



Central Connecticut Loop Study

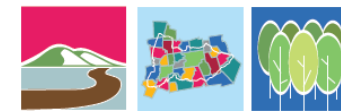
Airline Trail – Farmington Canal Trail Connector



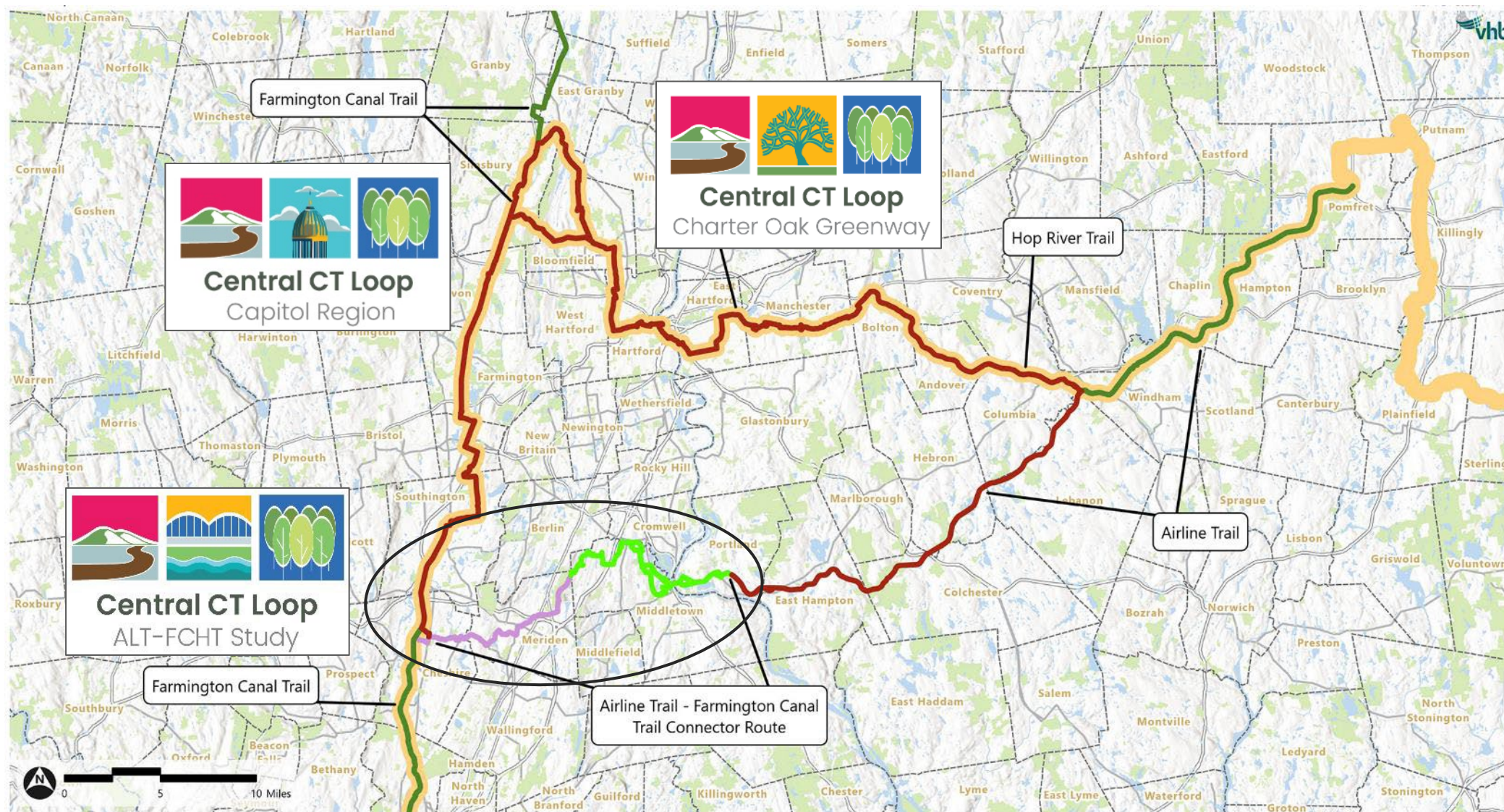
Summary of Public Engagement

- Steering Committee Meetings....thanks to:
 - Dan Bourret, Town of Portland
 - Riz Rizzo, Airline Trail Committee Co-Chair
 - Louis Pear, Airline Trail Committee Co-Chair
- 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/

