



AIR LINE STATE PARK TRAIL
REGION

AIR LINE STATE PARK TRAIL REGIONAL MEETING

Monday, May 20th

3:00 - 5:00 PM

Windham Town Hall



Acknowledgments



Agenda

Introduction

Jocelyn Lahey, Executive Director, Connecticut Resource Conservation & Development

CT Recreational Trails Program

Kim Bradley, CT Trails and Greenways Program Coordinator, CT DEEP

Air Line State Park Trail Master Plan

Kevin Grindle, A.S.L.A, P.L.A, Associate, Barton & Loguidice

Forming a Trail Alliance

John Hankins, Hop River Trail Alliance

Air Line State Park Regional Organization

John Bolduc, President, Hop River Trail Alliance

Next Steps

Jocelyn Lahey, Executive Director, Connecticut Resource Conservation & Development

Q&A Session

Networking Session

Background



[The Trail](#) ▾

[Explore The Region](#) ▾

[Partners](#)

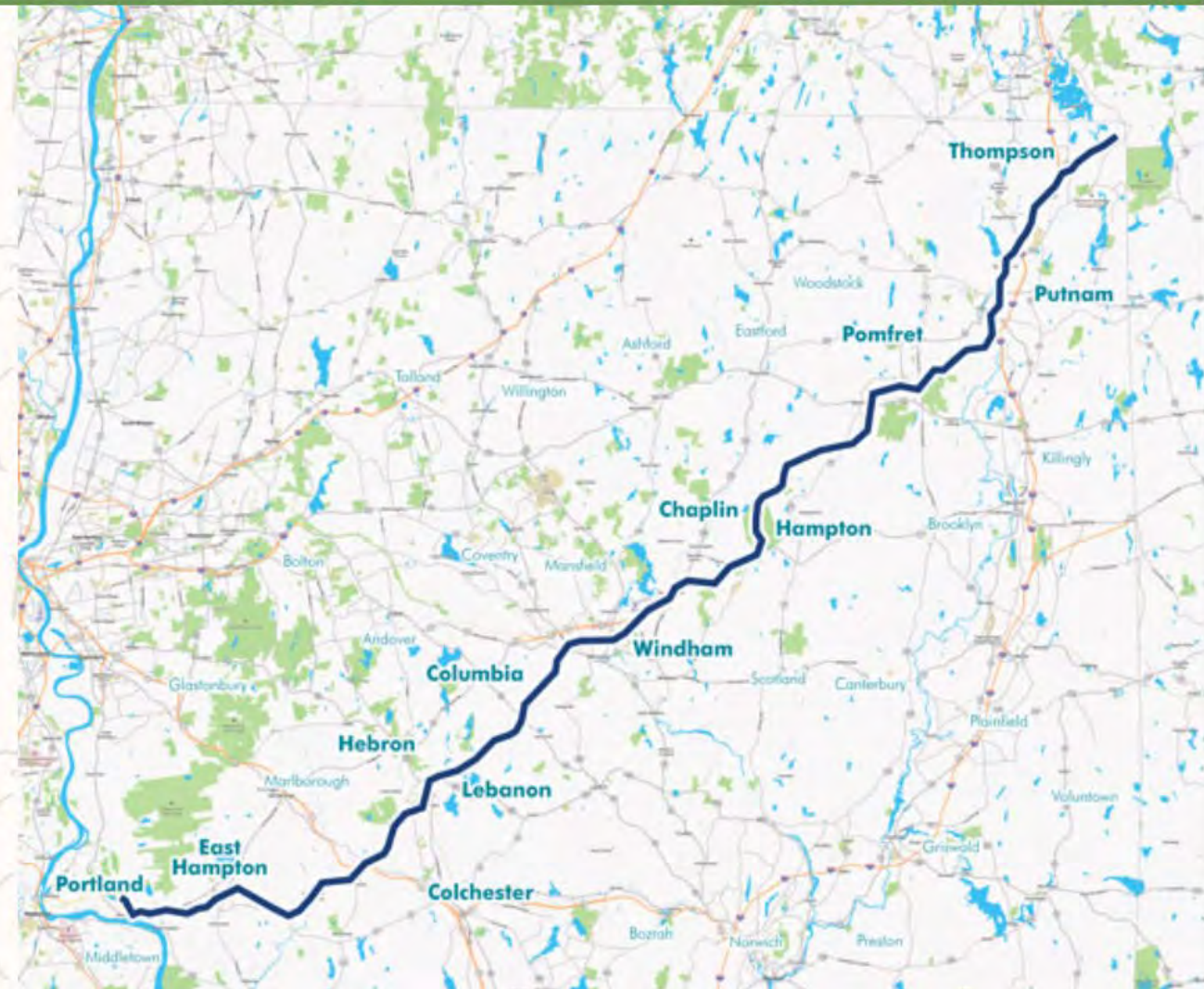
[Trail Tales](#)

Discover the 12 town region of the Air Line State Park Trail

Welcome to the new Air Line State Park Trail Region website. This initiative was funded by a CTDEEP grant to provide support to Air Line State Park Trail visitors. Our site highlights the Air Line State Park Trail Region and its member towns. Please visit often as we update with new information and events, trail tales and trail conditions.

A significant landscape absent of large-scale development, vast acreage of forests and streams, small villages, rural landscapes defines the Air Line State Park Trail Region. Traveling the Air Line State Park Trail experience coincides with a freshness of immersion into nature, celebration of unique small towns and small compact small urban centers.

Within the 408 square mile Air Line State Park Trail Region, this 64-mile-long multi-use corridor of the Air Line State Park Trail and the Portland Connector winds through hills and valleys of Connecticut's rural scenic landscape. The existing trail and the proposed trail section from Portland to East Hampton traverse this eastern landscape from the Arrigoni Bridge on the Connecticut River near Middletown to the northeastern corner of Thompson, where the trail intersects with the Tri-State Marker at the corner borders of Connecticut, Massachusetts, and Rhode Island.





CTDEEP TRAILS & GREENWAYS PROGRAM

**Presented by: Kimberly Bradley – Trails & Greenways Coordinator
Bureau of Outdoor Recreation**

CTDEEP - CONNECTICUT GREENWAYS & TRAILS PROGRAM

- - Serves as DEEP's liaison to The CT Greenways Council (CGC) and Equine Advisory Council, other agencies, municipalities, non-profits and volunteers including: CT DOT Bike/Ped Plan Update Advisory Committee, CT DOT TAP, CT Forest & Park Association, New England Mountain Biking, CT Off Road Enthusiasts (COREC), and national organizations such as Rails-to-Trails Conservancy and American Trails.
- - Review and/or advise on public recreation rules and regulations as it relates to programs under purview. Advises and/or instruct Park and Recreation Supervisors on programs, policies and regulations involving recreational resource management, trail use, design, construction, and maintenance.
- - Administers DEEP's state and federal grants associated with trails and greenways.



