

Advisory Committee Meeting #3

June 27, 2023

CAPITOL REGION
**EAST COAST
GREENWAY STUDY**

crcog.org/capitol-region-ecg-study/

Note: Meeting is recorded and will be posted online

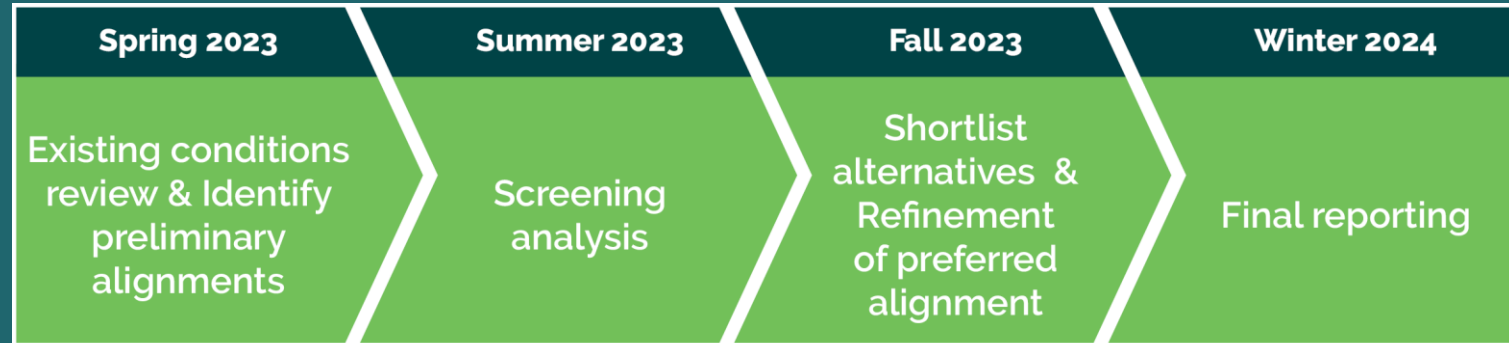


Agenda

- Project Updates
 - Schedule
 - Griffin Line
 - Split of Study Area
- Public Outreach Update
- Simsbury Update

- Screening Weights Draft
- Next Meetings and Next Steps
- Public Comment

Project Updates



TASKS	2023												2024			
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
Advisory Committee (6)		●		●		●		●			●		●		○	
Website Updates (6)		●		●		●		●			●		●		●	
Newsletters (3)			■					■						■		
Public Municipal Meetings (6)			●●●												●●●	
Public Workshops (3)				●●●										●●●		
Public Meetings (3)														●●●		
Survey								■								
Pop-ups (8)					●	●	●	●	●●●	●●						
Stakeholder Meetings and/or Walk-audits (6)					●●	●●	●●	●●								
Direct Municipal Meetings (6)						●●●				●●●						
CRCOG Committee Meetings (2)								●							●	
CTDOT Pitch Meeting													●			



Simsbury Update

Simsbury Update



PROJECT SCHEDULE		2023							
TASK DESCRIPTION	Jan	Feb	March	April	May	June	July	Aug	
Task 8: Town of Simsbury Study									
8A: Town of Simsbury Coordination Calls (6, monthly)									
8B: Public Workshop									
8C: Public Meeting									
8D: Milestone Presentation									
8E: Existing Conditions Review									
8F: Identirfy Alignments									
8G: Probably Costs of Alignments									
8H: Preferred Alignment Conceptual Plan									
8I: Town of Simsbury Recommendations Report									
					Study Team Meeting		Public Workshop/Meeting		



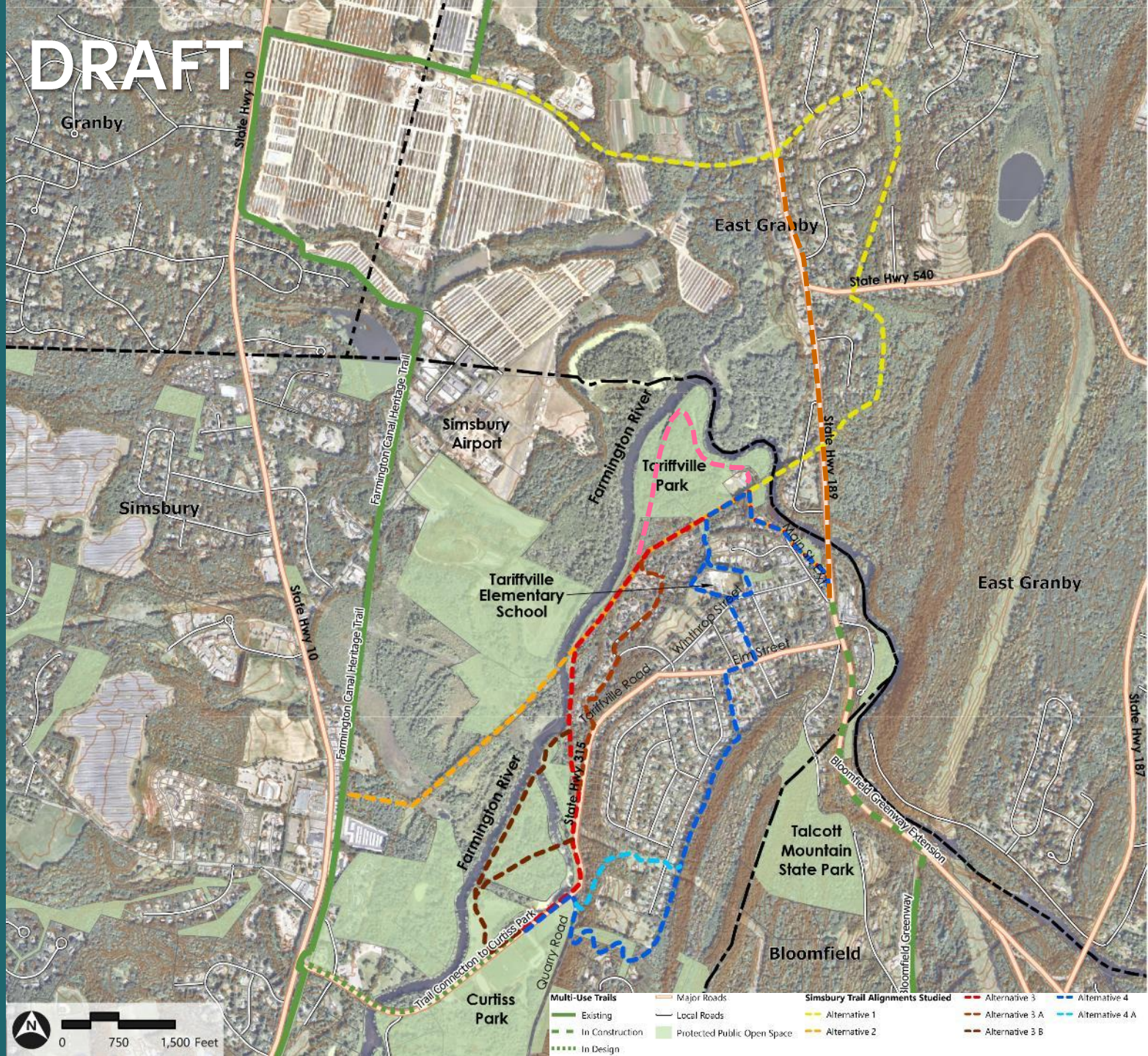
March 30 Meeting in Tarriffville

KEY TAKEAWAYS from the ~45 residents:

