

Central CT Loop

Central Connecticut Loop Study

Airline Trail – Farmington Canal Trail Connector



Public Meeting #2

November 20, 2024 / 6:30 – 8:00 pm



Lower Connecticut River Valley
Council of Governments



Agenda

- RiverCOG Project Introduction
- VHB Slide Presentation
 - Summary of Public Engagement
 - Defining the Study Area
 - CCLT Route Alternatives Evaluation
 - I-91 Alternatives
 - Coginchaug River Alternatives
 - Downtown Portland Alternatives
 - Next Steps
- Q&A / Discussion

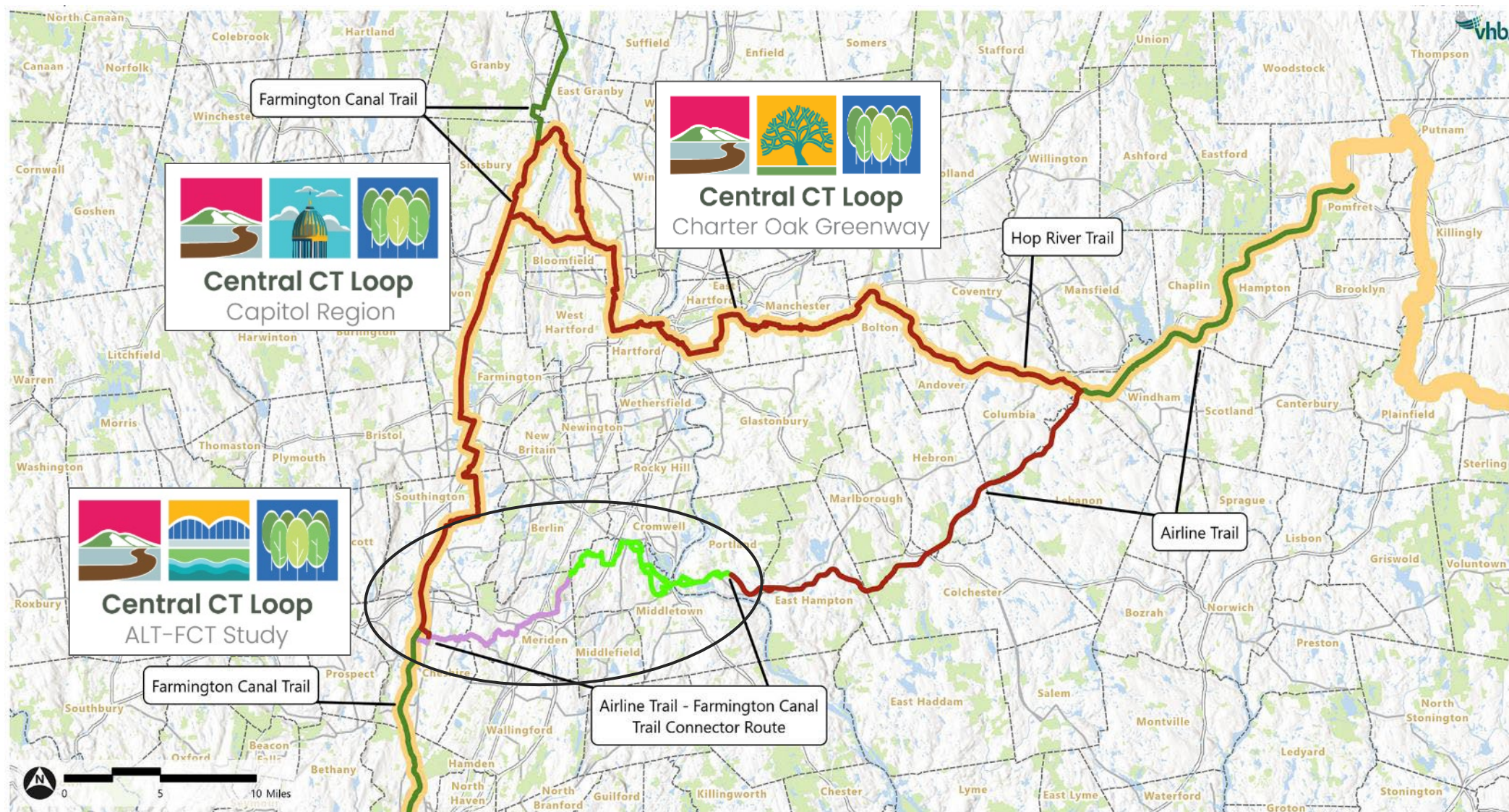


Summary of Public Engagement

- 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)
 - June 10, 2024 Routing Workshop _____
 - Today's Final Information Meeting
- RiverCOG Board presentations
- Project Web Page:
www.rivercog.org/plans/cctloopstudy/

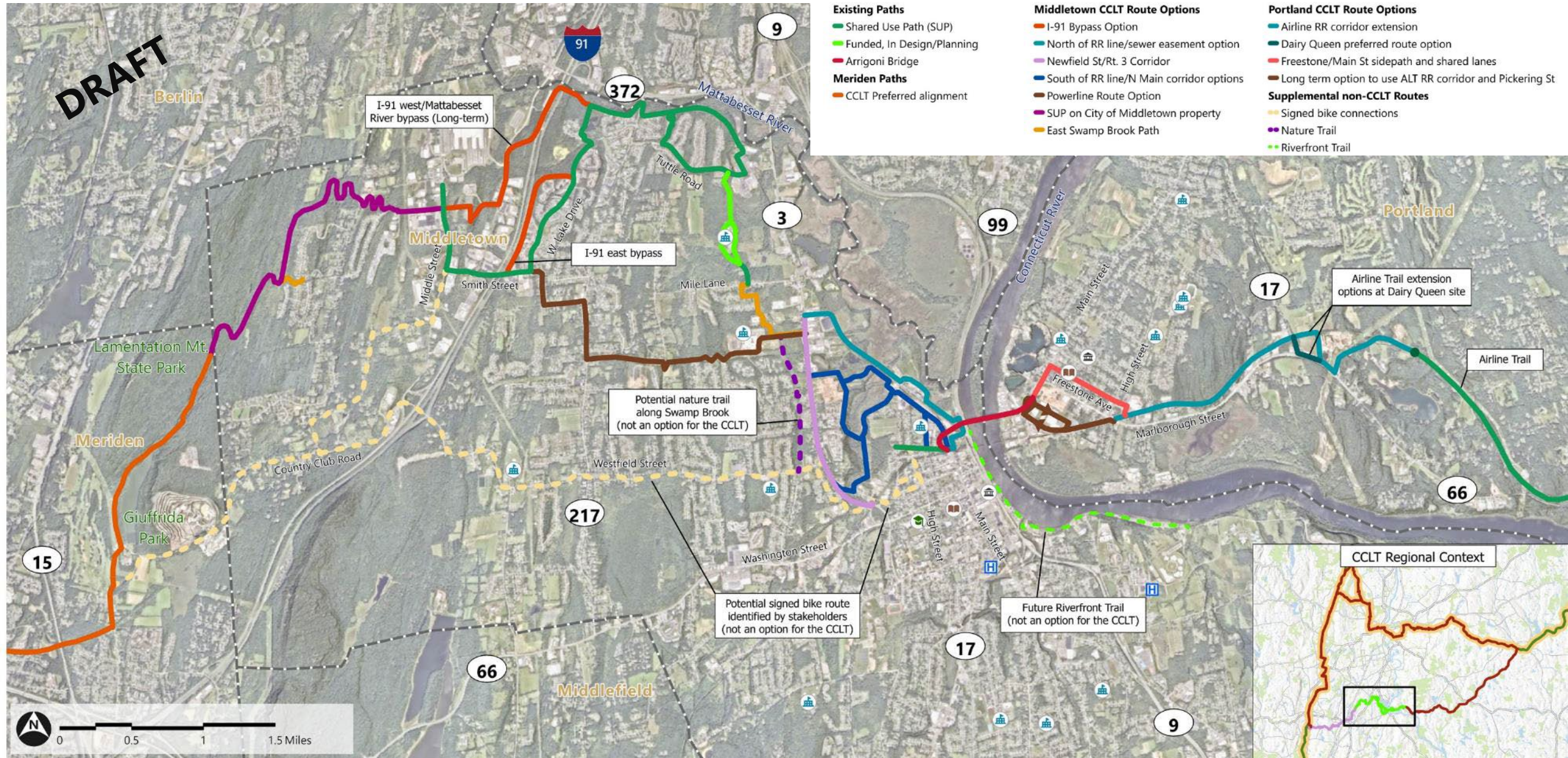


Central Connecticut Loop Trail (111 miles)



— 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

CCLT Route Alternatives Under Consideration



CCLT Route Alternatives Evaluation

Evaluation Criteria and weighting informed by:

- Project goals
- Technical Advisory Committee input
- Input from the June public meeting

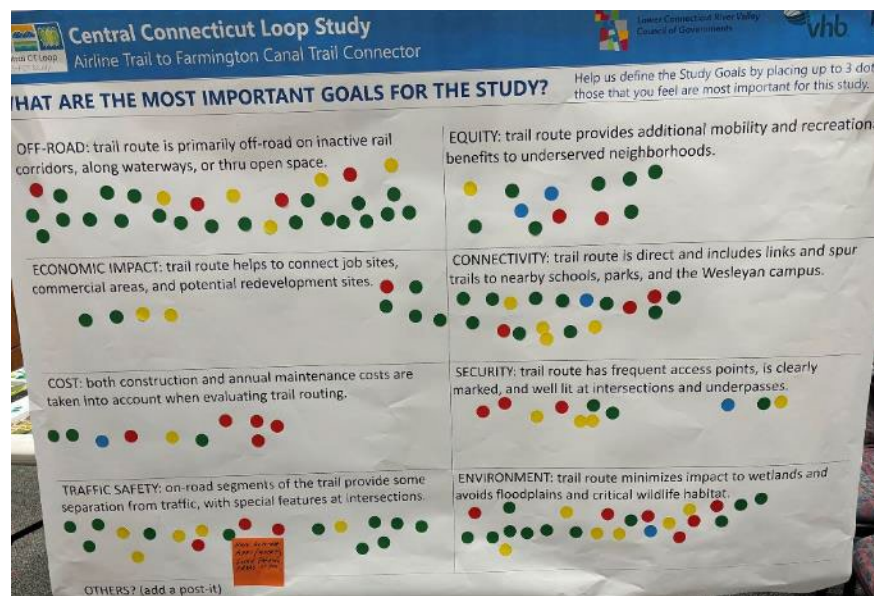


TABLE 1: EVALUATION CRITERIA

Key Issue	Criteria (up to 5 points each)	Weight	Weighted Score Max.
OFF ROAD	Trail route is to be primarily off-road incorporating rail corridors, waterways, and/or through open space	3	15
TRAFFIC SAFETY	On-road segments of the trail are to provide some separation from traffic, with a minimal number of trail crossings of roadways and driveways	2	10
ENVIRONMENT	Trail route 1) minimizes impact to formally designated wetlands, and 2) avoids floodplains and critical wildlife habitat areas	2	10
SECURITY	Trail route is to have frequent access points and will ultimately include wayfinding signage and be well lit at intersections and underpasses	1	5
COST	Both construction and annual maintenance costs are taken into account when evaluating trail routing	1	5
CONNECTIVITY	Trail route is 1) intended to be direct, 2) connect to nearby housing, and 3) provide links to schools, parks, retail businesses, and other civic institutions.	3	15
ECONOMIC IMPACT	Trail route helps to connect job sites and commercial areas (some of which may offer potential redevelopment opportunities)	1	5
EQUITY	Trail route provides additional mobility, recreational benefits, and green infrastructure (e.g., more trees) to underserved neighborhoods	1	5
Experience	Trail route avoids steep hills where possible and offers a pleasing experience with visual access to nature and minimal exposure to busy roadways	2	10
TOTAL			80

