

Advisory Committee

Meeting #4

August 16, 2023

CAPITOL REGION **EAST COAST GREENWAY STUDY**

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

Note: Meeting is recorded and will be posted online

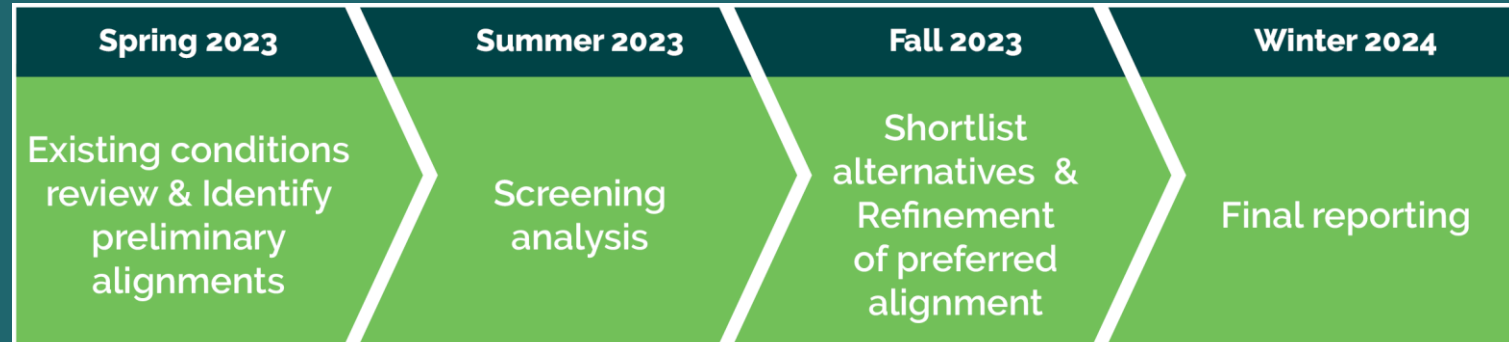


Agenda

- Project Updates
- Public Outreach Update
- Simsbury Update
- East Hartford Screening Results and Recommendation
- Bloomfield Screening Results and Recommendation
- Griffin Line Update
- 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													●			





Other Updates

On-Going 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)



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 160 unique email addresses

Comments:

- 24 logged comments (email / online form)
- Approx. 65 submissions on interactive map



Future Engagement

Fall 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



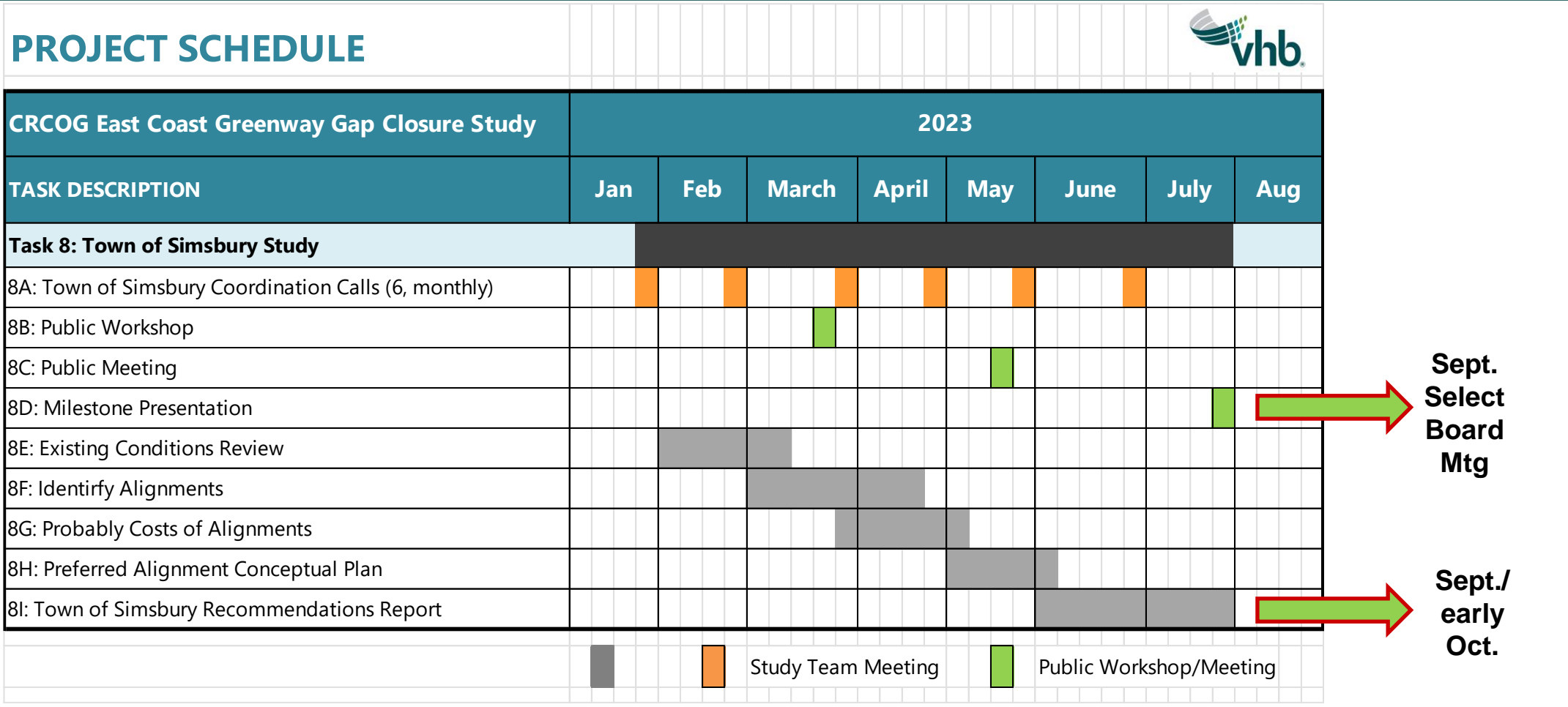
Simsbury Update

Simsbury Update



Tariffville Connector Trail

Simsbury Update





Screening Criteria

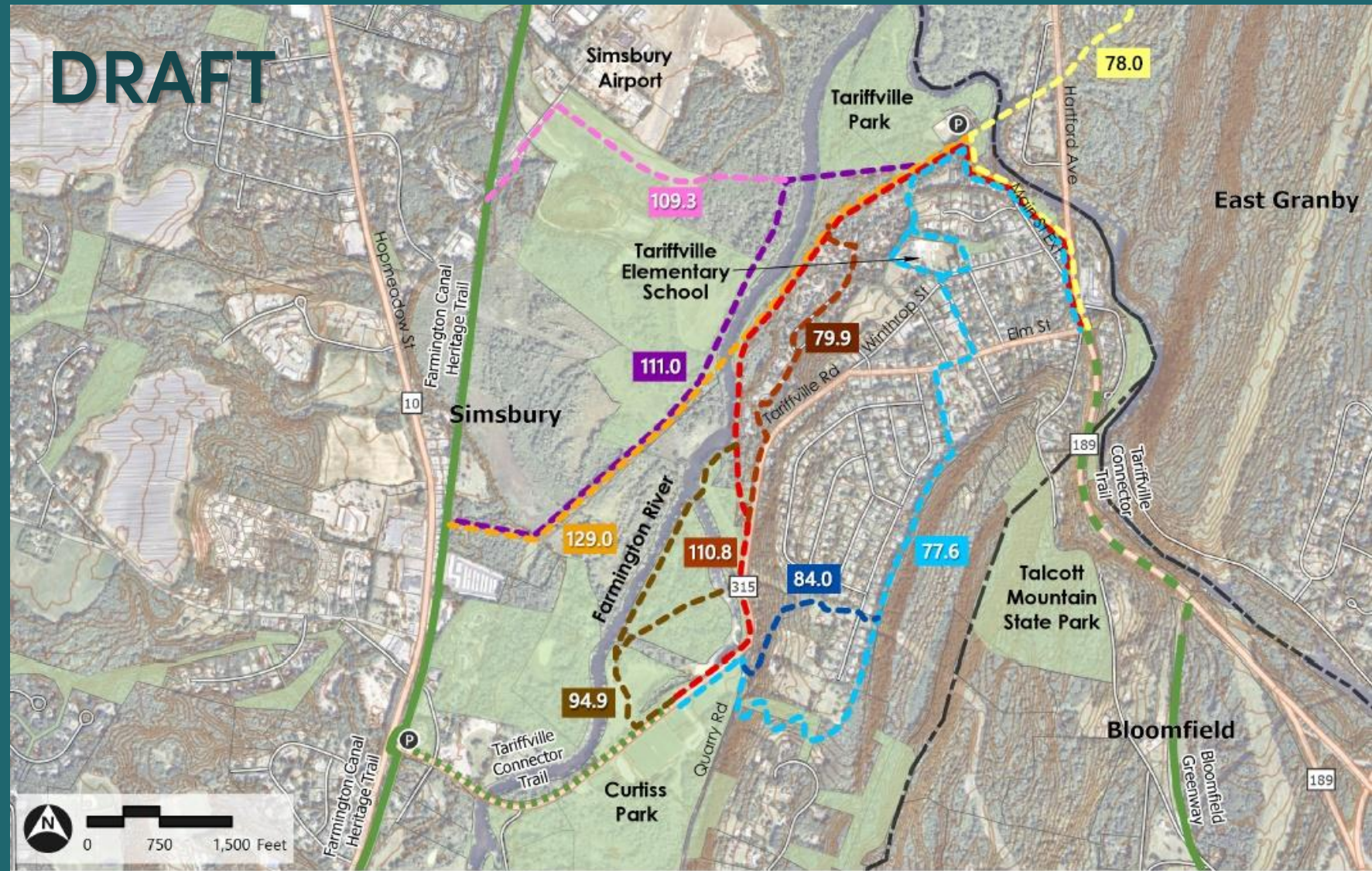
- **Off-Road**
 - Provides dedicated facilities for walking, biking, and other recreation uses
 - Provides the most separation from traffic
- **Traffic Safety:** Few vehicular interruptions
- **Connectivity:** Maximum connectivity to town centers and paths for the most residents
- **Right of Way:** Requires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

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		8		8		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									
Traffic Safety				20		20		20		12.5		10		12.5		12.5		12.5		20		20		20		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		7.50		7.50		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 climb / [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		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		30		30		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		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		78.0		78.0		78.0			