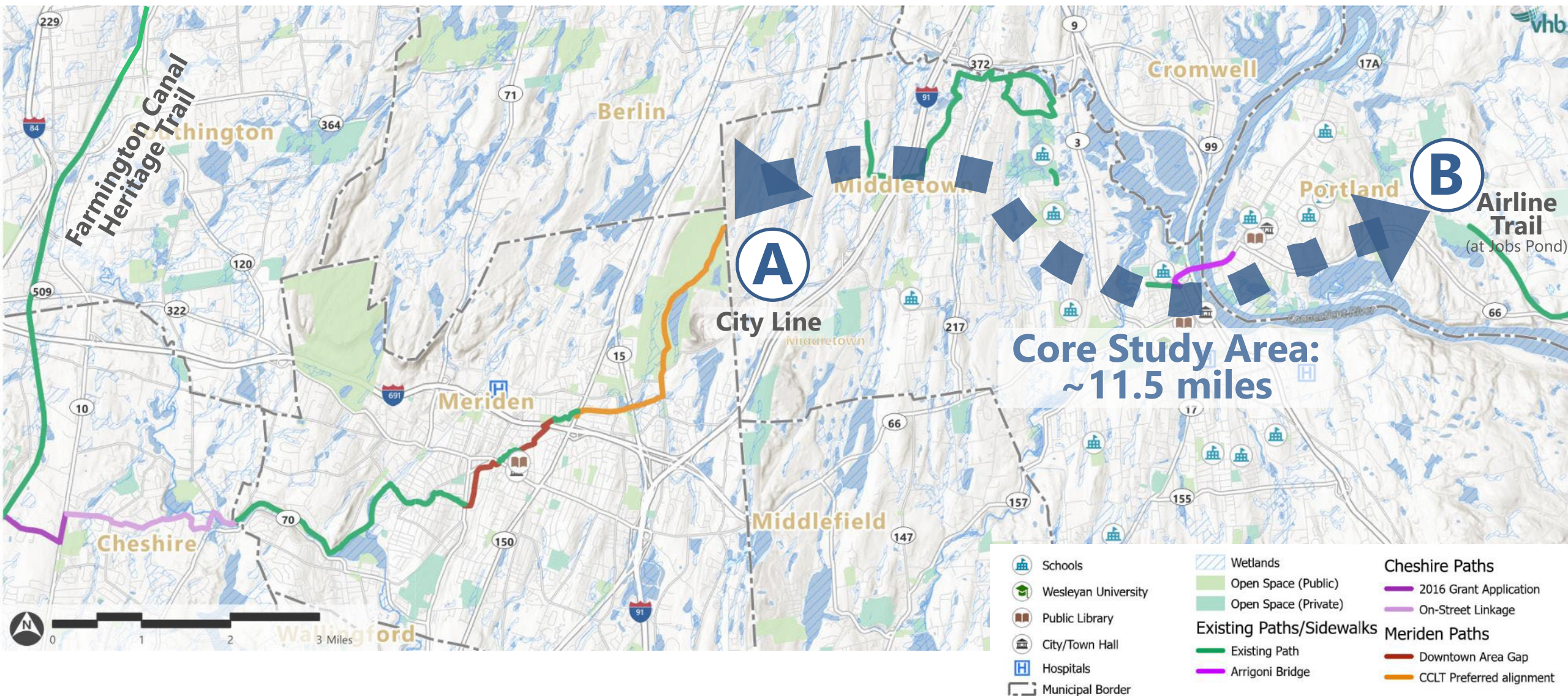




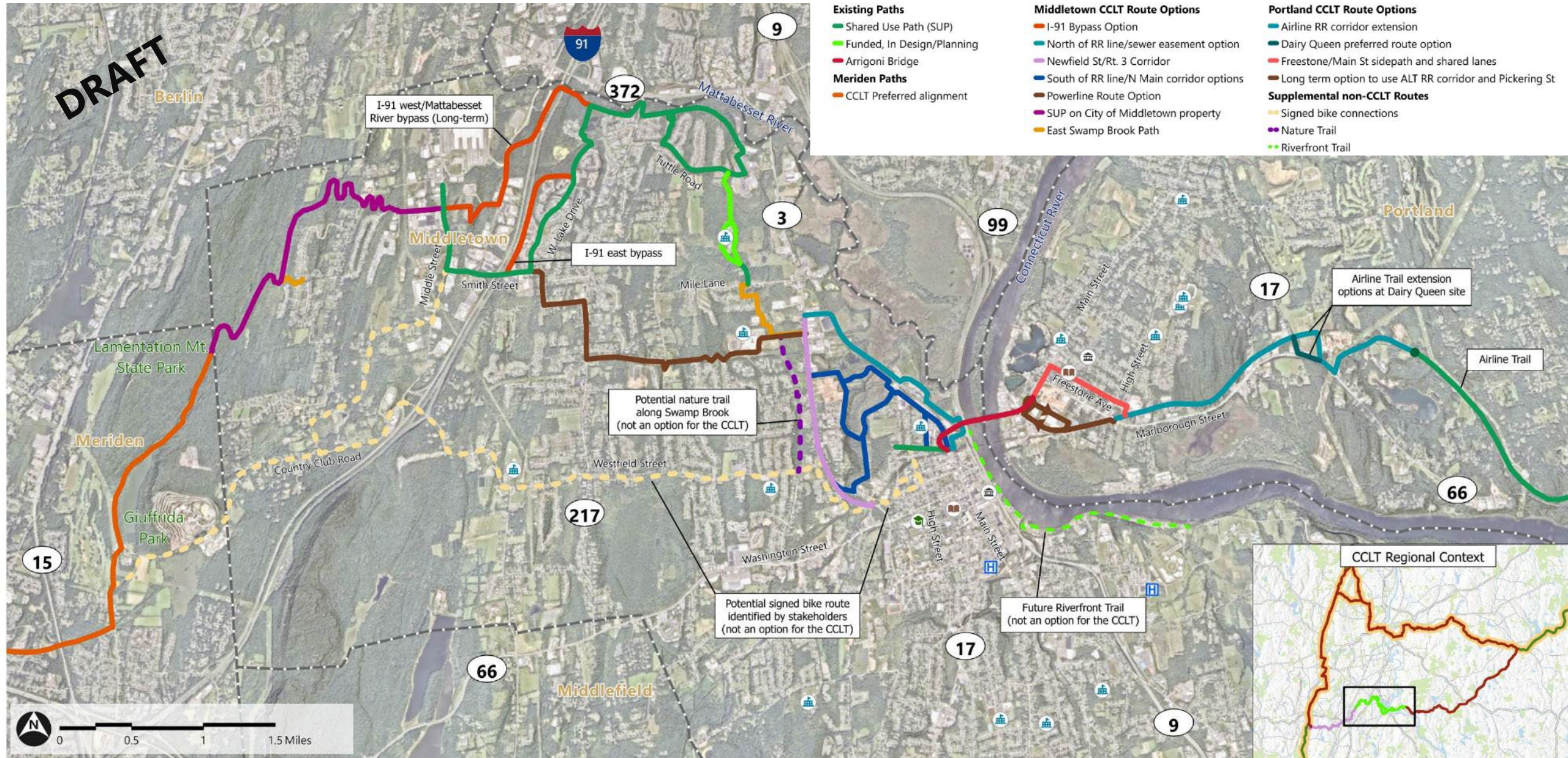
Central Connecticut Loop Trail (111 miles)



The Full Study Area and Core Study Area



CCLT Route Alternatives Considered



Trail Character / Design Options



Path within abandoned rail corridor



Path in road ROW (aka "sidepath")



Boardwalk segment



Path along edge of water body

CCLT Route Alternatives Evaluated

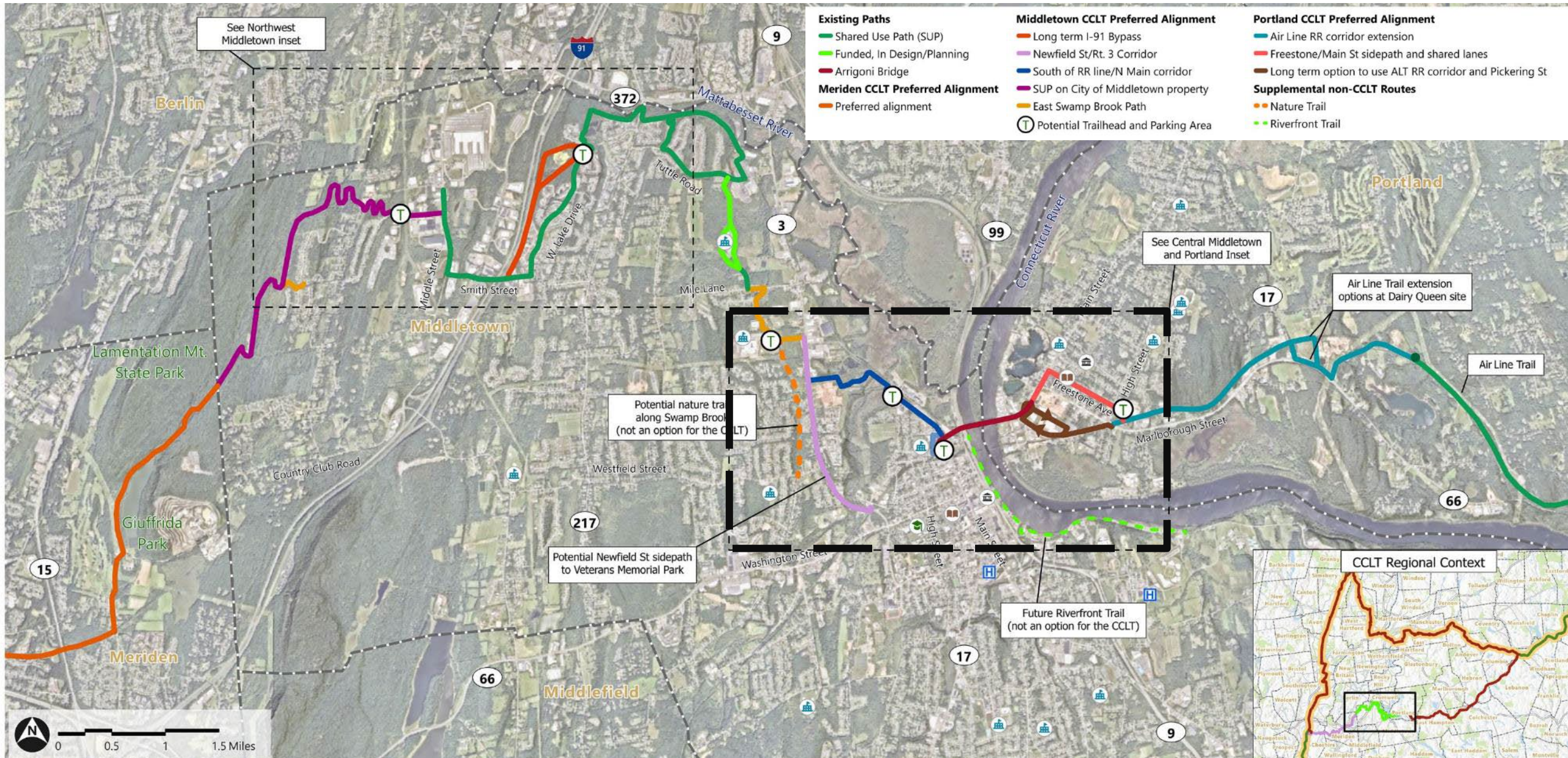
Evaluation Criteria and weighting informed by:

- Input from the Steering Committee and the community
- Project Goals
- Consistency with adopted plans from RiverCOG, City of Middletown, and Town of Portland