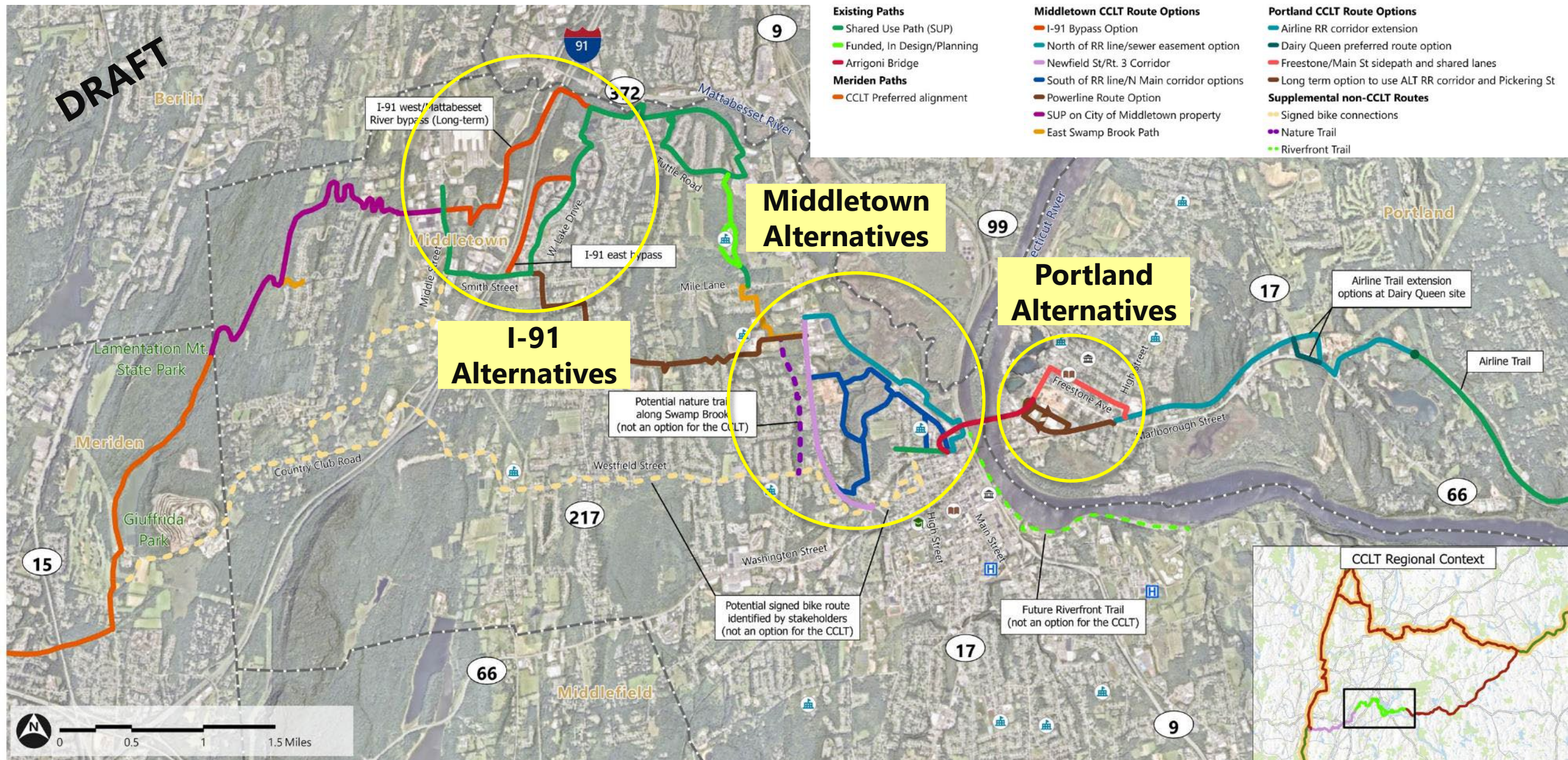
CCLT Route Alternatives Evaluation

Evaluation Matrix

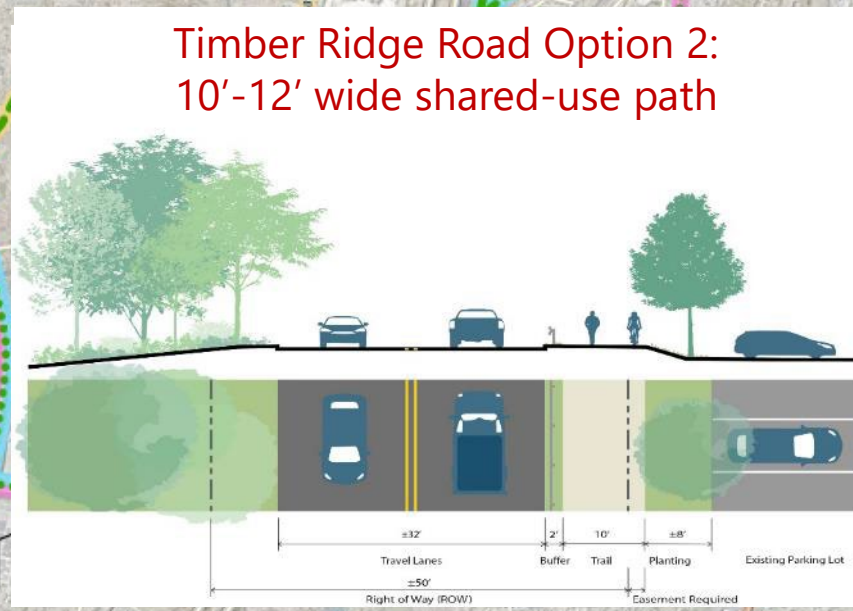
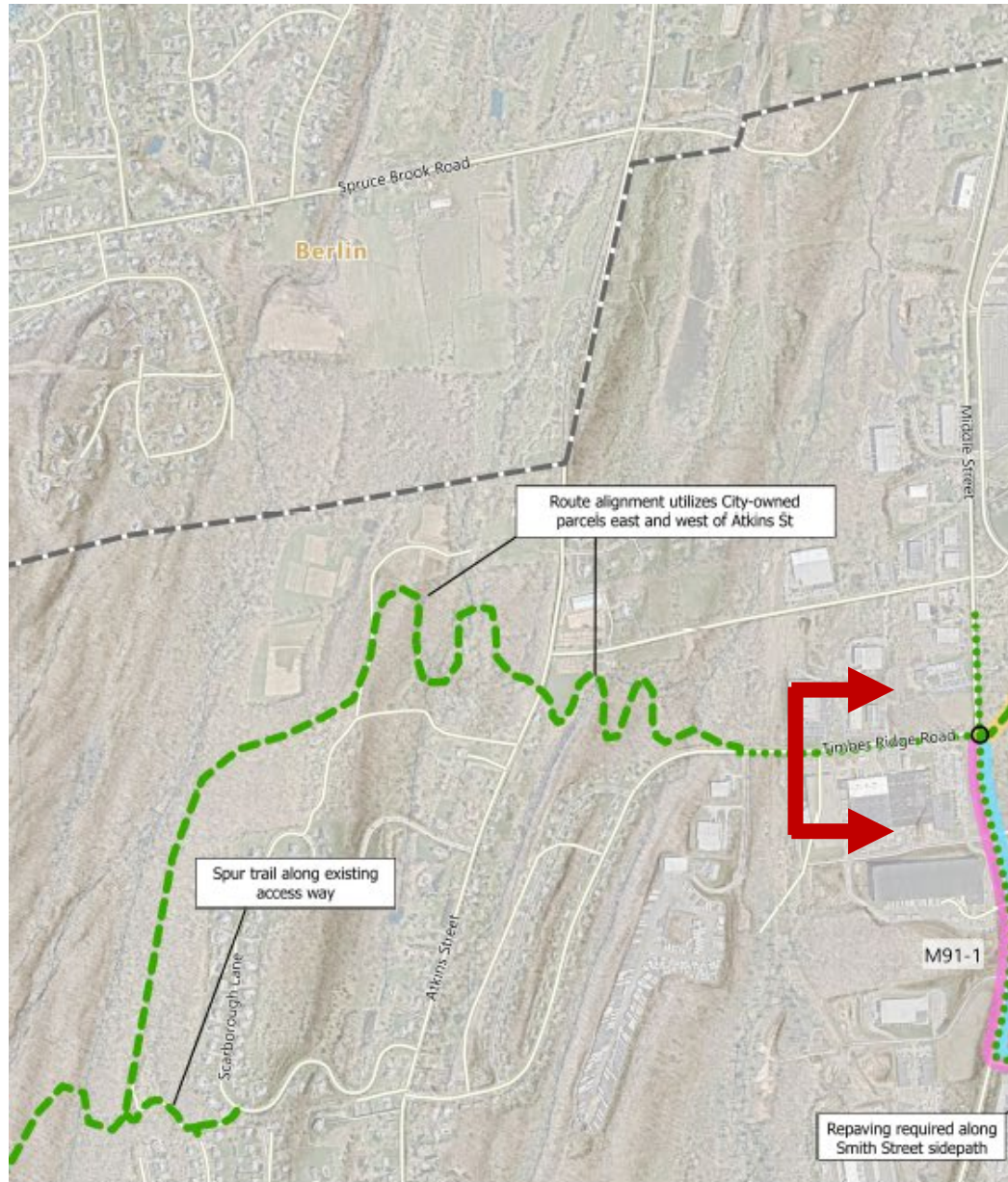
- Includes scores for each criterion for segments of the CCLT route that includes alternative alignments:
 - I-91 area
 - Coginchaug River area
 - Downtown Portland

DRAFT Trail Alternatives Evaluation Matrix - Oct 9, 2024																			
Criteria	Weighting	Available Points	I-91 Alignment Alternatives			Middletown Alignment Alternatives												Portland Alignment Alt's	
			M91-1	M91-2	M91-3	M1	M2			M3			M4			P1	P2		
			Score	Score	Score	Score	M2A	M2B	M2C	M3A	M3B	M3C	M4A	M4B	M4C	Score	Score		
Off-Road			15	15	15	12	9	15	15	12	15	15	3	15	15	3	6		
Prioritizes options which provide the most separation from traffic	3	0-15	5	5	5	4	3	5	5	4	5	5	1	5	5	1	2		
Traffic Safety			6	8	4	4	4	10	10	4	10	8	2	10	8	2	4		
Prioritizes options that have the fewest vehicular interruptions	2	0-10	3	4	2	2	2	5	5	2	5	4	1	5	4	1	2		
Environment			8	8	6	5	10	7	4	5	2	10	10	5	10	10	10		
Prioritizes options that have minimal impacts to wetlands, 100-year floodplains, and other environmental conditions	2	0-10	4	3	1	1	5	3	1	3	1	5	5	1	5	5	5		
			4	5	5	4	5	4	3	2	1	5	5	4	5	5	5		
Security			4	2	2	1	5	4	2	5	1	5	4	3	5	5	3		
Prioritizes options that have easy access and are not isolated from nearby roadways, businesses, and neighborhoods	1	0-5	4	2	2	1	5	4	2	5	1	5	4	3	5	5	3		
Cost			5	1	1	3	5	4	3	1	2	5	4	5	5	5	3		
Prioritizes options that have direct connections and minimize high cost elements, including bridges, lengthy boardwalks, and switchbacks	1	0-5	5	1	1	3	5	4	3	1	2	5	4	5	5	5	3		
Connectivity			10	10	7	14	11	11	8	10	10	11	11	10	11	12	13		
Prioritizes options with the most connectivity to town centers, the most accessible paths, for the most residents	3	0-15	4	4	5	5	4	5	3	2	2	5	5	5	5	4	5		
			5	5	2	4	4	3	2	5	5	1	5	4	1	3	3		
			1	1	0	5	3	3	3	3	3	5	1	1	5	5	5		
Economic Impact			3	1	3	5	3	1	1	3	1	1	5	1	1	5	5		
Prioritizes options that provide the most direct connection to areas with existing jobs	1	0-5	3	1	3	5	3	1	1	3	1	1	5	1	1	5	5		
Equity			0	0	0	5	5	5	5	5	5	5	5	5	5	5	5		
Prioritizes options that are inside or within 150 feet of an EJ Block Group	1	0-5	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5		
Experience			2	8	8	10	4	8	6	4	8	4	2	8	4	2	4		
Prioritizes options that avoid the steepest grades and are more proximate to natural areas	2	0-10	1	4	4	5	2	4	3	2	4	2	1	4	2	1	2		
Total Score		0-80	53	53	46	59	56	65	54	49	54	64	46	62	64	49	53		