Tariffville Alignment Scoring Summary

DRAFT

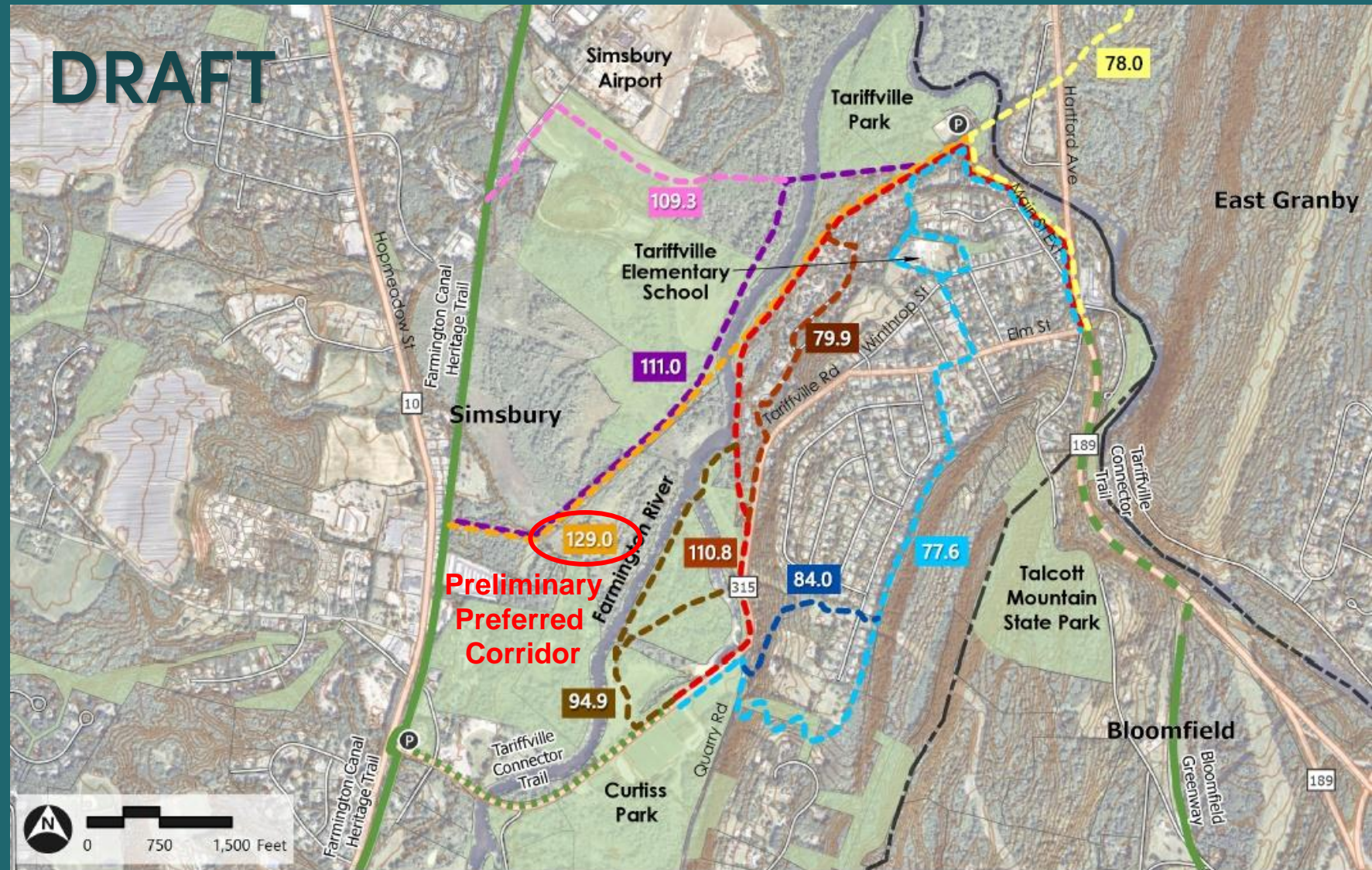


Legend

- | | | | | | |
|------------------|--|--|--|--|---|
| 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 | <ul style="list-style-type: none"> Alternative 4 B Alternative 5 ## Evaluation Score |
|------------------|--|--|--|--|---|

Tariffville Alignment Scoring Summary

DRAFT



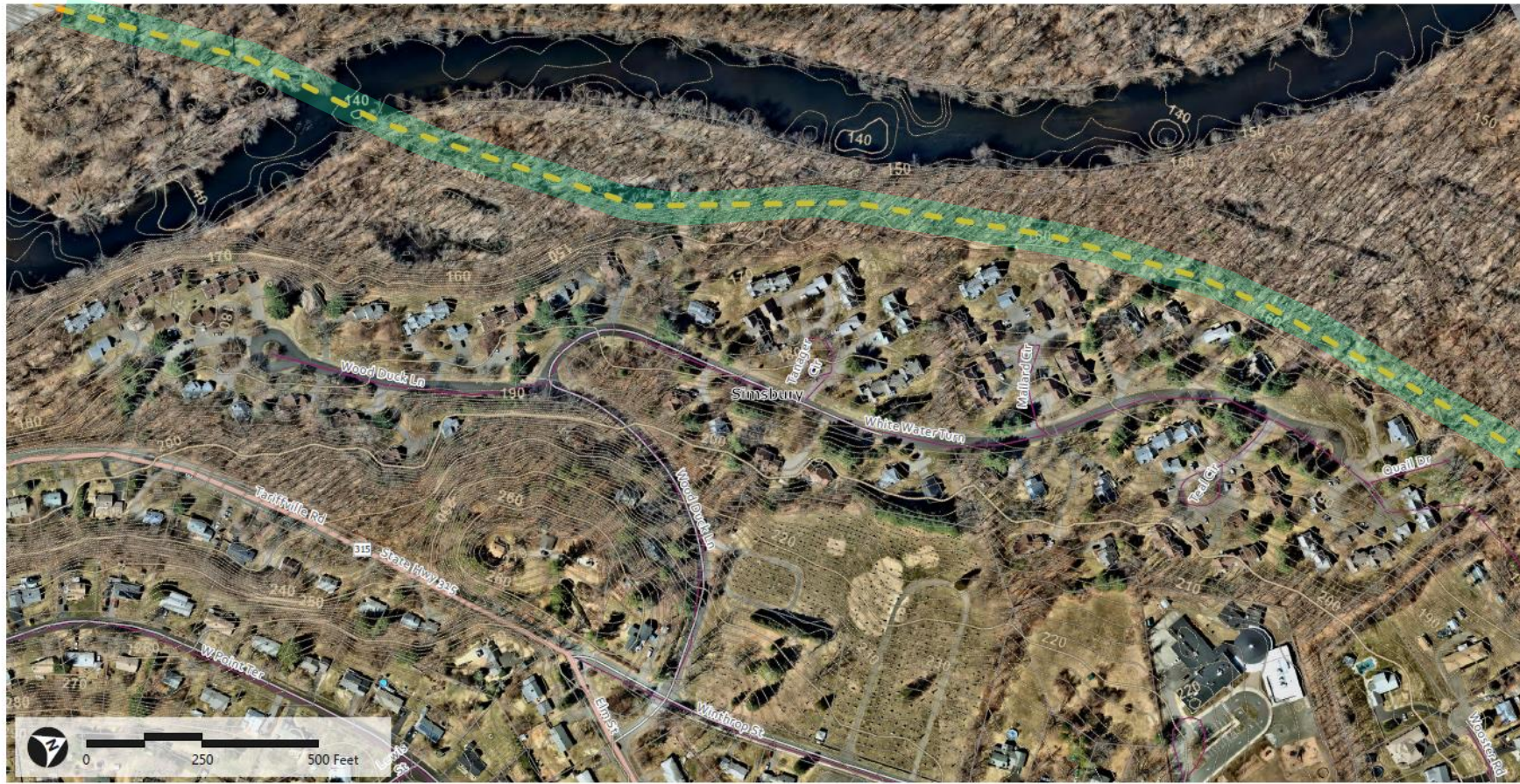
Legend

- | | | | |
|------------------|---|--|--|
| Multi-Use Trails | <ul style="list-style-type: none"> ■ In Design ■ Major Roads ■ Existing ■ Public Open Space ■ In Construction P 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 |
|------------------|---|--|--|

Preliminary Preferred Corridor



Simsbury Trail Route Option Studied
 Capitol Region East Coast Greenway Study | Simsbury, CT



Path: \\vhb.com\gis\proj\Weather\site\43154\001\Project\ECG_Simsbury_base.mxd\arct...ville\Governors\bridge..._0626.aprx (rebuild: 6/27/2023)

Legend

- Major Roads
 Simsbury Trail Alignments Studied
CT Contours 2000
- - - Alternative 2
 — 20 ft
— 2 ft
- 2 FT Contours
 — 10 ft
- 100 ft

Source: NearMap,
 Town of Simsbury, CTDOT



July Stakeholder Outreach

- Governor's Bridge Condo Association Board of Directors and Trail Committee (Town only)
- NPS Wild and Scenic Rivers Program and the Farmington River Watershed Association
 - Preliminary preferred alignment's proximity to the river
 - Outstanding Resource Values (ORVs) inclusion in Screening Criteria
 - Impact to Wild and Scenic River designation / Lower Farmington River and Salmon Brook Wild & Scenic Committee



Remaining Tasks

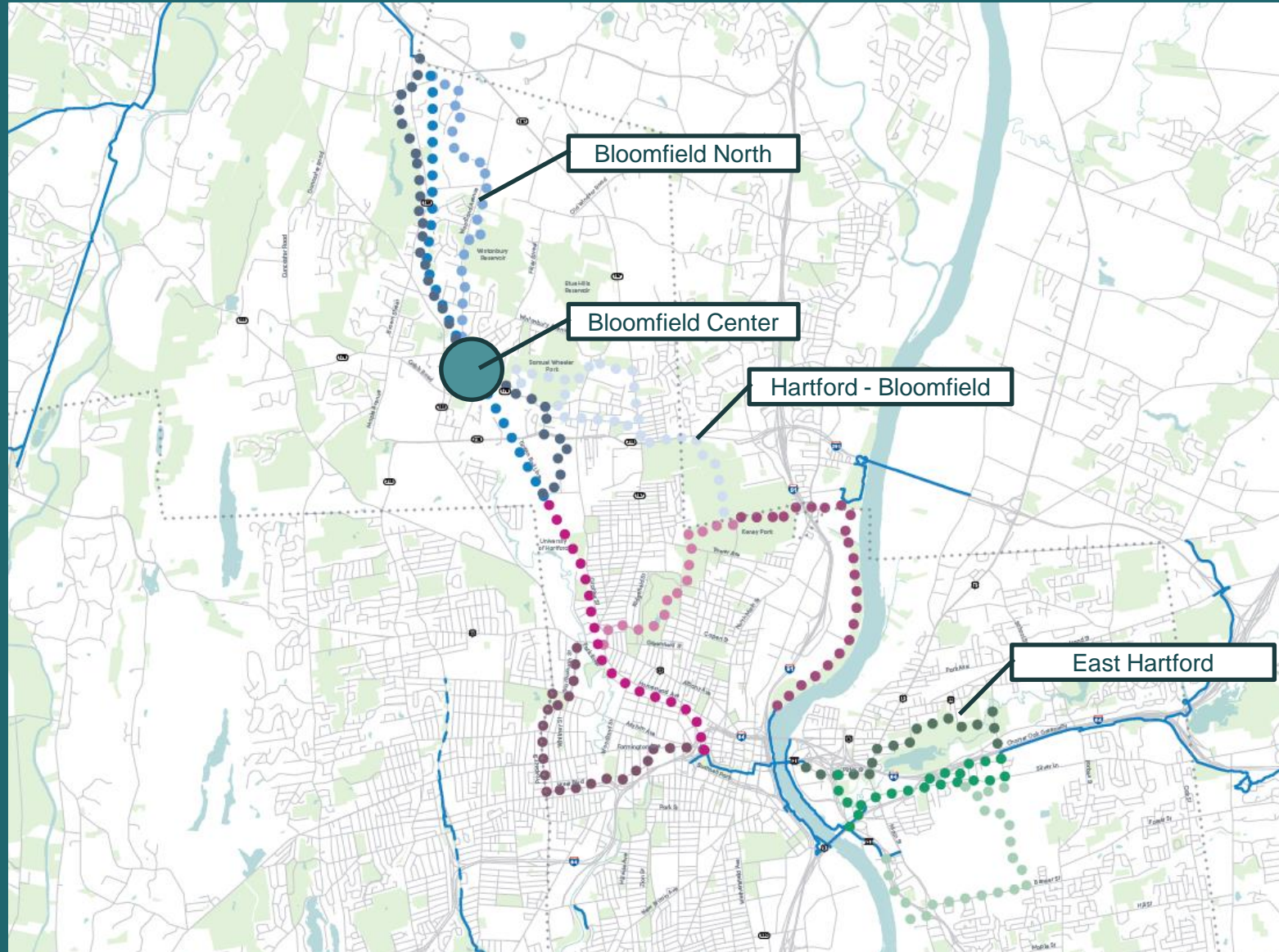
- Final presentation to Simsbury Select Board in September
- Refine Preliminary Preferred Alignment
 - Concept plans at 1:40 scale
 - Trail section(s) and/or 3-D rendering(s)
 - Probable cost (per each logical trail segment)
- Draft and final report





