



Central Connecticut Loop Study

Airline Trail – Farmington Canal Trail Connector



Public Workshop #1

June 10, 2024



Lower Connecticut River Valley
Council of Governments



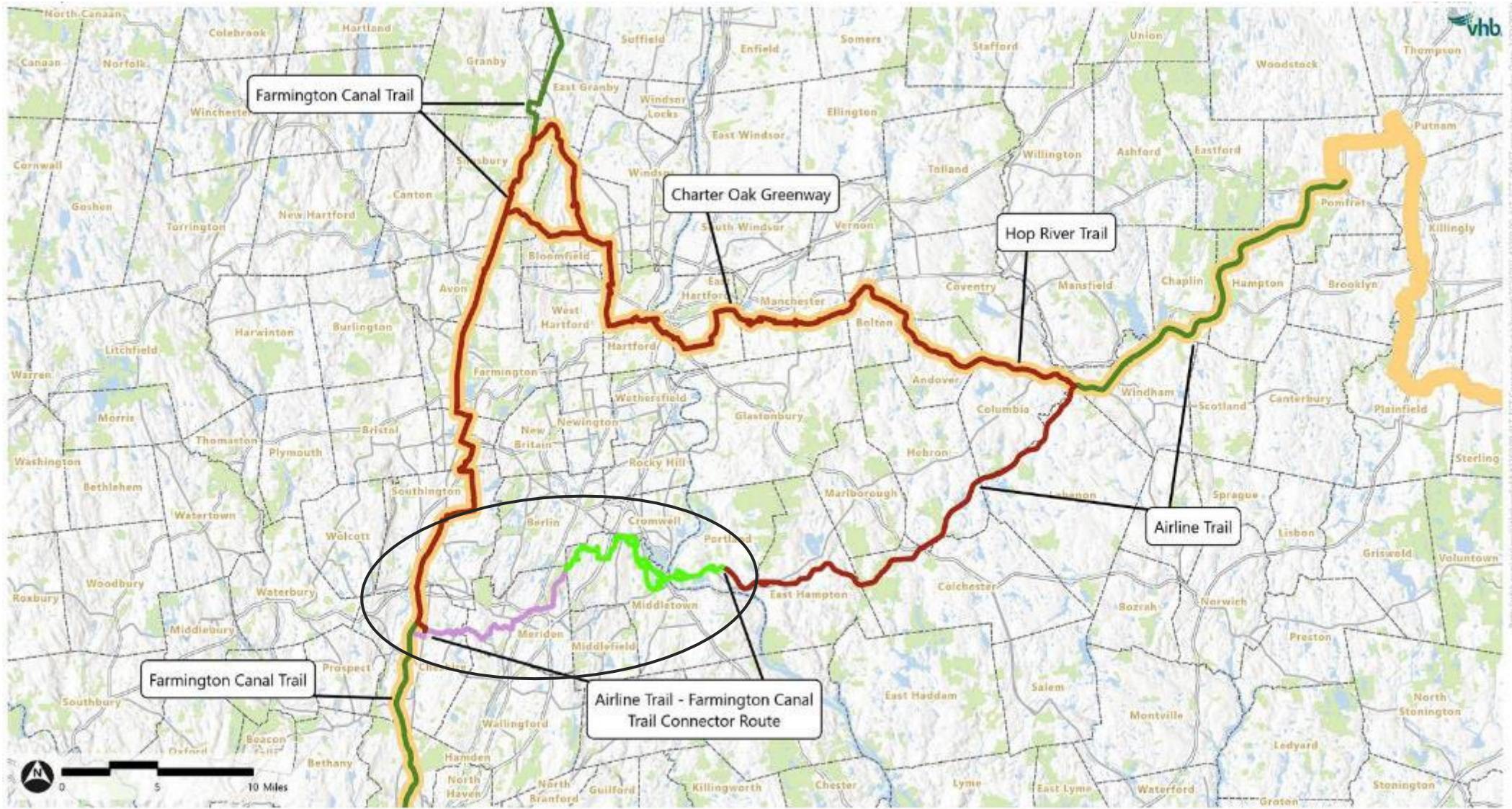
Agenda

- 6:35: RiverCOG Project Introduction
- 6:40: VHB Slide Presentation
 - Defining the Study Area
 - Overview of Public Engagement
 - CCLT Route Alternatives Under Consideration
 - Evaluation/Prioritization Process
- 7:00: Process-related Q&A
- 7:10: Small-group Discussion
- 7:45: Reports Back
- 7:55: Next Steps



