

# Completing the East Coast Greenway in Simsbury

March 30, 2023



CAPITOL REGION  
**EAST COAST  
GREENWAY STUDY**

SIMSBURY — BLOOMFIELD — HARTFORD — EAST HARTFORD



# Public Meeting Agenda

- WELCOME – Tom J. Roy PE, Director of Public Works
- INTRODUCTION – First Selectman Wendy G. Mackstutis
- EAST COAST GREENWAY CONTEXT – Bruce Donald, ECG Alliance
- PROJECT GOALS and TRAIL ROUTE ALTERNATIVES – VHB
- GENERAL Q & A



# Multi-Agency Effort

## Managing Agency:



## Consultant Team:



## Partner Agencies & Organizations:

### Federal

National Park Service

### State

CT DOT  
CT DEEP

### Municipal

Town of Simsbury  
Town of Bloomfield  
City of Hartford  
Town of East Hartford

### NGO

East Coast Greenway Alliance  
Riverfront Recapture  
The iQuilt Partnership

# Introduction





# East Coast Greenway



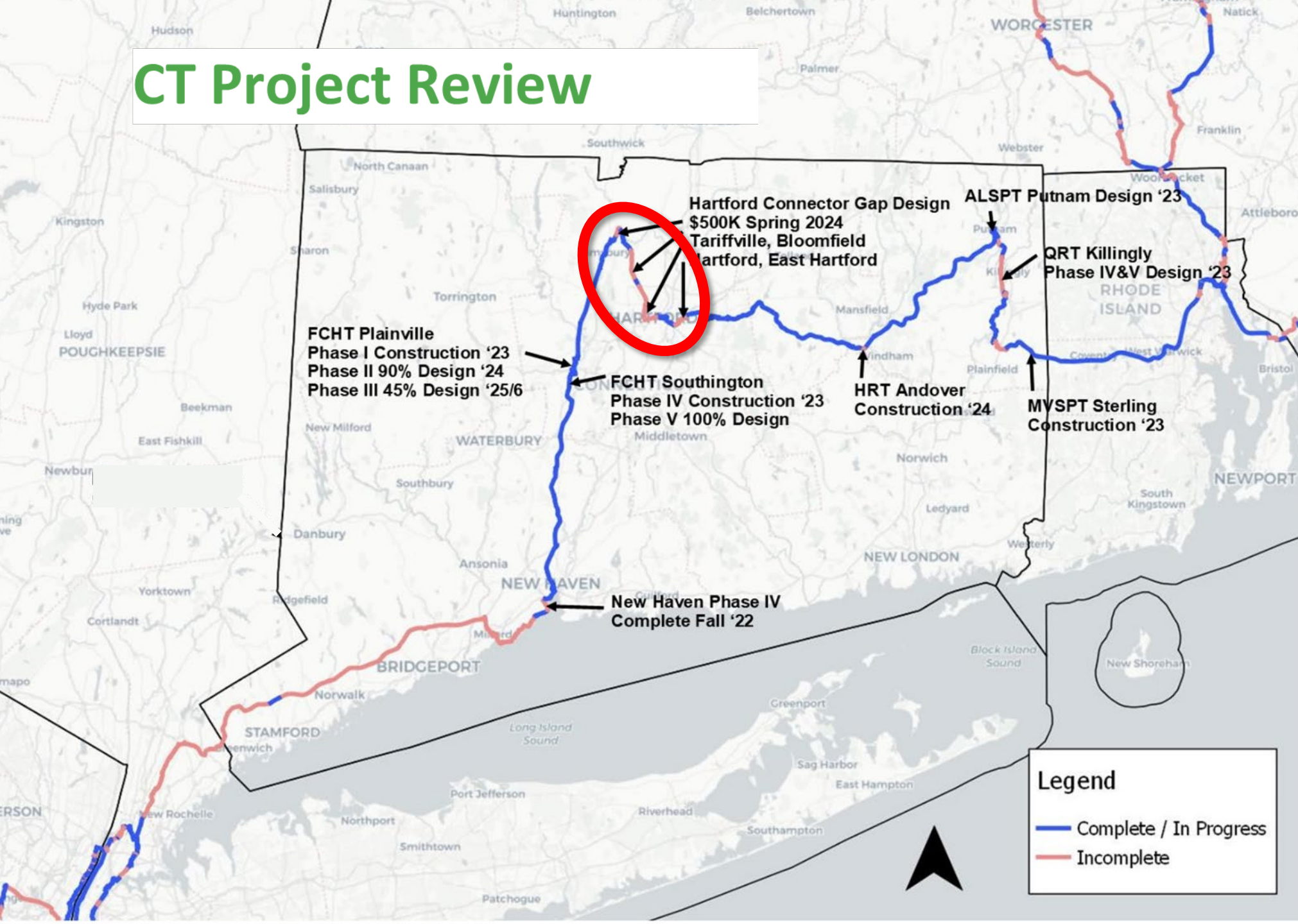
## Maine to Florida:



[greenway.org](http://greenway.org)

\*Approximately 1,000 miles off-road today

# CT Project Review



12-mile study area gap – Simsbury, Bloomfield, Hartford, and East Hartford

By 2027 - 63% Completion Statewide

~150 mi between New Haven and RI state line

# About CRCOG

## What is CRCOG?

- Metropolitan Planning Organization (MPO) for the Metro Hartford Region
- 38 municipalities
- Nearly 1,000,000 residents

## How is CRCOG involved in transportation planning?

- Transportation considerations in Metropolitan Transportation Plan, including planning for vulnerable users, expanding trail and complete street networks, and encouraging mode shift
- Coordination with CTDOT in support of bicycle and pedestrian improvements
- East Cost Greenway a key priority of the CRCOG MTP





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# Project Goals

- Regional Connection to the Farmington Canal Heritage Trail and East Coast Greenway route for walking, running, and bicycling
- Preferred option to be an off-road route that young children would be comfortable riding a bike
- Connection to local parks and recreation opportunities
- Link to the Tariffville Elementary School
- Connection to nearby businesses
- Well-designed and attractive trail infrastructure
- Environmental stewardship of Farmington River



