



# Central Connecticut Loop Study

Airline Trail – Farmington Canal Trail Connector



**RiverCOG Board Meeting**  
February 26, 2025 / 9:00 am



Lower Connecticut River Valley  
Council of Governments





# Acknowledgements

## **THANK YOU TO THE STEERING COMMITTEE!**

- State Senator Matthew Lesser, Deputy Majority Leader
- Marek Kozikowski AICP, City of Middletown
- Howard Weissberg PE, City of Middletown
- Tom Nigosanti PE, City of Middletown
- Dan Bourret, Town of Portland
- Brian Ennis PE, City of Meriden
- Emile Pierides PE, City of Meriden
- Laura Francis, South Central Regional Council of Governments (SCRCOG)
- Brendan Geraghty, River Valley Transit
- Aaron Budris, Naugatuck Valley Council of Governments (NVCOG)
- Kevin Ellis PE, NVCOG
- Mark Nielsen, NVCOG
- Stuart Popper AICP, Town of Cromwell
- Anna Bergeron, Connecticut DOT
- William Champagne, Connecticut DOT
- Kim Bradley, Connecticut DEEP
- Jocelyn Lahey, Connecticut Dept. of Resource Conservation & Development
- John Hall, The Jonah Center for Earth and Art
- Rosario (Riz) Rizzo, Air Line Trail Committee co-chair
- Louis Pear, Air Line Trail Committee co-chair
- Bruce Donald, East Coast Greenway Alliance



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- Sam Gold AICP
- Rob Haramut
- Marcos Gonzales

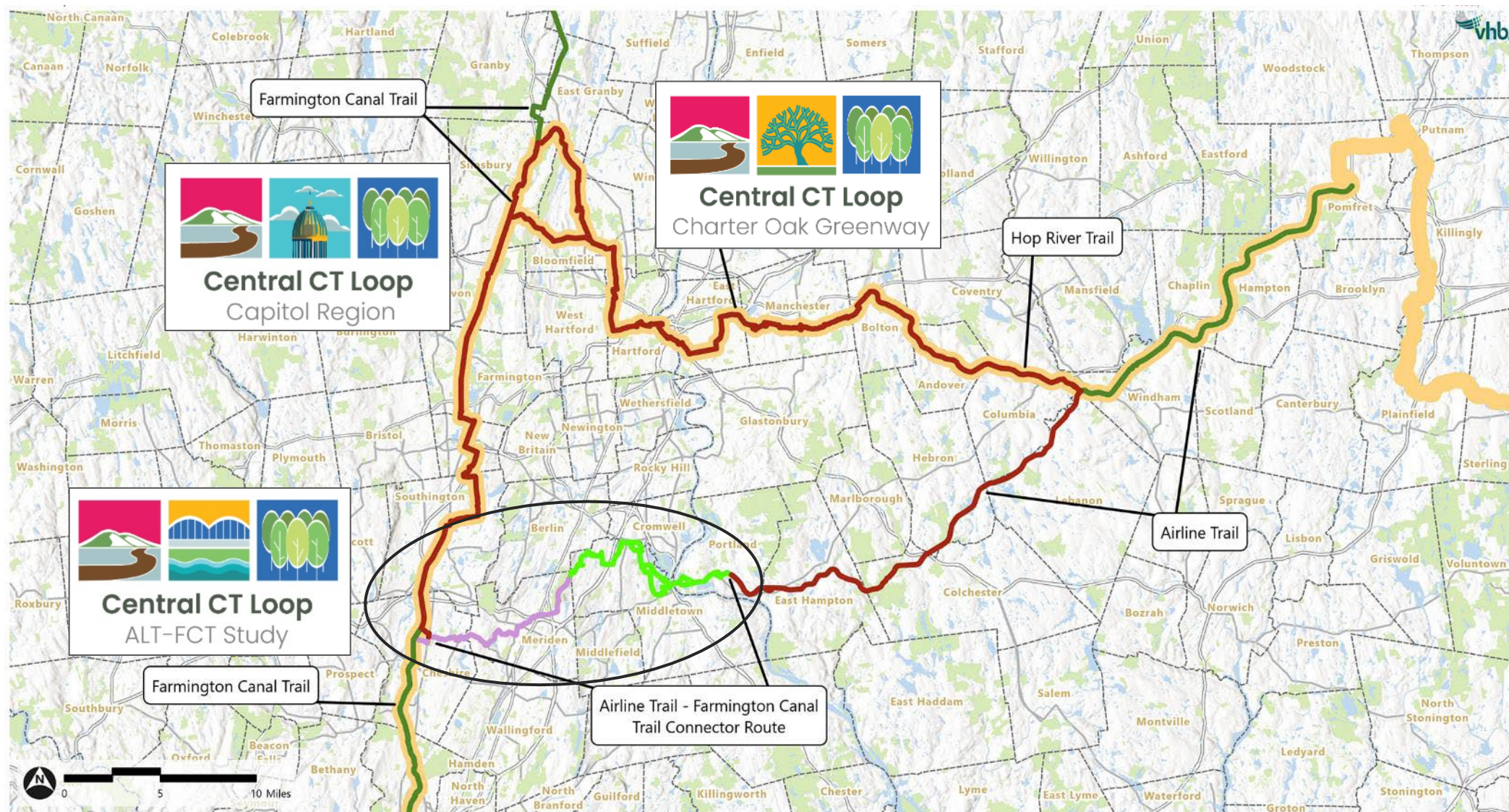
# Summary of Public Engagement

- Bi-monthly Steering 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 \_\_\_\_\_
  - November 20, 2024 Public Meeting
- RiverCOG Board presentations
- Project Web Page:  
**[www.rivercog.org/plans/cctloopstudy/](http://www.rivercog.org/plans/cctloopstudy/)**