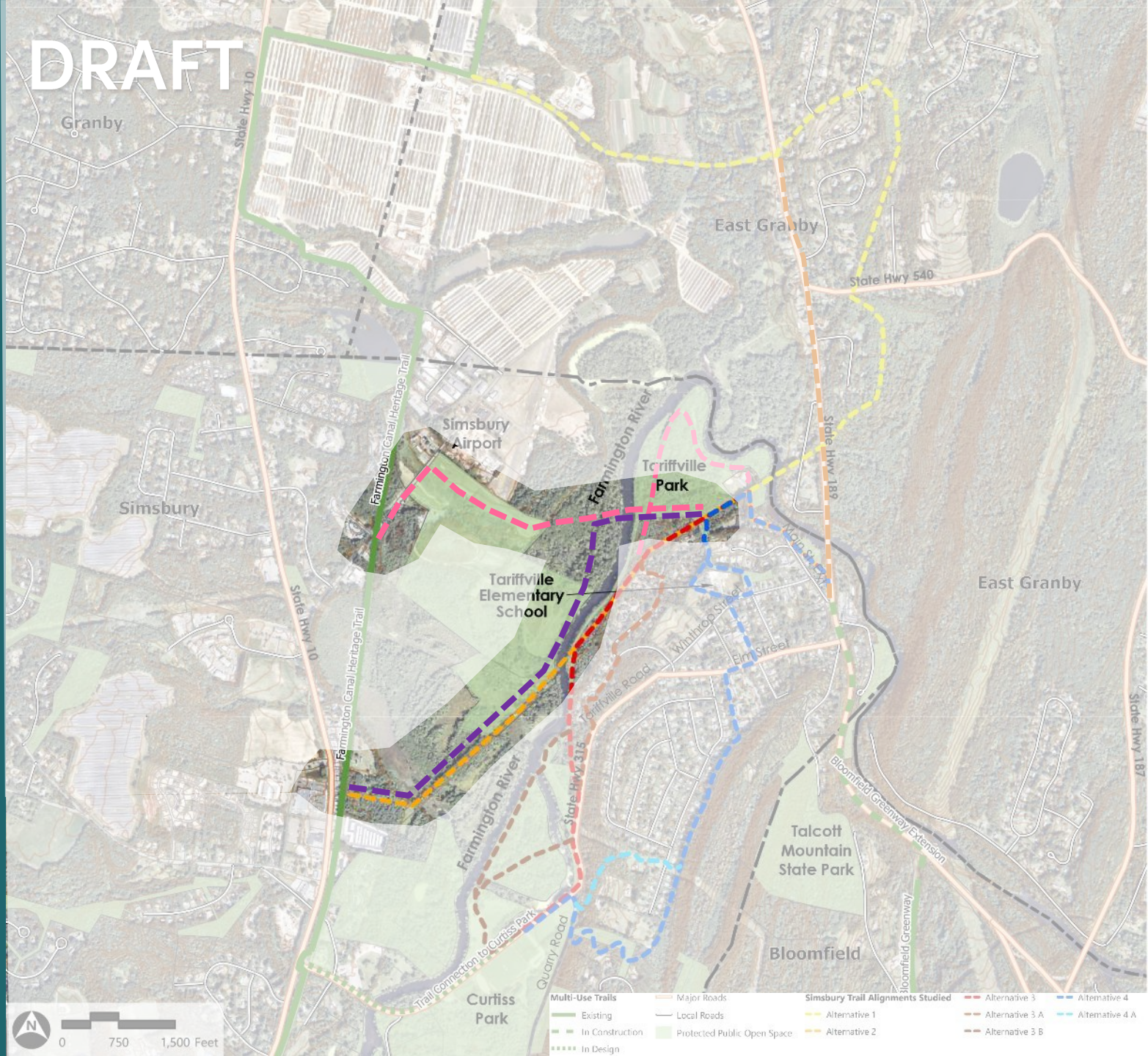
- Significant support for potential use of former rail line on west side of Farmington River
- High level of interest in further extension of the trail on west bank, further north
- Concerns about environmental impact to river, especially with its “Wild & Scenic” designation
- Privacy issues for Governor’s Bridge condo residents
- Desire of some for team to revisit some of the discarded options



March 30 Meeting: Alignment Options Studied



March 30 Meeting: Additional Options Added





Screening Criteria

- **Off-Road**
 - Provides dedicated facilities for walking, biking, and other rec. uses
 - Provides the most separation from traffic
- **Traffic Safety:** Few vehicular interruptions
- **Connectivity:** Maximum connectivity to town centers and paths for the most residents
- **Right of Way:** Requires fewer easements/property acquisition and with fewer constructability challenges
- **Environment:** Minimal impact to wetlands and other enviro conditions
- **Economic Opportunity:** Helps to bring customers to Simsbury businesses

Weighting

Off-Road	30
Traffic Safety	20
Connectivity	45
Right-of-Way	15
Environment	30
Economic Opportunity	10