Screening Update

Independent Gaps to be Screened





Screening Criteria Summary

Total points available: 170

Each criterion includes a more detailed scoring rubric

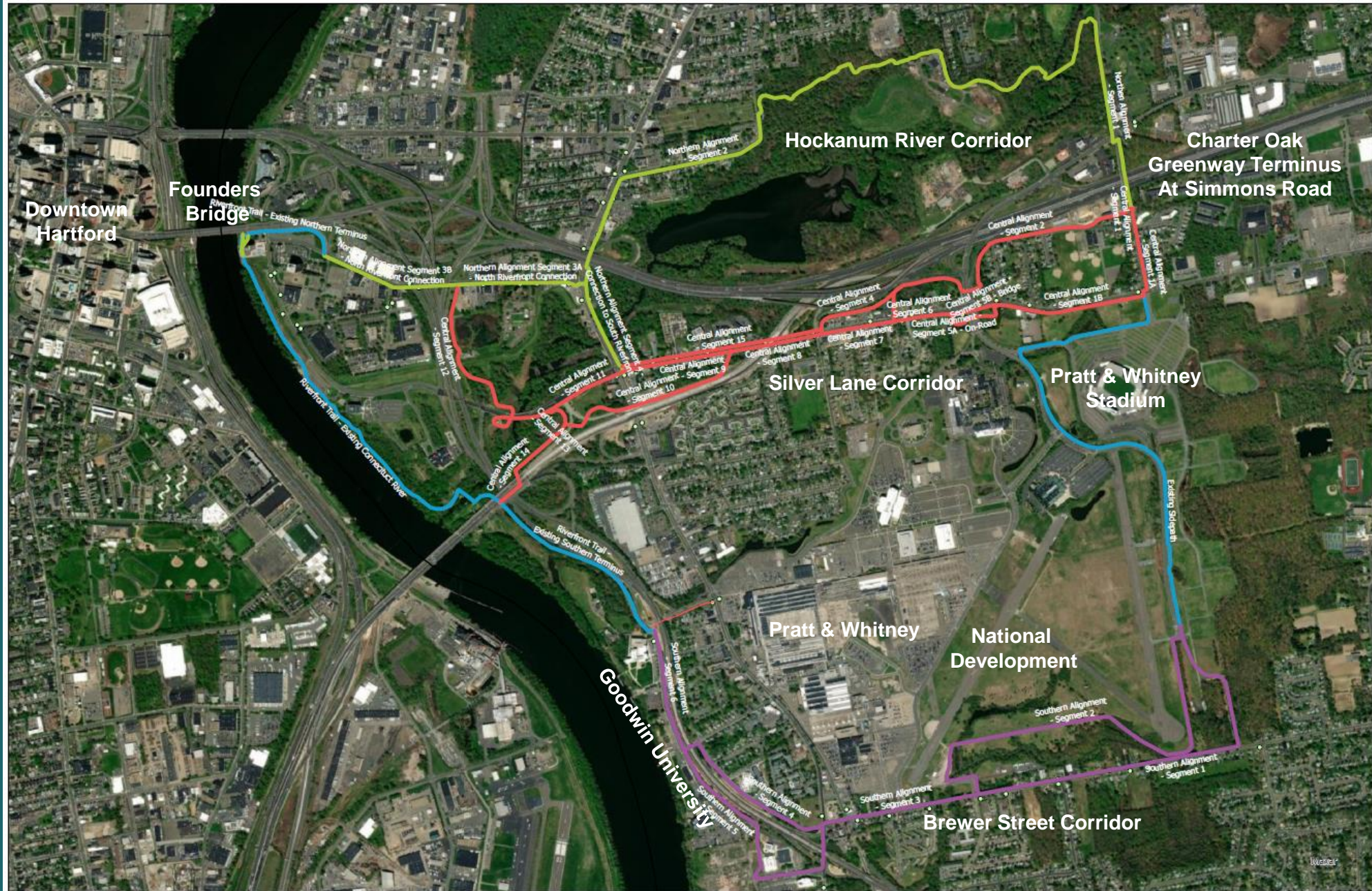




East Hartford

Screening Results and Shortlist Recommendations

22 Alignments Evaluated





Evaluation Process

- 22 Unique Alignment Details are created from 36 Unique Segments
- Scores are generally found for each segment and summarized for each alignment
- This is presented in the Excel "Evaluation_Worksheet" for reference

		Segment Details			OFF ROAD				TRAFFIC SAFETY			CONNECTIVITY						Transportation							
					Facility type / Proportion of off-road vs. on-road facility (ft)				Driveway Crossings Roadway Crossings			Connectivity													
Route Name	Segment name	Segment Length (miles)	Segment Length (ft)	Facility Type	Linear feet of facility protected from traffic	Proportion of Facility Protected from traffic	Linear feet of fully separated facility (greater than 50ft) ft	Proportion of fully separated facility (greater than 50ft) %	SCORE	Driveway Crossings	At-Grade Roadway Crossings	Sum of ADT Crossed	SCORE	Population within 1/4 mile	Employment within 1/4 mile	Acres of Parks within 1/4 mile	Acres of Commercial area within 1/4 mile	Total Distance (non-circuitous) Ratio of straight line distance to alt alignment distance	% Trail Subject to Seasonal/Time of Day closures (Yes = 1, No = 0)	Transit Ridership (BUS)	Gain (FT)	SCORE	Equitable Transportation Community Data	Percentage	
	Central Alignment - Segment 1	0.1	277	Sidewalk	277	100%	0	0%		0	1	1000					0.0		0	0	3		0.77		
	Central Alignment - Segment 1A	0.2	1036	Sidewalk	1036	100%	0	0%		13	4	16900					0.0		0	0	21		0.77		
	Central Alignment - Segment 1B	0.4	2,089	Sidewalk	2089	100%	0	0%		5	0	0					0.0		0	76	49		0.93		
	Central Alignment - Segment 2	0.8	4,115	Mix	4115	100%	2,900	70%		1	1	3400					0.0		1	19	59		0.77		
	Central Alignment - Segment 3	0.1	418	Separated Corridor	418	100%	418	100%		0	1	15100					0.0		1	0	31		0.93		
	Central Alignment - Segment 4	0.2	1,295	Separated Corridor	1295	100%	1,295	100%		0	1	15100					0.0		1	0	56		0.93		
	Central Alignment - Segment 4A	0.2	1,295	Separated Corridor	1,295	100%	1,295	100%		0	0	0					0.0		1	0	56		0.93		
	Central Alignment - Segment 5A - On-Road	0.1	727	Sidewalk	727	100%	0	0%		0	1	13300					0.0		0	181	7		0.99		
	Central Alignment - Segment 5B - Bridge	0.2	968	Separated Corridor	968	100%	968	100%		0	0	0					0.0		0	181	30		0.99		
	Central Alignment - Segment 6	0.1	764	Sidewalk	764	100%	0	0%		0	1	1000					0.0		0	7	14		0.99		
	Central Alignment - Segment 7	0.2	1,042	Sidewalk	1042	100%	0	0%		10	1	1000					0.0		0	82	17		0.99		
	Central Alignment - Segment 8	0.2	1,302	Sidewalk	1302	100%	0	0%		6	3	6950					8.2		0	9	15		0.93		
	Central Alignment - Segment 9	0.3	1,552	Sidewalk	1552	100%	0	0%		16	0	0					0.0		0	123	18		0.93		
	Central Alignment - Segment 10	0.5	2,786	Separated Corridor	2786	100%	2,786	100%		0	0	0					0.0		0	0	64		0.99		
	Central Alignment - Segment 11	0.2	1,168	Sidewalk	1168	100%	0	0%		1	2	25300					0.0		0	49	21		0.93		
	Central Alignment - Segment 12	0.7	3,565	Mix	3565	100%	2,900	81%		0	0	0					0.0		1	0	85		0.59		
	Central Alignment - Segment 13	0.1	394	Separated Corridor	394	100%	394	100%		0	0	0					0.0		1	0	3		0.93		
	Central Alignment - Segment 14	0.3	1,564	Separated Corridor	1564	100%	1,564	100%		0	0	0					0.0		1	0	20		0.93		
	Central Alignment - Segment 15	0.5	2,854	Sidewalk	2854	100%	0	0%		12	1	1000					8.2		0	132	34		0.93		
	Existing Sidewalk	1.4	7,445	Sidewalk	7445	100%	0	0%		2	0	0					0.0		0	62	60		0.93		
	Northern Alignment - Segment 1	0.5	2,821	Sidewalk	2821	100%	0	0%		0	2	20200					0.0		0	1	83		0.77		
	Northern Alignment - Segment 2	2.0	10,612	Mix	10612	100%	6,600	62%		33	4	5500					3.3		1	431	168		0.59		
	Northern Alignment Segment 3A - North Riverfront Connection	0.3	1,827	Sidewalk	1827	100%	0	0%		11	2	23400					0.0		0	2	32		0.59		
	Northern Alignment Segment 3B - North Riverfront Connection	0.4	2,013	Sidewalk	2013	100%	0	0%		2	5	7900					0.0		0	3	60		0.59		
	Northern Alignment Segment 4 - Connection to South Riverfront	0.3	1,371	Sidewalk	1371	100%	0	0%		0	1	9300					0.0		0	100	49		0.59		
	Northern Alignment Segment 4A - Connection to South Riverfront	0.3	1,371	Sidewalk	1371	100%	0	0%		0	0	0					0.0		0	100	49		0.59		
	Riverfront Trail - Existing Connecticut River	1.1	5,636	Separated Corridor	5636	100%	5,636	100%		0	0	0					56.8		1	19	59		0.59		
	Riverfront Trail - Existing Northern Terminus	0.3	1,456	Sidewalk	1456	100%	0	0%		0	1	3800					0.0		0	0	49		0.59		
	Riverfront Trail - Existing Southern Terminus	0.6	3,350	Separated Corridor	3350	100%	3,350	100%		0	1	3800					0.0		1	35	65		0.93		
	Riverfront Trail - Potential Ramp Connection to Founders Bridge	0.0	231	Separated Corridor	231	100%	231	100%		0	0	0					0.0		1	0	0		0.59		
	Southern Alignment - Segment 1	1.1	5,784	Mix	5784	100%	2,050	35%		0	0	0					0.0		0	49	67		0.77		
	Southern Alignment - Segment 2	1.2	6,492	Separated Corridor	6492	100%	6,492	100%		0	0	0					0.0		1	13	61		0.93		
	Southern Alignment - Segment 3	0.4	2,283	Sidewalk	2283	100%	0	0%		12	3	20900					0.0		0	112	37		0.99		
	Southern Alignment - Segment 4	0.5	2,447	Mix	2447	100%	900	37%		0	0	0					0.0		0	0	30		0.99		
	Southern Alignment - Segment 5	0.7	3,834	Sidewalk	3834	100%	0	0%		4	2	6100					0.1		0	0	67		0.99		
	Southern Alignment - Segment 6	0.3	1,750	Sidewalk	1750	100%	0	0%		0	1	1000					0.0		0	0	40		0.37		
	Northern Alignment - Segment 1	0.5	2,821	Sidewalk	2821	100%	0	0%		0	2	20,200					0.0		0	0	1	83		0.77	
	Northern Alignment - Segment 2	2.0	10,612	Mix	10612	100%	6,600	62%		33	4	5,500					3.3		0	1	431	168		0.59	
	Northern Alignment Segment 3A - North Riverfront Connection	0.3	1,827	Sidewalk	1827	100%	0	0%		11	2	23,400					0.0		0	2	32		0.59		
	Northern Alignment Segment 3B - North Riverfront Connection	0.4	2,013	Sidewalk	2013	100%	0	0%		2	5	7,900					0.0		0	3	60		0.59		
	Riverfront Trail - Existing Northern Terminus	0.3	1,456	Sidewalk	1456	100%	0	0%		0	1	3,800					0.0		0	0	49		0.59		
	TOTAL	23.2	76,336		76,336	100%	23,200	27%		10	10	23,200					3.3		20%	433	193		0.59		

