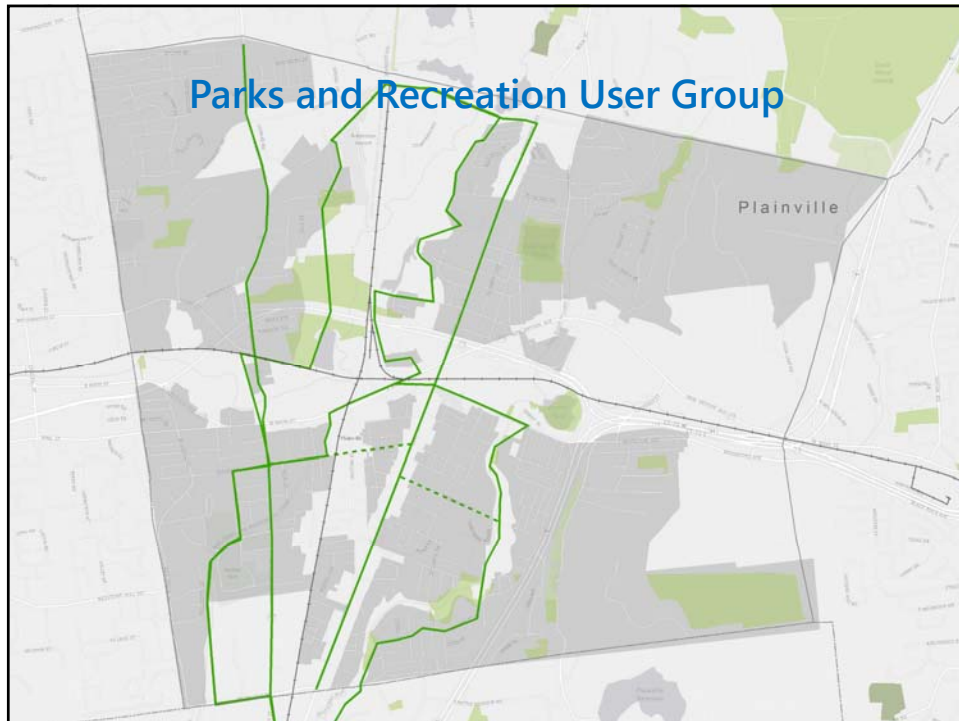
Alternatives Development Process

Alternative Development Process

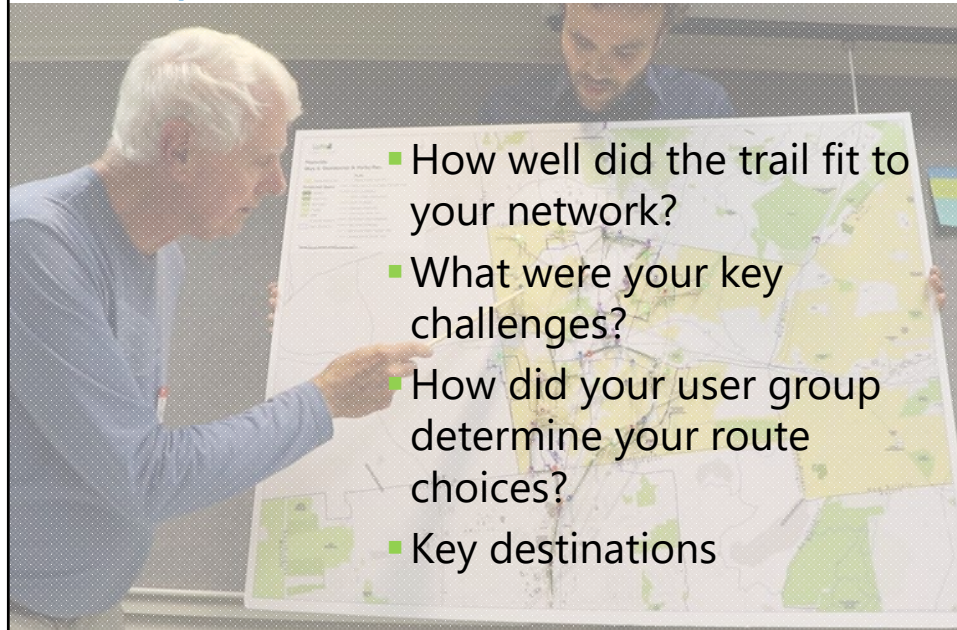


Plainville

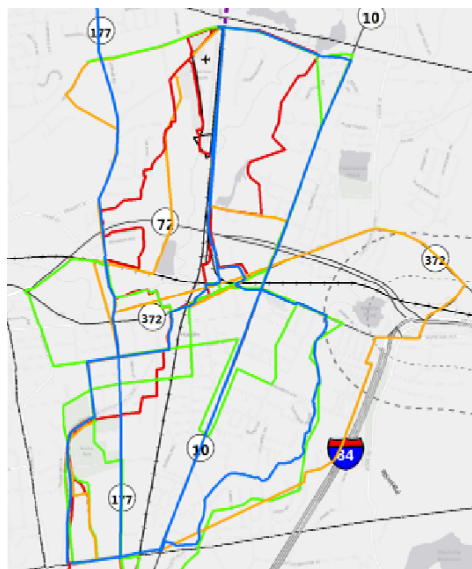




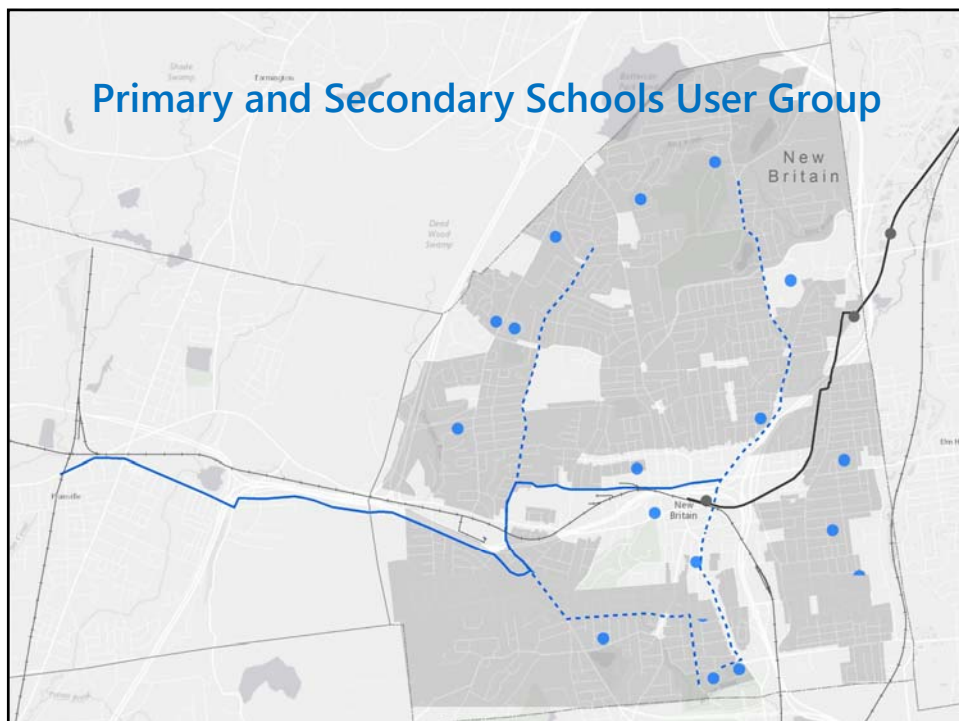
Report Back - Plainville

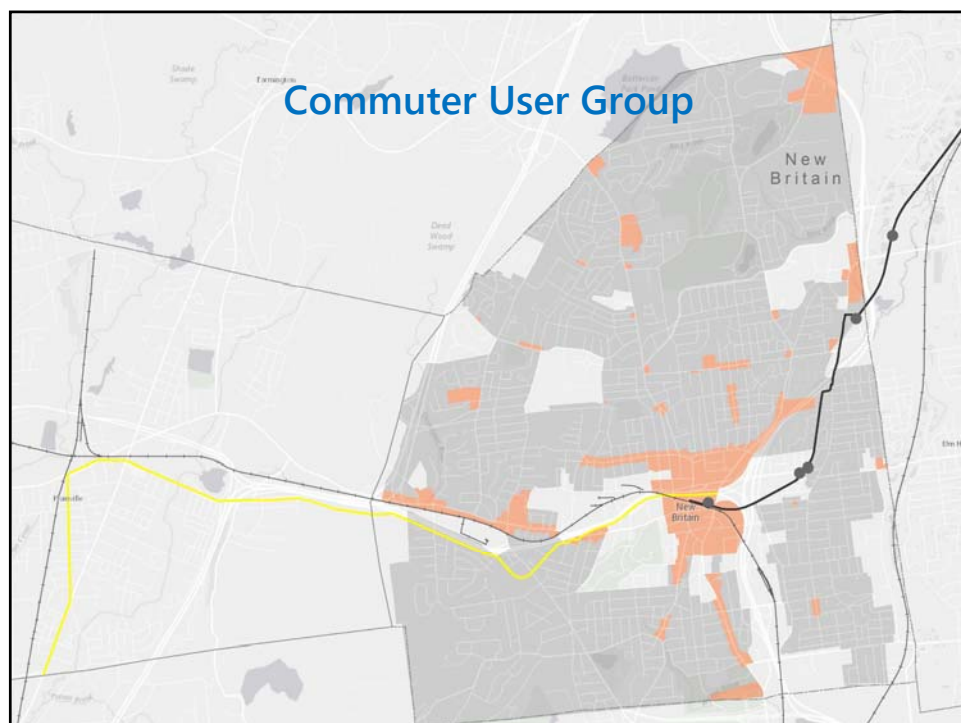
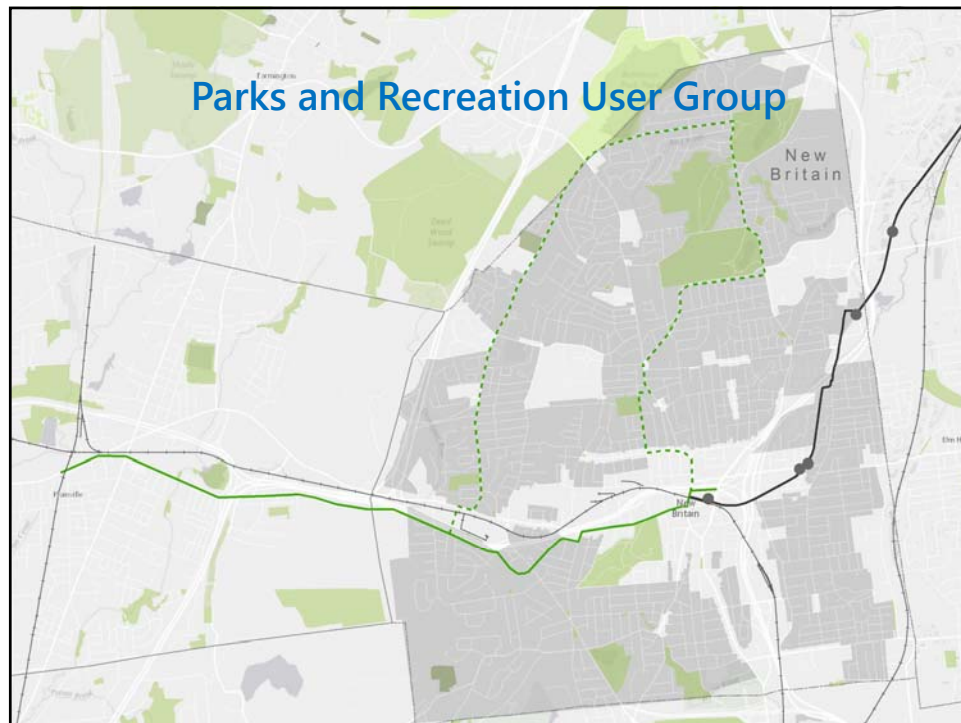


Long List of Alternatives - Plainville

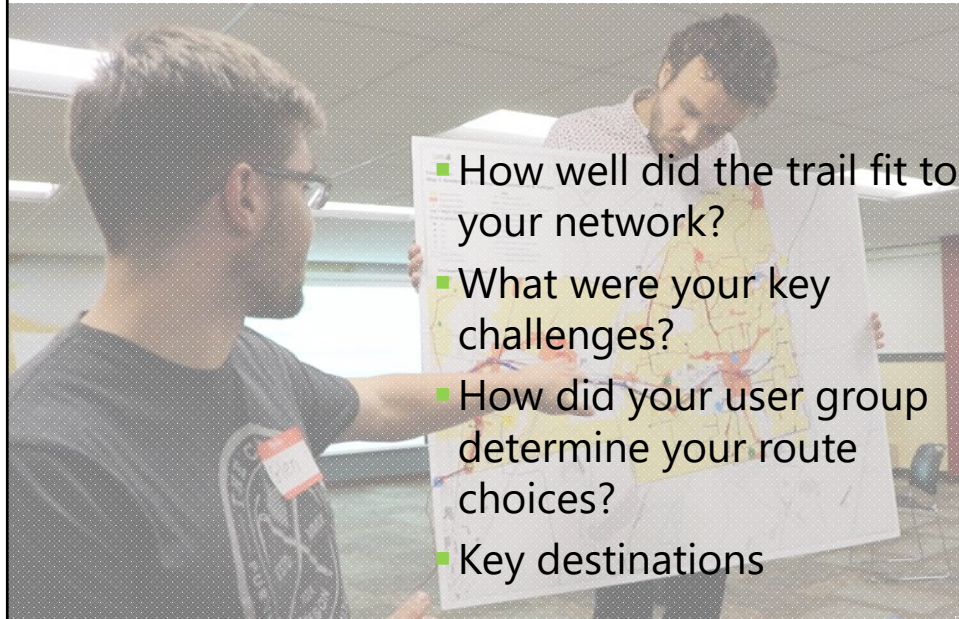


- 14 alternatives in total
- Created during fall 2016
 - Charrettes
 - Steering Committee
 - Stakeholder discussions
 - Technical efforts
- Different focal points
 - Shopping
 - Schools
 - Employment
 - Parks/Recreation





Report Back – New Britain



Long List of Alternatives – New Britain



- 5 alternatives in total
- Different goals than Plainville
- Focus is on connections to CTfastrak

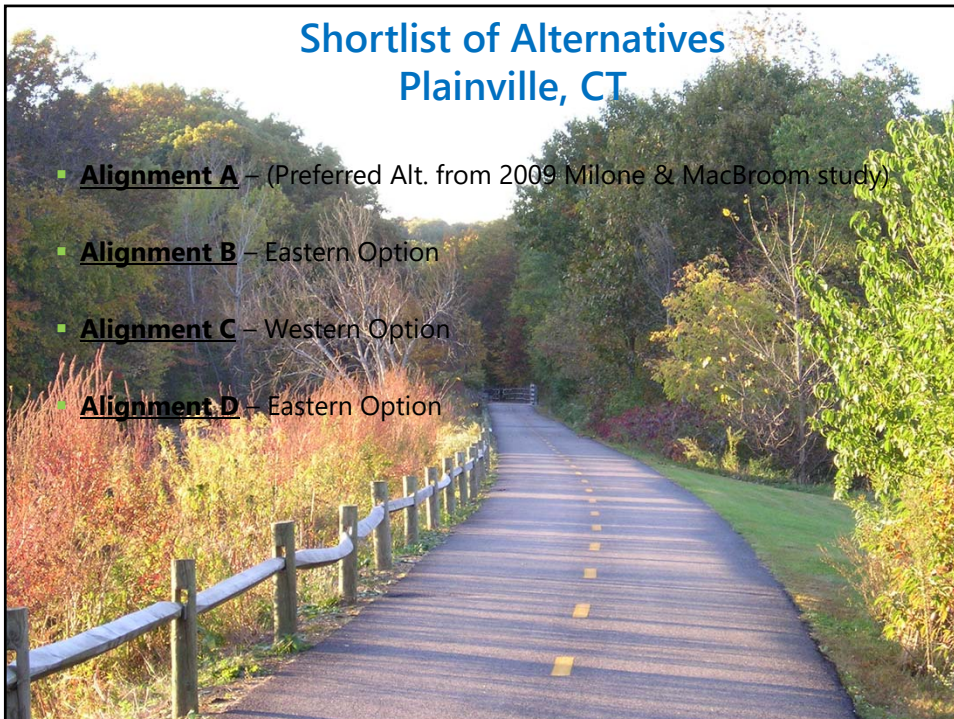
Screening Criteria

- Connect with FCHT/ECG
- Connect with downtown Plainville
- Major off-road component
- Able to be constructed without MAJOR ROW impacts
- Avoids undue reliance on rail ROW
- Avoids being overly circuitous



Shortlist of Alternatives Plainville, CT

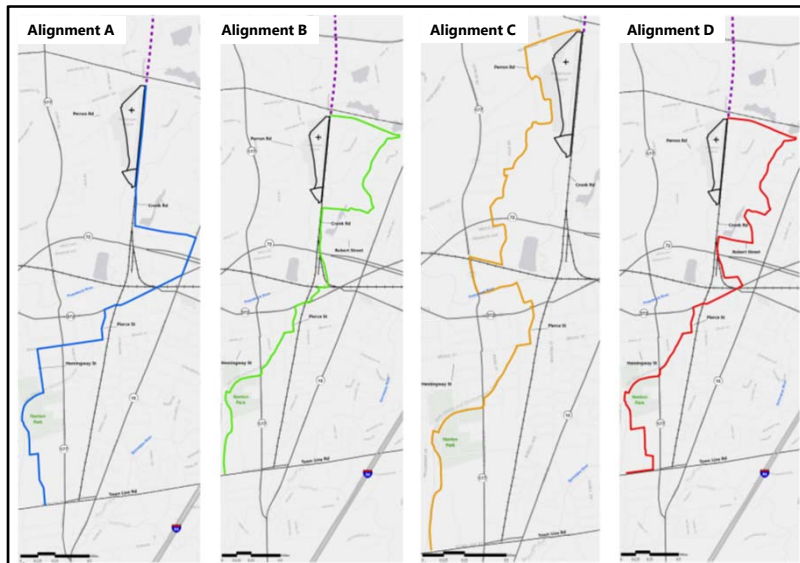
- **Alignment A** – (Preferred Alt. from 2009 Milone & MacBroom study)
- **Alignment B** – Eastern Option
- **Alignment C** – Western Option
- **Alignment D** – Eastern Option



Shortlist of Alternatives New Britain, CT

- **Alignment 1** – On-Road Commercial/Employment
- **Alignment 2** – Rte 372 Option
- **Alignment 3** – On-Road Parks/Recreation
- **Alignment 4** – Schools Option
- **Alignment 5** – Off-Road Option