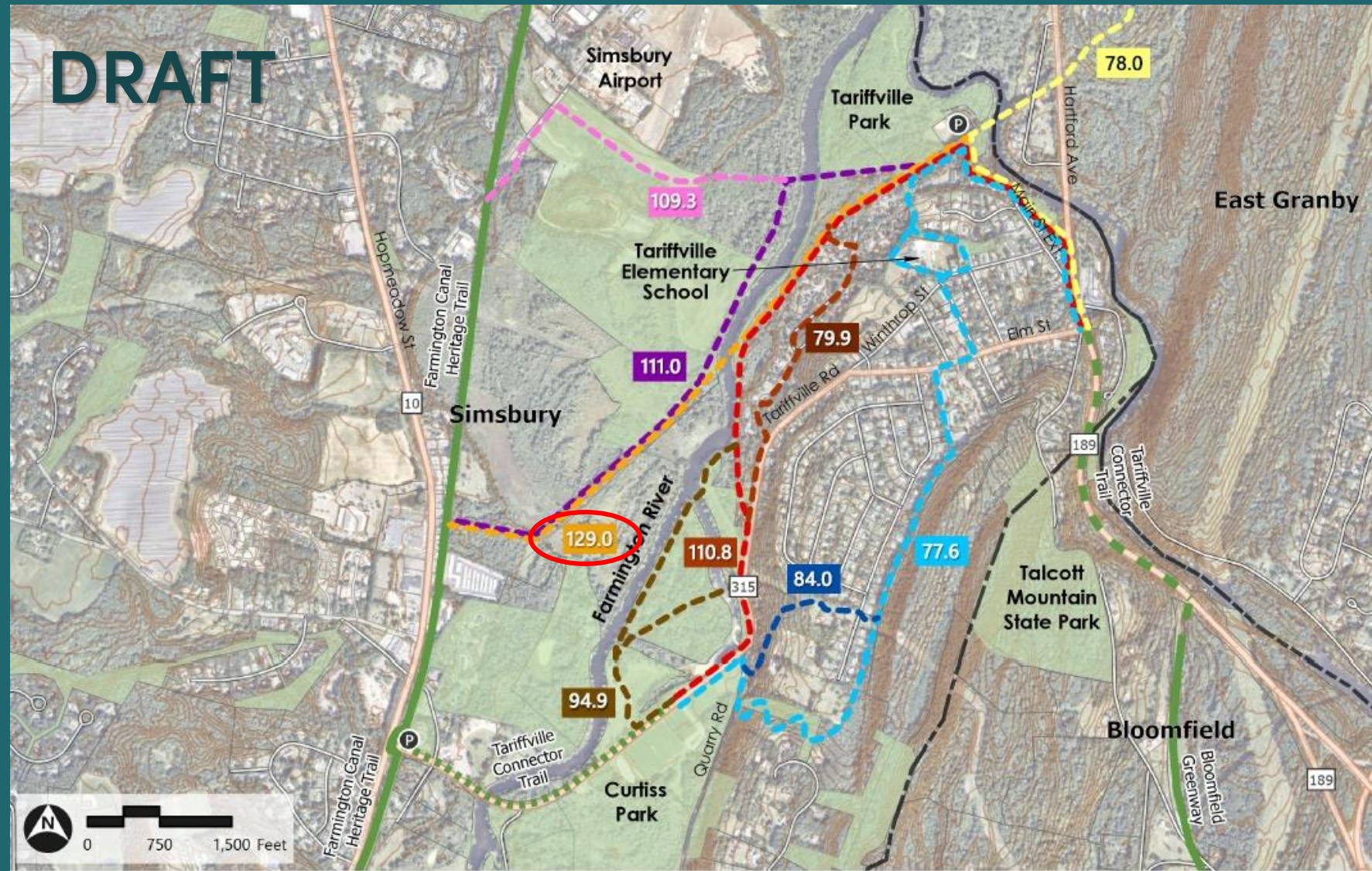


Evaluation Matrix

Criteria	Available Points	Scoring Rubric	Tariffville Alignment Alternatives																										
			1A			1B			2			3A			3B			3C			4A			4B			5		
			Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	Data	Score	
Off-Road				30		30		30		23		5		23		13		13		8									
Prioritizes options that provide dedicated facilities for walking, biking, and other recreation uses	0-30	[Proportion of facility that is separated from traffic: 20] <5% of the route requires travel on a shared local roadway or a bike lane/shoulder on a busier roadway: 20 5-15% of the route requires travel on a shared local roadway or a bike lane/shoulder on a busier roadway: 10 15-50% of the route requires travel on a shared local roadway or a bike lane/shoulder on a busier roadway: 5 >50% of the route requires travel on a shared local roadway or a bike lane/shoulder on a busier roadway: 0	98.2% fully separated 3.8% On road	20	98.7% fully separated 3.3% On road	20	98.1% fully separated 3.9% On road	20	51% fully separated 48.4% side path 3.6% On road	20	27.3% fully separated 50.6% side path 22% On road	5	70.4% fully separated 29.3% side path 3.3% On road	20	61.5% fully separated 27.7% side path 10.8% On road	10	57.8% fully separated 30.4% side path 11.8% On road	10	69.6% fully separated 8.2% side path 20.3% On road	5									
Prioritizes options which provide the most separation from traffic		[Proportion of fully-separated facilities min. 50-ft from roadway: 10] 35%+ of the route is fully-separated facility: 10 85-95% of the route is fully-separated facility: 6 50-85% of the route is fully-separated facility: 3 <50% of the route is fully-separated facility: 0	98.2% fully separated	10	98.7% fully separated	10	98.1% fully separated	10	51% fully separated	3	27.3% fully separated	0	70.4% fully separated	3	61.5% fully separated	3	57.8% fully separated	3	69.6% fully separated	3									
NOTE - we added this to minimize points from our sidopath alignments which match what we've heard. This is new category, but to the same effect of prior discussions.																													
Traffic Safety				20		20		20		12.5		10		12.5		12.5		12.5		20									
Prioritizes options that have the fewest vehicular interruptions	0-20	[Fewest number of driveway crossings: 5] Option has average 0-2 residential driveway crossings per 1,000 feet: 5 Option has average between 3 to 7 residential driveway crossings per 1,000 feet: 2.5 Option has average >7 residential driveway crossings per 1,000 feet: 0	1.87	5	1.87	5	0.55	5	1.87	5	5.08	2.5	0.79	5	1.03	5	1.55	5	0.62	5									
		[Fewest number of commercial driveways or at-grade roadway crossings: 15] Option has 0-1 commercial driveways or at-grade roadway crossings per 1,000 feet: 15 Option has between 2 to 5 commercial driveways or at-grade roadway crossings per 1,000 feet: 7.5 Option has >5 commercial driveways or at-grade roadway crossings per 1,000 feet: 0	0	15	1.46	15	1.28	15	1.78	7.5	2.53	7.5	1.52	7.5	1.89	7.5	4.85	7.5	1.29	15									
Connectivity				40.97		39.34		41.46		42.77		32.39		31.91		24.61		25.96		7.50									
Prioritizes options with the most connectivity to town centers, the most accessible paths, for the most residents	0-45	[Shortest distance to access / egress point: 5] Average per mile connection to >2 trail heads, cross streets, or parking areas: 5 Average per mile connection to 1-2 trail heads, cross streets, or parking areas: 2.5 Average per mile connection to <1 trail head, cross street, or parking area: 0	2.6	5	3.4	5	2.7	5	3.7	5	4.4	5	3.1	5	4.2	5	5	5	3.8	5									
		[Shortest distance from Simsbury Center to Tariffville Center: 20] Point total (20 maximum) is based on a maximum score of 20 for the shortest possible route (2-miles as measured between Pte 315/202 and Tariffville Town Green) and a minimum score of 0 points for the longest route evaluated	2.3	18.47	2.6	16.8	2.2	19.0	2.4	17.8	2.5	17.4	2.6	16.9	3.1	14.6	2.8	16.0	6	0.0									
		[Total grade climbed / [steepest route: 5] Ratio of net grade increase—which equals 15' from FCHT parking lot to the Tariffville Town Green—divided by the highest point of elevation along the route. Highest best raw score possible is 1.0, which would indicate a flat route. Ratio of 0.5 - 1.0: 5 Ratio of 0.2 - 0.5: 2.5 Ratio <0.2: 0	1	5	0.9	5	1	5	1	5	0.7	5	1	5	0.1	0	0.1	0	0.2	2.5									
		[Education opportunities via direct access to the Farmington River and within 1/4 mile walking distance to the Tariffville School: 10] Majority of trail option is located within 100 feet of the Farmington River and within 1/4 mile walk from the school: 10 <50% of the trail option is located within 100 feet of the Farmington River and within 1/4 mile walk from the school: 0	N/A	10	N/A	10	N/A	10	N/A	10	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0									
		[Population within 1/4-mile of Trail (walking route, Tariffville Residents Only): 5] >75% of Tariffville residential area is within 1/4-mile walk of trail: 5 35% to 75% of Tariffville residential area is within 1/4-mile walk of trail: 2.5 <35% of Tariffville residential area is within 1/4-mile walk of trail: 0	55.2%	2.5	36.3%	2.5	60.8%	2.5	81.9%	5	88.0%	5	78.7%	5	88.0%	5	89.4%	5	31.8%	0									
Right-of-Way				0		5		2.5		2.5		2.5		2.5		2.5		2.5		2.5									
Prioritizes options that require fewer easements on or purchases of private property and have fewer constructability challenges	0-15	[Number of parcels overlapping trail: 5] Option does not overlap with private parcels: 5 Option overlaps with 1-3 parcels: 2.5 Option overlaps with >3 parcels: 0	6	0	4	2.5	5	0	6	0	6	0	6	0	6	0	9	0	5	0									
		[Level of right-of-way coordination: 5] Option does not require right-of-way coordination: 5 Option requires easements or acquisition across 1-3 parcels: 2.5 Option requires easements or acquisition across >3 parcels: 0	6	0	4	2.5	5	0	6	0	6	0	6	0	6	0	9	0	5	0									
		[Qualitative assessment of the ease of construction access & constructability: 5] Can be built easily with little or no access or constructability challenges: 5 Construction has some constructability and/or access challenges: 2.5 Construction has major constructability and/or access challenges: 0	N/A	0	N/A	0	N/A	2.5	N/A	2.5	N/A	2.5	N/A	2.5	N/A	2.5	N/A	2.5	N/A	2.5									
Environment				10		5		25		20		20		15		15		20		30									
Prioritizes options that have minimal impacts to wetlands and other environmental conditions	0-30	[Linear feet of trail route option with a direct impact to wetlands: 10] <500 linear feet of impact: 10 500-1,000 linear feet of impact: 5 >1,000 linear feet of impact: 0	1,935	0	1,570	0	570	5	270	10	270	10	270	10	570	5	270	10	320	10									
		[Use of existing road or rail bed: 10] Majority of linear length of the trail option uses existing road or rail bed: 10 Less than half of linear length of the trail option uses existing road or rail bed: 5 Trail option does not use existing road or rail bed: 0	40.3%	5	10.1%	5	64.8%	10	28.7%	5	35.6%	5	26.8%	5	15.0%	5	16.5%	5	1.5%	10									
		[Area of floodplain / floodway impact: 10] Less than 5% of linear length of the trail option is within floodplain/floodway: 10 from 5% to 50% of linear length of the trail option is within floodplain/floodway: 5 More than 50% of linear length of the trail option is within floodplain/floodway: 0	38.0% (3,660')	5	52.4% (4,080')	0	3.3% (300')	10	37.7% (3,500')	5	11.8% (1,140')	5	57.4% (5,854')	0	9.0% (1,140')	5	10.3% (1,140')	5	4.9% (700')	10									
Economic Opportunity				10		10		10		10		10		10		10		10		10									
Prioritizes options that can help bring customers to existing Simsbury businesses	0-10	[Max. distance to businesses: 10] Option is <200 feet distance from at least one area business: 10 Option is 200 to 500 feet distance from at least one area business: 5 Option is >500 feet distance from at least one area business: 0	60	10	60	10	60	10	60	10	60	10	60	10	60	10	60	10	60	10									
Total Score	0-150			111.0		109.3		129.0		110.8		79.9		94.9		77.6		84.0		78.0									