CONNECTICUT GREENWAYS COUNCIL

Connecticut Greenways Council members are appointed by the Governor and the leaders of the General Assembly in accordance with CGS. 454 23-102.

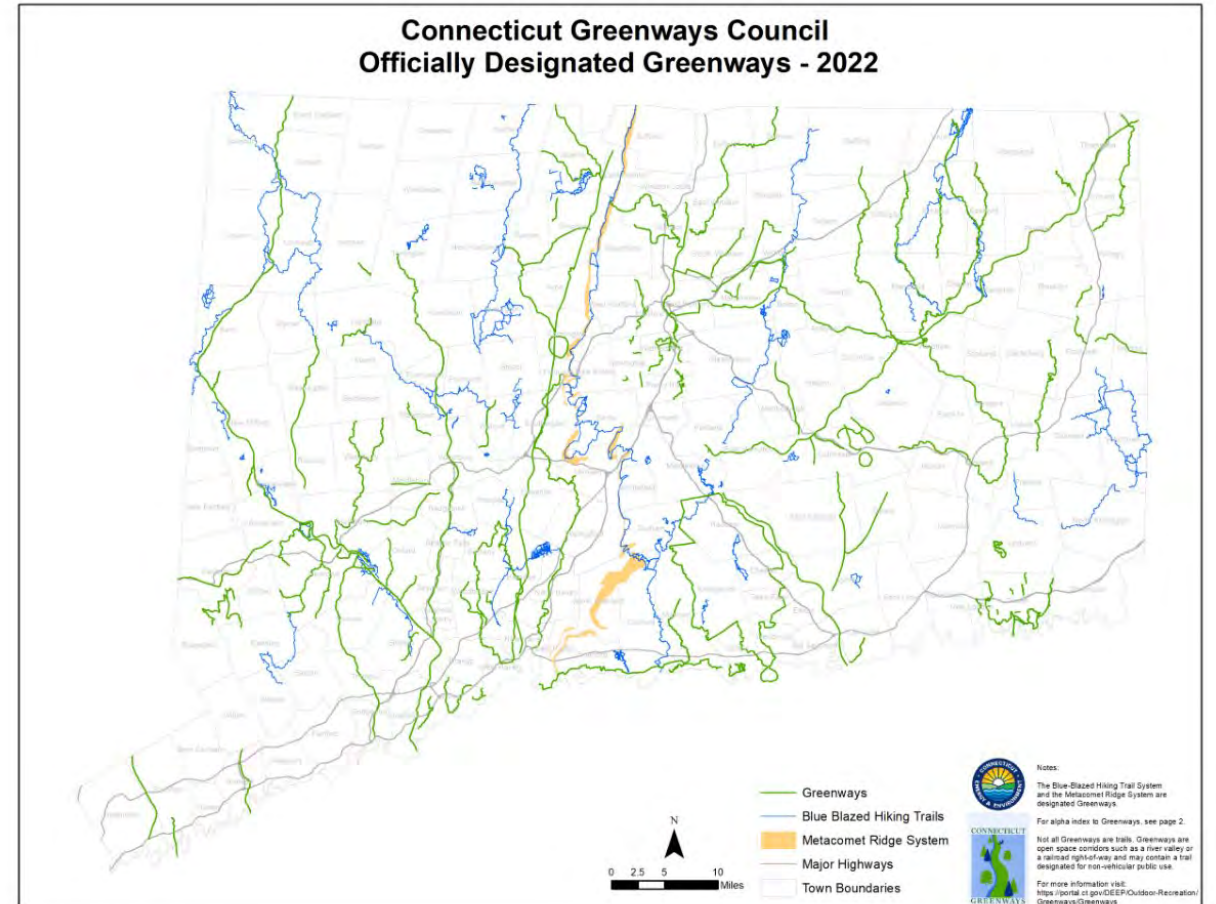
Duties include:

- Establishing criteria for designation of greenways.
- Advising and assisting in the coordination of state agencies, municipalities, regional planning organizations and private citizens in voluntarily planning and implementing a system of greenways;
- Providing assistance to state agencies, municipalities, regional planning organizations and private citizens in the technical aspects of planning, designing and implementing greenways, including advice on securing state, federal and nongovernmental grants;
- Advising DEEP on selection of CT Recreational Trails Program grants
- Meets every second Tuesday, meeting agendas & minutes found here: <https://portal.ct.gov/DEEP/Outdoor-Recreation/Greenways/Connecticut-Greenways-Council>



CT OFFICIAL GREENWAYS

- There are currently 95 Official Greenways in Connecticut.
- Any interactive map of CT Greenways can be viewed here:
- <https://ctdeep.maps.arcgis.com/apps/webappviewer/index.html?id=94bd90174c5d4265b23eba4274a32988>
- Most Greenways are regional, many are statewide.
- Greenway projects are prioritized with CT Recreational Trail Grant Funding.
 - Provide planning tool and encourage municipal and public input.
- Notifications and review for projects proposed in the vicinity if a State Greenway.



CT RECREATIONAL TRAILS GRANT PROGRAM

Established in 2015, per CGS Section 23-103, as amended by Public Act No. 15-190, to provide funding to any private nonprofit organizations, municipalities, state departments and tribal governments in support of trail projects including:

- **Planning, design and construction of new trails (motorized and non-motorized).**
- **Maintenance and restoration of existing trails (motorized and non-motorized).**
- **Access to trails by persons with disabilities.**
- **Purchase and lease of trail construction and maintenance equipment.**
- **Acquisition of land or easements for a trail, or for trail corridors.**
- **Operation of educational programs to promote safety and environmental protection as related to recreational trails.**





CT RECREATIONAL TRAILS PROGRAM – UPCOMING GRANT ROUND

CTDEEP & CT Greenways Council updated application and CT RTP Proposal Review Guidelines

- **2022 Update to grant scoring criteria incorporate**
 - Increase scoring transparency
 - Diversity, Equity and Inclusion & Accessibility
 - Community Input & Connections
- **Comparable Standard & Educational Program Evaluation Criteria**
- **2023 Updates to Application Forms - Application and Grant Guidelines Documents**

2024 Round Closed March 11, 2024; Award Notification Soon!

AIR LINE STATE PARK TRAIL - PROJECTS

CT DEEP Recreational Trails Grants:

- 2015
 - Colchester Link to Air Line State Park Trail - \$43,200
 - East Hampton Air Line State Park Trail Phase 2 – \$583,800
 - Church St. Park – Air Line State Park Trail Connection (Hebron) – \$62,000
 - Portland Air Line State Park Trail Extension - \$685,932
- 2016-17
 - Improving Trail Access for All Abilities (LGV HETAP) - \$15,330
- 2018-19
 - **CT DEEP - Air Line State Park Trail – Twelve Town Task Force & Master Plan – \$188,524**
 - Air Line State Park Trail Enhancement NE CT (CT Audubon Pomfret) - \$53,491
 - Hebron Center Air Line State Park Trail Connector – \$228,320
 - Putnam Air Line Trail Gap Connection Analysis - \$64,200
- 2020-21
 - Thompson, CT – More Than Just a Train Wreck! - \$16,000
 - Windham Air Line Trail Enhancement – \$86,525
- 2022-23
 - **CT DEEP - Air Line State Park Trail – Twelve Town Regional Association Formation & Marketing - \$25,000**
 - Mono Pond State Park – TPL ~\$77,000 to develop a multiuse trail system plan for the expanded Mono Pond State Park.
 - Putnam Air Line Trail Connection & Improvements Project – \$175,000
 - Air Line Trail Gap Phase 1 (East Hampton) - \$404,800
 - Thompson, CT – STILL More Than Just a Train Wreck – \$457,500

Over \$3,216,620 from CT Recreational Trails Grant for Air Line State Park Trail





MANAGING TRAILS ON CONNECTICUT DEEP STATE LANDS

- Limited land, dense population, high recreational demand.
- [DEEP Policy #310](#)
 - Provides structure for review of new trails, trail authorizations, and trail re-routes
 - Brings in Bureau of Natural Resources & Bureau of Outdoor Recreation Representatives for Review
- Land & recreational uses balanced with natural resource conservation and protection with land as a limiting resource
- Agency internal coordination with Bureau of Outdoor Recreation, Bureau of Natural Resources (Forestry, Wildlife and Fisheries), Division Land Acquisition and Management, Bureau of Water Protection and Land Reuse, etc.

COORDINATION WITH TRAIL ALLIANCES

- Hop River Trail Alliance
 - Support with formation of Trail Alliance
 - Quarterly Meeting Attendance & Coordination
 - Support with CT Recreational Trails Grant Application and Approvals
 - Municipal Trail Maintenance Agreement Development
- Nepaug State Forest Trail Alliance
 - Coordination of Multiple Trail User Groups
 - Connecticut Forest & Park Association
 - New England Mountain Bike Association
 - Farmington River Wild and Scenic Coordination Committee
 - Trail System Review and Authorization Per Policy #310
 - Development of Trails Management Plan
- ALL proposed projects and activities on state land must have approval by DEEP.



QUESTIONS???

Kimberly Bradley

CT Trails and Greenways Program Coordinator

Bureau of Outdoor Recreation / Division of State Parks and Public Outreach

Connecticut Department of Energy & Environmental Protection

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Connecticut
Department of Energy &
Environmental Protection

*Conserving, improving, and protecting our natural resources and environment;
Ensuring a clean, affordable, reliable, and sustainable energy supply.*

[CT Recreational Trails](#)

[Connecticut Greenways Council](#)

Air Line State Park Trail Region - MASTER PLAN



A PATHWAY TO THE
FUTURE OF A TREASURED
REGIONAL, CULTURAL &
NATURAL EXPERIENCE

www.ALSPTRegion.org



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APPENDICES

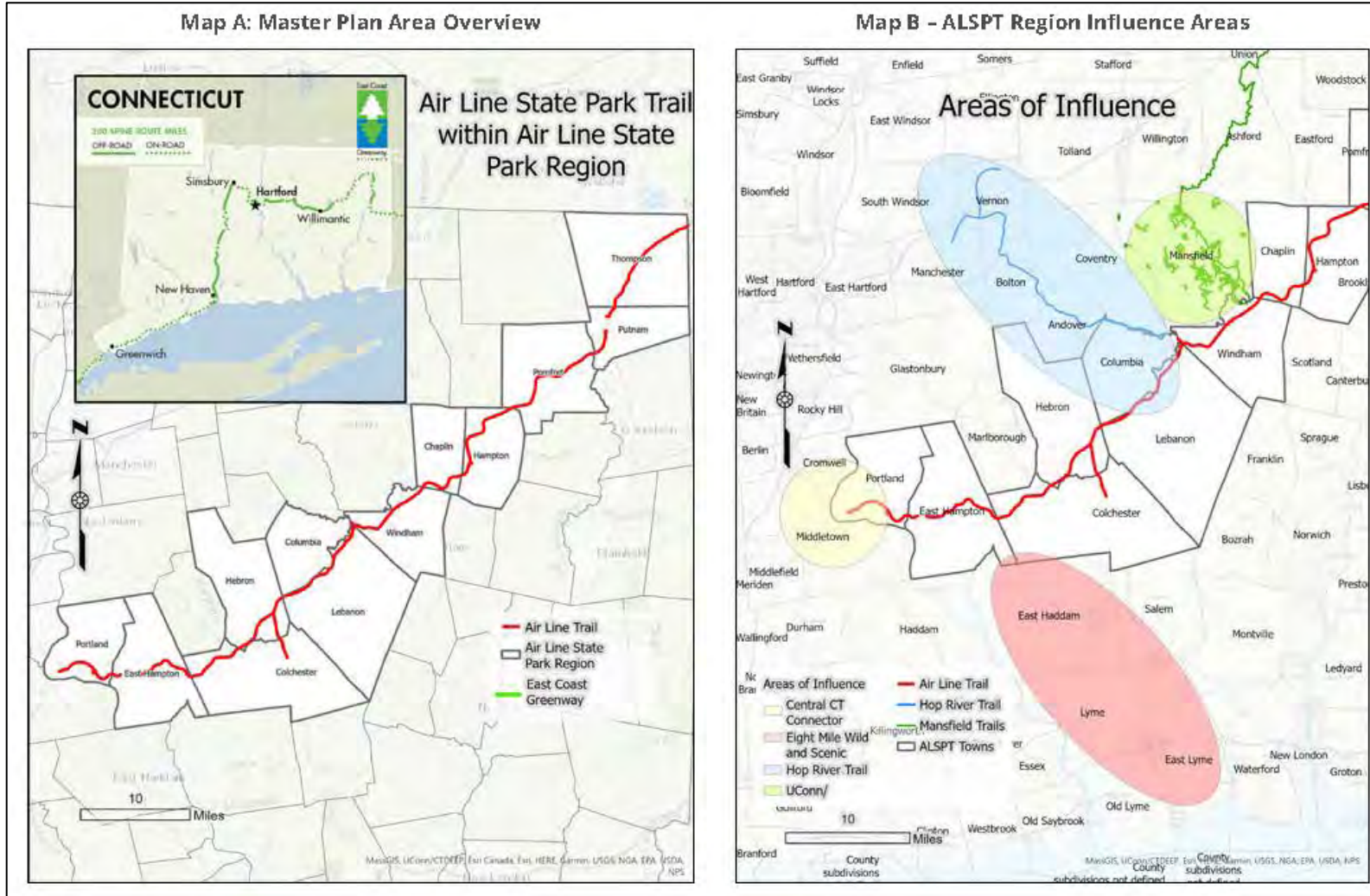
- Appendix A: Town-by-Town Sections
- Appendix B: Opinion of Probable Costs
- Appendix C: Environmental Review Team Conservation Reports/Findings
- Appendix D: University of Connecticut Trail User Count – Survey Study
- Appendix E: Composting Toilet System Study-FHCT

Our gratitude to Stan Malcolm for providing so many of the photos in this report and capturing the worthwhile outcomes of Connecticut's conservation efforts.