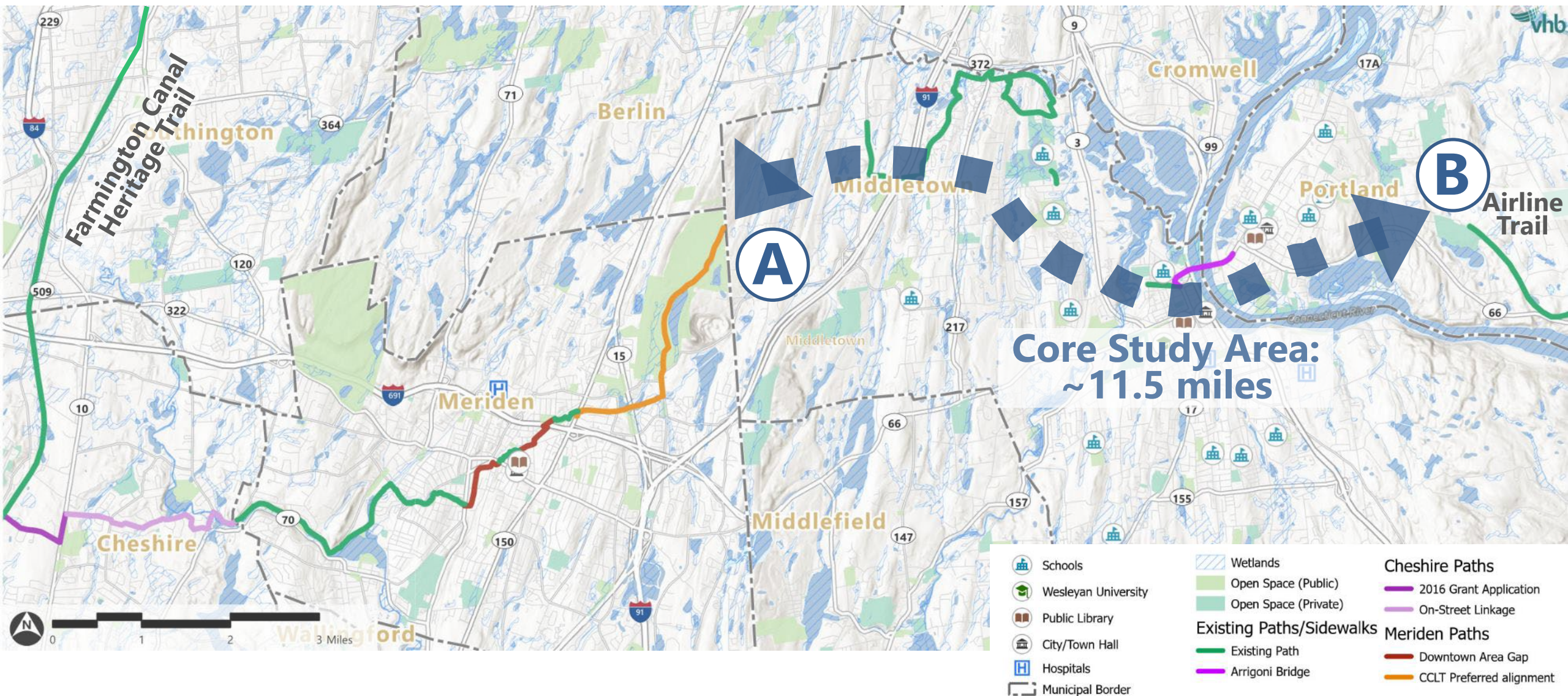
# Central Connecticut Loop Trail (111 miles)