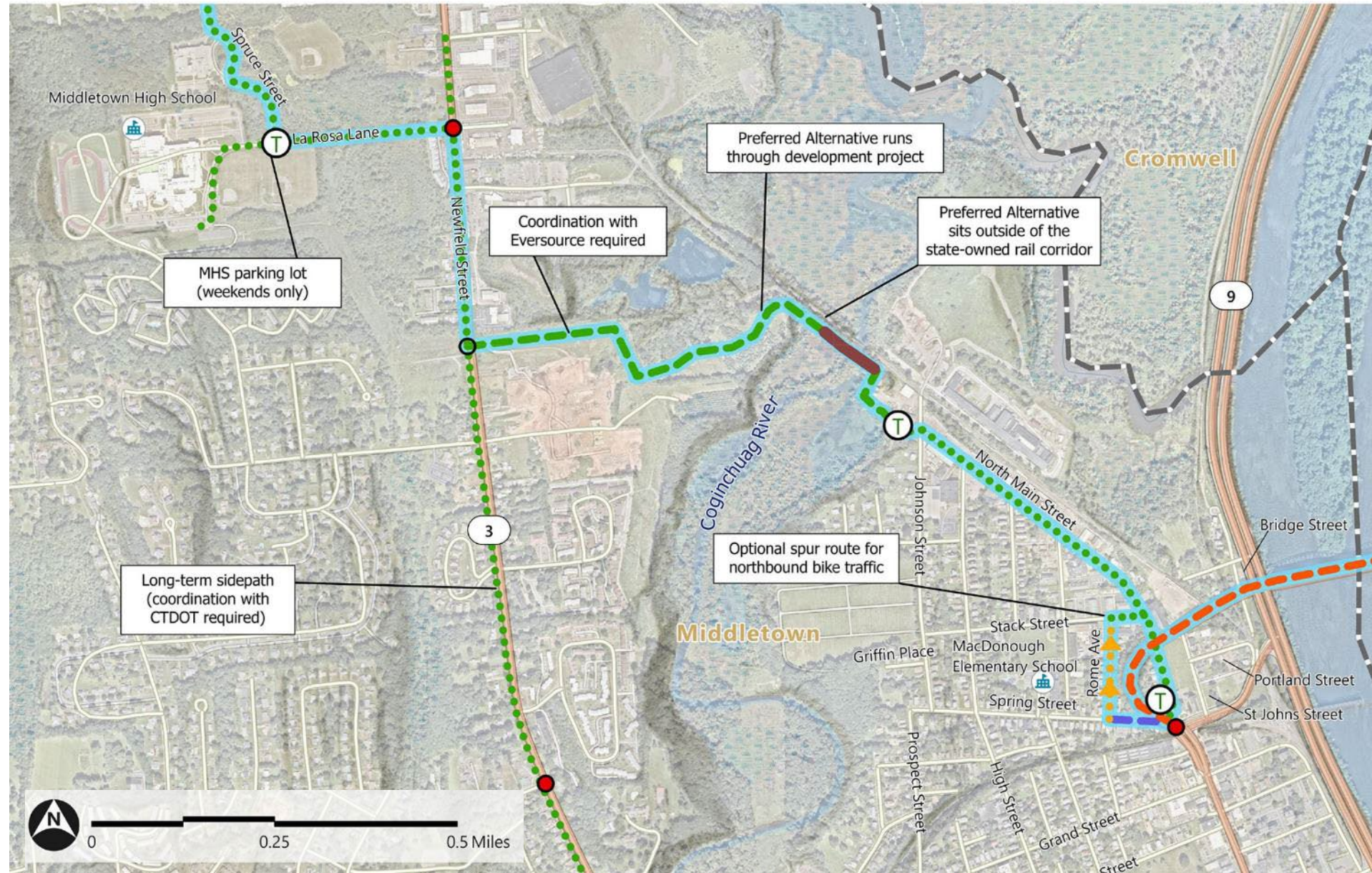
TABLE 1: EVALUATION CRITERIA

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

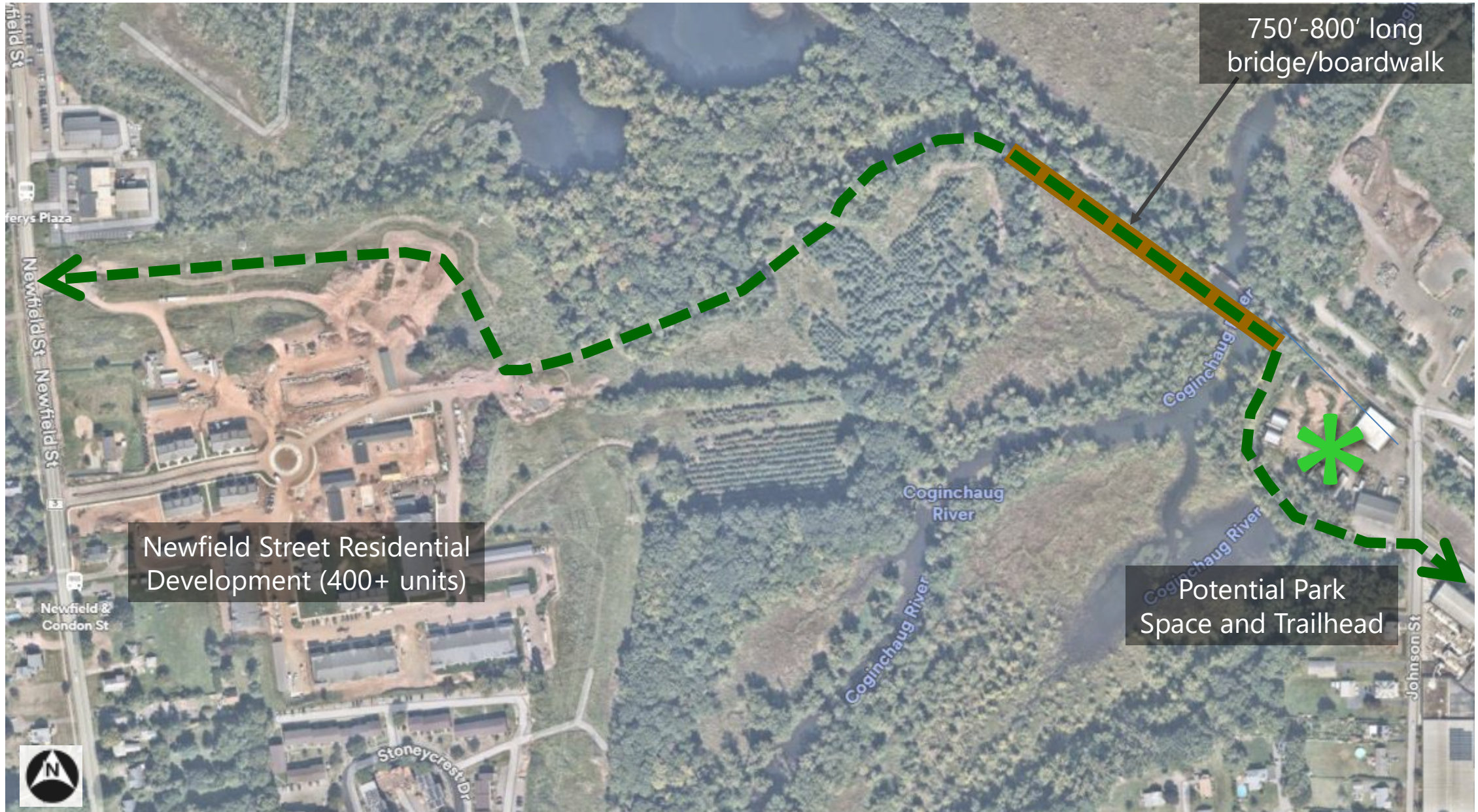


CCLT Preferred Alignment: Central Middletown



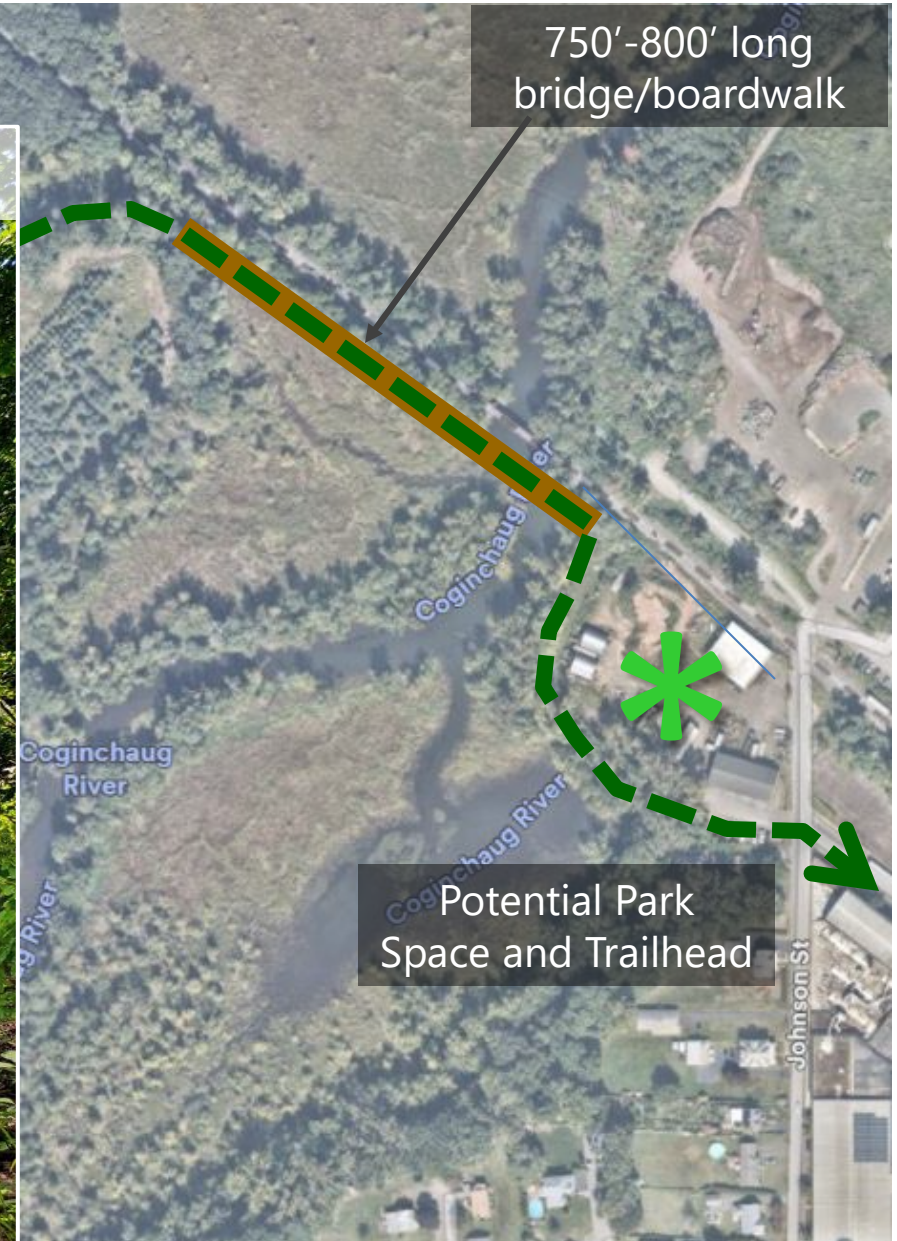
- Local Streets
- Signalized Crossing
- Proposed Crossing (Signal or Beacon)
- Municipal Border
- New Bridge Required
- Bicycle Lane
- Shared Roadway (w/Traffic Calming)
- Shared Roadway (Non-CCLT)
- Shared Use Path
- Shared Use Path (Non-CCLT)
- Sidewalk in Road ROW
- Sidewalk Pathway