		Segment Details			OFF ROAD				TRAFFIC SAFETY						
					Facility type / Proportion of off-road vs. on-road facility (ft)				Driveway Crossings		Roadway Crossings				
Route Name	Segment name	Segment Length (miles)	Segment Length (ft)	Facility Type	Linear feet of facility protected from traffic	Proportion of Facility Protected from traffic	Linear feet of fully separated facility (greater than 50ft) ft	Proportion of fully separated facility (greater than 50ft) %	SCORE	Driveway Crossings	At-Grade Roadway Crossings	Sum of ADT Crossed	SCORE	Population within 1/4 mile	Employment within 1/4 mile
	Central Alignment - Segment 1	0.1	277	Sidepath	277	100%	0	0%		0	1	1000			
	Central Alignment - Segment 1A	0.2	1,036	Sidepath	1036	100%	0	0%		13	4	16900			
	Central Alignment - Segment 1B	0.4	2,089	Sidepath	2089	100%	0	0%		5	0	0			
	Central Alignment - Segment 2	0.8	4,115	Mix	4115	100%	2,900	70%		1	1	3400			
	Central Alignment - Segment 3	0.1	418	Separated Corridor	418	100%	418	100%		0	1	15100			
	Central Alignment - Segment 4	0.1	418	Separated Corridor	418	100%	418	100%		0	1	15100			
	Central Alignment - Segment 4A	0.1	418	Separated Corridor	418	100%	418	100%		0	0	0			
	Central Alignment - Segment 5A - On-Road	0.1	1,295	Separated Corridor	1,295	100%	0	0%		0	1	13300			
	Central Alignment - Segment 5B - Bridge	0.2	968	Separated Corridor	968	100%	968	100%		0	0	0			
	Central Alignment - Segment 6	0.1	764	Sidepath	764	100%	0	0%		2	1	1000			
	Central Alignment - Segment 7	0.2	1,042	Sidepath	1042	100%	0	0%		10	1	1000			
	Central Alignment - Segment 8	0.1	1,302	Sidepath	1302	100%	0	0%		6	3	6950			
	Central Alignment - Segment 9	0.1	1,552	Sidepath	1552	100%	0	0%		16	0	0			
	Central Alignment - Segment 10	0.5	2,786	Separated Corridor	2786	100%	2,786	100%		0	0	0			
	Central Alignment - Segment 11	0.2	1,168	Sidepath	1168	100%	0	0%		1	2	25300			
	Central Alignment - Segment 12	0.7	3,565	Mix	3565	100%	2,900	81%		0	0	0			
	Central Alignment - Segment 13	0.1	394	Separated Corridor	394	100%	394	100%		0	0	0			
	Central Alignment - Segment 14	0.3	1,564	Separated Corridor	1564	100%	1,564	100%		0	0	0			
	Central Alignment - Segment 15	0.5	2,854	Sidepath	2854	100%	0	0%		12	1	1000			
	Existing Sidepath	1.4	7,445	Sidepath	7445	100%	0	0%		2	0	0			
	Northern Alignment - Segment 1	0.5	2,821	Sidepath	2821	100%	0	0%		0	2	20200			
	Northern Alignment - Segment 2	2.0	10,612	Mix	10612	100%	6,600	62%		33	4	5500			
	Northern Alignment Segment 3A - North Riverfront Connection	0.3	1,827	Sidepath	1827	100%	0	0%		11	2	23400			
	Northern Alignment Segment 3B - North Riverfront Connection	0.4	2,013	Sidepath	2013	100%	0	0%		2	5	7900			
	Northern Alignment Segment 4 - Connection to South Riverfront	0.1	1,371	Sidepath	1371	100%	0	0%		0	1	9300			
	Northern Alignment Segment 4A - Connection to South Riverfront	0.1	1,371	Sidepath	1371	100%	0	0%		0	0	0			
	Riverfront Trail - Existing Connecticut River	0.1	5,636	Separated Corridor	5636	100%	5,636	100%		0	0	0			
	Riverfront Trail - Existing Northern Terminus	0.3	1,456	Sidepath	1456	100%	0	0%		0	1	3800			
	Riverfront Trail - Existing Southern Terminus	0.6	3,350	Separated Corridor	3350	100%	3,350	100%		0	1	3800			
	Riverfront Trail - Potential Ramp Connection to Founders Bridge	0.0	231	Separated Corridor	231	100%	231	100%		0	0	0			
	Southern Alignment - Segment 1	1.1	5,784	Mix	5784	100%	2,050	35%		0	0	0			
	Southern Alignment - Segment 2	1.2	6,492	Separated Corridor	6492	100%	6,492	100%		0	0	0			
	Southern Alignment - Segment 3	0.4	2,283	Sidepath	2283	100%	0	0%		12	3	20900			
	Southern Alignment - Segment 4	0.5	2,447	Mix	2447	100%	900	37%		0	0	0			
	Southern Alignment - Segment 5	0.7	3,834	Sidepath	3834	100%	0	0%		4	2	6100			
	Southern Alignment - Segment 6	0.3	1,750	Sidepath	1750	100%	0	0%		0	1	1000			
	Northern Alignment - Segment 1	0.5	2,821	Sidepath	2821	100%	0	0%		0	2	20,200		0	
	Northern Alignment - Segment 2	2.0	10,612	Mix	10612	100%	6,600	62%		33	4	5,500		0	
EH-N-1	Northern Alignment Segment 3A - North Riverfront Connection	0.3	1,827	Sidepath	1827	100%	0	0%		11	2	23,400		0	
	Northern Alignment Segment 3B - North Riverfront Connection	0.4	2,013	Sidepath	2013	100%	0	0%		2	5	7,900		0	
	Riverfront Trail - Existing Northern Terminus	0.3	1,456	Sidepath	1456	100%	0	0%		0	1	3,800		0	
TOTAL		2.5	10,720		10,720	100%	6,600	25%		46	14	60,900			

36 Individual Segments

		Segment Details			OFF ROAD				TRAFFIC SAFETY						
					Facility type / Proportion of off-road vs. on-road facility (ft)				Driveway Crossings		Roadway Crossings				
Route Name	Segment name	Segment Length (miles)	Segment Length (ft)	Facility Type	Linear feet of facility protected from traffic	Proportion of Facility Protected from traffic	Linear feet of fully separated facility (greater than 50ft) ft	Proportion of fully separated facility (greater than 50ft) %	SCORE	Driveway Crossings	At-Grade Roadway Crossings	Sum of ADT Crossed	SCORE	Population within 1/4 mile	Emp...
EH-N-1	Northern Alignment - Segment 1					100%	0	0%		0	2	20,200			0
	Northern Alignment - Segment 2					100%	6,600	62%		33	4	5,500			0
	Northern Alignment Segment 3A - North Riverfront Connection					100%	0	0%		11	2	23,400			0
	Northern Alignment Segment 3B - North Riverfront Connection					100%	0	0%		2	5	7,900			0
	Riverfront Trail - Existing Northern Terminus	0.3	1,456	Sidepath	1456	100%	0	0%		0	1	3,800			0
N1	TOTAL	3.5	18,729		18,729	100%	6,600	35%		46	14	60,800			-
N1-Score							15	5	20	3	4	2	9		5
EH-N-2	Northern Alignment - Segment 1	0.5	2,821	Sidepath	2821	100%	0	0%		0	2	20,200			0
	Northern Alignment - Segment 2	2.0	10,612	Mix	10612	100%	6,600	62%		33	4	5,500			0
	Northern Alignment Segment 4 - Connection to South Riverfront	0.3	1,371	Sidepath	1371	100%	0	0%		0	1	9,300			0
	Central Alignment - Segment 11	0.2	1,168	Sidepath	1168	100%	0	0%		1	2	25,300			0
	Central Alignment - Segment 13	0.1	394	Separated Corridor	394	100%	394	100%		0	0	0			0
	Central Alignment - Segment 14	0.3	1,564	Separated Corridor	1564	100%	1,564	100%		0	0	0			0
	Riverfront Trail - Existing Connecticut River	1.1	5,636	Separated Corridor	5636	100%	5,636	100%		0	0	0			0
Riverfront Trail - Potential Ramp Connection to Founders Bridge	0.0	231	Separated Corridor	231	100%	231	100%		0	0	0			0	
N2	TOTAL	4.5	23,797		23,797	100%	14,425	61%		34	9	60,300			0
N2-Score							15	9	24	5	7	2	15		5
EH-C-1	Central Alignment - Segment 2	0.8	4,115	Mix	4115	100%	2,900	70%		1	1	3,400			0
	Central Alignment - Segment 3	0.1	418	Separated Corridor	418	100%	418	100%		0	1	15,100			0
	Central Alignment - Segment 7	0.2	1,042	Sidepath	1042	100%	0	0%		10	1	1,000			0
	Central Alignment - Segment 8	0.2	1,302	Sidepath	1302	100%	0	0%		6	3	6,950			0
	Central Alignment - Segment 9	0.3	1,552	Sidepath	1552	100%	0	0%		16	0	0			0
	Central Alignment - Segment 11	0.2	1,168	Sidepath	1168	100%	0	0%		1	2	25,300			0
	Central Alignment - Segment 12	0.7	3,565	Mix	3565	100%	2,900	81%		0	0	0			0
	Northern Alignment Segment 3B - North Riverfront Connection	0.4	2,013	Sidepath	2013	100%	0	0%		2	5	7,900			0
	Riverfront Trail - Existing Northern Terminus	0.3	1,456	Sidepath	1456	100%	0	0%		0	1	3,800			0
C1	TOTAL	3.1	16,631		16,631	100%	6,218	37%		36	14	63,450			0
C1-Score							15	6	21	5	4	2	10		0
EH-C-2	Central Alignment - Segment 2	0.8	4,115	Mix	4115	100%	2,900	70%		1	1	3,400			0
	Central Alignment - Segment 3	0.1	418	Separated Corridor	418	100%	418	100%		0	1	15,100			0
	Central Alignment - Segment 7	0.2	1,042	Sidepath	1042	100%	0	0%		10	1	1,000			0
	Central Alignment - Segment 8	0.2	1,302	Sidepath	1302	100%	0	0%		6	3	6,950			0
	Central Alignment - Segment 9	0.3	1,552	Sidepath	1552	100%	0	0%		16	0	0			0
	Central Alignment - Segment 11	0.2	1,168	Sidepath	1168	100%	0	0%		1	2	25,300			0
	Central Alignment - Segment 13	0.1	394	Separated Corridor	394	100%	394	100%		0	0	0			0
	Central Alignment - Segment 14	0.3	1,564	Separated Corridor	1564	100%	1,564	100%		0	0	0			0

22 Alignments evaluated – made up of several segments



Evaluation Process

- Summary scores for all 22 Alignments are in the Excel “Evaluation_Summary” for reference
- Today, we will focus on 7 of these 22 Alignments