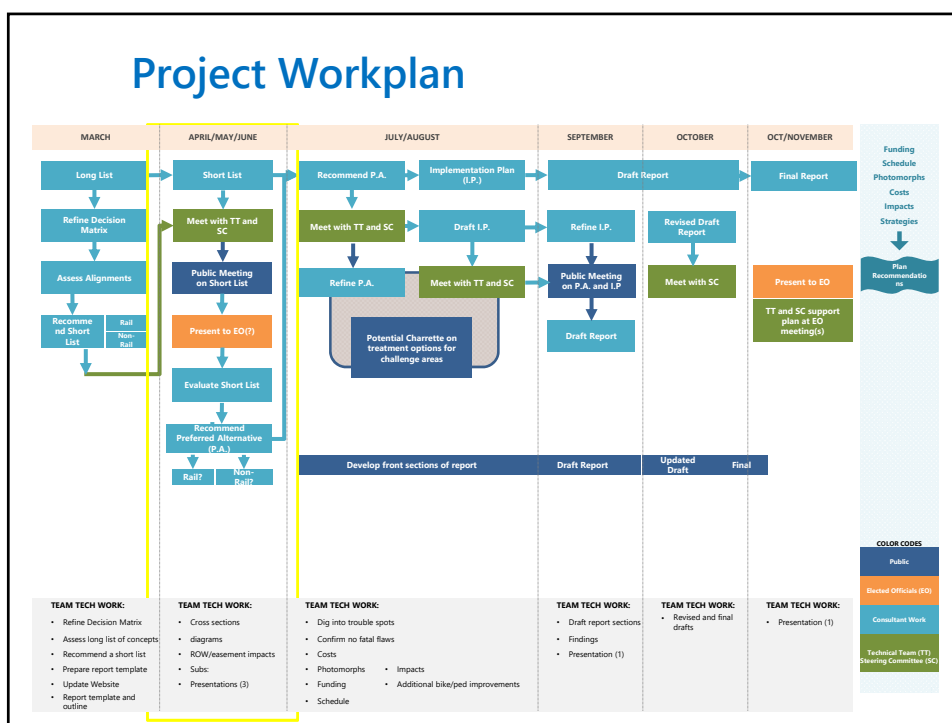
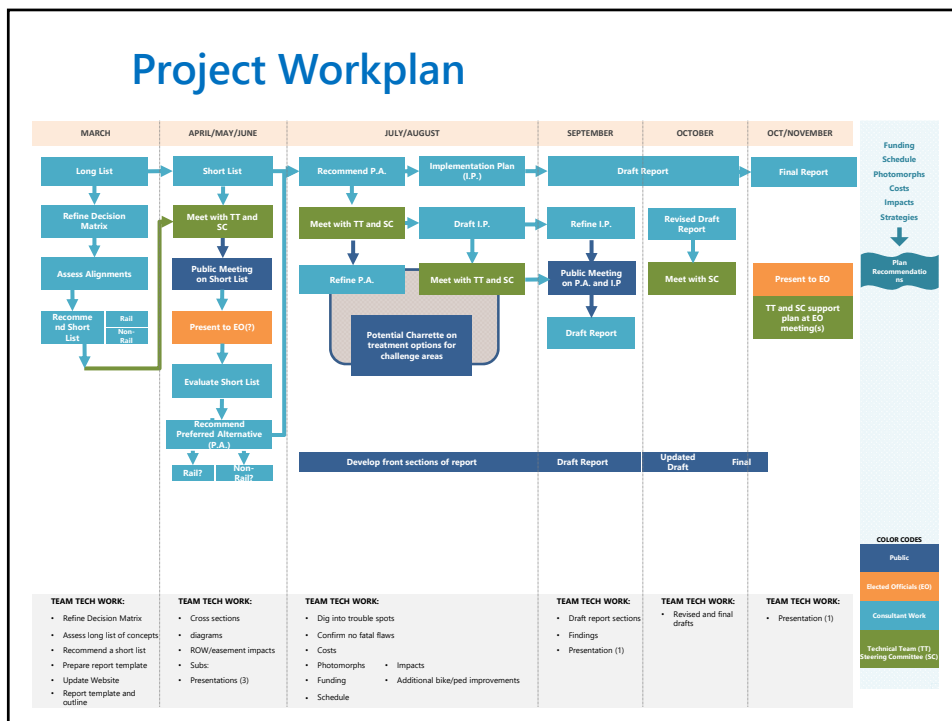
Shortlist of Alternatives

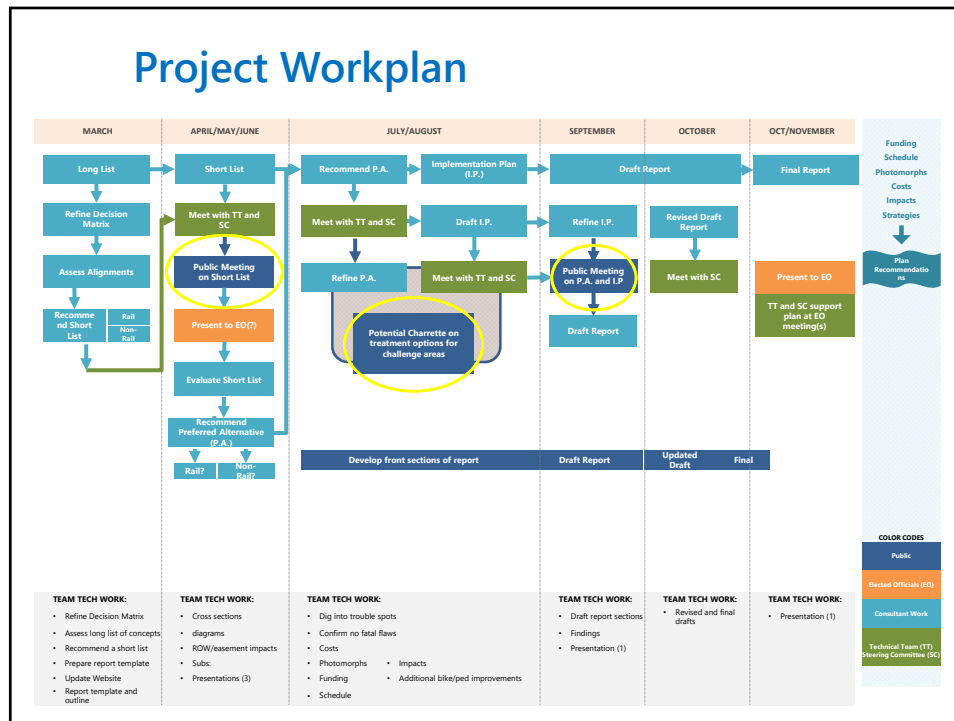


Shortlist of Alternatives



Public Outreach Schedule





Public Outreach Schedule

- Next Public Meeting: May 22 in Plainville: "Getting to the Short List"

Public Meeting Format

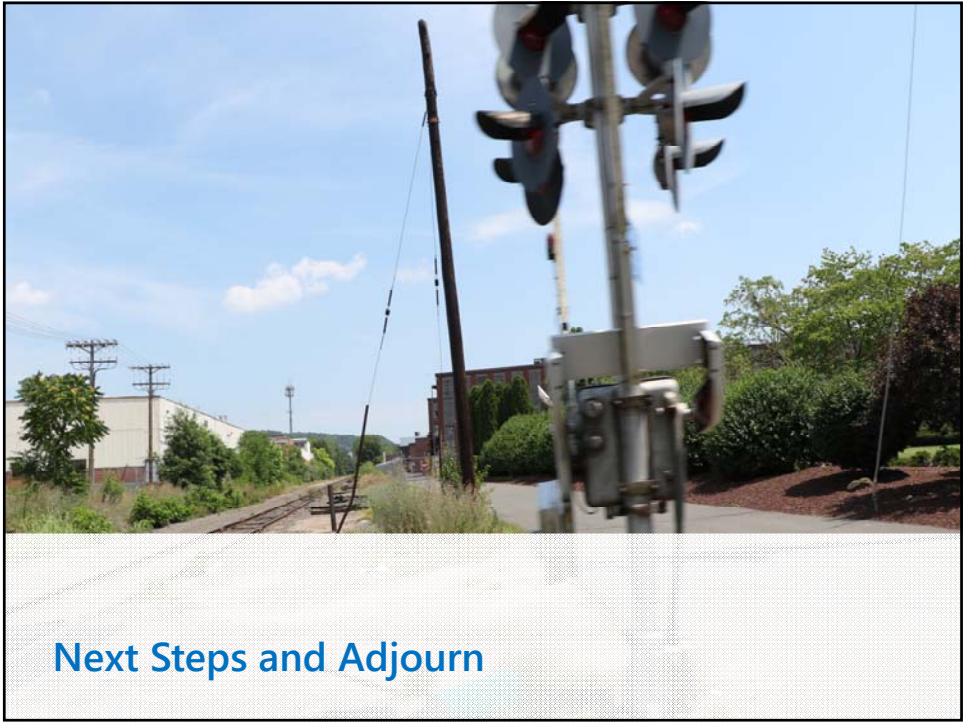
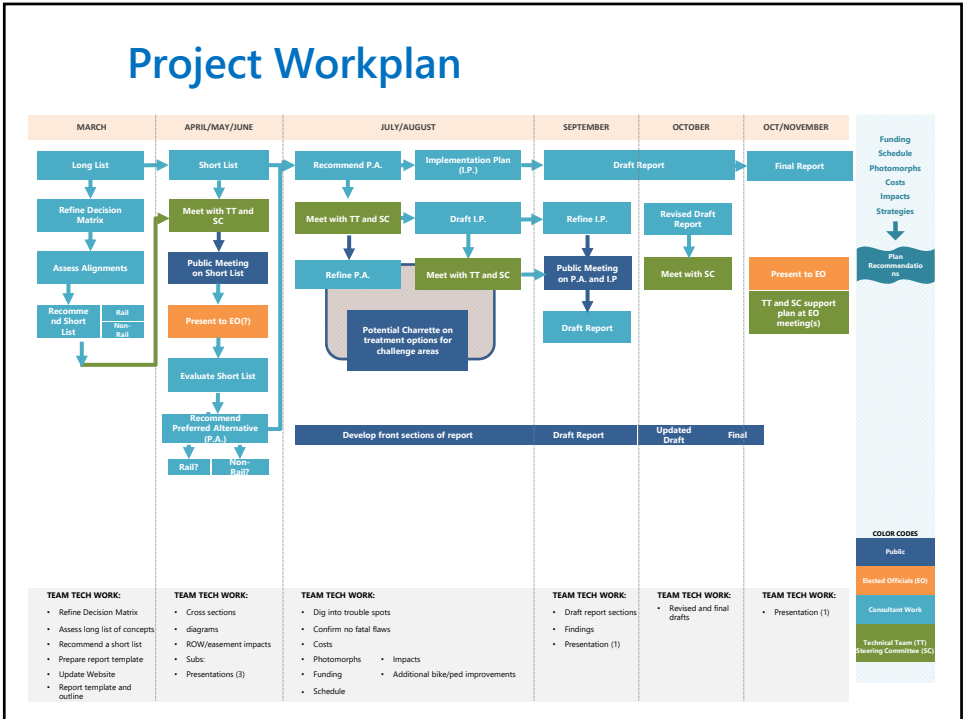
Presentation | Question and Answer | Open house

6:00-6:15 Sign in, open house

6:15-7:15 Presentation and Q&A

7:15-8:00 Open house, submit comments

- Introduction and project Updates*
- Overview of the Workshop week from the Fall*
- What we heard / what we learned*
- Methodology and technical Analysis that informed the alternative alignments*
- Review Alternatives*
 - Is this the right short list?*
 - Is there anything that should be removed added?*
 - Are these the correct criteria to evaluate?*
- General Discussion*
- Likes / Dislikes / Comments*
- Next Steps / Open House*



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Theresa Carr | tcarr@vhb.com

Mark Jewell | mjewell@vhb.com

Geoffrey Morrison-Logan | gmorrisonlogan@vhb.com





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT

Date: April 19, 2017

Notes Taken by: Geoffrey Morrison-Logan
and Theresa Carr

Project #: 42201.00

Re: Steering Committee and Technical Team Meeting
Farmington Canal Heritage Trail Gap Closure Study and
CTfastrak Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of Governments
Anna Bergeron, CTDOT
Jim Cassidy, Plainville Greenway Alliance
Garrett Daigle, Town of Plainville
Mark Devoe, Town of Plainville
Bruce Donald, East Coast Greenway Alliance
Laurie Giannotti, CT DEEP
Sue Jacozzi, Plainville Southington Health District
Maureen Lawrence, CTDOT
Mark Moriarty, City of New Britain
Rob Phillips, Town of Southington
Edward Sabourin, CTDOT
Pete Salomone, Plainville Greenway Alliance
Grayson Wright, CTDOT

Consultant Team

Theresa Carr, VHB
Mark Jewell, VHB
Geoffrey Morrison-Logan, VHB

The 5th Steering Committee meeting took place on Wednesday, April 19, 2017 from 2:30-4:30pm at the Plainville Public Library. Much like the November 2016 meeting, this was a joint meeting with the project's Technical Team. The meeting purpose was to review project updates, discuss the screening criteria that led to the identification of a shortlist of practical and feasible alternatives, and walk through the shortlisted alternatives. The group also discussed upcoming public outreach efforts, including a possible public meeting on May 22nd. This meeting summary is organized by agenda item, and captures the main points of the discussion and action items. Materials presented during the meeting are included at the end of this meeting summary.

Meeting Summary

1. Welcome and Introductions

Tim Malone, CRCOG Project Manager, opened the Joint Steering Committee/Technical Team Meeting and then reviewed the purpose of the meeting:

*Today's meeting is about discussing **recent project activities**, presenting a **practical and feasible set of alternatives** for completing the gap in the Farmington Canal Heritage Trail, including the criteria used to get where we are, and **how we will evaluate remaining alternatives**.*

Tim review the agenda for the meeting, which included the following items:

- Public Comment
- Project Updates
- Alternatives Development
 - Long list
 - Short list
- Public Outreach Schedule
- Next Steps and Adjourn

Tim reviewed the project 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 CTfastrak 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."*

Meeting participants went around the table introducing themselves.

2. Public Comment

Tim opened the meeting for Public Comment. No members of the public were present.

3. Project Updates – Restarting the Project

A summary of project updates was provided by Tim. The updates included items that were undertaken since the last Joint Committee Meeting that was held on November, 15, 2016. Tim provided copies of the November 2016 meeting summary and asked the group if there were any changes that needed to be made. The group had no changes to the meeting notes and agreed with their content.

The summary of Project Updates includes the following:

- An introduction to new team members
- Discussions about use of rail right of way
- Reference to the draft Existing Conditions report
- Adjustments to “decision matrix” from the November meeting
- Organization and screening of alignment alternatives

Team Organization:

Tim introduced the Organization of the Team with and updated Organization Chart. Theresa Carr is our new consultant Project Manager, Mark Jewell moves into a Senior Technical Advisor role, Geoffrey Morrison-Logan will take a more active role leading outreach efforts, Chris Dewitt joins the team as the task lead for transportation planning. Theresa and Geoffrey introduced themselves.

Use of Rail Right of Way:

Tim provided an update on the Use of the Rail Right of Way based on discussion with Pan Am Railways. The following was noted by Tim:

- At this time, the project will not assume rail right of way is available
- Use of north-south rail right of way is not considered a fatal flaw
 - Effort made to shift alignments outside rail right of way
 - Will take impacts on rail right of way into consideration during evaluation

Existing Condition Report:

Tim provided an update on the Existing Condition Report. The following was noted by Tim about the Report:

- The Report sets the “goal posts” for evaluating alternatives
- The Report compiles information about what is on the ground today so that it can inform the alternatives evaluation step
- The Report considers Transportation and Land Use
- The Report existing and future (near-term)
- Plainville and New Britain (some reference of Southington)

Refinements to Decision Matrix:

Comments provided by the Steering Committee and the Technical Team from the November worksession have been incorporated into the decision matrix. Further refinements to the evaluation step are covered under the next agenda item.

Organization and Screening of Alignment Alternatives:

This topic is covered under the next agenda item.

4. Alternatives Development and Screening Summary

Geoffrey Morrison-Logan described how each of the individual concepts introduced through the fall 2016 public charrettes and outreach discussions were converted into alternatives for either the Plainville or New Britain segments. A total of 14 concepts were developed in Plainville and 5 in New Britain. Together, these 19 concepts are referred to as the long list of potential alternatives.

Theresa Carr provided a summary of the Screening Criteria that was used to assess the long list, and to create a shortlist of practical and feasible alignments to be carried through the evaluation step. The intent of the screening step is to create a shortlist of practical and feasible alternatives. The intent of the evaluation step is to identify one preferred alignment connecting the Farmington Canal Heritage Trail through Plainville, and one preferred alignment connecting this trail with the CTfastrak station in New Britain.

These screening criteria are as follows:

No.	Screening Question	Threshold
1.	Does the alternative connect at the north and south ends with the East Coast Greenway (constructed, or in design)?	Connects at north end with North West Drive between Route 10 and Route 177 Connects at south end with Town Line Road between Route 10 and Route 177
2.	Does the alternative connect with downtown?	Connects with Route 372 (Main Street) no further east than Woodford Avenue Connects with Route 372 (Main Street) no further west than Route 177
3.	Does the alternative have a major off-road element?	More than 75% off street, to get as close as possible to East Coast Greenway goals of 100% off-road trail facility

No.	Screening Question	Threshold
		NOTE: Side paths adjacent to roads are considered off-road
4.	Can the alternative be constructed without significant ROW impacts?	Fewer than 30
5.	Does the alternative avoid undue reliance on Railroad ROW?	Avoids requiring portions of path being constructed within the Waterbury Branch ROW Avoids having three or more at-grade crossings of the Waterbury Branch Avoids requiring permanent impacts to rail yard
6.	Does the alternative avoid being overly circuitous (for no apparent reason)?	Not more than double straight-line distance between North West Drive and Town Line Road

Theresa described that the application of the six screening criteria resulted in the identification of four alignments in Plainville. Of these four, she described that one (Alignment A) does not meet the 75% off-road criterion but was retained because it was the preferred alternative from the latest study on this segment, the 2009 Milone & MacBroom study. Furthermore, one additional alignment (Alignment B) was potentially problematic in that it requires a flyover of the Pan Am rail yard, but upon further consideration it was deemed feasible and should be evaluated.

Theresa stated that because the starting number of concepts in New Britain was small the screening step was not applied.

Comments from Committee

- 1) The Committee stated support for the screening criteria and the screening results
- 2) One Committee member asked about the ROW impact threshold of 30 impacts – was that 30 impacts to private parcels, or private and public combined? Theresa clarified that the threshold was 30 impacts to private parcels, which could be residential, commercial, or industrial.
- 3) There was a discussion about reliance on railroad ROW, and whether that screening criterion should be expanded to include any reliance on rail ROW, including the north south line. Theresa clarified that even though the north south rail line was not considered to be a fatal

flaw criterion, all effort was made to shift trail alignments outside the rail ROW. This would not preclude future discussions with Pan Am but would allow the current project to move forward.

- 4) Some discussion took place about whether Alignment B, which features a flyover of the Pan Am rail yard, should be screened out due to screening criterion 5. Theresa clarified that Alignment B appears to require a construction easement from Pan Am, but does not appear to impact train movements on a permanent basis. Alignment B therefore, for now, will move forward into the evaluation step.
- 5) The group discussed screening criterion 6. What does overly circuitous mean, and does a recreational trail need to worry about being circuitous? Theresa agreed, and stated that this was why the criterion allowed for diversion and meandering by creating a threshold of double straightline distance. If a concept was more than double straightline distance, the team asked whether there was an obvious reason for the diversion (what attraction was connected). If no obvious connection was made, the concept was removed.

Mark Jewell walked the Steering Committee and Technical Team through the shortlisted alignments using Google Earth as the platform. The alignments were:

- **Alignment A** – the preferred alternative from the 2009 Milone & MacBroom study, this alignment assumes use of the Pan Am north south rail right of way, uses Cronk Road and Main Street, Pierce Street, Broad Street, Heminway Street, through Norton Park to Robert Jackson Way. It is majority on-road.
- **Alignment B** – this alignment turns east on an off road path on the northern edge of North West Drive, crosses North West Drive to an off road alignment on boardwalk or trail, curving back west along the southern edge of the treatment plant to Cronk Road, on a flyover of the Pan Am Rail yard and the Waterbury Branch to Neal Court, Main Street, Pierce Street, the historic canal right of way to Norton Park, continuing on historic canal right of way to Town Line Road.
- **Alignment C** – called “the western alignment” this alignment turns west on the northern edge of North West Drive, turning south on Peron Road connecting with Tomasso Nature Park and continuing south on mainly town-owned property, tunneling under Route 72. In the vicinity of Phoenix Soil, the trail would come along the eastern edge of Route 177 on an off-road alignment. South of downtown this alignment follows the previous paths of Pierce Street, former canal right of way to Norton Park to former canal right of way.
- **Alignment D** – similar to Alignment B but this alignment turns west at Robert Street extension, and follows an at-grade alignment at Cronk Road to Norton Place, E Main Street to Pierce Road, former canal right of way to Norton Park. This alignment might curve in back of the industrial businesses east of Robert Jackson Way to Town Line Road.

