



Central Connecticut Loop Study

Airline Trail – Farmington Canal Trail Connector



Middletown Planning & Zoning Commission
April 9, 2025



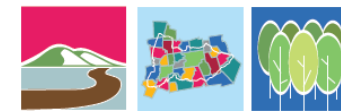
Lower Connecticut River Valley
Council of Governments



Summary of Public Engagement

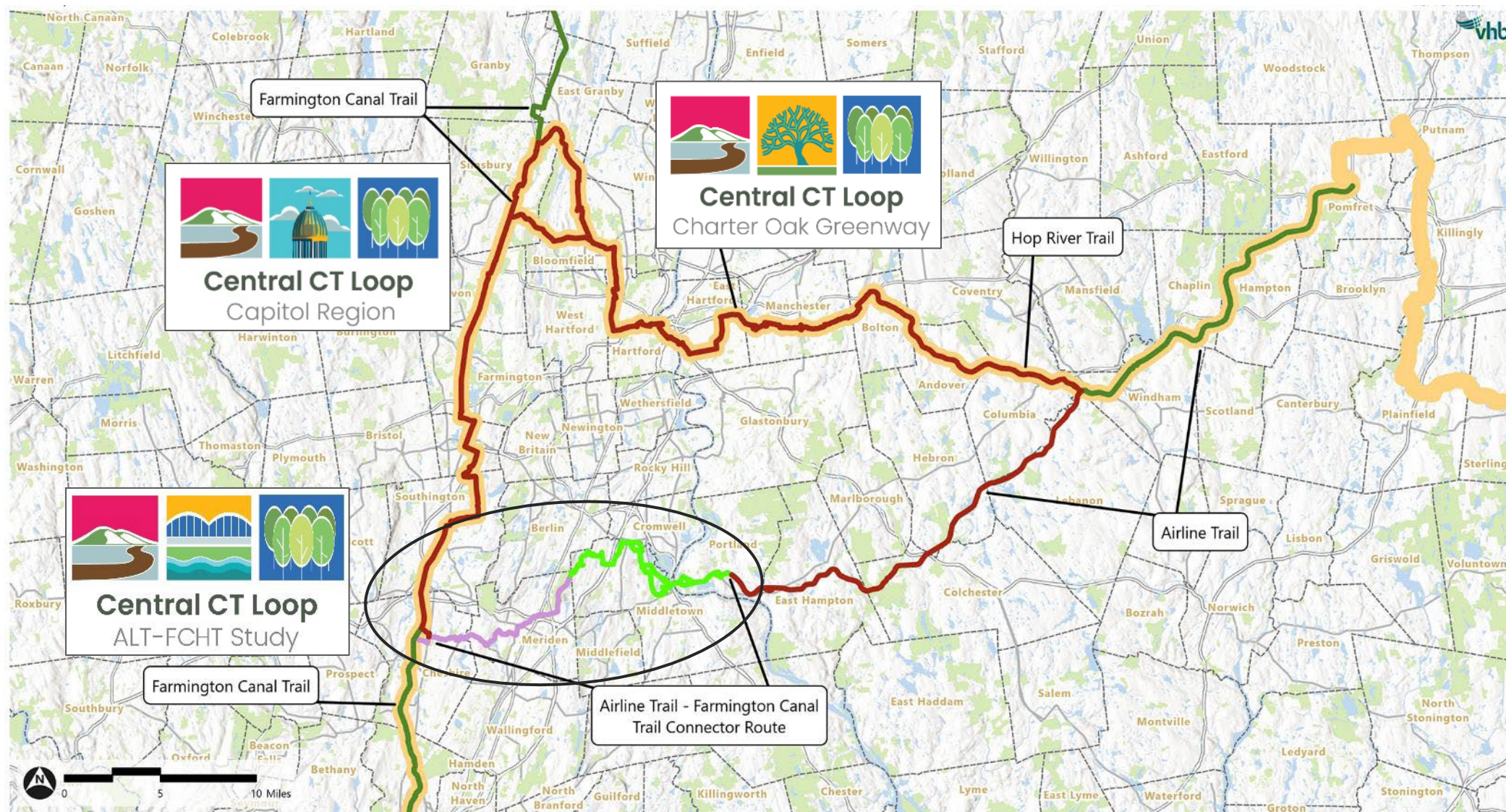
- Steering Committee Meetings....thanks to:
 - Marek Kozikowski AICP, City of Middletown
 - Howard Weissberg PE, City of Middletown
 - Tom Nigosanti PE, City of Middletown
- Stakeholder Meetings (CTDOT, CT DEEP, City of Middletown/Town of Portland & Trail Advocates)
- Community Events
 - Middletown Main Street Pop-up (~90 participants on 12/9/23)
 - June 10 and November 20, 2024 Public Meetings
- Project Web Page:
www.rivercog.org/plans/cctloopstudy/





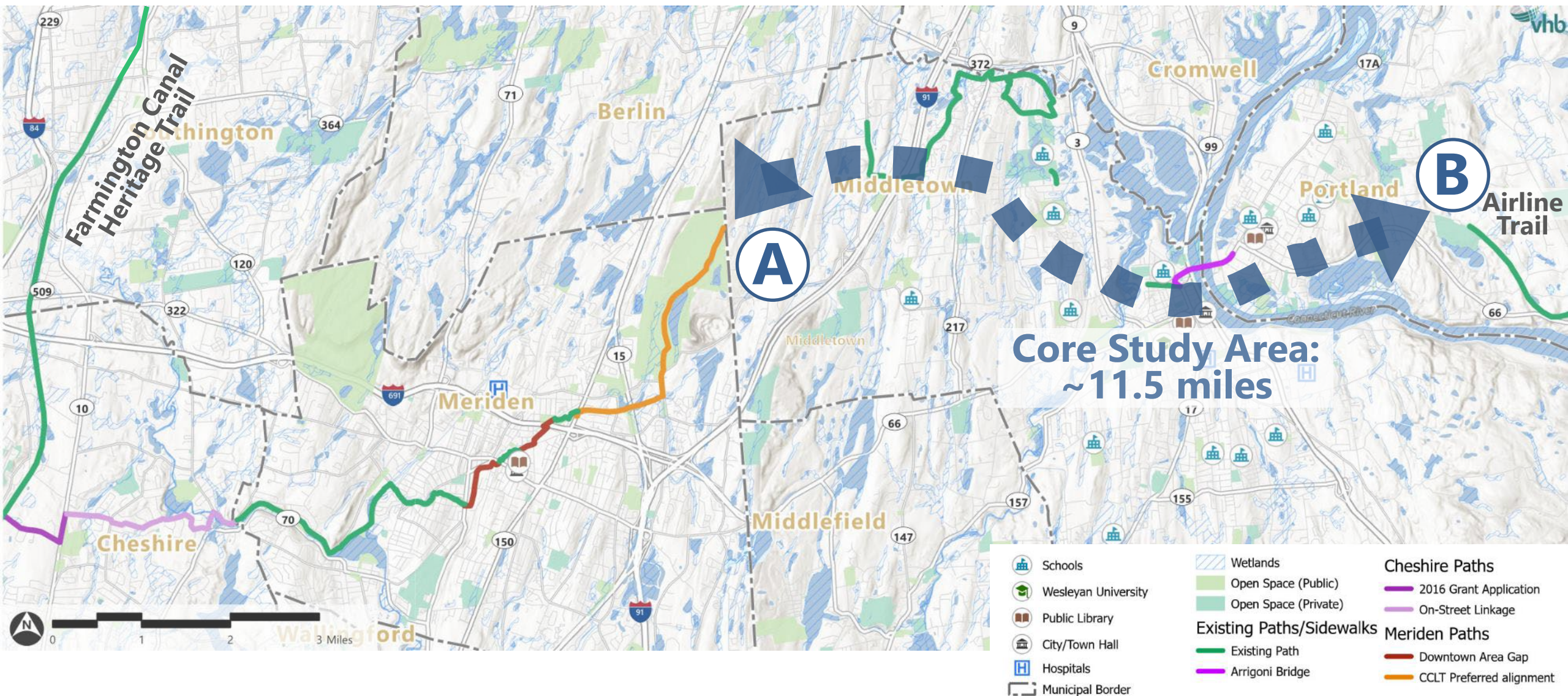
Central CT Loop

Central Connecticut Loop Trail (111 miles)