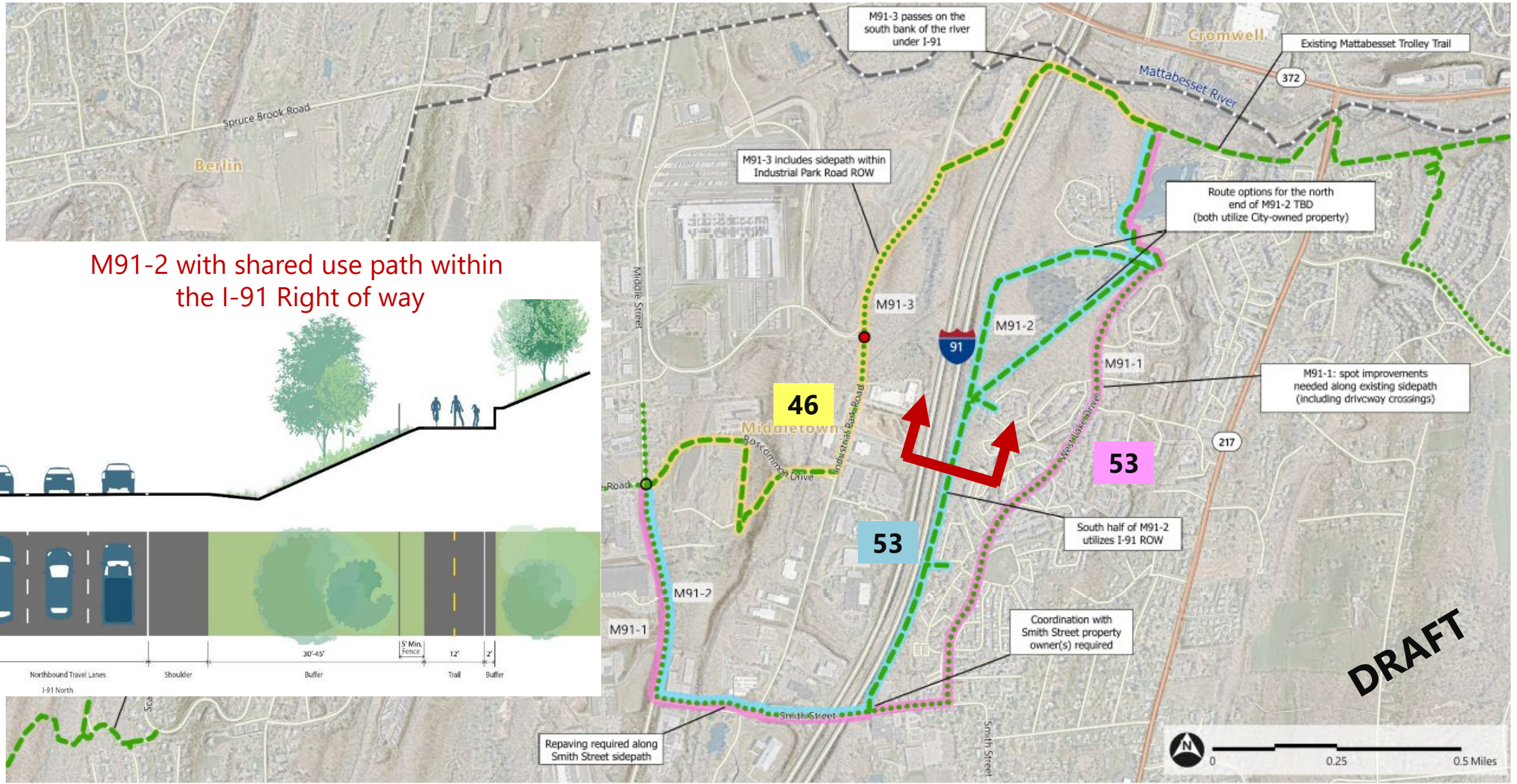
CCLT Route Alternatives Evaluation



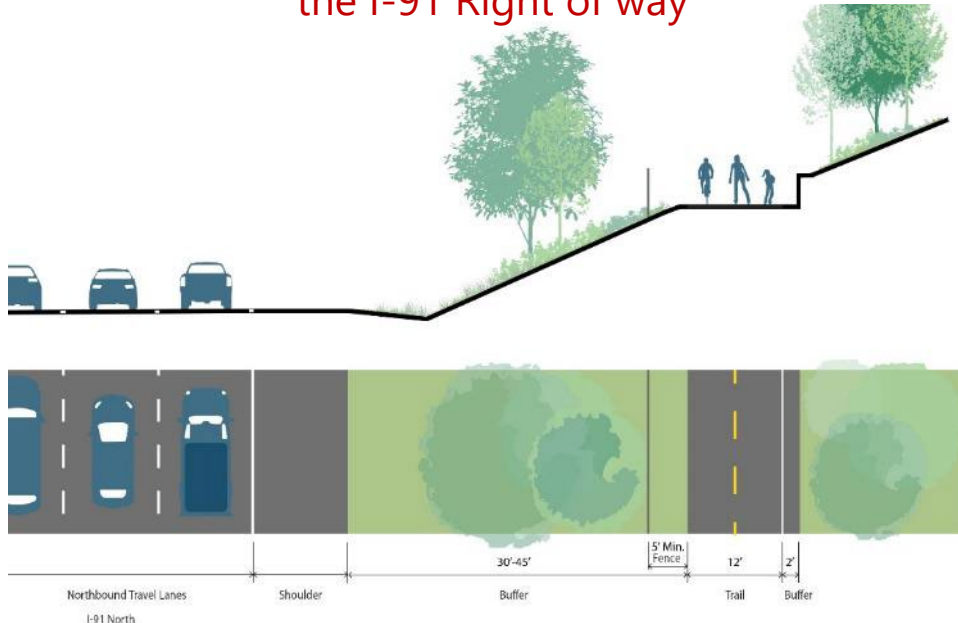
CCLT West of Middle Street



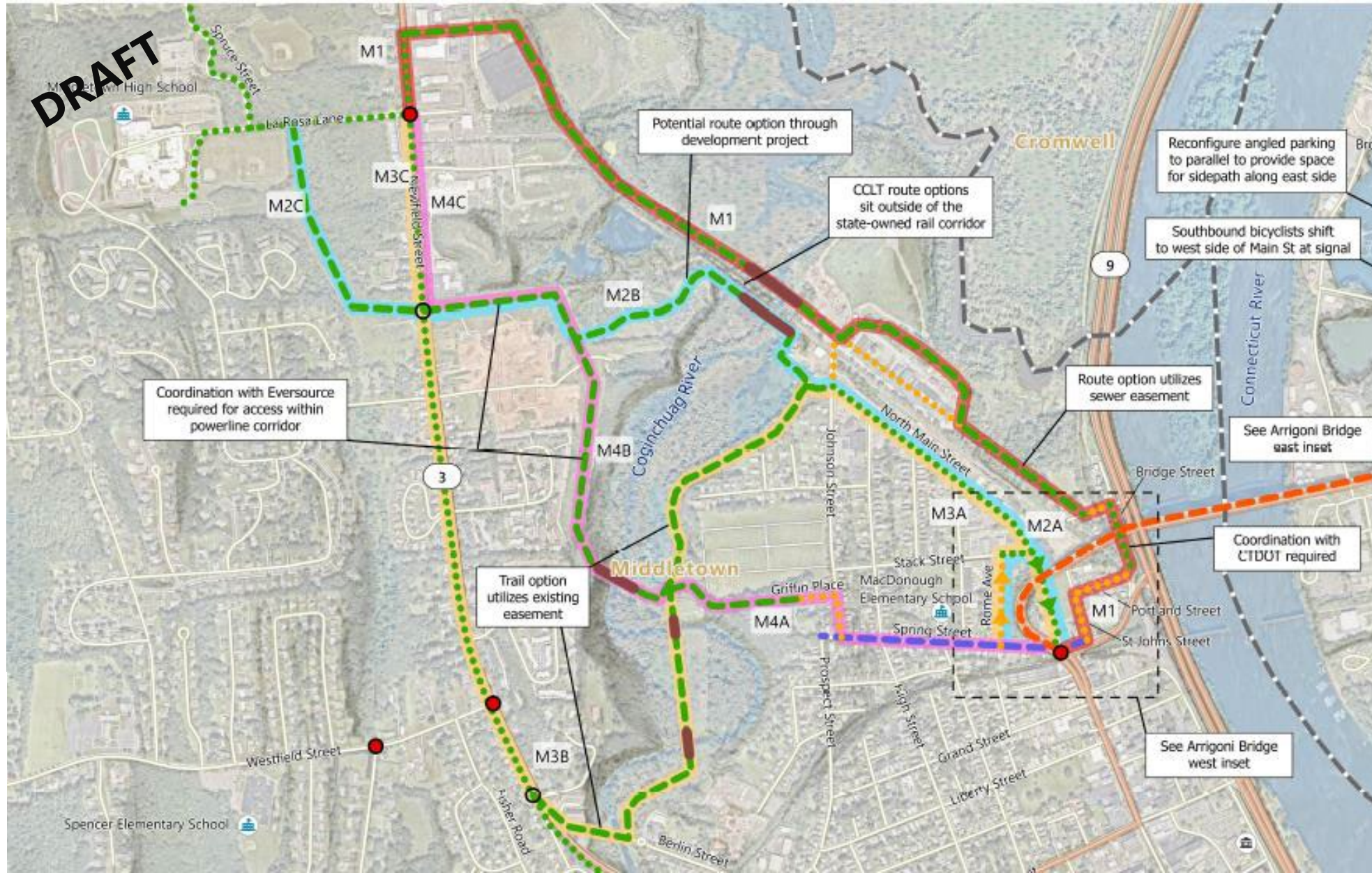
CCLT I-91 Alternatives 1-3



M91-2 with shared use path within the I-91 Right of way

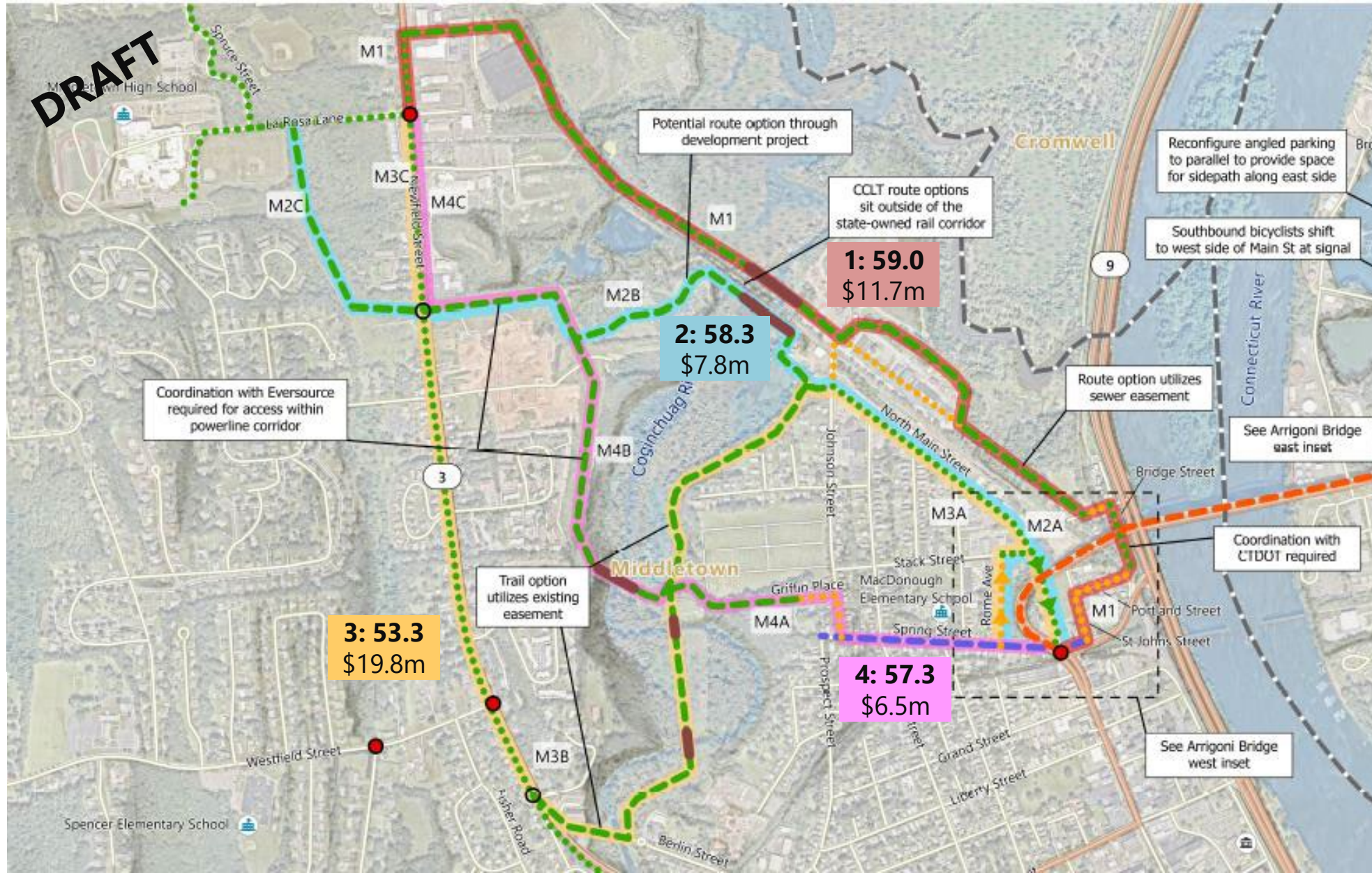


CCLT Middletown Alternatives M1-M4



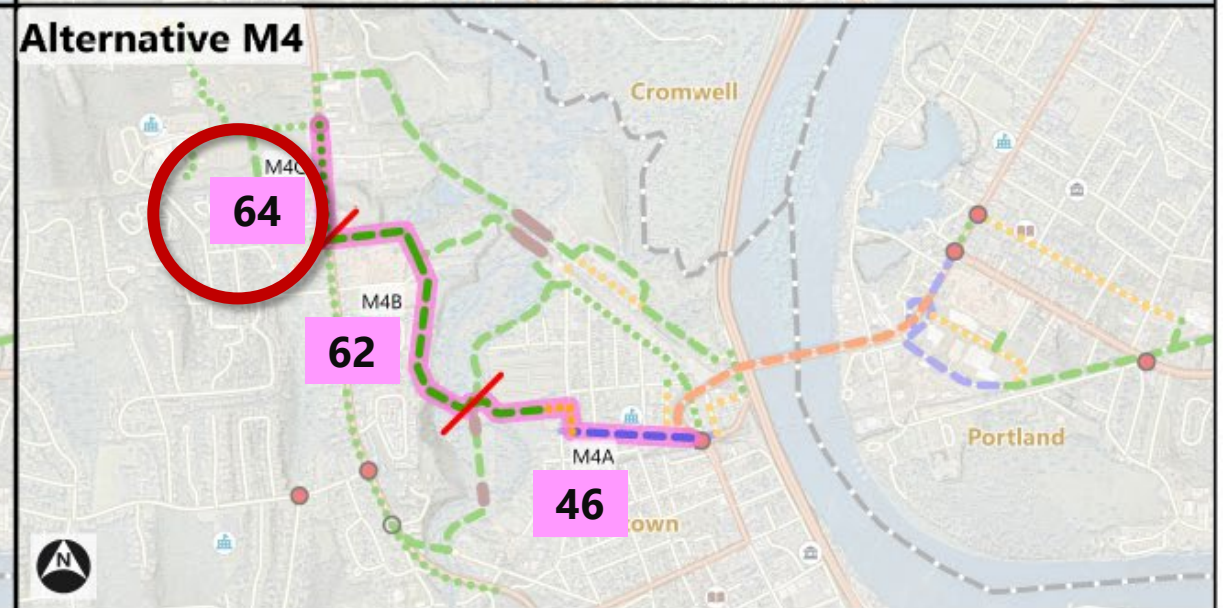
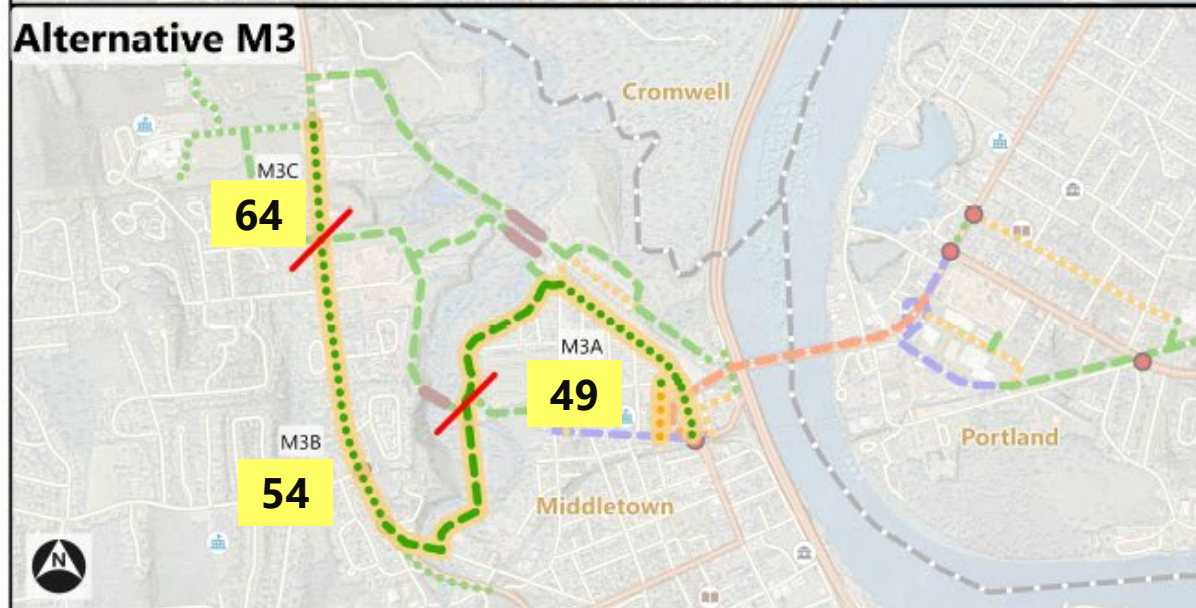
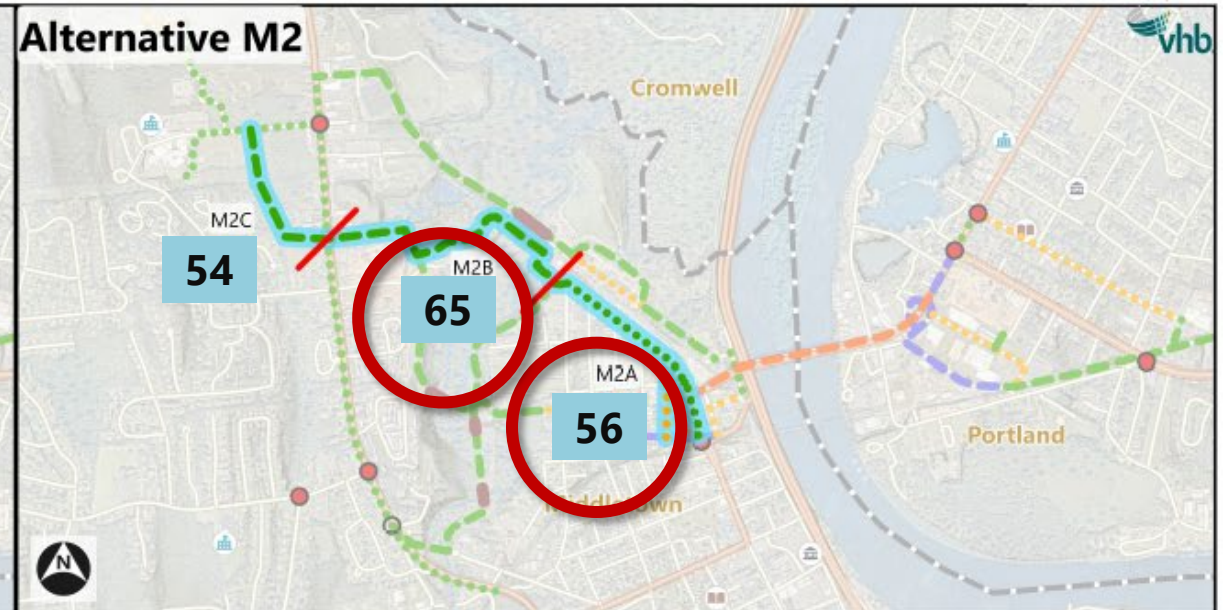
- Local Streets