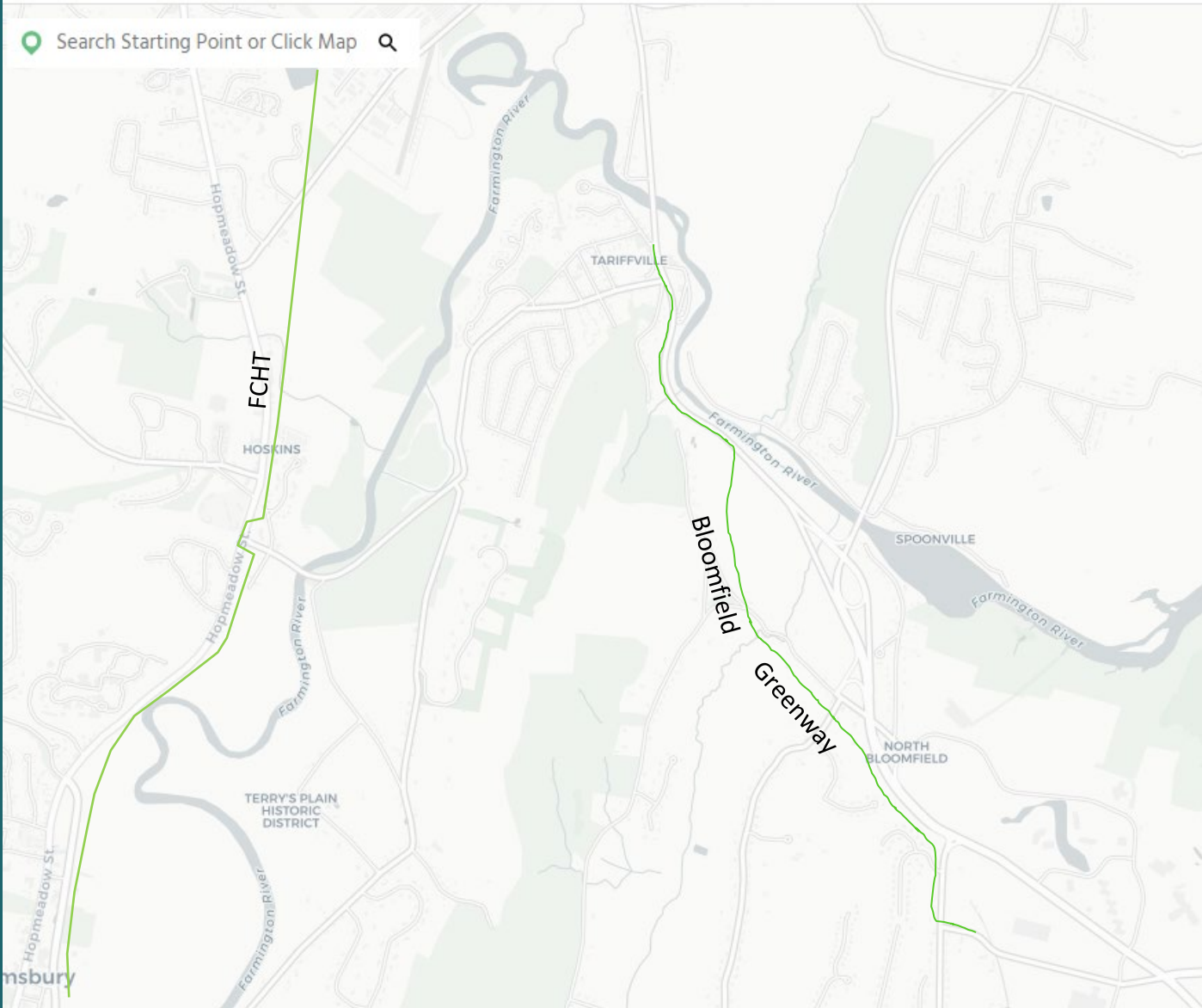


East Coast  
Greenway.

