



Meeting Agenda

Wednesday September 9, 2015 - 9 to 11 am
Cass Gilbert Room – Waterbury City Hall
235 Grand Street, Waterbury, CT

Free Parking is available behind the NVCOG offices at 49 Leavenworth St., just a block from City Hall.
Metered municipal parking is available on Grand Street or in the lot between City Hall and the Library.

Call-in # 866 675 9421 Toll-free

Passcode: 2079354#

Please call Aaron Budris at 203-768-4696 if you are unable to get through.

Let's Leave Today's Meeting With:

- Trail Section Priorities
- Enthusiastic Volunteers to help lead the Trail User Survey
- Information about ongoing projects

9:00 – Introductions / Welcome

9:10 – Recreational Trails Grants Support– Letters sent in support of:

- City of Torrington/ Torrington Trails Network: Trail Design and Construction of trail of approximately 2.6 miles of trail.
- Naugatuck Valley Council of Governments (submitting on behalf of the Connecticut Greenways Council) – Statewide Multiuse Trail User Survey.

9:20 – Trail Section Prioritization – Review and discuss potential priority trail sections for future funding/ focus:

- DOT has requested a list of priorities on the NRG
- NVCOG identified the following sections as “low hanging fruit” that: a) have some advanced plans, b) have few ROW concerns, c) have a well-defined route, and/or d) connect to scheduled or existing sections.
 - Waterbury Phase I from Platts Mill Rd. to Eagle St. – 2.2mi.
 - Waterbury Phase II from Eagle St. to Freight St. - 2.3 mi.
 - Seymour from Bank Street to Tingue Bypass Park - .3 mi.
 - Ansonia bridge over Metro North ROW to Pershing St - .1 mi.
 - Naugatuck from Pulaski footbridge to Waterbury Town Line - .9 mi.
 - Watertown from Frost Bridge Road to Thomaston Town Line – 2.4 mi.
 - Beacon Falls from Route 42 (existing greenway) to Toby's Pond – 1 mi.
 - Torrington from Franklin Street to Bogue road – 2.6 mi.
- Motion to support priorities/ revised priorities?

9:50 – NRG Economic Study Update

- Additional funding from Katherine Matthies Foundation
- UConn Partnership / MOA
- Literature Review – Presentation – Laura Brown and John McDonald
- Survey – final review and deployment
 - Survey will be deployed in September – Call for Volunteers
- Trail Counts – Derby and Naugatuck – Presentation – Aaron
- Next Steps-
 - Survey expansion – Statewide Project
 - Economic Analysis – CCEA

“The Naugatuck River from Torrington to Derby is rich with history, stunning scenery and wildlife. Just as the river built and shaped our towns and cities, the Naugatuck River Greenway will be a driving force for the next century and beyond.

Our mission is to harness the vitality and protect the health of the river for economic development and quality of life for all.”

10:30 – Updates

- Uniform Signage – John
 - Consultant Selection
- Watertown/Thomaston – Chuck/ Will
 - Thomaston Approval
- Waterbury Phase I – Kathy

10:45 – News and Upcoming Events – Committee Round Table

- Torrington – Work to extend the Sue Grossman Trail – Rista
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11:00 – Wrap-Up & Adjourn