Tariffville Alignment Scoring Summary

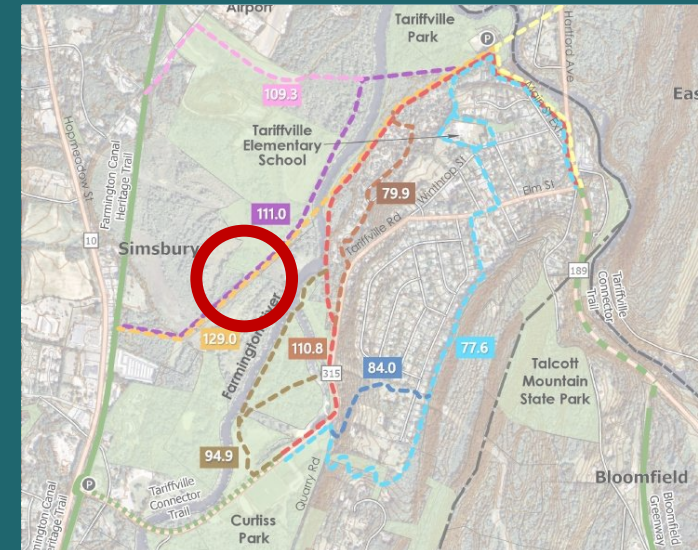
DRAFT



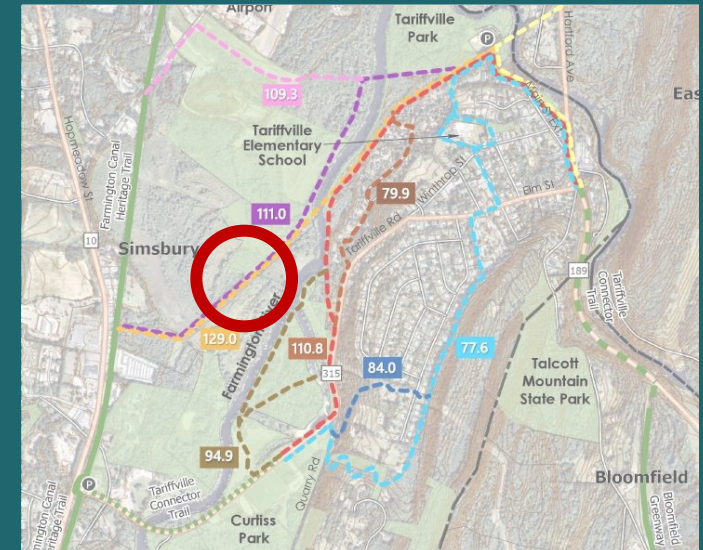
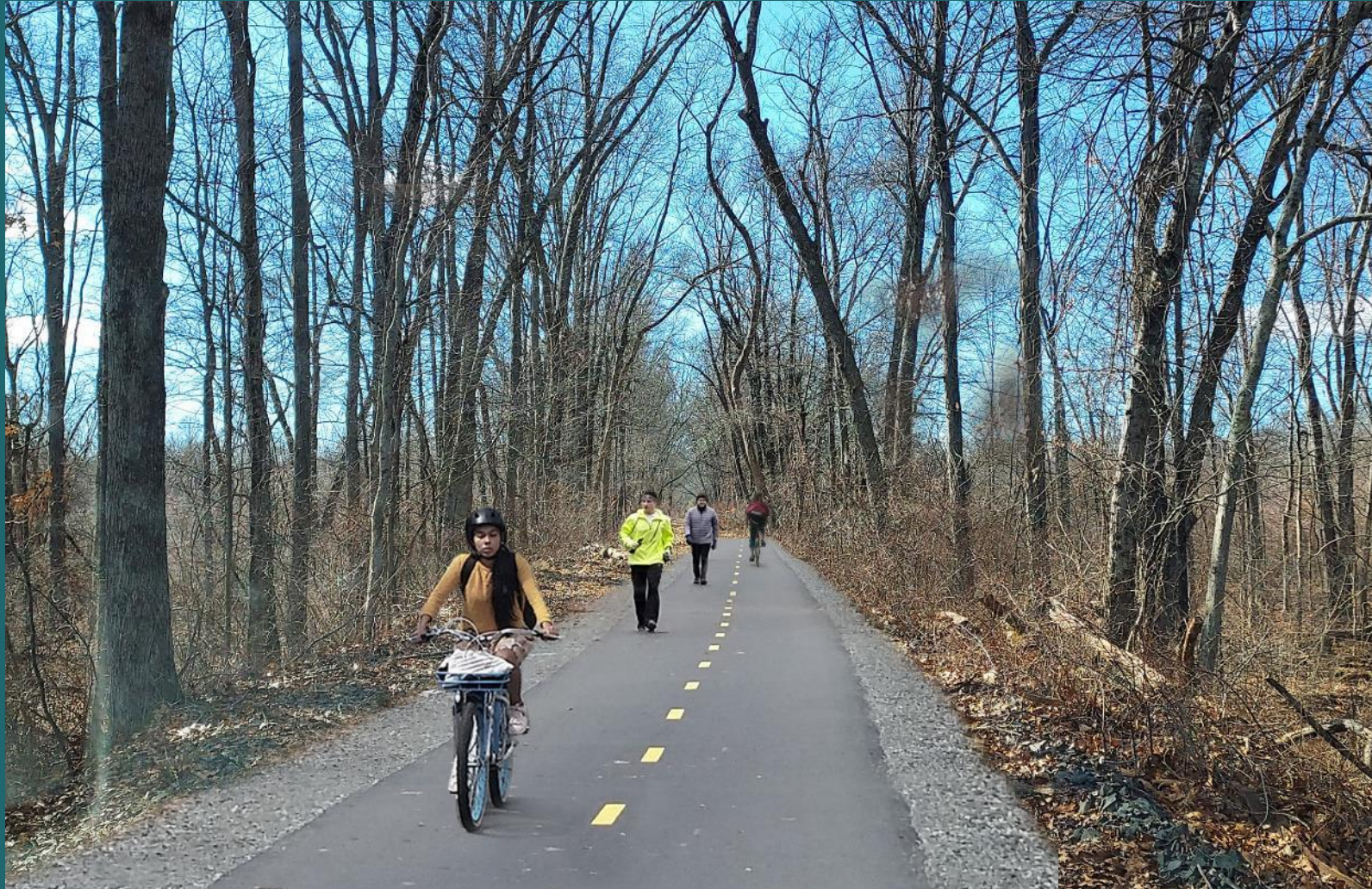
Legend

- | | | | | |
|------------------|--|--|--|---|
| Multi-Use Trails | <ul style="list-style-type: none"> In Design Existing In Construction | <ul style="list-style-type: none"> Major Roads Public Open Space Existing Trail Parking | Simsbury Trail Alignments Studied <ul style="list-style-type: none"> Alternative 1 A Alternative 1 B Alternative 2 | <ul style="list-style-type: none"> Alternative 3 A Alternative 3 B Alternative 3 C Alternative 4 A Alternative 4 B Alternative 5 ## Evaluation Score |
|------------------|--|--|--|---|