The New Britain alignments mainly follow Woodford Avenue and Black Rock Road. The New Britain off road alignment would fit between Route 72 and Black Rock Road. A variation of local street alignments are considered between Route 372 and the New Britain **CTfastrak** station.

Comments from Committee

1. The Committee stated general support for the shortlisted alternatives
2. Mark Moriarty of the City of New Britain asked why the screening criteria were not applied to New Britain alignments. When Theresa responded that the New Britain alignments did not appear to have the same goals as the FCHT alignments, Mark disagreed. He stated that off-road was critical to this alignment, even if it is not something the City could accomplish immediately.
3. The group went on to discuss this at some length and ultimately recommended that the consultant team apply the screening criteria to the New Britain alignments, knowing that only one alignment would pass the screening step. Therefore, the consultant team will devote resources in the short term to test the feasibility of this one off-road alignment, including an exploration of grades, property impacts, costs, crossings, and phaseability before proceeding to recommend it as a preferred alternative.

5. Public Outreach Schedule

Geoffrey talked through the project's workplan and next steps, with an emphasis on touch points with the general public. In particular, the group is looking at a public meeting to discuss the long list of project alternatives, the screening and evaluation criteria, and the shortlist of practical and feasible alternatives. The date that is being targeted for the public meeting is May 22.

The schedule and draft agenda for the next public meeting was provided as a handout.

Proposed Public Meeting Format

Presentation | Question and Answer | Open house

- 6:00-6:15 Sign in, open house
- 6:15-7:15 Presentation and Q&A
- 7:15-8:00 Open house, submit comments

6. Next Steps and Adjourn

The Meeting adjourned at 4:30pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:

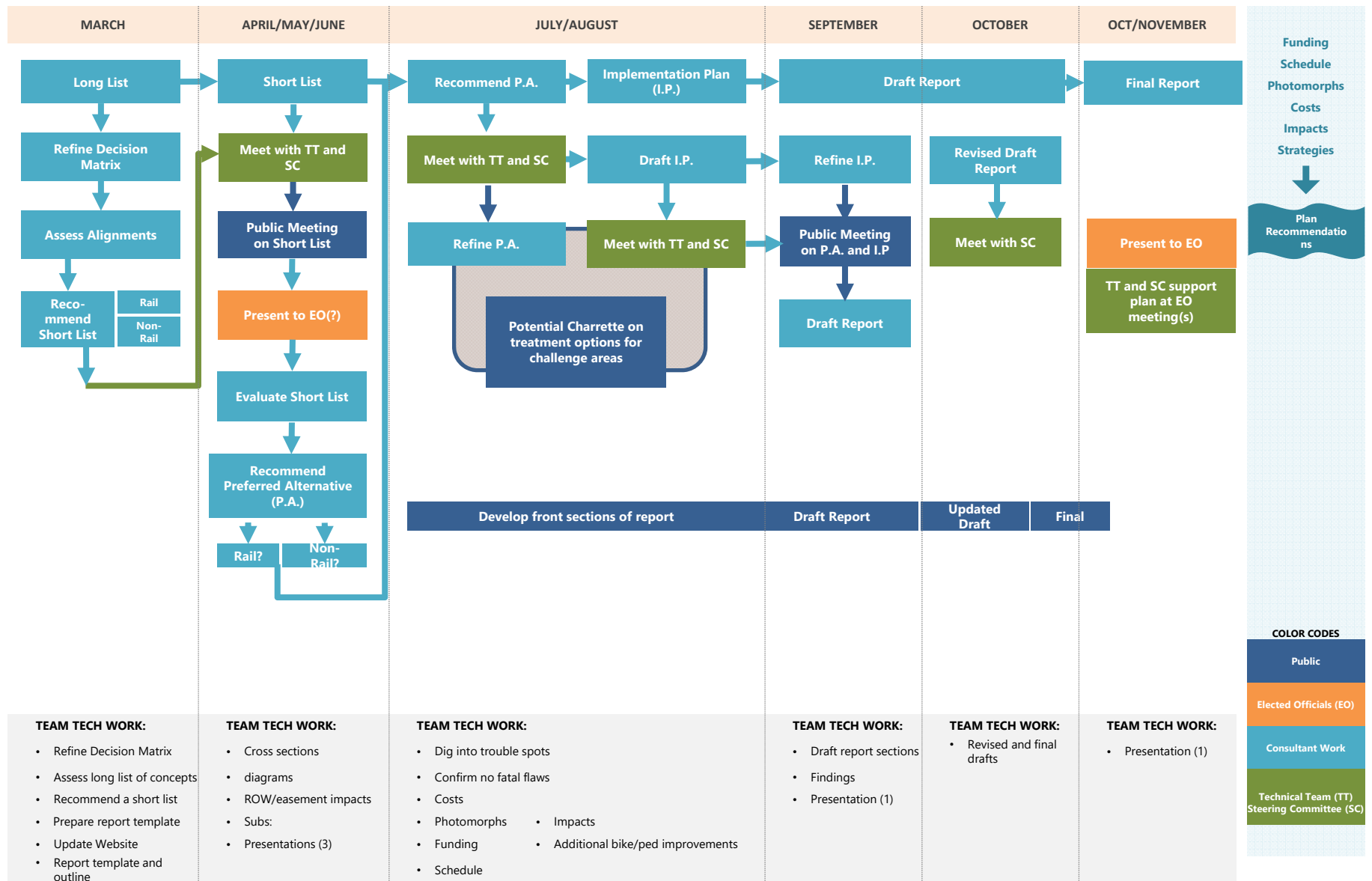


Tim Malone

Distribution: Attendees

Project File 42201.00

Project Workplan





Alternatives Screening and Evaluation

A set of preliminary alternative alignments (alignments) have been created both for the Farmington Canal Heritage Trail Gap Closure with a spur to the CT**fastrak** station in downtown New Britain. The alignments were determined through a series of extensive public engagement activities, including focus group sessions held in July and public planning workshops undertaken in October of 2016, as well as input from the Steering Committee and Technical Team.

This memorandum documents the screening and evaluation framework for the FCHT Gap Closure Project. Application of the screening and evaluation framework will result in the identification of one preferred alternative for the Plainville to New Britain corridor, and one or two preferred alignments in Plainville between Farmington and Southington. The overall framework is applied in two steps:

- **Step 1: Screening** – The first step of the framework is to screen a range of corridor concepts identified through the STAR analysis and fall 2016 charrette against readily discernible elements of the project’s Purpose. Concepts that pass these screening criteria are developed into a discrete set of alternatives and carried forward to the next step, Evaluation.
- **Step 2: Evaluation** – In the second step of the framework, the alternatives are evaluated on how effectively they perform against the project evaluation criteria, which are based on the project’s goals and objectives. The evaluation process is intended to identify one preferred alignment in New Britain and one to two preferred alignments in Plainville between Farmington and Southington.

Step 1: Screening

This step compares corridor concepts identified through the STAR Analysis against a set of readily discernible elements of the project’s Purpose. The screening step uses readily-available data. Minimal analysis is performed for the screening. For quantitative measures, thresholds were established to determine if the concept clearly passed or did not clearly fail against the screening question. If a concept passed the screening question it was forwarded into the evaluation. Corridor concepts must not fail any of the screening questions in order to move forward into Step 2 (Evaluation). Corridor concepts that do not pass one or more of the screening questions were considered infeasible and/or unresponsive to the project’s purpose and dropped from further consideration. Important to note is that in the screening corridor concepts are screened against the criteria below, and not compared against one another. Screening questions and thresholds are listed on the following page.

Please note that the screening step was specific to the FCHT Gap Closure effort – all alignments connecting Plainville with the CT**fastrak** station in New Britain were carried forward into Step 2: Evaluation.

No.	Screening Question	Threshold
1.	Does the alternative connect at the north and south ends with the East Coast Greenway (constructed, or in design)?	Connects at north end with North West Drive between Route 10 and Route 177 Connects at south end with Town Line Road between Route 10 and Route 177
2.	Does the alternative connect with downtown?	Connects with Route 372 (Main Street) no further east than Woodford Avenue Connects with Route 372 (Main Street) no further west than Route 177
3.	Does the alternative have a major off-road element?	More than 75% off street, to get as close as possible to East Coast Greenway goals of 100% off-road trail facility NOTE: Side paths adjacent to roads are considered off-road
4.	Can the alternative be constructed without significant ROW impacts?	Fewer than 30
5.	Does the alternative avoid undue reliance on Railroad ROW?	Avoids requiring portions of path being constructed within the Waterbury Branch ROW Avoids having three or more at-grade crossings of the Waterbury Branch Avoids requiring impacts to rail yard
6.	Does the alternative avoid being overly circuitous (for no apparent reason)?	Not more than double straight-line distance between North West Drive and Town Line Road

Step 2: Evaluation

Concepts that pass Step 1 (Screening) are developed into alternatives for evaluation. This second step of the framework compares how well the alternatives meet evaluation criteria derived from the project's Goals and Objectives. The intended outcome of Step 2 is to identify the most viable alternative(s) to carry forward. The evaluation criteria described on the following pages are consistent with the decision matrix discussions with the project Steering Committee in fall 2016.

The following pages identify the draft Goals, Objectives, potential Evaluation Criteria, and potential Measures of Effectiveness for each of these seven Goals. Each Goal includes at least one supporting and actionable Objective. The potential Evaluation Criteria and Measures of Effectiveness will be used to quantitatively and/or qualitatively differentiate and identify tradeoffs between alternatives. The evaluation categories are:

- Connectivity (Proximity is ¼ mile from the alignment center line for this category)
- Safety and Security
- Facility Type (If a facility is on road, off road or adjacent to a road)

- Environmental Considerations
- Potential Right-of-Way Easements or Acquisitions
- Estimated Costs

Each of these categories is described below.

Connectivity

Connectivity describes how well an alignment enhances the accessibility to resources in a community. Good connectivity will be defined as an alignment being a distance of a ¼ mile or less from a community resource. The community resources are listed below. For this category the alternatives will be compared against their proximity to a set of community resources. People may choose not to use a facility that does not provide a reasonable direct connection to destinations. Alignments will score higher for closer proximity to existing recreational, cultural, educational and commercial areas. For this category high connectivity (the more resources an alignment “connects” with) gets a higher rating (high benefit), while if it “connects” with fewer resources, it will get a lower rating (low benefit).

- Schools
- Recreational facilities – Parks, Linear Trails, Open Space
- Commercial Locations – Town/City Center, Technology Parks, Office Parks
- Cultural Resources – Museums, Historical Locations, Religious Institutions, Cultural Centers (such as YWCA, Historic Centers, American Legion, Elks Lodge, Polish National Alliance, etc.)
- Population

Safety, Comfort, and Security

Safety, Comfort and Security are important criteria for determining how well a facility will be utilized and how welcoming it will be to the greatest number and greatest range of users.

Safety is defined in relation to how many conflict points with motor vehicles, such as commercial driveways and intersections, are likely to be present in along an alignment. Conflicts with motor vehicles can be a major impediment for use of bicycle facility by less experienced users, especially recreational users, children and the elderly. Alignments that avoid or minimize these conflicts by being located away from busy roadways, and on separated facilities, would rate higher than on-road facilities. An alignment with a fewer number conflict points, such as, intersections with streets, commercial driveways and mid-block crossings will rate higher than one with more conflict points.

- Safety – Number and speed of conflict points along the alignment
 - Commercial Driveways
 - Intersections
 - Mid-block crossings

An alignment with a higher number and speed of conflict points is less desirable and will have a lower score as compared to an alignment with fewer conflict points.

Comfort includes low speeds, low volumes, buffers or separation, aesthetics and green. An alignment with lower comfort points is less desirable and will have a lower score as compared to an alignment with higher comfort points.

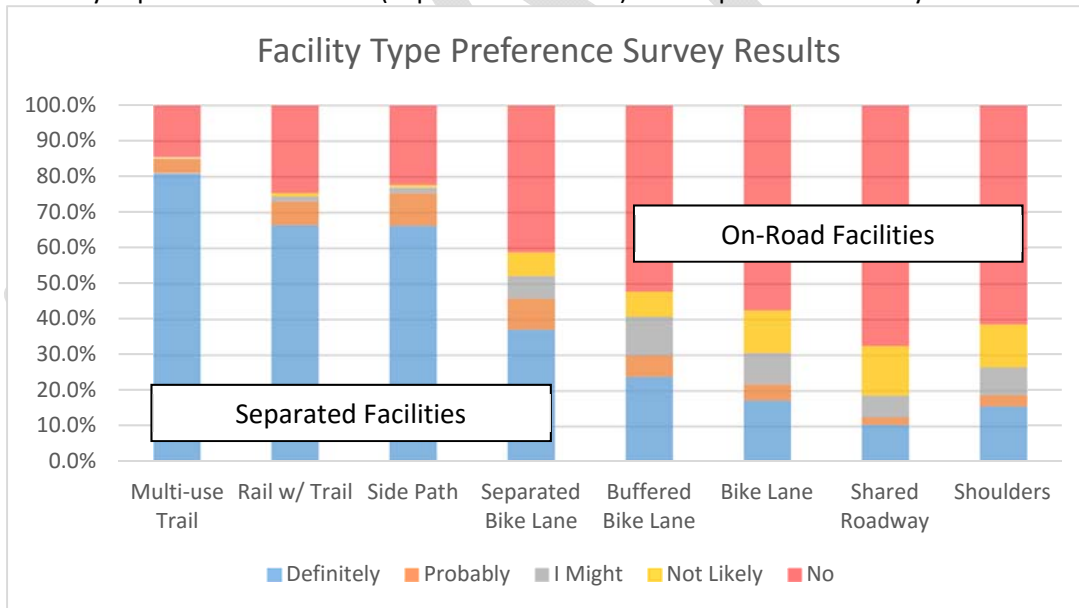
Security can be and is perceived differently from person to person, which can make measuring this criteria difficult. However, a common definition for how secure a bicycle / pedestrian facility is the potential for people to be “watching the trail” or “eyes on the trail.” The more people that you have using and viewing the facility, the less likelihood of criminal activity. Different criteria are used in a commercial space than in a park or residential area. Homes set more than 30 feet from the right-of-way, or which have more than 30% of the front occupied by a garage, for example, provide low security.

Facility Type (On / Adjacent to / Off Road Alignment)

To assess the appeal to the largest number of user groups of all ability levels, the percent of the alignment that is either off-road, adjacent to the road or on-road will be determined.

Alignments that attract the greatest number of users will rate higher than those that limit users to more experienced cyclists or a certain age group. A multi-use trail (off road) in an attractive surrounding that offers reasonable connectivity will attract a larger user group than, for example, shoulders, or bike lanes on a busy roadway.

A Facility Type Preference Survey was offered to the public through the website www.gapclosurestudy.com to determine their preference for the facility types listed below. With each facility type category (off-road, adjacent to or on-road) the general preference from the survey has been noted (representing approximately 300 responses). The survey results made it readily apparent that the facility type was very important to the public. As can be seen in Graph 1 the public is much more likely to use a facility separated from traffic (Separated Facilities) as compared to a facility that is on-road.



Graph 1 - Facility Type Survey Results

An alignment with a higher percentage off road is more desirable and will have a higher score as compared to an alignment with a higher percentage on road.

Environmental

It is important to assess the potential impacts to natural and cultural resources for each alignment in order to be able to determine which may have the greatest environmental impact. For this assessment, several resources have been chosen to be measured. These are listed below:

- **Wetlands** – For this study Inland Wetlands and Watercourses will be evaluated based on the most recent GIS mapping obtained from the communities¹.
- **Floodplain** – The extent to which the alternative is within the 100 year floodplain.
- **Wildlife Diversity** – if the alignment crosses a Natural Diversity Data Base (NDBD) area then it is calculated as a “Yes”, if not, a “No.”
- **Historic Resources** – Number of historic resources within 50 feet of the center line of the alignment will be determined.
- **Hazardous Materials** – Number of known hazardous materials locations within 10-feet of the center line of an alignment.

Property Effects (Rights-of-way)

Property impacts can be controversial and costly. These effects may be required in order to Close the Gap in the FCHT and to CT**fastrak**. The potential effects of the alignments to private and public properties along the alignments will be assessed. This is not a determination of actual impacts, but a tool identifying potential impacts of an alignment so that a comparison can be made between alignments. The number of private and public properties potentially impacted will be counted and compared for each alignment. An alignment with a higher number of potential impacts will have a lower score as compared to an alignment with less potential impacts.

Estimated Costs

The construction cost of an alignment is an important component, especially where right-of-way would need to be purchased, bridges or other expensive infrastructure needed. Major cost elements will be identified for each of the shortlisted alternatives and used to compare high level conceptual costs between the various alternatives.

Category Weighting

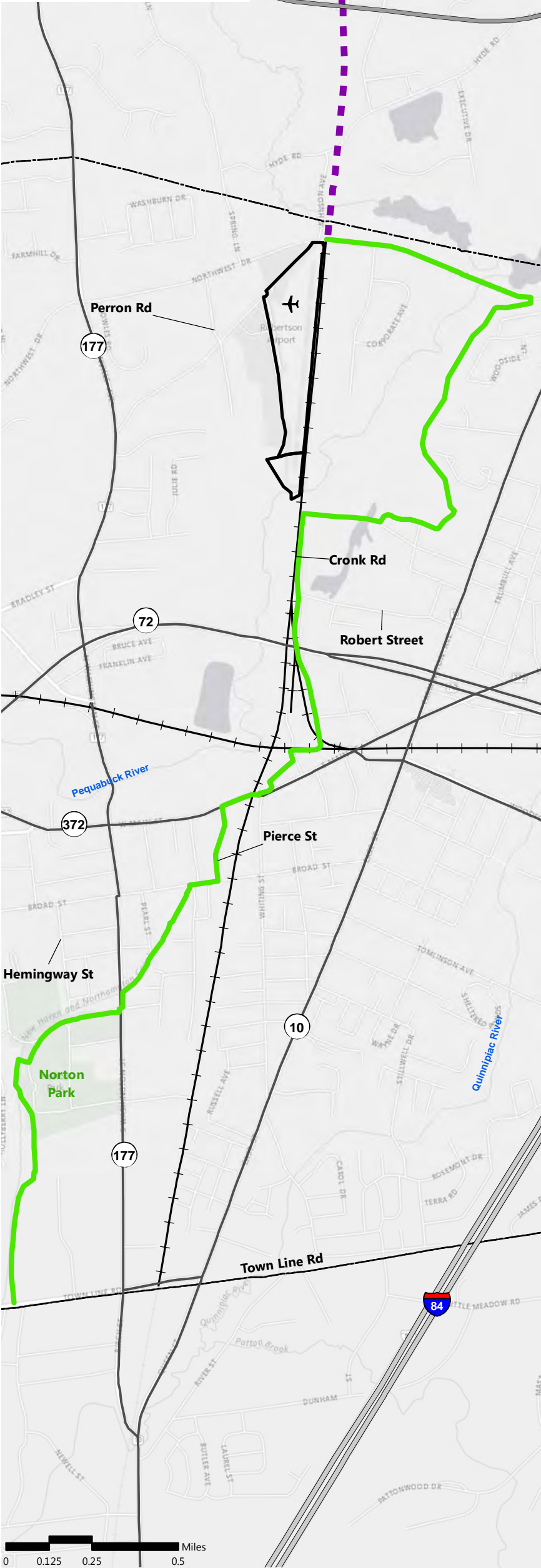
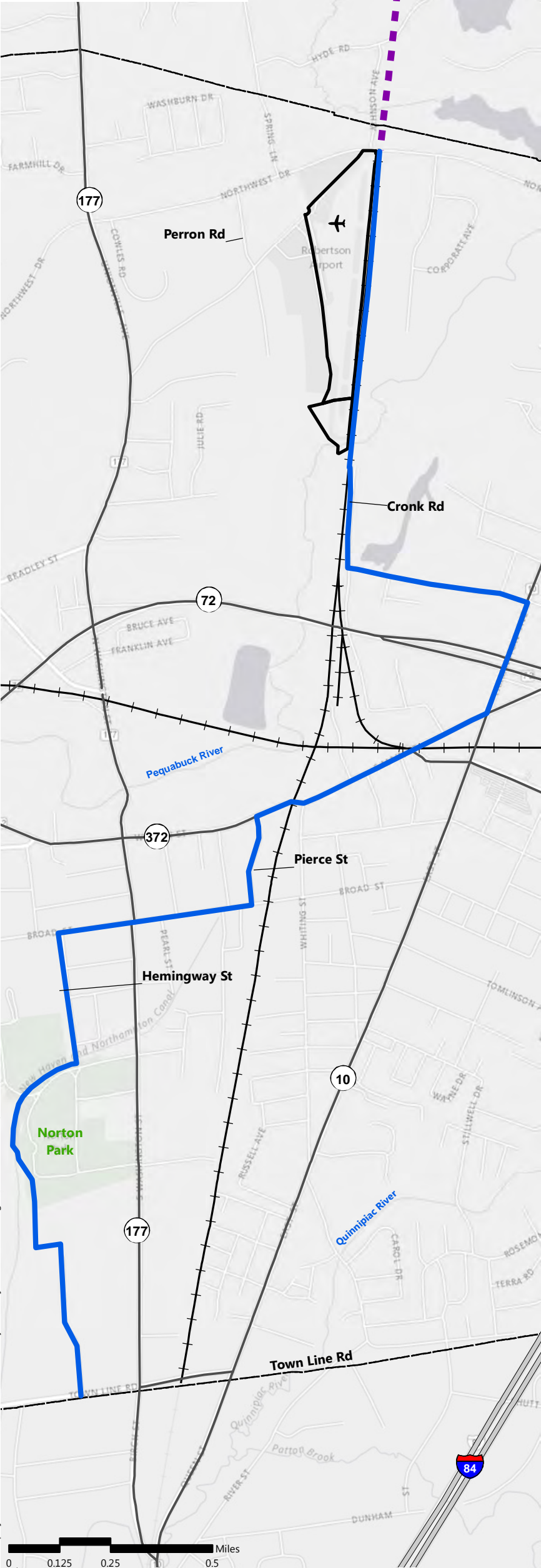
Each category has been weighted based on input from the Steering Committee, Technical Team and Public. These weightings are as listed below:

- Connectivity – **20 percent**
- Safety and Security - **25 percent**
- Facility Type (If a facility is on road, off road or adjacent to a road) – **30 percent**
- Environmental Considerations – **10 percent**
- Potential Right-of-Way Easements or Acquisitions – **12 percent**
- Cost – **3 percent**

¹ CT Department of Energy and Environmental Protection (CTDEEP), Inland and Tidal Wetlands webpage, http://www.ct.gov/deep/cwp/view.asp?a=2720&q=325674&deepNav_GID=1654

Alignment A

Alignment B



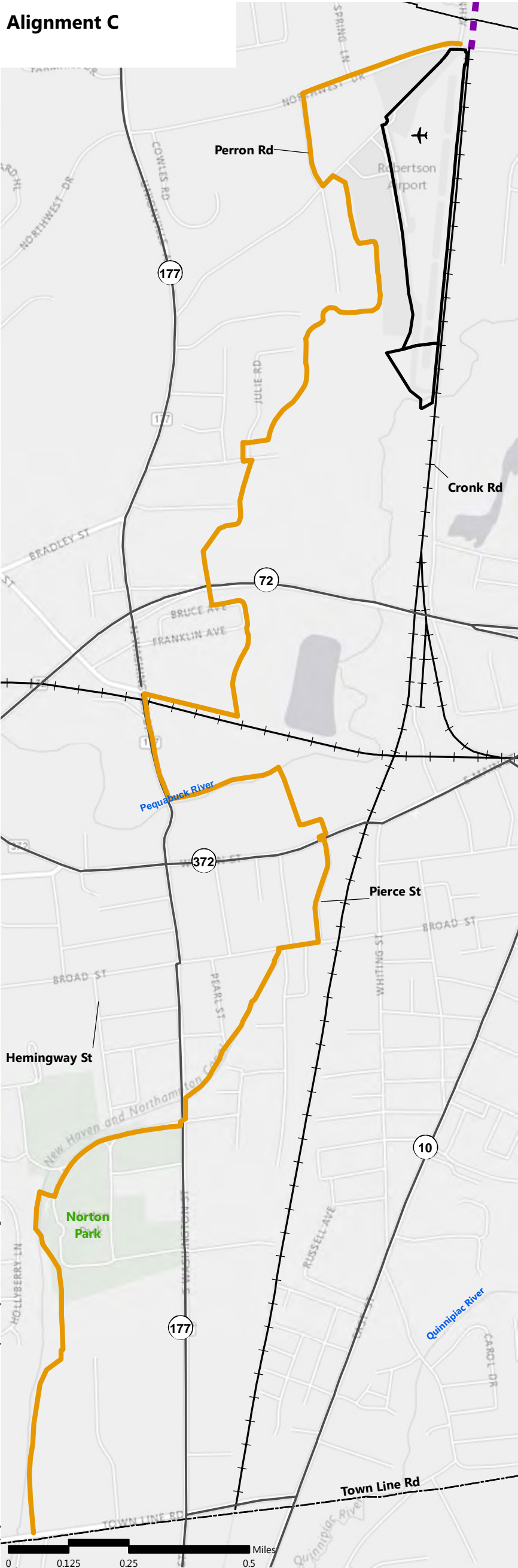
Gap Closure Study

Plainville Proposed Alignments A & B

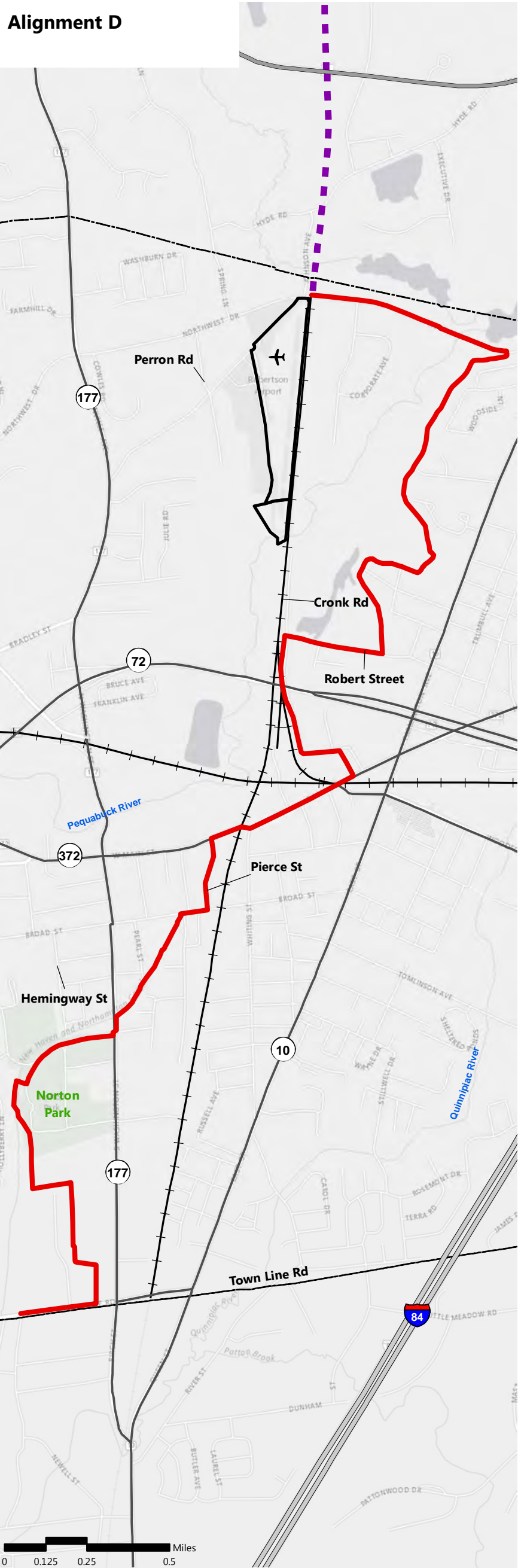
- Interstate
- U.S. Highway
- State Highway
- Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Multi-use trail, Under construction
- Rail with Trail; Multi-use trail, In design
- Town Boundary

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

Alignment C



Alignment D

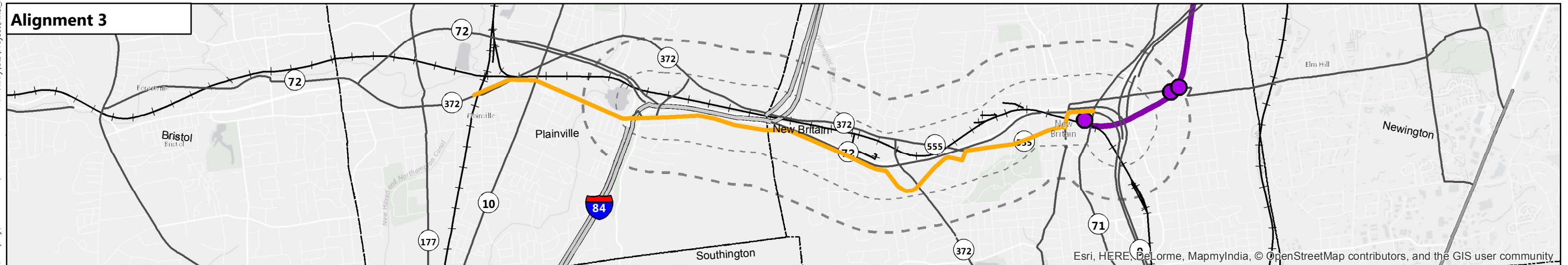
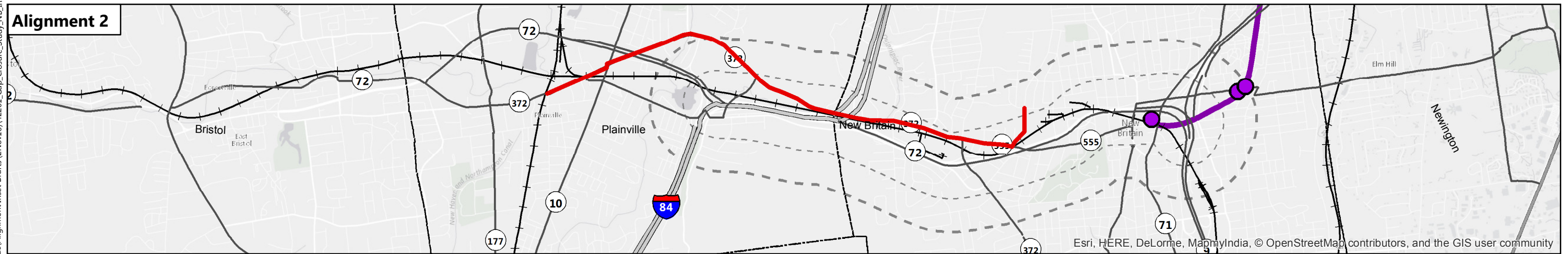
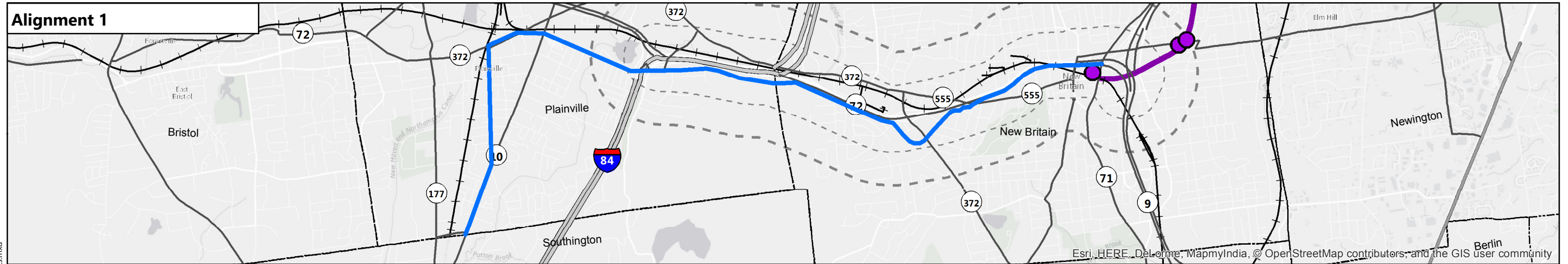


Gap Closure Study

Plainville Proposed Alignments C & D

- Interstate
- U.S. Highway
- State Highway
- Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Multi-use trail, Under construction
- Rail with Trail; Multi-use trail, In design
- Town Boundary

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau



Gap Closure Trail Study

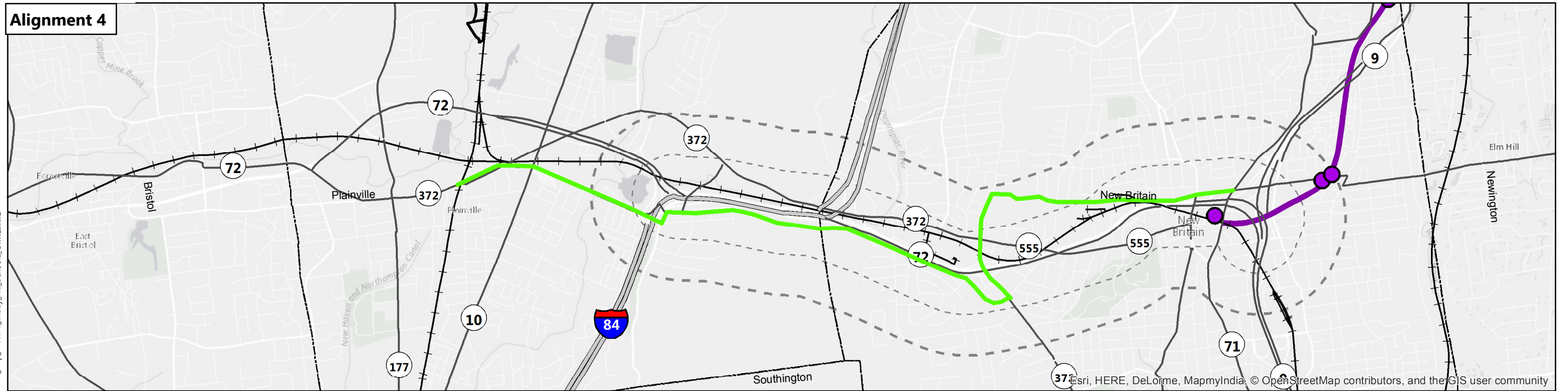
Hartford County, CT

- CTfastrak Stations
- Interstate
- U.S. Highway
- State Highway
- Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Town Boundary
- Rt 72 Buffer**
 - Quarter Mile Radius
 - Half Mile Radius

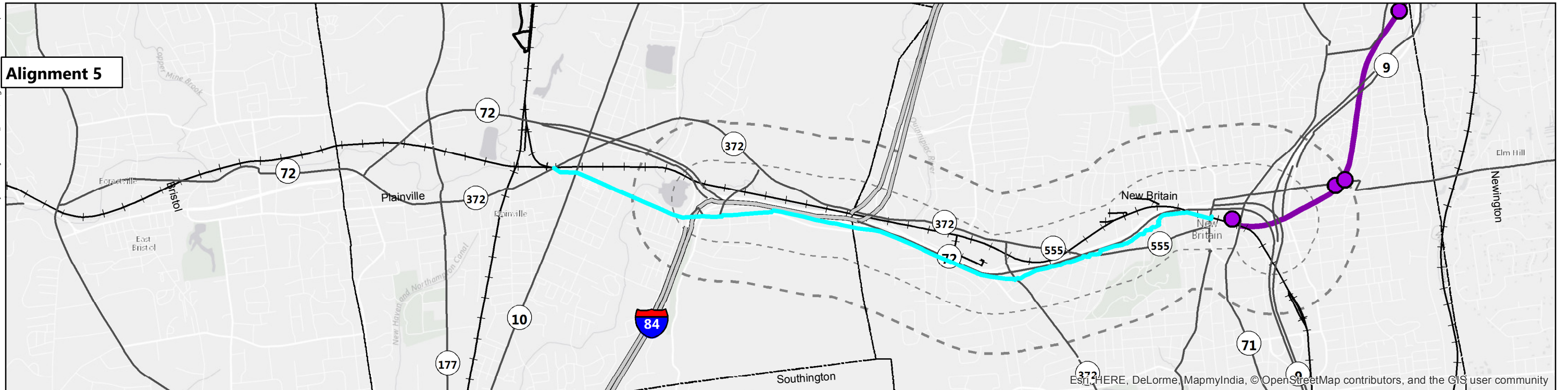
New Britain Proposed Alignments

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

Alignment 4



Alignment 5



- CTfastrak Stations
- Interstate
- State Highway
- + Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Completed
- Town Boundary
- Robertson Airport
- Rt 72 Buffer**
 - Quarter Mile Radius
 - Half Mile Radius

Gap Closure Trail Study

Hartford County, CT

**New Britain
Proposed Alignments**

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau



Farmington Canal Heritage Trail Gap Closure Study and CTfastrak Connection Study

Steering Committee/Technical Team Meeting

July 11, 2017 / 2:30 PM – 4:30 PM

Plainville Public Library, Auditorium

56 E Main Street / Plainville

1. Welcome and Introductions
2. Public Comment
3. Minutes from April 19th meeting
4. Project Updates
 - a. Public Meeting May 22nd
 - b. Plainville Town Council Briefing June 5th
5. Alternatives Evaluation
 - a. Evaluation Criteria and Methods
 - b. Findings
 - c. What's Next?
6. Public Outreach Schedule
 - a. New Britain Bike Rodeo July 8th
 - b. Public Workshop (Date TBD – late Summer [August or September])
7. Next Steps and Adjourn

NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible. Contact: Timothy Malone, (860) 724-4221 or tmalone@crcog.org.

Un interprete estará disponible para esta reunión si usted lo solicita al (860) 724-4221, lo más pronto posible. Contact: Timothy Malone at tmalone@crcog.org.

Jeśli potrzebujesz tłumacza na język polski, zadzwoń (860) 724-4221, jak najszybciej. Contact: Timothy Malone at tmalone@crcog.org.