Crossing the Coginchaug River and Floodplain



Crossing the Coginchaug River and Floodplain

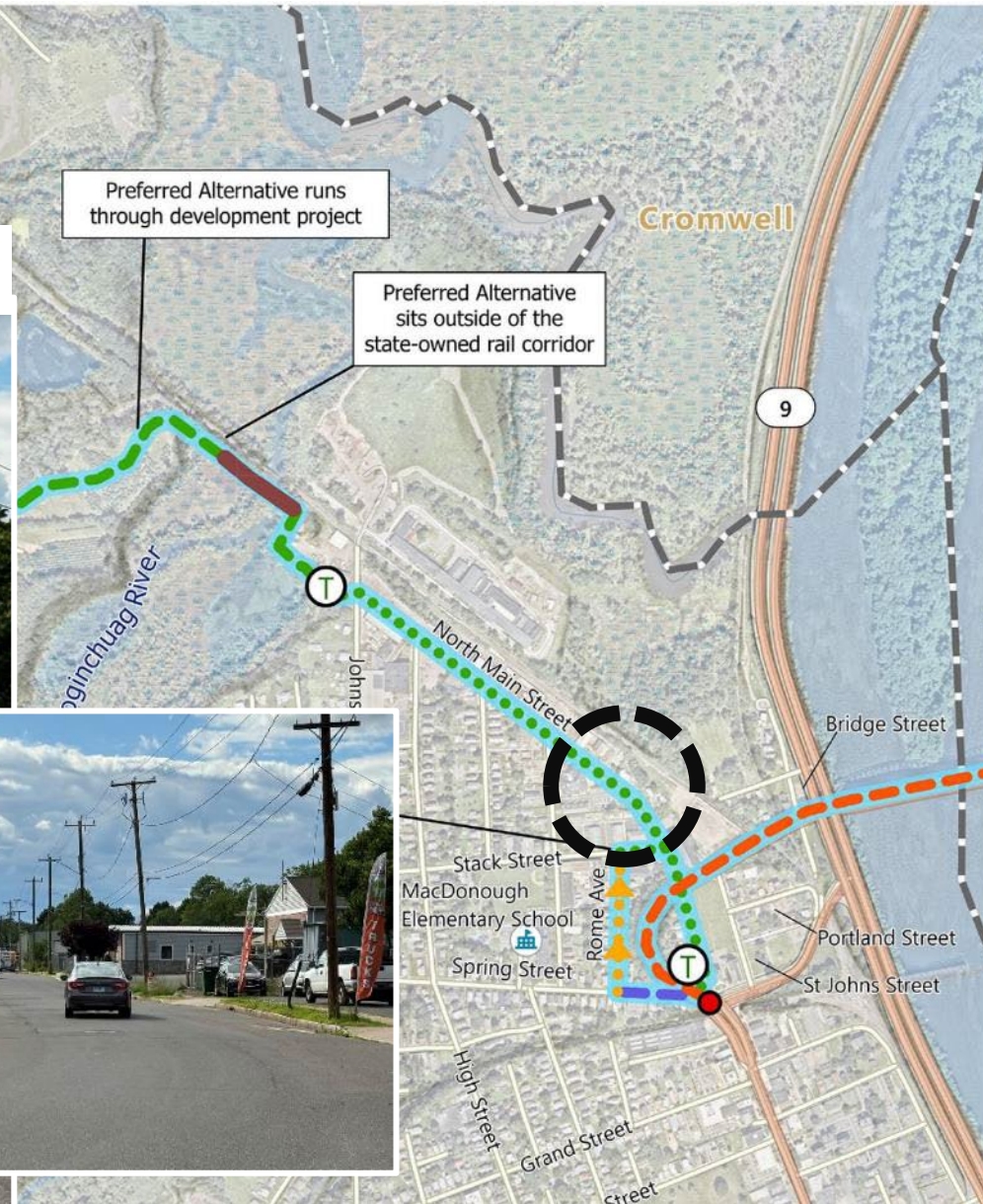
Draft Recommendation showing boardwalk crossing the Coginchaug River



CCLT Preferred Alignment: Central Middletown



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



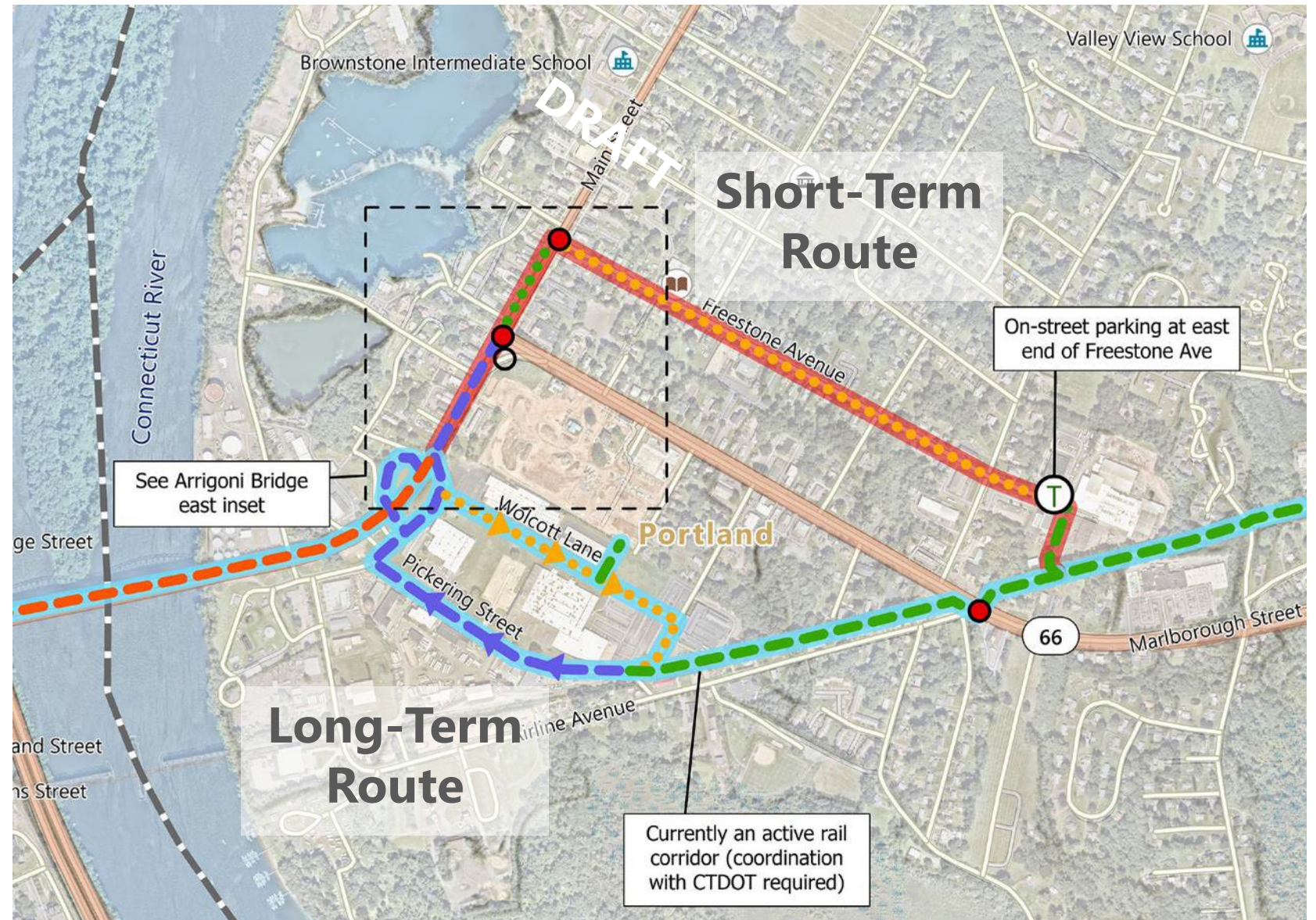
CCLT Preferred Alignment: Portland Downtown

Trail Route Typology

- Bicycle Lane
- Shared Roadway (w/Traffic Calming)
- Shared Use Path
- Sidepath in Road ROW
- Sidewalk Pathway

Portland Alignment

- Short-Term
- Long-Term



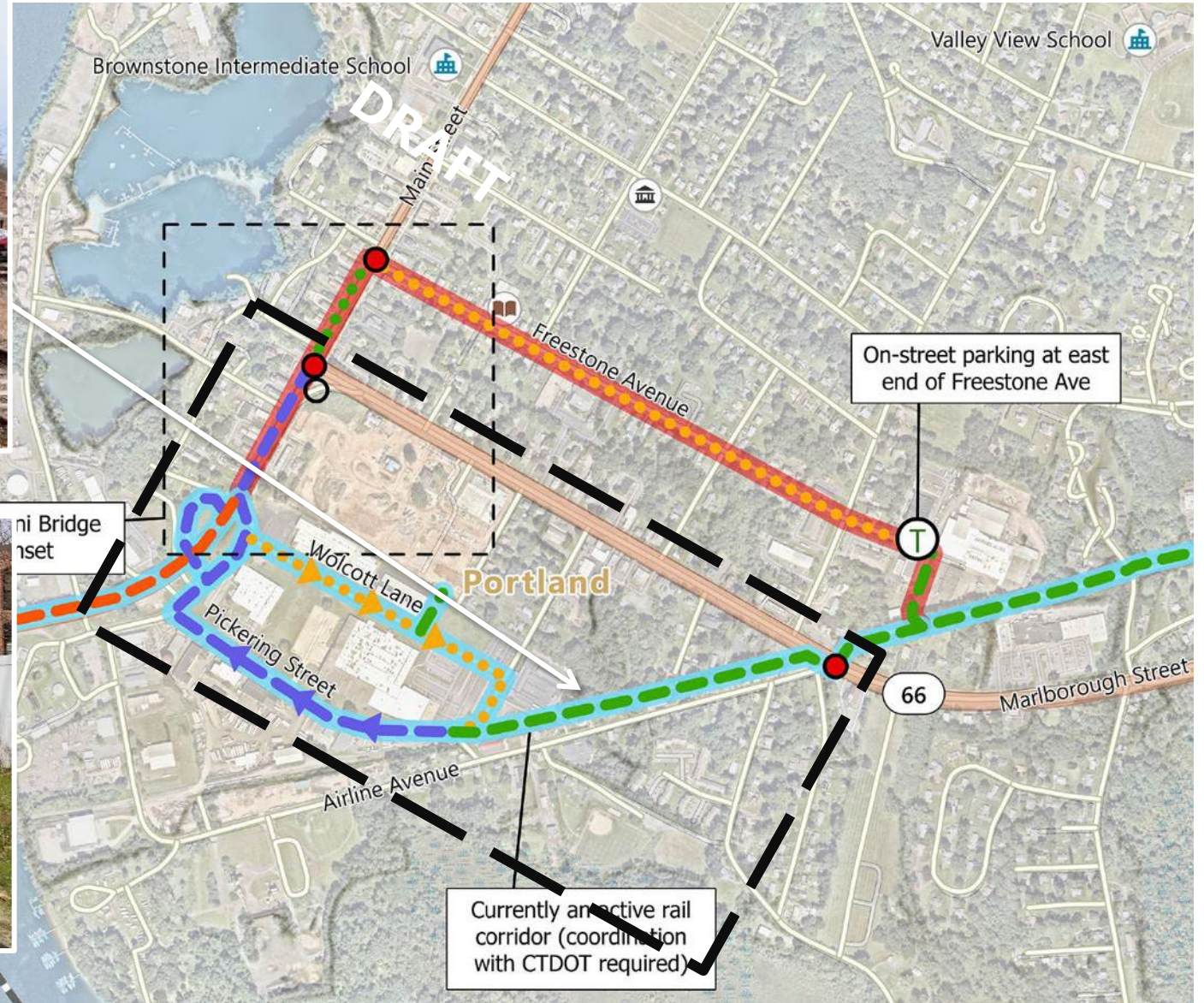
CCLT Preferred Alignment: Portland (Long-term)