Presented by Kevin Grindle, A.S.L.A, P.L.A, Associate, Barton & Loguidice

Air Line State Park Trail Region - LOCATION



Air Line State Park Trail Region – NEEDS ANALYSIS

Air Line State Park Trail Region Typology — Trail Use

FIGURE 2C



Trail & Connections to Adjacent Trails — Trail Characteristics

FIGURE 2A

	ASPHALT PATH	RE-ADAPTED ROADWAY	CONCRETE PATH	BOARDWALK	CRUSHED GRAVEL	NATURAL SURFACES	MOUNTAIN BIKE TRAIL	FOOT TRAIL
SURFACE	10+ ft. asphalt path	Either 8 ft road-side bike path (sidewalk possible) or gravel roadbed	5-10 ft wide path (Farmington Heritage Trail photo above is 8 ft wide)	5-8 ft wide wood, composite or concrete boards	5-12ft rushed limestone or similar stone dust compacted	3-4 ft natural graded surface	Ungraded natural surface for both trail hiking and mountain bikes	3-4 ft natural surface – graded or ungraded
AVERAGE COST	\$150-\$200K per linear mile	Low cost for markings – shared road pavement or reused roadbed	\$35/sq ft estimated	\$40/sq ft	\$50/sq ft	\$5/sq ft	Under \$5/sq ft exempting ramp construction	Under \$5/sq ft
NOTES	Most durable option for bicycling but relatively incompatible for horse riding and similar activities	Not to be used for road grades exceeding 10% for long stretches – avoid excessive grades	Durable option – intensive construction process	Good for location with designated critical resources or difficult crossings (wetlands, habitat)	Crushed stone paths built to ADA accessibility guidelines – unless installed properly with drainage system, will erode	Defer to specialist with experience with trail building guidelines for maintenance and reducing erosion	Defer to specialist with experience with trail building guidelines for maintenance and reducing erosion	Defer to specialist such as conservation districts or other trail builders to avoid erosion and damage
USE	High traffic, high use trails that are part of a multi-modal transportation network - ideal for urban settings	Urban settings or where bike racks can be used for connections to town centers or other ALSPT partner properties	Heavy use, helpful in areas prone to erosion for stabilization of slope	Minimal length applications for bridges and trail areas with sensitive resources or inability to lay pavement	Rails to trails for long distance rural travel and minimal grade-disclosure on tires required for safe passage - multi-use - horse friendly	Applicability for access paths to ALSPT Trail from neighboring partner properties (land trusts, towns, others)	Applicability for special mountain bike areas adjacent to ALSPT	Access from ALSPT to trail business locations or shelters where erosion and slope precludes cycle trail

Air Line State Park Trail Region – PUBLIC ENGAGEMENT

Air Line State Park Trail Region Master Plan Stakeholder Interviews

<p>Town East Hampton, Connecticut</p> <p>Date November 2021 - May 2023 (multiple conversations)</p>	<p>Attendees</p> <ul style="list-style-type: none"> • Jeremy Hall (Dir. - Parks and Recreation) • Jeremy DeCarli (Planning & Zoning Official) • Matt Walsh (Dir. - Public Works) • Kevin Grindle (Barton & Loguidice)
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General Issues

- Significant efforts have been made to close the gap between Route 66 and Depot Hill Road, this ongoing effort is the project team's focus
- Trail improvements to mitigate drainage issues are an ongoing effort and are coordinated between CTDEEP and Town staff.
- Trail connectivity through the Town's business district is an ongoing area of improvement.

MEETING MINUTES

- Comments were received from Town staff through informal meetings between November 2021 and May of 2023.
- Now that the trail gap between Route 66 and Depot Hill Road has received funding, this project will take significant resources and collaboration to bring to completion.
- Efforts are being focused on work to improve the cranberry bog parking area and adjacent trail connections.
- The Town is undertaking a streetscape improvement project with STEAP funding to enhance the village center. This project includes improvements to the ALSPT connection to Main Street.
- Enhance signage and trail promotion in order to better market local businesses and recreational and tourism opportunities.

BUDGETING

- \$43,000 - Short term O&M budget for trail and parking area improvements.
- \$500,000 - Long term O&M budget for trail and parking area improvements which doesn't include work on the gap section or the village center projects

Recommendations

1. Focus on closing the gap in the trail to connect Portland with East Hampton.
2. Improve connectivity into the village center.
3. Market local businesses and leverage the trail as a catalyst for economic development.
4. Continue to work closely with CTDEEP on routine maintenance efforts.

The Air Line State Park Trail Region Stakeholder Committee grew from 24 active participants to more than 130 members, despite the challenges of the pandemic.



Air Line State Park Trail Region – INFRASTRUCTURE

Trail Bridges

The topography and landscape of the ALSPT has required and will continue to require new bridge infrastructure to ensure ease of passage and safety of trail users. Bridge design and use of historic structures can also create viewsheds of scenery and experience for the trail user. (See Figure 4Q)

While many sections of the trail have been improved with new bridge infrastructure, a focus on key locations for safety is warranted (see Figures 4R and 4S).

FIGURE 4Q

Bridges Along the ALSPT

From accessibility to safety to history and scenic views, bridges of all types enhance the experience of the trail. The former bridge of the Lyman Viaduct was filled to create a scenic overlook. Small culvert bridges evoke the quaintness of the trail, and bridges over un-negotiable roads provide safe passage to trail users.



STORM DAMAGE

Storm damage response is performed to clear the corridor of downed trees and brush after seasonal storm events. This work is necessary to make the trail passable as soon after a storm as possible and is often performed by CTDEEP staff along with municipal public works and highway departments. Additional efforts to clear smaller downed trees and brush are commonly undertaken by trail users and volunteer groups who may use social media platforms or other means to organize trail clearing and trail clean-up events.


HAZARDOUS TREES

The Hazard Tree Mitigation Policy (Sec. 17 of Public Act 22-143) provides CT DEEP a framework for addressing hazardous trees, which have been stressed by a number of natural events such as the spongy moth outbreak beginning in 2015 and persisting through 2017 in eastern and central Connecticut and the emerald ash borer first discovered in the state in 2012. [View the state's Mitigation Policy here.](#)



Ongoing management activities keep the Air Line State Park Trail safe and appealing for visitors. 1 – Invasive management 2 – Vegetation management 3 – Tree management 4 – Invasive vegetation removal

Air Line State Park Trail Region – ECONOMICS




Thursday Night Gravel Ride
Thursday 6 PM – 9 PM




Thursday Night Gravel Rides will be a weekly event, weather permitting. We will typically have a single ride of about 20 miles. All rides happen when there is sufficient daylight with good trail conditions. You'll be happiest on a gravel or cross bike, but could do it on a road bike with wider tires or mountain bike. If you have any questions, please feel free to call the shop. As always, beverages after the ride. Please be self-sufficient with spare tubes, pump, basic knowledge. Shop ambassadors will do their best to keep everyone together and riding, but some things are outside of our control.