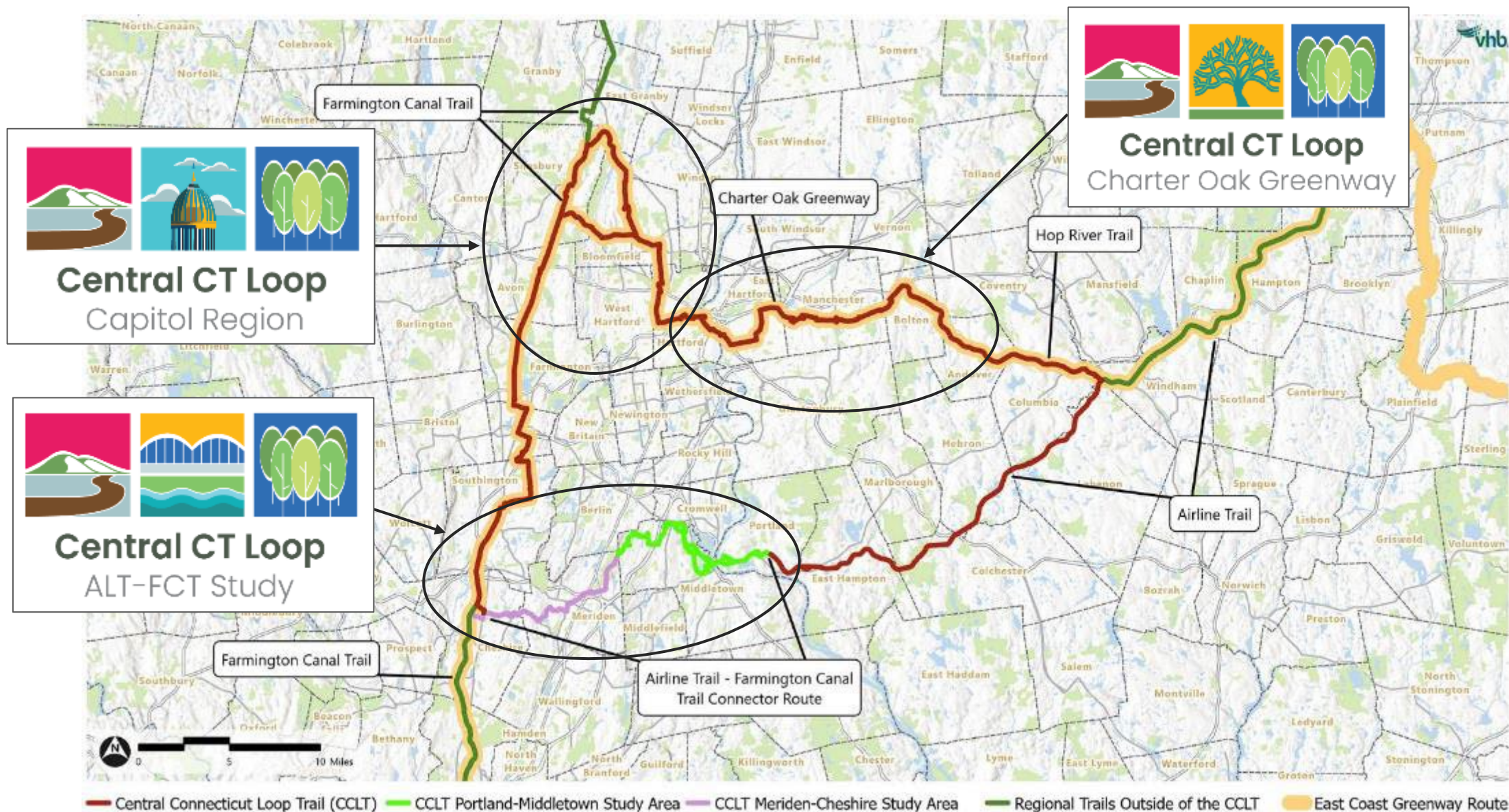


Central Connecticut Loop Trail (111 miles)

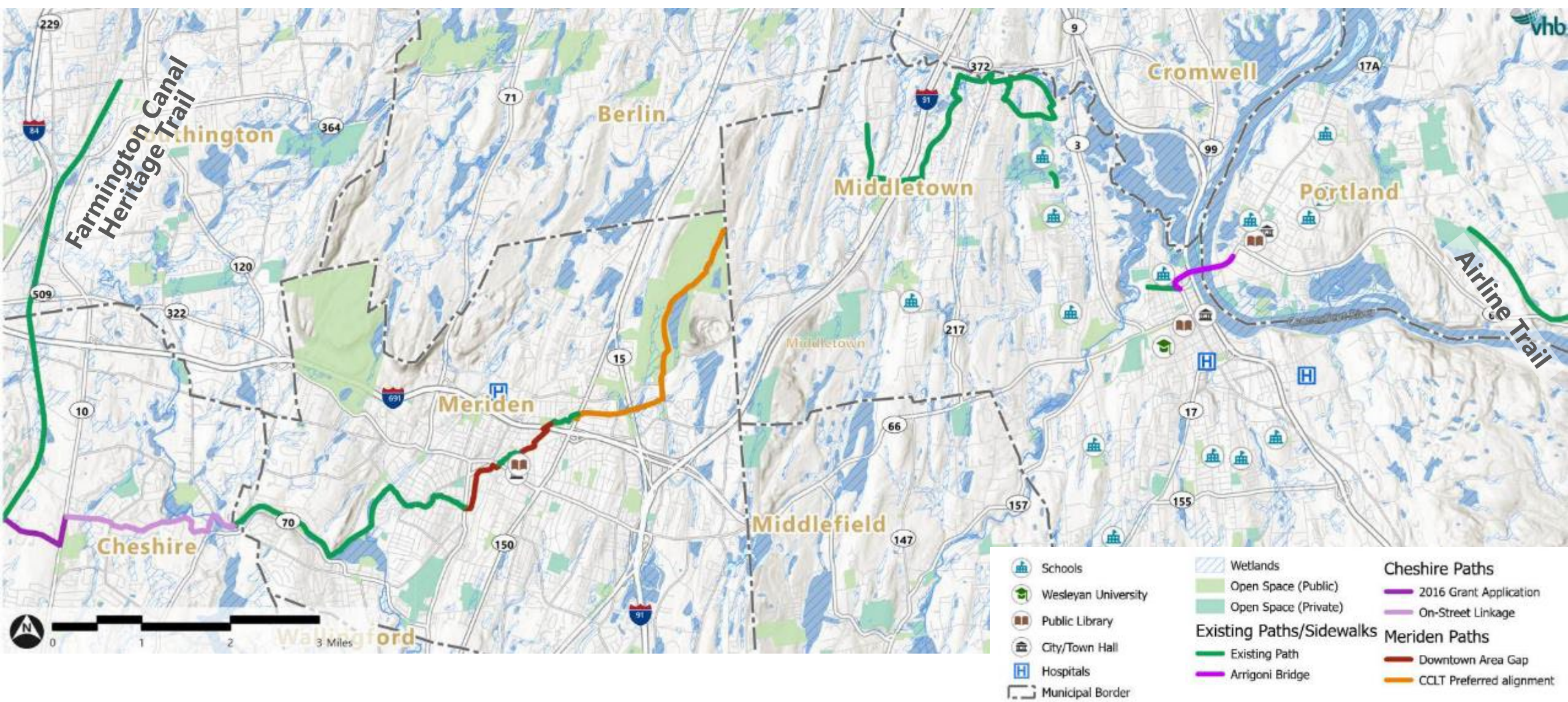


— Central Connecticut Loop Trail (CCLT) — CCLT Portland-Middletown Study Area — CCLT Meriden-Cheshire Study Area — Regional Trails Outside of the CCLT — East Coast Greenway Route

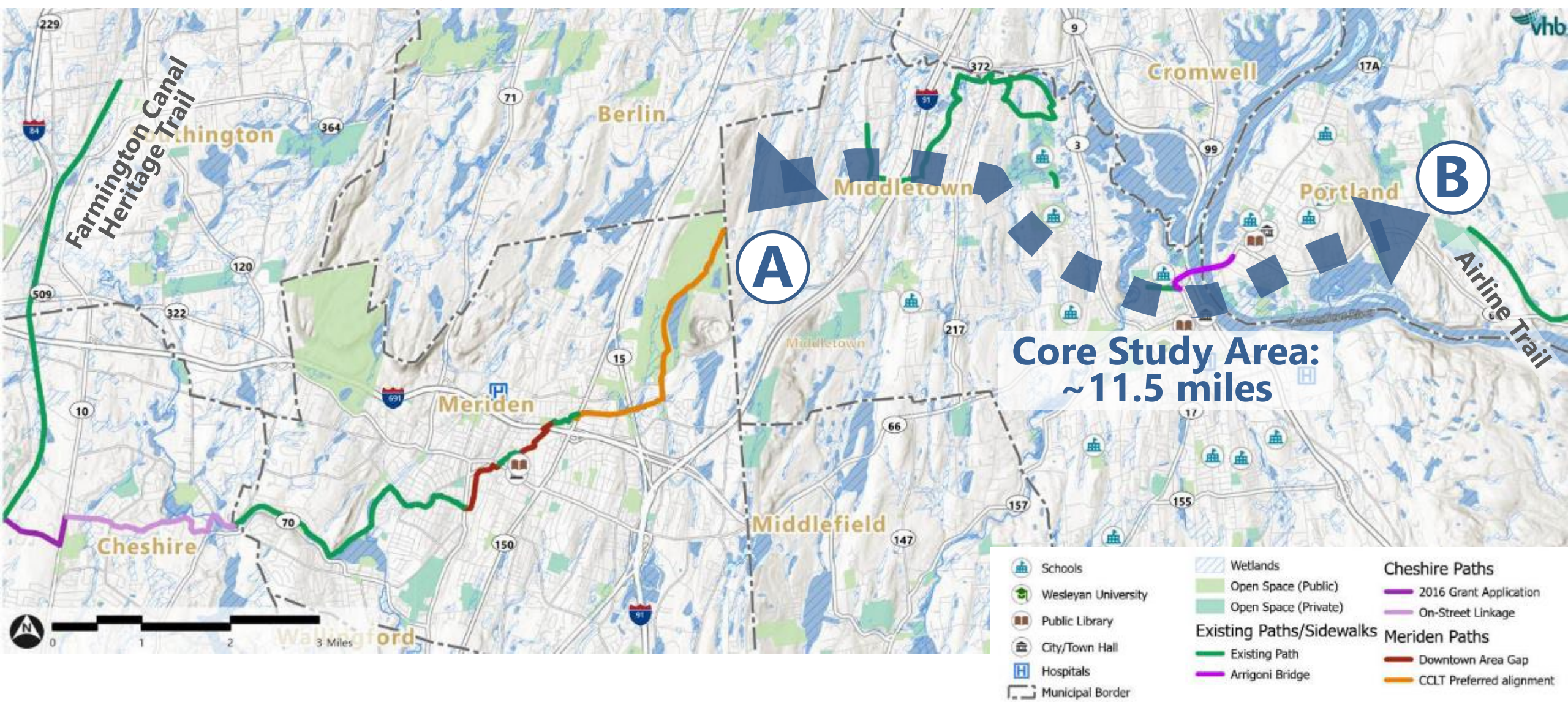
Central Connecticut Loop Trail: Branding