# Existing ECG Off-Road Route



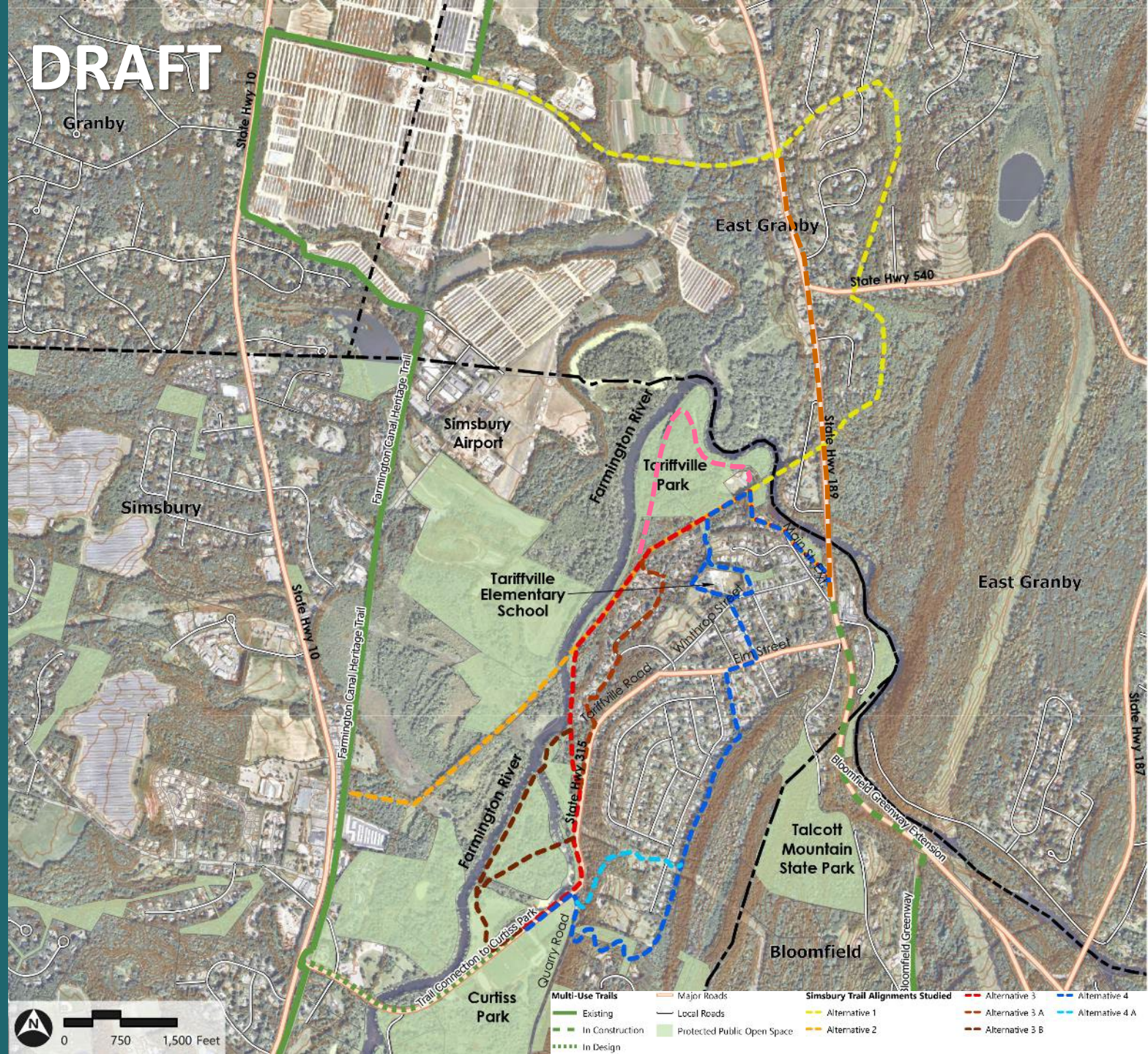
Search Starting Point or Click Map



# Study Area



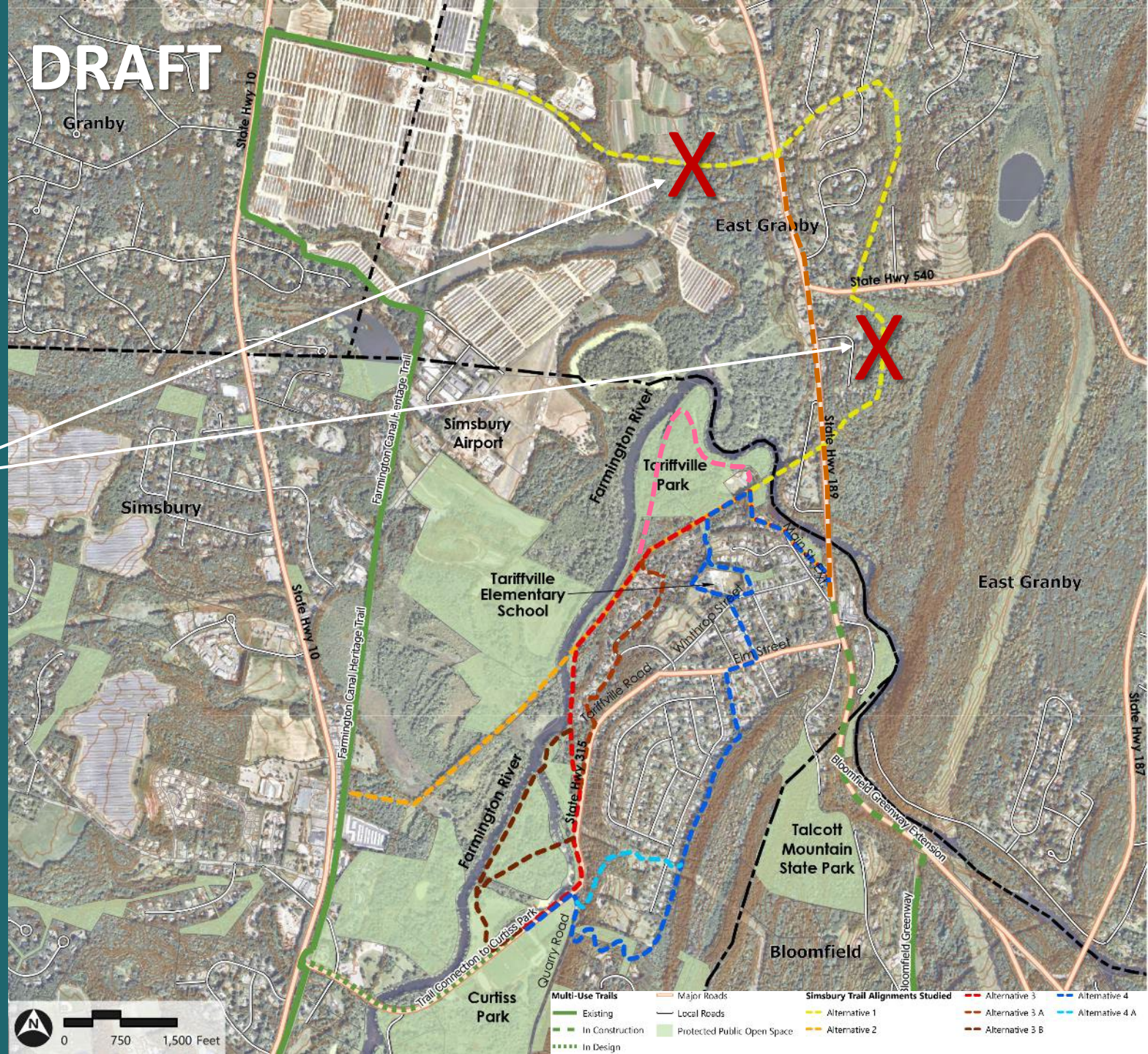
# Alignment Options Studied



# Alignment Options Studied ...and Ruled Out

## Option 1 removed due to:

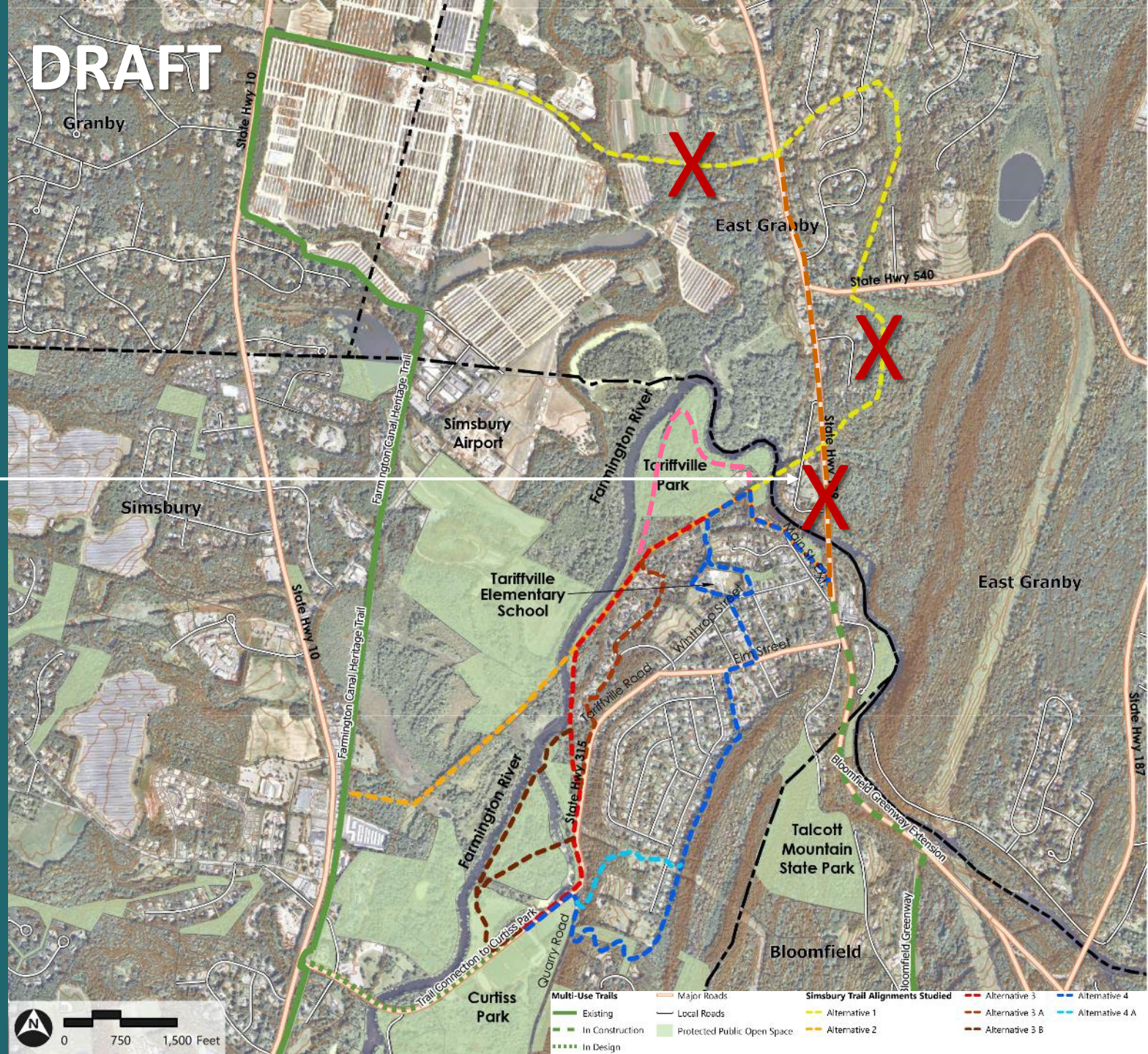
- Too much out-of-direction travel (longest option)
- Floydville Rd. / Holcomb traffic and topography
- High cost of 2 new crossings of Farmington River and 1 bridge over local roadway



# Alignment Options Studied ...and Ruled Out

## Option 1A removed due to:

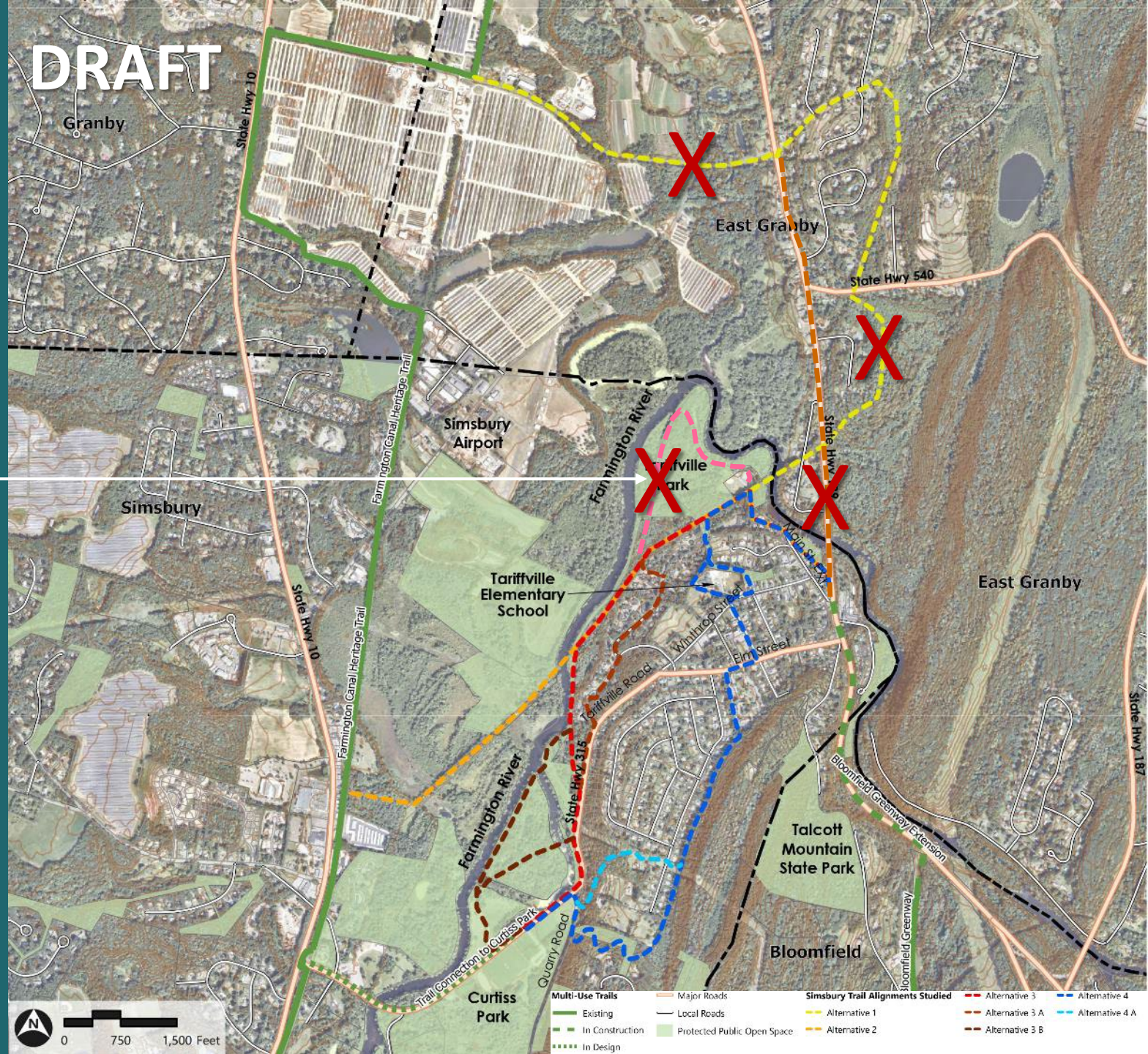
- Too much out-of-direction travel
- Floydville Rd. traffic and topography
- Relatively narrow road shoulders on existing bridge