RIDE WITH PRIDE

This month and every month, all cyclists are welcome here.

PUTNAM CYCLERY



TACKLE THE TRAIL






UNIQUE race.
AMAZING place.

MARATHON - HALF MARATHON - 10K - RELAY

Celebrating 10 Years of Tackle!
SATURDAY, OCTOBER 21, 2023

Make Tackle Your Destination...
REGISTER NOW!



<p style="text-align: center; font-weight: bold; background-color: #000080; color: white; padding: 2px;">POMFRET</p>  <p style="font-size: 0.8em;">"Beautiful scenery? Where can I get a bite to eat?" - Pomfret Station Information Sharing to Businesses Off the Trail</p>	<p style="text-align: center; font-weight: bold; background-color: #000080; color: white; padding: 2px;">PUTNAM</p>  <p style="font-size: 0.8em;">"Wow, what a great downtown, who knew. Is there a safe place to park a bike?" - Downtown Thru Businesses: Calendar- Event Focus</p>	<p style="text-align: center; font-weight: bold; background-color: #000080; color: white; padding: 2px;">COLCHESTER</p>  <p style="font-size: 0.8em;">"If I take the spur trail, is it worth it? Anything to visit, places to eat?" - Find Your Way Businesses Off the Trail</p>
<p style="text-align: center; font-weight: bold; background-color: #000080; color: white; padding: 2px;">THOMPSON</p>  <p style="font-size: 0.8em;">"Fascinating history, especially the Train Wreck. Where can I eat?" - Find Your Way Off the Trail Businesses</p>	<p style="text-align: center; font-weight: bold; background-color: #000080; color: white; padding: 2px;">WINDHAM</p>  <p style="font-size: 0.8em;">"Eclectic and it great to see the diversity of people in one place in Eastern Connecticut." - Downtown - Thru Trail Business: Calendar - Event Focus</p>	<p style="text-align: center; font-weight: bold; background-color: #000080; color: white; padding: 2px;">CHAPLIN</p>  <p style="font-size: 0.8em;">"Not sure what there is north of Willimantic. What am I going to see? Are there stopping points?" - Trailside Businesses - Poupus</p>

Air Line State Park Trail Region – BRANDING & WAYFINDING

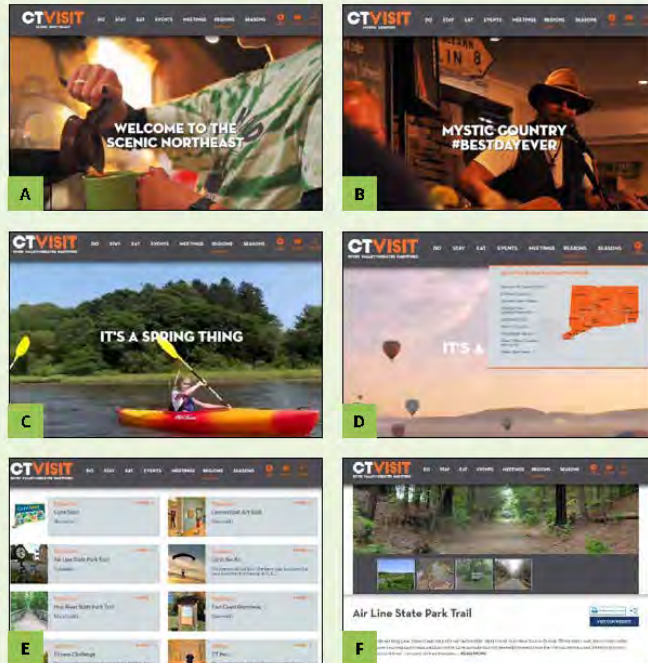
Website Coordination to Promote the ALSPT Region

Another important step is to coordinate website flow from CT VISIT to Eastern Regional Tourism District (ERTD) to the ALSPT Region. Currently, the site for Eastern Regional Tourism District “Visit Our Website” takes the viewer to Mystic Country attractions. The ALSPT Region and its towns transect both the “Scenic Northeast Region” and the “River Valley Region”. Future conversations with CT VISIT and ERTD would work to describe the ALSPT Region on the CT VISIT website and improve routing to the ALSPT Region’s website through inserted hyperlinks. CT VISIT website highlights and connects the bigger geographic view of Connecticut.

Ideally, the CT VISIT website, similar to “The Last Green Valley” will describe and link to the ALSPT Region by January 2025. There are clear economic advantages for all tourism leaders, state, regional, the ALSPT Region and their towns to build Eastern Connecticut’s tourism experience through coordination and partnerships.

- A: Scenic Northeast Banner found via regions (see D)
- B: Eastern Regional Tourism District website banner
- C: River Valley website banner
- D: CT VISIT Region search map for AB&C
- E: Required search for ALSPT
- F: ALSPT Overview based in Columbia, CT with link to website

FIGURE 7E Connecting Tourism Website Flow to ALSPT Region



GUIDANCE FOR WAYFINDING AND SIGNAGE

To ensure that the signs are easy to understand, they should offer clear directions to the trailhead, landmarks, scenic overlooks, as well as access points, parking areas and other locations. The wayfinding signage should provide critical guidance for emergency personnel when needed since EMTs, medics, police and fire officials will use mile markers to pinpoint where on the trail their assistance is needed. The signs will also promote safety and sustainability, encouraging visitors to follow designated paths and dispose of trash properly.

The first wayfinding step to incorporate into future signage involves color coding. Color coding allows the trail user and visitor to the ALSPT Region to quickly correlate their location without reading the details on the signs (see Figure 8A). This is helpful when

driving the region, parking at trail heads, and cycling on the trail. Towns can incorporate each color code into signage to begin a process of identifying their relative location to the trail and visitors. This promotes marketing of the towns as well as safety for the trail user.

Additional signage would provide locational and explanatory information about unique features on the trail, such as footbridges that have panoramic views and historical landmarks like the parking lot in East Thompson, the site of the train crash. Signage will highlight these features, providing information about their significance. Local history and culture could be incorporated into the design of the signs by featuring artwork and graphics that are unique to the region.



Example of how color coding might be used for trail signage. Note that the train icon can be changed to ALSPT Logo.