- Signalized Crossing
- Proposed Crossing (Signal or Beacon)
- Municipal Border
- New Bridge Required
- Bicycle Lane
- Shared Roadway (w/Traffic Calming)
- Shared Roadway (Non-CCLT)
- Shared Use Path
- Shared Use Path (Non-CCLT)
- Sidepath in Road ROW
- Sidewalk Pathway

CCLT Middletown Alternatives M1-M4



- Local Streets
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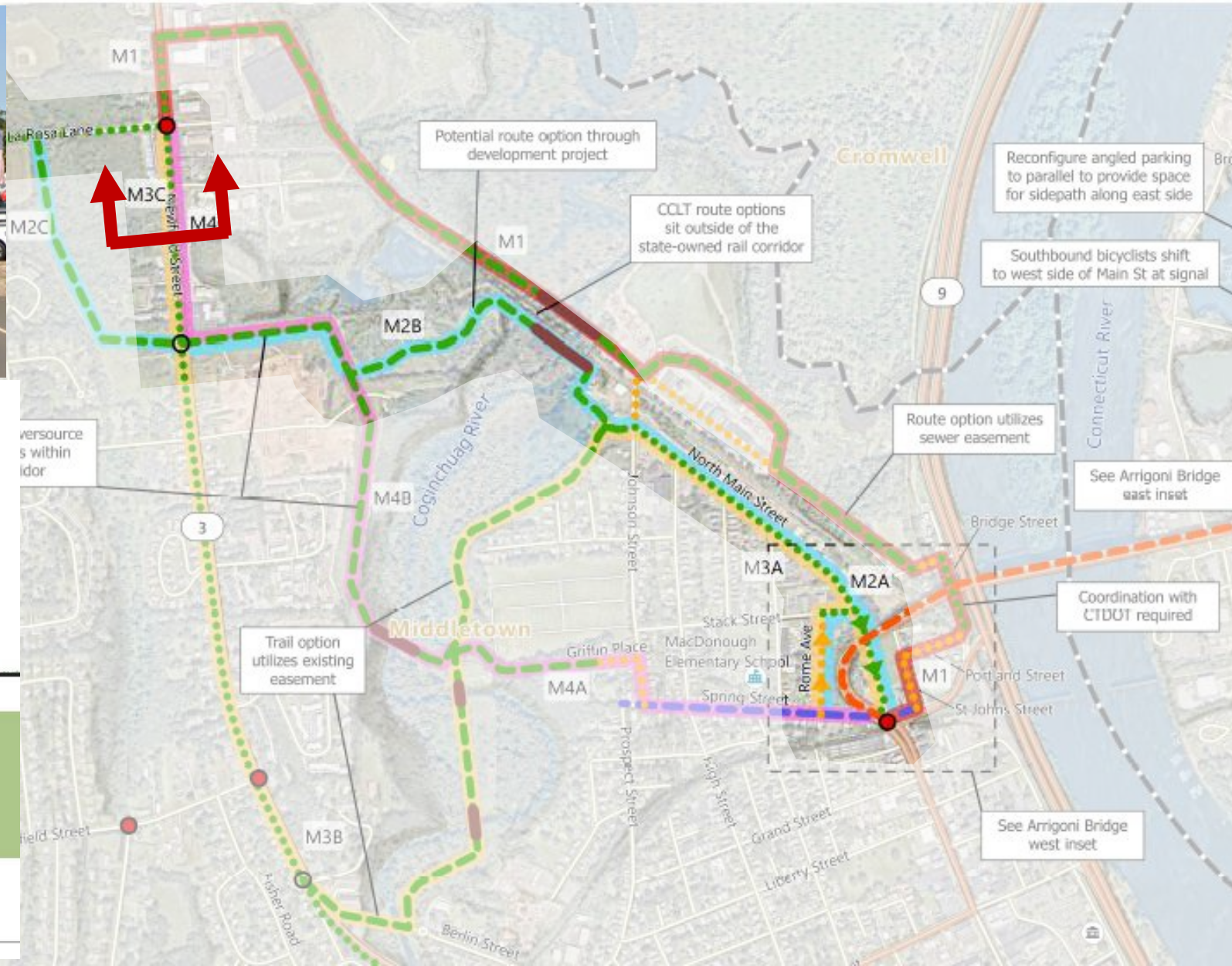
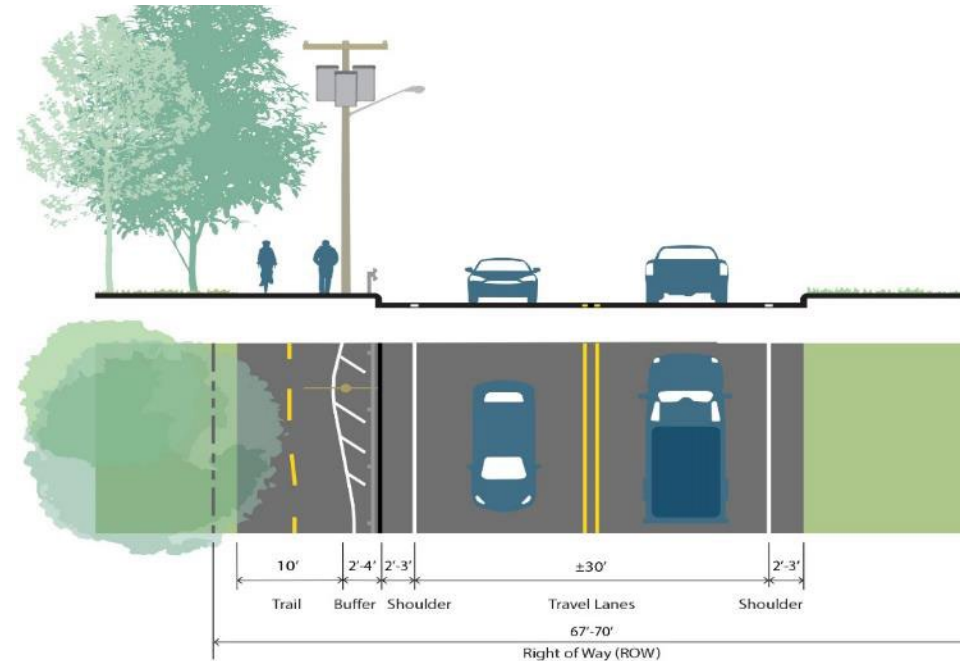
CCLT Middletown Alternatives M1-M4