# Alignment Options Studied ...and Ruled Out

Option 2A removed due to:

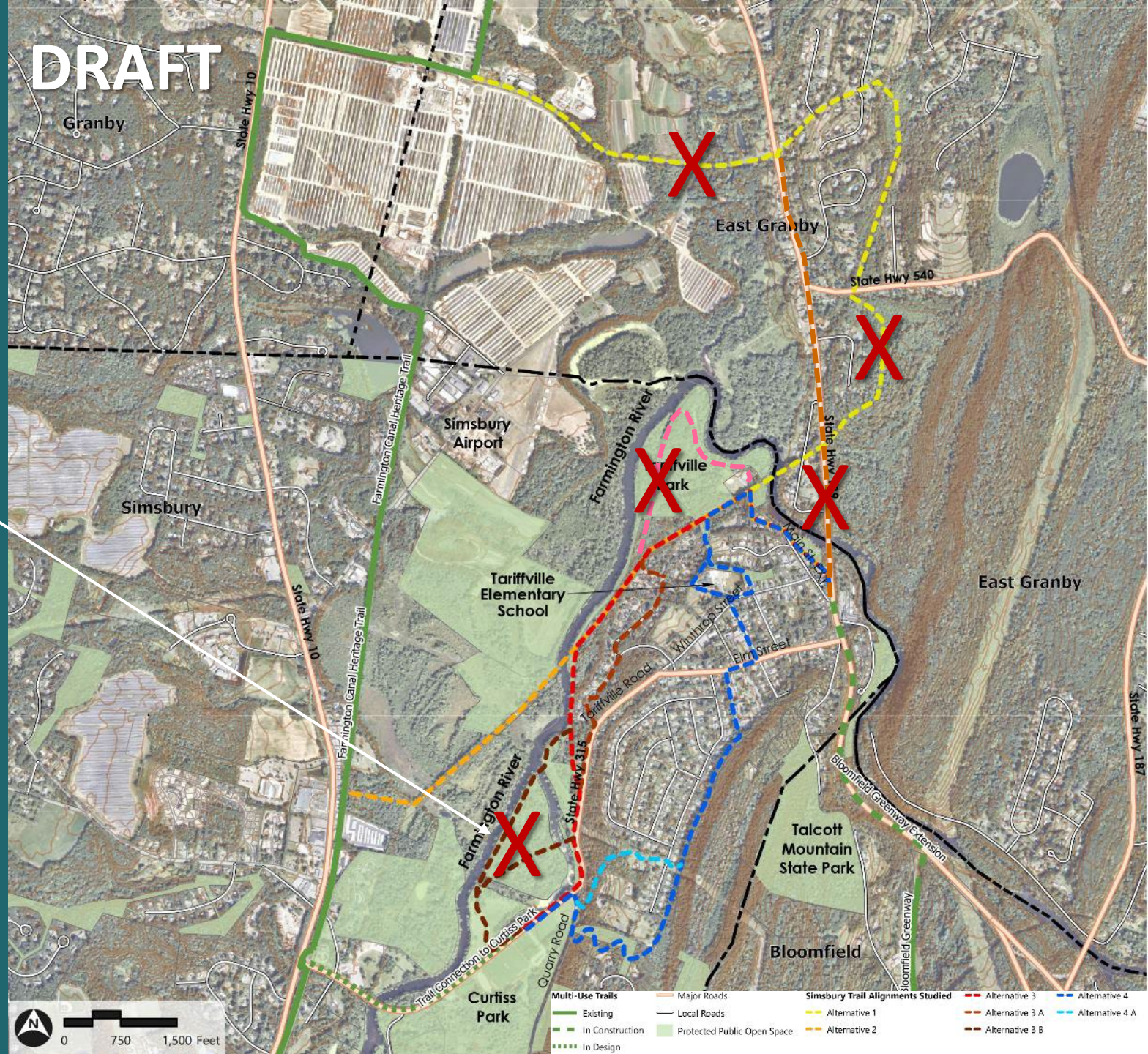
- Potential impact to wetlands adjacent to the Farmington River
- Out-of-direction travel, especially for pedestrians



# Alignment Options Studied ...and Ruled Out

Option 3B removed due to:

- Potential negative impact to wetlands adjacent to the Farmington River
- Complex, time-consuming permitting for the needed boardwalks and river bridges

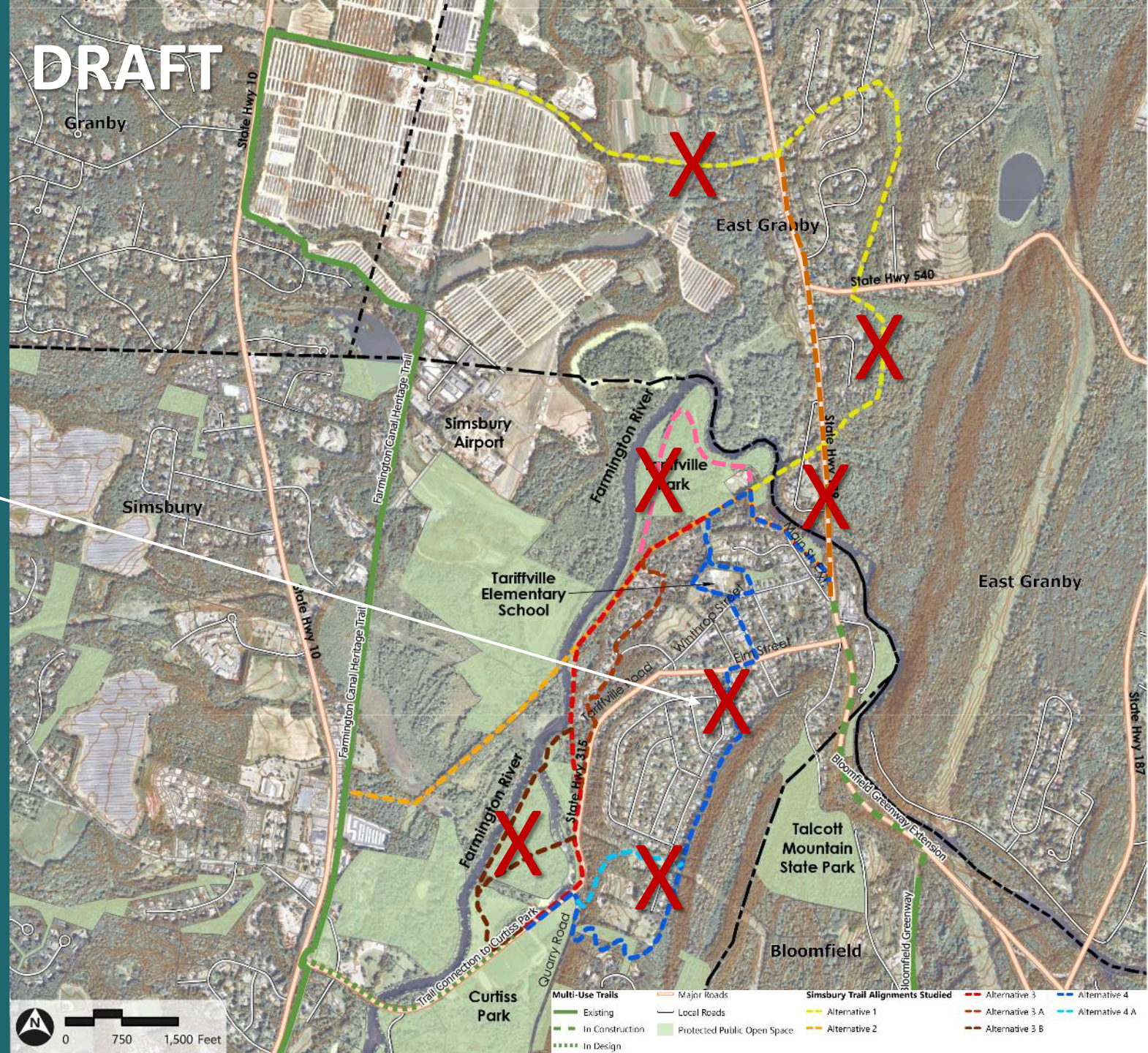




# Alignment Options Studied ...and Ruled Out

Option 4/4A removed due to:

- Topographical challenges when connecting with Rte. 315 at the south end
- Visual impact to residential properties along Hayes Rd.

