Naugatuck River Greenway Trail Routing Study Public Information Meeting
Location: Litchfield Community Center
421 Bantam Road
Litchfield, CT 06759
Date: 03/07/2019
Time: 5:30-8:00 PM
Presenters:
Leo Paul, First Selectman, Town of Litchfield
Mark Nielsen, NVCOG
Aaron Budris, NVCOG
Bill Paille, BSC Group
Matthew Ciminella, BSC Group

Leo Paul began the meeting with an opening statement. Mentioned that this is just the beginning and there is a long road ahead for these potential projects. These public meetings are to discuss the trail options and he encouraged the public comments.

Mark Nielsen, NVCOG, explained the development of the routing study, the involvement of NHCOG, NVCOG, the steering committee. He then introduced the member of the study team and the website where the public could submit comments,

Aaron Budris, NVCOG, presented on the Greenway, NRG Trail overview, economic and health impacts of the greenway and the various studies published prior to this study. This study is expected to be completed this summer.

Bill Paille, BSC Group provided an overview of the planning and engineering involved in determining viable route options. He explained design guidance, the trail evaluation matrix score. He also explained various materials available for use on bike paths, the possibilities of rails to trails and active rails and trails, pedestrian bridges, at grade crossings, enhancement options.

Matthew Ciminella presented on the various segments of route options within Harwinton as follows:

**Bogue Road to Park and Ride**
Route Option 1 follows the west side of Thomaston Road, Route Option 2 follows a wooded area between O&G and Route 8, and Route Option 3 follows berm along east side of river, next to O&G.

**Public Responses to Bogue Road to Park and Ride**
1. Unknown Name
   - Concerned with Thomaston Road section. High traffic and impact to businesses
   - Encourage the potential of O&G as a group to work with on Option 2.
   - Who maintains the trails.

*NVCOG Response: The towns or the USACE would maintain the trails within their towns/land.*

**Park and Ride to X-1**
Route Option 4 is on the west side of Thomaston Road, along rail line on west side of river-back to east side, Route Option 5 follows west side along river and meets up with Option 4, and Route Option 6 stays along east bank of river the whole way.

Public Responses to Park and Ride to X-1

2. Clifford Town of Litchfield Resident
   - Prefers to keep trail entirely on the East side of the river.

3. Nick Town of New Hartford Resident
   - Has there been input from the railroad about putting a tail close to the tracks.
   - Prefers to keep trail on East Side.

NVCOG Response: The railroad leases the tracks from CTDOT. There has been initial discussion with the CTDOT Dept. of Rails and the Railroad. They do have safety concerns and proper separation is important.

X-1 to Spruce Brook

Route Option 7 follows the East side of the river along old route 8, crosses to west side through OHV trails and Route option 8 follows east side to the river the whole way.

Public Responses to X-1 to Spruce Brook

4. Chris Town of Winsted Resident
   - Prefers to keep the trail on the East side of the river.

5. Nick Town of New Hartford Resident
   - How much does a bridge cost?

NVCOG Response: Depending on the length they could range between $0.5M to $2M.

6. Curran Town of New Hartford Resident
   - How do you get the bridges to these locations?

NVCOG Response: Constructability issues are a concern with some of the more remote locations. This issue would have to be looked at during design.

Spruce Brook to Castle Bridge

Route Option 9 follows the rail bed on USACE property on the west side of the river, Route Option 10 starts on the west side like Option 9 then crosses to the east side along Valley Road, Route Option 11 follows the east side joining up to Valley Road, and Route Option 12 follows the east side and crosses to the west side on USACE property.

7. Nick Town of New Hartford Resident
   - What would the separation between the OHV trails and the greenway trail look like?

NVCOG Response: The concept for the separation has not been designed yet, but safety for both users is key to these options work.

Castle Bridge to Thomaston Dam
Route Option 13 follows the west side along old route 8 on USACE property, Route Option 14 follows abandoned rail bed and then joins route 13 old route 8, Route Option 15 follows the east side of the river onto abandoned rail bed, access roads and spillway, and Route Option 16 follows the east side of the river like 15, but each has a different end trail route.

Public Responses to Castle Bridge to Thomaston Dam Routes

8. Jim City of Bristol Resident
   • On the sections that have already been built, what percentage of the users are walkers versus bicyclists?
   NVCOG Response: The existing segments are predominately walkers probably due to their shorter lengths. The Farmington Canal has more bicyclists and a much longer length.

9. Cleve Fuessenich Town of Litchfield Resident
   • What happens if there is a medical emergency on the trail?
   NVCOG Response: Access points have to be designed into the trail system. It is also possible to include emergency call boxes.

10. Fred Town of Northford Resident.
    • Would the trail Options 13 and 14 be eliminated from the study?
    NVCOG Response: Those decisions would be up to the Steering Committee.

    • Greg recently moved to Goshen from Georgia. His experience in Georgia is that the trails have increase crime activity associated with them.