Capitol Region East Coast Greenway Gap Study																								
DRAFT East Hartford Evaluation Matrix - July 13, 2023																								
Criteria	Available Points	Scoring Rubric	EH-C-1	EH-C-2	EH-C-3	EH-C-4	EH-C-5	EH-C-6	EH-C-7	EH-C-8	EH-C-9	EH-C-10	EH-C-11	EH-C-12	EH-C-13	EH-C-14	EH-C-15	EH-C-16	EH-N-1	EH-N-2	EH-S-1	EH-S-2	EH-S-3	EH-S-4
			C1-Score	C2-Score	C3-Score	C4-Score	C5-Score	C6-Score	C7-Score	C8-Score	C9-Score	C10-Score	C11-Score	C12-Score	C13-Score	C14-Score	C15-Score	C16-Score	N1-Score	N2-Score	S1-Score	S2-Score	S3-Score	S4-Score
			Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score
Off-Road																								
		Facility (greater than 50ft) %																						
Traffic Safety																								
	10.00	# of Driveway Crossings	5.0	5.3	8.3	7.9	6.7	7.1	10.0	9.7	2.1	2.1	5.0	4.7	5.0	4.7	0.0	6.7	3.3	5.3	5.9	5.9	6.6	6.6
	10.00	# of At-Grade Roadway Crossings	3.6	7.9	9.3	5.0	4.3	8.6	10.0	5.7	4.3	5.0	5.7	1.4	6.4	2.1	0.0	6.4	3.6	7.1	5.0	5.0	6.4	6.4
	10.00	Sum of ADT Crossed (default = 1,000 if no volume listed) (0-10)	1.7	4.3	9.8	7.2	1.9	4.5	10.0	7.4	1.3	4.2	6.8	4.2	9.7	7.1	0.0	6.9	2.3	2.4	4.7	4.7	6.0	6.0
Connectivity																								
	5.00	Population within 1/4 Mile	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
	5.00	Employment within 1/4 Mile	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2.9	5.0	5.0	5.0	5.0
	3.00	Parks within 1/4 Mile	0.0	2.9	2.9	0.0	0.0	2.9	2.9	0.0	2.9	2.9	2.9	0.0	2.9	0.0	0.0	0.0	0.1	3.0	2.5	2.5	2.5	2.5
	3.00	Commercial Area within 1/4 Mile	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	3.0	3.0	0.0	0.0	0.0	0.0
	5.00	Total Distance (non-circuitous)	4.5	4.3	4.4	4.4	4.6	4.3	4.4	4.4	4.2	4.1	4.3	4.3	4.2	4.2	4.8	5.0	3.9	2.5	0.2	0.0	0.6	0.4
	3.00	Seasonal/Time of Day Closures	1.9	1.1	1.1	1.8	1.7	0.9	0.9	1.7	1.7	1.7	1.7	2.4	1.7	2.4	3.0	2.2	1.9	1.2	2.1	1.5	2.1	1.5
	3.00	Transit Ridership	1.3	1.4	0.5	0.4	0.9	1.0	0.1	0.0	2.7	2.7	1.8	1.7	1.8	1.7	2.9	1.2	2.1	3.0	1.3	1.1	1.3	1.1
	3.00	Elevation Gain	1.1	3.0	2.6	0.6	0.9	2.8	2.5	0.5	2.9	2.5	2.5	0.6	2.2	0.2	1.1	1.4	0.5	0.3	0.0	0.1	0.6	0.7
Equity																								
	20.00	Equitable Transportation Community Data	11.6	14.5	14.2	12.1	11.5	14.4	14.1	11.9	17.4	17.6	17.2	15.1	17.4	15.3	14.3	10.4	0.0	3.6	16.7	20.0	16.2	19.6
	10.00	EJ Population	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	9.0	10.0	10.0	10.0	10.0
Environment																								
	7.00	Linear feet of trail within 10-ft of wetlands	5.4	5.3	5.3	5.4	5.4	5.3	5.3	5.4	6.1	6.1	6.1	6.2	6.1	6.2	7.0	6.2	0.9	0.0	7.0	6.9	7.0	6.9
	7.00	Linear distance of trail within 10ft of 100 year floodplain	5.3	5.1	5.4	5.0	5.3	5.1	5.4	5.0	5.7	5.7	6.0	5.5	6.0	5.5	7.0	6.4	2.8	0.0	5.0	3.9	5.0	3.9
	6.00	Linear distance of trail that crosses NDDB Areas	4.9	5.3	5.6	5.1	4.9	5.3	5.6	5.1	4.0	4.0	4.3	3.8	4.3	3.8	4.7	6.0	1.6	0.0	2.8	1.9	2.8	1.9
Personal Security																								
	4.00	Average Distance to Access/Egress point	2.8	1.6	1.2	2.5	2.5	1.3	0.9	2.1	2.0	2.0	1.6	2.9	1.6	2.8	4.0	3.3	2.9	1.6	2.1	0.2	2.0	0.0
	2.00	Max Distance to Access/Egress Point	1.5	0.6	0.6	1.5	1.5	0.6	0.6	1.5	0.6	0.6	0.6	1.5	0.6	1.5	2.0	1.5	1.3	0.6	0.0	0.0	0.0	0.0
	4.00	Aesthetic	1.2	2.4	2.7	1.5	1.3	2.5	2.8	1.6	1.9	2.0	2.2	1.0	2.2	1.1	0.0	0.6	3.2	4.0	2.0	2.3	2.2	2.6
Right-of-Way																								
	10.00	Level of ROW Coordination	4.9	6.0	8.8	7.6	6.1	7.3	10.0	8.8	3.1	2.3	5.8	4.6	5.0	3.8	0.0	5.6	3.7	5.6	4.2	7.1	4.2	7.2
Cost																								
	10.00	Total Length to be Constructed	5.4	9.1	9.2	5.0	5.6	9.3	9.5	5.2	9.8	9.5	10.0	5.8	9.7	5.4	5.5	5.3	0.0	0.2	2.9	6.0	4.8	7.9
Economic Opportunity																								
Total Score	170.00		82.6	104.7	118.8	96.2	86.5	109.7	122.7	100.1	94.2	97.2	108.3	85.8	111.3	88.9	72.2	94.5	74.2	84.5	104.7	111.3	111.5	118.2
			49%	62%	70%	57%	51%	64%	72%	59%	55%	57%	64%	50%	65%	52%	42%	56%	44%	50%	62%	65%	66%	70%



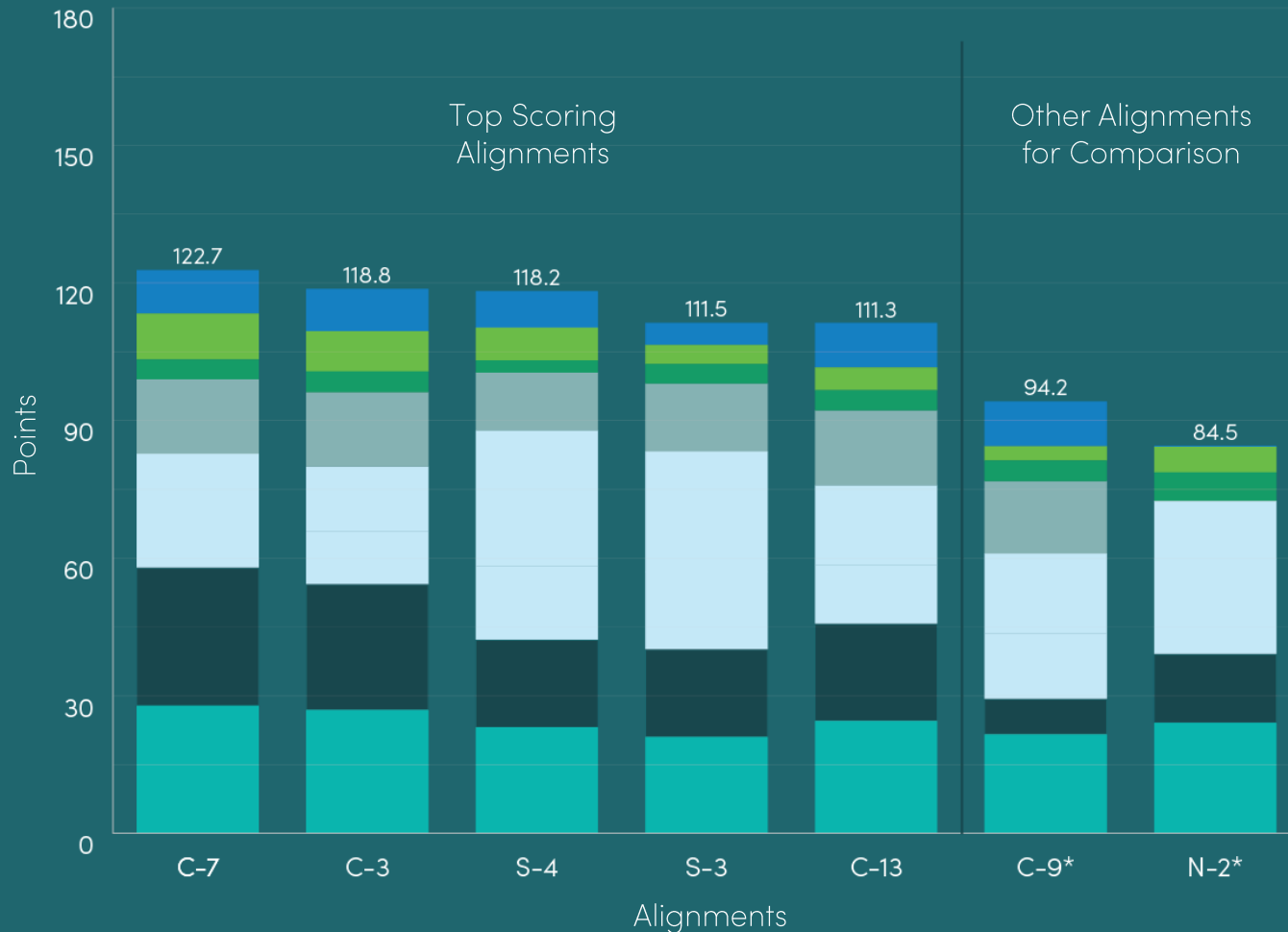
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DRAFT East Hartford Evaluation Matrix - July, 13, 2023																								
Criteria	Available Points	EH-C-1	EH-C-2	EH-C-3	EH-C-4	EH-C-5	EH-C-6	EH-C-7	EH-C-8	EH-C-9	EH-C-10	EH-C-11	EH-C-12	EH-C-13	EH-C-14	EH-C-15	EH-C-16	EH-N-1	EH-N-2	EH-S-1	EH-S-2	EH-S-3	EH-S-4	
		C1-Score	C2-Score	C3-Score	C4-Score	C5-Score	C6-Score	C7-Score	C8-Score	C9-Score	C10-Score	C11-Score	C12-Score	C13-Score	C14-Score	C15-Score	C16-Score	N1-Score	N2-Score	S1-Score	S2-Score	S3-Score	S4-Score	
		Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score
Off-Road	30.00	20.6	24.6	26.9	23.2	21.5	25.4	27.8	24.1	21.6	22.3	23.8	20.2	24.5	21.0	15.9	19.2	20.3	24.1	20.3	22.3	21.0	23.1	
Traffic Safety	30.00	10.3	17.5	27.3	20.2	12.9	20.1	30.0	22.8	7.6	11.2	17.5	10.3	21.1	13.9	0.0	20.1	9.1	14.9	15.6	15.6	19.0	19.0	
Connectivity	30.00	8.8	12.7	11.6	7.3	8.1	12.0	10.9	6.6	14.4	14.0	13.3	9.0	12.9	8.5	11.8	9.8	19.4	20.8	16.1	15.2	17.1	16.2	
Equity	30.00	11.6	14.5	14.2	12.1	11.5	14.4	14.1	11.9	17.4	17.6	17.2	15.1	17.4	15.3	14.3	10.4	9.0	12.7	26.7	30.0	26.2	29.6	
Environment	20.00	15.5	15.7	16.2	15.4	15.5	15.7	16.2	15.4	15.8	16.3	15.5	16.3	15.5	16.3	15.5	18.7	18.6	5.3	0.0	14.8	12.6	14.8	12.6
Personal Security	10.00	5.5	4.6	4.5	5.4	5.3	4.4	4.3	5.2	4.5	4.5	4.4	5.3	4.4	5.3	6.0	5.4	7.4	6.2	4.1	2.5	4.2	2.6	
Right-of-Way	10.00	4.9	6.0	8.8	7.6	6.1	7.3	10.0	8.8	3.1	2.3	5.8	4.6	5.0	3.8	0.0	5.6	3.7	5.6	4.2	7.1	4.2	7.2	
Cost	10.00	5.4	9.1	9.2	5.0	5.6	9.3	9.5	5.2	9.8	9.5	10.0	5.8	9.7	5.4	5.5	5.3	0.0	0.2	2.9	6.0	4.8	7.9	
Economic Opportunity																								
Total Score	170.00	82.6	104.7	118.8	96.2	86.5	108.7	122.7	100.1	94.2	97.2	108.3	85.8	111.3	88.9	72.2	94.5	74.2	84.5	104.7	111.3	111.5	118.2	
Score Percent		49%	62%	70%	57%	51%	64%	72%	59%	55%	57%	64%	50%	65%	52%	42%	56%	44%	50%	62%	65%	66%	70%	



Screening Results



Alignment
C-X = Alignment in Silver Lane Corridor (Central)
S-X = Alignment in Brewer Street Corridor (South)
N-X = Alignment in Hockanum River Corridor (North)

Other Alignments for Comparison

*C-9: Silver Lane Sidepath Alignment

*N-2: Best scoring Hockanum River Alignment

Hockanum River Corridor



Concept: Sidepath on Simmons Road / Hillside Street

Concept: Upgrade Boardwalk

Concept: Central Ave Upgrade

Concept: Sidepath on Main Street to Silver Lane



Hockanum River Corridor

- Scores poorly in terms of our “Cost” and “Environment” criteria
- Also does not score well in terms of Traffic Safety
 - # of Driveway Crossings
 - # of At-Grade Roadway Crossings
 - Sum of ADT Crossed
- 19th out of 22 Alignments Screened
- Recommend that Hockanum River Corridor is not advanced further

Criteria	Available Points	EH-N-2
		N2-Score
		Score
Off-Road	30.00	24.1
Traffic Safety	30.00	14.9
Connectivity	30.00	20.8
Equity	30.00	12.7
Environment	20.00	0.0
Personal Security	10.00	6.2
Right-of-Way	10.00	5.6
Cost	10.00	0.2
Economic Opportunity		
Total Score	170.00	84.5
Score Percent		50%