CCLT Middletown Alternative M2-M4 combo



Newfield Street 10' wide sidepath



CCLT Middletown Alternative M2-M4 combo

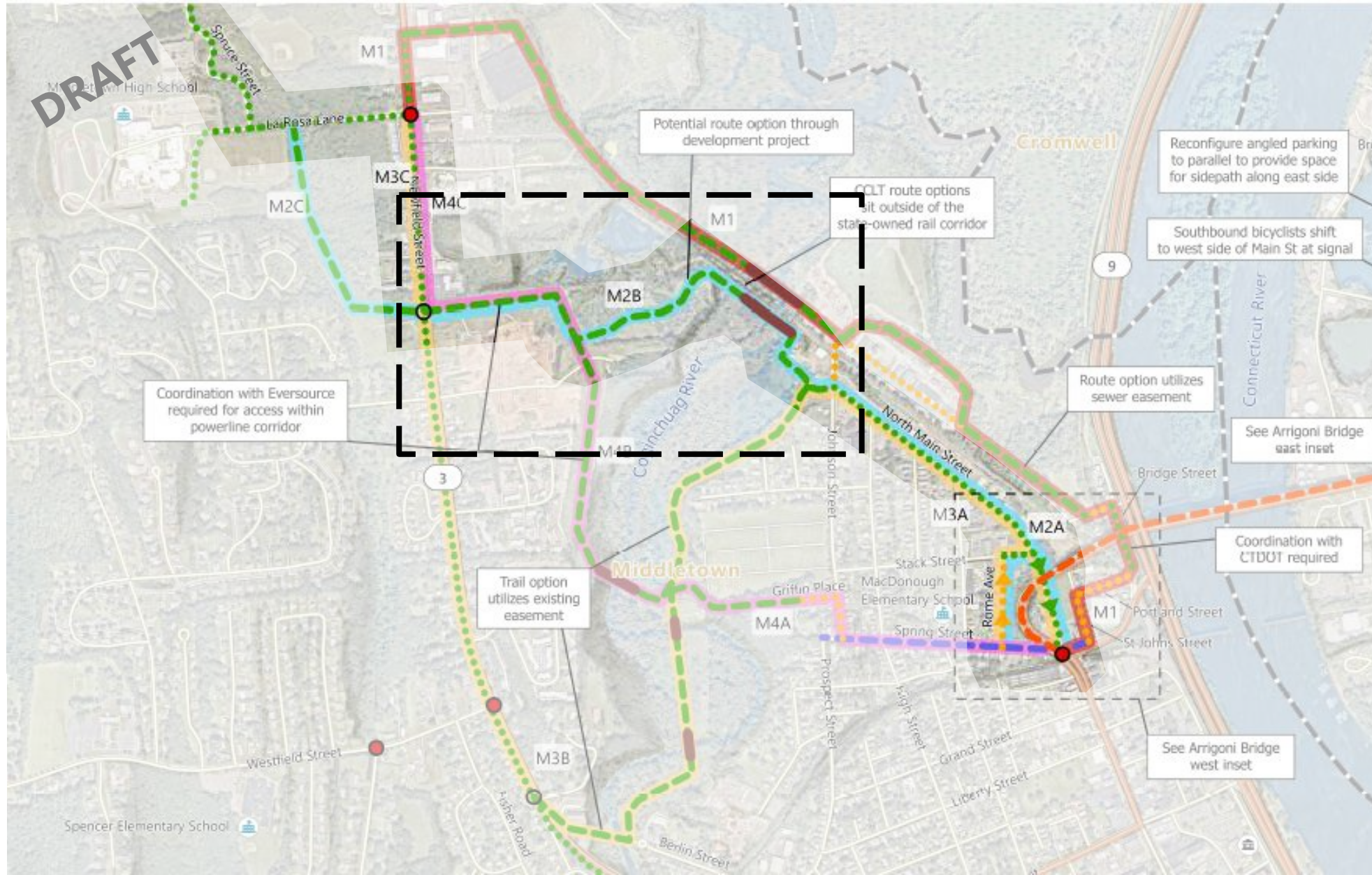


Path crossing of Newfield St



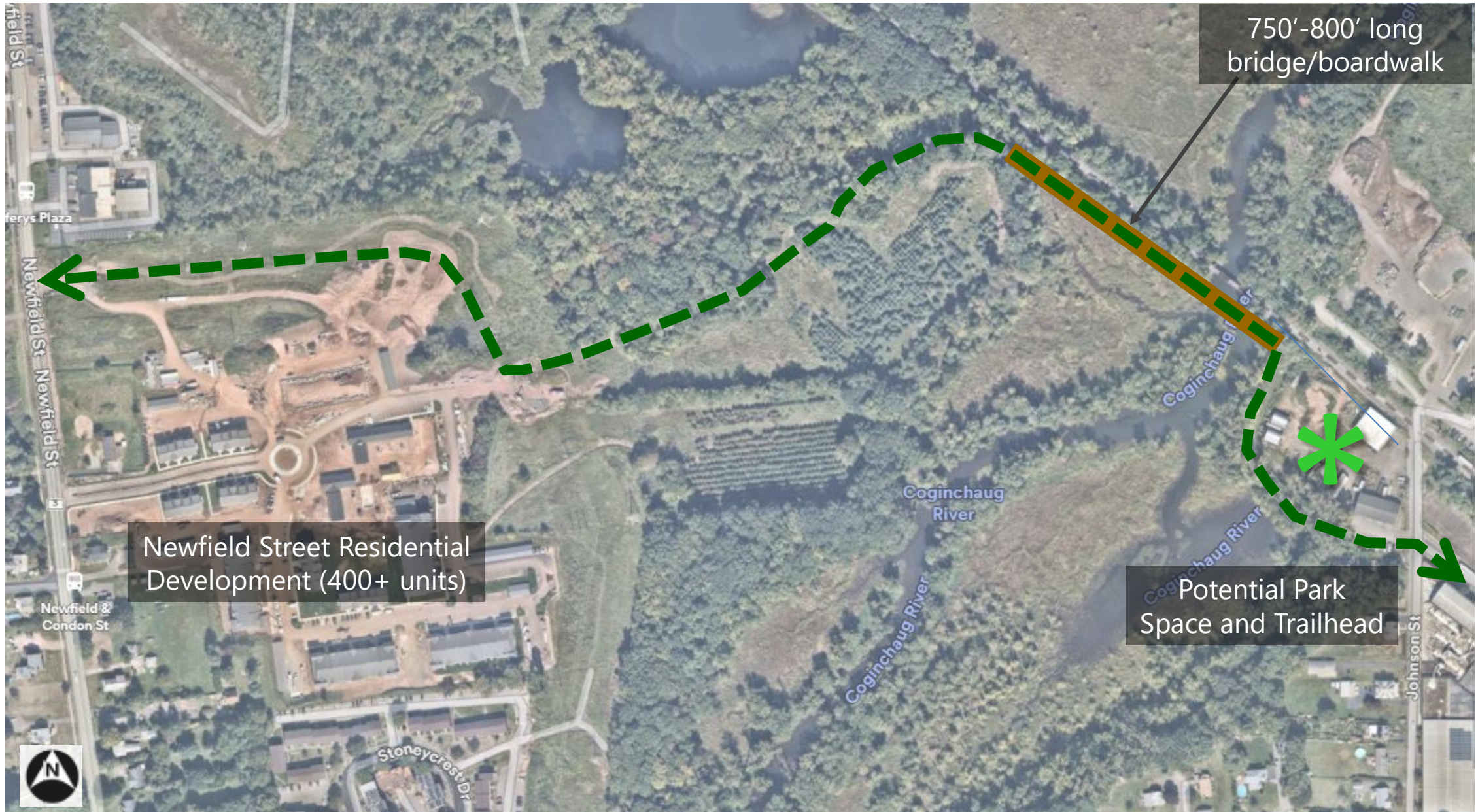
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CCLT Middletown Alternative M2-M4 combo



- Local Streets
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Crossing the Coginchaug River and Floodplain



Crossing the Coginchaug River and Floodplain



Crossing the Coginchaug River and Floodplain

Harlem Valley
Rail Trail,
Millerton NY



Alewife Brook
Greenway,
Arlington MA



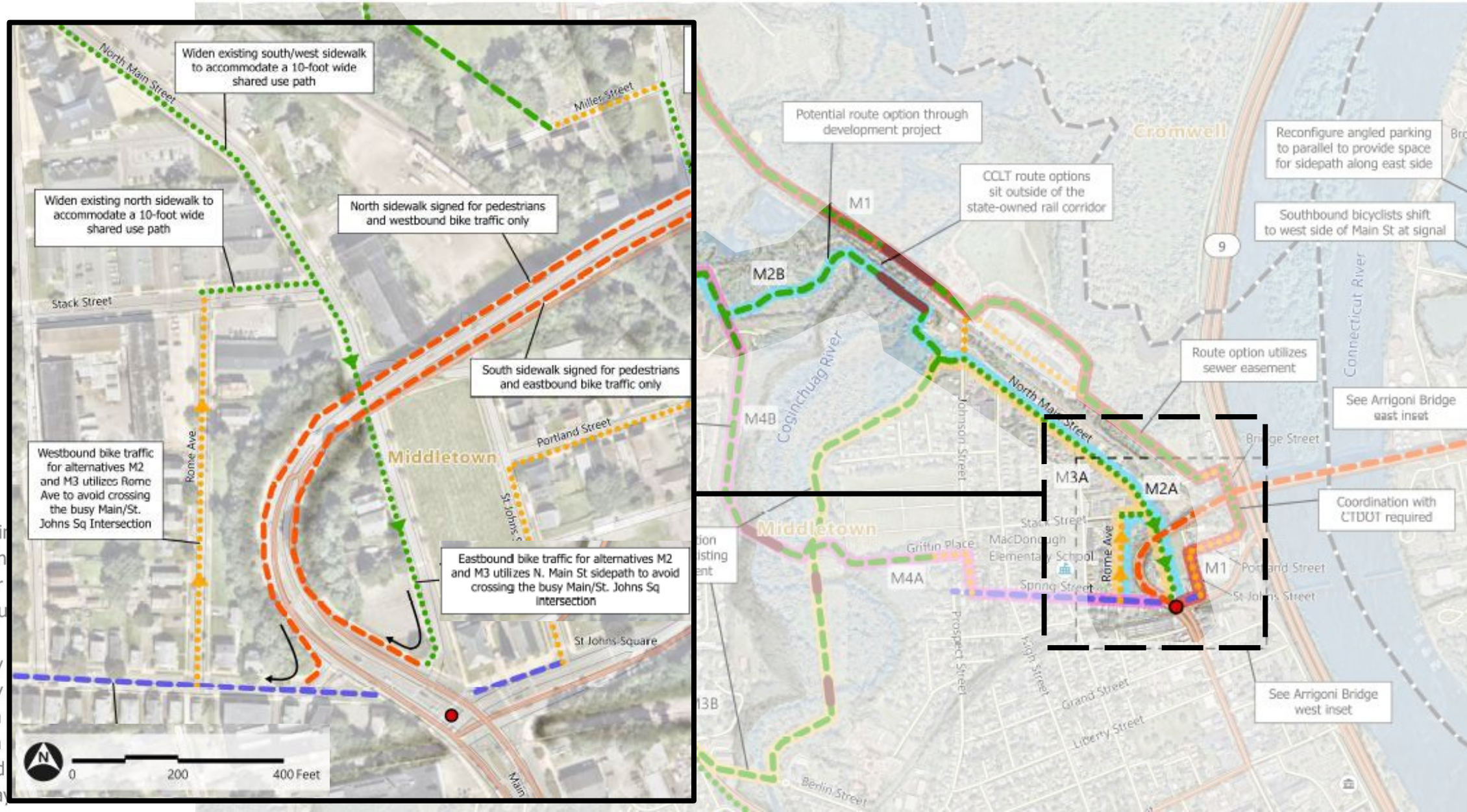
Farmington Canal
Heritage Trail,
Cheshire CT