The Full Study Area

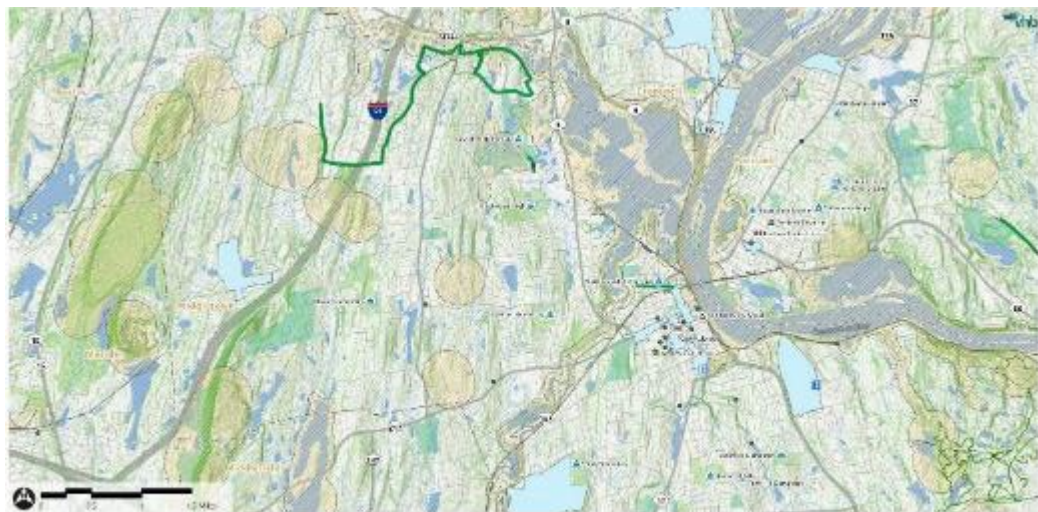


The Full Study Area

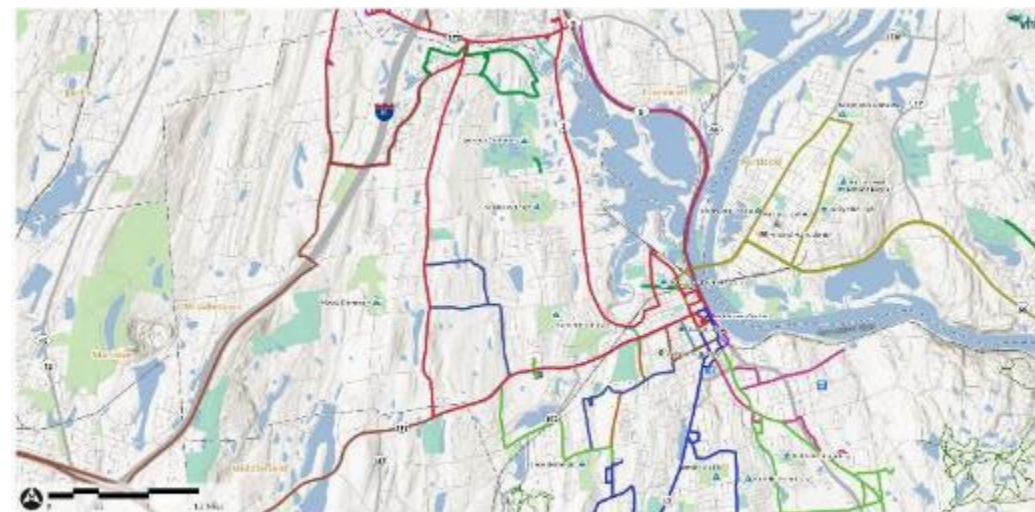


Core Study Area Analysis

Environmental Issues



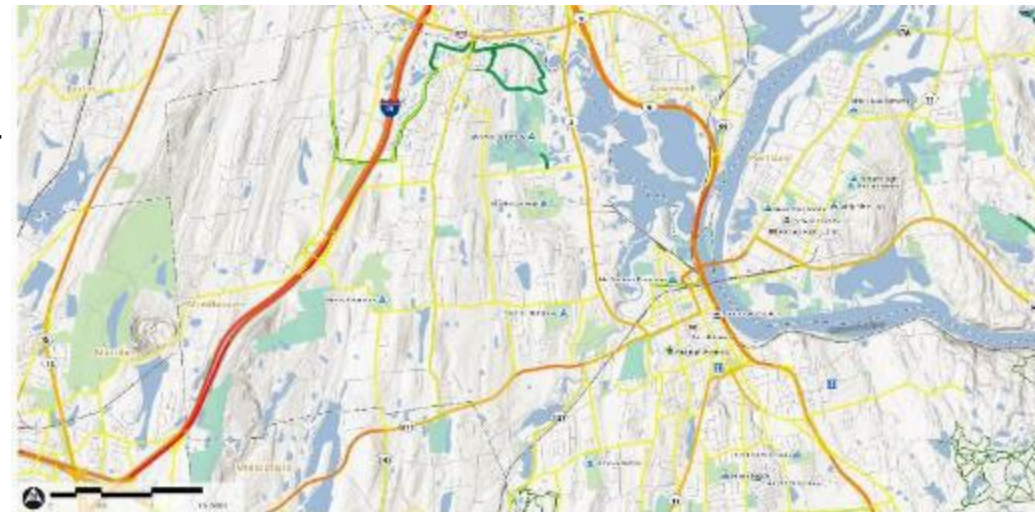
Transit Network



Crashes



Traffic Volume & Speed



Public Engagement: Meetings

- Bi-monthly Study Advisory Committee Meetings
- Stakeholder Meetings (CTDOT, CT DEEP, City of Middletown/Town of Portland & Trail Advocates)
- Community Events
 - Middletown Main Street Pop-up (~90 participants on 12/9/23)
 - Today's Routing Workshop
 - Final Information Meeting (November 2024)
- RiverCOG Board presentations



Public Engagement: Study Web Page

www.rivercog.org/plans/cctloopstudy/



Central CT Loop ALT-FCT Study

Central CT Loop News

Want to Stay Involved?