- Next Meeting – November 18, Location TBD

Naugatuck River Greenway Steering Committee

Aaron Budris- Naugatuck Valley Council of Governments
Bill Purcell - Valley Chamber of Commerce
Bob Gregorski - Naugatuck River Watershed Association & Trout Unlimited
Christopher Way - US Army Corps of Engineers
Chuck Berger - Watertown Town Engineer
Clifford Cooper - Litchfield Community Greenway
Dave Faber - CT Outdoors (outfitter in Watertown)
Elaine LaBella - Housatonic Valley Association Land Protection Director
Fred Messore - Town of Seymour
Ingrid Manning – formerly of CT Community Foundation
Jack Walsh - Valley United Way
Jim MacBroom – Milone and MacBroom
Jim O'Rourke - Waterbury Y
Jim Stewart - Naugatuck Borough Engineer
Jim Whitney - Western CT Convention & Visitors Bureau
Joan Kirchner - Harwinton Conservation Commission
Jolene Podgorski - Watertown DPW
John Monroe – National Park Service: Rivers & Trails Program
Josh Carey – Connecticut Community Foundation
Kate Rattan - CT DOT Bicycle/Pedestrian Coordinator
Kathy McNamara - City of Waterbury
Kevin Zak – Naugatuck River Revival Group & Housatonic Valley Association
Laura Wildman – Princeton Hydro
Laurie Giannotti - CT DEEP Greenways
Liz Falzone - Beacon Falls – Citizens for Tomorrow's Downtown
Mark Jewell – VHB, Inc (CT DOT)
Maura Martin - Thomaston Trails Committee
Mark Nielsen – Naugatuck Valley Council of Governments
Mike Jastremski – Housatonic Valley Association
Peter Kisselburgh – Thomaston Trails Committee
Ray Leite - Digital Arts Program at Naugatuck Valley Community College
Rich Minnick – Beacon Falls
Richard Knoll – TEAM Inc. (Community Action agency in Ansonia)
Rista Malanca - Torrington
Sam Dziekan - Housatonic Valley Association
Sam Gold - Emeritus
Sheila O'Malley – City of Ansonia
Susan Peterson - CT DEEP Watershed Management Program
Vicki Barnes - Watertown - Steele Brook Rangers
Vincent Gualtieri - US Army Corps of Engineers
Vinnie Scarlata – Ansonia Economic Development Commission
Will Cummings – Thomaston Trail Committee



July 1, 2015

Laurie Giannotti
Trails and Greenways Program Coordinator
Department of Energy and Environmental Protection
79 Elm Street
Hartford, CT 06106-5127

Subject: Support for the City of Torrington and Northwest Connecticut YMCA-Torrington Trails Network's Recreational Trails Program Grant Application.

Dear Ms. Giannotti:

At its regular meeting on June 25, 2015, The Naugatuck River Greenway (NRG) Steering Committee, voted unanimously to support the Northwest Connecticut YMCA – Torrington Trails Network and the City of Torrington in their efforts to obtain a Recreational Trails Program grant from the CT Department of Energy and Environmental Protection. The requested funding would allow Torrington, in partnership with the Torrington Trails Network, to plan, develop and construct over 2 miles of trail along the Naugatuck River that would connect to the city's downtown. We are writing this letter in strong support of the project which will serve as the northern terminus of the NRG, and will provide numerous benefits to residents of Torrington and the surrounding Naugatuck Valley area.

The NRG trail is a planned 44-mile multipurpose trail following the Naugatuck River from Torrington to Derby. When complete, the Greenway will link 11 municipalities, reclaim the Naugatuck River for recreation, provide an alternate mode of transportation, drive tourism and economic development, and improve the quality of life of residents. Several sections of the greenway have been completed and are open to the public, and funding of the proposed section of trail in Torrington is an important next step in its completion. Having worked with the City of Torrington and the Torrington Trails Network, the NRG Steering Committee has seen the result of their hard work and commitment to revitalizing the downtown and reconnecting Torrington to the Naugatuck River which was historically the city's lifeblood.

As a key part of the revitalization of Torrington's downtown, the trail being proposed will improve the quality of life of residents, and will be a draw to visitors. The trail will provide an alternate form of transportation and provide recreational access to the Naugatuck River. It will make Torrington a more enjoyable place to visit, live, work and play. A revitalized downtown will also be a true destination and fitting terminus for the Naugatuck River Greenway. It is for these reasons that the Naugatuck River Greenway Steering Committee strongly supports the project. We hope that DEEP will show their support as well by granting the City of Torrington and the Torrington Trails Network their request for funds under the National Recreational Trails Program.

Sincerely,
NRGSC Co-Chairs:

Ingrid Manning

Chuck Berger

Jack Walsh



July 1, 2015

Laurie Giannotti
Trails and Greenways Program Coordinator
Department of Energy and Environmental Protection
79 Elm Street
Hartford, CT 06106-5127

Subject: Support for the Naugatuck Valley Council of Governments application for a National Recreational Trails Program Grant to Fund a Statewide Multiuse Trail User Study.

Dear Ms. Giannotti:

At its regular meeting on June 25, 2015, The Naugatuck River Greenway (NRG) Steering Committee voted unanimously to support the Naugatuck Valley Council of Governments (NVCOG) National Recreational Trails Program grant request to the CT Department of Energy and Environmental Protection (DEEP) on behalf of the Connecticut Greenways Council. The requested funding would allow the Connecticut Greenways Council, in partnership with the University of Connecticut (UConn) and NVCOG, to conduct a Statewide Multiuse Trail User Study. We are writing this letter in strong support of this project which will provide much needed information about the Connecticut's multiuse trail users, and will allow trail planners and administrators to better serve the needs of Connecticut's residents and visitors.