Mystic River
Greenway,
Somerville MA



CCLT Middletown Arrigoni Bridge Connection



CCLT Middletown Arrigoni Bridge Connection

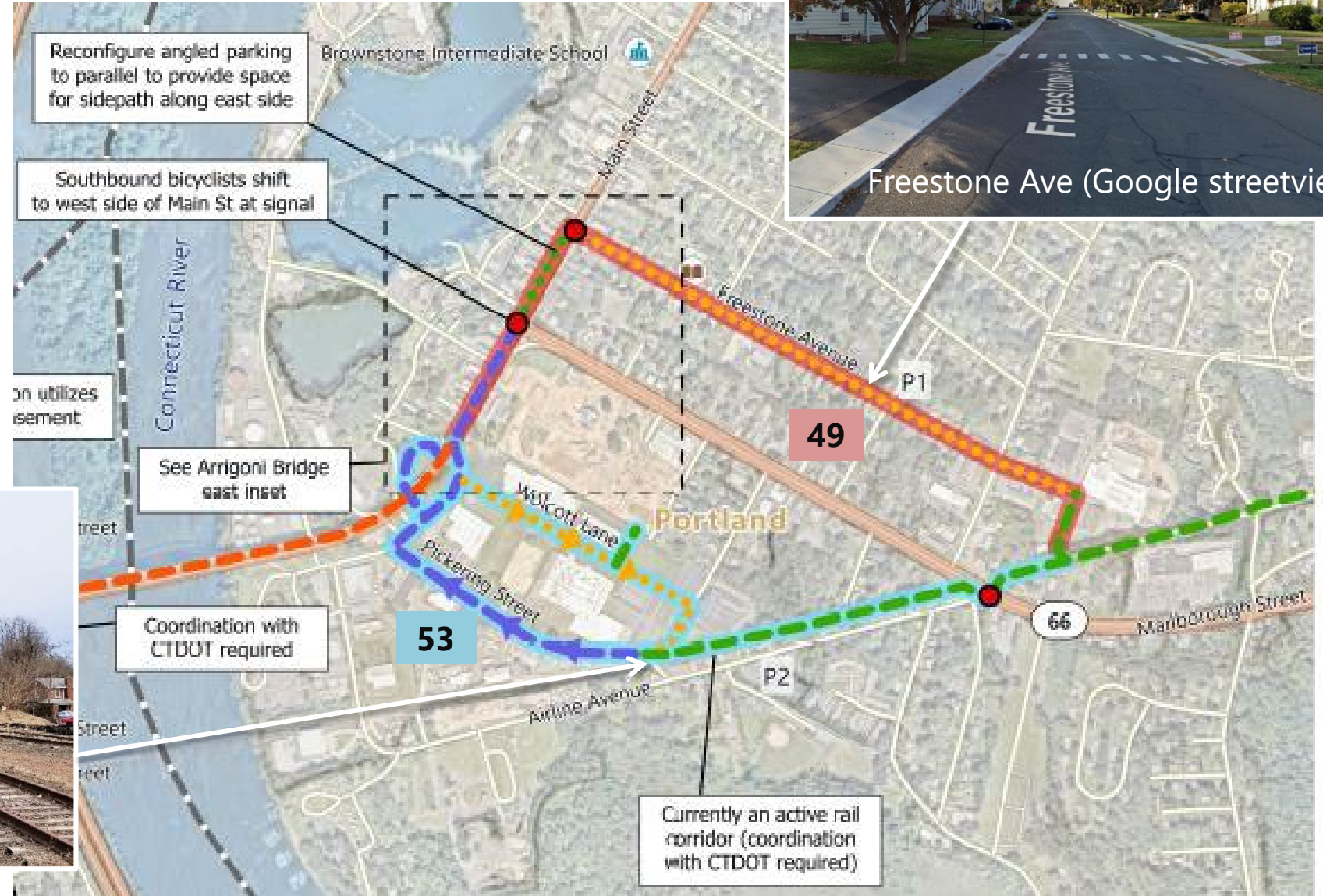


North Main St. view northeast to Johnson St



CCLT Portland Route Alternatives P1-P2

- Local Streets
- Signalized Crossing
- Proposed Crossing (Signal or Beacon)
- ▬ Municipal Border
- ▬ New Bridge Required
- Bicycle Lane
- Shared Roadway (w/Traffic Calming)
- Shared Roadway (Non-CCLT)
- Shared Use Path
- Shared Use Path (Non-CCLT)
- Sidepath in Road ROW
- Sidewalk Pathway

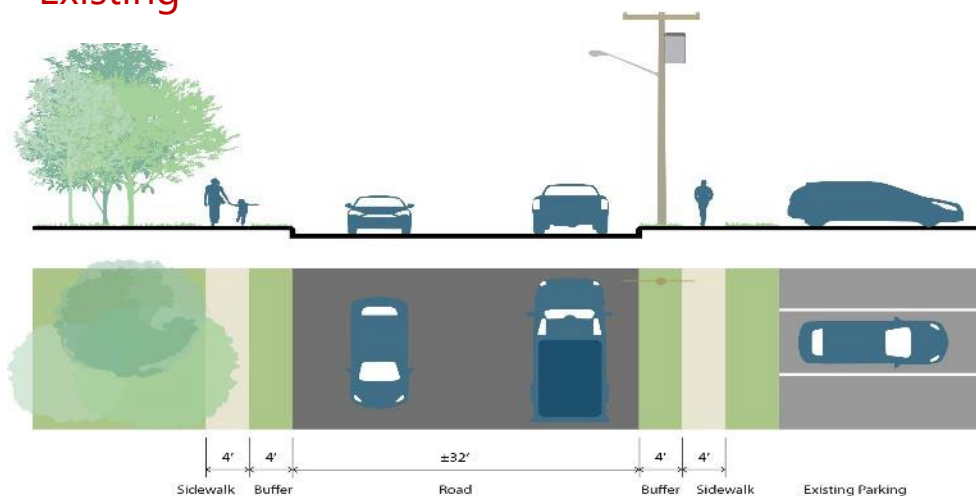


Rail corridor from Pickering St.

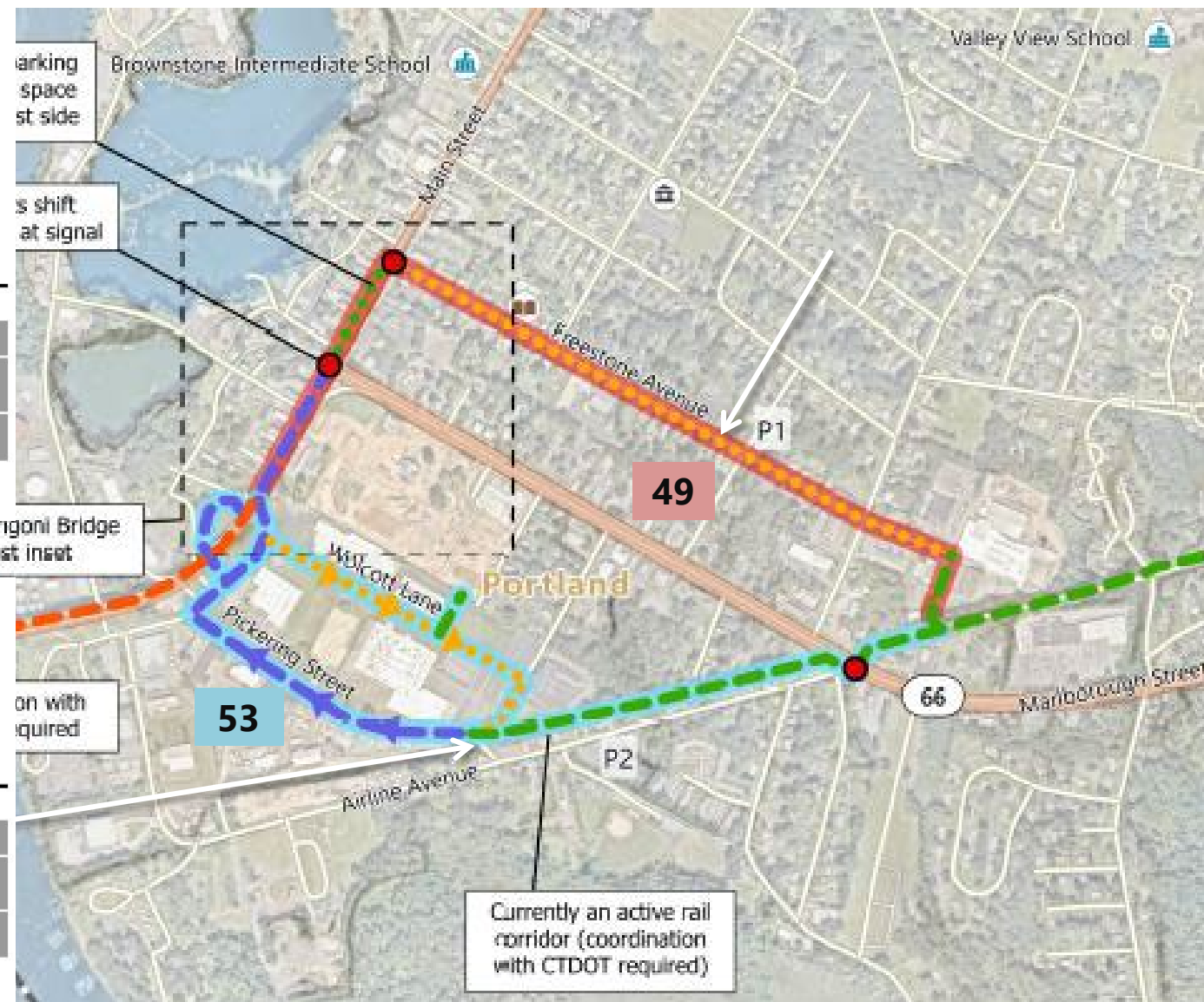
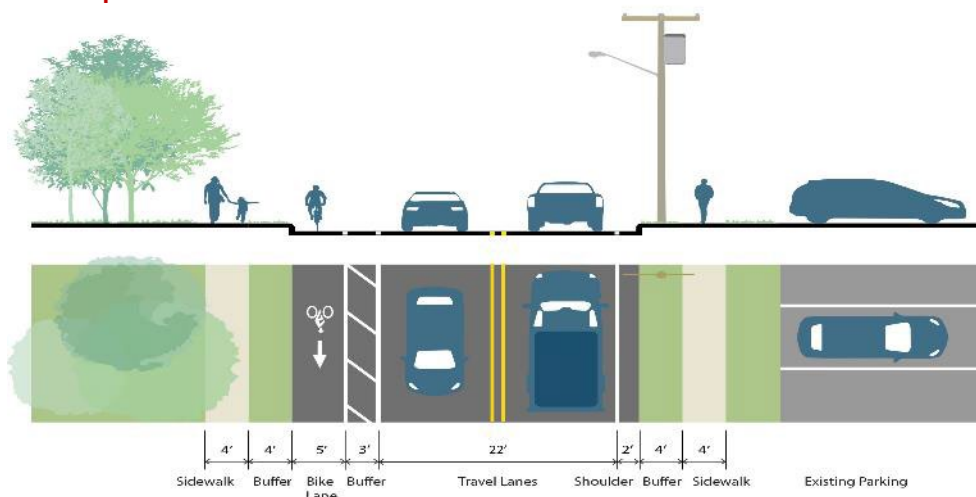
CCLT Portland Route Alternatives P2