Hockanum River Corridor



Silver Lane Sidepath



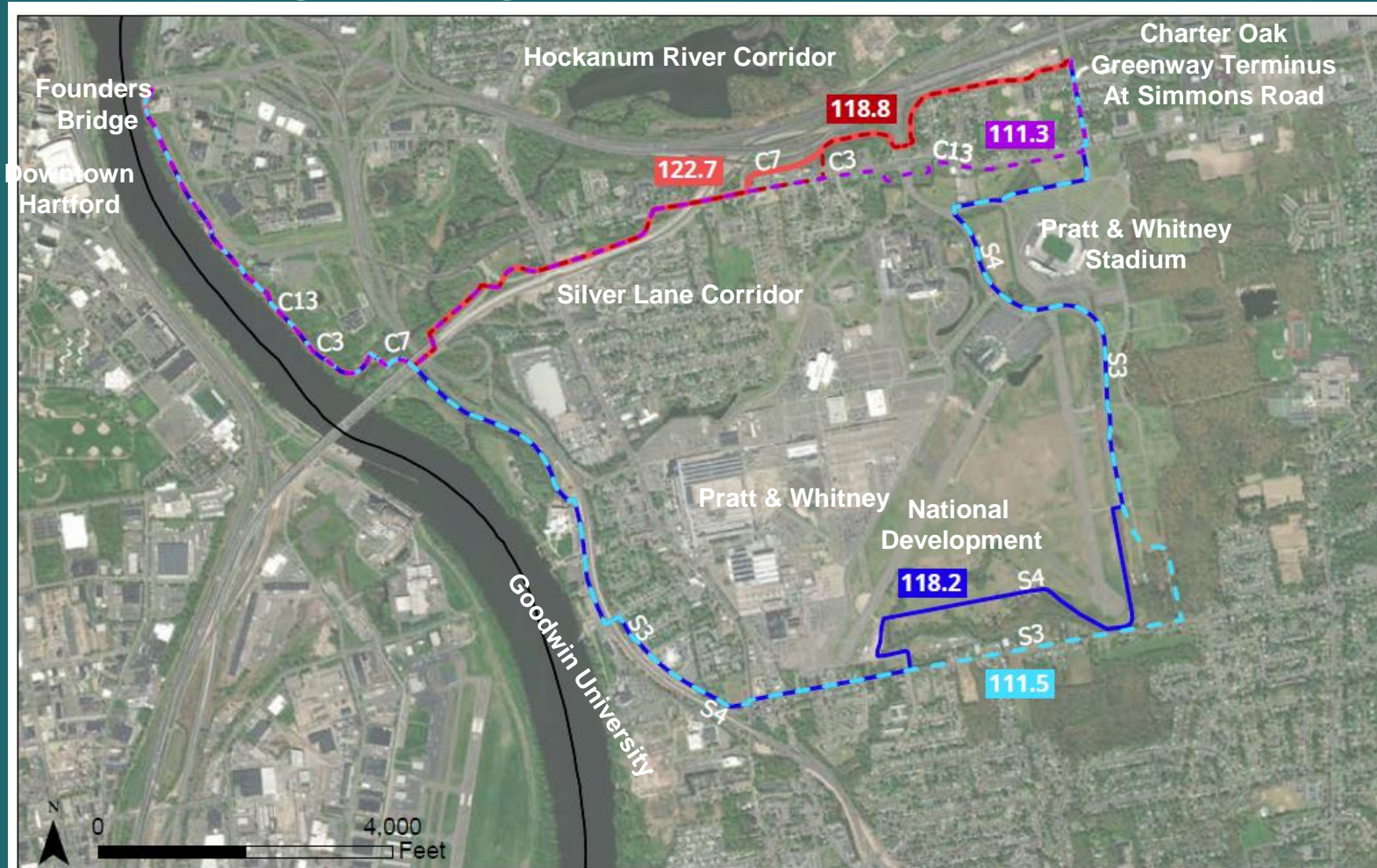


Silver Lane Sidepath

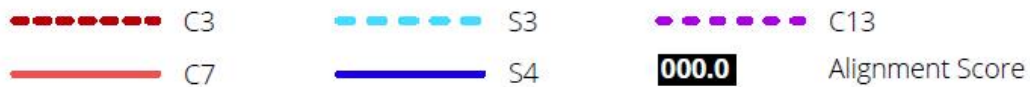
- Scores poorly in terms of our “Traffic Safety”
 - # of Driveway Crossings
 - # of At-Grade Roadway Crossings
 - Sum of ADT Crossed
- Also scores poorly in terms of right-of-way (many properties to coordinate with)
- 15th out of 22 Alignments Screened
- Recommend that Silver Lane Sidepath is not advanced further

Criteria	Available Points	EH-C-9
		C9-Score
		Score
Off-Road	30.00	21.6
Traffic Safety	30.00	7.6
Connectivity	30.00	14.4
Equity	30.00	17.4
Environment	20.00	15.8
Personal Security	10.00	4.5
Right-of-Way	10.00	3.1
Cost	10.00	9.8
Economic Opportunity		
Total Score	170.00	94.2
Score Percent		55%

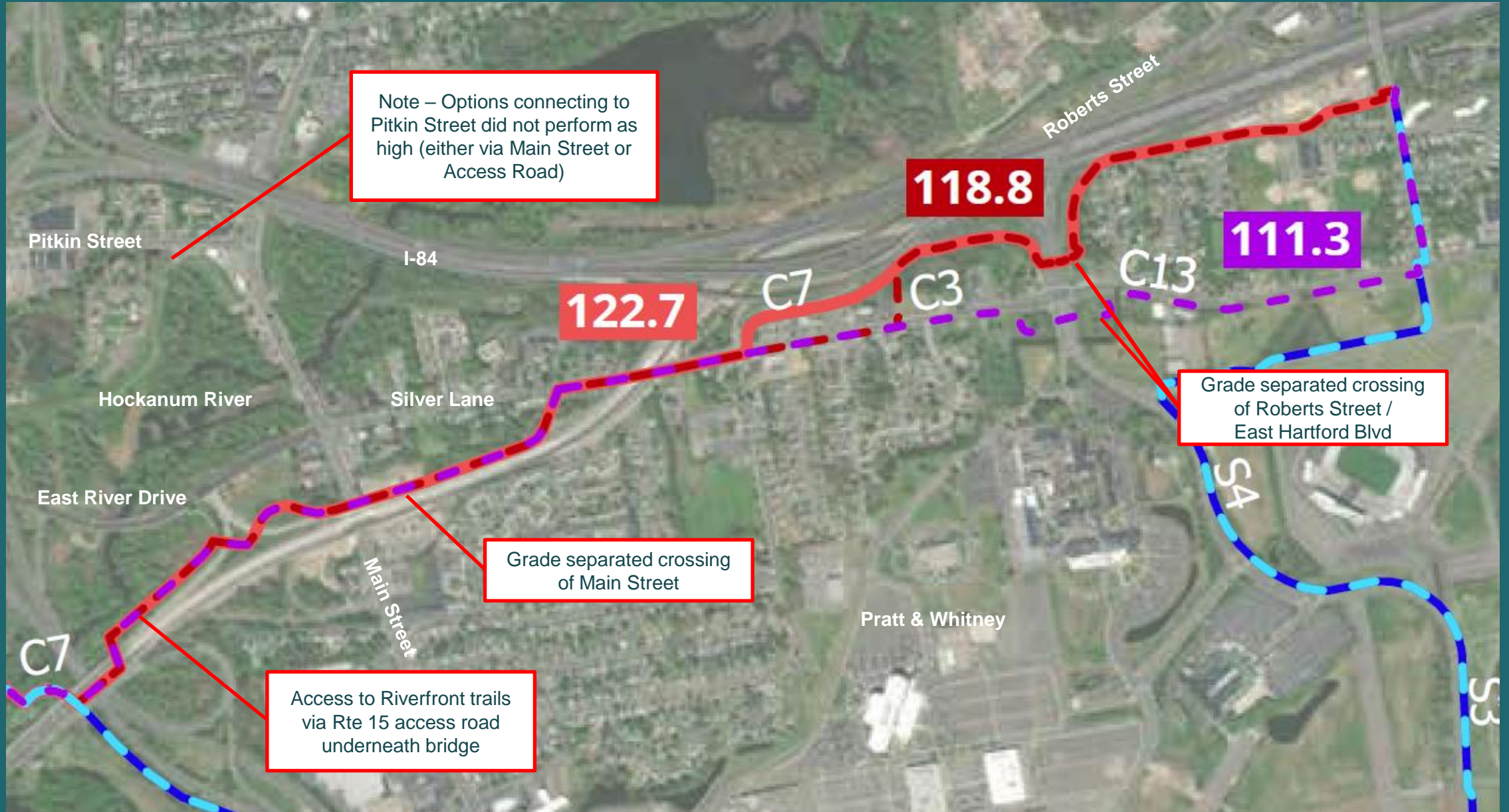
Top 5 Scoring Alignments



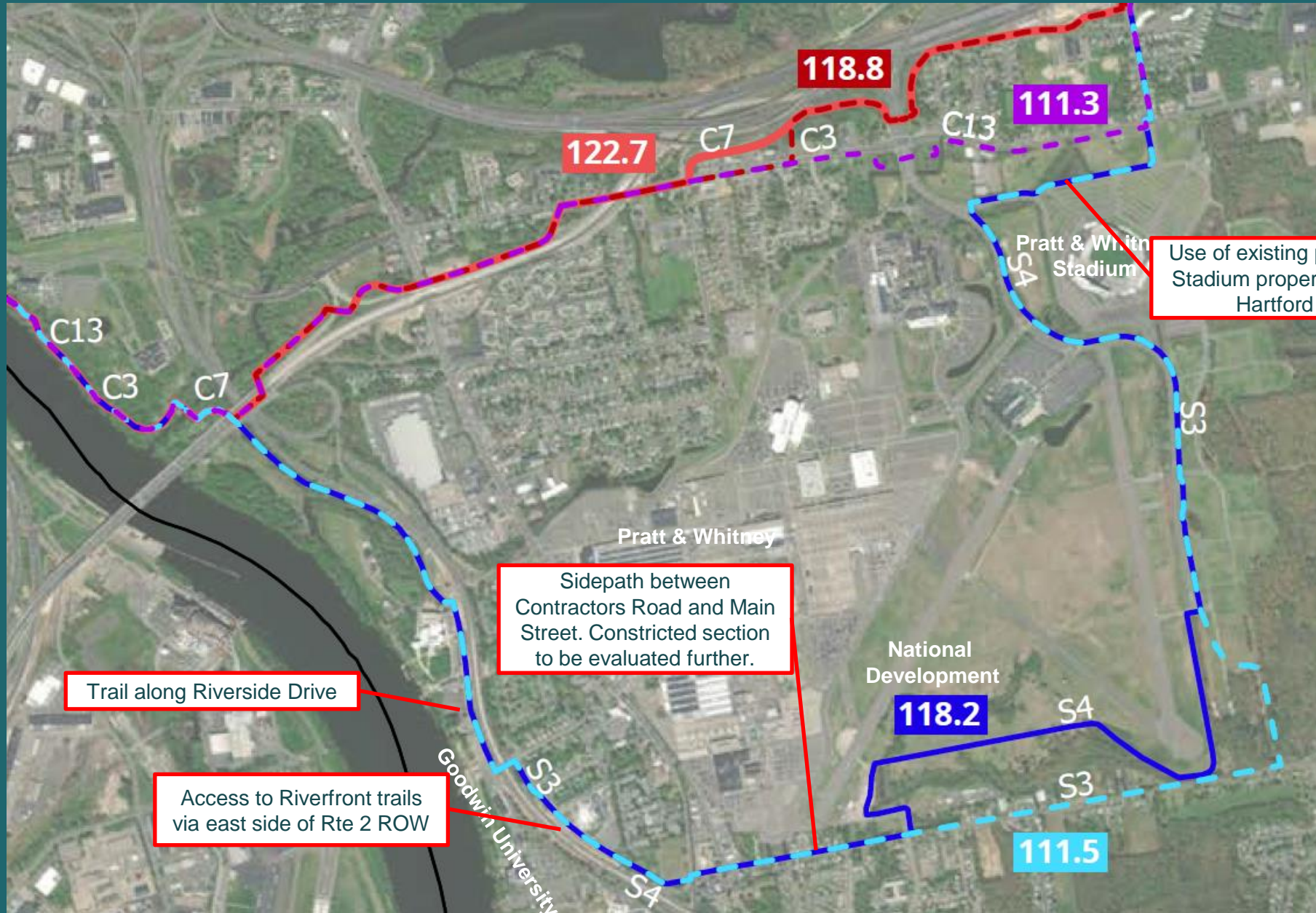
Potential Trail Alignments



Silver Lane Corridor



Southern Corridor



Use of existing pathways in Stadium property and East Hartford Blvd

Sidepath between Contractors Road and Main Street. Constricted section to be evaluated further.