If you would like to be included on the email notification list for the Study, please [sign up here](#).

May 6, 2024

Central CT Loop Trail (CCLT) Study

PUBLIC WORKSHOP

Monday, June 10, 6:30 – 8:00 pm

[Central CT Loop Study Home](#) | [Study Background](#)

Central Connecticut Loop Study

The Lower Connecticut River Valley (aka RiverCOG) is currently studying the feasibility of developing a critical segment of multi-use trail loop through Middletown and Portland. Potentially linking the current end of the Airline Trail (ALT) in Cobalt with the Farmington Canal (FCT) Heritage Trail in Cheshire, a future trail would incorporate the Arrigoni Bridge, the Mattabeset Trolley Trail system in Middletown, and the Quinnipiac Trail in Meriden. Called the Central Connecticut Loop (Central CT Loop) Study, the effort will include:

- vision and goals
- evaluation of multiple route alternatives
- preferred alternative route
- high-level cost estimates
- implementation strategy

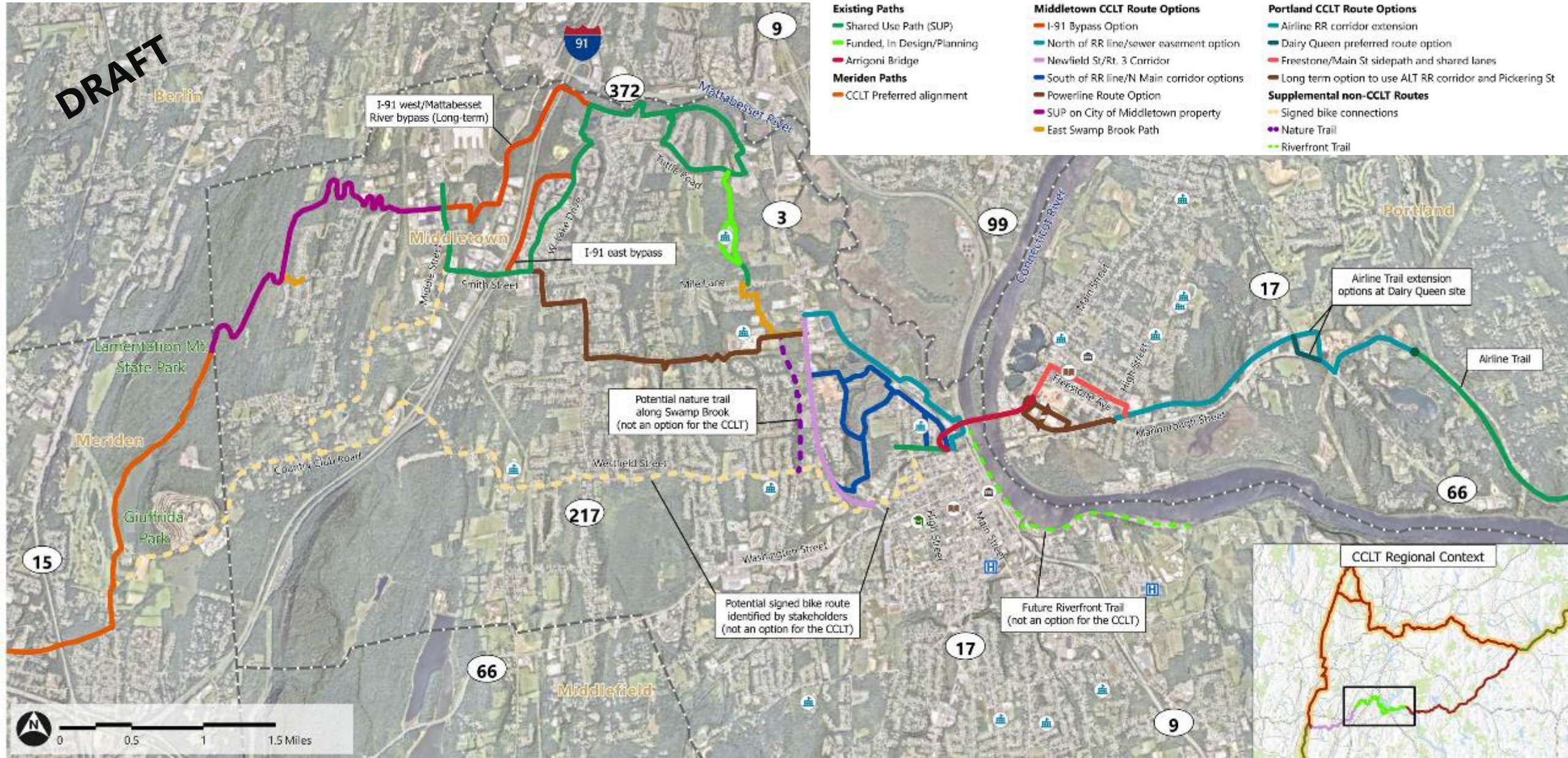
In addition, significant community engagement is part of RiverCOG's contract with the consultant team, and will be completed in coordination with the City of Middletown and the Town of Portland.

The team is led by the planning/engineering firm [VHB](#) with help from [FHI Studio](#) and [E-Consult](#).

CCLT Route Alternatives Under Consideration



DRAFT



- Existing Paths**
- Shared Use Path (SUP)
 - Funded, In Design/Planning
 - Arrigoni Bridge
- Meriden Paths**
- CCLT Preferred alignment

- Middletown CCLT Route Options**
- I-91 Bypass Option
 - North of RR line/sewer easement option
 - Newfield St/ Rt. 3 Corridor
 - South of RR line/N Main corridor options
 - Powerline Route Option
 - SUP on City of Middletown property
 - East Swamp Brook Path

- Portland CCLT Route Options**
- Airline RR corridor extension
 - Dairy Queen preferred route option
 - Freestone/Main St sidepath and shared lanes
 - Long term option to use ALT RR corridor and Pickering St
- Supplemental non-CCLT Routes**
- Signed bike connections
 - Nature Trail
 - Riverfront Trail



Potential nature trail along Swamp Brook (not an option for the CCLT)

Potential signed bike route identified by stakeholders (not an option for the CCLT)

Future Riverfront Trail (not an option for the CCLT)