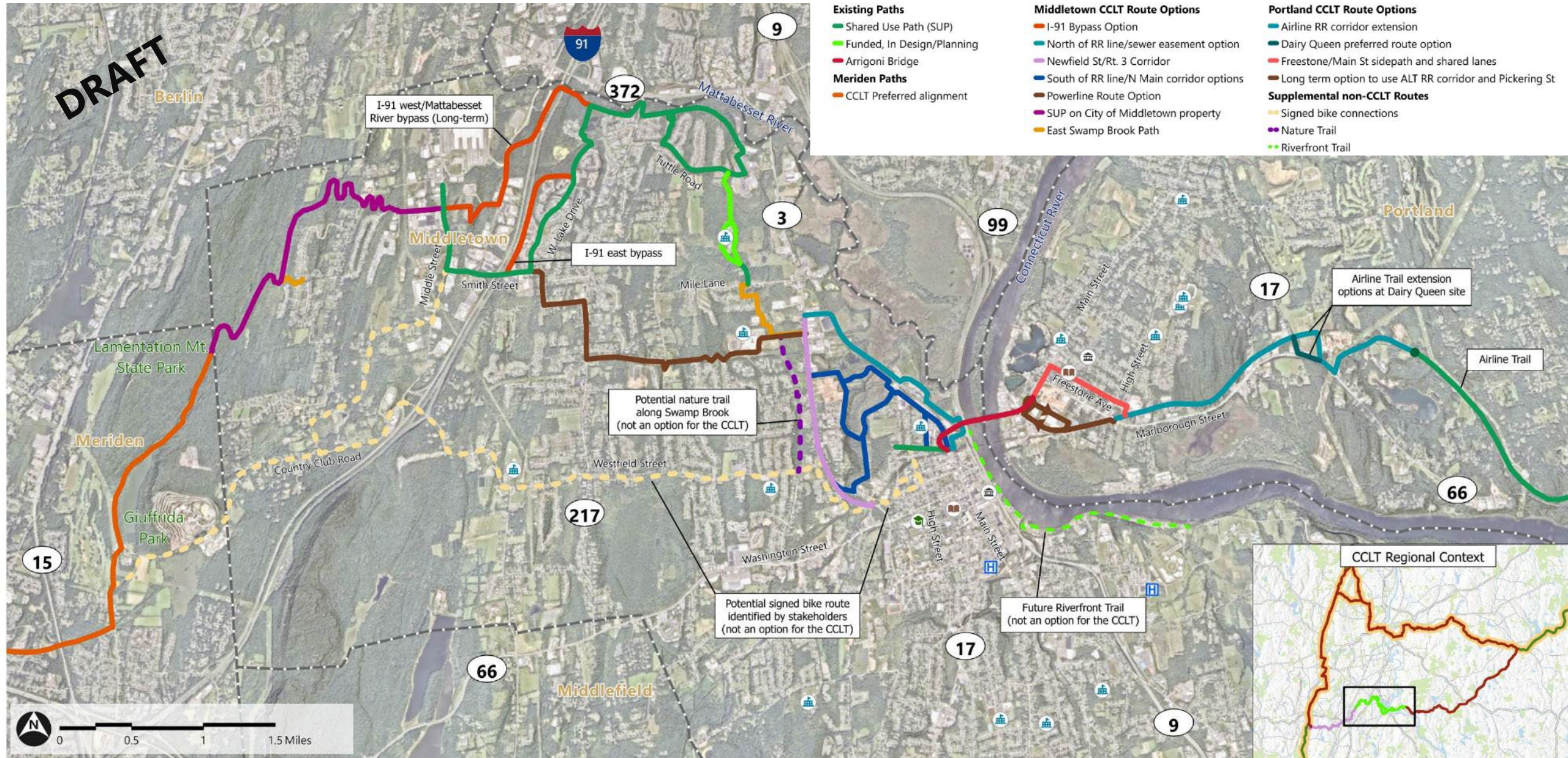


Central Connecticut Loop Trail (CCLT) CCLT Portland-Middletown Study Area CCLT Meriden-Cheshire Study Area Regional Trails Outside of the CCLT East Coast Greenway Route

The Full Study Area and Core Study Area



CCLT Route Alternatives Considered



CCLT Route Alternatives Evaluated

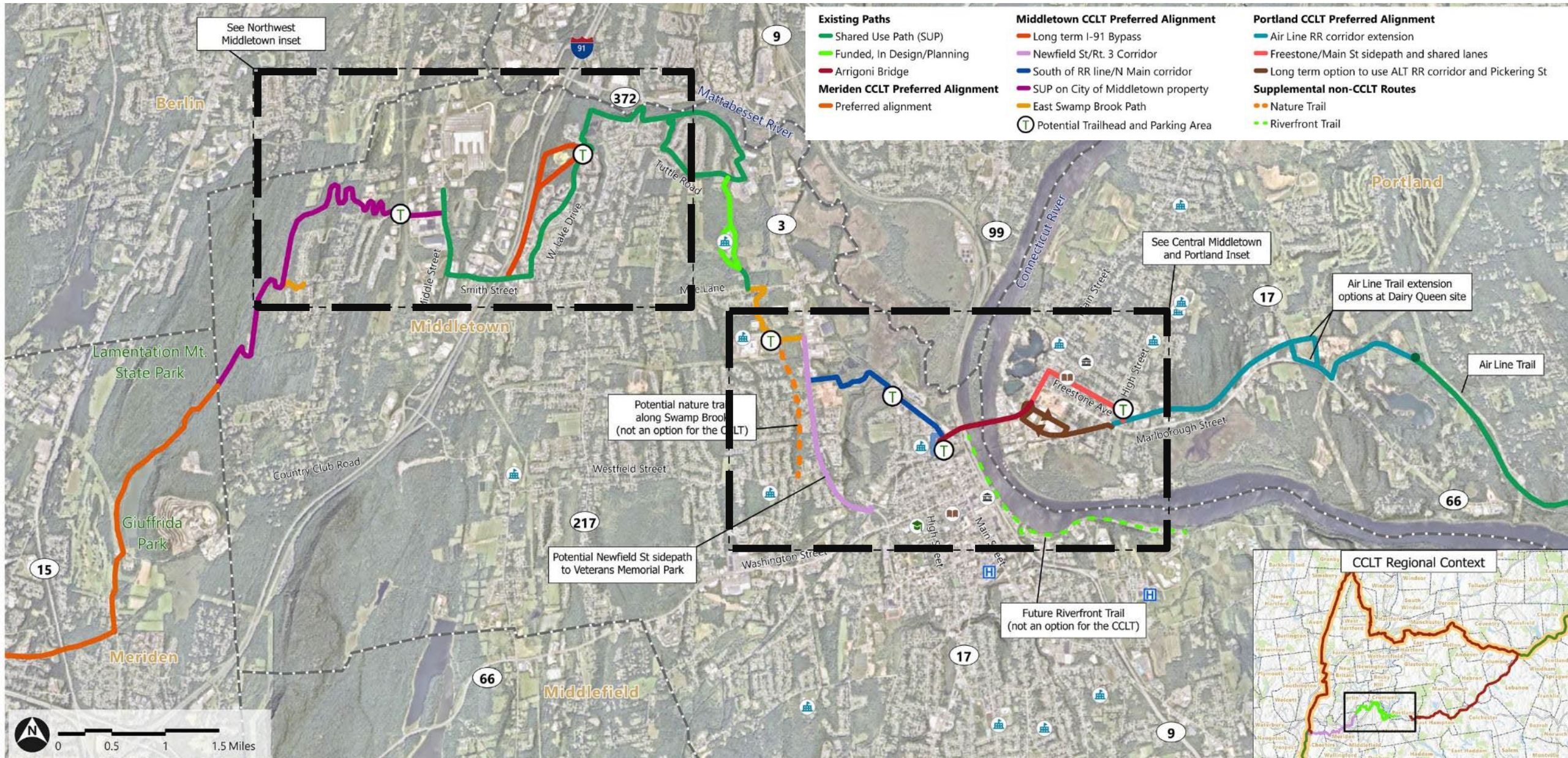
Evaluation Criteria and weighting informed by:

- Input from the Steering Committee and the community
- Project Goals
- Consistency with City of Middletown adopted plans, e.g., Plan of Conservation and Development:
 - Multi-modal transportation network
 - Bicycle infrastructure connecting the Air Line Trail to the FCHT in Cheshire
 - Partnering with other towns and RiverCOG to provide ped/bike connectivity beyond City limits

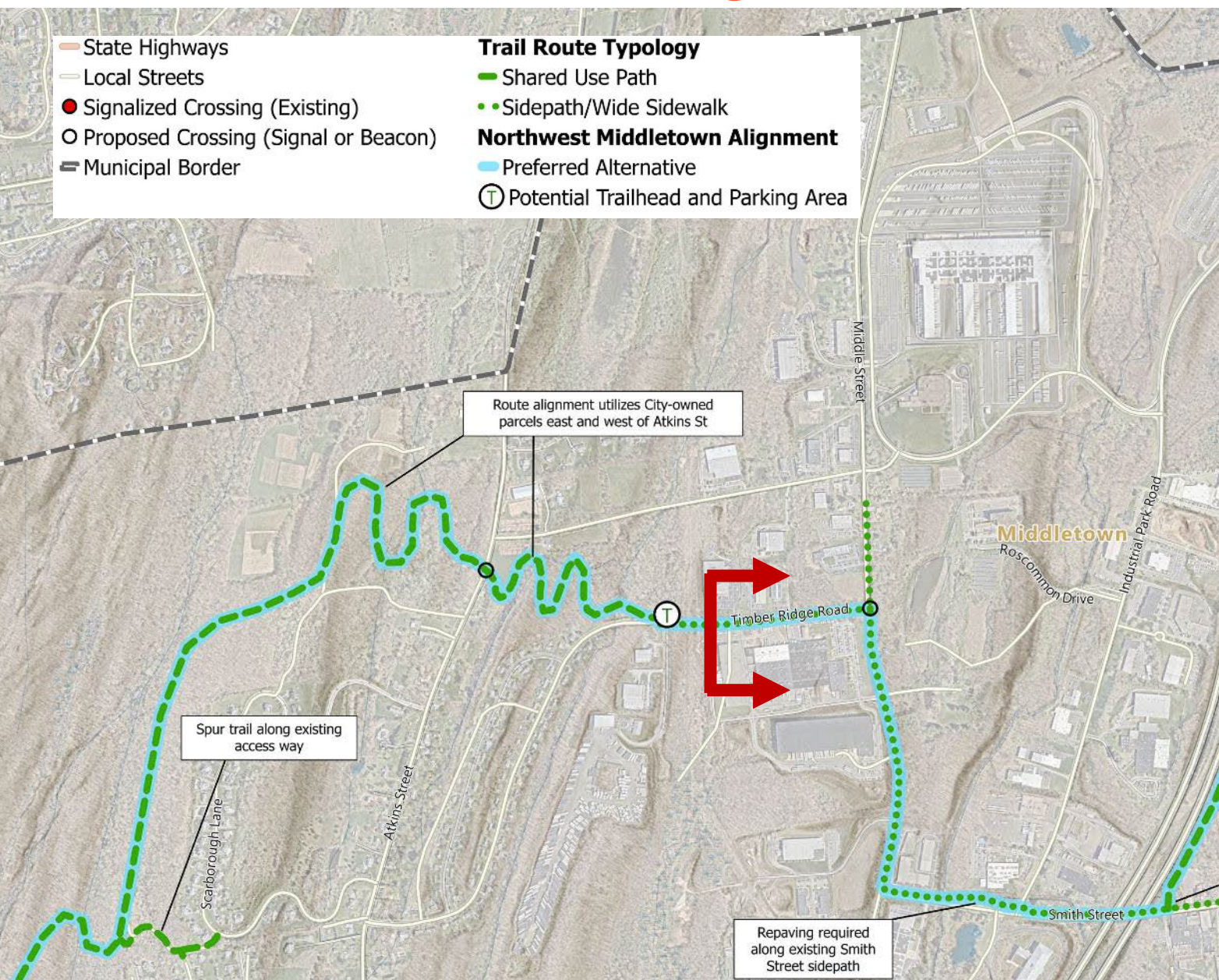
TABLE 1: EVALUATION CRITERIA

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

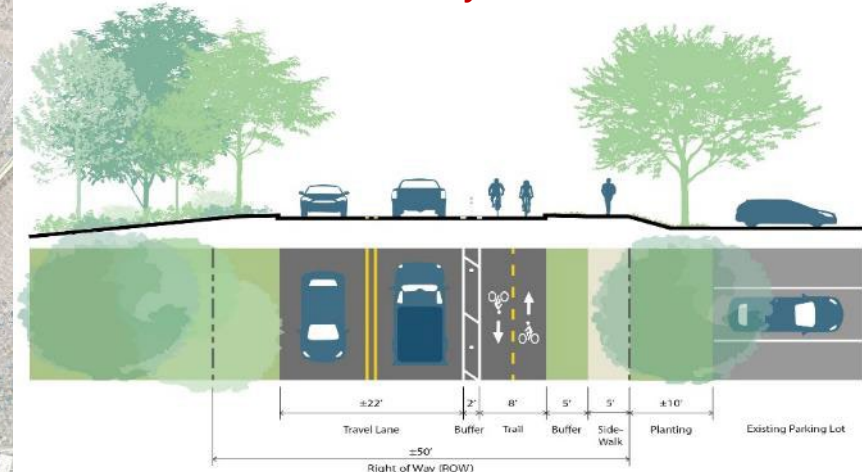
CCLT Preferred Alignment



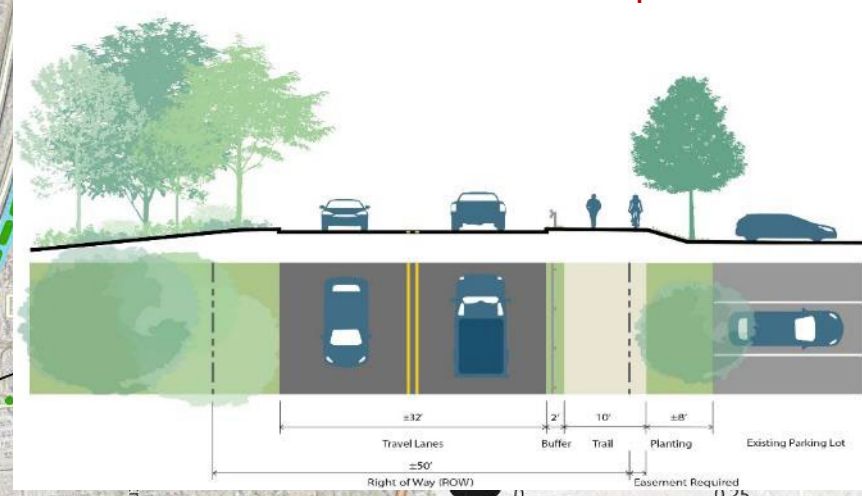
CCLT Preferred Alignment: West Middletown