Trail along Riverside Drive

Access to Riverfront trails via east side of Rte 2 ROW

C13

C3

C7

122.7

C7

118.8

C3

C13

111.3

Pratt & Whitney Stadium

S4

S3

Pratt & Whitney

National Development

118.2

S4

S3

111.5

Goodwin University

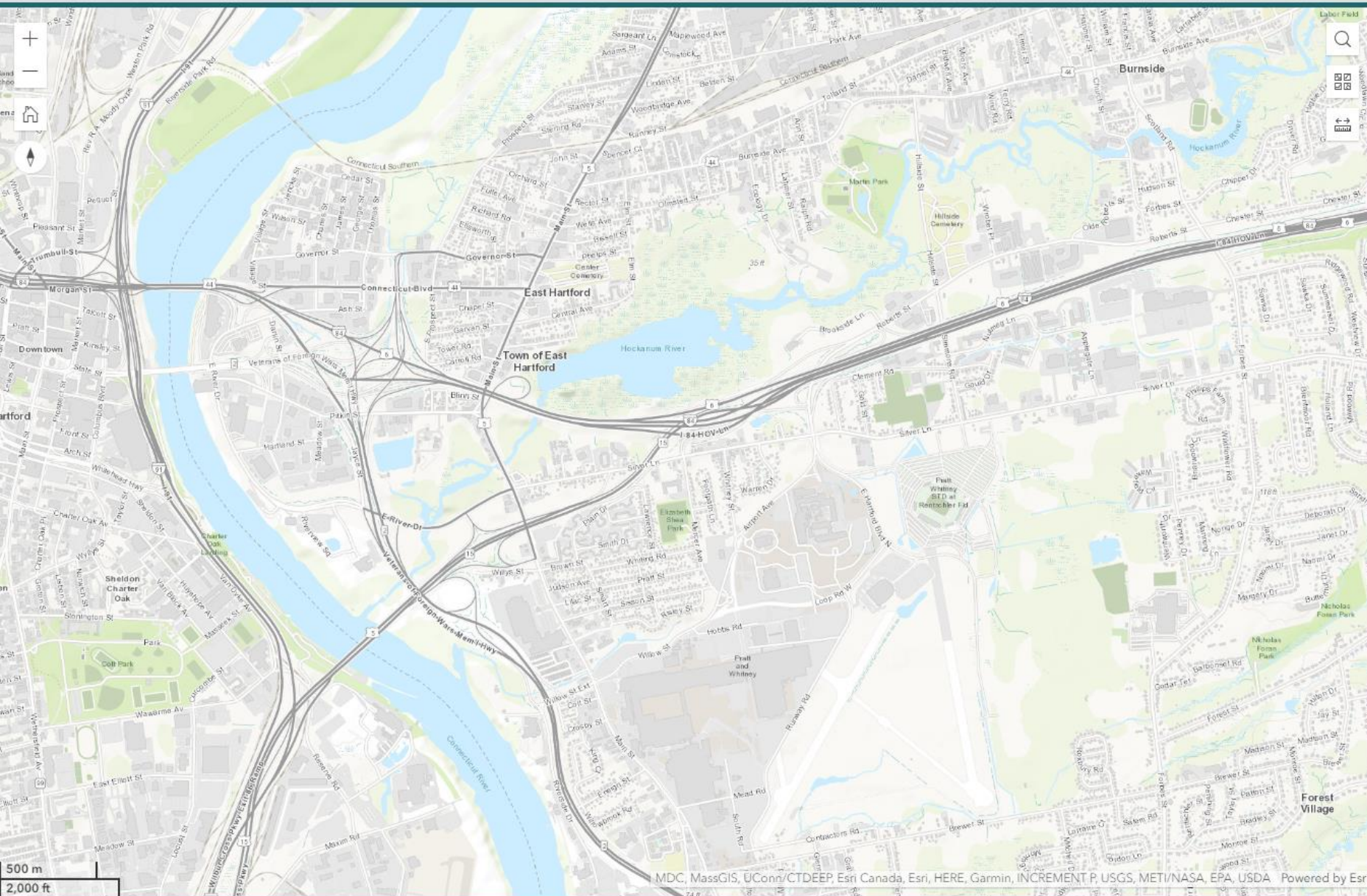
S4



Silver Lane Focus Area Discussion

[Data Viewer Tour - East Coast Greenway Data Viewer \(arcgis.com\)](#)

- DOT Yard / Clement Road
- Roberts Street / East Hartford Blvd
- South of I-84 ROW (Behind Dunkin')
- Crossing of Main Street / CT 15 Exit 91 Modifications



Layers

- Destinations and Demographics ...
- Bicycle and Pedestrian Infrastructure ...
- Roadway and Other Infrastructure ...
- Crash History ...
- Environmental ...
- Parcel Data ...
- Study Area ...



East Hartford Screening Takeaways

- Recommend shortlist includes:
 - Silver Lane Alignments Discussed (as variants) – C3, C7, C13
 - Southern Options Discussed (as variants) – S3, S4
- Shortlist does not indicate a preferred alternative. Shortlist selection will include further evaluation including conceptual alignments, cross-sections, and 3D visualizations as needed. Additional stakeholder engagement and site visits will be conducted at this time.



Shortlist Confirmation

- Project Team to Send out all original materials discussed by August 18th
 - Screening Worksheet (Excel)
 - Screening Matrix (Excel)
 - Overview Maps (PDF)
- Simple survey will be included. Please confirm whether you are in favor of sending the previously discussed alignments to short-list.
- A comment form will be provided if you wish to provide any further notes.



Bloomfield

Screening Results and Shortlist Recommendations

Bloomfield Evaluation Matrix

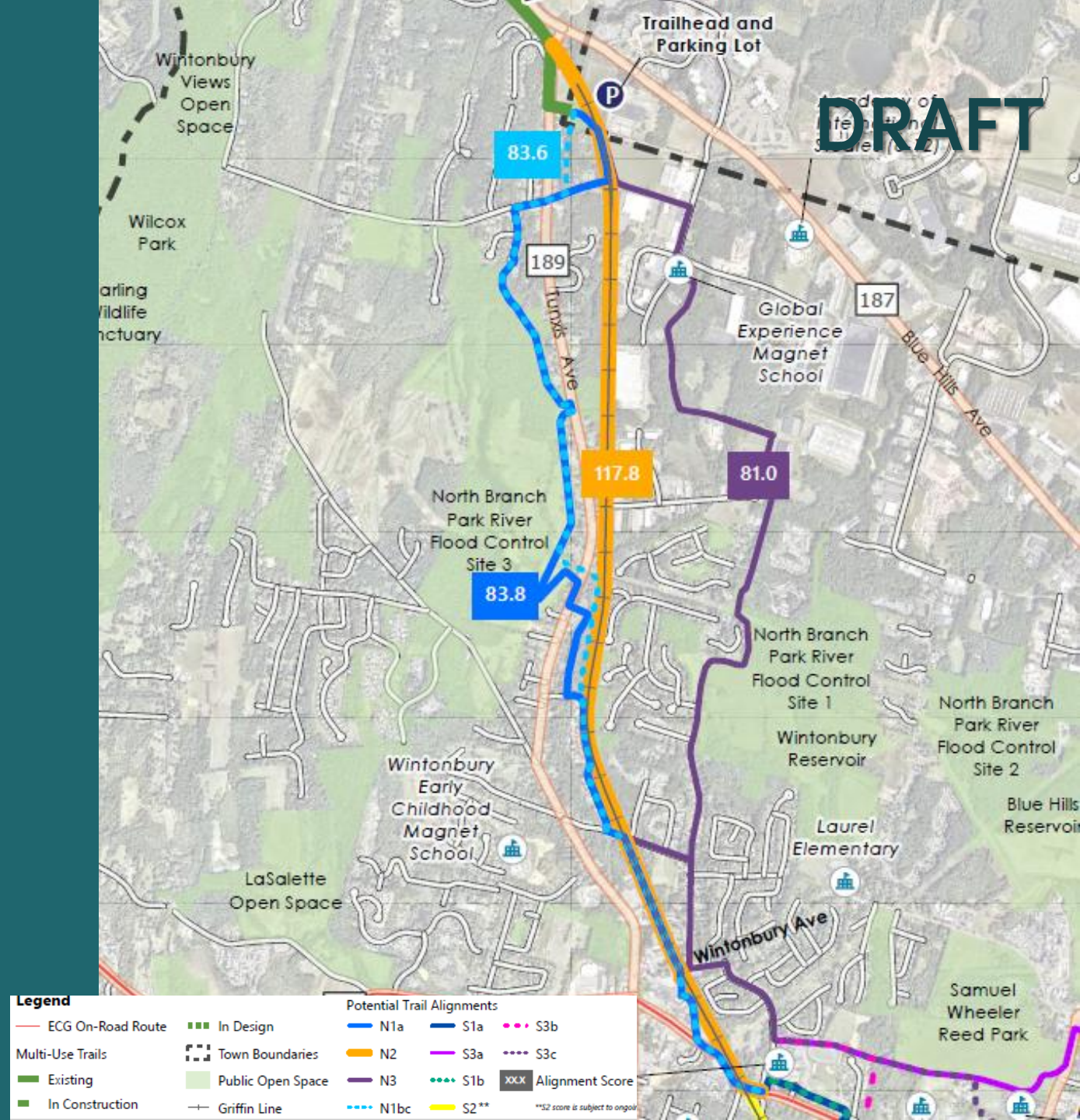
Criteria	Available Points	Scoring Rubric	North Bloomfield				South Bloomfield					
			NB-N-1A	NB-N-1BC	NB-N-2	NB-N-3	SB-S-1A	SB-S-1B	SB-S-2	SB-S-3A	SB-S-3B	SB-S-3C
			N1A-Score	N1BC-Score	N2-Score	N3-Score	S1A-Score	S1B-Score	S2-Score	S3A-Score	S3B-Score	S3C-Score
			Score	Score	Score	Score	Score	Score	Score	Score	Score	Score
Off-Road												
	15.00	Linear feet of fully separated facility (greater than 50ft) ft	12.6	13.1	15.0	14.5	15.0	15.0	15.0	15.0	15.0	15.0
	15.00	Proportion of fully separated facility (greater than 50ft) %	8.7	9.6	15.0	6.6	8.4	8.5	15.0	8.4	11.6	10.6
Traffic Safety												
	10.00	# of Driveway Crossings	0.0	1.6	10.0	1.6	7.1	7.1	10.0	7.1	9.6	9.1
	10.00	# of At-Grade Roadway Crossings	4.2	4.2	8.3	1.7	0.8	0.0	10.0	3.3	5.0	5.0
	10.00	Sum of ADT Crossed (default = 1,000 if no volume listed) (0-10)	3.1	7.4	6.1	3.1	2.6	10.0	6.7	0.0	1.7	1.2
Connectivity												
	5.00	Population within 1/4 Mile	2.0	2.0	3.3	2.9	1.5	1.7	0.0	4.2	4.8	5.0
	5.00	Employment within 1/4 Mile	1.8	1.8	3.6	5.0	3.0	2.2	1.1	0.6	0.0	0.0
	3.00	Parks within 1/4 Mile	3.0	2.7	1.1	1.6	0.2	0.2	0.0	1.8	0.8	1.4
	3.00	Commercial Area within 1/4 Mile	3.0	3.0	3.0	2.9	0.0	0.0	0.2	0.1	0.1	0.1
	5.00	Total Distance (non-circuitous)	3.3	4.1	4.1	2.8	2.9	2.4	5.0	0.2	0.7	0.0
	3.00	Seasonal/Time of Day Closures	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0
	3.00	Transit Ridership	0.3	0.3	0.3	0.2	2.8	3.0	0.0	0.8	0.8	0.8
	3.00	Elevation Gain	0.6	1.0	1.6	0.0	2.4	2.5	3.0	0.8	0.9	0.5
Equity												
	20.00	Equitable Transportation Community Data	20.0	20.0	20.0	14.4	0.0	0.0	0.8	15.5	15.5	15.5
	10.00	EJ Population	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environment												
	7.00	Linear feet of trail within 10-ft of wetlands	3.9	1.5	1.7	1.2	1.4	0.0	7.0	4.4	1.1	2.4
	7.00	Linear distance of trail within 10ft of 100 year floodplain	4.8	1.0	0.5	5.8	0.0	3.6	4.0	7.0	1.1	7.0
	6.00	Linear distance of trail that crosses NDDDB Areas	0.0	0.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Personal Security												
	4.00	Average Distance to Access/Egress point	3.9	3.7	0.0	3.6	4.0	3.4	2.5	4.0	3.6	3.8
	2.00	Max Distance to Access/Egress Point	1.0	1.3	0.0	1.8	1.9	1.8	1.9	1.5	2.0	1.8
	4.00	Aesthetic	0.5	0.6	4.0	1.1	0.6	0.9	1.9	0.0	0.7	0.3
Right-of-Way												
	10.00	Level of ROW Coordination	4.0	0.0	8.7	1.3	6.7	6.0	10.0	3.3	2.7	0.7
Cost												
	10.00	Total Length to be Constructed	0.3	1.7	2.5	0.0	7.3	7.2	10.0	5.0	5.6	4.9
Economic Opportunity												
Total Score	170.00		83.8	83.6	117.8	81.0	77.5	84.4	113.0	89.0	89.2	91.2
			49%	49%	69%	48%	46%	50%	66%	52%	52%	54%