Consisting of representatives from all 11 municipalities along the Naugatuck River, along with regional, state and federal representatives, the NRG Steering Committee serves to promote, support and help guide the development of the NRG. A common and universal complaint we have heard from municipalities and trail groups that are trying to fund and build multiuse trails is about the lack of trail user data in Connecticut. This type of information is crucial when applying for funding in order to demonstrate the need for and benefit of multiuse trail and greenway projects. The lack of good trail user data also makes it difficult for trail administrators to plan, design and construct or maintain trail facilities to best meet the needs of users.

The Statewide Multiuse Trail User Study being proposed will fill the current gap in data about the state's multiuse trail users. Using trail user counts and surveys, the project will identify who is using multipurpose trails and how they are being used. It will look at the amenities and features along trails that users find important and will also look at local spending by trail users. The answers to all of these current unknowns will help trail administrators in the future better meet the needs of the public, will help municipalities and trail groups make better informed requests for funding, and will help allocate funding to trail investments that will have the most benefit. We hope that DEEP will join us in our support for this project by approving the funding requested for this much needed Statewide Multiuse Trail User Study.

Sincerely,
NRGSC Co-Chairs:

Ingrid Manning

Chuck Berger

Jack Walsh

Naugatuck River Greenway Sections – Priorities

1. Waterbury: Phase 1 – Naugatuck TL at Platts Mill Road to Eagle Street; about 2.2 miles

This trail section will stretch from the Naugatuck River Access Park on Platts Mill Road north to Eagle Street along South Main Street. The trail will be constructed within the existing right-of-way of South Main Street. The road currently maintains four travel lanes; existing volumes can be accommodated by fewer lanes. The concept will re-allocate the roadway to include a separated bicycle and pedestrian path along the road with a buffer separating traffic from the trail.

Status: The project has been funded and construction is expected to begin in 2017. However, delays have occurred because of the condition of a CT DOT retaining wall within the corridor that needs to be repaired/replaced prior to construction of the trail.

Cost: \$5.5 million (HPP)

2. Waterbury: Phase 2 – Eagle Street to West Main Street & Thomaston Avenue; about 2.3 miles

This section would extend the separated path along and within the right-of-way of South Main Street to Glen Street. The trail would then continue on an off-road corridor to a nine-acre vacant parcel along the Naugatuck River and adjacent to Jackson Street. Plans are being developed to convert the vacant parcel into a riverfront park with the trail pass through. It will continue along sections of Freight Street, Riverside Street and west Main Street.

Status: The City advanced plans to extend the Phase 1 section from Eagle Street and through the downtown area as part of its federal TIGER grant application. It was excluded from the grant award; however, the city remains committed to the project.

The CT DOT has initiated three projects to repair ten bridges along Route 8 and I-84. As part of these projects, a by-pass detour will be built on the vacant parcels adjacent to Jackson Street. The City has requested that the CT DOT remediate the site and transfer ownership to the City upon completion of the project to allow redevelopment as a riverfront park.

Cost: ±\$8.6 million

3. Seymour: Phase 1 Seymour Greenway and Linear Park, Bank Street (Route 67) to Tinguet Dam Fishway Park; about 950 feet

This section would extend from Bank Street (Route 67) at the southbound on-ramp to Route 8 to the recently completed Tingue Dam Fishway Park. The trail will be aligned adjacent to the on-ramp and be built on state-owned right-of-way. It will end at the parking lot for the park and provide access to the Downtown Seymour area.

Status: The project is in Final Design and the Town has been awarded Transportation Alternatives Program (TAP) funds to construct the project; anticipate construction in Spring 2016.

Cost: ±\$500,000 (TAP)

4. Ansonia: Riverwalk Crossing of the Waterbury Branch Line; about 130 feet

This project will construct an ADA-compliant pedestrian bridge over the railroad tracks and flood plain to provide a safe crossing of the active rail line and access to Pershing Drive from the Riverwalk. The bridge will be about 130 feet in length and 12 feet wide. Entry signage will be installed at Pershing Drive.