— 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

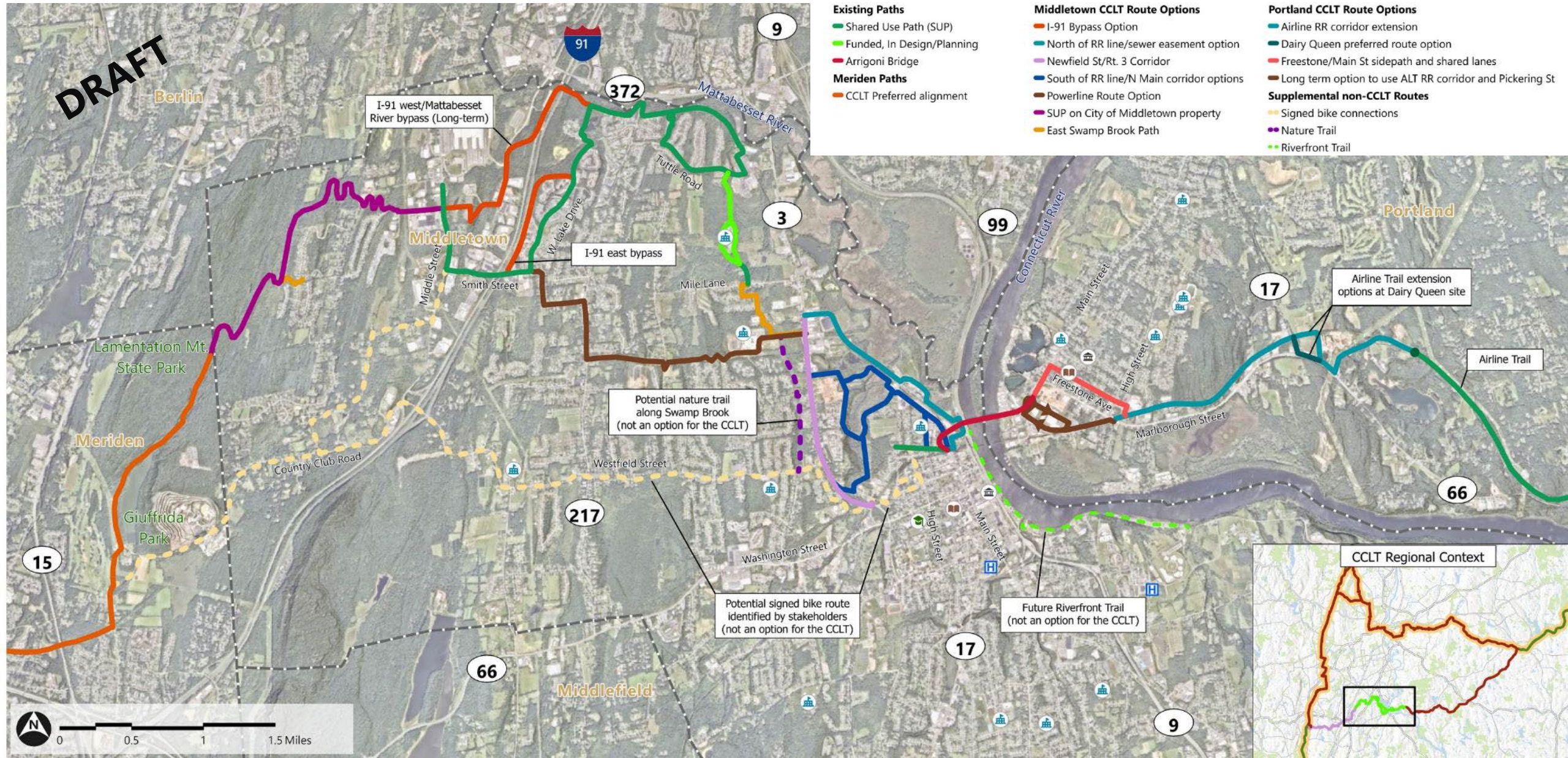


# The Full and Core Study Areas





# CCLT Route Alternatives Considered





# CCLT Route Alternatives Evaluated

## Evaluation Criteria and weighting informed by:

- Project goals
- Technical Advisory Committee input
- Input from the community

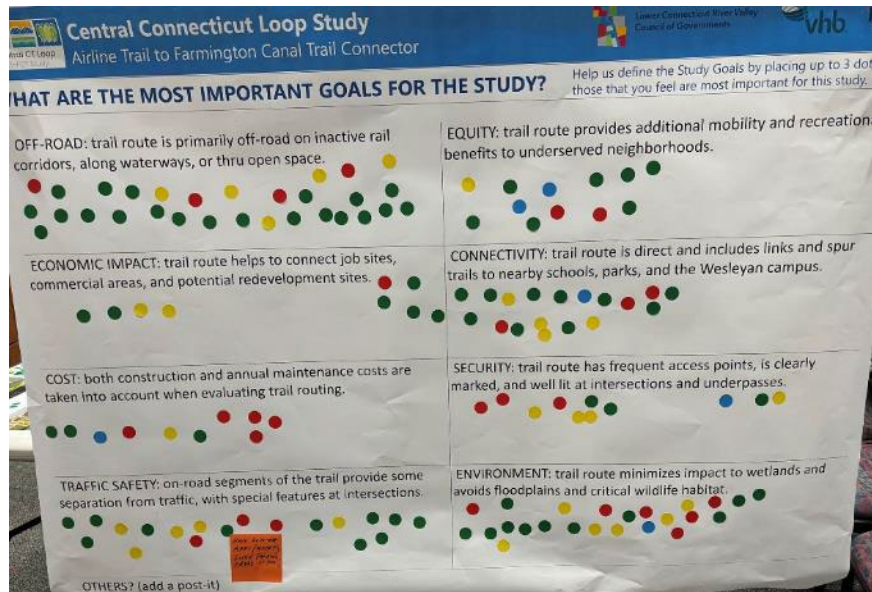
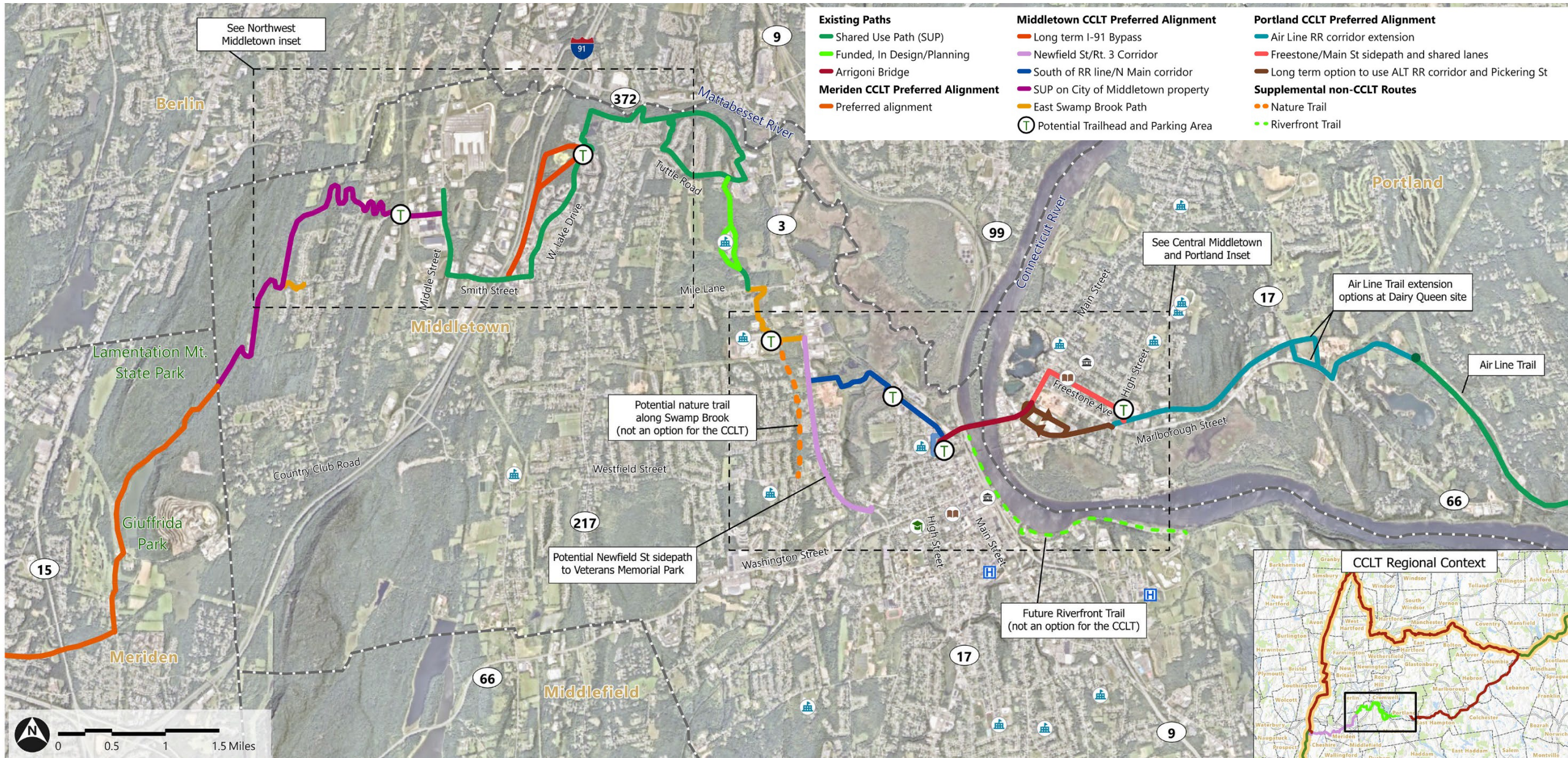