Timber Ridge Road Option 1: On-street bikeway with sidewalk



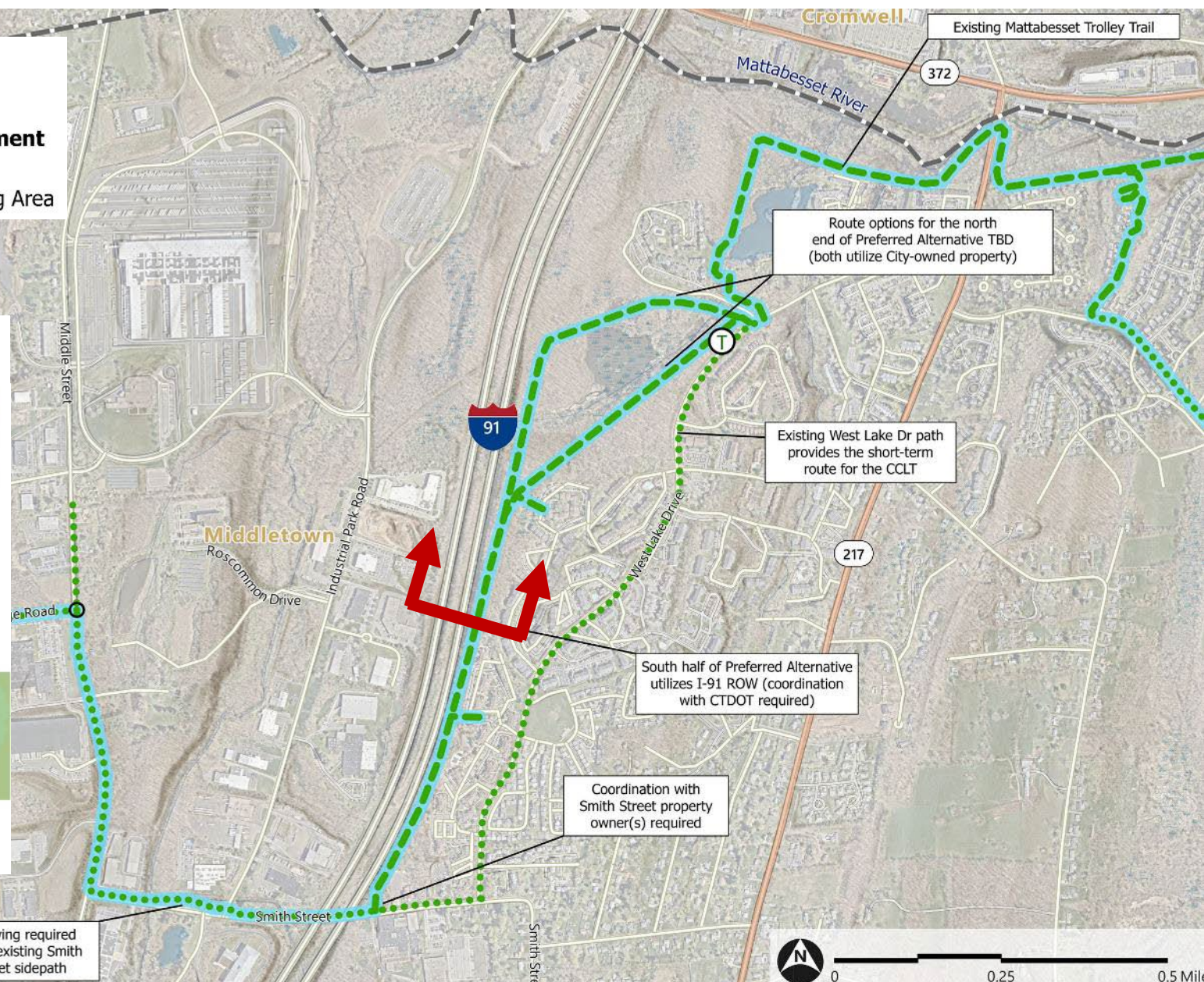
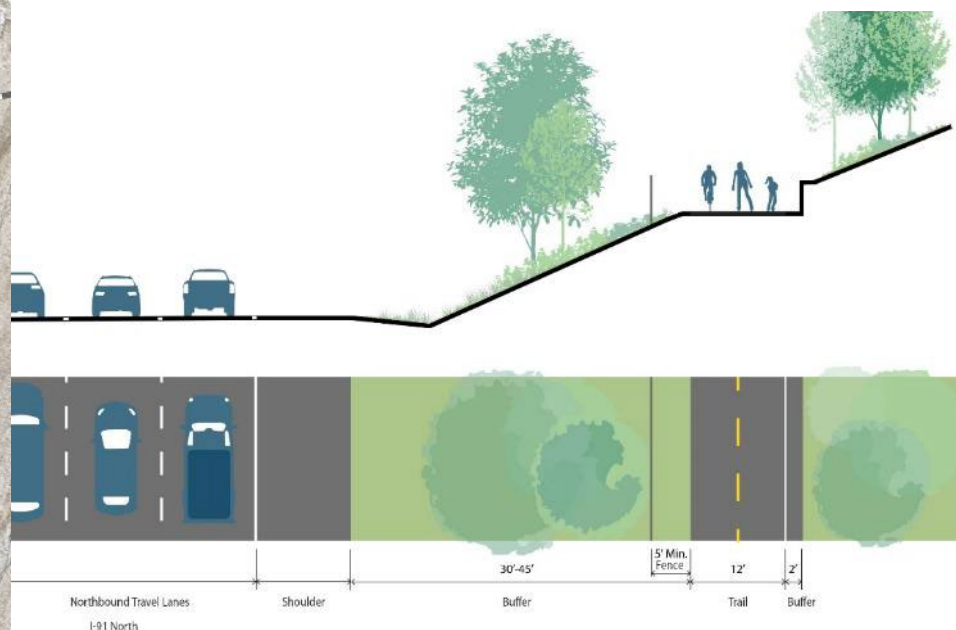
Timber Ridge Road Option 2: 10'-12' wide shared-use path



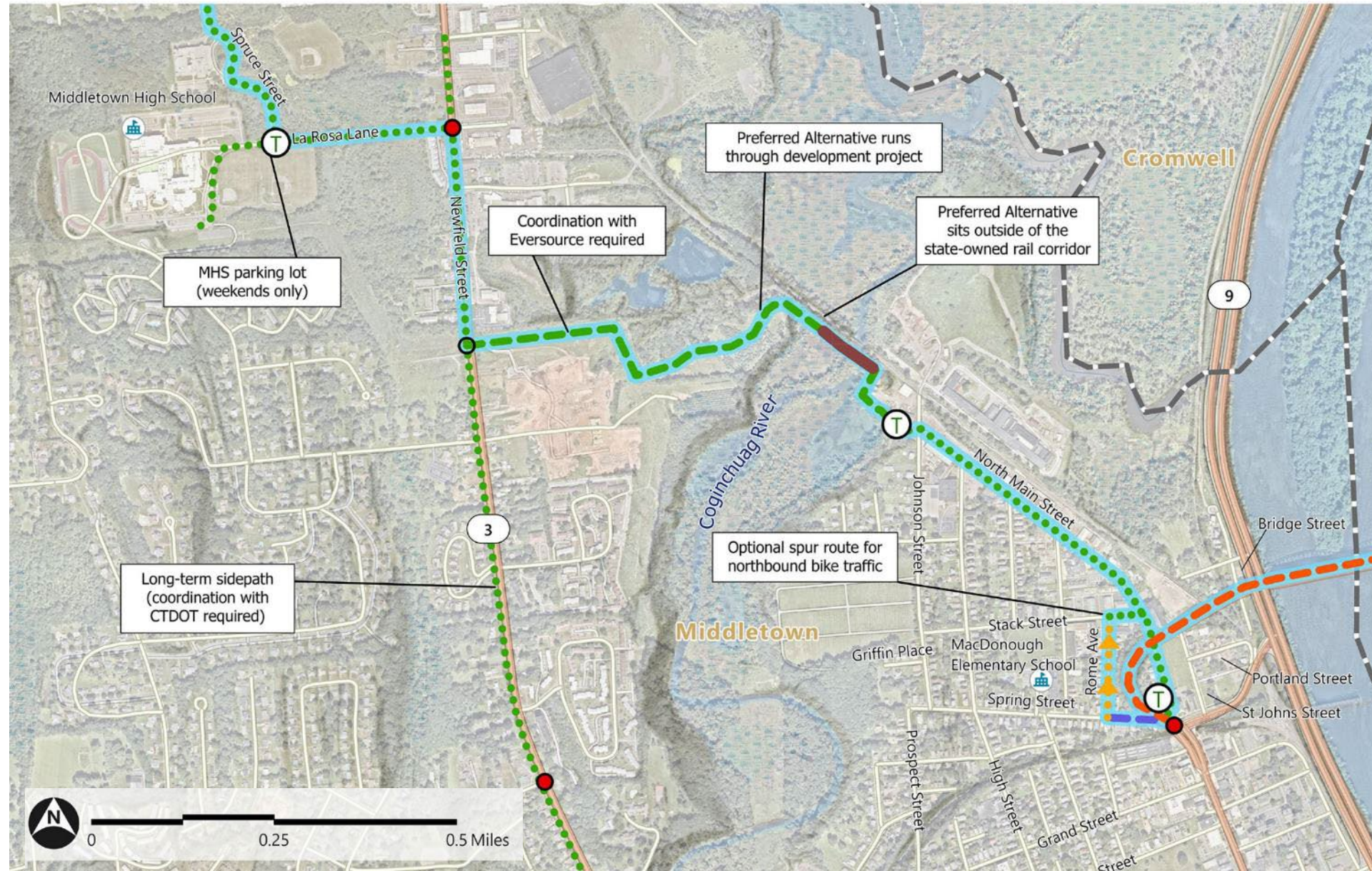
CCLT Preferred Alignment: West Middletown