Status: The project is in Final Design and the City has been awarded Surface Transportation Program (STP) and High Priority Program (HPP) funds to construct the project; anticipate construction in Spring 2016.

Cost: ±\$1.5 million (STP and HPP)

5. Naugatuck: Pulaski Walk to Waterbury TL at Platts Mill Road; about 0.9 miles

This section will construct a road-separated multi-use trail from Platts Mill Road on the east side of the Naugatuck River near the town line with Waterbury to Pulaski footbridge on the west side of the river near an existing bridge over the Naugatuck River at Bridge Street. The planned trail will connect with an existing section of trail at the south end and a section in design at the north end in Waterbury. This alignment will also require the construction of a new structure to span the Naugatuck River. The trail will be aligned along the corridor of the Waterbury branch rail line, and portions will utilize an old trolley bed and unpaved access road outside of the corridor where possible. Because of the use patterns of the rail line, the trail's alignment will be carefully designed so as not to disrupt train service. Measures include: 25-foot setback between the rail and the trail; unencumbered access for service and emergency vehicles; and security fencing.

The long term plan for this section is to construct a crossing of the Naugatuck River. The bridge would connect the west and east sides of the river and require a clear span of about 265 feet to avoid impacts to the stream channel and regulated floodway. The

bridge would consist of a steel pony-type truss superstructure with a reinforced concrete deck supported on reinforced concrete abutments and piers, located outside of the floodway. A fourteen-foot width would be provided.

Status: Planned; application submitted for federal CMAQ funds – not awarded.

Cost: ±\$3.0 million (excludes new structure); \$2.5-\$3.0 million for a new structure

6. Watertown: Branch Brook at the Thomaston TL to Frost Bridge Road (Route 262); about 2.4 miles

This section is generally located between the Route 8 Expressway and the Naugatuck Railroad (Currently used as a scenic railroad by the Railroad Museum of New England and occasionally for freight) along an existing, unpaved access road. The property is controlled by the CTDOT. The trail section ends at Frost Bridge Road, the site of a former drive-in movie theater. The CTDOT is building a new CT Transit Bus Maintenance Facility at the site and has committed to constructing a section of the trail and including a trailhead, comfort station, and parking lot.

Status: The Town of Watertown received a Recreational Trails Program grant to design critical project elements, including watercourse and drainage crossings, separation measures between the rail line and the trail, measures to manage steep slope areas, typical cross sections, and how to connect the trail at Frost Bridge Road.

Cost: \$75,000 (Design); TBD

7. Beacon Falls: South Main Street at Route 42 to Toby's Pond; about 1 mile.

A short section (about 0.5 miles) of the NRG was built along South Main Street from Depot Street. The proposal is to extend the trail from its current terminus at Route 42, south along Route 42 (South Main Street) to the entrance to Toby's Pond. Four travel lanes and grass median are provided along this stretch of Route 42 to the vicinity of the northbound off-ramp from Route 8 at Interchange 23. The travel width of the road would be reduced to accommodate an adjacent multi-use path. A four-foot buffer would be installed to separate the road from the path. Route 42 narrows south of the Route 8 ramps, and the width of the bridge over the Naugatuck River is only 30 feet.

Status: Planned

Cost: TBD

8. Torrington: Franklin Street (Downtown Torrington) to Bogue Road near the city's southern border; approx. 2.6 miles.

As part of the city's Riverfront Recapture initiative, Torrington has established a pedestrian zone on Franklin Street complete with a public parking lot on a former factory site. A planned section of the NRG multiuse trail will extend approximately 2.6 miles south from a trail head at that parking lot in the center of the city to the city's border with Litchfield and Harwinton. Plans call for additional trailheads at Toro Field and on Park Avenue, and construction of a multiuse trail along the USACE flood control levees to connect them. The corps-built levees are maintained by the city, and several sections are currently passable on foot and used for recreation. Plans call for paving some sections and constructing a stone dust trail surface on others. Sidewalks and existing bridges will be utilized in some areas where necessary to make connections with off-road sections. The city owns, or has easements on, all property along the route.

Status: Planned. Torrington has applied for a \$278,000 grant under the Recreational Trails Program (2015). The total estimated cost approximately \$500,000. Included in the project is construction of paved and stone dust sections of the trail, signs, fencing and furniture, as well as engineering and survey work required by USACE in order to approve the project.

Cost: ±\$500,000