TABLE 1: EVALUATION CRITERIA

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
<b>TOTAL</b>			<b>80</b>

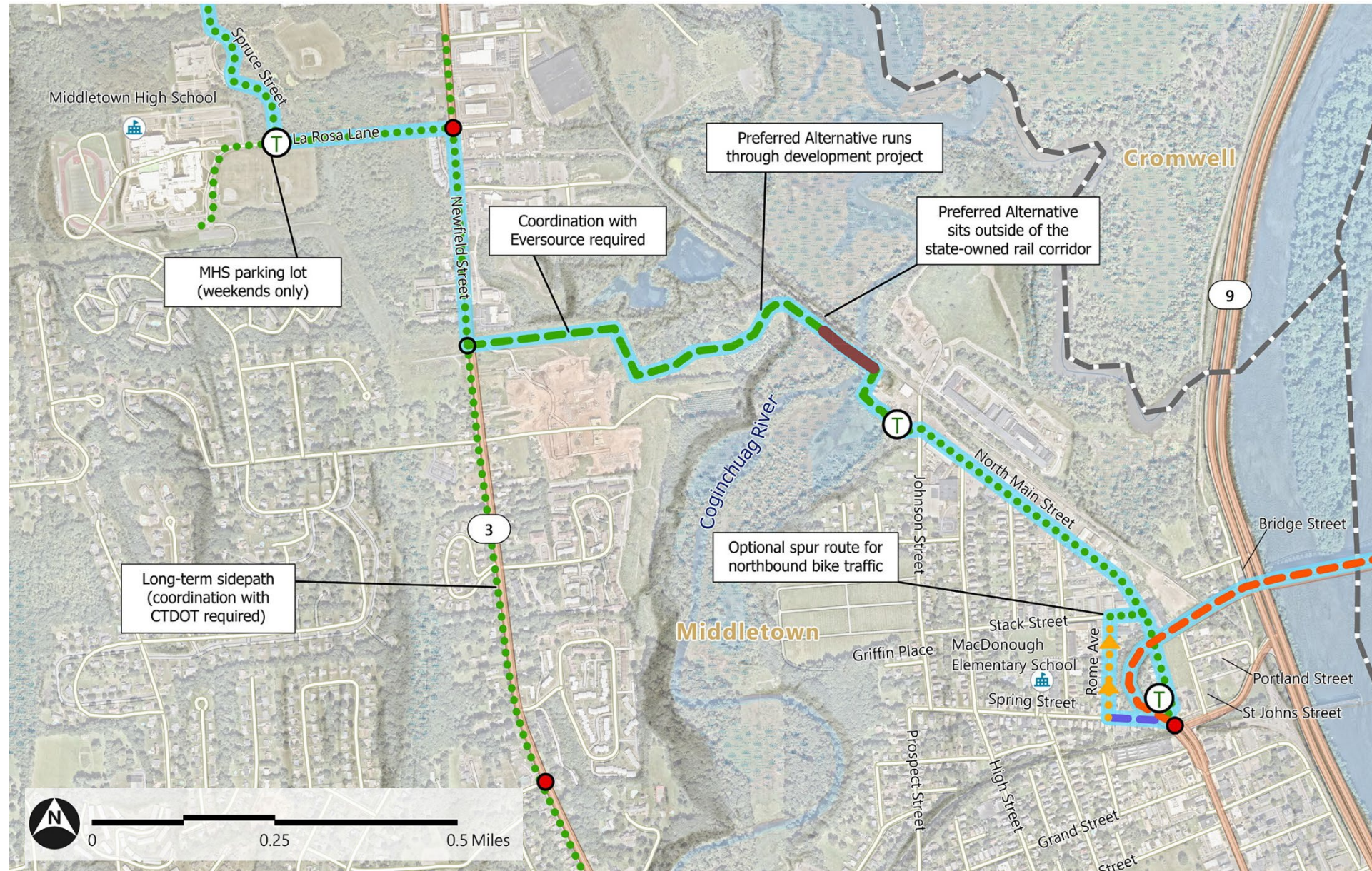


# CCLT Preferred Alignment





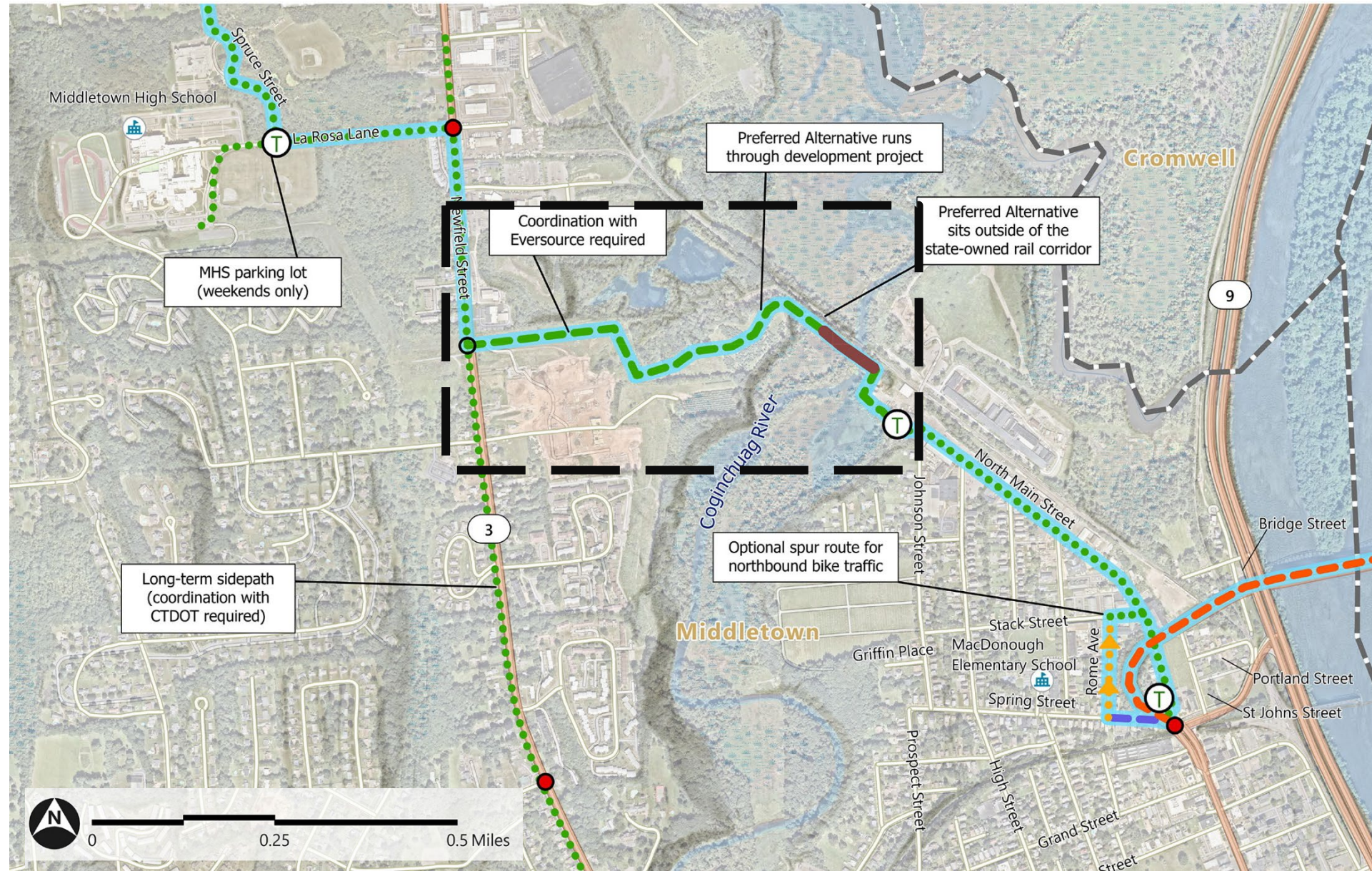
# CCLT Preferred Alignment: Central Middletown



- 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)
- Sidewalk in Road ROW
- Sidewalk Pathway