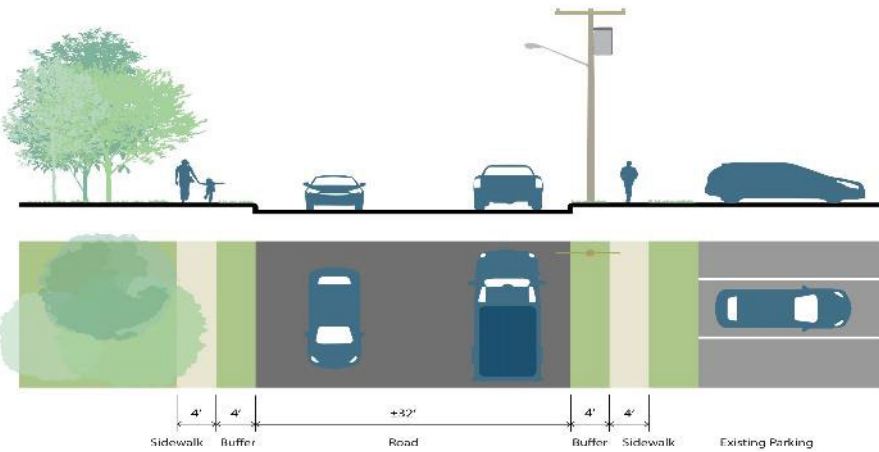
Rail corridor from Pickering St.



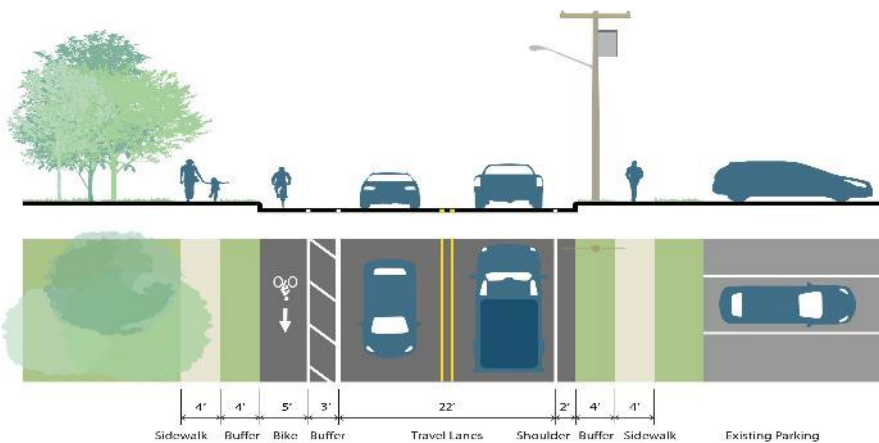
Rail-trail Example from Cambridge MA



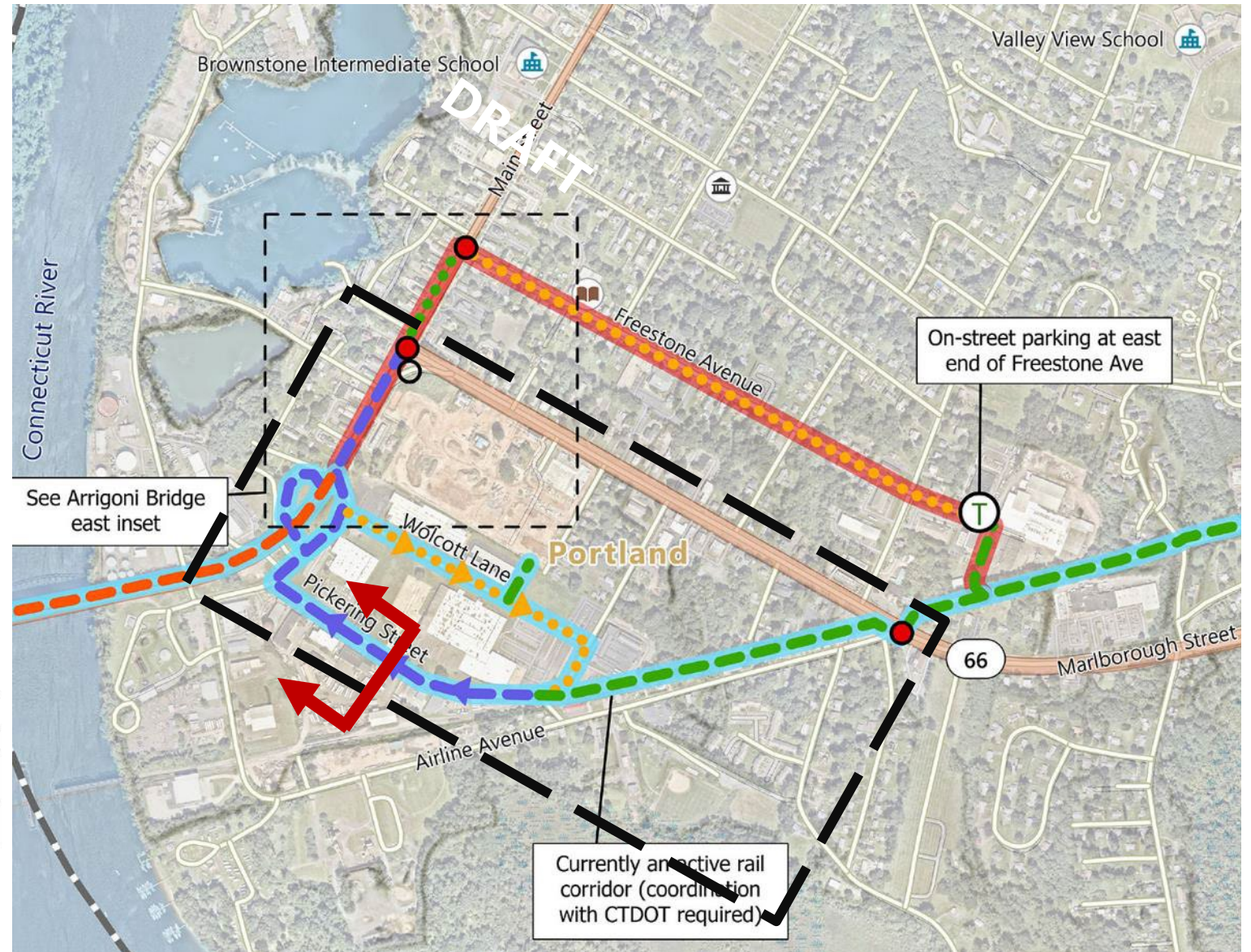
CCLT Preferred Alignment: Portland (Long-term)



Current Conditions on Pickering St.



Potential Future Bike Lane on Pickering St.