Draft Alignment Alternative 2



Draft Alignment Alternative 2





Remaining Tasks

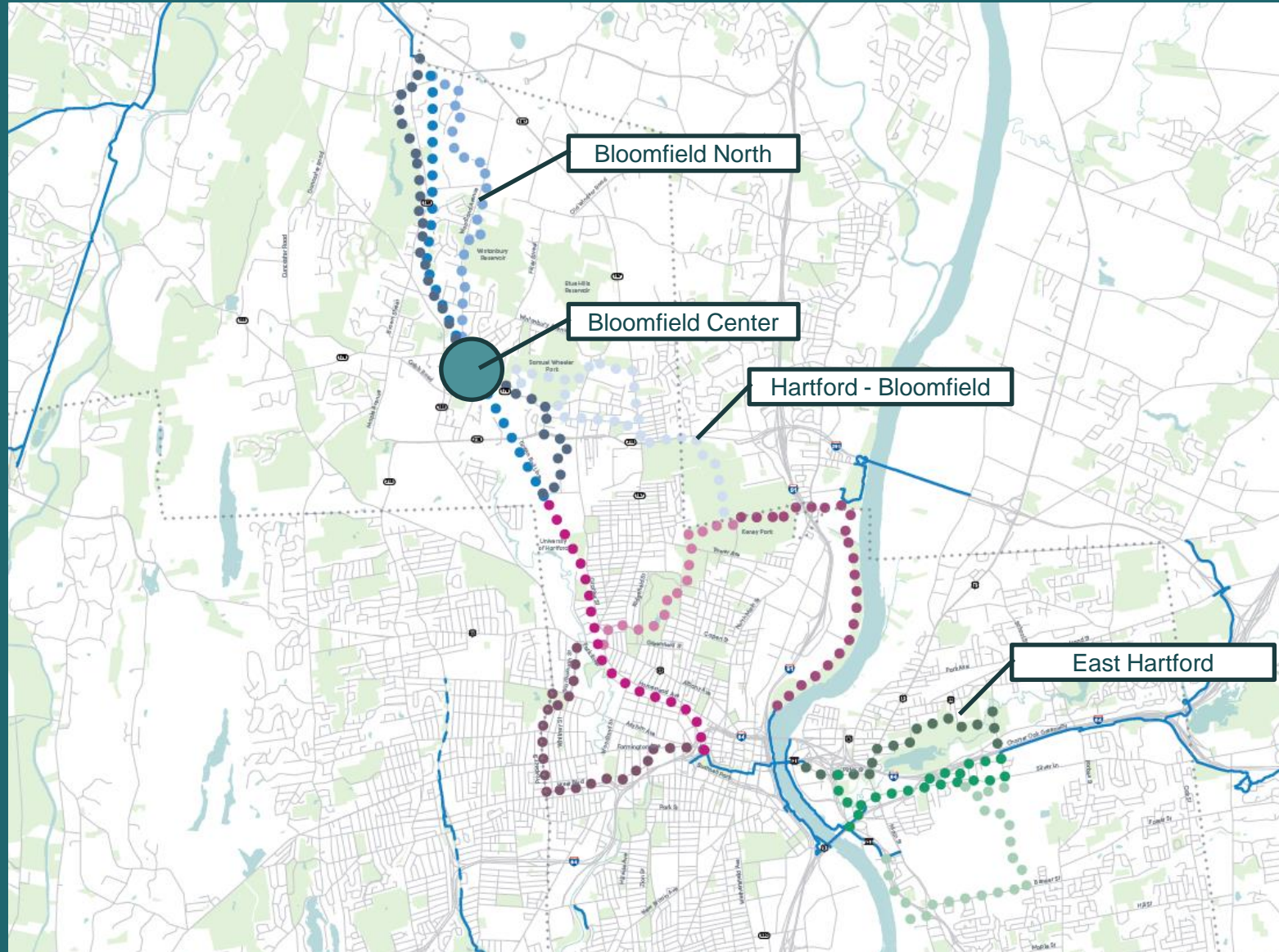
- Meet with Governor's Bridge Condo Association Board of Directors (Town only)
- Refine Preferred Alignment
 - Concept plans at 1:40 scale
 - Trail sections and/or 3-D rendering(s)
 - Probable cost (per logical trail segment)
- Draft report
- Final presentation to Simsbury Select Board





Griffin Line Update

Independent Gaps to be Screened





Griffin Line

- Due to complexities of Griffin Line and HARTline interest, project is being rescoped to include an independent task and memo to review Griffin Line feasibility.
- Task Study Area: Edwards Street (Hartford) to Park Avenue (Bloomfield)
- This task will evaluate several alignments and result in a full conceptual plan of the Griffin Line between Edwards Street and Route 44 as well as detailed routing recommendations between Edwards Street and Park Avenue





Griffin Line

For the Hartford – Bloomfield Gap, we will continue to score the other alignments, and we expect our shortlist will include:

- 1) Best Griffin Line option
- 2) Next best alternative





Public Outreach Update



Outreach

Events Attended:

- 3/30 – Simsbury Workshop (approx. 70 attendees)
- 4/11 – East Hartford Workshop (approx. 12 attendees)
- 4/18 – Hartford Workshop (approx. 20 attendees)
- 4/26 – Bloomfield Workshop (approx. 40 attendees)
- 6/17 – East Hartford Juneteenth Pop-Up (engaged with approx. 50 attendees)
- 6/18 – Bloomfield Blue Hills Juneteenth Pop-Up (engaged with approx. 30 attendees)

In-Person outreach with approximately 220 members of the public

Emails: About 125 unique email addresses

Comments:

- 15 online form submissions
- Approx. 50 submissions on interactive map

Workshops



Simsbury



East Hartford

Workshops



Hartford



Bloomfield

Pop-Up Events



East Hartford Juneteenth



Bloomfield Juneteenth



Workshop Takeaways

- East Hartford
 - Interest in Runway Road (Private)
 - General split on preferences for alignment with no alignment dismissed by public
- Hartford
 - Lots of discussion regarding Griffin Line – Access to Schools
 - Riverfront bypasses city and is seasonally flooded
 - Access to city residents
- Bloomfield
 - Other reservoir/park options to explore?
 - Town center as key destinations
 - Lots of discussion regarding Griffin Line



Other Comments Received

“Connecting the Riverfront Recapture extension already underway to Keney Park would be relatively easy...”

“I am writing to say that I am strongly opposed to the options on the table that run through the Governor’s Bridge condo complex.”