241 Main Street, Hartford, CT 06106-5310



GAP! CLOSURE TRAIL STUDY

Farmington Canal Heritage Trail Gap Closure and CTfastrak Study

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting
July 11, 2017

vhb | **MOBYCOB** | **CONNECTIONS GAPTRIP** | **6X SIXTY ZIGZAGS**

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

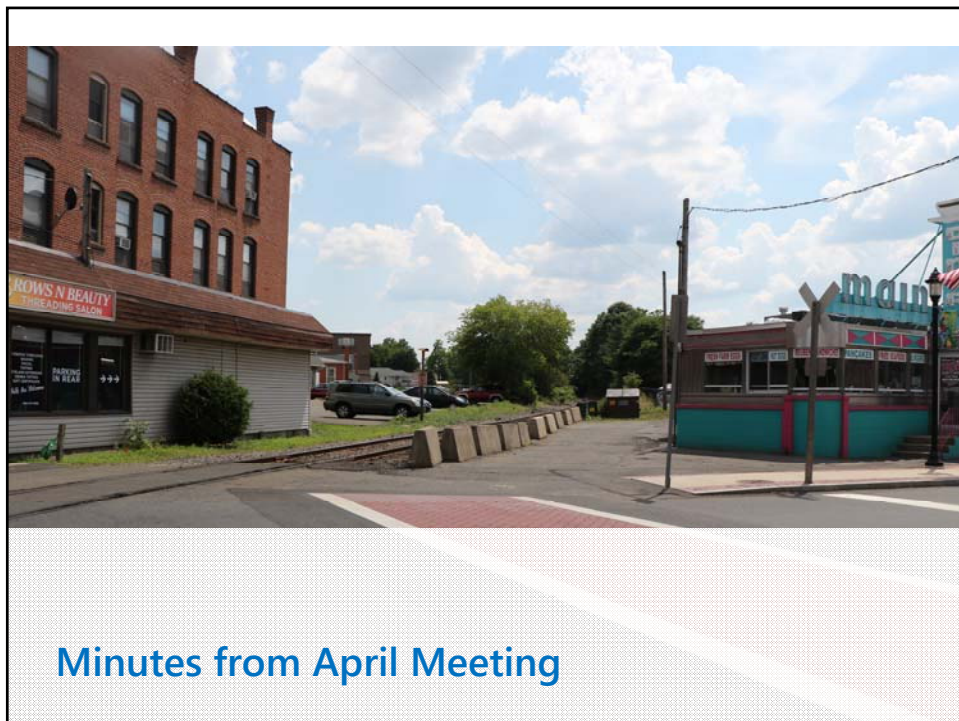
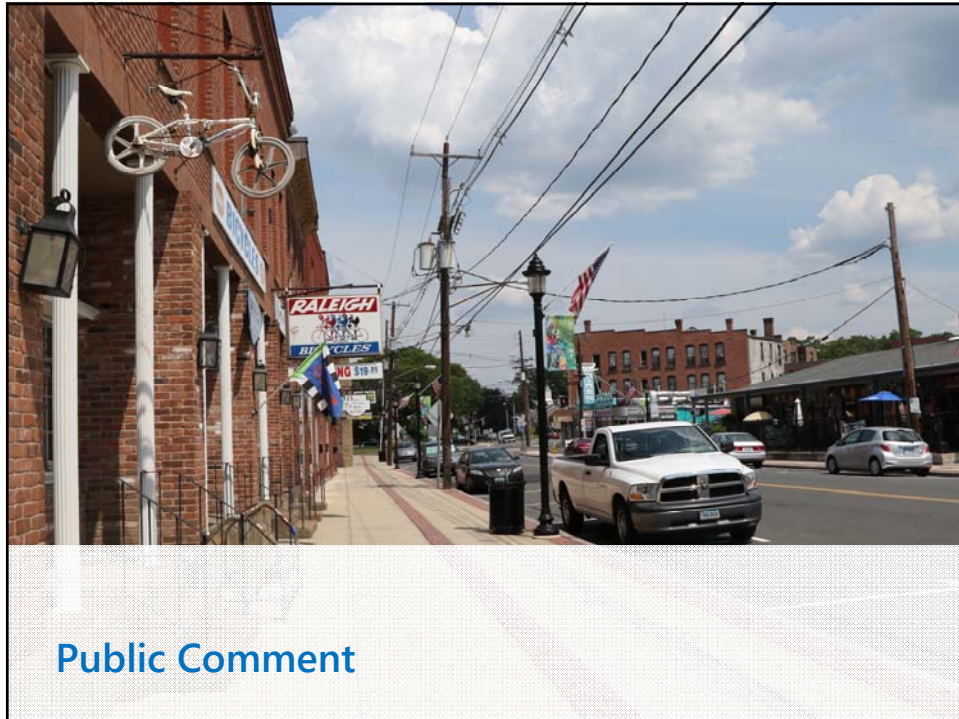
1. Public Comment
2. Minutes from April 19th Meeting
3. Project Updates
4. Alternatives Evaluation
5. Public Outreach Schedule
6. Next Steps and Adjourn

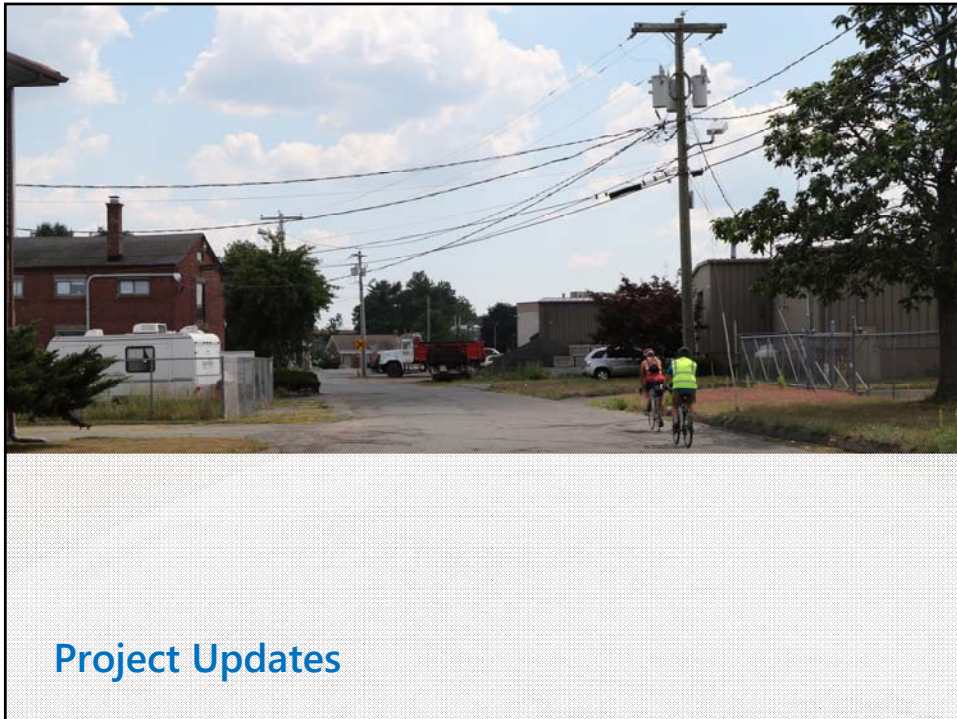


Vision Statement

"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."







Activities Since Our Last Meeting

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



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

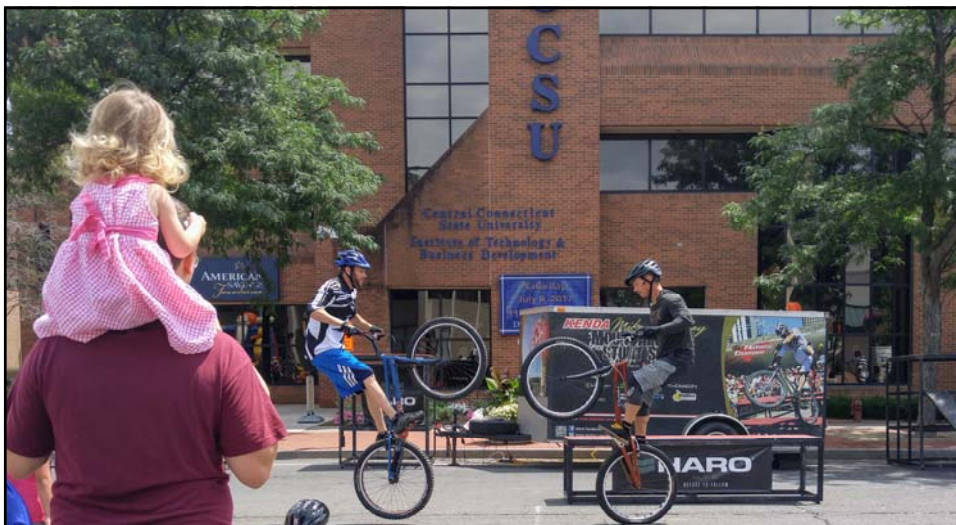


Plainville Town Council Briefing June 5

- 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

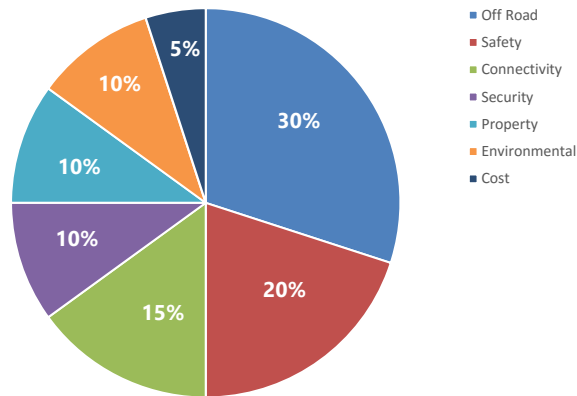


Evaluation Criteria

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				
Connectivity				
Safety				
Security				
Right-of-Way				
Environmental				
Cost				

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				
Connectivity				
Safety				
Security				
Right-of-Way				
Environmental				
Cost				

Best Fit
 Moderate Fit
 Poor Fit

Connection to Ctfastrak Evaluation Results

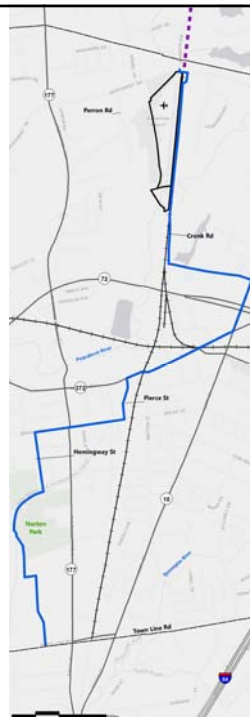
Category	Alignment E	Alignment F
Off-Road Percentage		
Connectivity		
Safety		
Security		
Right-of-Way		
Environmental		
Cost		

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



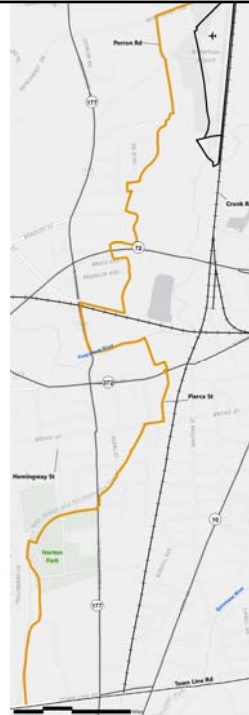
Alignment B

- 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
 - 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

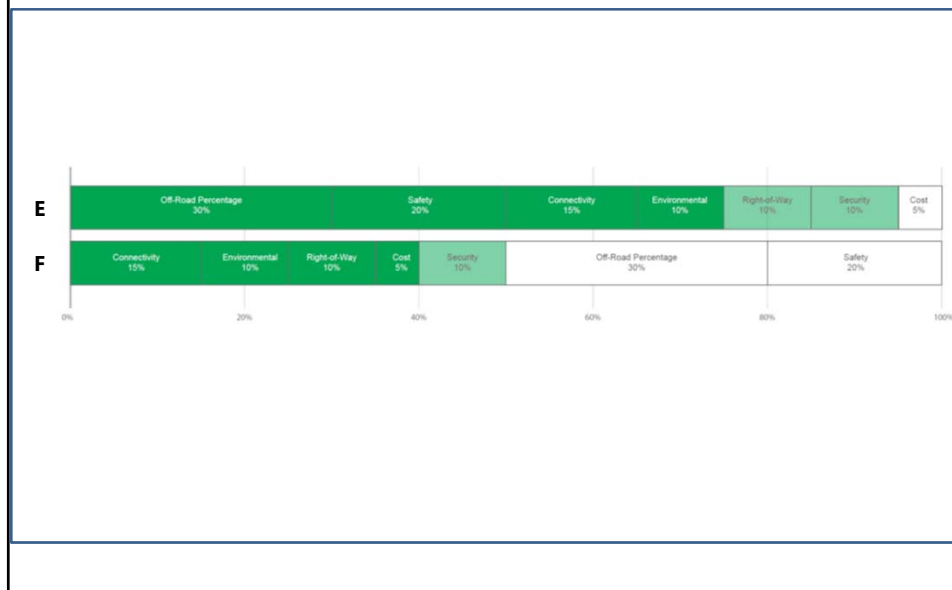


- Performs well
 - *Connectivity*: true for both alignments, connectivity is maximized to residents and amenities
- Performs poorly
 - *Off-Road Percentage*: only 25% off-road
 - *Safety*: Black Rock Avenue is a highly-traveled road for freight in Plainville
 - *Security*: true for both alignments, few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

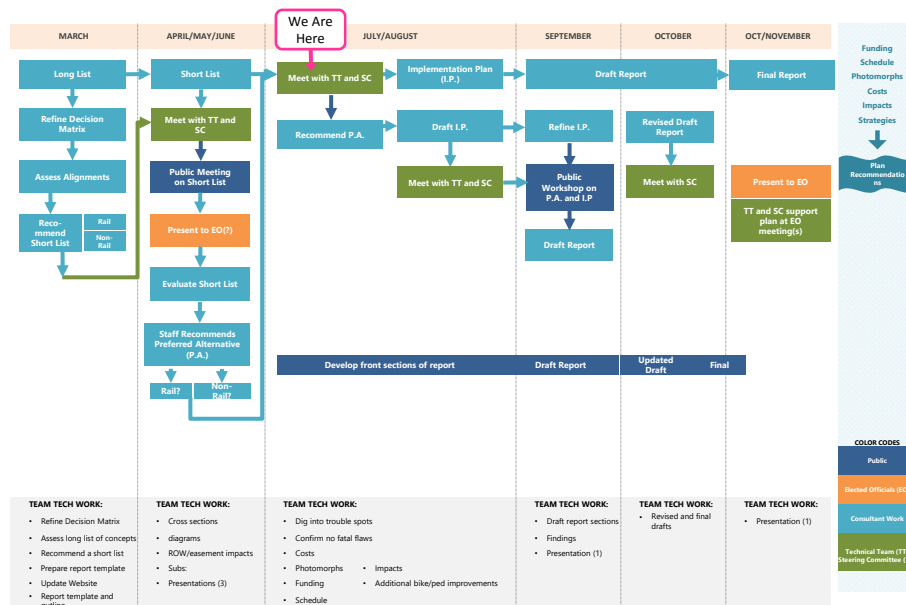
Next Steps

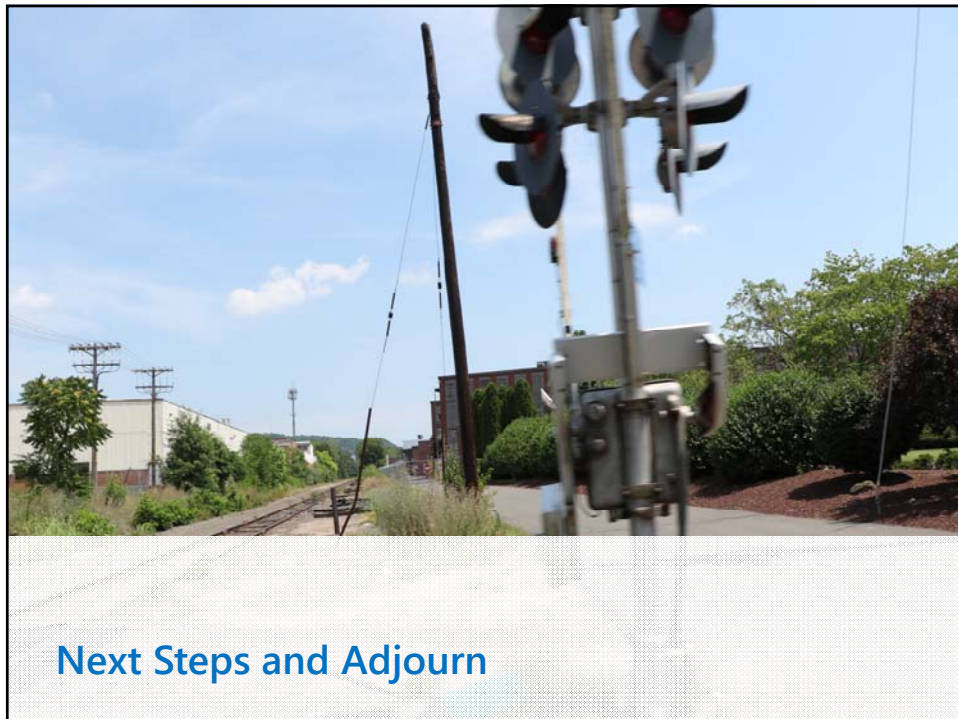
- Incorporate feedback received today from Steering Committee
- Meet with Town of Plainville and City of New Britain
- Meet with CTDOT
- Plan for Public Workshop to be held late summer (likely after Labor Day)

We
Are
Here



Project Workplan





Next Steps and Adjourn

Tim Malone | tmalone@crcog.org | 860.724.4221

Theresa Carr | tcarr@vhb.com

Mark Jewell | mjewell@vhb.com

Geoffrey Morrison-Logan | gmorrisonlogan@vhb.com





Meeting Notes

Place: Plainville Public Library
Auditorium
56 East Main Street
Plainville, CT

Date: July 11, 2017

Notes Taken by: Geoffrey Morrison-Logan
and Theresa Carr

Project #: 42201.00

Re: Steering Committee and Technical Team Meeting
Farmington Canal Heritage Trail Gap Closure Study and
CT**fastrak** Connection Study (Gap Closure Trail Study)

ATTENDEES

Steering Committee & Technical Team

Tim Malone, Capitol Region Council of
Governments

Anna Bergeron, CTDOT

Jim Cassidy, Plainville Greenway Alliance

Garrett Daigle, Town of Plainville

Mark Devoe, Town of Plainville

Robert Lee, Town of Plainville

Carl Grandza, New Britain

Bruce Donald, East Coast Greenway Alliance

Laurie Giannotti, CT DEEP

Sue Jacozzi, Plainville Southington Health District

Maureen Lawrence, CTDOT

Pete Salomone, Plainville Greenway Alliance

Grayson Wright, CTDOT

Matt Blume, CTDOT

Consultant Team

Theresa Carr, VHB

Mark Jewell, VHB

Geoffrey Morrison-Logan, VHB

The 6th Steering Committee meeting took place on Tuesday, July 11, 2017 from 2:30-4:30pm at the Plainville Public Library. Much like the April 2017 meeting, this was a joint meeting with the project's Technical Team. The meeting purpose was to review the shortlisted alignments, the evaluation results, and solicit Steering Committee feedback on selecting the preferred alignments. The group also discussed upcoming public outreach schedule. This meeting summary is organized by agenda item, and captures the main points of the discussion and action items. Materials presented during the meeting are included at the end of this meeting summary.

100 Great Meadow Road
Suite 200
Wethersfield, CT 06109-2377
P 860.807.4300

Meeting Summary

1. Welcome and Introductions

Tim Malone, CRCOG Project Manager, opened the Joint Steering Committee/Technical Team Meeting and then reviewed the purpose of the 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.*

Tim reviewed the agenda for the meeting, which included the following items:

- Public Comment
- Minutes from April 19th Meeting
- Project Updates
- Alternatives Evaluation
- Public Outreach Schedule
- Next Steps and Adjourn

Tim reviewed the project Vision Statement:

*"The vision for the Farmington Canal Heritage Trail and CT**fastrak** 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."*

2. Public Comment

Tim opened the meeting for Public Comment. No members of the public commented.

3. Project Updates

A summary of project updates was provided by Tim. The updates included items that were undertaken since the last Joint Committee Meeting that was held on April 19, 2017. Tim provided copies of the April 19, 2017 meeting summary and asked the group if there were any changes that needed to be made. The group had no changes to the meeting notes and agreed with their content.