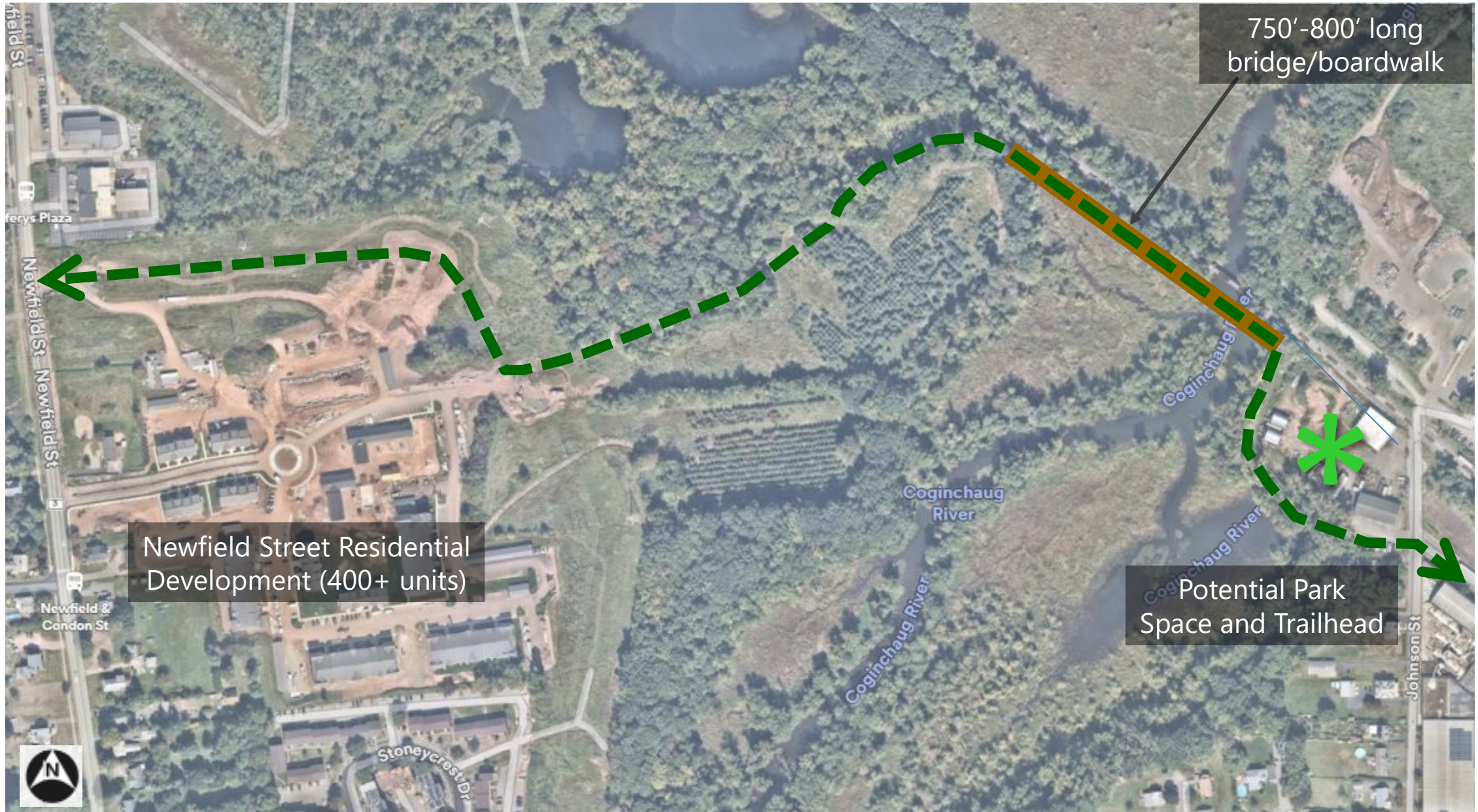
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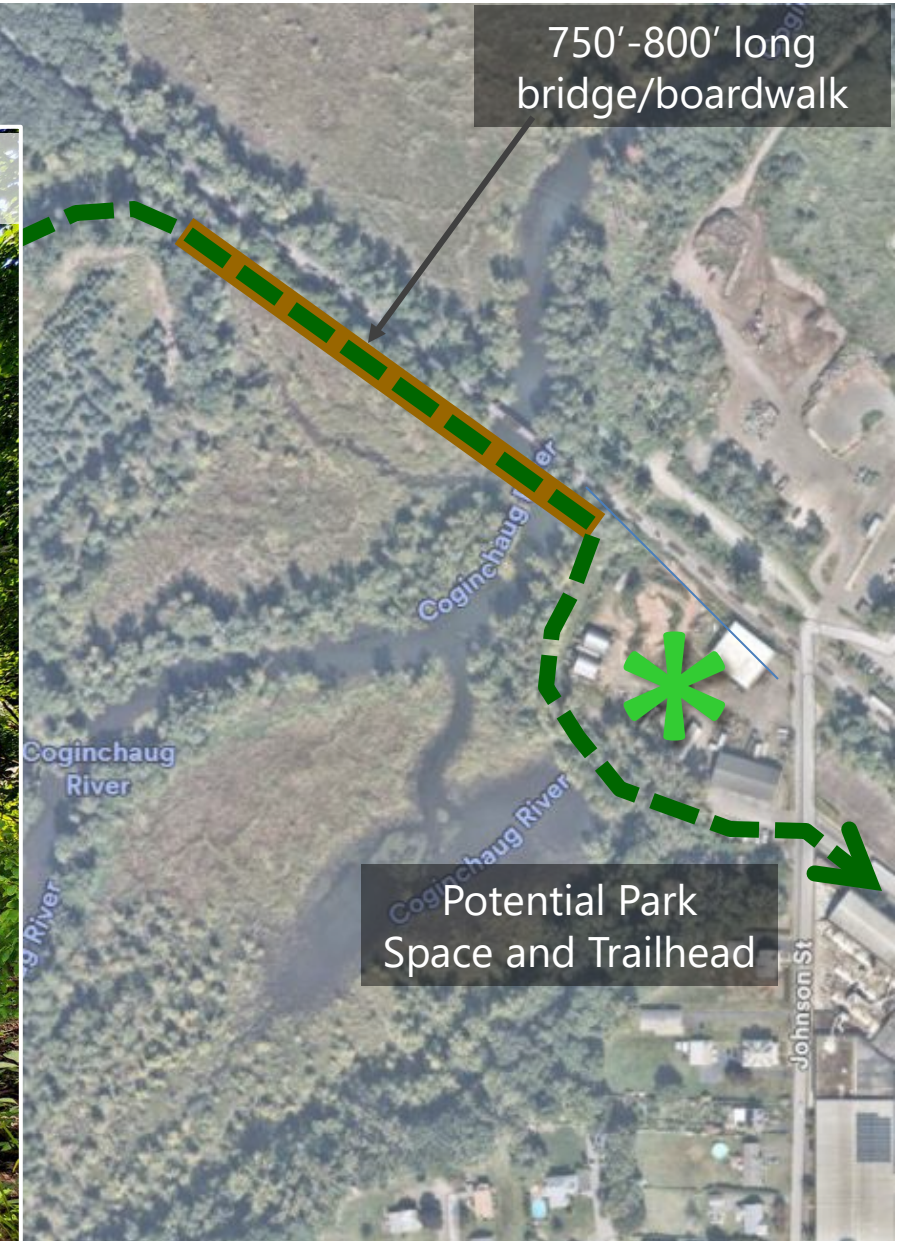
# Crossing the Coginchaug River and Floodplain