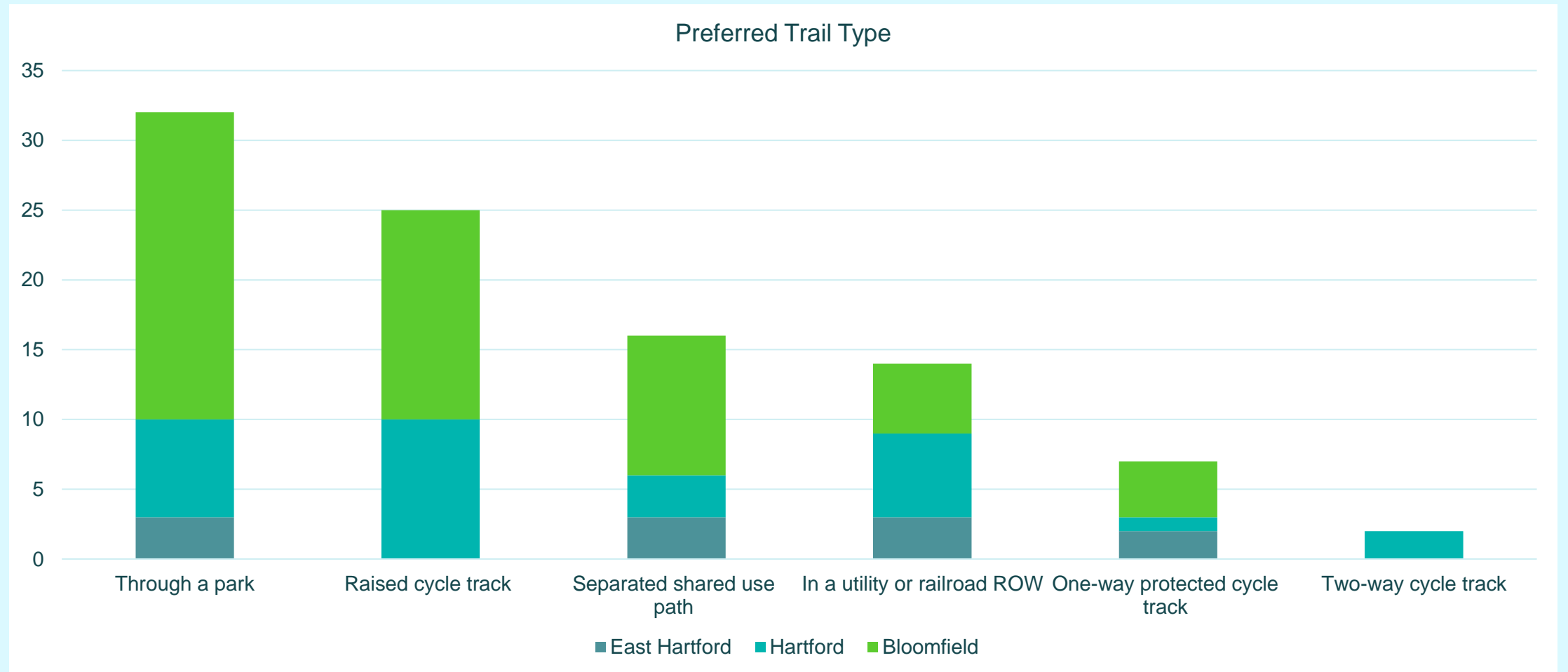
“We 100% support the other route concept which was proposed... but to destroy the wetlands behind our homes would be devastating for myself and my neighbors.”

“I think we need to find a way working with CT DOT and the railroad to run the ECGW alongside the Griffin line from Day Hill Road into Hartford”

“Most important thing is to have protected and accessible bike lanes in Hartford that people can use daily as quickly as possible.”