- State Highways
 - Local Streets
 - Signalized Crossing (Existing)
 - Proposed Crossing (Signal or Beacon)
 - Municipal Border
- Trail Route Typology**
- Shared Use Path
 - Sidepath/Wide Sidewalk
- Northwest Middletown Alignment**
- Preferred Alternative
 - Ⓣ Potential Trailhead and Parking Area

Shared use path within the I-91 Right of way

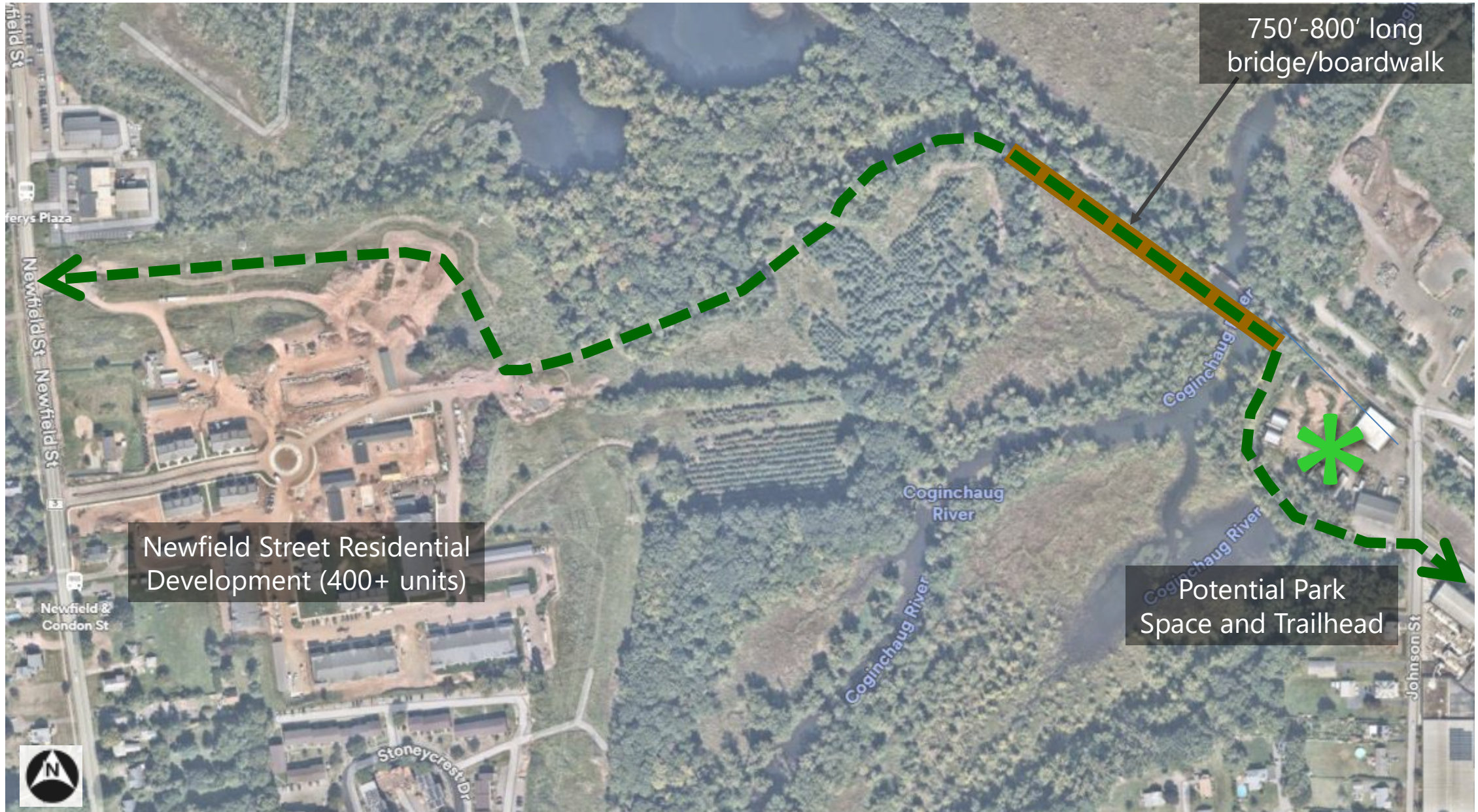


CCLT Preferred Alignment: Central Middletown



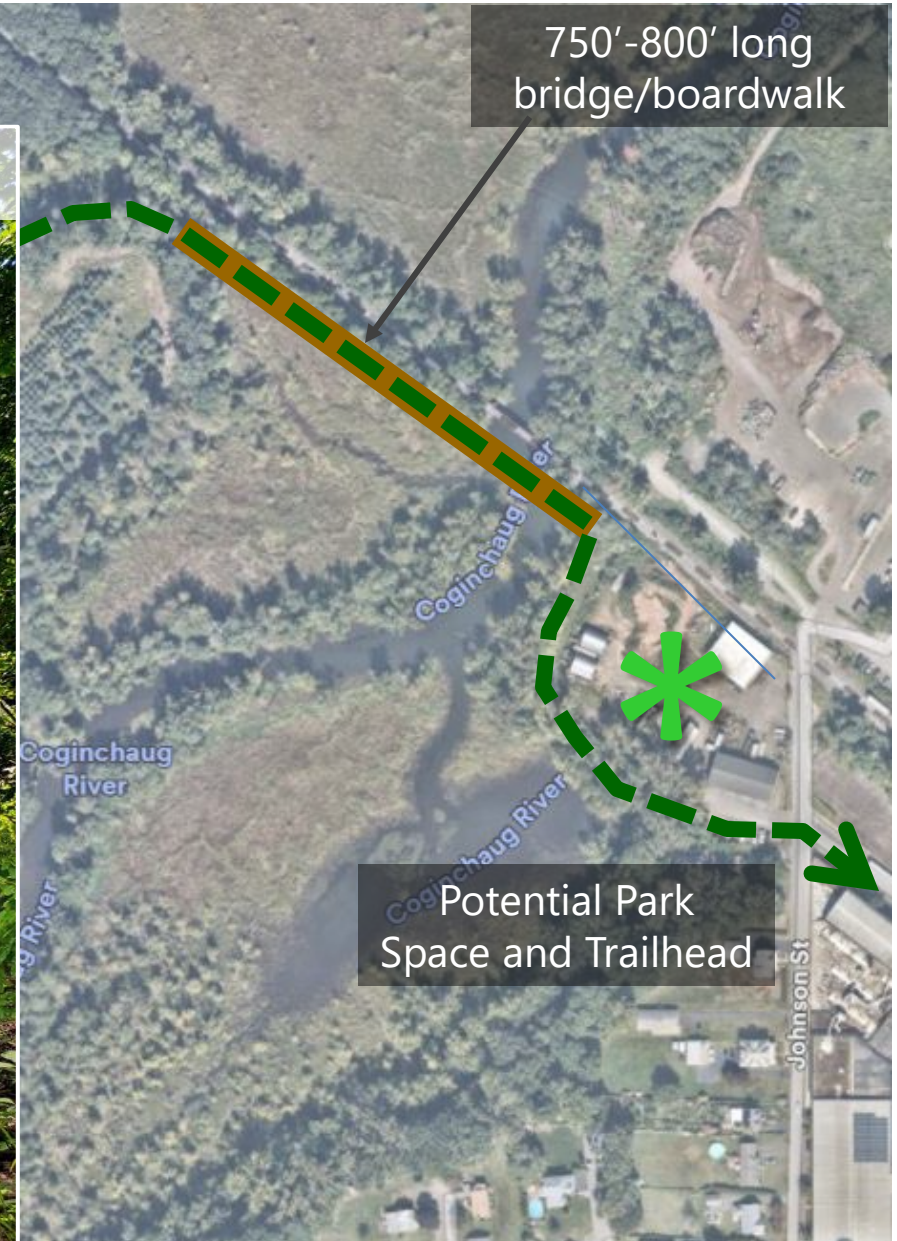
- Local Streets
- Signalized Crossing
- Proposed Crossing (Signal or Beacon)
- Municipal Border
- New Bridge Required
- Bicycle Lane
- Shared Roadway (w/Traffic Calming)
- Shared Roadway (Non-CCLT)
- Shared Use Path
- Shared Use Path (Non-CCLT)
- Sidepath in Road ROW
- Sidewalk Pathway