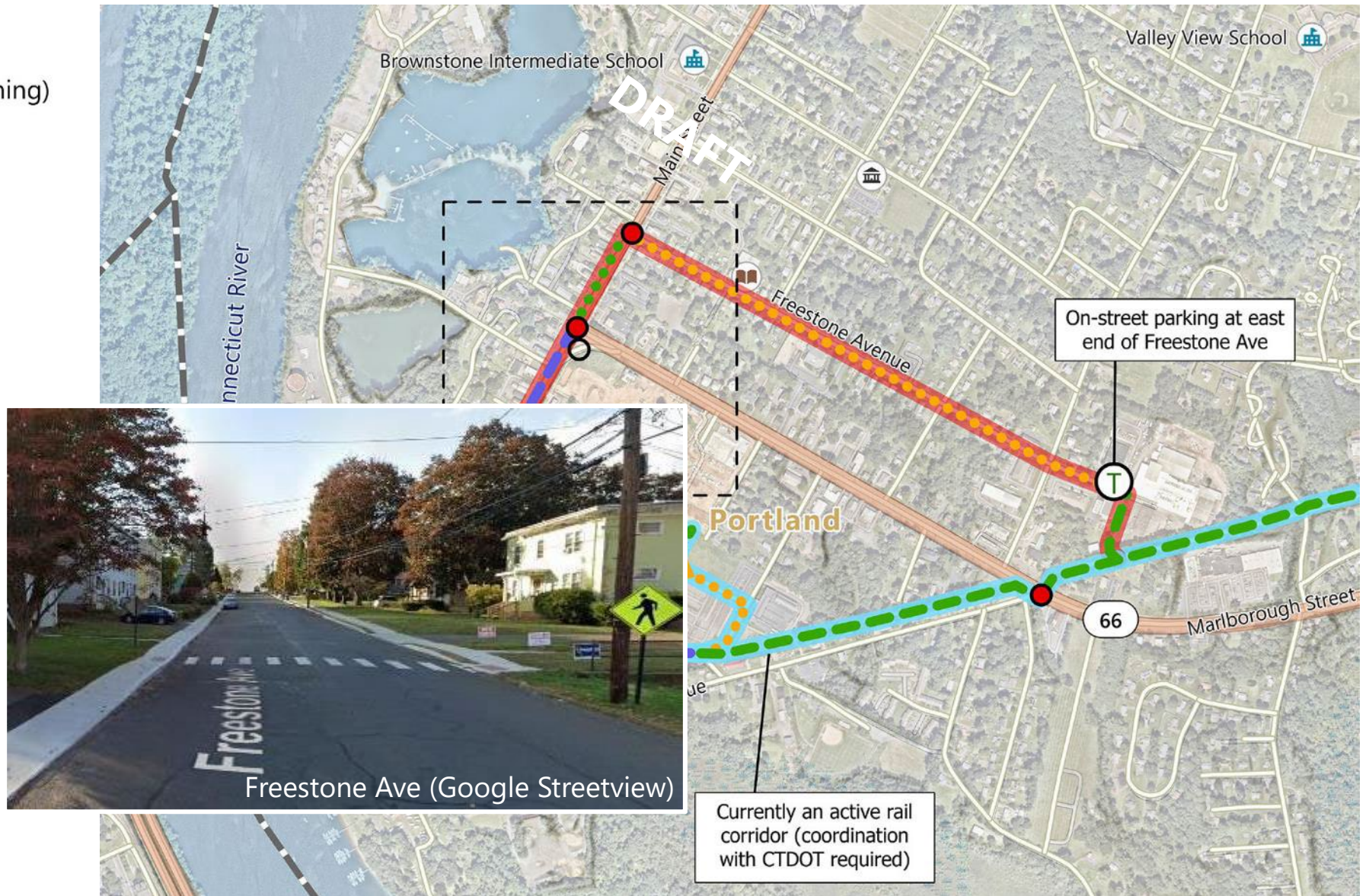
CCLT Preferred Alignment: Portland (Short-term)

Trail Route Typology

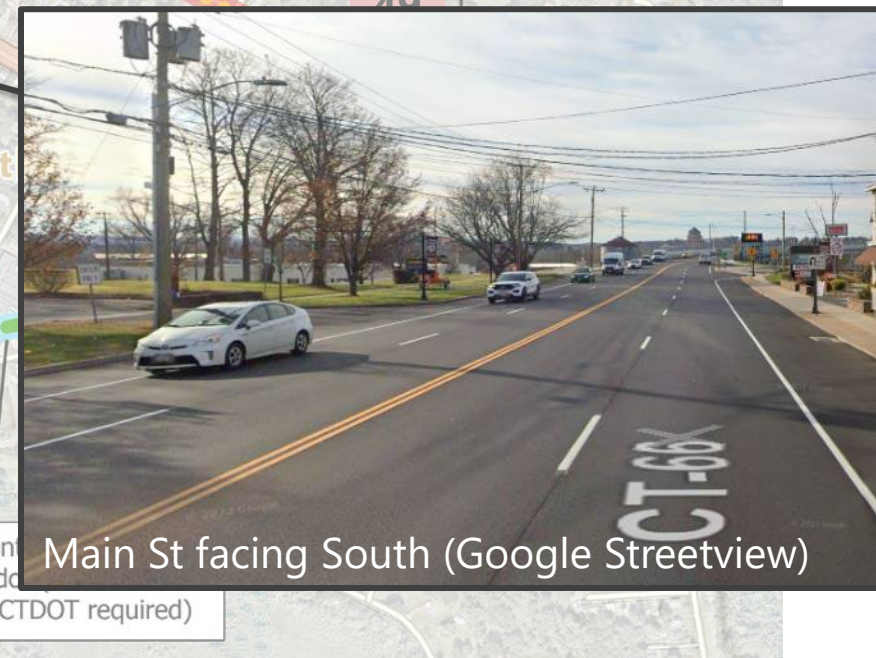
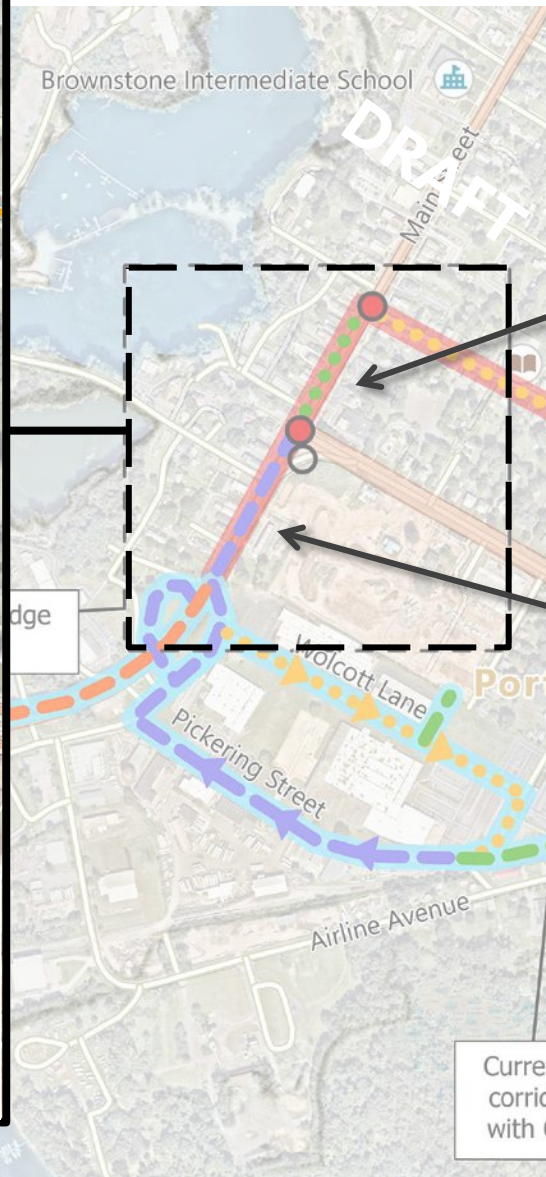
- Bicycle Lane
- Shared Roadway (w/Traffic Calming)
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Portland Alignment

- Short-Term
- Long-Term



CCLT Preferred Alignment: Portland (Short-term)

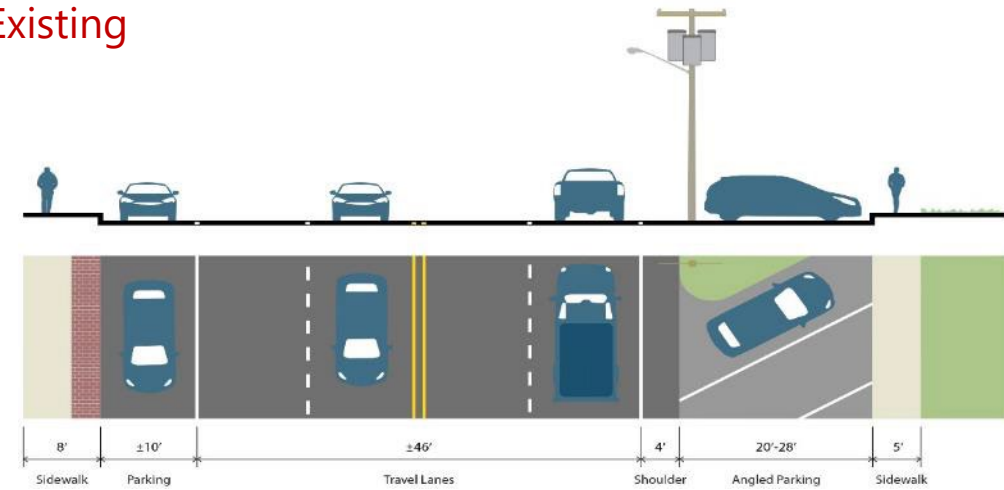


CCLT Preferred Alignment: Portland (Short-term)