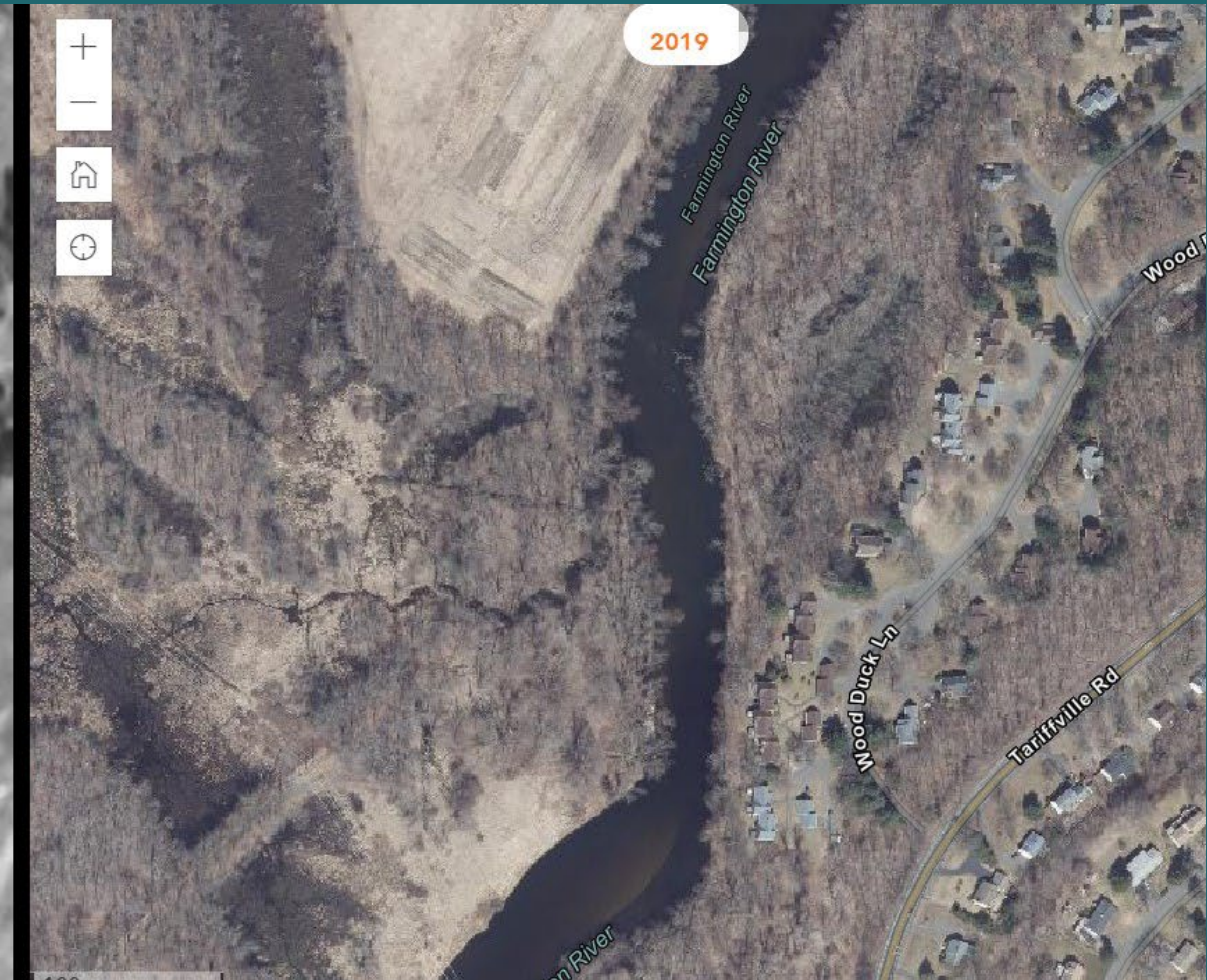




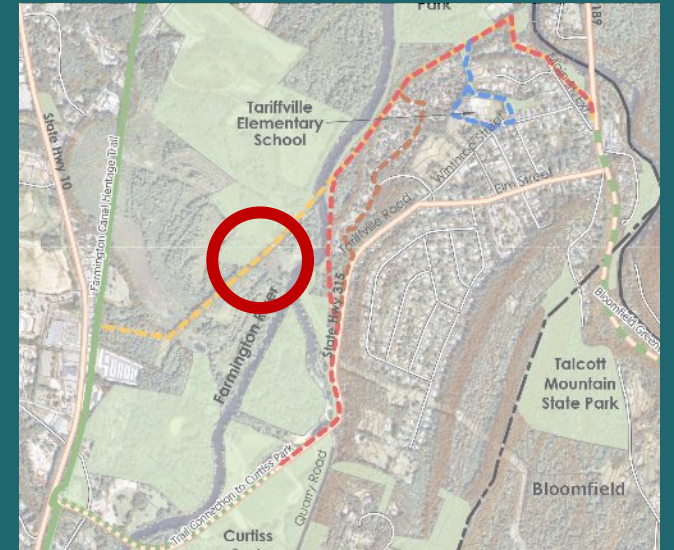
# Draft Alignment Alternatives



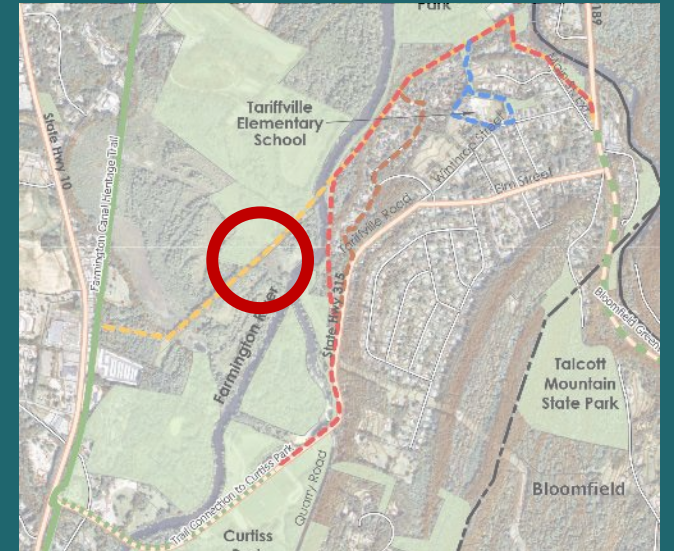
# 1934 Aerial Image



# Draft Alignment Alternative 2



# Draft Alignment Alternative 2

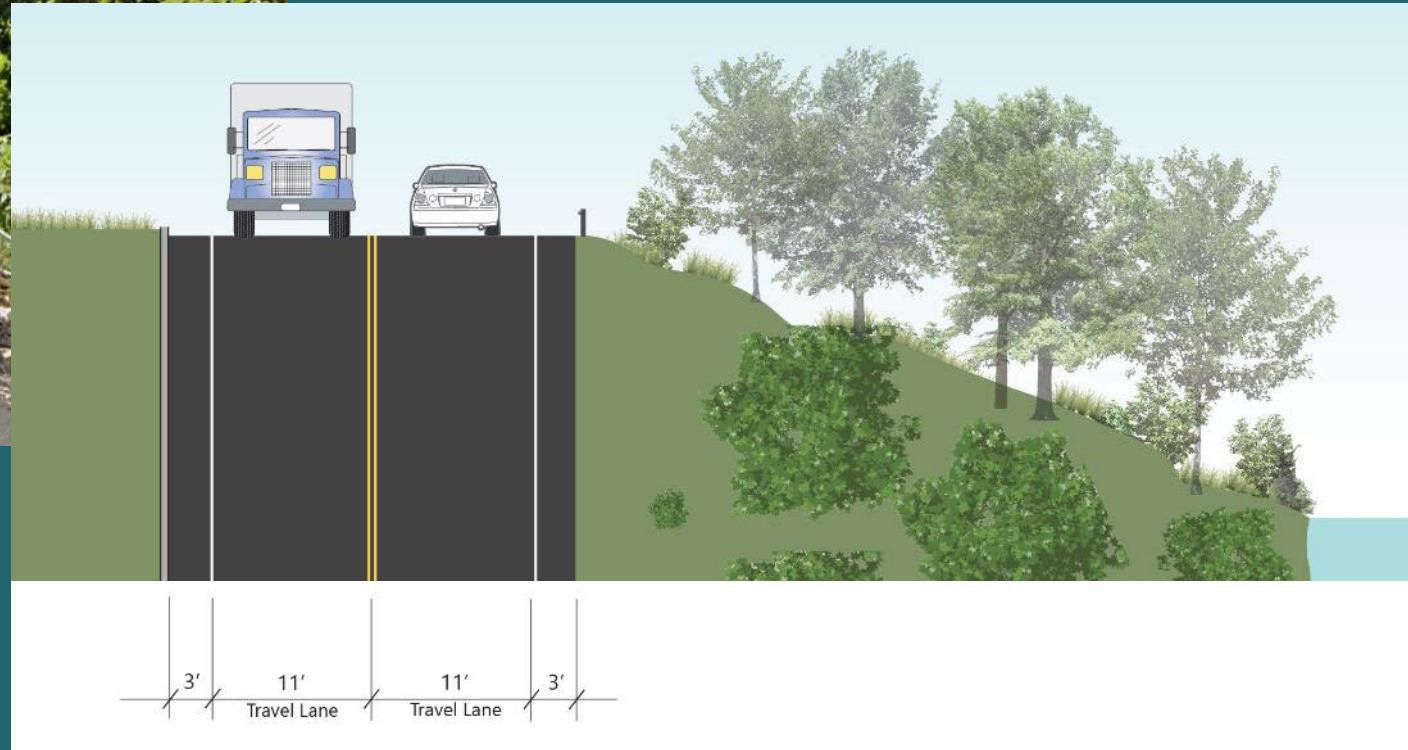




# Draft Alignment Alternatives



# Draft Alignment Alternative 3/3A

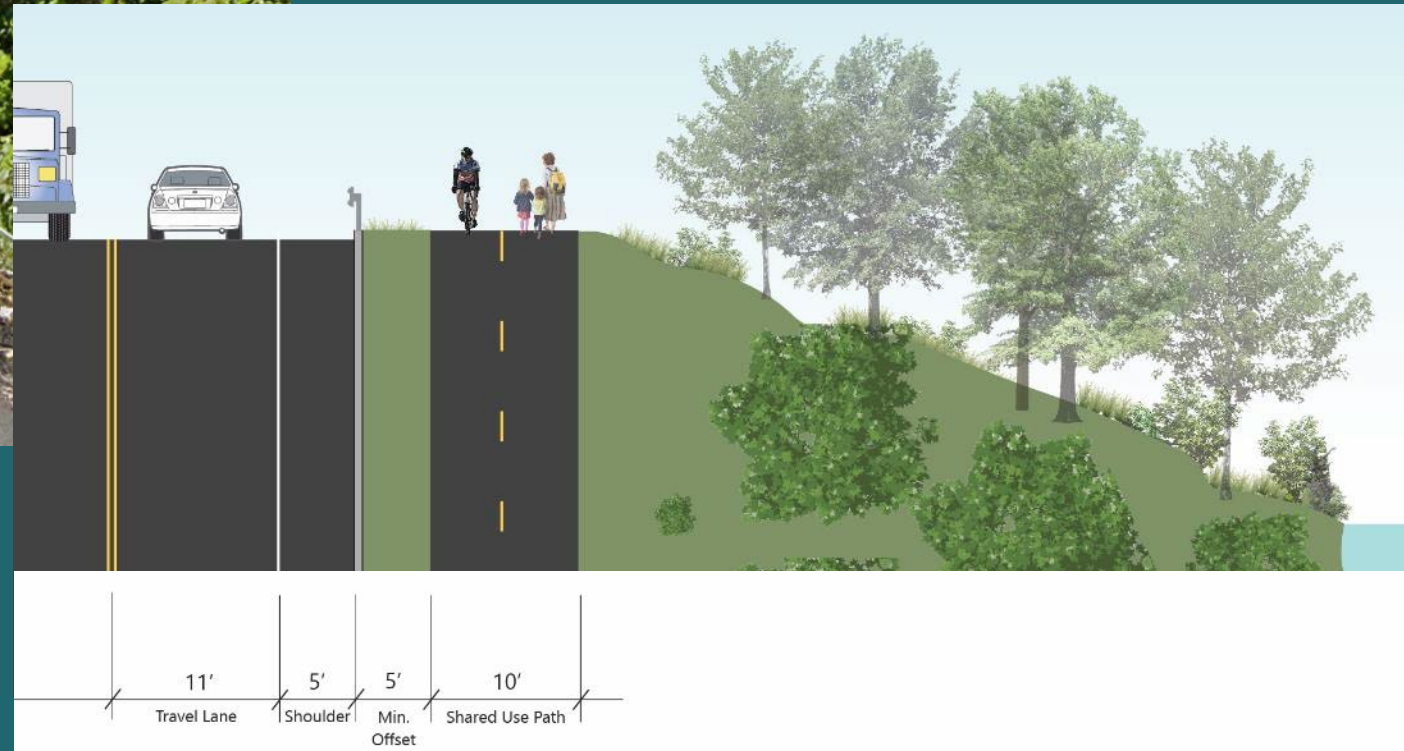


Rte. 315 Current Conditions

# Draft Alignment Alternative 3/3A

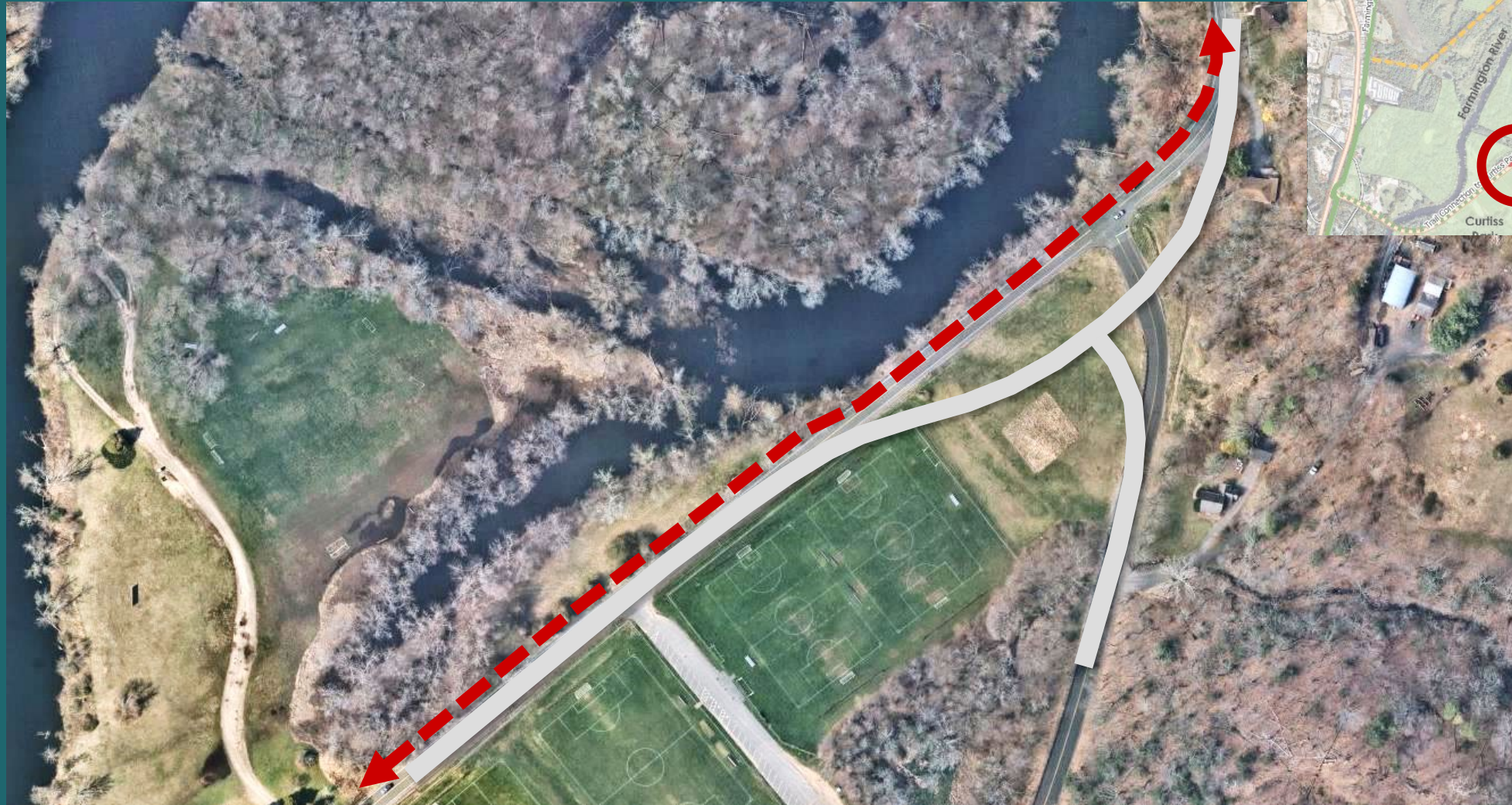


Rte. 315 DRAFT  
Side Path Concept



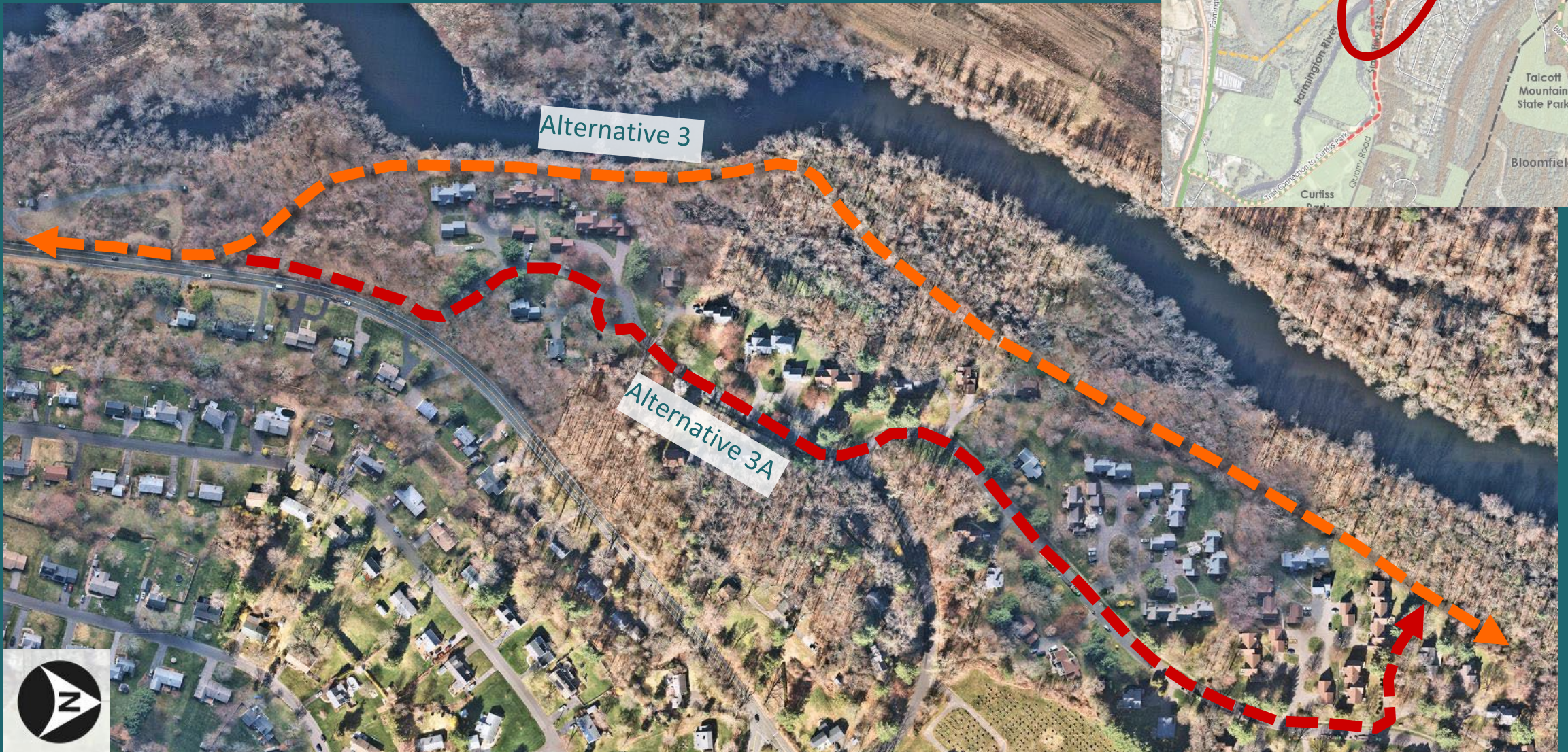


# Draft Alignment Alternative 3/3A



Rte. 315 Potential Revised Alignment

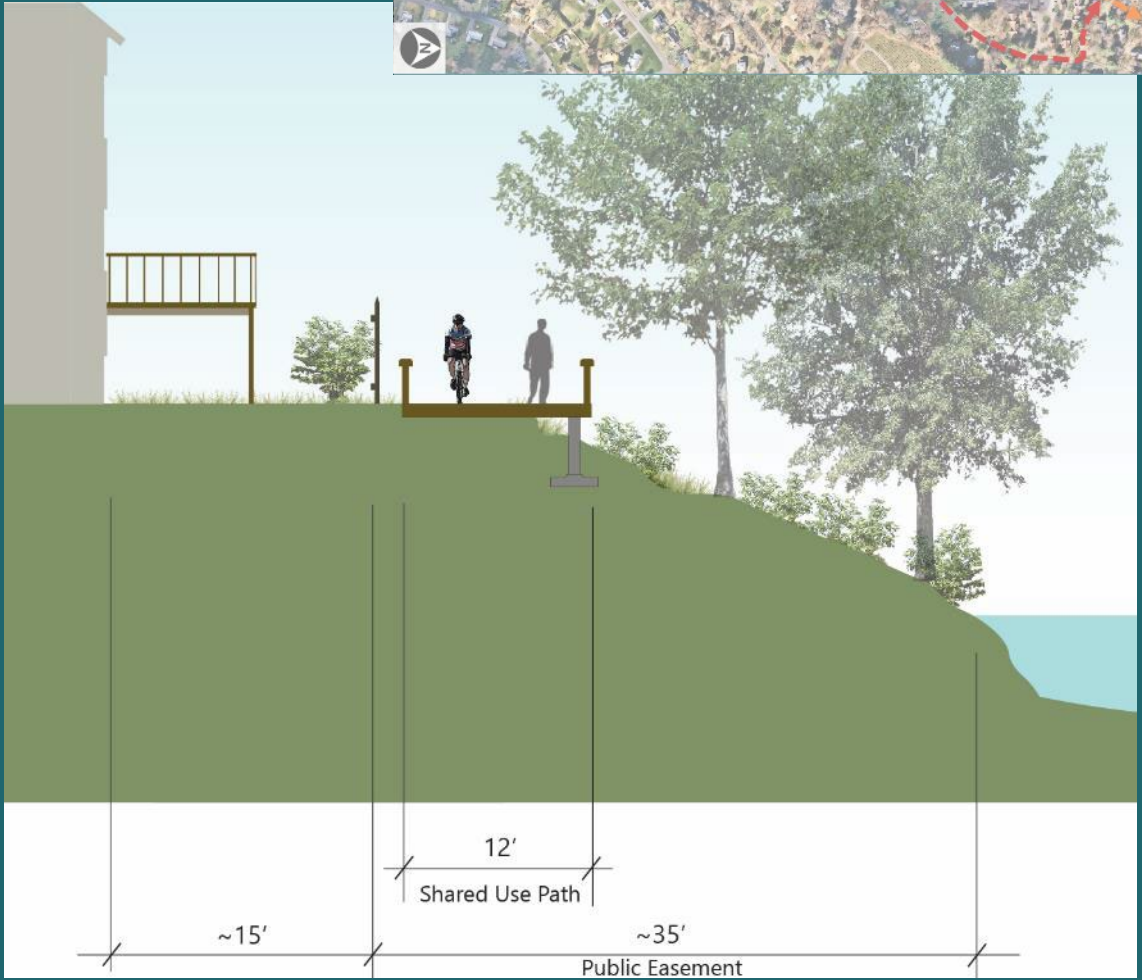
# Draft Alignment Alternative 3/3A



# Draft Alignment Alternative 3



Farmington Riverbank Current Conditions



Farmington Riverbank DRAFT Path Concept



# NEXT STEPS: Alternatives Analysis

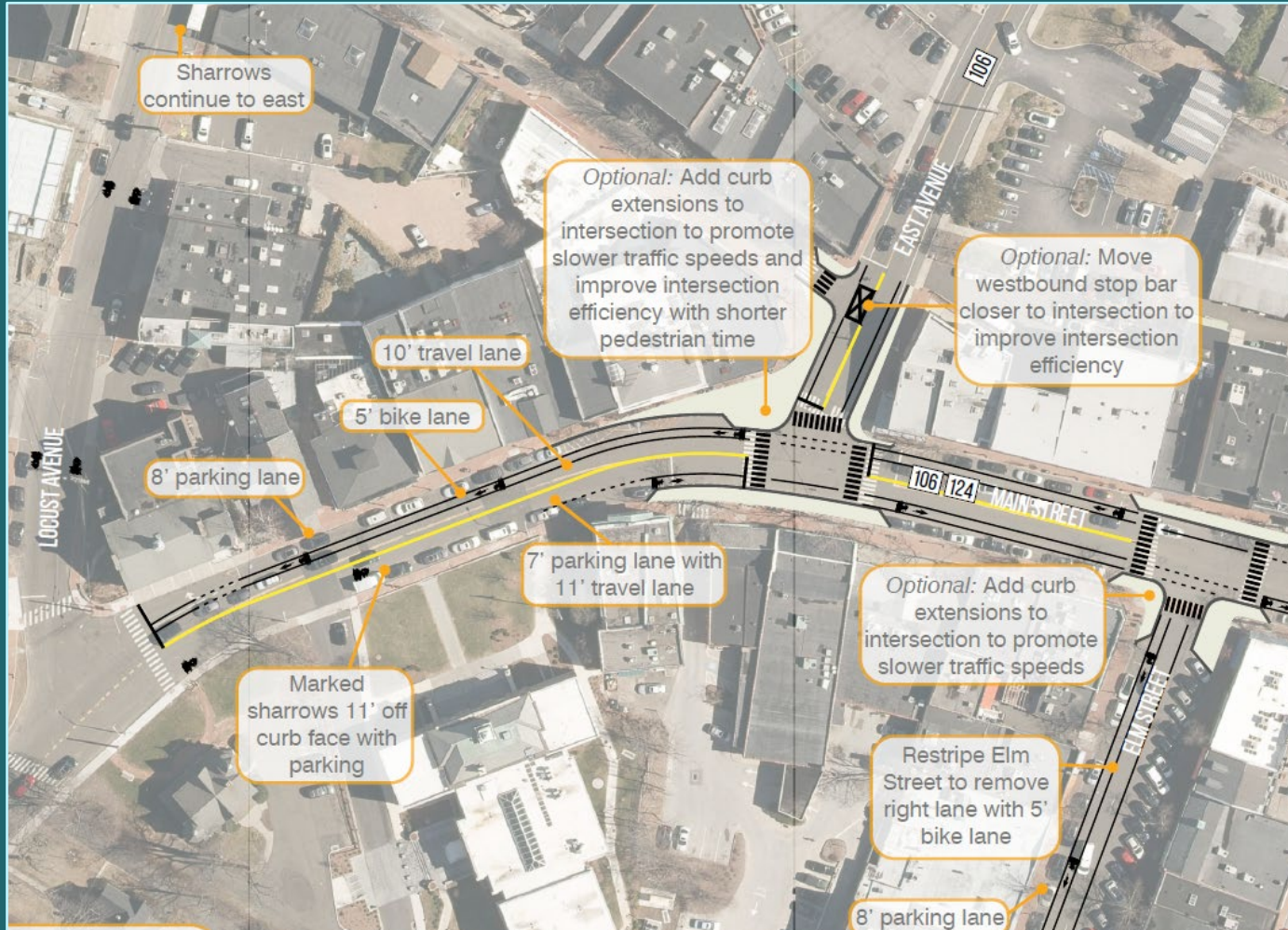
Alignment D Evaluation			
Map	North of Downtown	South of Downtown	
	<b>Off-road</b> 85%	94%	
	<b>Safety</b> Roughly 30 driveways and 8 roadways intersecting the trail. Uses section of Main St with an LTS of 4.		Roughly 35 driveways and 8 roadways intersecting the trail. No LTS concerns.