# Crossing the Coginchaug River and Floodplain

Draft Recommendation showing boardwalk at the Coginchaug River

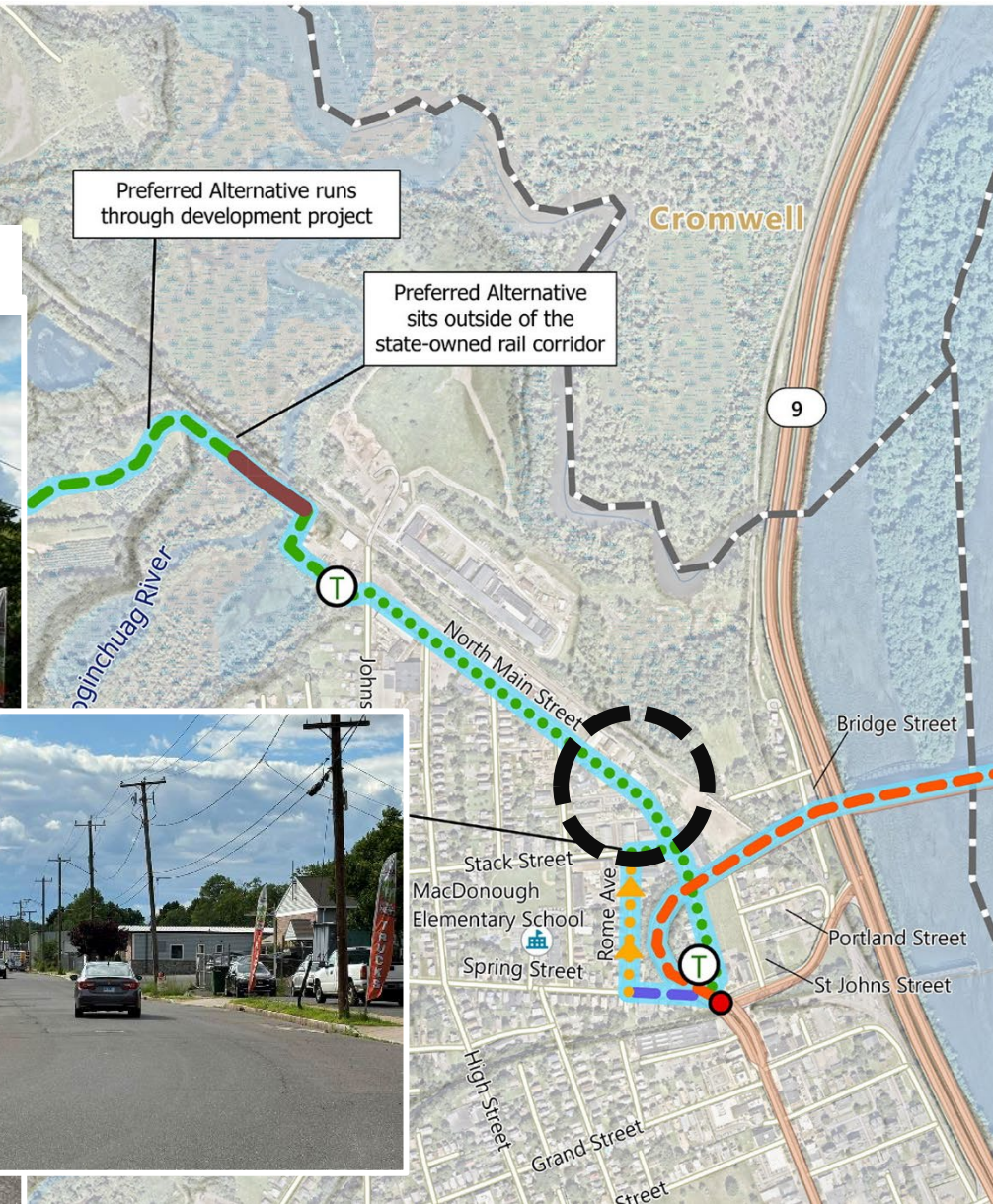




# CCLT Preferred Alignment: Central Middletown



N. Main St Draft Recommendation (view NE to Johnson St)



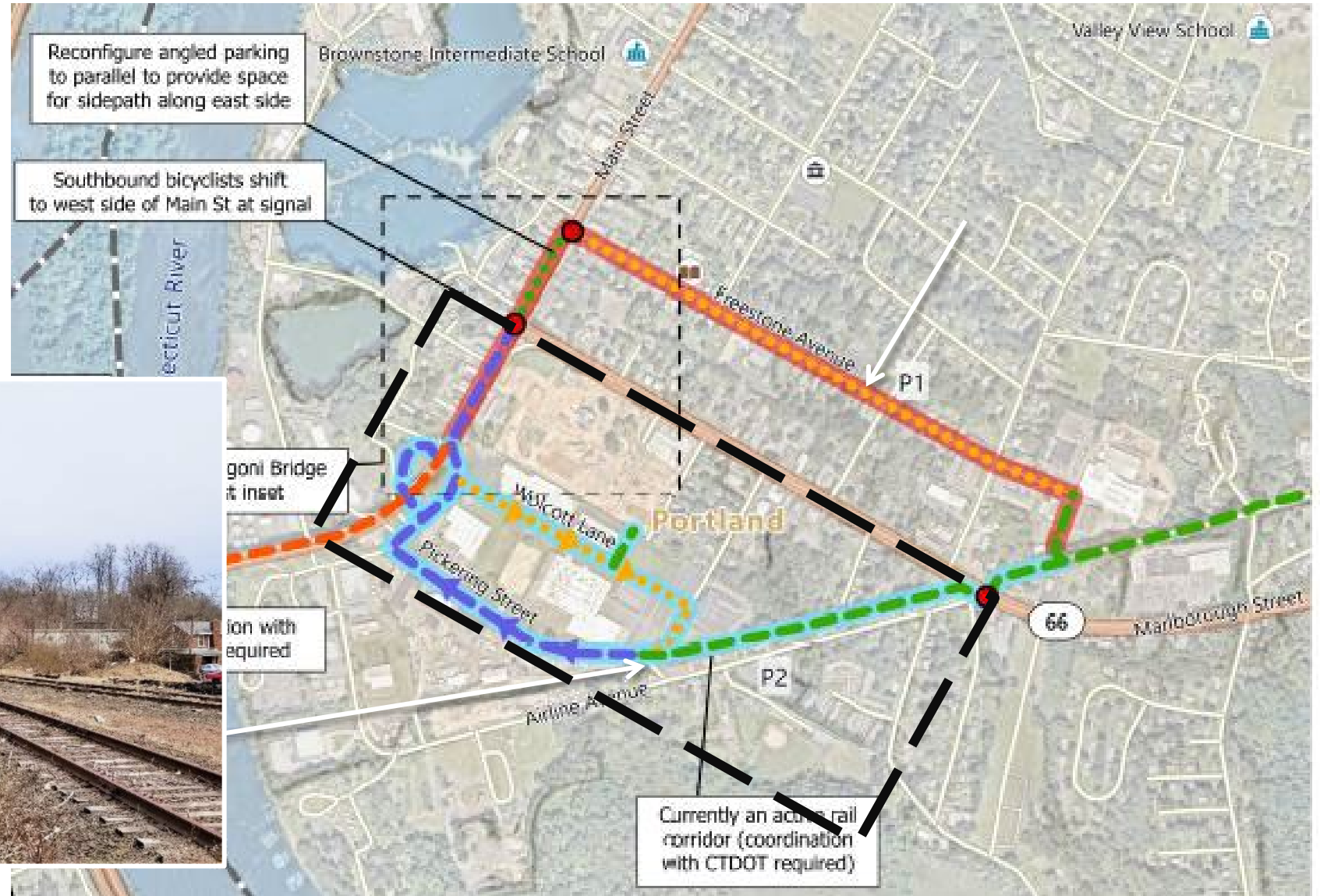


# CCLT Preferred Alignment: Portland (Long-term)

- Local Streets