Pickering Street

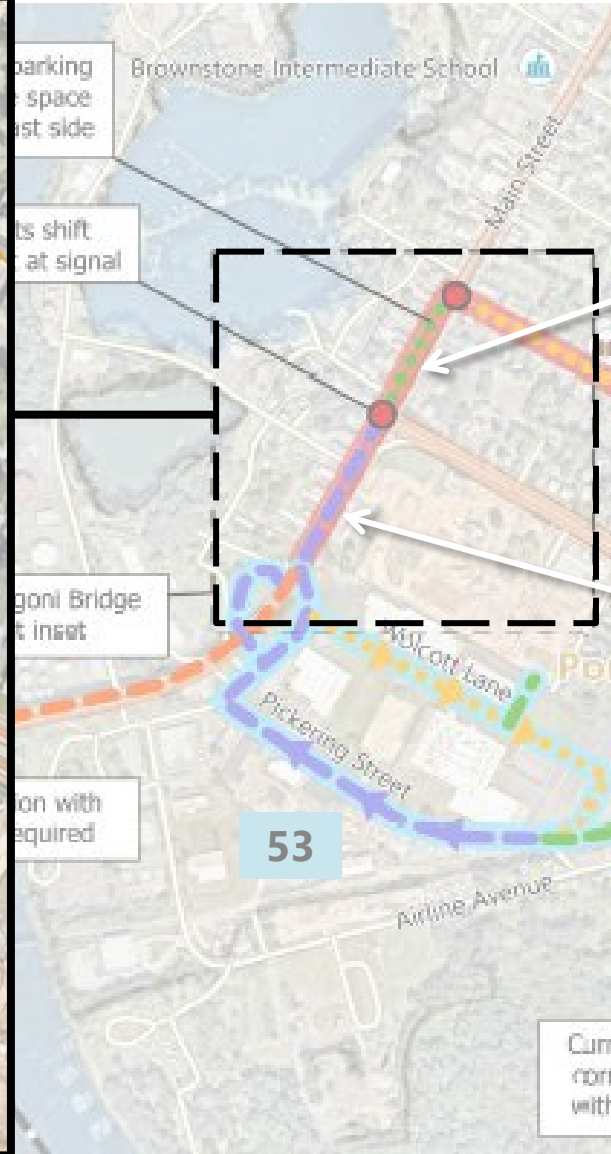
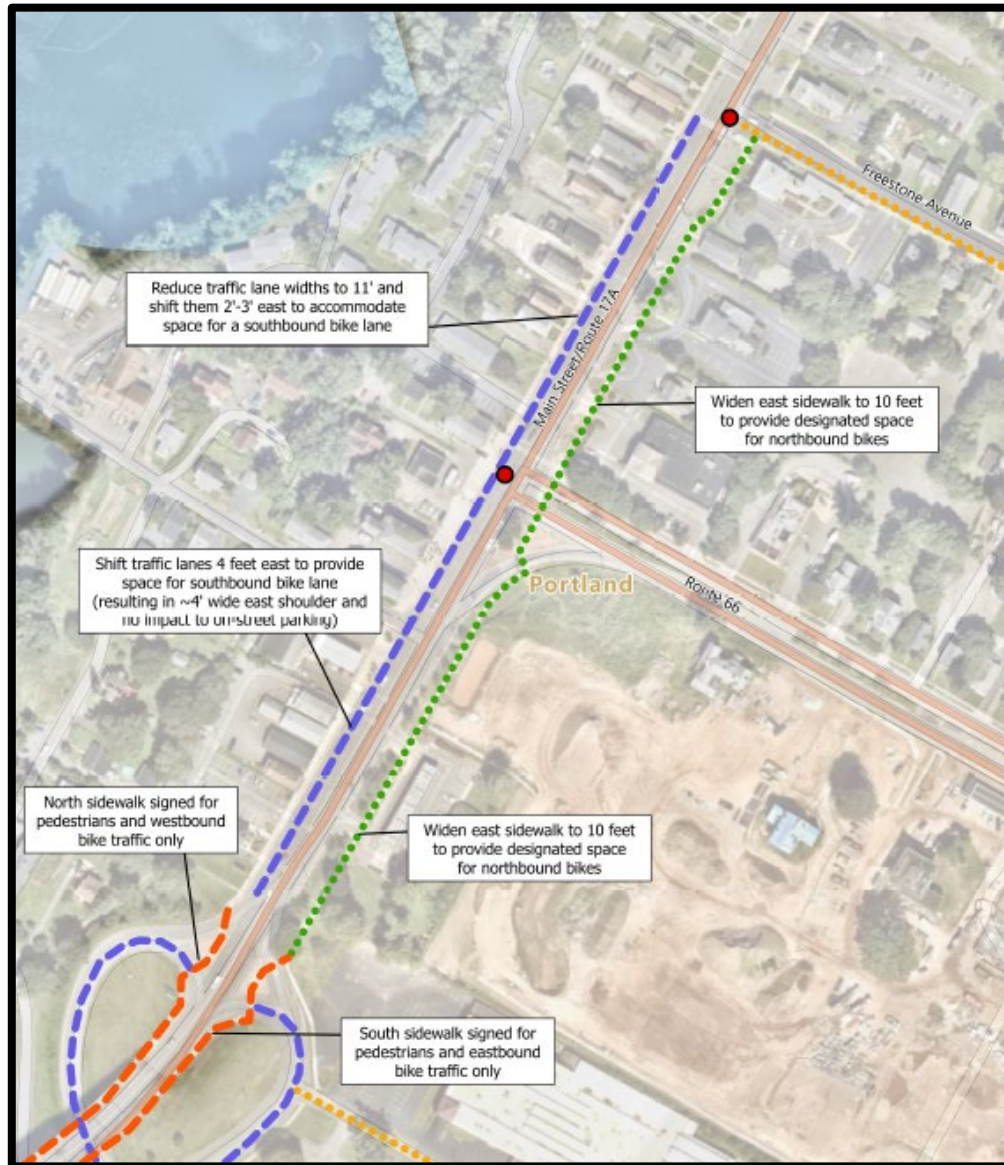
Existing