	<b>Connectivity</b> 1,300 households. Trail amenities include Tomasso Nature Park, marshland, and downtown.		1,323 households. Good connectivity with Norton Park, and runs along partial length of historic canal.
	<b>Security</b> Limited access/egress along the boardwalk segment, but potential for access at YMCA.		Continuous access/egress.
	<b>Right-of-way</b> Overlaps with 6 parcels. Good construction access, but includes construction of trail in busy residential/downtown area.		Overlaps with fewer residential parcels between Broad St and Norton Park. Straightforward construction.
	<b>Environment</b> 39,840 sf of wetlands, 1.2 miles of floodplain, and 1 NDDB area. 4 haz mat locations. No known historic resources or park impacts that would require regulatory review.		5,602 sf of wetlands, 0.3 miles of floodplain, and 1 NDDB area. 0 haz mat locations. Overlaps with portion of historic canal, and overlaps with Norton Park potentially requiring regulatory review.
	<b>Cost</b> \$12-13 million, with moderate boardwalk maintenance costs.		\$4-5 million, with low maintenance costs.
	Note: Alignment drawn for planning purposes only.		

Alignments Evaluation Framework		
CATEGORY	WEIGHT	MEASURE
<b>1 Off-road</b>	<b>30%</b>	▶ Percentage of off-road or protected facility
