



FARMINGTON CANAL  
GREENWAY

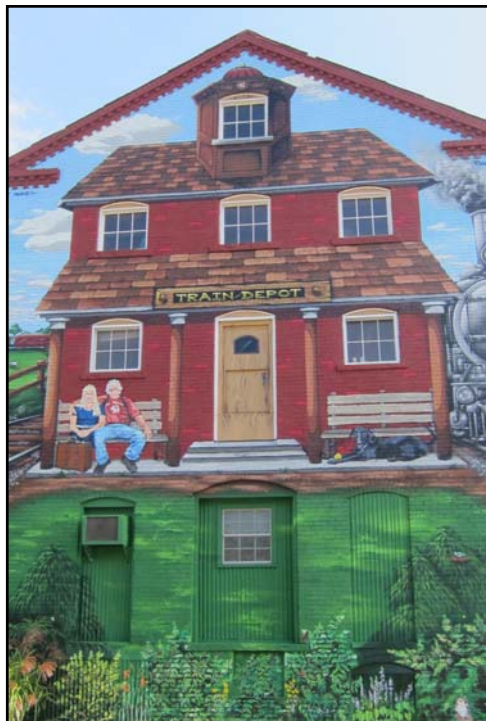
**GAP**  
CLOSURE TRAIL STUDY

### Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, Plainville, Southington and New Britain

Steering Committee Meeting #2  
July 25, 2016

vhb | MORYCOB | CORCORAN GROUP | HAYS FERRIS



## 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

Task	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																		

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

## The Website Up and Running



Home About Participate Study Team Resources FAQ



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

This study will have two distinct objectives:

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

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

### UPCOMING EVENTS

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



## 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%

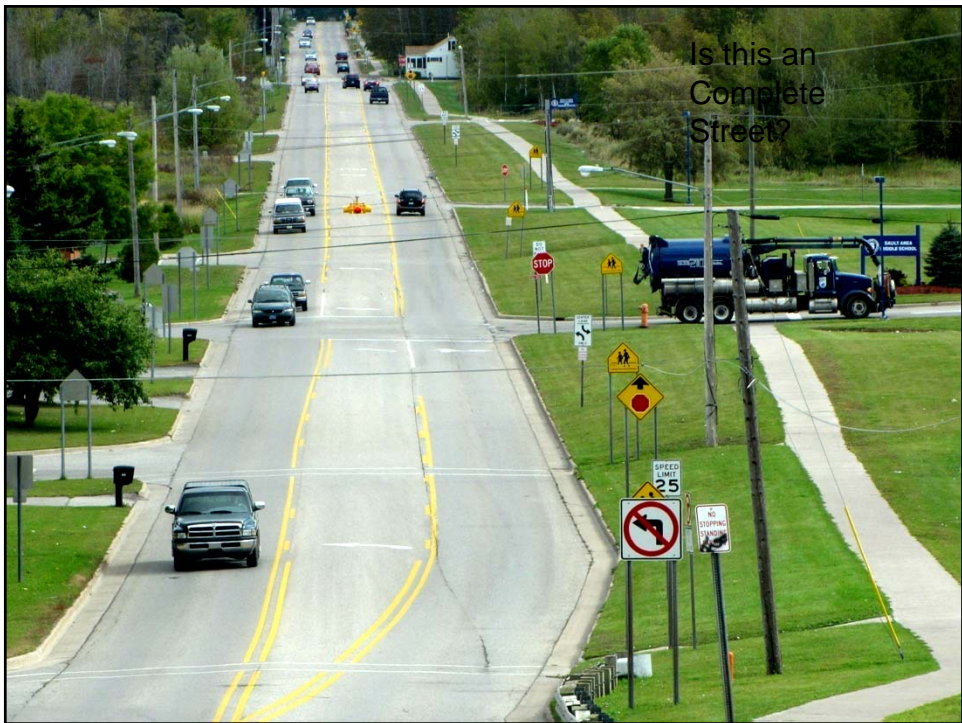
↑ 5%

Neighborhood Quality:

↑ 19%

↓ 11%

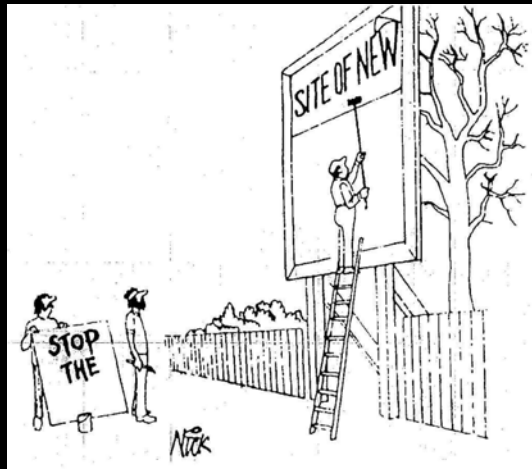




Many people are poised to oppose change.

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.*

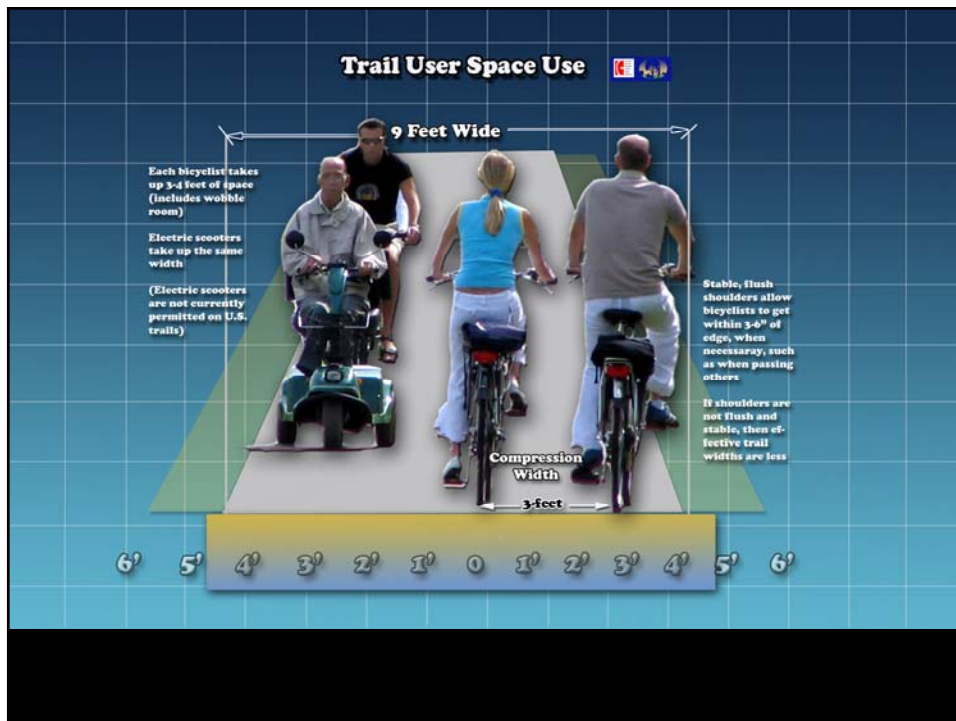
(National Association of Home Builders)



Fennelin Falls, Ontario

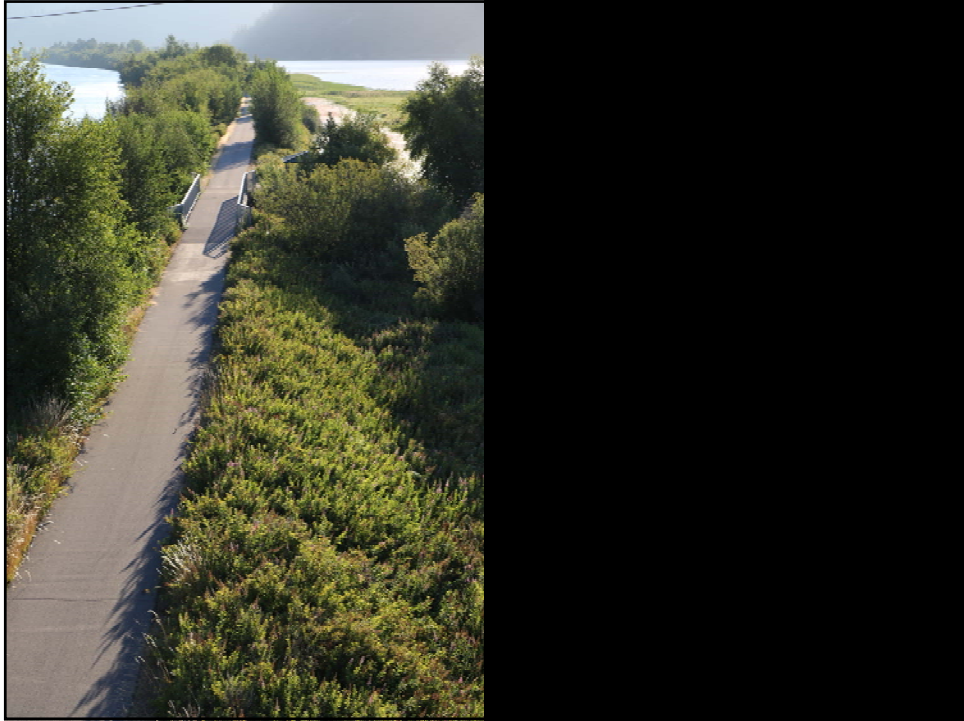
# Create a Vision for Greenway Development