Crossing the Coginchaug River and Floodplain



Crossing the Coginchaug River and Floodplain

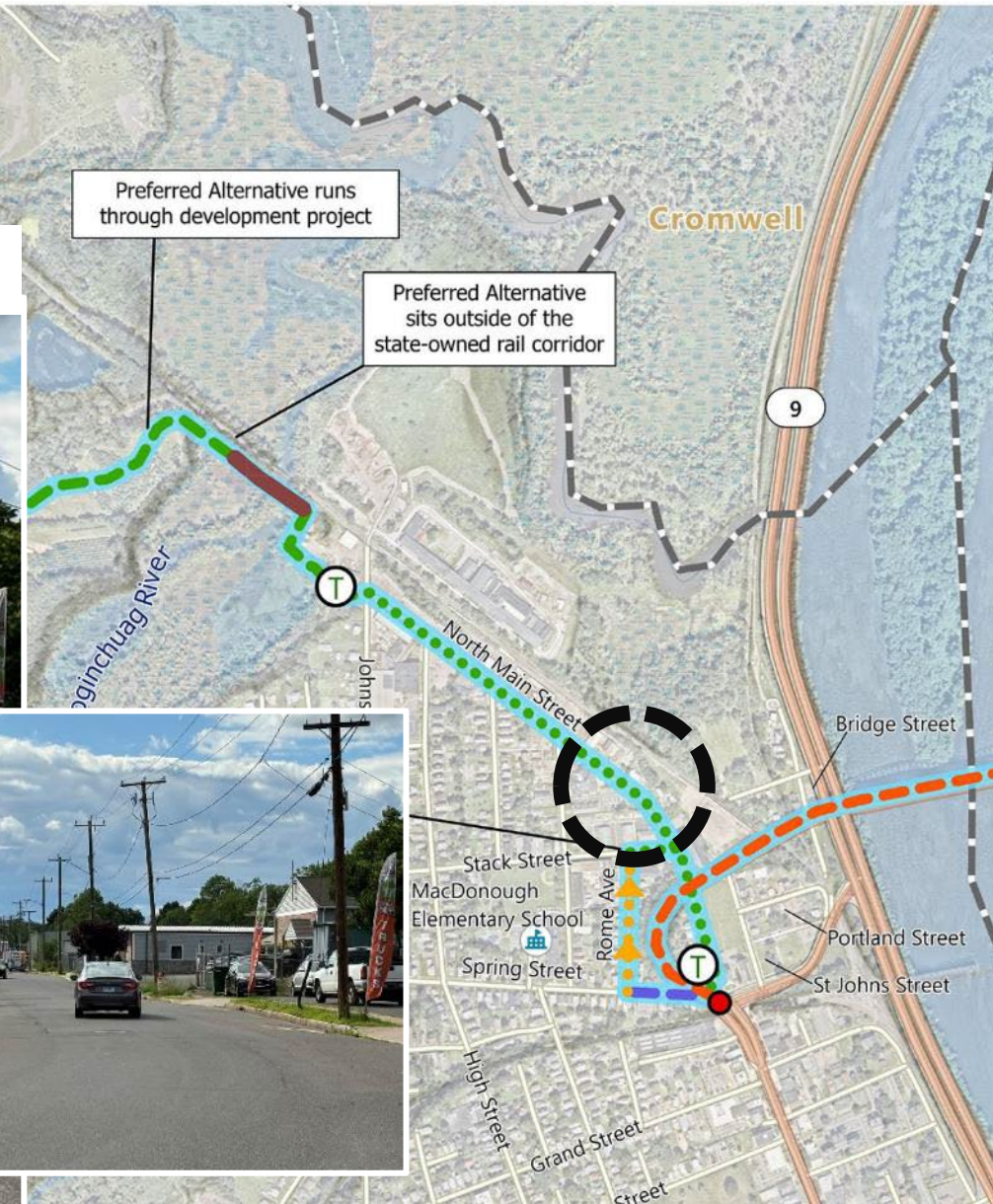
Draft Recommendation showing boardwalk at the Coginchaug River



CCLT Preferred Alignment: Central Middletown



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

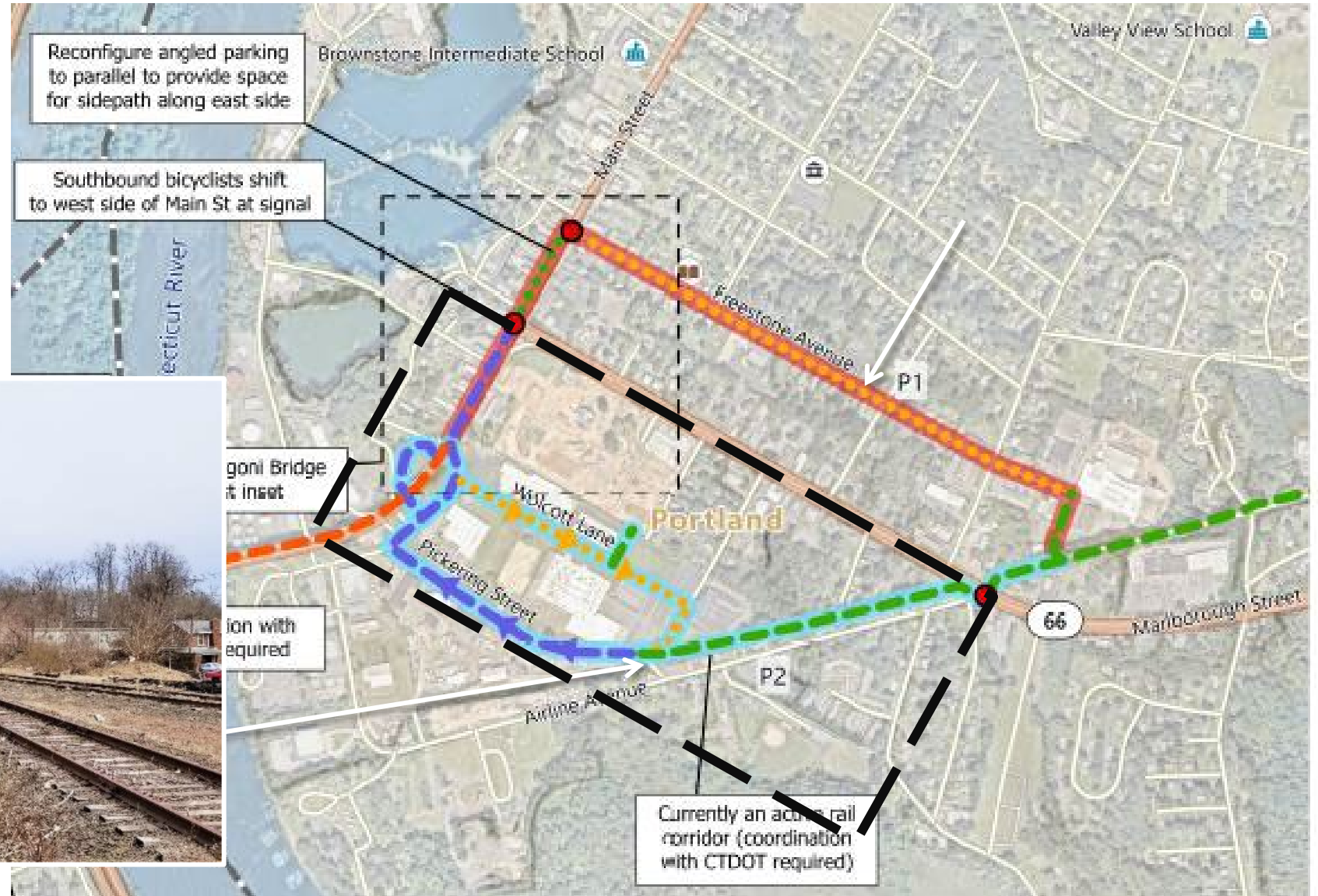


CCLT Preferred Alignment: Portland (Long-term)