- Signalized Crossing
- Proposed Crossing (Signal or Beacon)
- Municipal Border
- New Bridge Required
- Bicycle Lane
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- Sidepath in Road ROW
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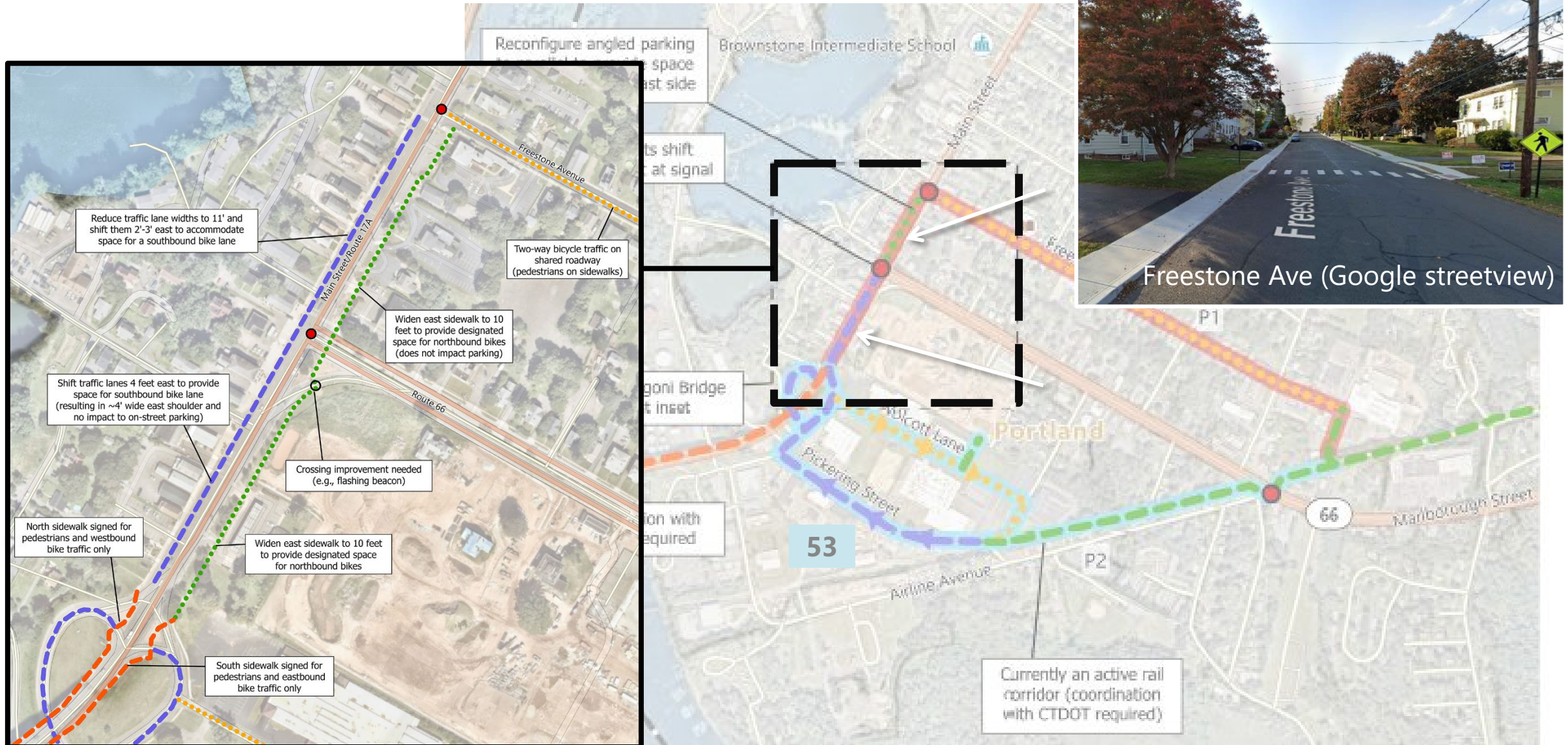


Rail corridor from Pickering St.