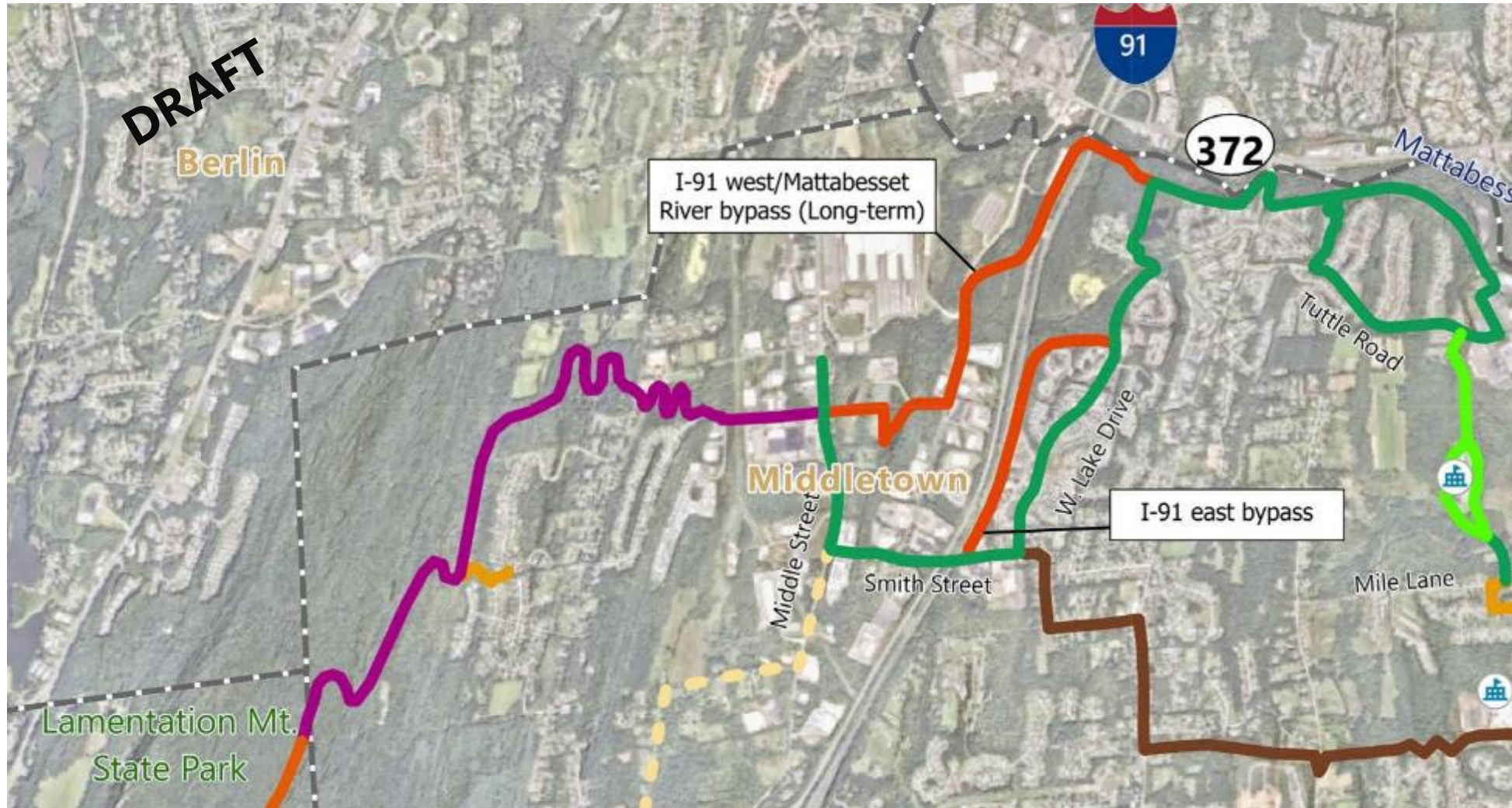
Airline Trail extension options at Dairy Queen site