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



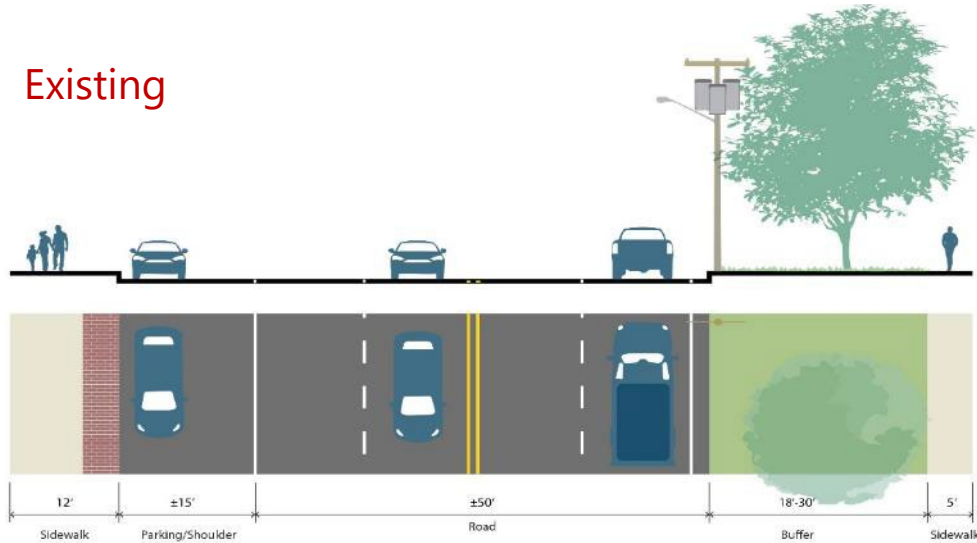
Rail corridor from Pickering St.



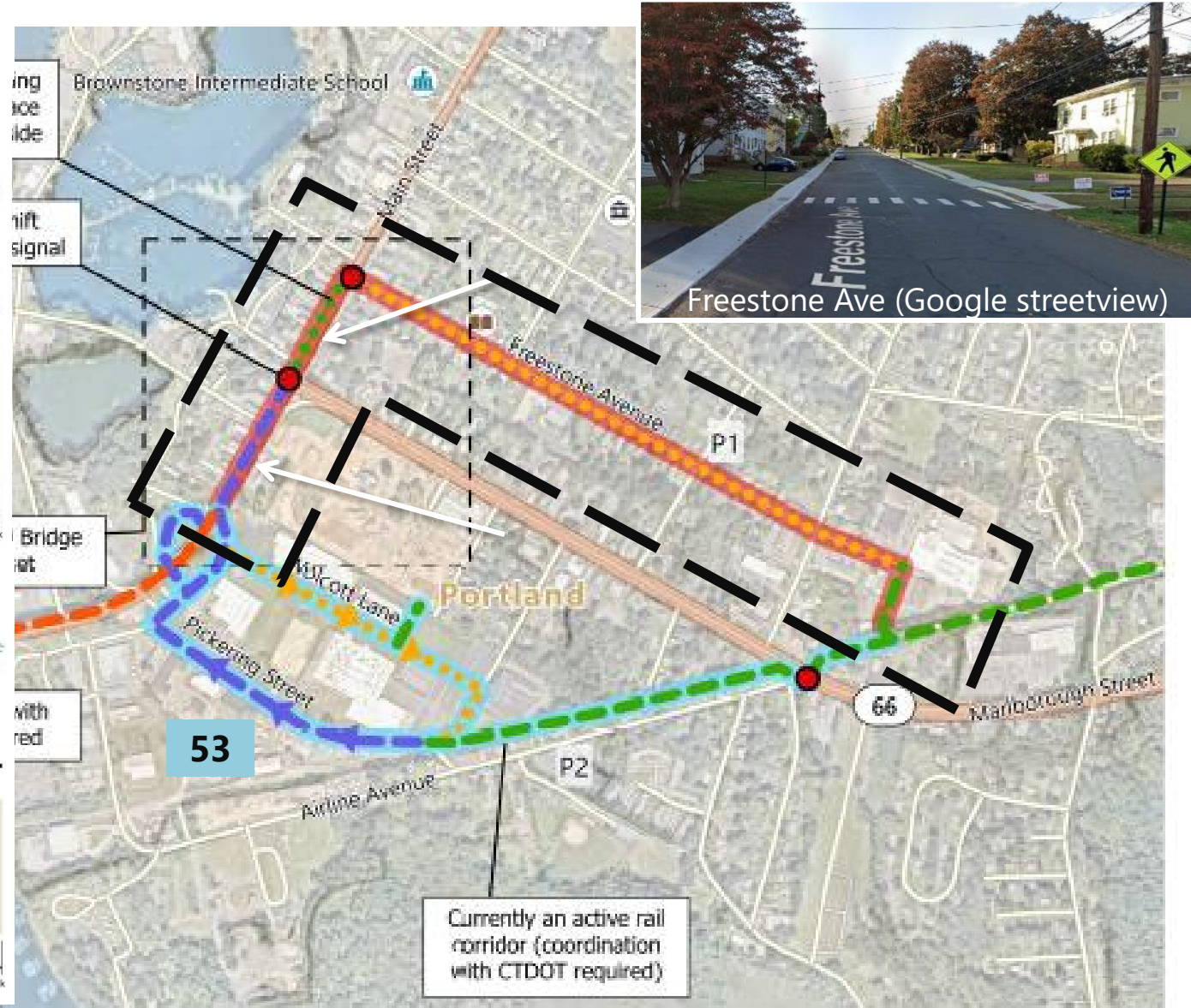
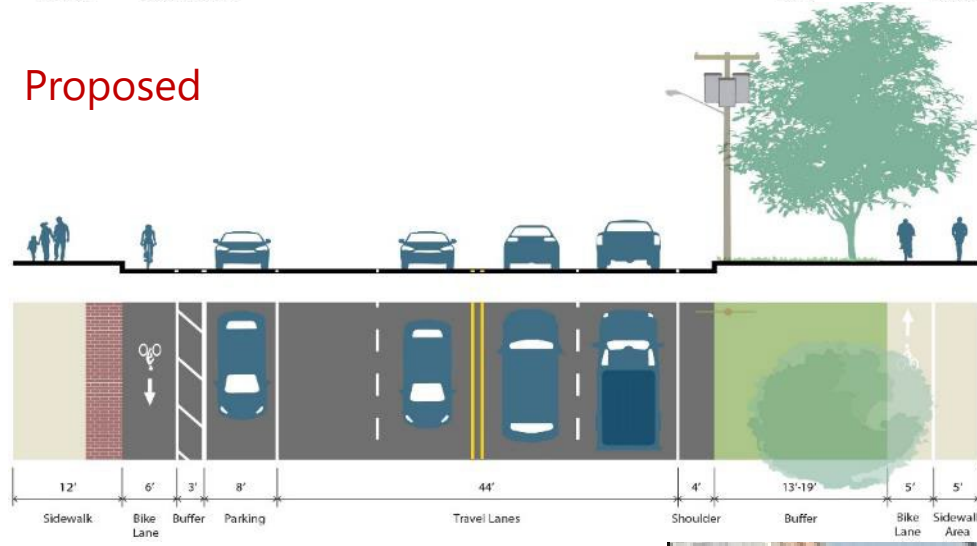
CCLT Preferred Alignment: Portland (Short-term)