FIGURE 8A Examples of Color Codes for ALSPT Region Towns



Air Line State Park Trail Region – BUDGETING

Air Line State Park Trail Region Master Plan • Budgetary Information • EAST HAMPTON •

TRAIL						
ITEM	TOTAL	NOTES				
TOTAL TRAIL MILEAGE	6.2					
OPERATION AND MAINTENANCE (O&M) COST PER MILE	\$ 3,000.00	ASSUMES ROUTINE MAINTENANCE FOR 10 FT WIDE RURAL STONE DUST TRAIL				
TOTAL O&M COST PER YEAR	\$ 18,600.00					
TOTAL O&M COST OVER 10 YEAR PERIOD	\$ 233,948.80	ASSUMES 5% INFLATION PER YEAR				
ANNUALIZED BREAKDOWN OF 10 YEAR PROJECTION BUDGET TO RESURFACE TRAIL	\$ 181,866.67	RECOMMENDED ONCE EVERY 10 YEARS				
DEPOT HILL ROAD						
ITEM	TOTAL	NOTES				
TOTAL SQUARE FOOTAGE OF TRAIL AT INTERSECTION	29800					
TRAIL AT INTERSECTION O&M COST PER SF	\$ 0.06					
TOTAL TRAIL AT INTERSECTION - O&M COST PER YEAR	\$ 1,788.00					
TOTAL SHORT TERM O&M BUDGET	\$ 2,788.00	INCLUDES TRAIL AT INTERSECTION AND SHORT TERM O&M BUDGET - BREAKDOWN BELOW				
10 YEAR - PARK O&M BUDGET	\$ 43,534.27	ASSUME 5% ANNUAL INFLATION, INCLUDES PARK O&M BUDGET - BREAKDOWN BELOW				
ANNUALIZED BUDGET FOR 10 YEAR PARK O&M	\$ 4,353.43					
10 YEAR - PARK O&M AND PARK IMPROVEMENTS BUDGET	\$ 91,724.85	ASSUME 5% ANNUAL INFLATION, INCLUDES PARK O&M AND PARK IMPROVEMENT BUDGET - BREAKDOWN BELOW				
ANNUALIZED BUDGET FOR 10 YEAR PARK O&M AND PARK IMPROVEMENTS	\$ 9,172.49					
SHORT TERM O&M BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
VEGETATIVE CLEARING	1	LS	\$ 1,000.00	\$ 1,000.00		
SHORT TERM O&M BUDGET					\$ 1,000.00	
10 YEAR - PARK O&M BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
VEGETATIVE CLEARING	3	EA	\$ 1,000.00	\$ 3,000.00		ASSUME ONCE EVERY 3 YEARS
RESTRIPIPING CROSS WALK	120	SF	\$ 6.00	\$ 720.00		
RESURFACE EXISTING GRAVEL LOT	9900	SF	\$ 1.75	\$ 17,325.00		
10 YEAR - PARK O&M BUDGET TOTAL					\$ 21,045.00	
10 YEAR - PARK O&M AND PARK IMPROVEMENT BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
VEGETATIVE CLEARING	3	EA	\$ 1,200.00	\$ 3,600.00		ASSUME ONCE EVERY 3 YEARS
TRASH RECEPTILES WITH CONCRETE PAD	2	EA	\$ 1,500.00	\$ 3,000.00		
TRASH COLLECTION	2	LS	\$ 2,515.58	\$ 2,515.58		\$200/YEAR, ASSUME 5% INFLATION PER YEAR
RESTRIPIPING CROSS WALK	120	SF	\$ 6.00	\$ 720.00		
PAVE AND STRIPE EXISTING GRAVEL LOT (FULL PAVEMENT STRUCTURE)	9900	SF	\$ 6.00	\$ 59,400.00		
10 YEAR - PARK O&M AND PARK IMPROVEMENT BUDGET TOTAL					\$ 69,235.58	
WEST HIGH STREET						
ITEM	TOTAL	NOTES				
INCLUDED IN REGULAR TRAIL MAINTENANCE ABOVE. THIS CROSSING IS BELOW WEST HIGH STREET UNDER A BRIDGE MANAGED BY CTDOT						

Air Line State Park Trail Region Master Plan • Budgetary Information • EAST HAMPTON •

ALDENS CROSSING						
ITEM	TOTAL	NOTES				
TOTAL SQUARE FOOTAGE OF TRAIL AT INTERSECTION	9400					
TRAIL AT INTERSECTION O&M COST PER SF	\$ 0.06					
TOTAL TRAIL AT INTERSECTION - O&M COST PER YEAR	\$ 564.00					
TOTAL SHORT TERM O&M BUDGET	\$ 1,564.00	INCLUDES TRAIL AT INTERSECTION AND SHORT TERM O&M BUDGET - BREAKDOWN BELOW				
10 YEAR - PARK O&M BUDGET	\$ 14,313.93	ASSUME 5% ANNUAL INFLATION, INCLUDES PARK O&M BUDGET - BREAKDOWN BELOW				
ANNUALIZED BUDGET FOR 10 YEAR PARK O&M	\$ 1,431.39					
10 YEAR - PARK O&M AND PARK IMPROVEMENTS BUDGET	\$ 22,813.93	ASSUME 5% ANNUAL INFLATION, INCLUDES PARK O&M AND PARK IMPROVEMENT BUDGET - BREAKDOWN BELOW				
ANNUALIZED BUDGET FOR 10 YEAR PARK O&M AND PARK IMPROVEMENTS	\$ 2,281.39					
SHORT TERM O&M BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
VEGETATIVE CLEARING	1	LS	\$ 1,000.00	\$ 1,000.00		
SHORT TERM O&M BUDGET					\$ 1,000.00	
10 YEAR - PARK O&M BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
VEGETATIVE CLEARING	3	EA	\$ 1,000.00	\$ 3,000.00		ASSUME ONCE EVERY 3 YEARS
RESTRIPIPING CROSS WALK	120	SF	\$ 6.00	\$ 720.00		
RESURFACE EXISTING GRAVEL LOT	2000	SF	\$ 1.75	\$ 3,500.00		
10 YEAR - PARK O&M BUDGET TOTAL					\$ 7,220.00	
10 YEAR - PARK O&M AND PARK IMPROVEMENT BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
VEGETATIVE CLEARING	3	EA	\$ 1,000.00	\$ 3,000.00		ASSUME ONCE EVERY 3 YEARS
RESTRIPIPING CROSS WALK	120	SF	\$ 6.00	\$ 720.00		
PAVE AND STRIPE EXISTING GRAVEL LOT (FULL PAVEMENT STRUCTURE)	2000	SF	\$ 6.00	\$ 12,000.00		
10 YEAR - PARK O&M AND PARK IMPROVEMENT BUDGET TOTAL					\$ 15,720.00	
LONG CROSSING ROAD						
ITEM	TOTAL	NOTES				
NOT ACTUALLY A ROADWAY CROSSING. THE LOCATION HAS A GATE AND IS IN GOOD CONDITION. DOES NOT NEED TO IMPROVE SIGHT LINES. THERE IS A PAVED HAMMERHEAD TURNAROUND ON LONG CROSSING ROAD THAT COULD SERVE AS PARKING BUT MAINTENANCE OF THAT PAVEMENT IS LIKELY DONE BY TOWN AND NOT PART OF TRAIL MAINTENANCE COSTS.						
FOREST STREET						
ITEM	TOTAL	NOTES				
TOTAL SQUARE FOOTAGE OF TRAIL AT INTERSECTION	7000					
TRAIL AT INTERSECTION O&M COST PER SF	\$ 0.06					
TOTAL TRAIL AT INTERSECTION - O&M COST PER YEAR	\$ 420.00					
TOTAL SHORT TERM O&M BUDGET	\$ 11,740.00	INCLUDES TRAIL AT INTERSECTION AND SHORT TERM O&M BUDGET - BREAKDOWN BELOW				
10 YEAR - PARK O&M BUDGET	\$ 6,002.71	ASSUME 5% ANNUAL INFLATION, INCLUDES PARK O&M BUDGET - BREAKDOWN BELOW				
ANNUALIZED BUDGET FOR 10 YEAR PARK O&M	\$ 600.27					
SHORT TERM O&M BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
TRAIL GATE	2	EA	\$ 5,000.00	\$ 10,000.00		
WARNING SIGNAGE	6	SF	\$ 100.00	\$ 600.00		2 SIGNS
RESTRIPIPING CROSS WALK	120	SF	\$ 6.00	\$ 720.00		
SHORT TERM O&M BUDGET					\$ 11,320.00	
10 YEAR - PARK O&M BUDGET		QUANTITY	UNIT	COST PER UNIT	TOTAL	NOTES
RESTRIPIPING CROSS WALK	120	SF	\$ 6.00	\$ 720.00		
10 YEAR - PARK O&M BUDGET TOTAL					\$ 720.00	