Airline Trail

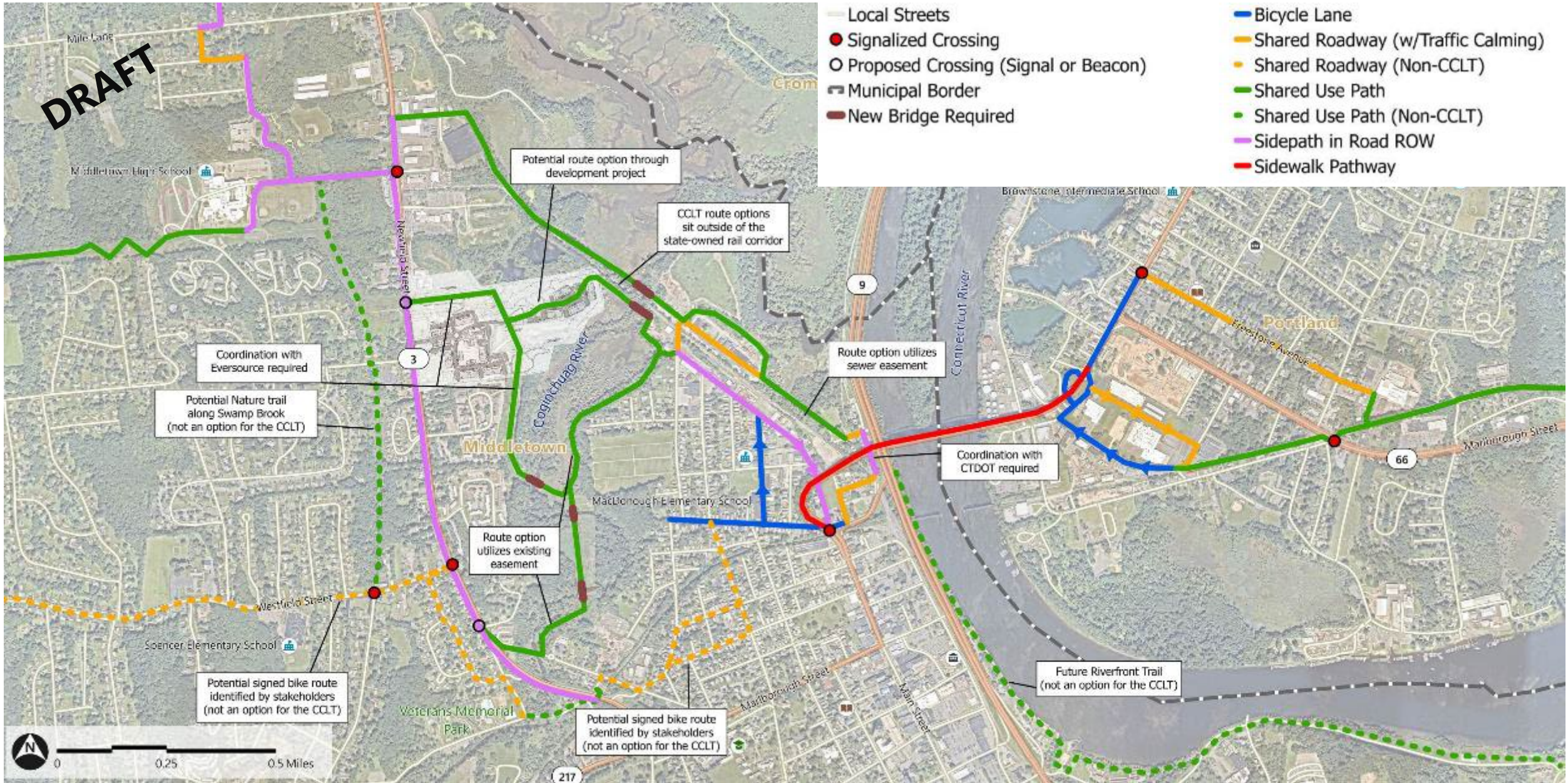
CCLT Regional Context



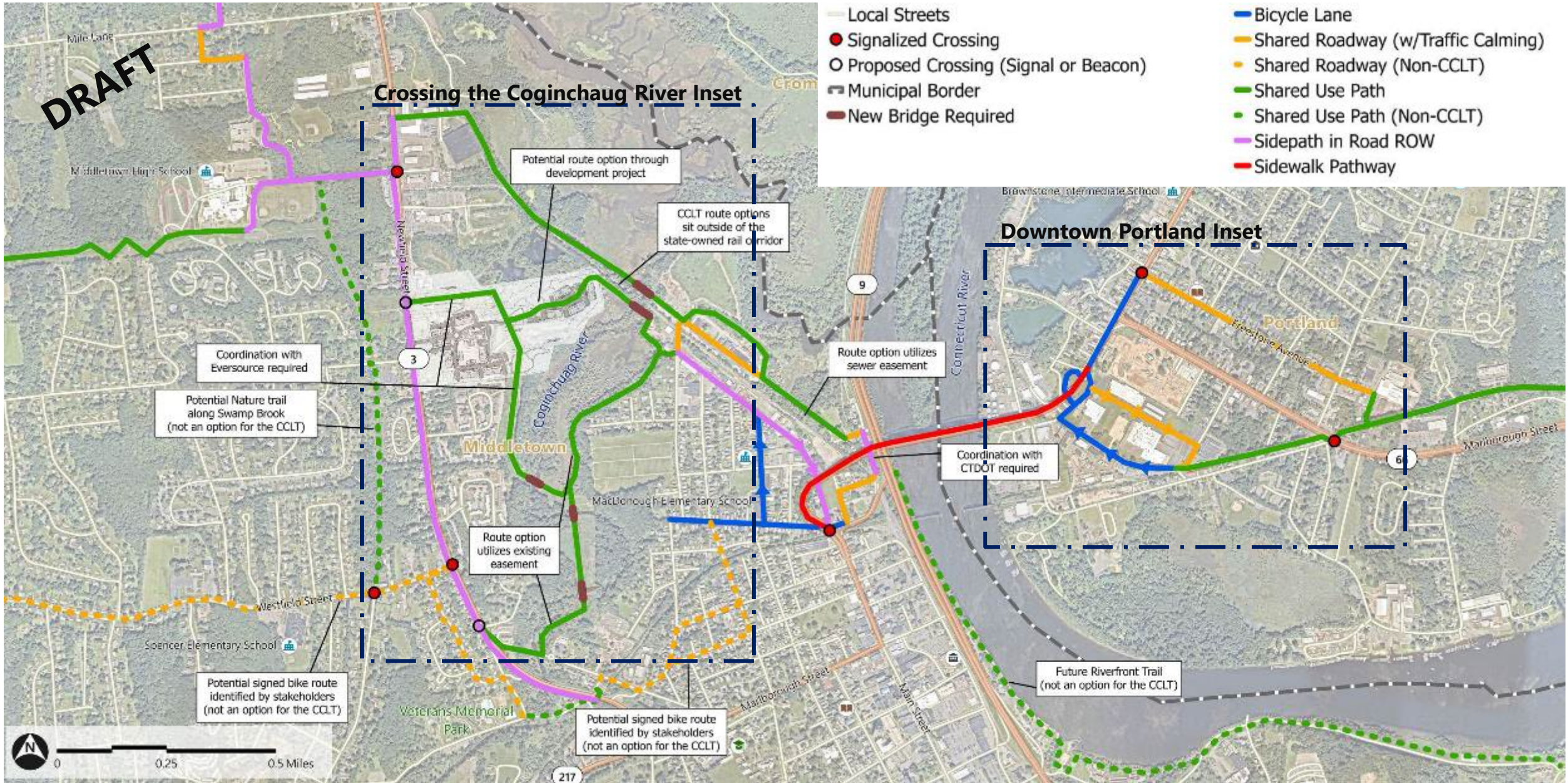
CCLT Route Connection to Meriden



CCLT Route Alternatives In Core Area



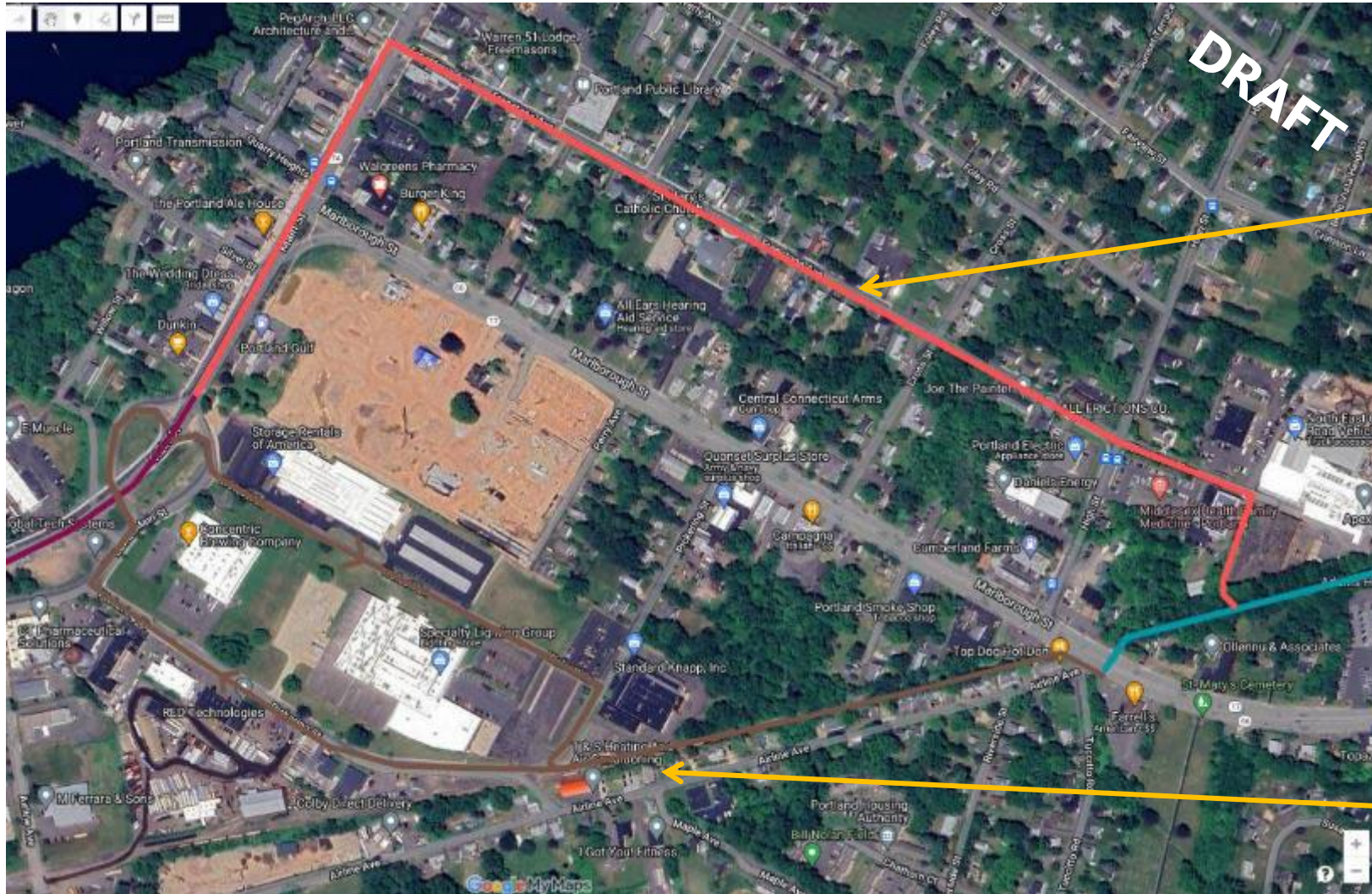
CCLT Route Alternatives In Core Area



Crossing the Coginchaug River



Downtown Portland Route Alternatives



Freestone Ave (Google streetview)