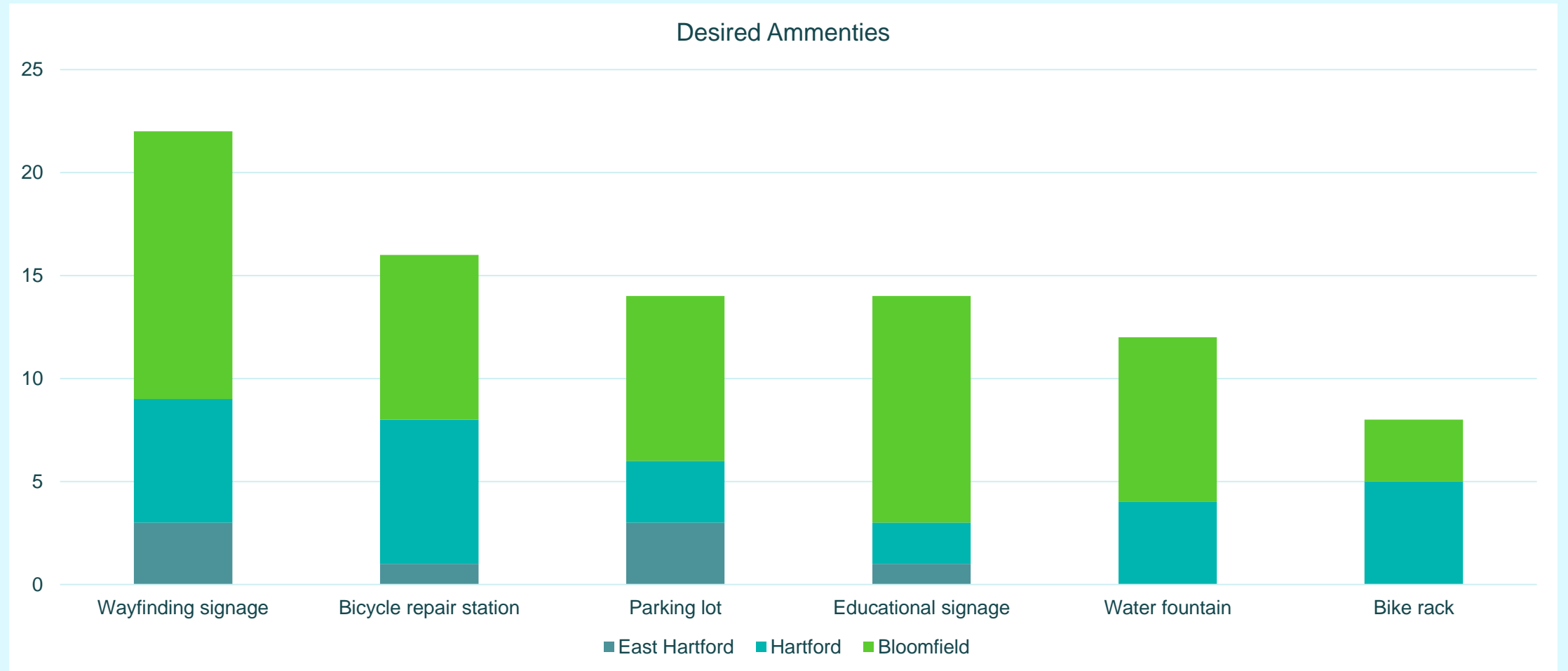


Dot Exercises Takeaways



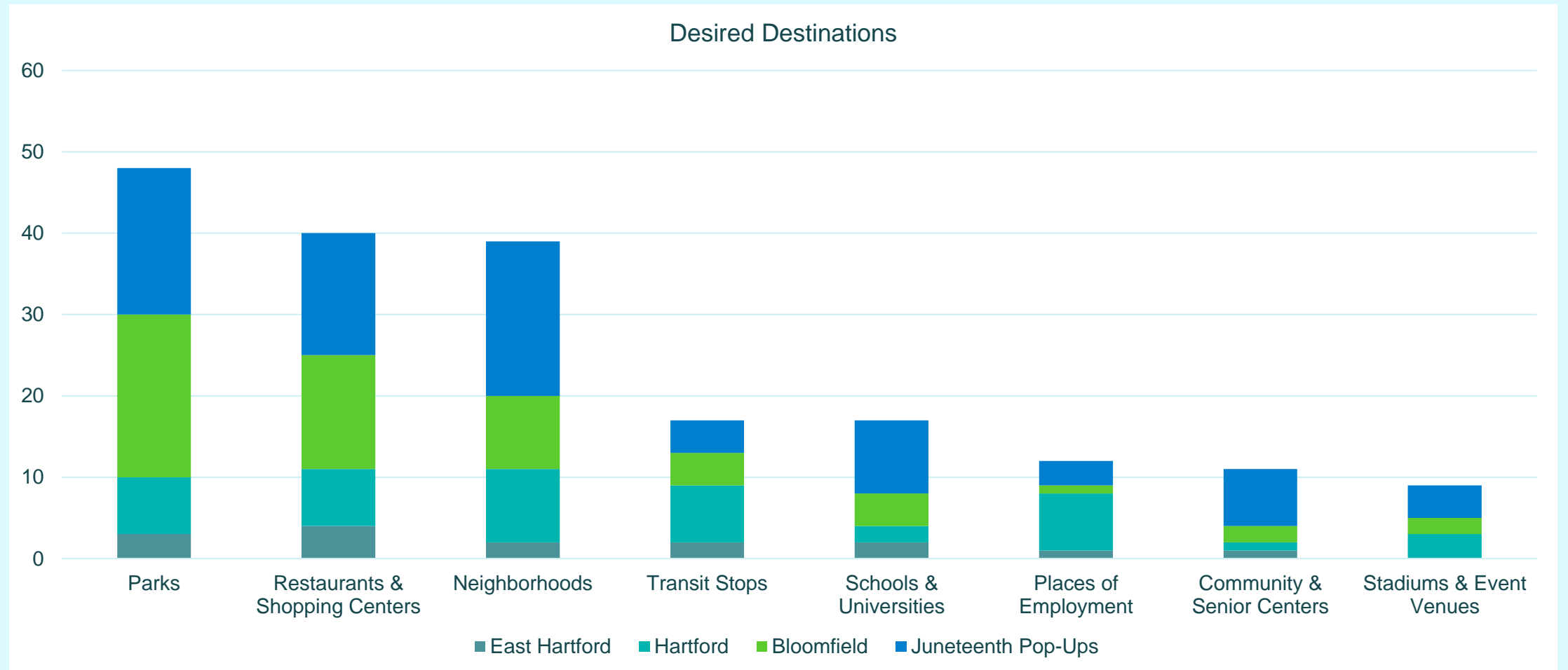


Dot Exercises Takeaways



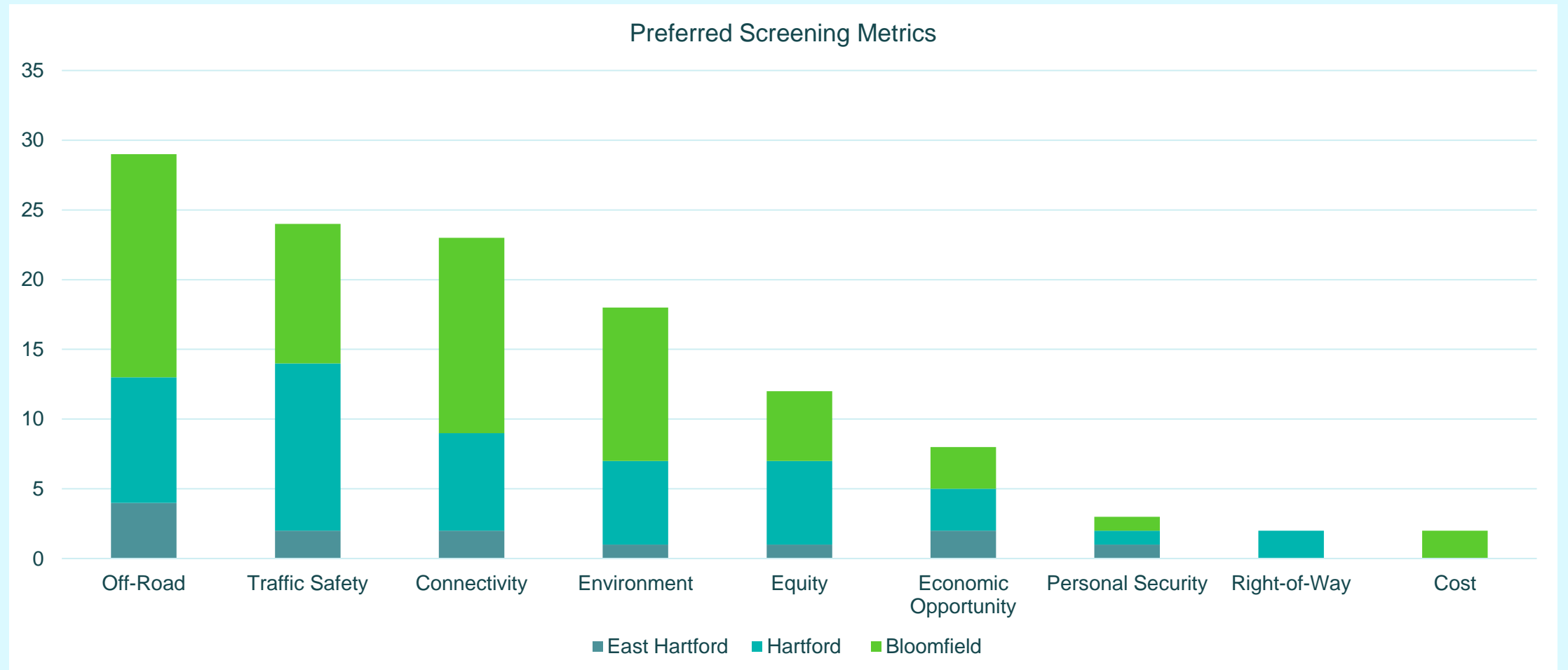


Dot Exercises Takeaways





Dot Exercises Takeaways





Future Engagement

Summer 2023

- Community Pop-up Events (6 more)
- **1-on-1 Stakeholder Meetings**
- Online Engagement via Website
- Email and Newsletters

What?

- Screening evaluation of all options considered
- Visualizations and additional detail of Top 2 - 3 Alignments
- In-person site visits with stakeholders on Top 2 - 3 Alignments

Winter 2023-2024

- Final Public Meetings
- Town Council Meetings / Approval

What?