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

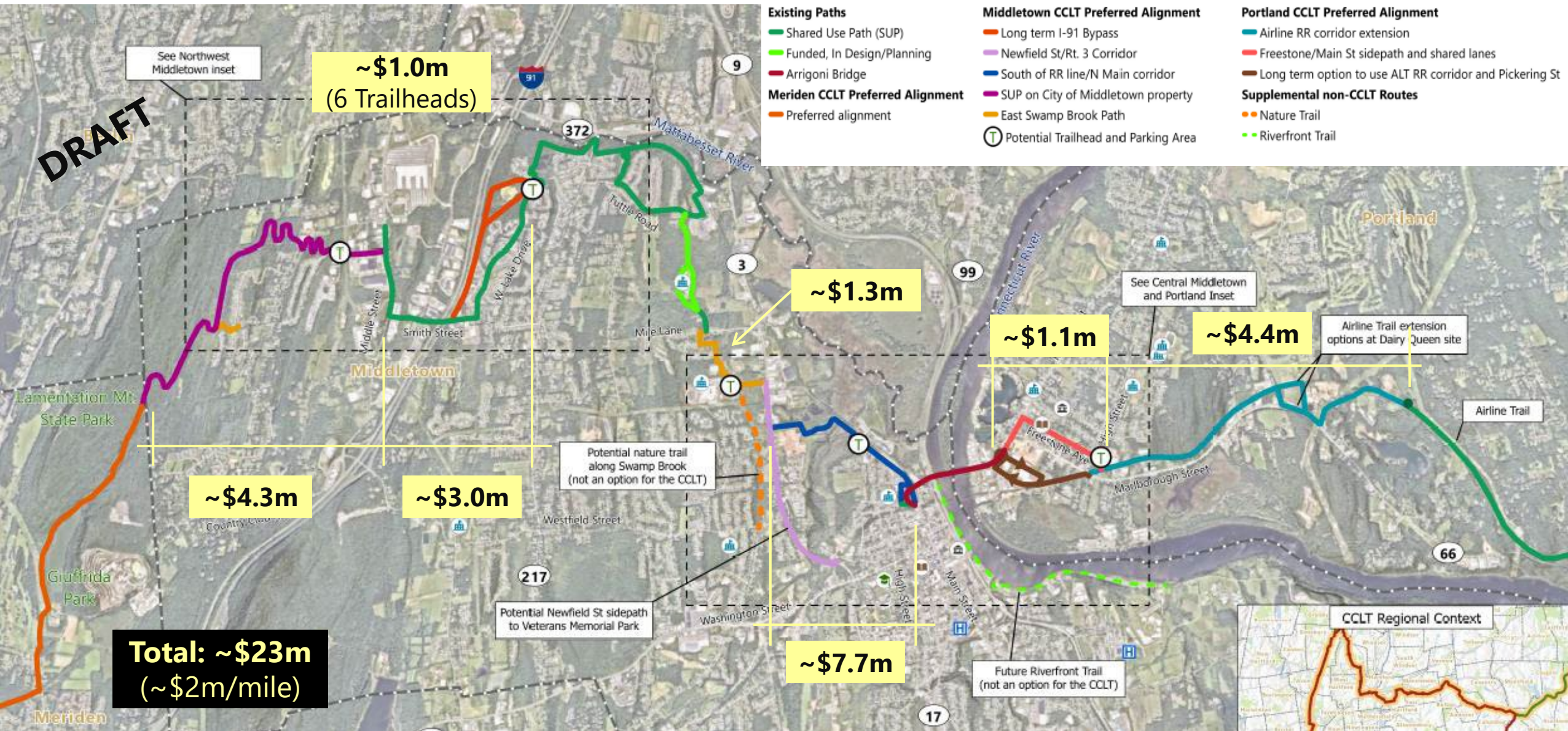
Existing



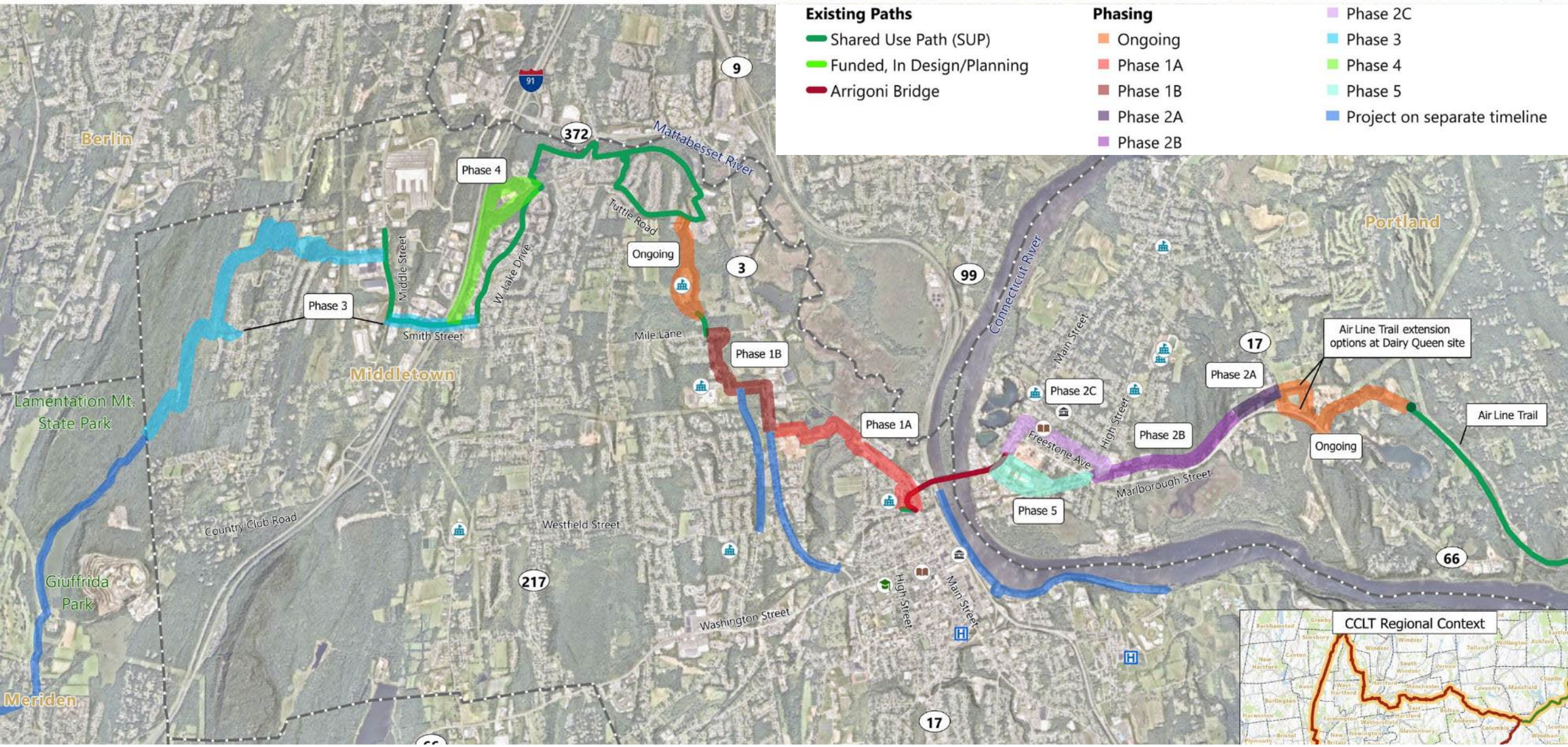
Proposed



CCLT Preferred Alignment: Cost Estimate



CCLT Preferred Alignment: Phasing





Central Connecticut Loop Study

Airline Trail – Farmington Canal Trail Connector