The summary of Project Updates includes the following:

Public Meeting May 22, 2017

- 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
- Comments received after the public meeting
 - Concerns about routing Alignment C along Perron Road
 - Concerns about the eastern alignments (Alignments B and D) in relation to homes east of Farmington Avenue

Plainville Town Council Briefing June 5, 2017

- 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, 2017 VHB and Tim Malone were in attendance

4. Alternatives Evaluation

Theresa provided an overview of how the Technical Team considered public comments when preparing assumptions for shortlisted alignments, and in finalizing evaluation methods. These comments include:

- Comments during Q&A session at public meeting
- Those left on flip charts near shortlisted alignments

- Comment forms at and after meeting
- Online comments

Theresa provided a summary of the Evaluation Criteria that were used to assess the short list. She described the weighting of criteria and 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

Theresa described which alignments the Technical Team evaluated and she and Mark Jewell provided a summary of the evaluation results, including:

Plainville

- 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
- 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
- Alignment B – 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
- Alignment C – 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 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
- Alignment D – South of Downtown
 - Performs well
 - Environmental: minimal impacts identified
 - Security: good access along alignment
 - Performs poorly – none

New Britain

- Alignment E – Off-Road Option
 - 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 – On-Road Option
 - 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

Theresa identified that the Technical Team (clarified to be defined as the consultant team, in conjunction with CRCOG) recommended the following preferred alignments, based on the technical evaluation:

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

Comments from Committee

General Questions

1. What is Technical Team? The Technical Team includes the project consultant team and CRCOG.
2. A Steering Committee member made a recommendation that the pie chart showing the weighting of the evaluation criteria categories be more legible. The legend in particular is difficult to read.
3. Why is there disparity in costs in New Britain for Alignment E and F? Alignment E is an off road alignment and Alignment F is an on road alignment.
4. How were cost estimates done? Estimates are done based on DOT cost estimate guidelines.
5. A question arose about cost estimates vs. actual bids and if there have been differences on other similar projects. It would be helpful to understand how accurate estimates are in general. This comment was noted. It was pointed out that funding will be critical.
6. Suggest that we describe the project in terms of how the potential quantity of future users of the trail relate to investment dollars being spent. What is the investment required for the trail, versus how many users are expected? What is the expected cost per new user? There will be a larger number based on users.

7. Total Farmington Canal Heritage Trail length when done will be +/- 72 miles. Plainville will be approximately half way.

Steering Committee Comments on Alignment C

Mark Jewell provided an overview of Alignment C, walking the committee through the routing. He noted where various transitions would take place and pointed out some areas that may need tweaking or further coordination with the town and property owners due to potential impacts.

Geoffrey asked the Steering Committee to provide some input on Alignment C as a proposed preferred alignment. Below are comments from the Steering Committee.

1. Alignment C is the best choice.
2. The alignment will be part of the East Coast Greenway. The fact that Alignment C is 100% off road is a tremendous benefit.
3. Of all the alignments, this is the best one.
4. Southington in design process, make it clear where their trail ends and where ours begins.
5. Did residential property owners show up at meetings? Some came to public meeting in May, yes.
6. Suggestion that a drone fly the corridor to capture a video for use at the public meeting – this would be a great view of the corridor

Geoffrey asked for a show of hands which Steering Committee members agreed with the technical team's recommendation that Alignment C be the preferred alignment to close the gap in the FCHT in Plainville. All Steering Committee members raised their hands in favor of Alignment C. No Steering Committee members were in opposition, no Steering Committee members abstained.

Comments on Alignment E

Mark Jewell provided an overview of Alignment E, walking the committee through the routing. He noted where various transitions would take place and pointed out some areas that may need tweaking or further coordination with the town and property owners due to potential impacts.

Geoffrey asked the Steering Committee to provide some input on Alignment E as a proposed preferred alignment. Below are comments from the Steering Committee.

1. Comment to remember to point out CT**fastrak** and the multi-use trail to Newington at public meetings
2. This alignment will need to be vetted with DOT as there is a lot of DOT right of way.
3. CTDOT has been briefed and is in approval of Alignment E.
4. It was noted that the West end connection to Alignment C does not connect to downtown Plainville. Tim clarified that now that there is a proposed alignment in Plainville the team will connect Alignment E to it.
5. Alignment E gives New Britain better solutions vs. on-street + Plainville better facilities to CT**fastrak**.

Geoffrey asked for a show of hands which Steering Committee members agreed with the technical team's recommendation that Alignment E be the preferred alignment to connect with the CT**fastrak** station in New Britain. All Steering Committee members raised their hands in favor of Alignment E. No Steering Committee members were in opposition, no Steering Committee members abstained.

Public Comments: Post Meeting

Following the committee meeting two members of the public spoke.

Public Participant #1

- How intrusive will proposed path be along the following streets:
 - a. Perron Road
 - b. 177 bridge
 - c. Pierce Street is narrow
 - d. Crossing over Broad Street
- What will be allowed on the trail (NOTE: Tim clarified that Alignment C shows the alignment as a side path along Perron Road, using existing public right-of-way. It was clarified that bikes and pedestrians will be allowed on the trail, no motorized vehicles.

Public Participant #2

- Question about trail alignments in New Britain in relation to interactions with
 - a. Tillcon
 - b. Black Rock & corbin traffic
 - c. Truck traffic during construction
 - d. Engine breaks

NOTE: it was clarified that the preferred New Britain alignment was off-road, which would eliminate or minimize interactions with the above uses.

5. Public Outreach Schedule

Geoffrey talked through the project's workplan and next steps, with an emphasis on touch points with the general public. In particular, the group is looking at a public meeting to discuss the preferred alignment with the public. The date that is being targeted for the public meeting is September 14, 2017.

6. Next Steps and Adjourn

The Meeting adjourned at 4:30pm.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



Theresa Carr

Notes Approved by:



Tim Malone

Distribution: Attendees

Project File 42201.00

Presentations to Municipalities

Plainville Town Council

Southington Town Council

New Britain City Council

Presentations were made to all three municipalities at major milestones of the project.

Town Manager Updates

Town Managers provided chief elected officials with periodic updates.

On-Line Surveys

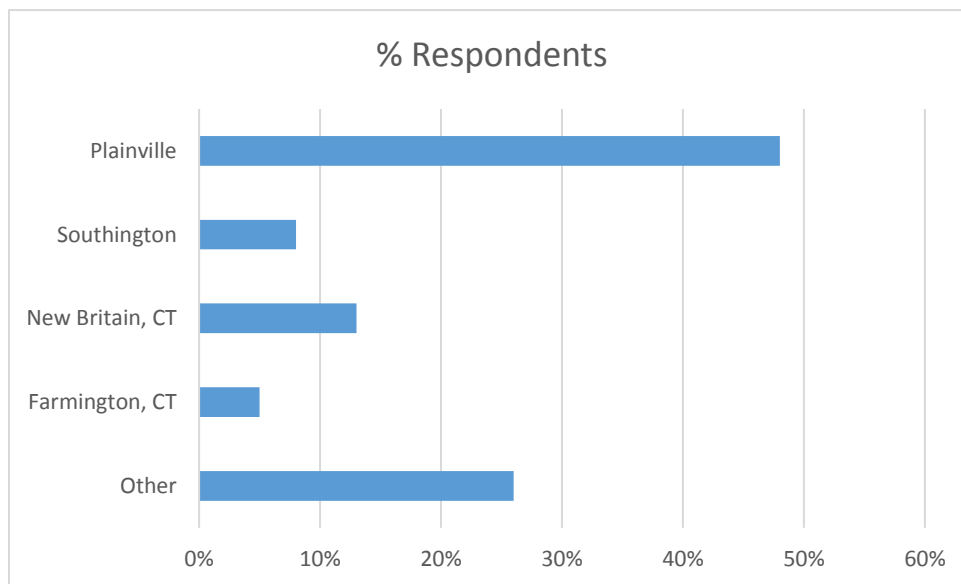


Summary of Facility Type Preference Survey

The Facility Type Preference Survey was developed for the Gap Closure Trail Study effort, and offered to the public both online and in paper between September and December 2016. The intent of the survey was to determine preferences for different bicycle facility types including on-road, adjacent to-road, and off-road. The survey focused on residents of Plainville, New Britain, and Southington, but was not limited to those geographies. It was provided in English, Polish, and Spanish, although all respondents took the survey in English. A total of 330 survey responses were collected from all sources.

This Summary Report records the results of the survey. It is organized by survey question.

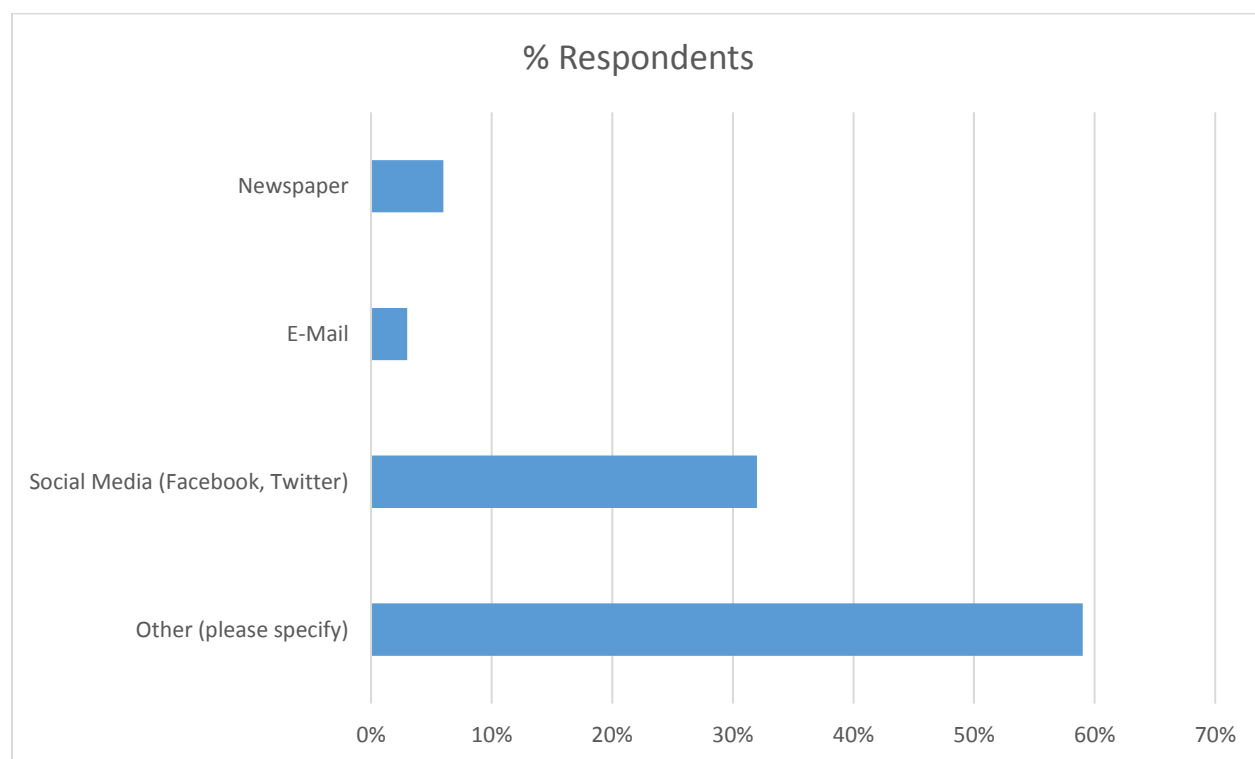
Question 1: Where Do You Live?



Answer Choices	% Responses	No. Responses
Plainville, CT	48%	158
Southington, CT	8%	25
New Britain, CT	13%	44
Farmington, CT	5%	17
Other (Please enter your Town)	26%	84
Total	100%	328

*Note: Majority of those who responded "Other" indicated in comments that they lived in the Hartford regional area.

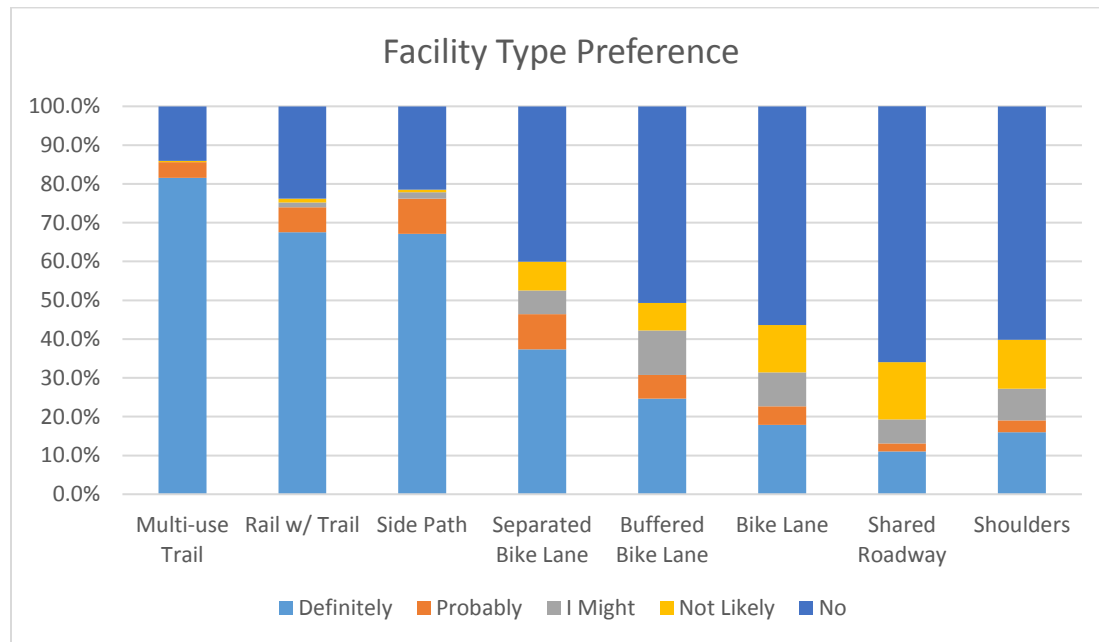
Question 2: How Did You Hear About the Study?



Answer Choices	% Responses	No. Responses
Newspaper	6%	20
E-Mail	3%	11
Social Media (Facebook, Twitter)	32%	103
Other (please specify)	59%	194
Total	100%	328

*Note: Majority of those who responded "Other" indicated in comments that they heard about the survey from the Community Center and the Pumpkin Festival.

Questions 3-10: What Kind of Facility Type Would You Use?



Approximately 300 people answered questions about how likely they would be to use different facility types, with the greatest number of respondents showing a willingness to use a multi-use trail, rail with trail, or side path, and the least number of respondents showing a willingness to use a shared roadway, roadway shoulder, and on-road bike lane. Responses were mixed for people willing to use a buffered bike lane or a separated bike lane.

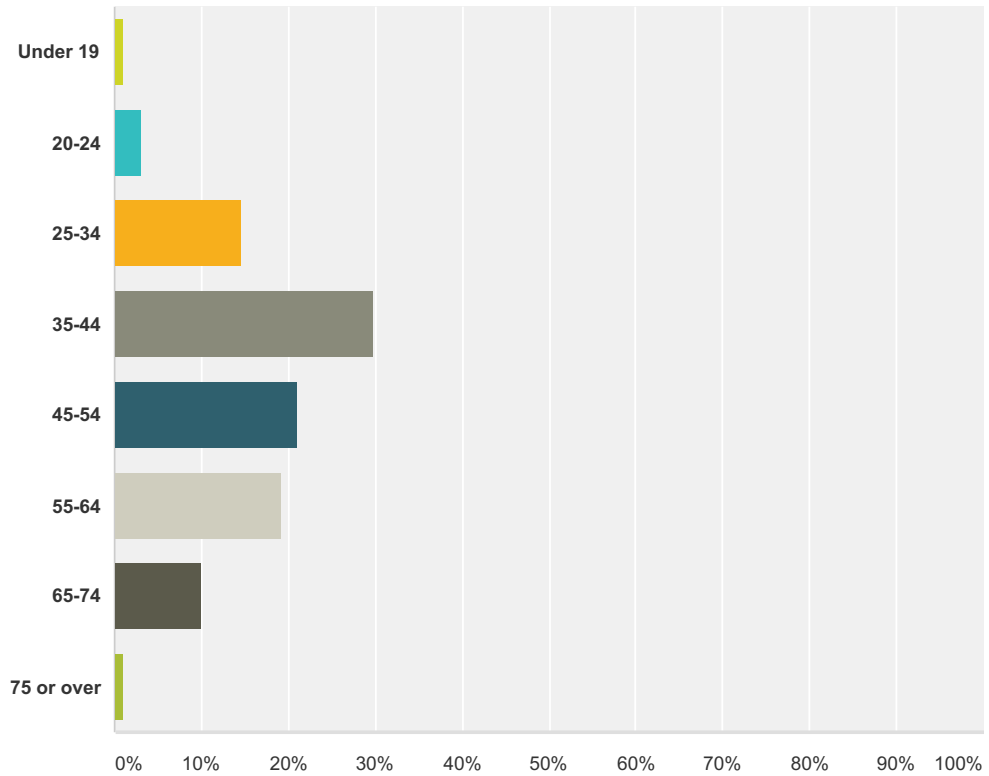
Existing Conditions Survey Data

Q1 What is your home zip code?

Answered: 797 Skipped: 12

Q2 What is your age?

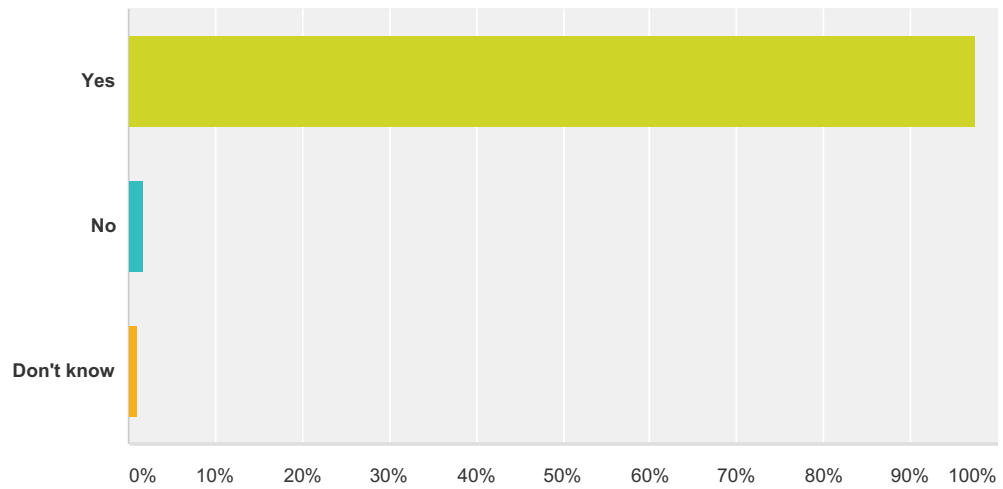
Answered: 808 Skipped: 1



Answer Choices	Responses
Under 19	1.11% 9
20-24	3.22% 26
25-34	14.60% 118
35-44	29.83% 241
45-54	21.04% 170
55-64	19.18% 155
65-74	10.02% 81
75 or over	0.99% 8
Total	808

Q3 Regarding how active you are, do you currently cycle/walk/run?