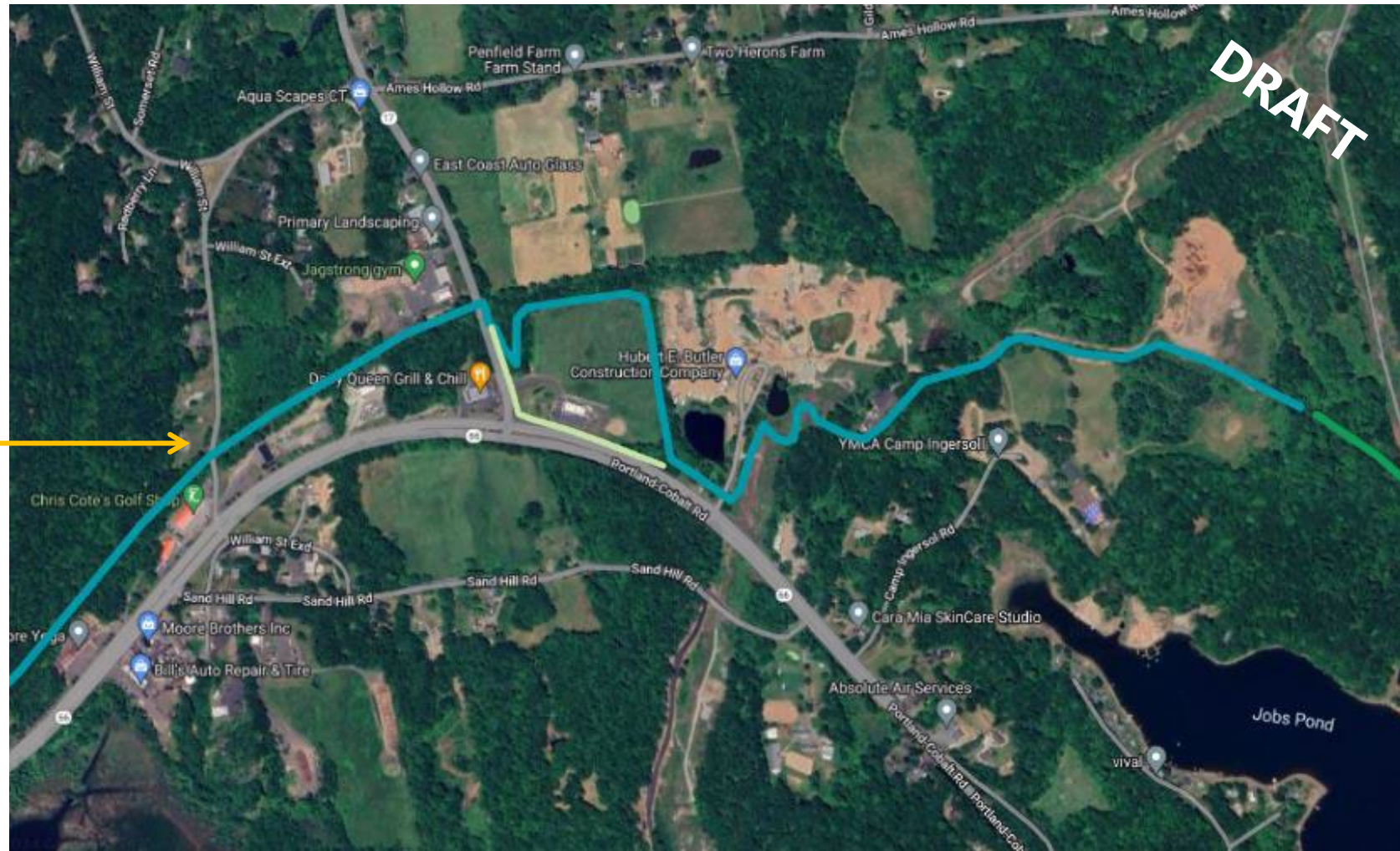


Rail corridor from Pickering St.

Portland Connection to the Airline Trail



View of rail corridor from William Street Extension



Trail Character / Design Options



Path within abandoned rail corridor



Path in road ROW (aka "sidepath")



Boardwalk segment



Path along edge of water body

Route Evaluation / Prioritization

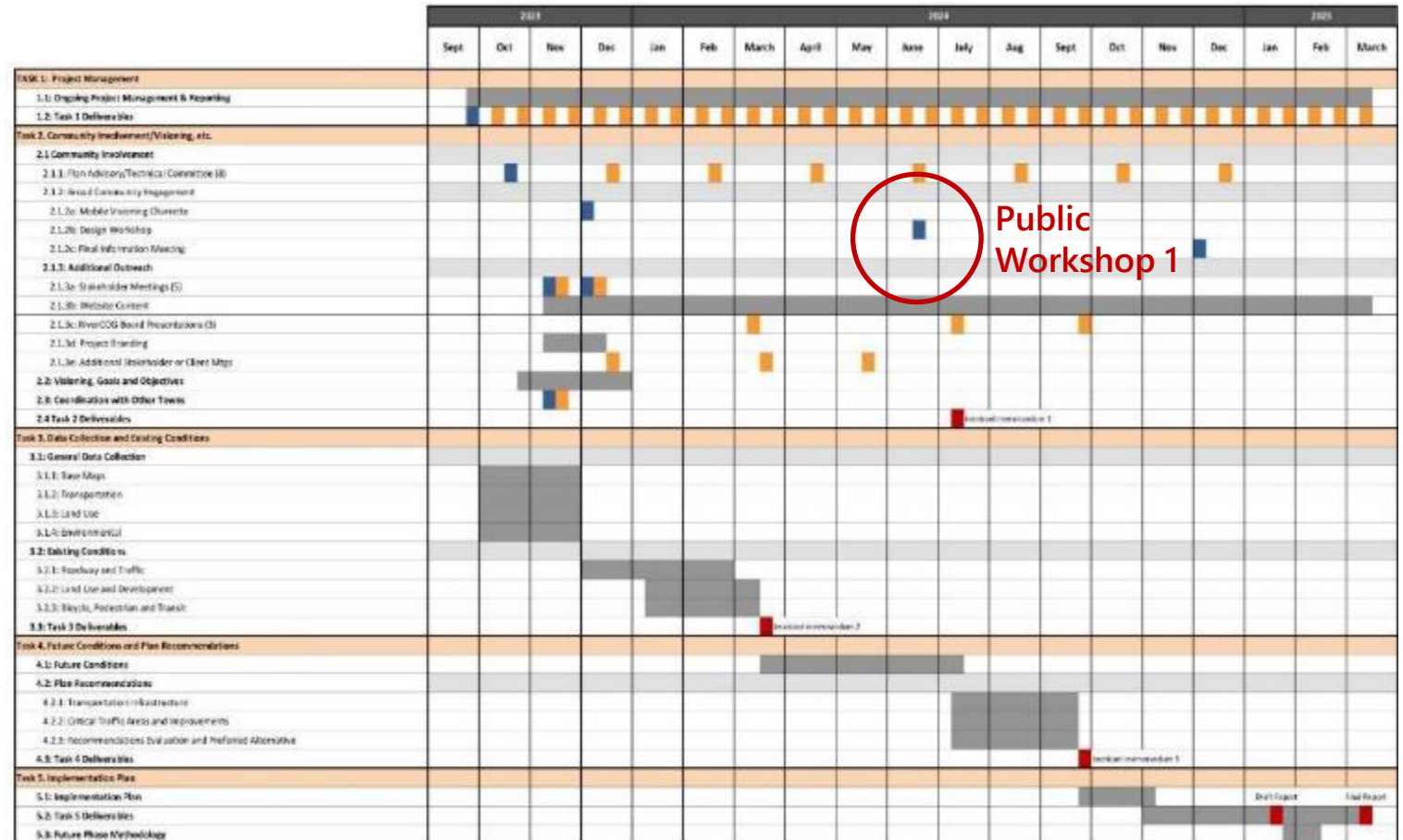
- Establish Evaluation Criteria based on Study Goals
 - Primarily on off-road route
 - Safety (separation and crossings)
 - Environmental impact
 - Emphasis on security
 - Construction/maintenance costs
 - Connected to nearby destinations
 - Promotes economic development
 - Access to/from underserved neighborhoods