Bloomfield Alignment Scoring Summary

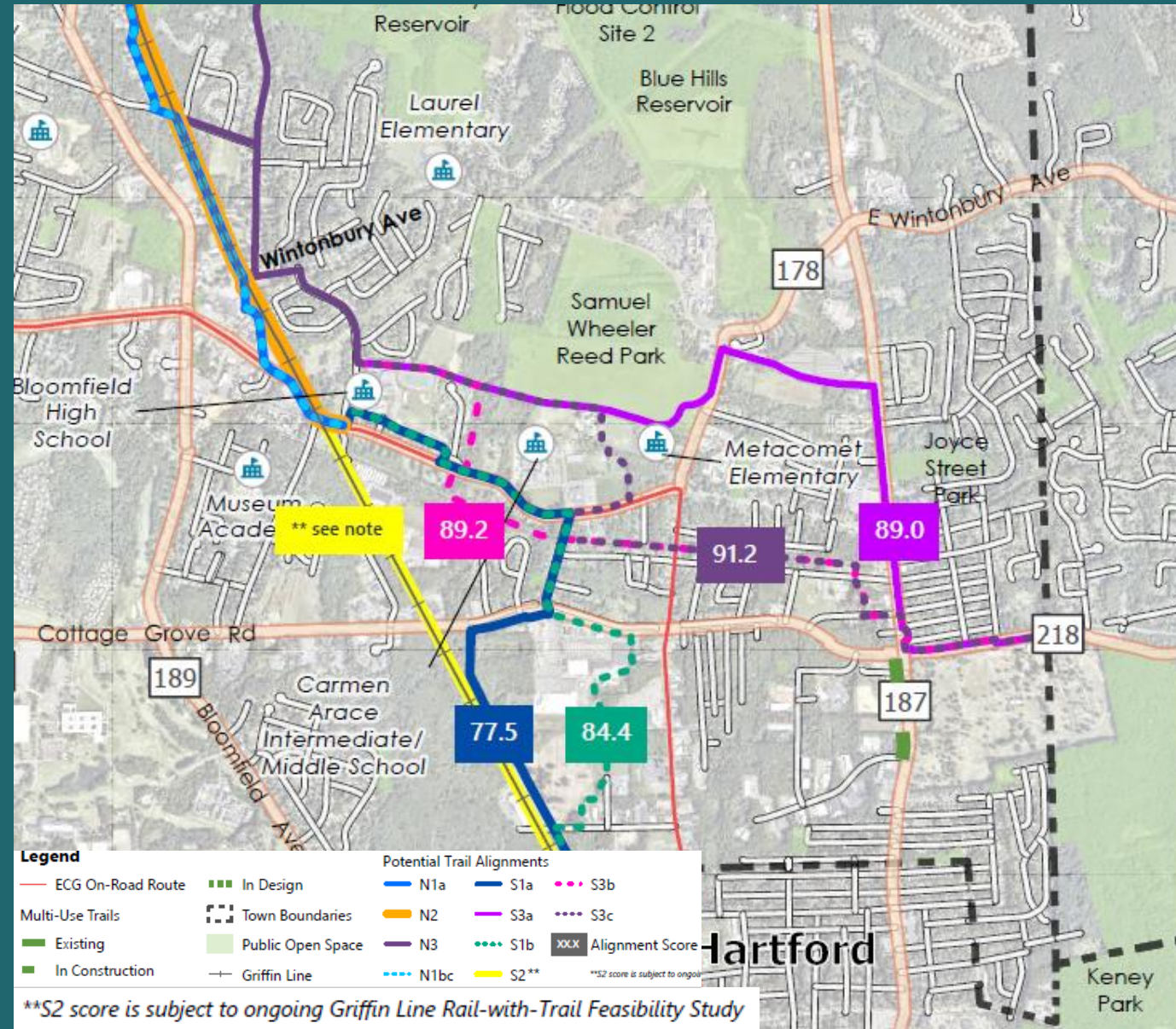
DRAFT



Bloomfield North Alignment Scoring Summary



Bloomfield Center Alignment Scoring Summary





Bloomfield Screening Takeaways

- Recommend shortlist includes:
 - Bloomfield North – N1a, N2 (Griffin Line)
 - Bloomfield South
 - If Towards UHart – S1b
 - If Towards Keney Park– S1a/b and S3c
- Shortlist does not indicate a preferred alternative. Shortlist selection will include further evaluation including conceptual alignments, cross-sections, and 3D visualizations as needed. Additional stakeholder engagement and site visits will be conducted at this time.



Shortlist Confirmation

- Project Team to Send out all original materials discussed by August 18th
 - Screening Worksheet (Excel)
 - Screening Matrix (Excel)
 - Overview Maps (PDF)
- Simple survey will be included. Please confirm whether you are in favor of sending the previously discussed alignments to short-list.
- A comment form will be provided if you wish to provide any further notes.



Griffin Line Update



Griffin Line

- Executed Scope Amendment – July 25th, 2023
 - Technical Team Meetings
 - Site Visit (pending CTDOT coordination)
 - Alternatives Analysis (up to 4)
 - Preferred Alternative Visualization (cross sections and 3D visualization)
 - Preferred Alternative Conceptual Plan – Albany Ave to Edwards Street
- Focus: Technical Aspects of Rail-with Trail
- Note: Rail abandonment and conversion to trail not a focus as this is assumed to be physically viable.
- Internal Project Team Site Visit – August 8th, 2023



Griffin Line Next Steps

- Coordinating with DOT on Tech Team participation and Monthly Coordination calls
- Beginning GIS exercise identifying key constraints to further explore (ROW, environmental, structures etc.). Map book to be delivered.
- Identification of 10 cross section locations to aide in alternatives analysis.

CTDOT Draft Rail with Trail Guidelines



DRAFT

Griffin Line Rail with Trail Design Guidelines

Overview

There are currently no national standards or guidelines for the development of rail-with-trails, which has created varied approaches and complicates the design of proposed trail systems. The guidelines below have been developed in concert with state officials, the consultant team and review of 'best practice' documents including those from the Rails to Trails organization, the Federal Railroad Administration and Federal Highway Administration, and the AREMA and AASHTO design manuals. Of specific note from the FRA/FHWA [Rails with Trails Best Practices and Lessons Learned](#) document:

"There is no consensus on setback requirements nor is there a method to calculate the appropriate minimum setback based on corridor characteristics. While guidance documents do provide information on minimum setback standards for bicycle facilities and adjacent walkways, these sources are not considered appropriate for a rail-with-trail."

The resulting guidance is based on the review of referenced materials and coordination with the CTDOT Office of Rails and the Department's broader leadership team.

Operational Note for the Griffin Line Corridor

The corridor is currently owned by the State of Connecticut with freight operations allowed by a lease agreement. It is understood that freight operations occur on a limited basis with very low operating speeds and no regular customers. From a future-use perspective, the corridor must be maintained for a 'heavy' transportation use, whether this is continued freight operations, development of a passenger rail service or creation of Bus Rapid Transit (BRT). Any trail would need to be collocated in the corridor.

Minimum Trail Standards

The following are the minimum recommended trail standards suggested by the Department for a rail with trail alternative to be considered viable. Setback and physical barrier are the two principal standards and are inversely correlated, the smaller the setback the more substantial the barrier must be. Additionally, the physical trail must be constructed in accordance with AASHTO best practices and generally maintain a trail width of 10 ft with a 2ft buffer on either side of the trail. Widths narrower than 10ft but not less than 8ft for short distances should be allowed where physically constrained. This can either include sections that are within a cut or where the trail passes underneath a

roadway. The trail should be made available as a railroad maintenance access corridor for emergency purposes or with advanced notice.

The recommended minimum setback from track center line should be 10ft, with a preferred centerline setback of 20ft. At a 10ft setback the trail should include a solid non-scalable barrier. At 20ft the trail should include a physical fenced barrier at least 7ft in height.

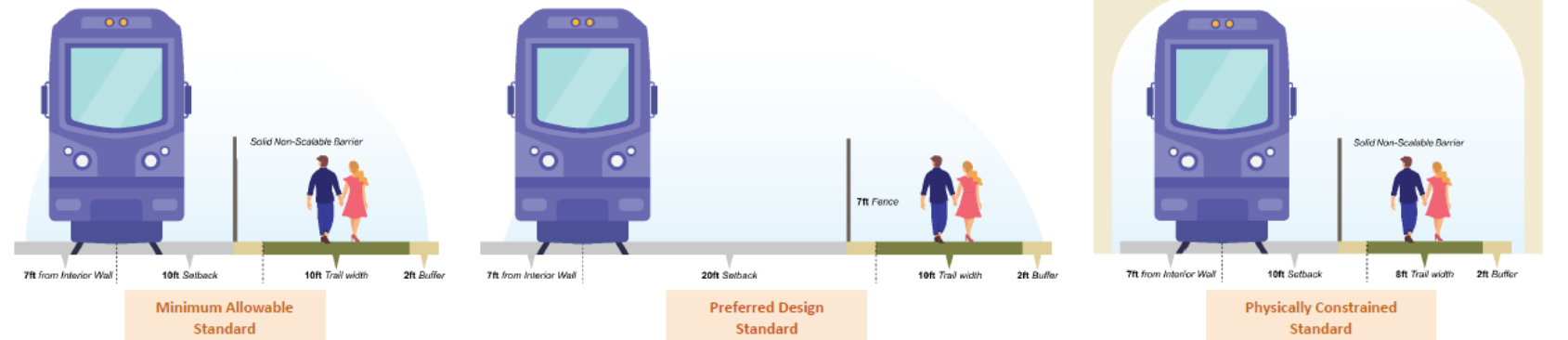
Alternatives Assessment

The alternatives assessment conducted by the city should demonstrate that the recommended minimum trail standards identified in this document can be met throughout the corridor. The assessment should further consider strategies to mitigate flooding that occurs in the corridor and would be exacerbated by the addition of impervious surface. Additionally, in accordance with the 'best practice' guidance documents identified previously, the assessment should include a review of alternative corridors, including the collocation of dedicated bike/ped facility along existing roadway networks.

Minimum Allowable Standard: The minimum generally allowable setback and enhanced barrier. **10ft Setback, a Solid Non-Scalable Barrier & a 10ft Trail Width.**

Preferred Design Standard: Where possible this standard should be used and allows for a reduced barrier. **20ft Setback, 7ft Barrier & a 10ft Trail Width.**

Physically Constrained: Used for short durations where the minimum allowable standard cannot be met including at underpasses. **10ft Setback, a Solid Non-Scalable Barrier & an 8ft Trail Width.**



CTDOT Draft Rail with Trail Guidelines





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





Next Meetings and Next Steps

- Wednesday, October 25th, 2023 – 11:00 – 12:30
 - Initial Griffin Line Results
 - Hartford Shortlist Confirmation
 - Shortlist Graphics & Detail Alignments
 - Preferred Alignment Discussion (East Hartford / Bloomfield)
 - Engagement (Pop-Ups, 1-on-1 stakeholder meetings)
- Wednesday, December 13th, 2023 – 11:00 – 12:30
- Wednesday, January 31st, 2023 – 11:00 – 12:30
- March 2024 – TBD



Public Comment

Thank You!

Thank You!



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