# CCLT Preferred Alignment: Portland (Short-term)



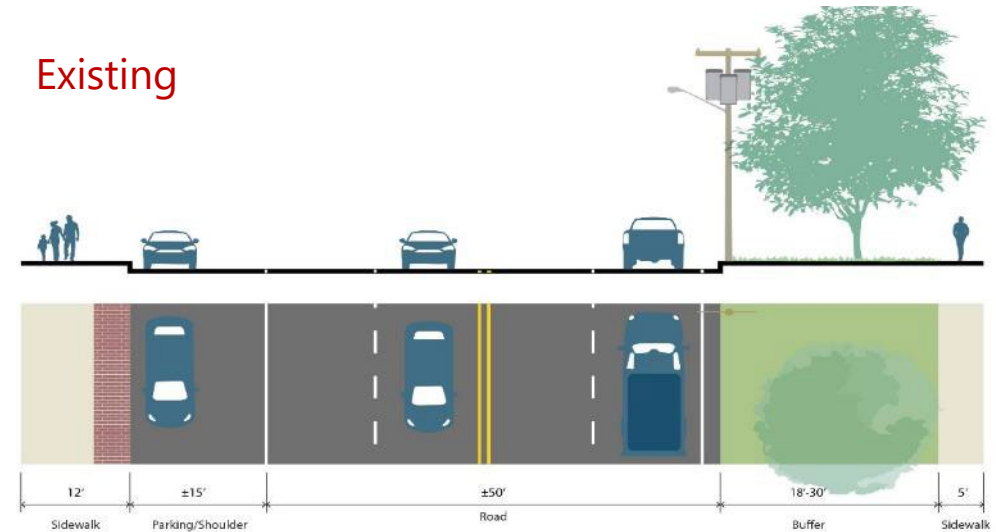


# CCLT Preferred Alignment: Portland (Short-term)

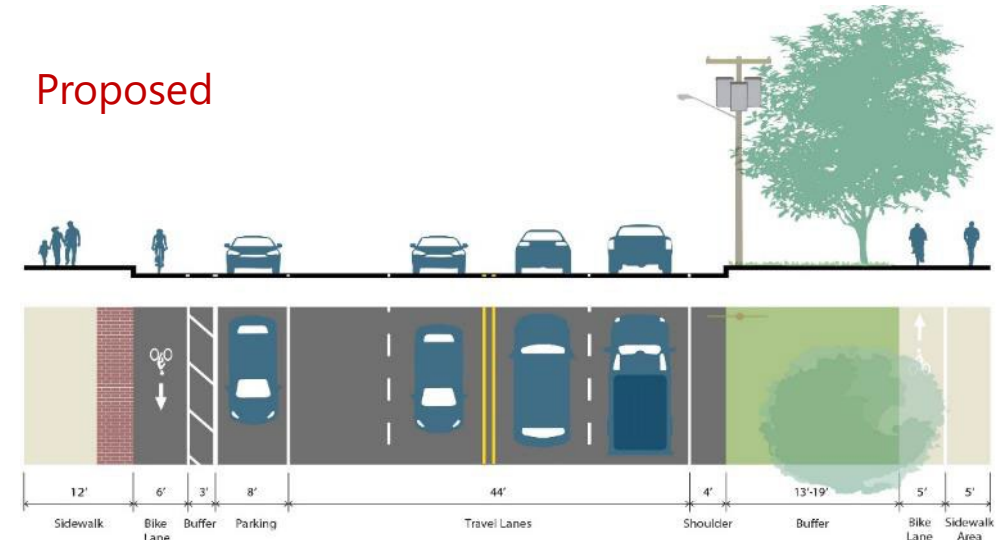
Main Street/Rte. 17A, South of Rte. 66



Existing

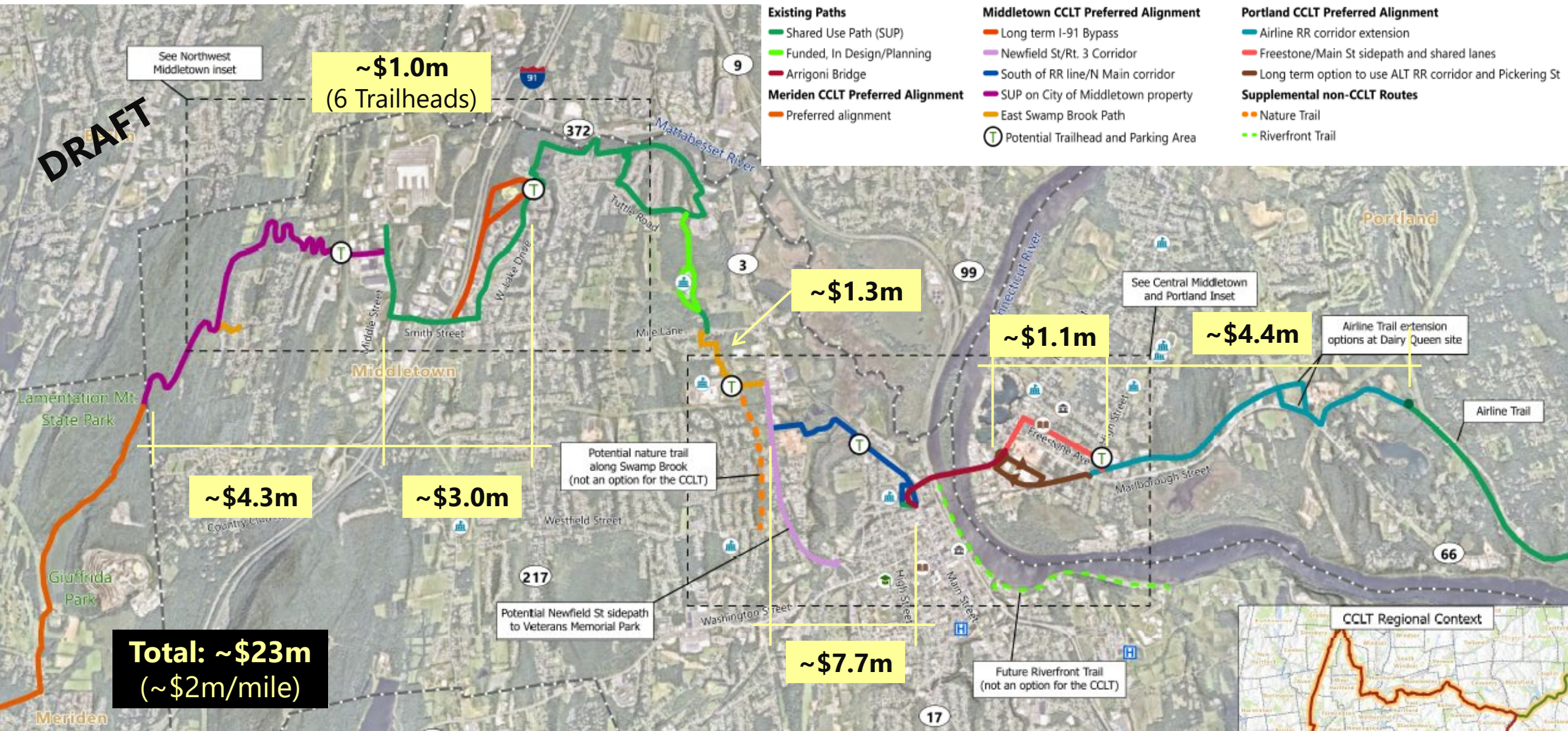


Proposed



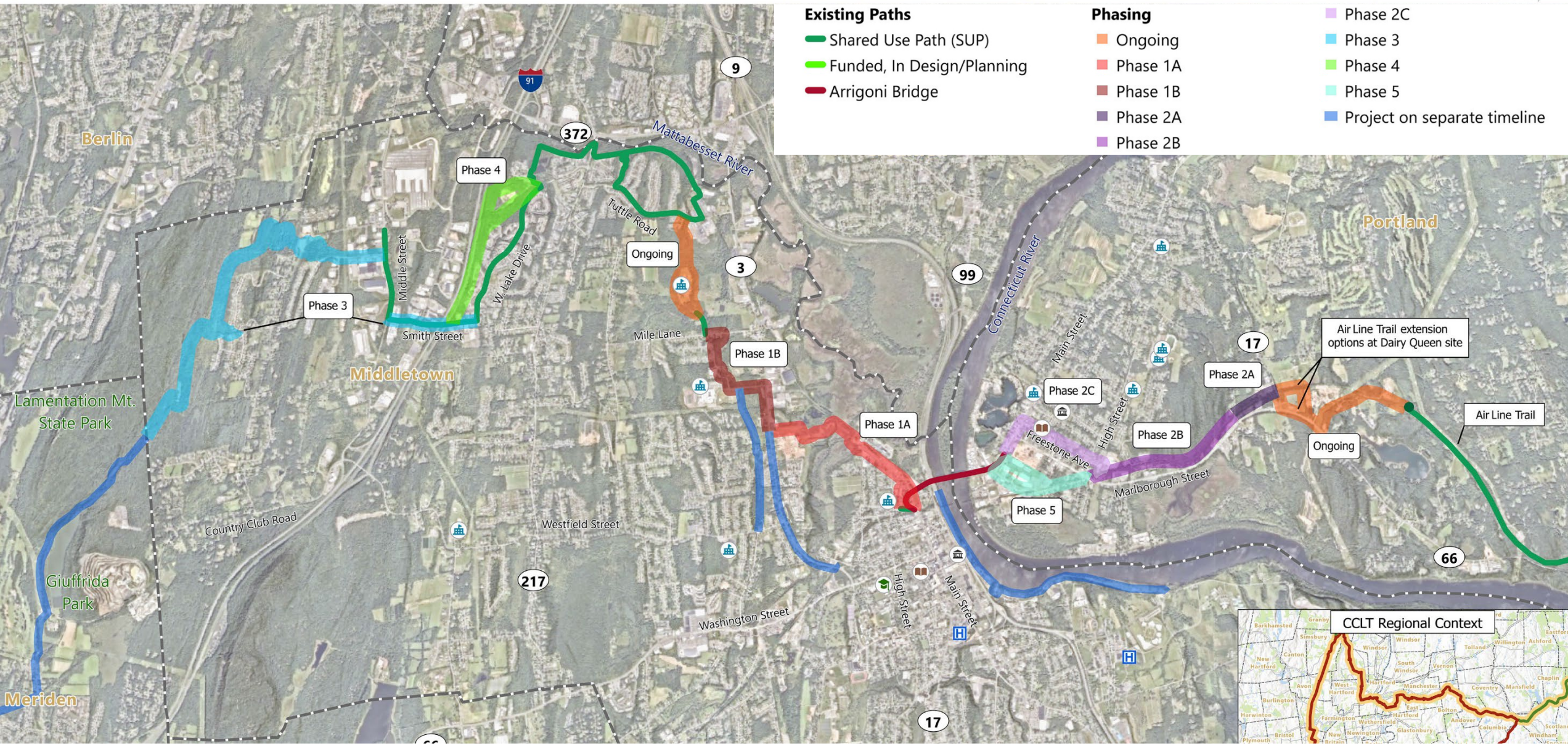


# CCLT Preferred Alignment: Cost Estimate





# CCLT Preferred Alignment: Phasing







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