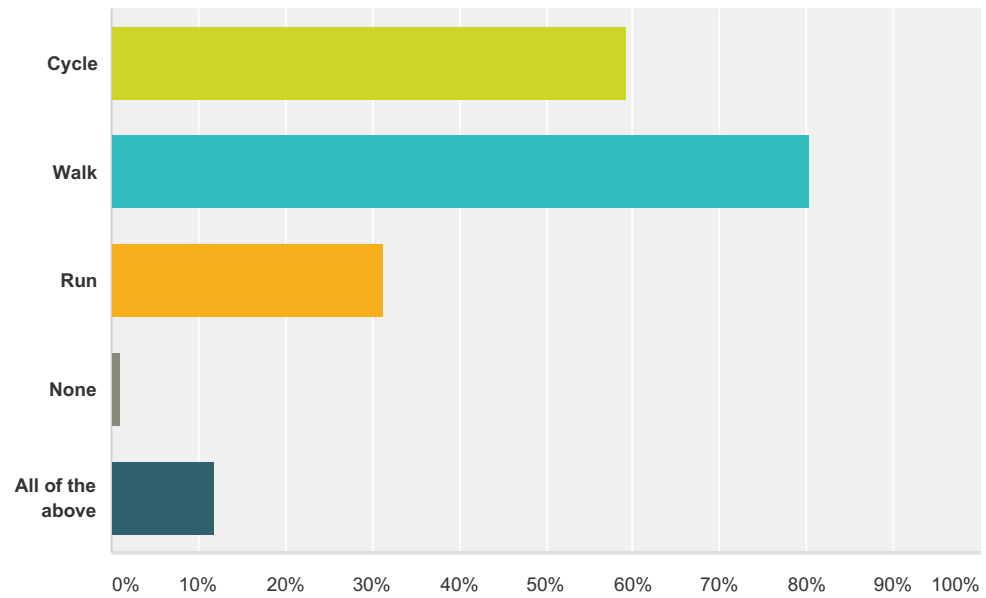
Answered: 808 Skipped: 1



Answer Choices	Responses	
Yes	97.40%	787
No	1.61%	13
Don't know	0.99%	8
Total		808

Q4 Which activity do you participate in? (select all that apply)

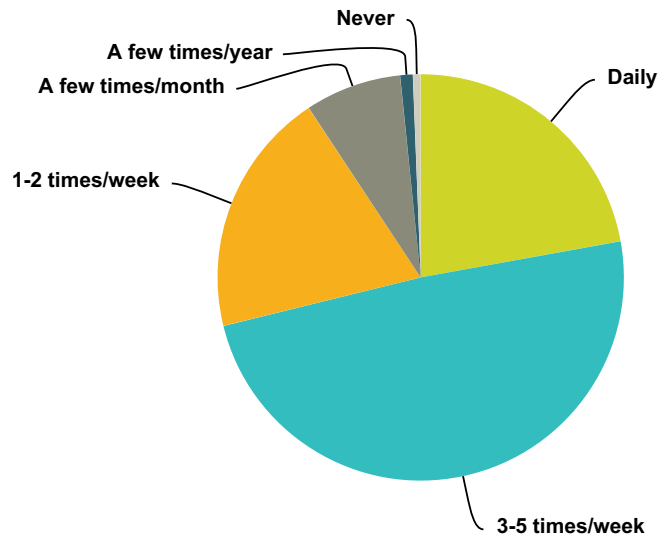
Answered: 809 Skipped: 0



Answer Choices	Responses	
Cycle	59.21%	479
Walk	80.47%	651
Run	31.27%	253
None	0.99%	8
All of the above	11.99%	97
Total Respondents: 809		

Q5 How often do you exercise?

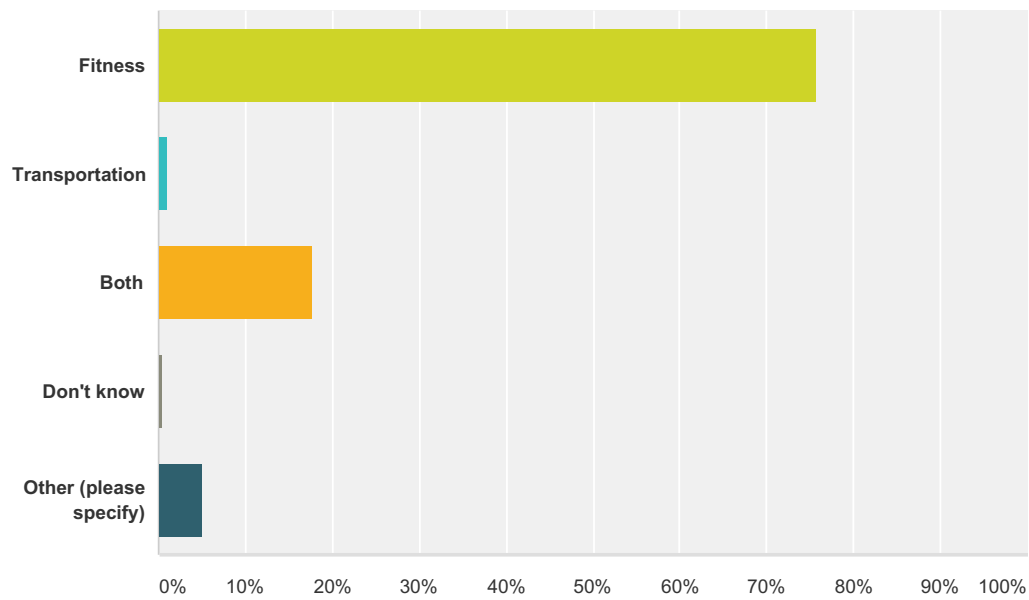
Answered: 808 Skipped: 1



Answer Choices	Responses	
Daily	22.15%	179
3-5 times/week	49.01%	396
1-2 times/week	19.55%	158
A few times/month	7.67%	62
A few times/year	0.99%	8
Never	0.62%	5
Total		808

Q6 Do you typically cycle/walk for fitness or for transportation?

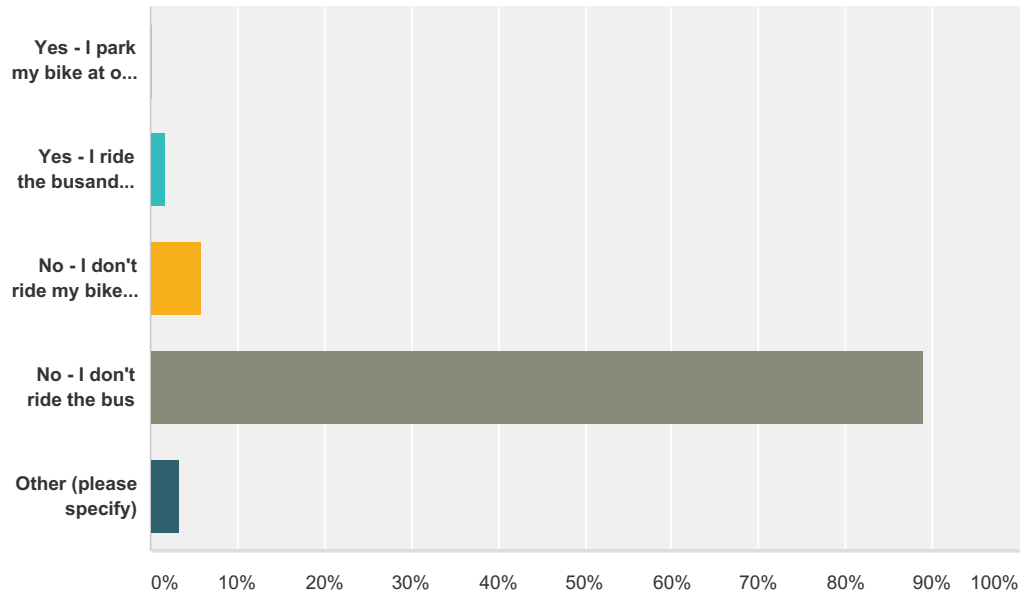
Answered: 808 Skipped: 1



Answer Choices	Responses	
Fitness	75.87%	613
Transportation	0.99%	8
Both	17.82%	144
Don't know	0.37%	3
Other (please specify)	4.95%	40
Total		808

Q7 Do you ever ride your bike to a bus stop and take the bus?

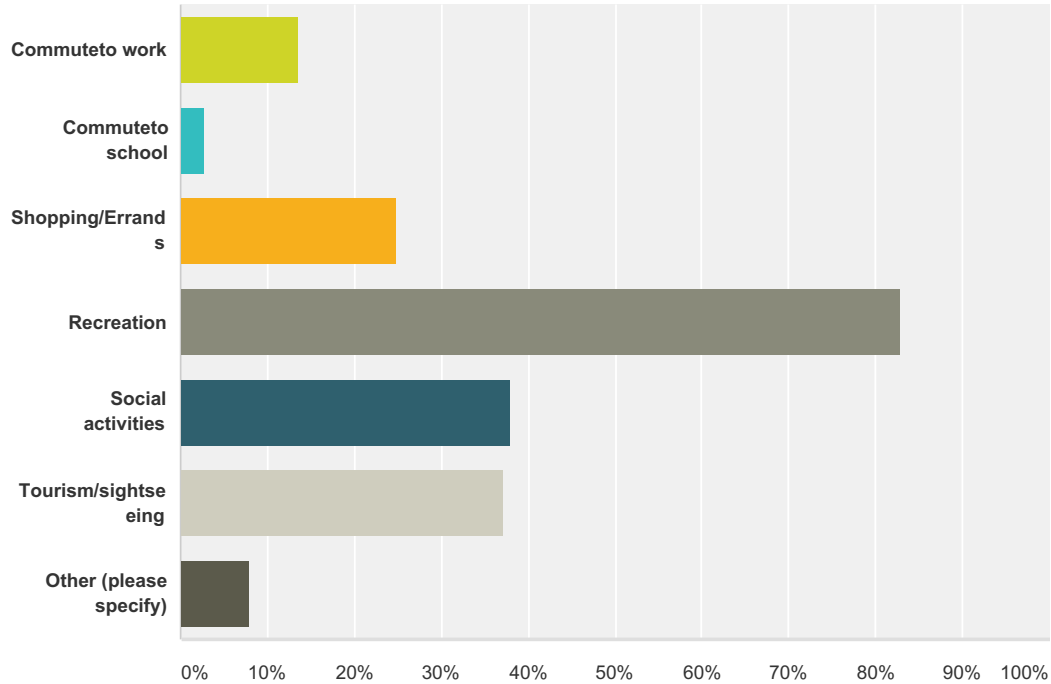
Answered: 808 Skipped: 1



Answer Choices	Responses	
Yes - I park my bike at or near the bus stop	0.25%	2
Yes - I ride the busand either bring my bike on the bus or use the bike racks attached to the bus	1.61%	13
No - I don't ride my bike to a bus stop because there isn't adequate long term bike storage available	5.94%	48
No - I don't ride the bus	88.86%	718
Other (please specify)	3.34%	27
Total		808

Q8 If cycling or walking for transportation what is your typical destination? (select all that apply)

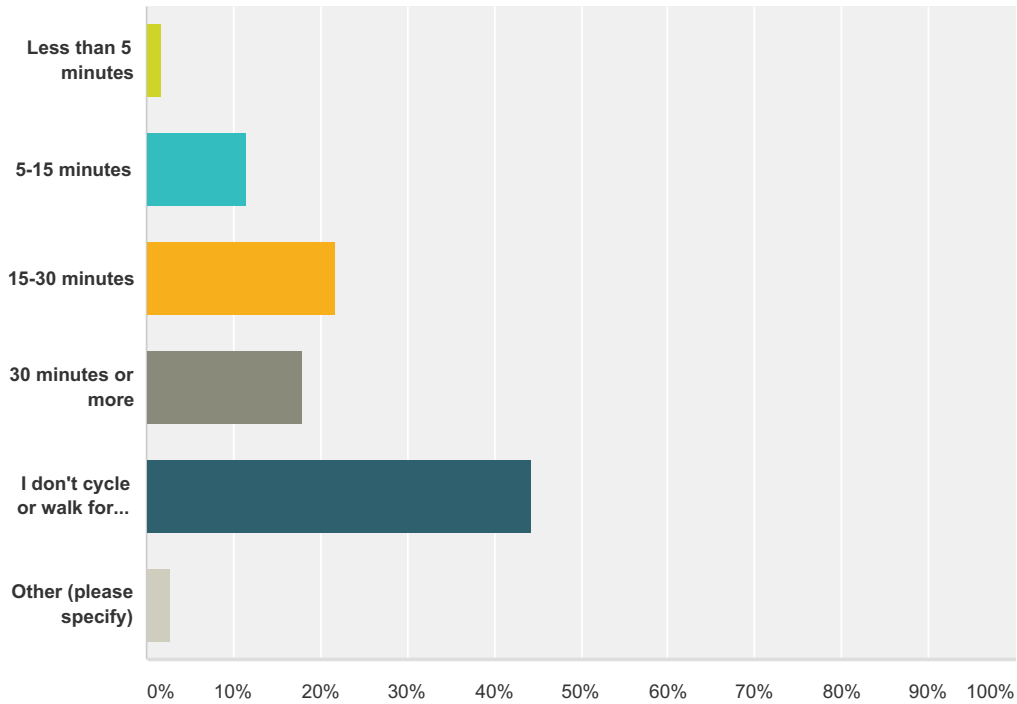
Answered: 527 Skipped: 282



Answer Choices	Responses	
Commuteto work	13.47%	71
Commuteto school	2.66%	14
Shopping/Errands	24.86%	131
Recreation	82.92%	437
Social activities	37.95%	200
Tourism/sightseeing	37.19%	196
Other (please specify)	7.97%	42
Total Respondents: 527		

Q9 When cycling or walking for transportation about how many minutes does it typically take you to get to your destination?

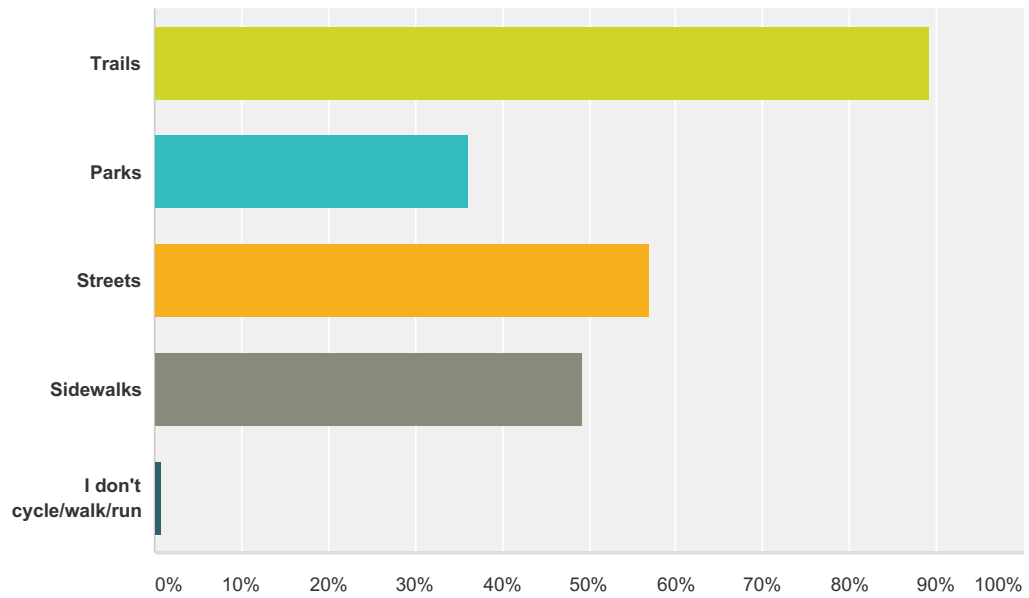
Answered: 596 Skipped: 213



Answer Choices	Responses	
Less than 5 minutes	1.68%	10
5-15 minutes	11.58%	69
15-30 minutes	21.81%	130
30 minutes or more	17.95%	107
I don't cycle or walk for transportation	44.30%	264
Other (please specify)	2.68%	16
Total		596

Q10 Where do you typically cycle/walk/run? (select all that apply)

Answered: 805 Skipped: 4



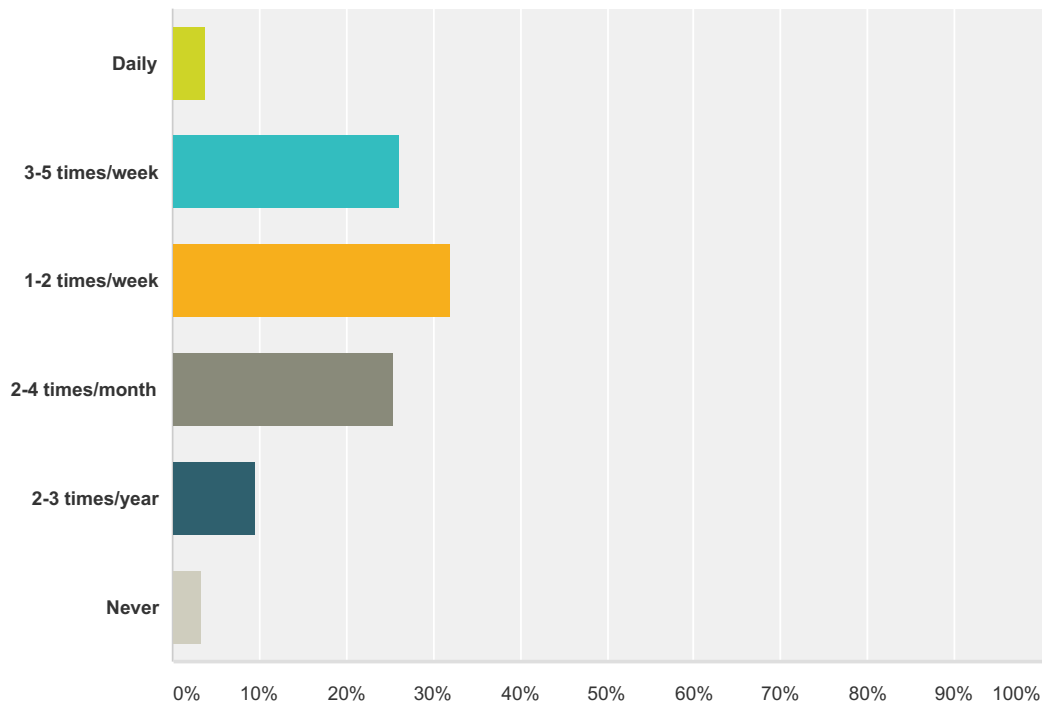
Answer Choices	Responses	
Trails	89.19%	718
Parks	36.15%	291
Streets	56.89%	458
Sidewalks	49.19%	396
I don't cycle/walk/run	0.87%	7
Total Respondents: 805		

Q11 Which trail(s) do you typically use?

Answered: 696 Skipped: 113

Q12 How often, on average, do you use trails?