Air Line State Park Trail Region – LOOKING AHEAD

FIGURE 9D: Formation of 12 Town ALSPT Region Association Two Years

BUDGET BY CATEGORY OF EXPENSE	FUNDING REQUEST
Bylaws (Legal Review and Application for Non Profit Status)	\$5,000.00
Newsletter - Social Media Promotion	\$2,000.00
Special Event (Promotion of Trail with CT Latino Outdoors Concept) Diversity & Inclusion	\$5,000.00
Website Management, promotion and updates	\$15,000.00
Collaborative 12 Town Project (Wayfinding or to identified by 12 Town Organization)	\$8,000.00
Coordination with CTDEEP Trail Finder and Cell based website information (DX Labs-UConn)	\$5,000.00
Part Time Staffing to 12 Town ALSPT Region Organization for project	\$20,000.00
Regional Promotion Video: Edits of existing footage to 2-3 minute video	\$6,000.00
Overhead - Support Host Fiduciary CTC&D	\$9,000.00
Total Grant Funding Request	\$75,000.00
Total Project Costs with In Kind Match of 20% (match could be higher)	\$93,480.00

FIGURE 9E: Examples of Funding Sources

ORGANIZATION	TYPE OF GRANT
USDA	Rural Development Grant - RBDG
USDA	Community Facilities Loans/Grant
USDA	Community Connect Grants - Broadband
CTDOT	Connectivity Grants
CTDOT	STIP Funding for Road Improvements
CT Rec Trails Grants	Infrastructure and Planning Grants
Councils of Government	Planning Assistance for connectivity (roads, trails, transit) and GIS Mapping
Economic Enterprise Regions	Loans for trail oriented business startups
Corporate Funding	Various corporations invite applicants to submit for funding (highly competitive)
Fundraising	
Community Foundations	Organization capacity building or educational
Eastern Regional Tourism District	Marketing and tourism promotion
Congressionally Directed Spending	Programmatic funding for special projects including infrastructure through federal legislators



Fundraising Example: Draft logo design for merchandise fundraising. Trailside interviews indicated interest in t-shirts and hats with this logo.

CHALLENGES AHEAD FOR THE ALSPT CORRIDOR & REGION



- Multiple jurisdictions and governing agencies along the length of the trail
- Lack of a staffing at both the local and state levels to denote a single trail manager or maintainer for the entirety of the trail
- Informal awareness by state governing entities of the efforts by towns and trail committees to improve trail conditions and the challenges in formalizing the relationship between the towns, trail committees and the state governing agencies
- Lack of resource- and information-sharing among various managers and maintainers of the trail
- Limited long-term funding to support trail operations, trail maintenance, and the establishment of related policies and plans at the local level
- How to engage many supportive jurisdictions, residents, trail users, and partners along the length of the trail
- How to access information about the local volunteer base, local advocacy groups, trail users, participants in Air Line State Park Trail events and programs, and how best to share email-marketing databases
- Reducing conflicts between trail uses through good design and proactive management, and resolving user conflict by having trail users involved in the decision-making processes, especially for special events and trail days
- Establishing a trail corridor that represents a welcoming, diverse and inclusive environment
- Securing dynamic, action-oriented leadership for new ALSPT Region nonprofit organization

Forming a Trail Alliance

John Hankins

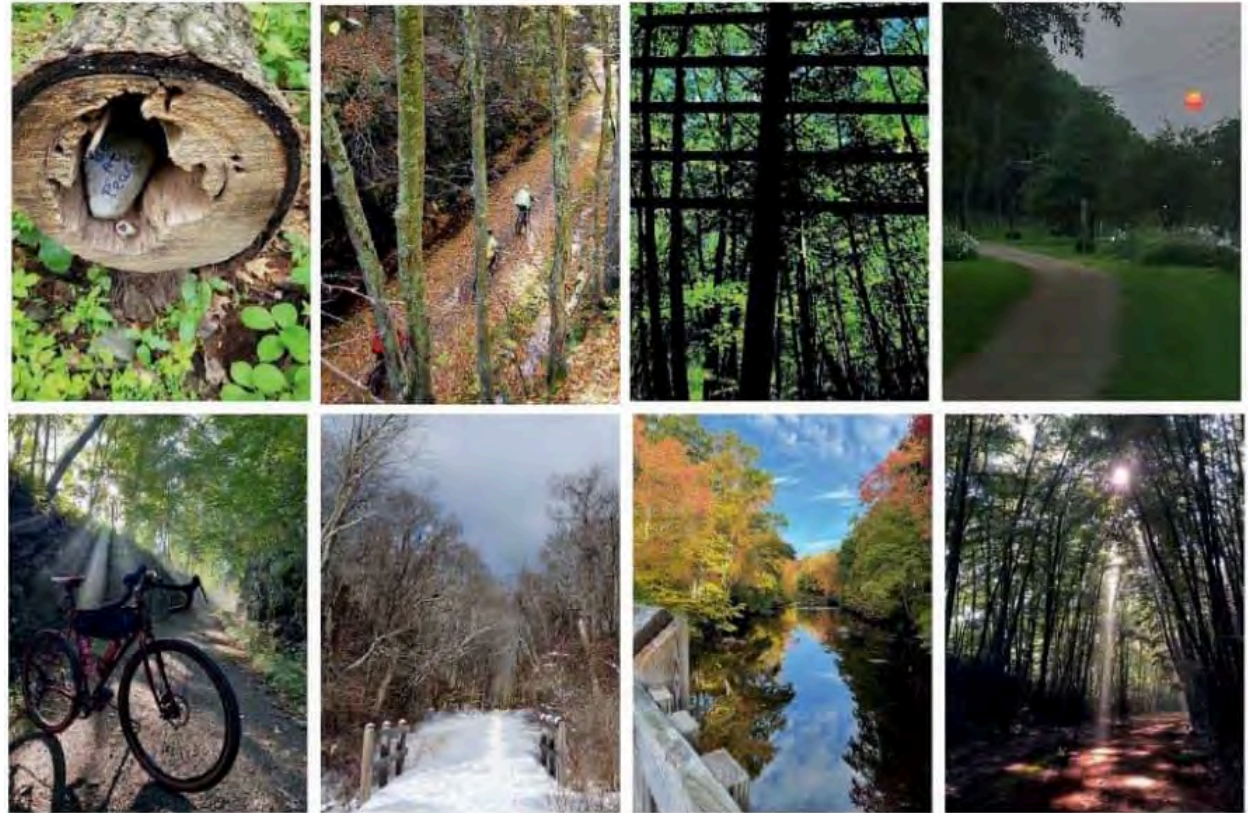
Hop River Trail Alliance - President
(2022-2023)