Proposed

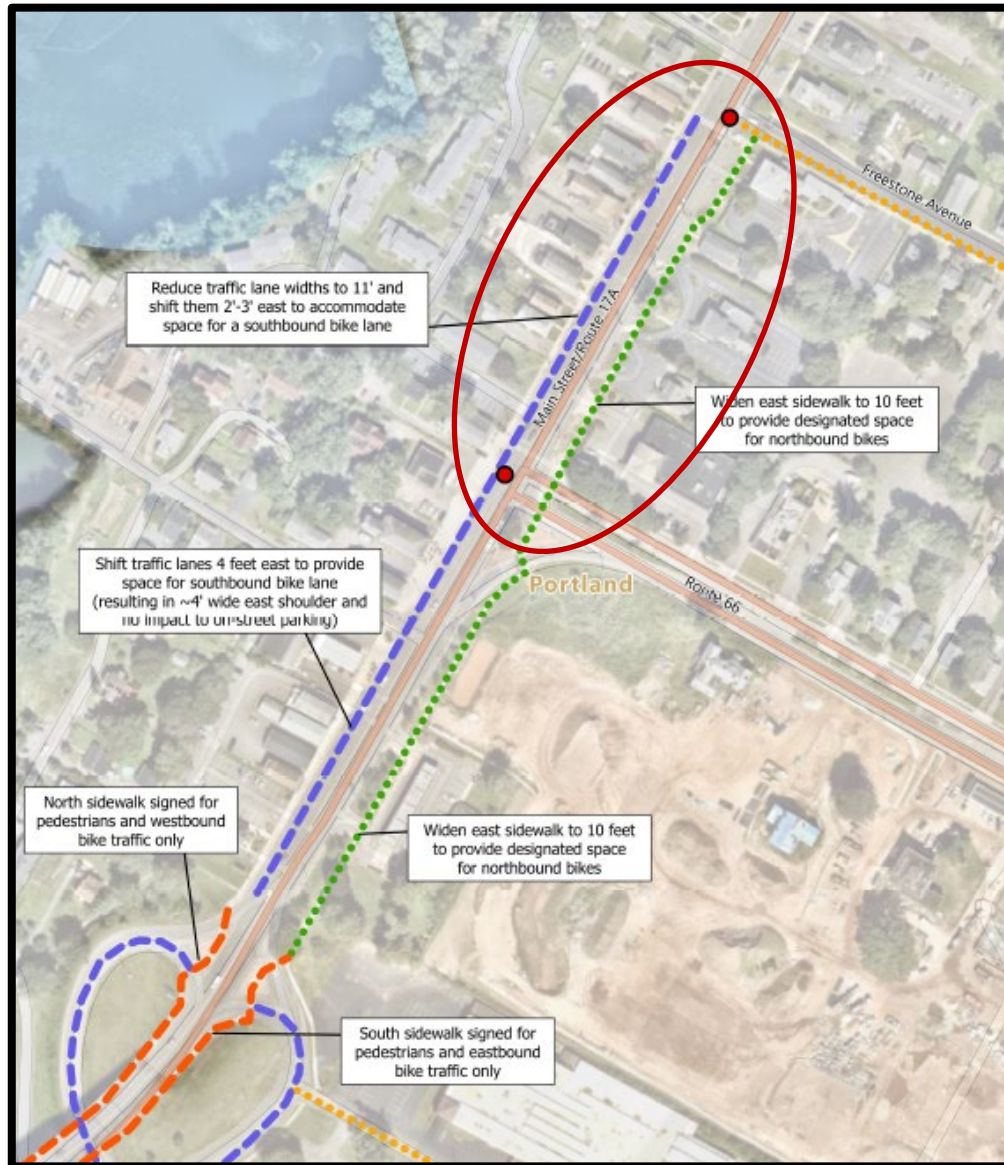


CCLT Portland Route Alternatives P1

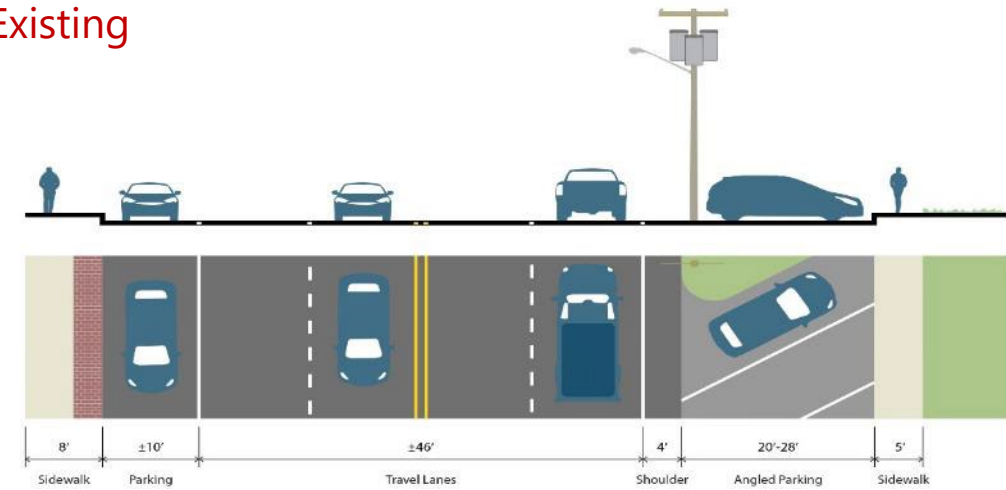


CCLT Portland Route Alternatives P1

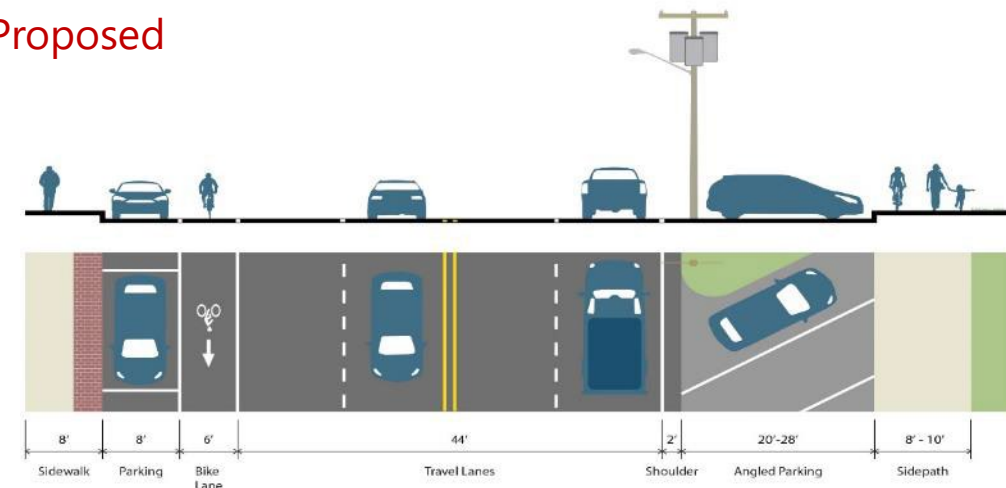
Main Street/Rte. 17A, North of Rte. 66



Existing



Proposed

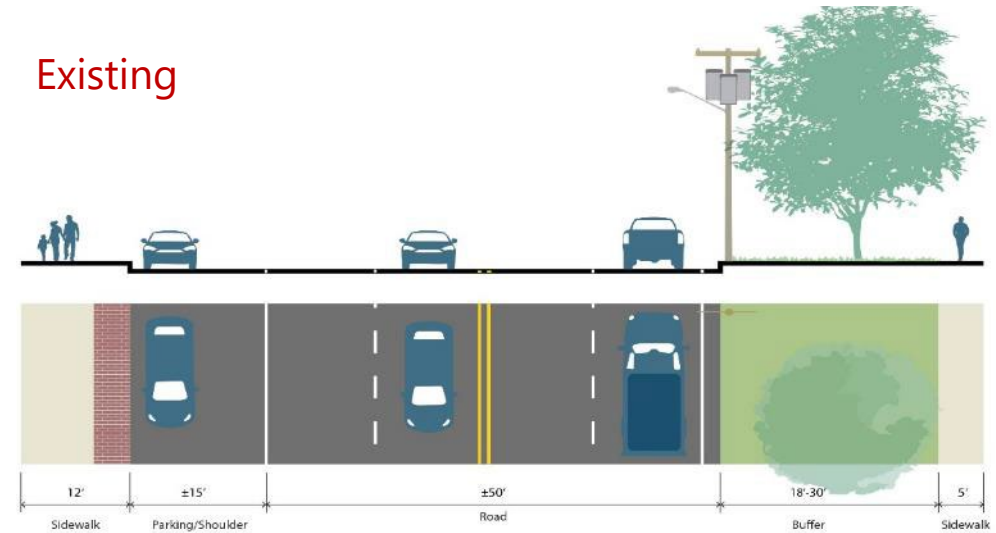


CCLT Portland Route Alternatives P1

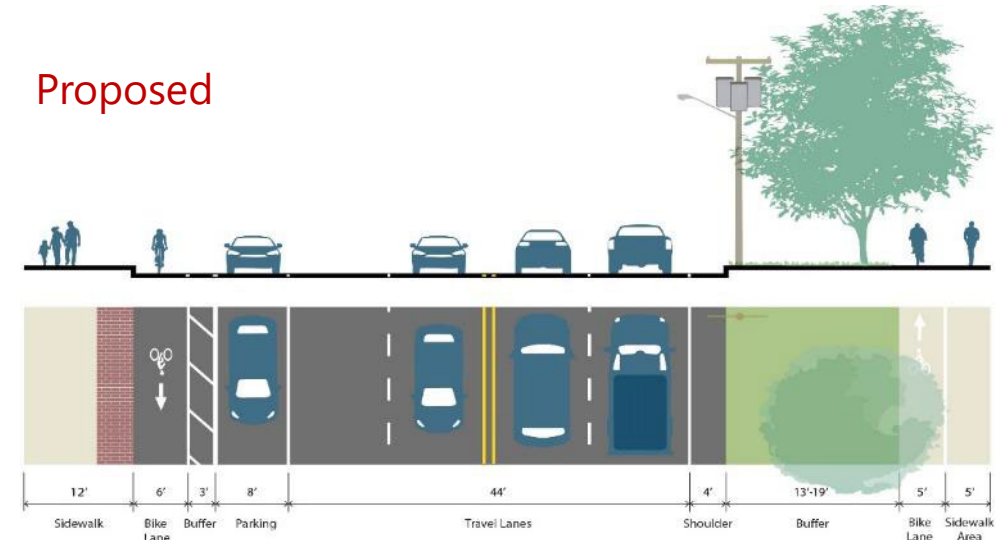


Main Street/Rte. 17A, South of Rte. 66

Existing



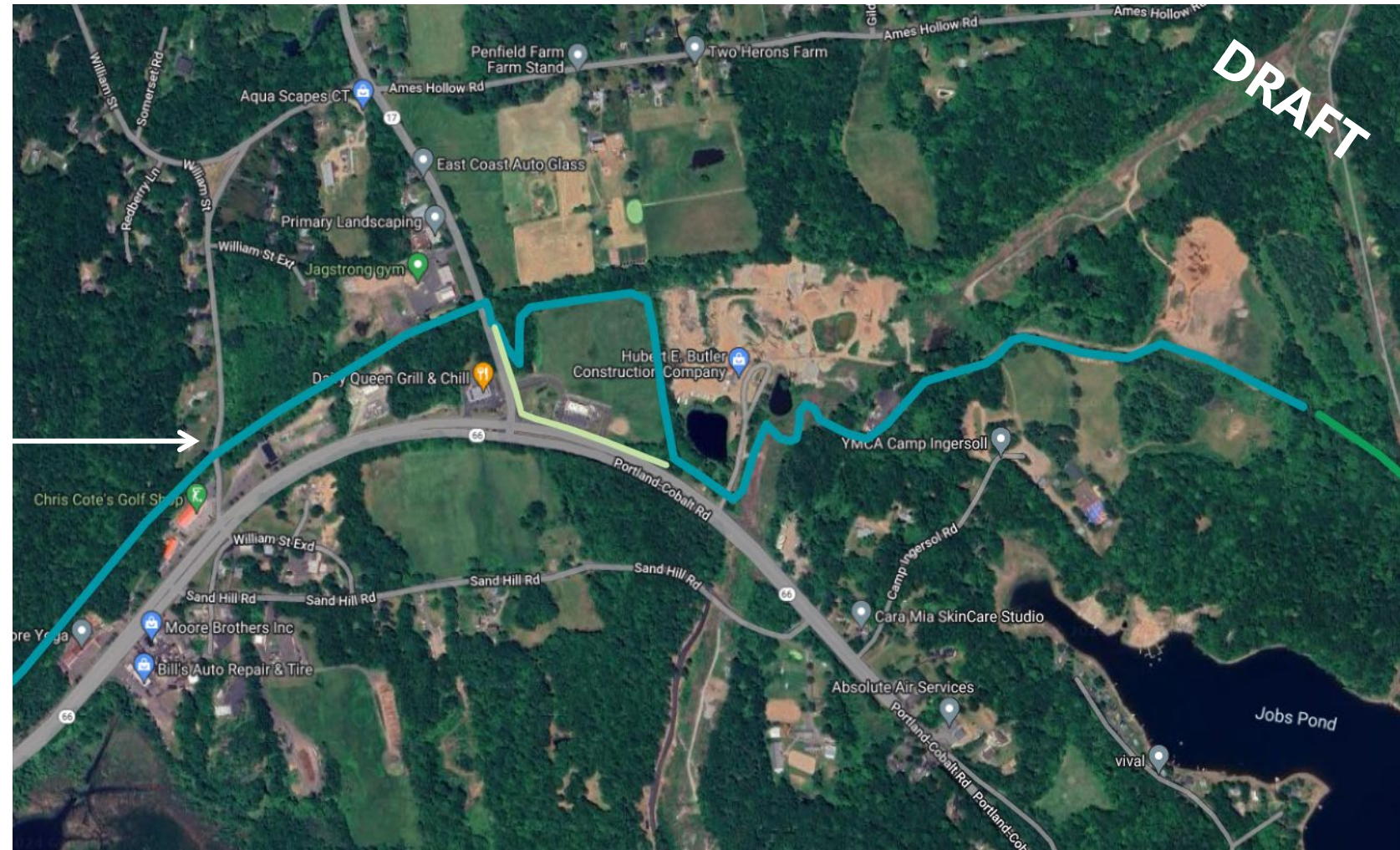
Proposed



Portland Connection to the Airline Trail

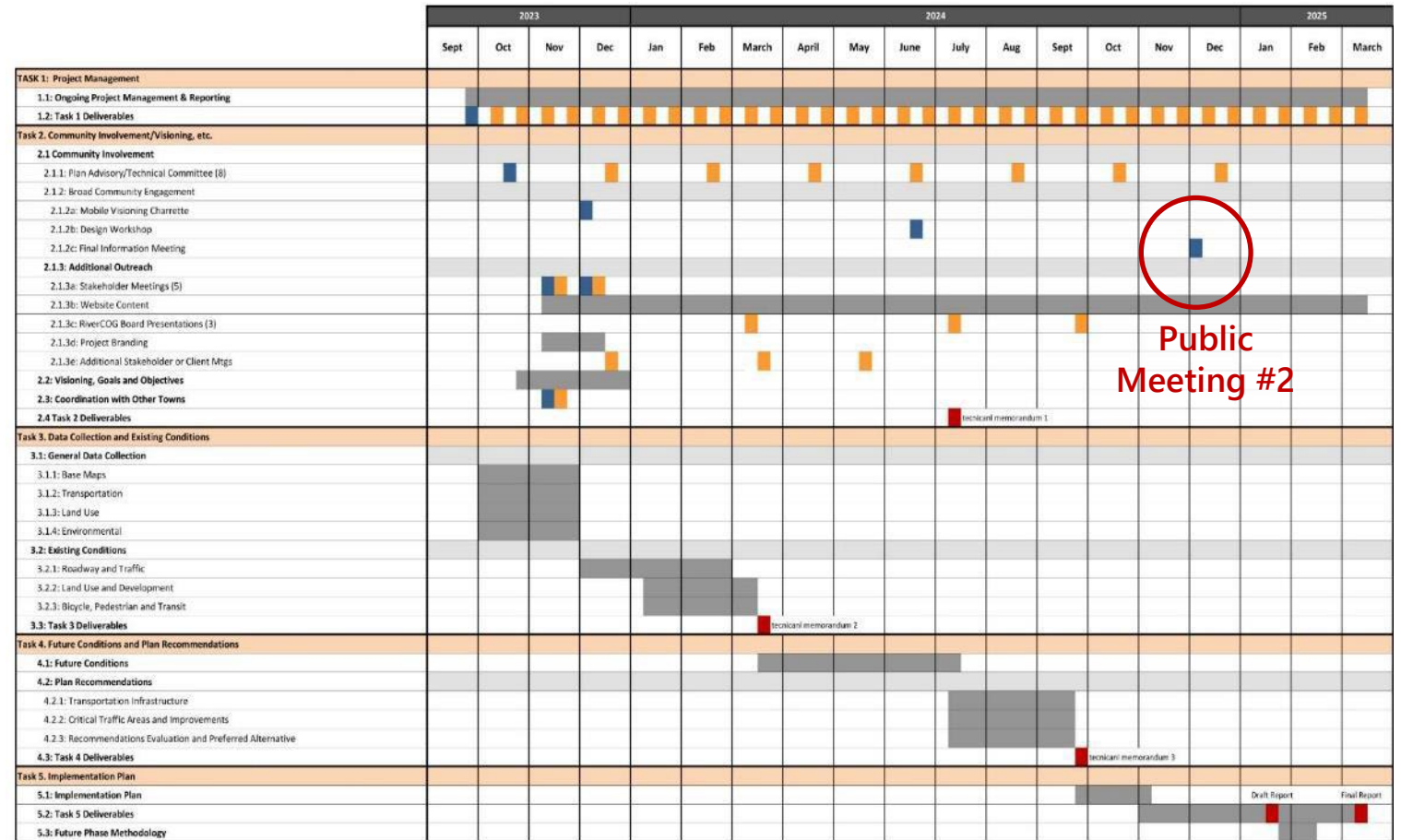


View of rail corridor from William Street Extension



NEXT STEPS

- Based on feedback, finalize the Preferred Alternative
- Ongoing stakeholder meetings (DEEP, etc.)
- Final meeting with Technical Advisory Committee
- Begin to draft the final CCLT Study report





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