- Review of project process
- Summary of report recommendations

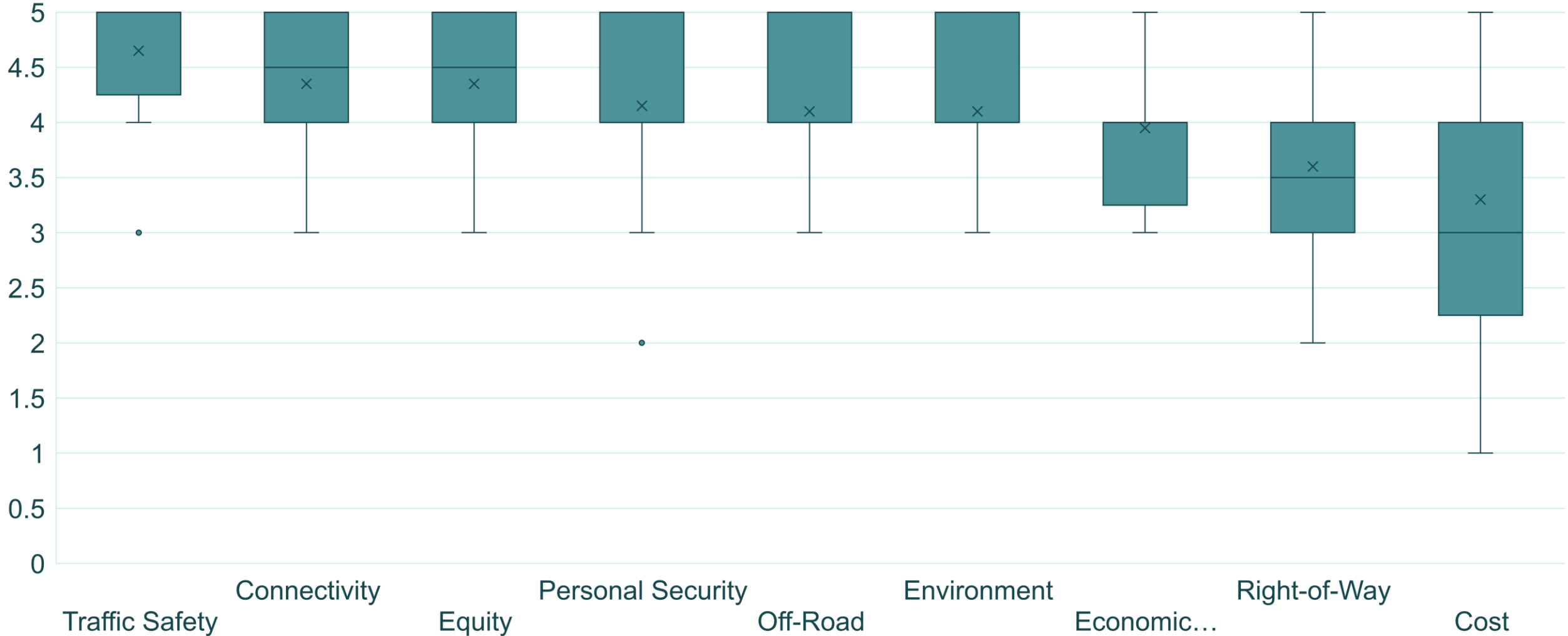


Screening Process Updates

Advisory Committee Survey Results



Screening Criteria Individual Scoring





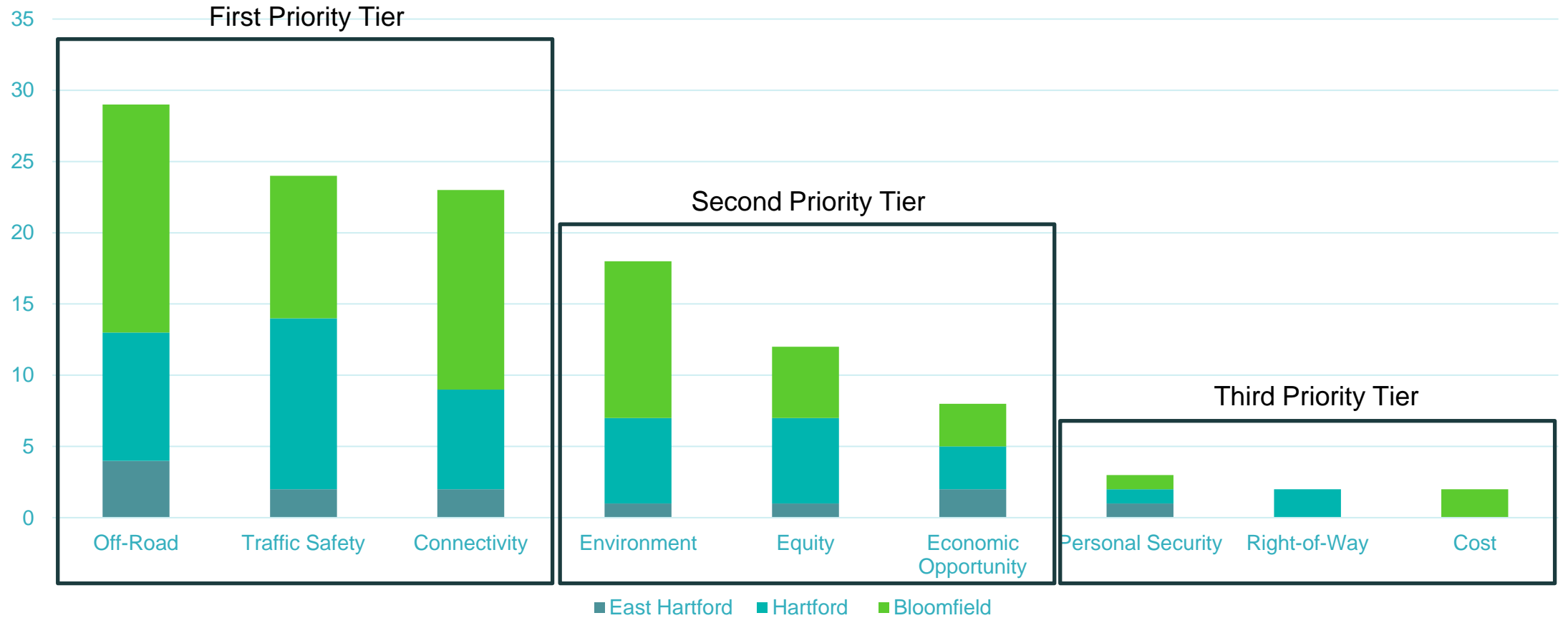
Advisory Committee Survey Results





Public Dot Exercise Results

Preferred Screening Metrics





Advisory Committee Survey Results

	Advisory Committee Results	Public Results
First Tier	Connectivity Traffic Safety Off-Road Equity	Off-Road Traffic Safety Connectivity
Second Tier	Personal Security Environment Economic Opportunity	Environment Equity Economic Opportunity
Third Tier	Cost Right-of-Way	Personal Security Right-of-Way Cost

Red text indicates criteria which varied from AC and public



Advisory Committee Survey Results

	Advisory Committee Results	Public Results	Proposed	Proposed Scoring
First Tier	Connectivity Traffic Safety Off-Road Equity	Off-Road Traffic Safety Connectivity	Connectivity Traffic Safety Off-Road Equity	Each out of 30
Second Tier	Personal Security Environment Economic Opportunity	Environment Equity Economic Opportunity	Environment Economic Opportunity	Each out of 20
Third Tier	Cost Right-of-Way	Personal Security Right-of-Way Cost	Personal Security Cost Right-of-Way	Each out of 10

Red text indicates criteria which varied from AC and public



Screening Criteria

30 Points
20 Points
10 Points



Off-Road



Traffic Safety



Connectivity



Equity



Environment



Economic
Opportunity



Personal Security



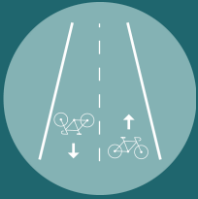
Right-of-Way



Cost



Screening Criteria – 30 Point Criteria



Off-Road

- Percentage Protected or Separated Facility (e.g. Raised Cycletrack)
- **Proportion of Fully Separated Facility (> 50 ft from road)**



Traffic Safety

- # of Driveway Crossings
- # At-Grade Roadway Crossings (Consider **Speed** / Volume [ADT] of **crossed road**)
- ~~Level of Traffic Stress (LTS) (On-road sections only if applicable)~~



Screening Criteria – 30 Point Criteria



Connectivity

- Population within ¼-mile
- Employment within ¼-mile
- Number of destinations within ¼-mile (based on Workshop)
- Seasonal / Time-of-Day Closures (Flooding or Daylight hours)
- Total Distance vs. straight line distance
- Total Grade Change
- Nearby Transit Stops



Equity

- Population within Justice 40 area within ¼-mile of Trail
- Average Ranking based on US DOT *Equitable Transportation Community* data



Screening Criteria – 20 Point Criteria



Environment

- Square feet of wetlands within 10-ft of trail
- Linear distance of trail within Floodplain
- # of NDDDB areas traversed
- ~~# Hazards Material Locations within 10-ft of trail~~
- ~~Overlap / Adjacency to Historic Areas~~



Economic Opportunity

- Tourism Spending Impacts
- Public Health Cost Savings
- Transportation Implications
- Property Value Premiums



Screening Criteria – 10 Point Criteria



Personal Security

- Average Distance to Access / Egress Point
- Max Distance to Access / Egress Point
- **Aesthetic – 0-3 subjective score**
 - **E.g. – Destination Park = 3 – Sidepath along busy road = 0**



Cost

- Total Cost
- Maintenance Cost



Right-of-Way

- Number of parcels overlapping with trail
- Level of right-of-way coordination **(0-3 subjective score)**
- Ease of Construction Access & Constructability **(0-3 subjective score)**



Other Updates

Discussion with Large Landowners / Stakeholders with Potential Impacts

East Hartford

- Pratt & Whitney / Raytheon
- National Development (VHB)
- Goodwin University
- Founders Plaza

Bloomfield

- USDA / DEEP (Office of Dam Safety) / NRCS

Hartford

- University of Hartford
- CTDEEP (Matianuck Natural Area Preserve)



Next Meetings and Next Steps

- Wednesday, August 16th, 2023 – 10:30 – Noon
 - Screening Results
 - Shortlist Confirmation
 - Initial Shortlist Graphics & Detail Alignments
 - Engagement (Summer Pop-Ups, 1-on-1 stakeholder meetings)
- November 2023
 - Final Shortlist Materials & Confirmation
 - Preferred Alignment Discussion
- January 2024
- March 2024



Public Comment

Thank You!

Thank You!



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