Joshua's Trust - Current President

Contact:

Email: johnbhankins@hotmail.com

Cell: 860-539-2928



Air Line State Park Regional Organization

John Bolduc

John Bolduc

Hop River Trail Alliance - President

Cheney Rail Trail - Steward

Contact:

E-mail: wake1023@yahoo.com



AIR LINE STATE PARK TRAIL
REGION

<https://airlinestateparktrailregion.org/>

Next Steps

- **Representatives!**
- **Work Plan**
- **Ways to Get Involved**



<https://airlinestateparktrailregion.org/>

Next Steps - Representatives

Air Line State Park Trail Region Stakeholder Committee

Contributes to oversight and final recommendations for 12 town ALSPT Region Master Plan. Assists with project outreach, participates on project committees, works with consultants, advocates for plan. Membership includes: CT DEEP representatives, elected officials, conservation commissions, bike-trail organizations, land trusts, horse councils, winter sports clubs, outdoor clubs, public works, tourism organizations, land use and economic development staff, chambers of commerce, trail-oriented business owners, influence corridor organizations. Staffed by CTC&D and sub-consultants.

Conservation Committee

Team of regional environmental volunteer experts to provide support and recommendations:

- Evaluate system of natural resource protection in the trail region: coordination, wildlife habitat, forestry, watersheds, buffers
- Best practices for public amenities
- Coordination with CT DEEP, CT Land Trusts, & Town Conservation Commissions
- Support sustainability of viewsheds and ecotourism

Infrastructure and Municipal Leadership Committees

Representatives from town government (elected officials, planners, public works officials, park supervisors, & engineers) to inform and support:

- Manage costs of maintenance and improvements
- Advocate for municipal concerns, regional and town solutions, and contributions for trail conditions
- Collaborate with CT DEEP on communication network for public alerts, managing stakeholder involvement

Sustainable Economics, Marketing and Land Use Committees

Team of local and regional economic expert volunteers and stakeholders who can provide project support and recommendations:

- Articulate why people should visit the ALSPT Region
- Initiate a regional marketing campaign, logos, website development, business support, and land use innovation for growth and preservation
- Determine impact of local and regional influence corridors

Next Steps – Work Plan

ALSPT Regional Organization Work Plan CT RC&D Recreational Trails Grant 2024-2026

Tasks outlined in this plan will be completed by volunteers, partner stakeholder organizations, and staff of the representative towns. CT RC&D will facilitate the completion of these tasks and overall project goals, in addition to administrative oversight of the grant.

Year One - 2024

Description	Timeline
Update Work Plan and submit to DEEP for approval	March 22, 2024
Meeting with DEEP to review project, assign responsibilities, and complete the work plan	Beginning of April 2024
<u>Quarterly Progress Report #1</u>	April 15, 2024
<u>ALSPT Regional Meeting (Bi-Annual Meeting with DEEP 1 of 4):</u> Meeting with ALSPT stakeholders, representatives, and regional businesses to present highlights of ALSPT Master Plan and outline the idea of developing ALSPT North and ALSPT South Subcommittees with the purpose of reinvigorating interest in the greater ALSPT regional initiative.	May 20, 2024
<u>ALSPT North Subcommittee Meeting:</u> Confirm representatives of the ALSPT North management group, discuss roles and responsibilities, seek interim chairperson. Review the website and strategize methods for easy updates from the town and other representatives, and how to promote the website.	June 2024
<u>ALSPT South Subcommittee Meeting:</u> Confirm representatives of the ALSPT North management group, discuss roles and responsibilities, seek interim chairperson. Review the website and strategize methods for easy updates from the town and other representatives, and how to promote the site.	June 2024

Completed

Today!

Coming up Next

Upcoming Events – East Hampton – June 1st

East Hampton MODERATE

Exploring East Hampton Trails

DOG-FRIENDLY HIKE NATURE WALK

Sat. Jun 1 11:30 am - 02:45 pm 5-7 miles Open Event

REGISTER

Details Location

Starting at Cranberry bog we will explore trails north of the Airline Trail Linear Trail and loop back to the Airline Trail.

Event Leader(s)

Alan Hurst
(860) 510-3870
Alanhinct@aol.com

Kim Clouser
clsrfmk@aol.com

Rain Date

June 2, 2024

Organization Partners

[East Hampton Parks and Recreation](#)



Families In The Park
(Formerly Great Park Pursuit)



Leashed Dogs Permitted

East Hampton EASY

Family Fun Walk

FAMILY-FRIENDLY HIKE

Sat. Jun 1 09:00 am - 10:30 am 2.75 miles Open Event

REGISTER

Details Location

Details Location

Starting at the cranberry bog in East Hampton we will walk a mile on the Airline Trail and then cross into the Middletown Land Trust Sellow Preserve. That portion of the hike will be about 3/4 mile with some elevation gain on nature trails. The Sellow Preserve re-connects with the Airline Trail and we will loop back to the start.

Event Leader(s)

Alan Hurst
(860) 510-3870
Alanhinct@aol.com

Rain Date

June 2, 2024

Organization Partners

[East Hampton Parks and Recreation](#)



Families In The Park
(Formerly Great Park Pursuit)



Leashed Dogs Permitted

Upcoming Events – Willimantic – June 8th



Join us for Ride the East on June 8, 2024!

Saturday, June 8, 2024 @ 7:30 AM
Jillson House Museum, 627 Main St, Willimantic, CT 06226

Explore the scenic Air Line Trail with the East Coast Greenway Alliance and Trust for Public Land!

Questions?