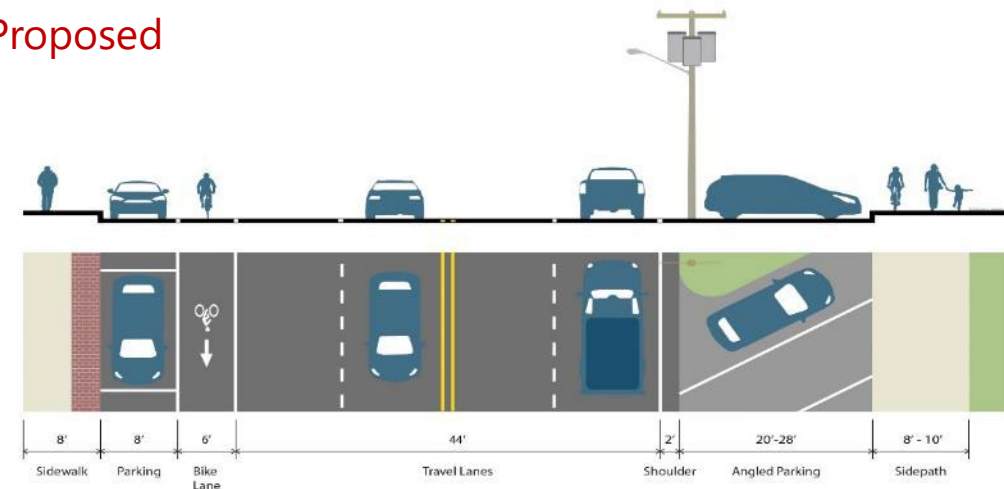


Main Street/Rte. 17A, North of Rte. 66

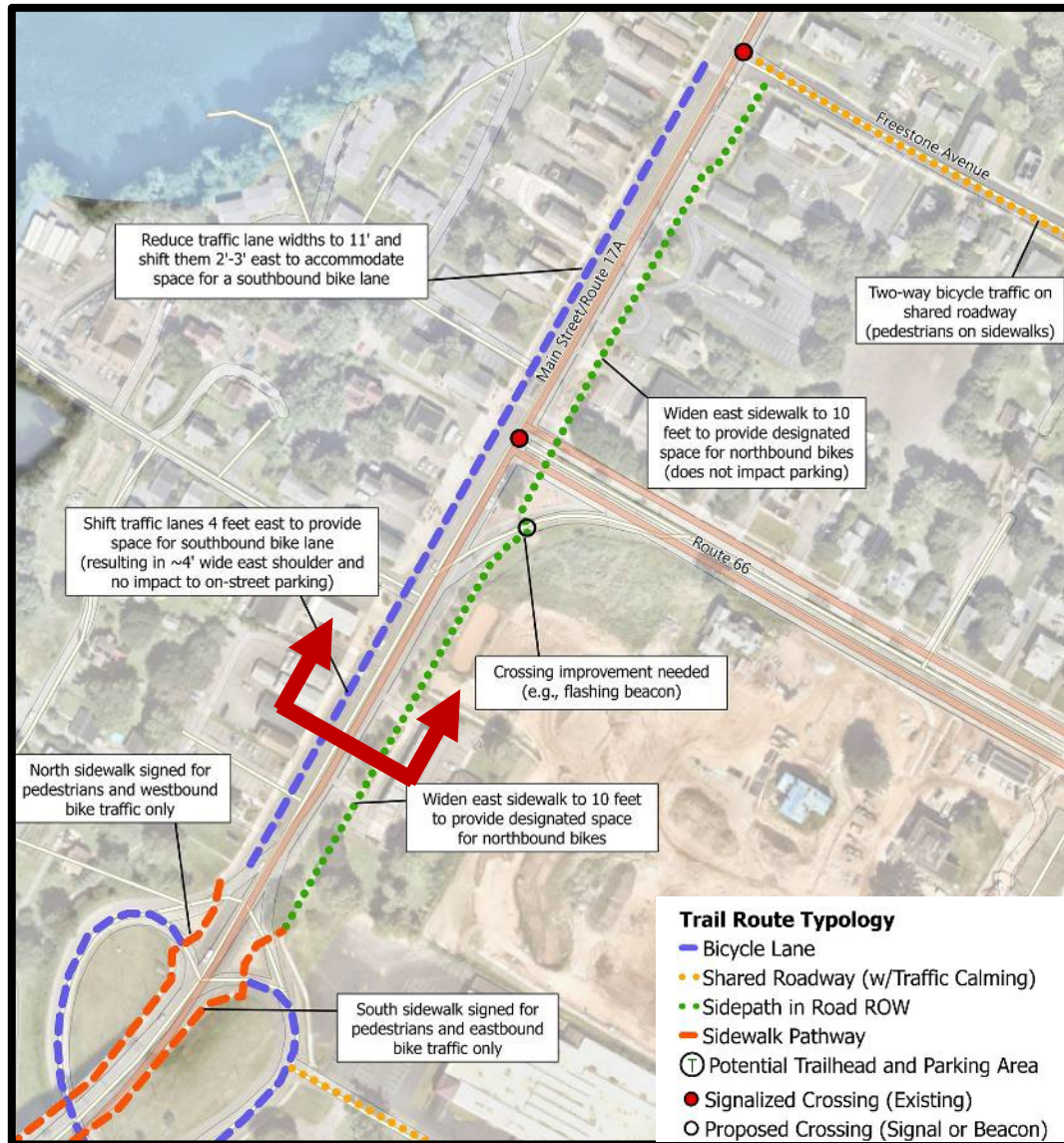
Existing



Proposed

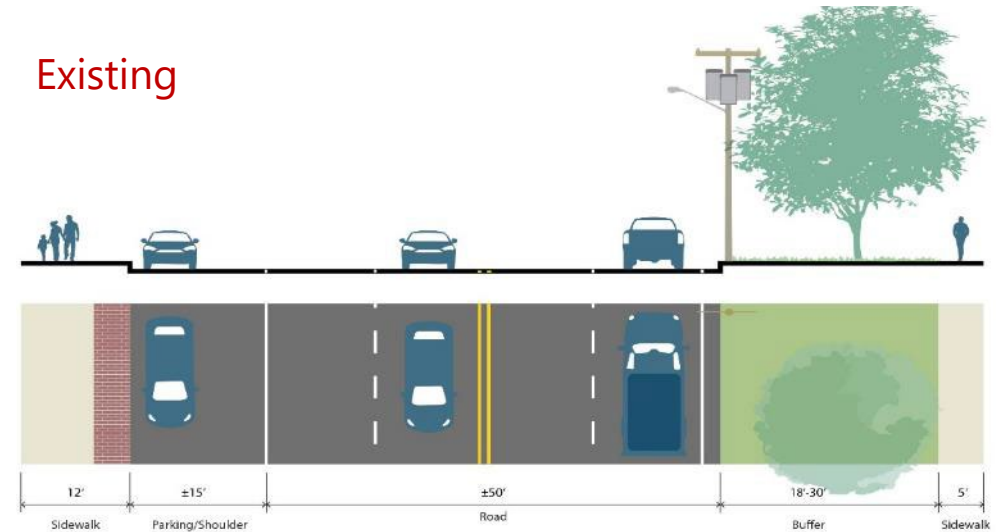


CCLT Preferred Alignment: Portland (Short-term)