Project Goals	Criteria <i>Note: qualitative criteria are shown in Italics</i>	Max. Point Total
1: OFF-ROAD	Proportion of facility that is separated from traffic	20
	Proportion of fully separated facilities (minimum 50 feet from roadway)	10
2: TRAFFIC SAFETY	Fewest number of driveway crossings	5
	Fewest number of commercial driveways or at-grade roadway crossings	15
3: CONNECTIVITY	Shortest distance to access/egress	5
	Shortest distance from Simsbury Center to <u>Tariffville</u> Center	20
	Total grade climbed / flattest route	5
	<i>Education opportunities via direct access to the Farmington River and within ¼ mile walking distance to the <u>Tariffville</u> School</i>	10
	Population within ¼ mile of trail	5
4: RIGHT OF WAY	Number of parcels overlapping trail	5
	Level of right-of-way coordination	5
	<i>Qualitative assessment of the ease of construction access & constructability</i>	5
5: ENVIRONMENT	Linear feet of trail route option with a direct impact to wetlands	10
	Use of existing road or rail bed	10
	Area of floodplain / floodway impact	10
6: ECONOMIC OPPORTUNITY	Maximum distance to businesses	10
TOTAL		150

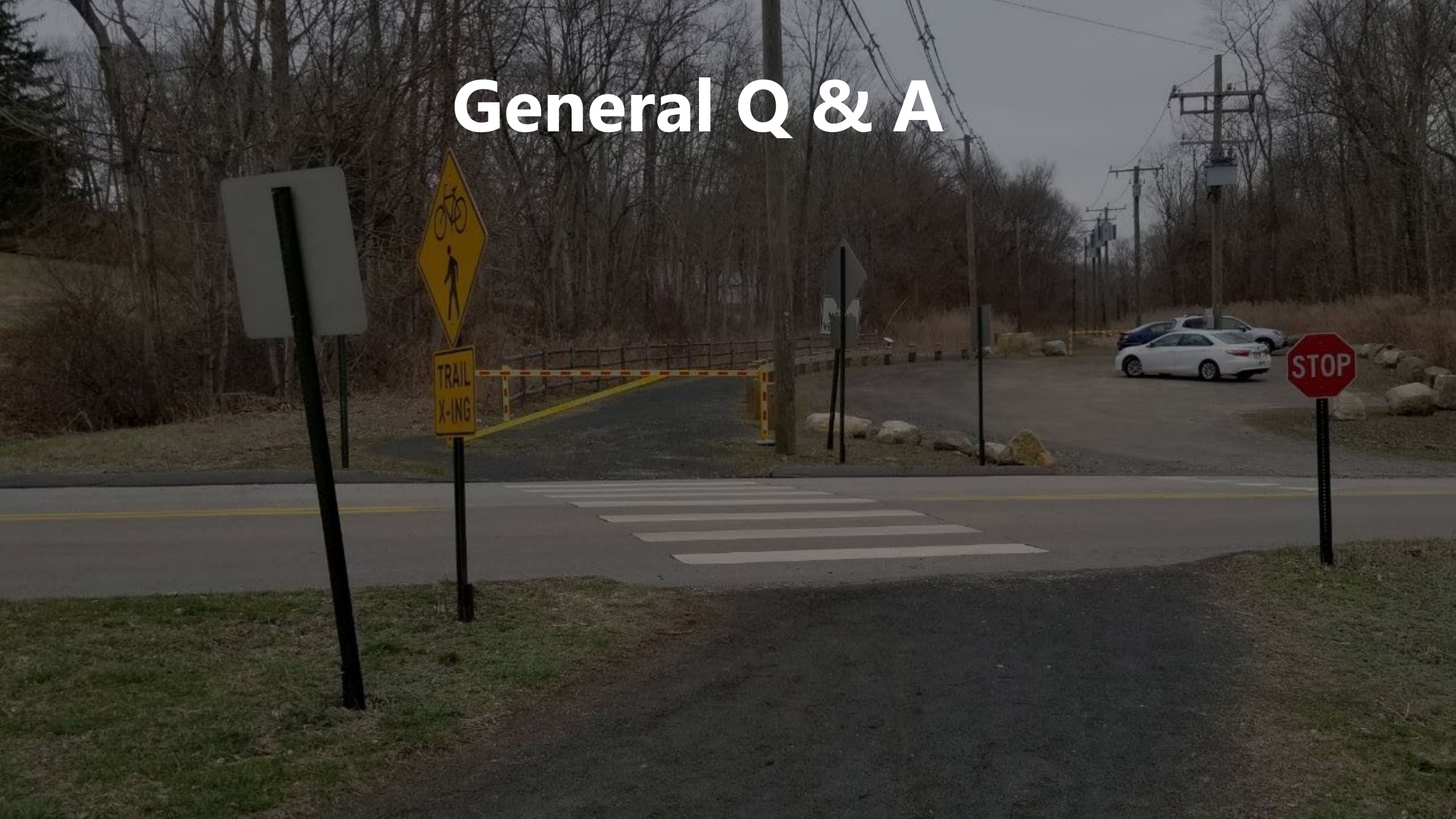
Example from CRCOG trail study in Simsbury

Conclusion: Next Steps

- Narrow down alignment options to two (maximum) for each segment
- Evaluate/score options to create Preferred Alternative
- Develop additional graphics for Preferred Alternative
- **Public Meeting #2**
- Cost Estimates
- Implementation Strategy (phasing, permitting needs, and funding sources)



General Q & A



Small-group Discussion Questions

- ❖ *What is your preferred design for the CCLT through Portland and Middletown?*
- ❖ *What are the opportunities and challenges for the draft route options presented?*
- ❖ *Are there good route options we haven't considered?*