- **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**

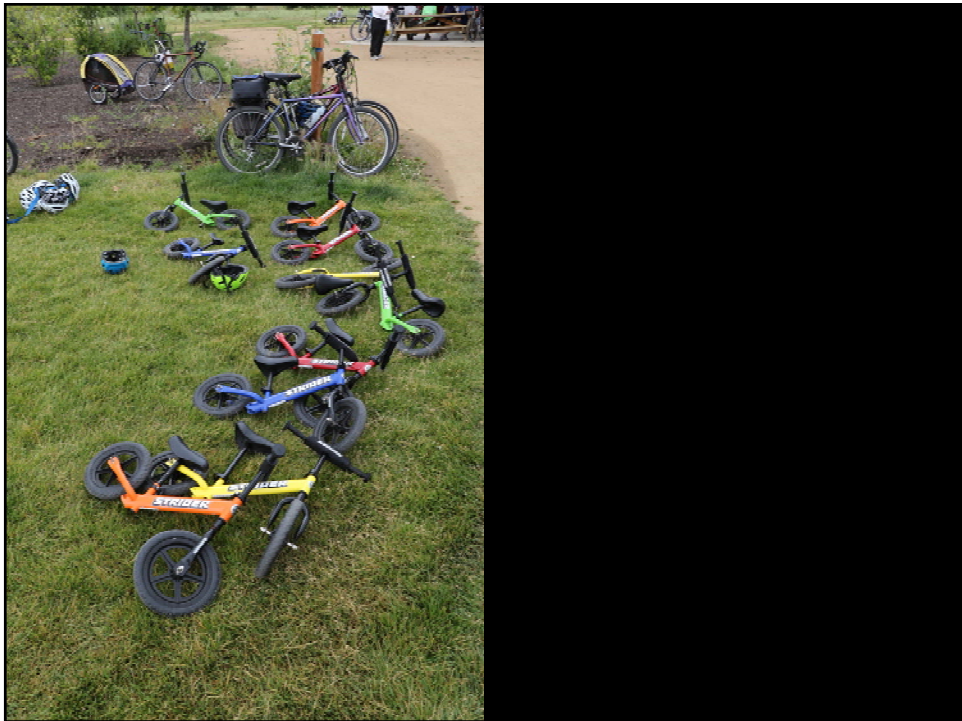


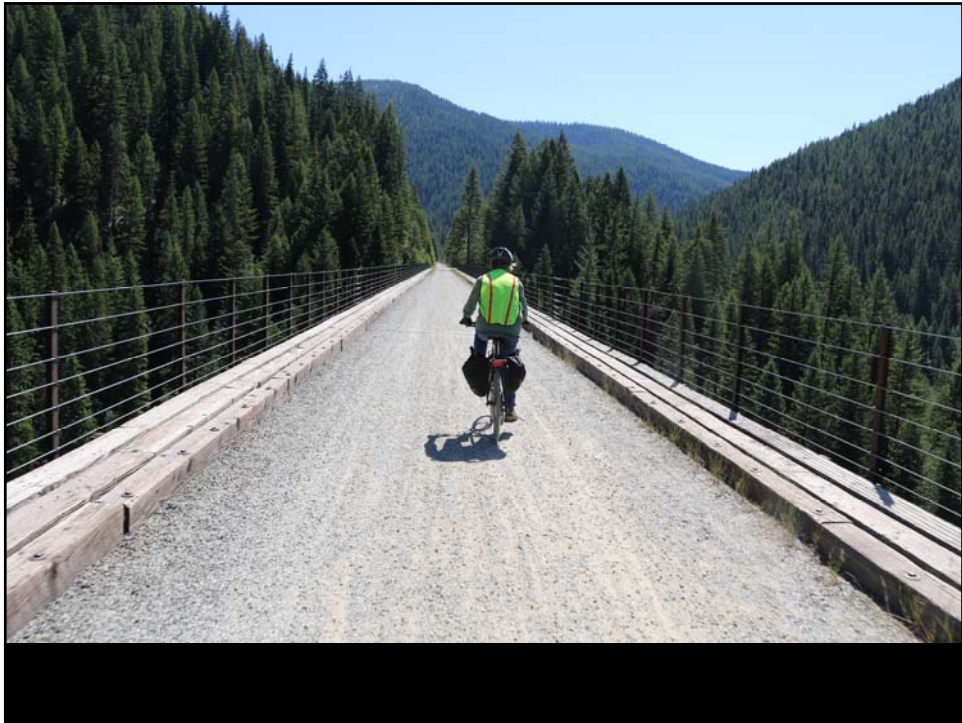














## Recreation

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



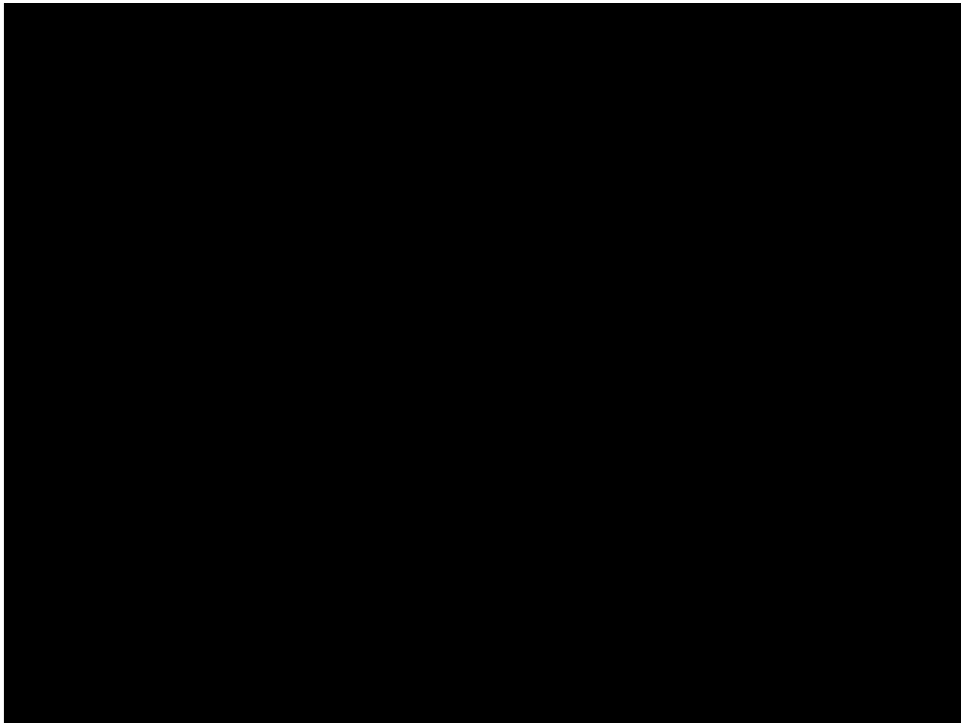




## Destinations

### 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 <small>Within 1/4 mile of resource</small>				Safety <small>Number of Conflicts along alternative</small>			On Road <small>Length of Alternative on each</small>				Off Road <small>Length of Alternative C</small>	
	Schools	Recreational Facilities	Commercial Locations	Cultural Resources	Commercial Driveways	Intersections	Mid Block Crossings	Principal Alternals - 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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