<b>2 Safety</b>	<b>20%</b>	▶ Number of driveways and roadways intersecting the trail ▶ Level of traffic stress (LTS) of on-road facilities (source: Figure 6 of this report)
<b>3 Connectivity</b>	<b>15%</b>	▶ Number of households within a quarter mile of trail (source: ESRI Business Analyst 2016 data) ▶ Number of public/quasi-public facilities accessed by trail
<b>4 Security</b>	<b>10%</b>	▶ Number of access/egress points along trail
<b>5 Right-of-Way</b>	<b>10%</b>	▶ Number of parcels overlapping with trail and level of right of way coordination ▶ Ease of access during construction and overall constructability
<b>6 Environment</b> (for Plainville only)	<b>10%</b>	▶ Square feet of wetlands within 10' of trail (source: Connecticut Department of Energy and Environmental Protection or CTDEEP) ▶ Linear distance of floodplain along trail (source: CTDEEP) ▶ Number of NDDB (endangered, threatened and special concern species) areas traversed (source: CTDEEP) ▶ Number of hazardous material ("haz mat") locations within 10' of trail (source: CTDEEP) ▶ Overlap with historic properties or parkland
<b>7 Cost</b>	<b>5%</b>	▶ Order of magnitude cost estimates and maintenance considerations

*Evaluation framework utilized for Gap Closure Trail Study, Plainville, CT (VHB)*



# NEXT STEPS: Recommendations



CAD concept graphics for bike improvements in New Canaan, CT (FHI Studio)

GIS map book for Gap Closure Trail Study (VHB)



# Online Engagement

**CRCOG** ABOUT • SERVICES • GOVERNANCE / COMMITTEES • GENERAL PUBLIC • NEWS & EVENTS •

## Capitol Region East Coast Greenway (ECG) Study

**ABOUT THE STUDY**

The Capitol Region Council of Governments (CRCOG) has initiated a study to identify the preferred alignment of the East Coast Greenway through the last remaining 12-mile gap in the Capitol Region in Simsbury, Bloomfield, Hartford, and East Hartford. The East Coast Greenway is an off-road walking and biking route stretching 3,000 miles from Maine to Florida. In Connecticut, the East Coast Greenway consists of a 200-mile route between the Rhode Island state line at Sterling, Connecticut and the New York state line at Greenwich. In Connecticut, the completed portions of the East Coast Greenway utilize a series of trails including the Air Line Trail, the Hop River Trail, and the Farmington Canal Trail.



[crcog.org/capitol-region-ecg-study](https://crcog.org/capitol-region-ecg-study)



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# Thank You!

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