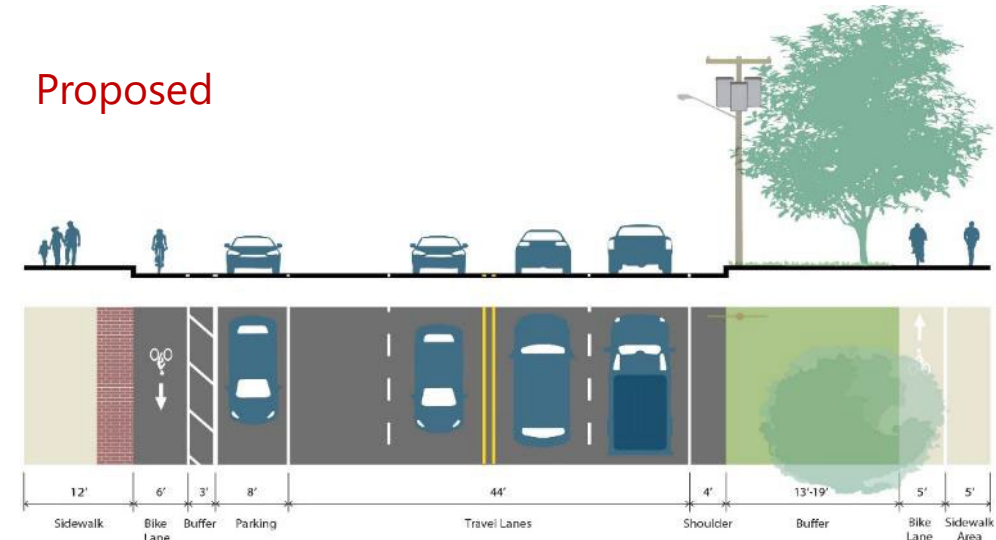


Main Street/Rte. 17A, South of Rte. 66

Existing



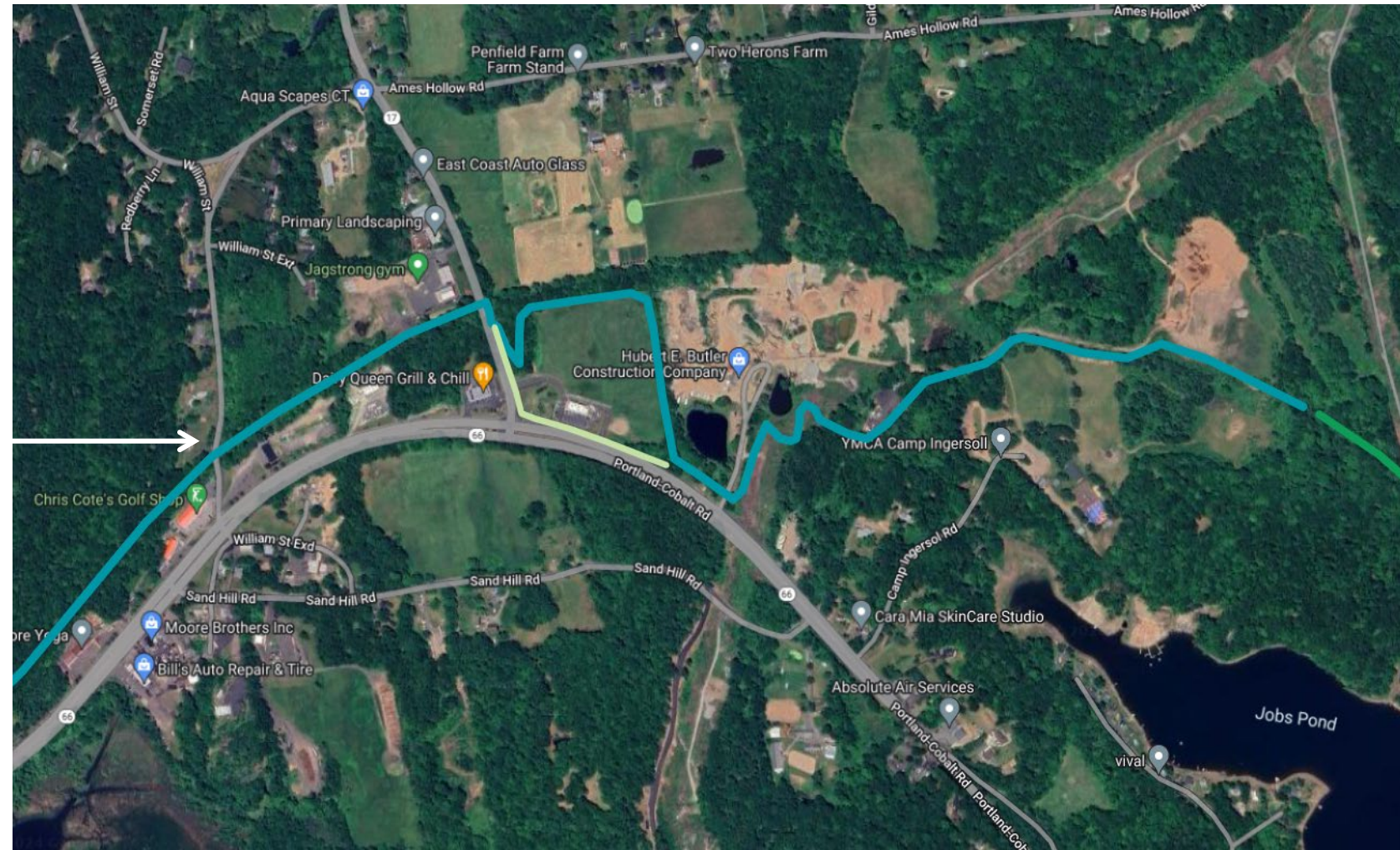
Proposed



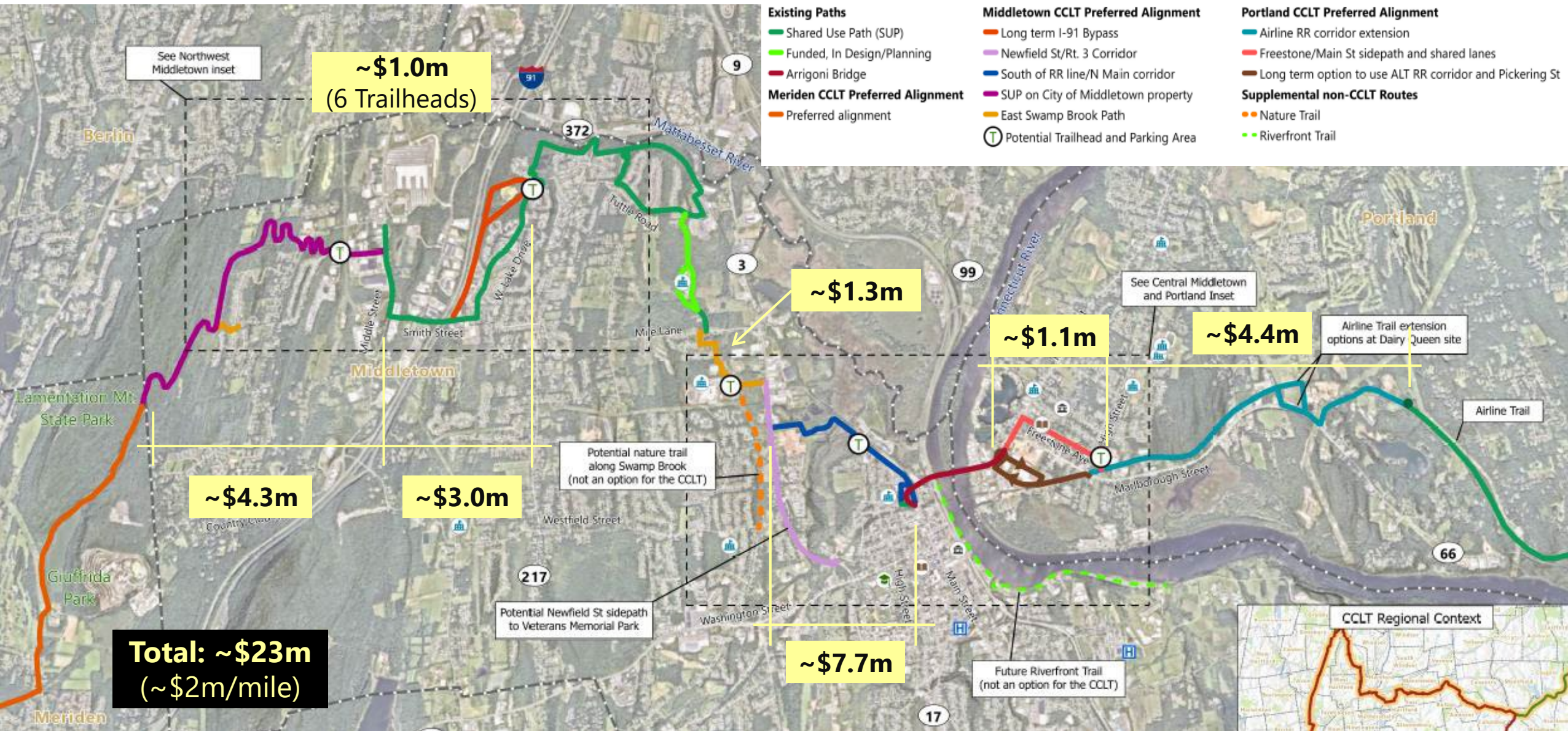
CCLT Preferred Alignment: Portland Link to ALT



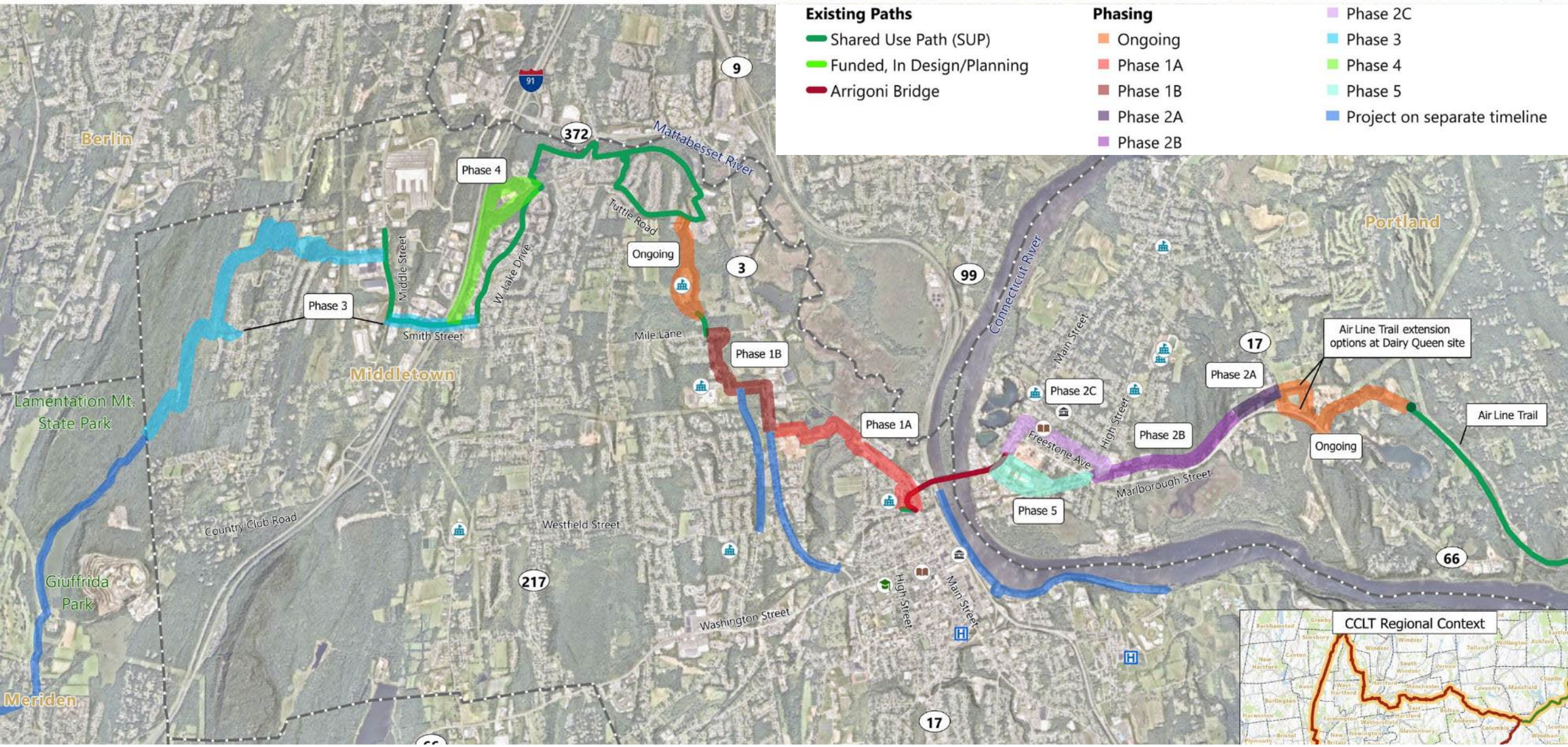
View of rail corridor from William Street Extension



CCLT Preferred Alignment: Cost Estimate



CCLT Preferred Alignment: Phasing





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