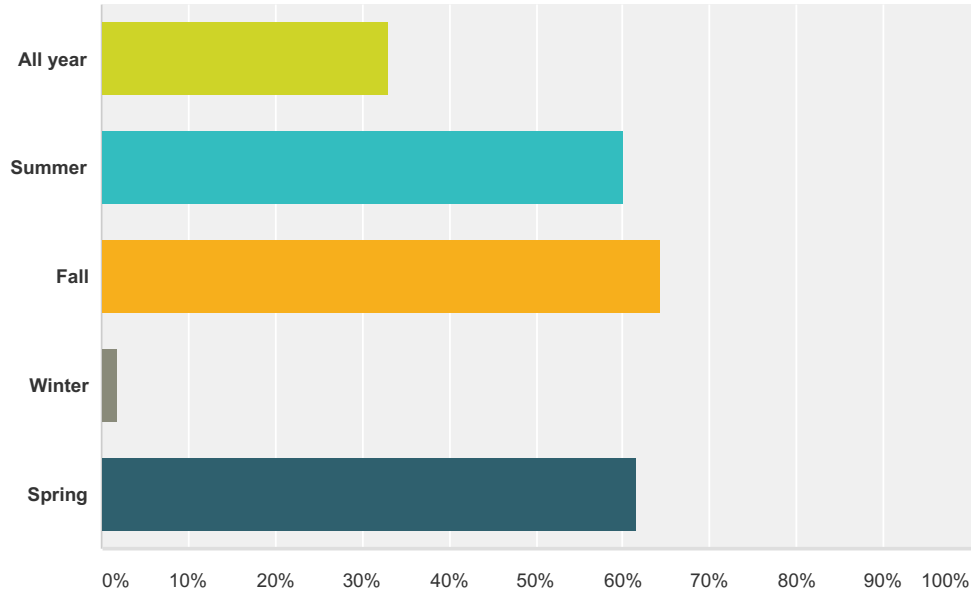
Answered: 804 Skipped: 5



Answer Choices	Responses	
Daily	3.73%	30
3-5 times/week	26.00%	209
1-2 times/week	31.97%	257
2-4 times/month	25.37%	204
2-3 times/year	9.58%	77
Never	3.36%	27
Total		804

Q13 During which season(s) do you generally use the trails? (select all that apply)

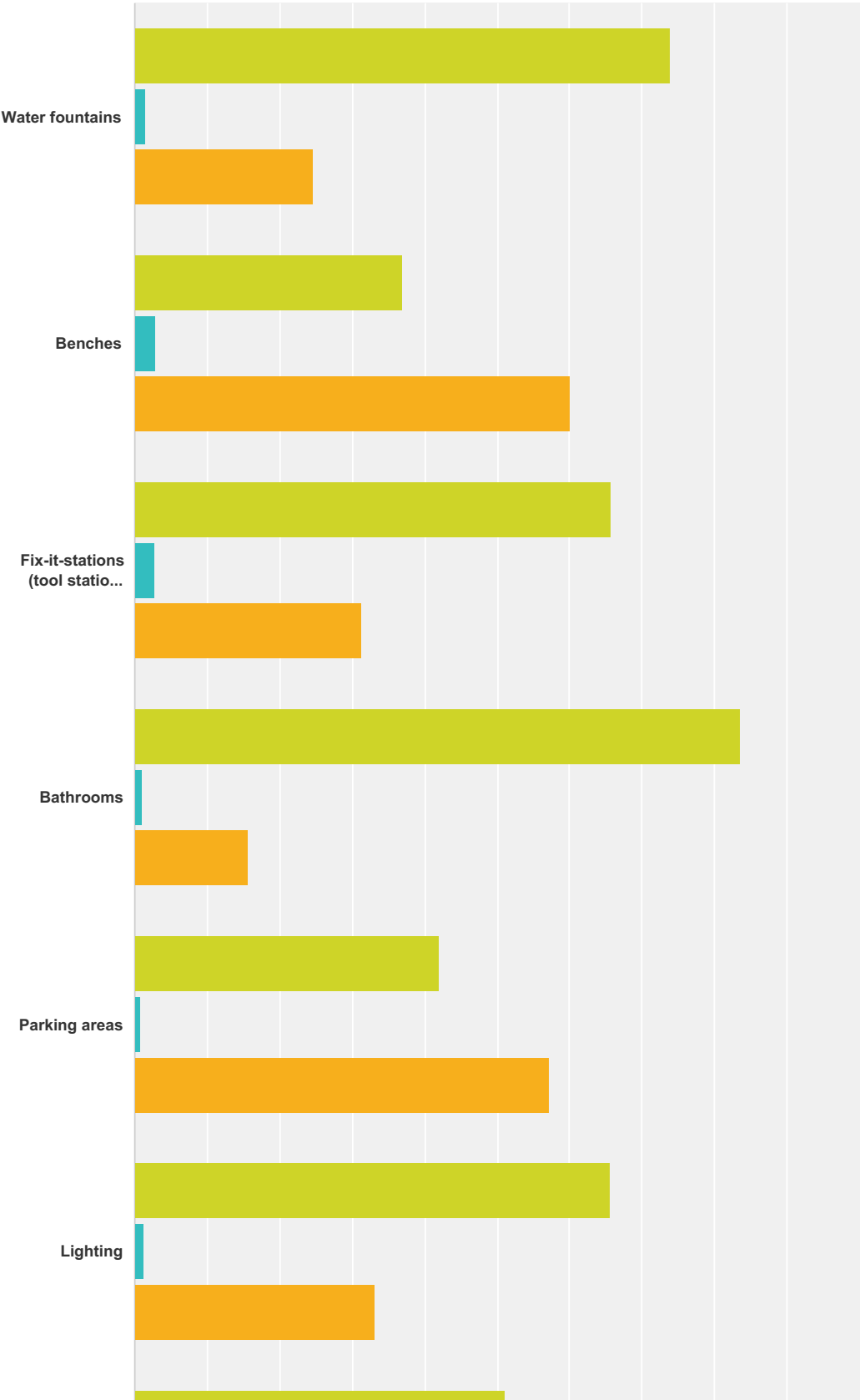
Answered: 788 Skipped: 21



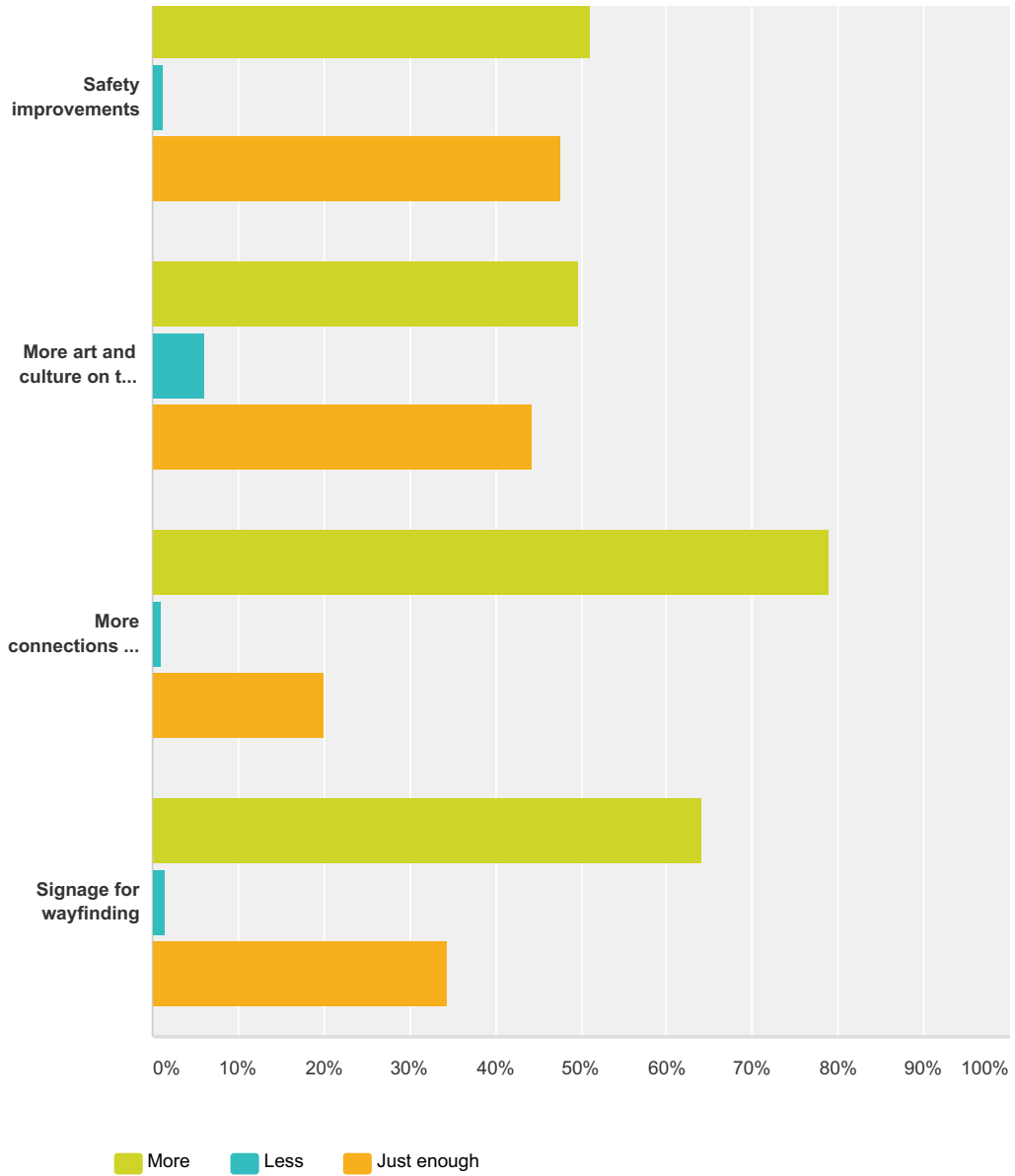
Answer Choices	Responses
All year	32.99% 260
Summer	60.15% 474
Fall	64.21% 506
Winter	1.78% 14
Spring	61.68% 486
Total Respondents: 788	

Q14 What improvements, if any, would you make to existing trails?

Answered: 792 Skipped: 17



Gap Closure Trail Study



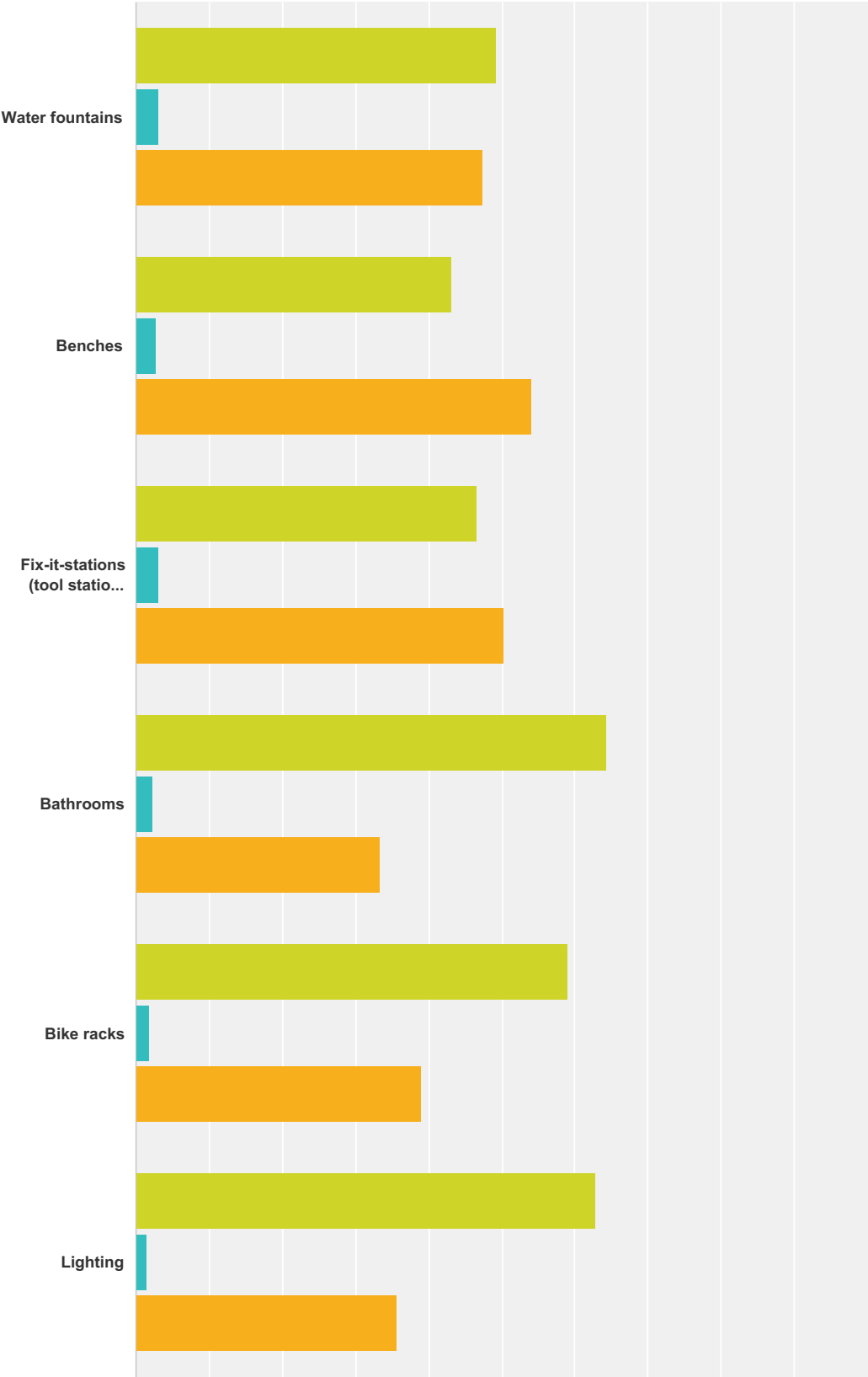
	More	Less	Just enough	Total
Water fountains	73.92% 530	1.39% 10	24.69% 177	717
Benches	36.94% 263	2.95% 21	60.11% 428	712
Fix-it-stations (tool station with air pump and basic tools for bicycle repairs)	65.85% 428	2.77% 18	31.38% 204	650
Bathrooms	83.47% 611	0.96% 7	15.57% 114	732
Parking areas	41.94% 299	0.84% 6	57.22% 408	713
Lighting	65.57% 457	1.29% 9	33.14% 231	697
Safety improvements	51.12% 342	1.35% 9	47.53% 318	669

Gap Closure Trail Study

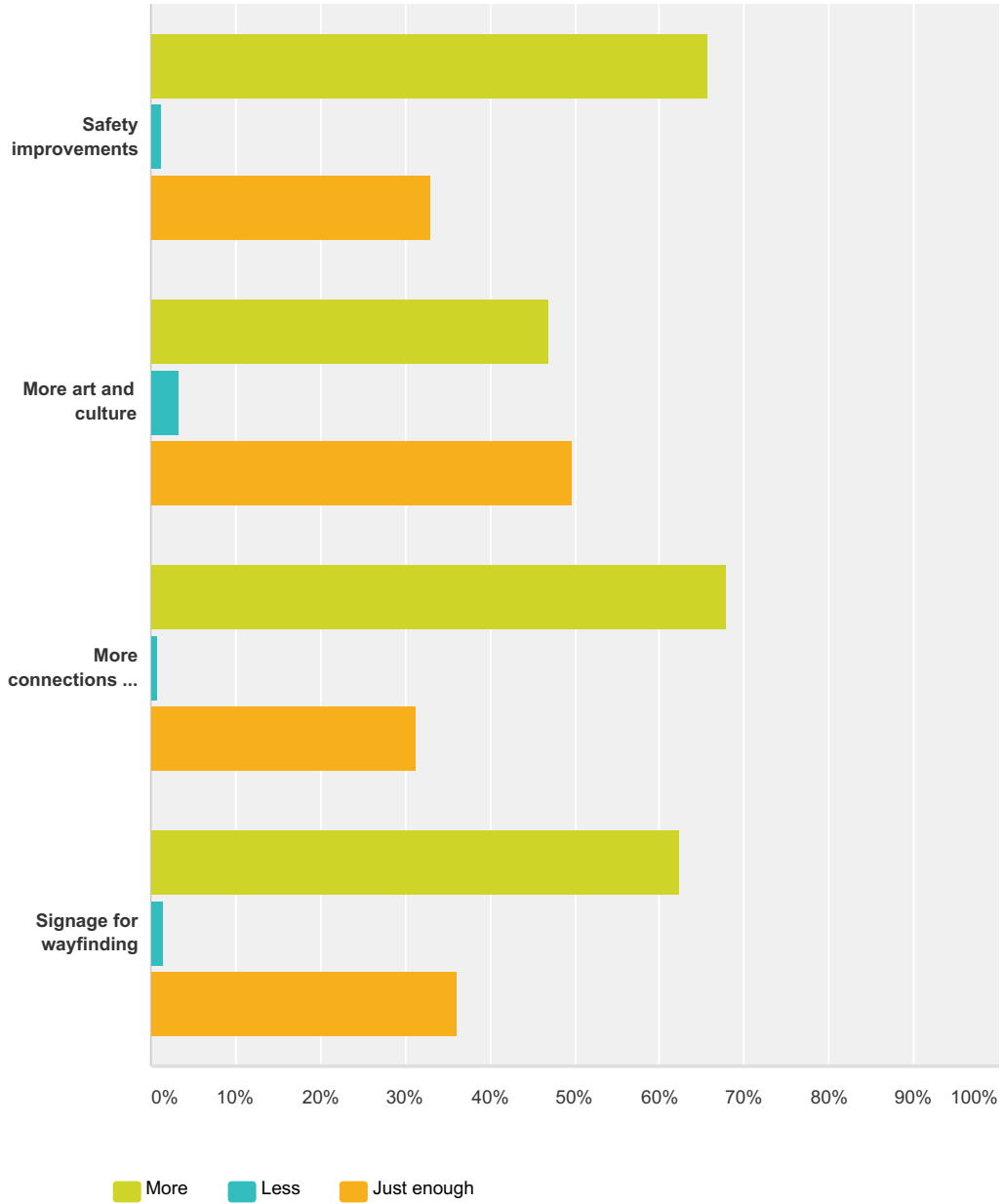
More art and culture on the trail	49.78% 340	6.00% 41	44.22% 302	683
More connections to destinations	78.90% 561	1.13% 8	19.97% 142	711
Signage for wayfinding	64.13% 447	1.43% 10	34.43% 240	697

Q15 What improvements, if any, would you make to existing sidewalks and streets to improve pedestrian and cycling use?

Answered: 733 Skipped: 76



Gap Closure Trail Study



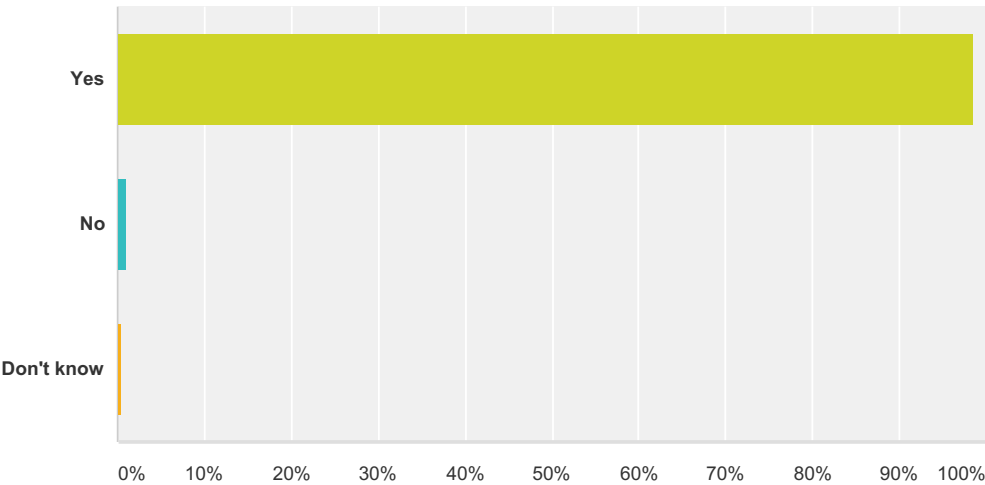
	More	Less	Just enough	Total
Water fountains	49.36% 307	3.22% 20	47.43% 295	622
Benches	43.13% 270	2.72% 17	54.15% 339	626
Fix-it-stations(tool station with air pump and basic tools for bicycle repair)	46.49% 278	3.18% 19	50.33% 301	598
Bathrooms	64.31% 409	2.36% 15	33.33% 212	636
Bike racks	59.10% 380	1.87% 12	39.04% 251	643
Lighting	62.91% 402	1.41% 9	35.68% 228	639

Gap Closure Trail Study

Safety improvements	65.71% 433	1.21% 8	33.08% 218	659
More art and culture	46.97% 287	3.44% 21	49.59% 303	611
More connections to destinations	67.81% 434	0.78% 5	31.41% 201	640
Signage for wayfinding	62.48% 393	1.43% 9	36.09% 227	629

Q16 Do you consider trails an asset to the local community?

Answered: 806 Skipped: 3



Answer Choices	Responses	
Yes	98.64%	795
No	0.99%	8
Don't know	0.37%	3
Total		806

Stakeholder Outreach

Summer 2016

Fall 2017

In addition to people on the mailing list and involved in the July 2016 focus groups, the following list of stakeholders were contacted during the study period:

- **Municipalities of Plainville, Southington and New Britain**
- **Department of Transportation**
- **Department of Energy & Environmental Protection**
- **United States Army Corps of Engineers**
- **U.S. Environmental Protection Agency**
- **Federal Highway Administration**
- **Federal Aviation Administration**
- **East Coast Greenway Alliance**
- **Plainville Greenway Alliance**
- **Bike New Britain**
- **Plainville-Southington Health District**
- **Numerous property owners including all property owners directly impacted by the proposed alignment.**
- **Tunxis Community College**
- **Central CT State University**
- **Pan Am Railways**