



# CAPITOL REGION EAST COAST GREENWAY STUDY

SIMSBURY — BLOOMFIELD — HARTFORD — EAST HARTFORD

## WHERE ARE WE NOW?

The study team has been hard at work in each of our communities throughout the past few months! We have met individually with many residents and stakeholders and have worked hard to incorporate what we have heard into the study.

The study team has completed the initial screening analysis for both Bloomfield and East Hartford and we invite you to read more about the results for these towns in this issue. The project team's complete work, including maps showing all alignments considered and scoring for each alignment are posted on the project website. Additional narrative on the screening process is available in the recordings of the advisory committee meetings which are also available online.

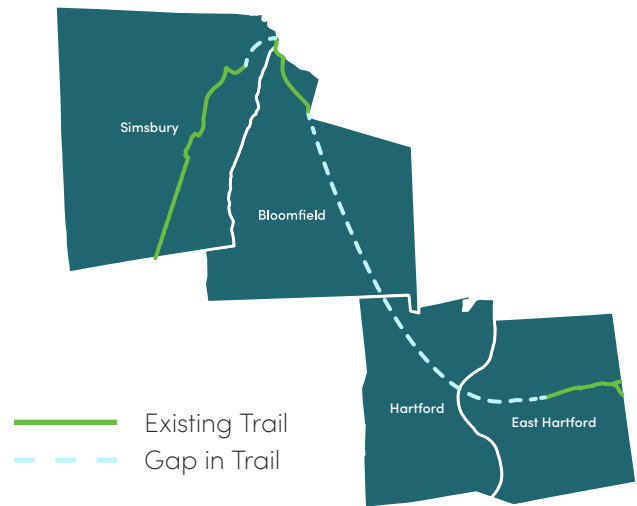
Review of alignments for the East Coast Greenway within Hartford is still underway as the study team evaluates options for the Griffin Rail Line in further detail. More information on our current status for the study within Hartford is available on Page 4.

Our team is gearing up for a shift to the next phase of this project. We are moving towards evaluating the two shortlisted alternatives selected for each area. You can expect to see additional visualizations and details of each of these shortlisted alignments in the months ahead. Please connect with the project team via our website and our e-mail mailing list to stay up to date with the most up to date information which will be shared electronically.

## SCREENING METHODOLOGY

The screening process evaluated all viable routing alignments identified through public outreach, meetings with municipal staff, and input from the multi-agency advisory committee. The screening matrix weighed each of these alignments against a scoring rubric with eight criteria. The weighting of these criteria was established based on input from the public and advisory committee.

The screening analysis for the entire study area is split into three analysis areas. The North Bloomfield analysis area between Bloomfield town center and Day Hill Road, the South Bloomfield analysis area between Bloomfield town center and Downtown Hartford, and East Hartford between the CT River and the Charter Oak Greenway.



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DRAFT SCREENING RESULTS

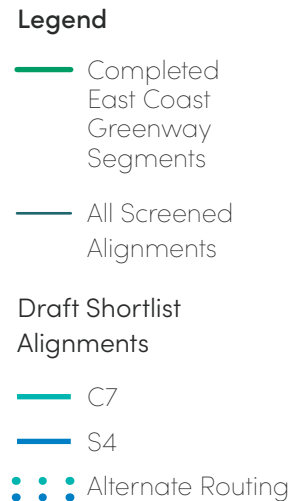
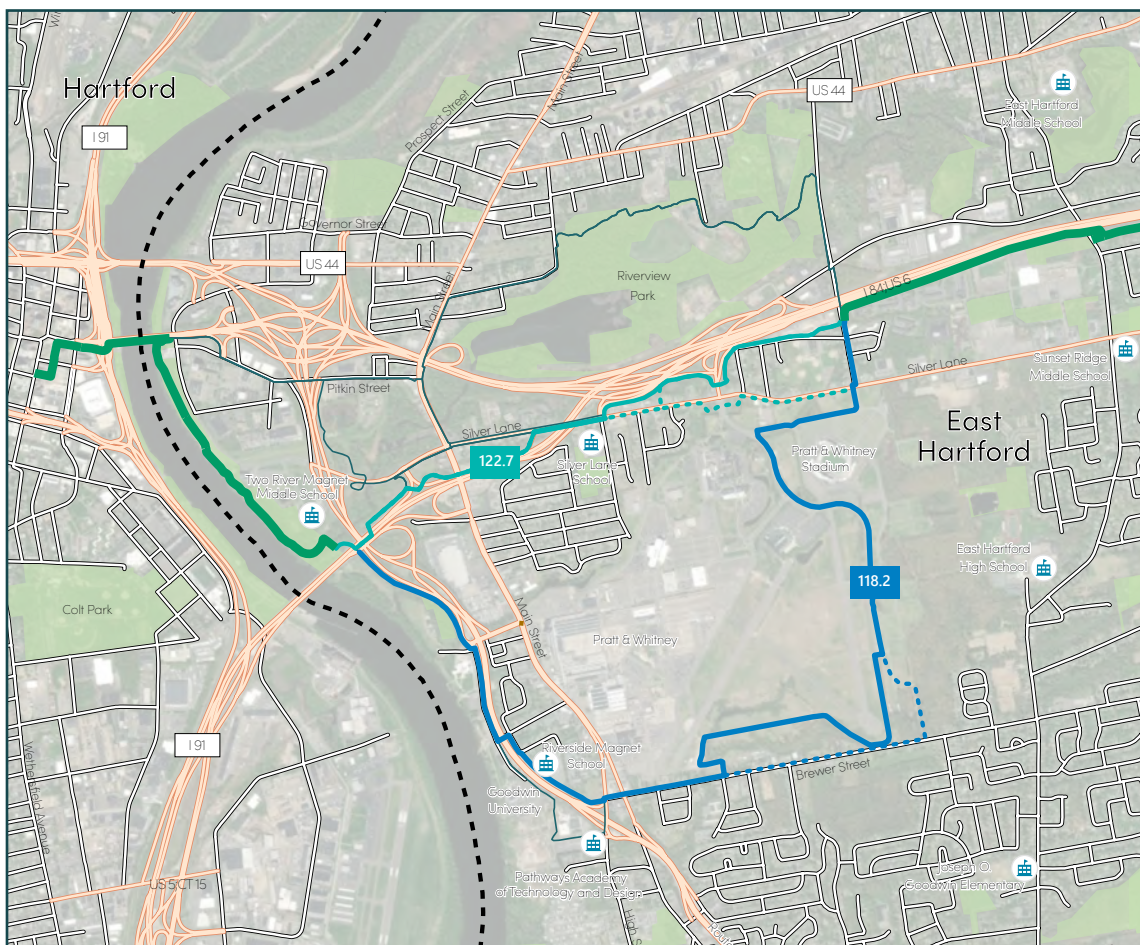
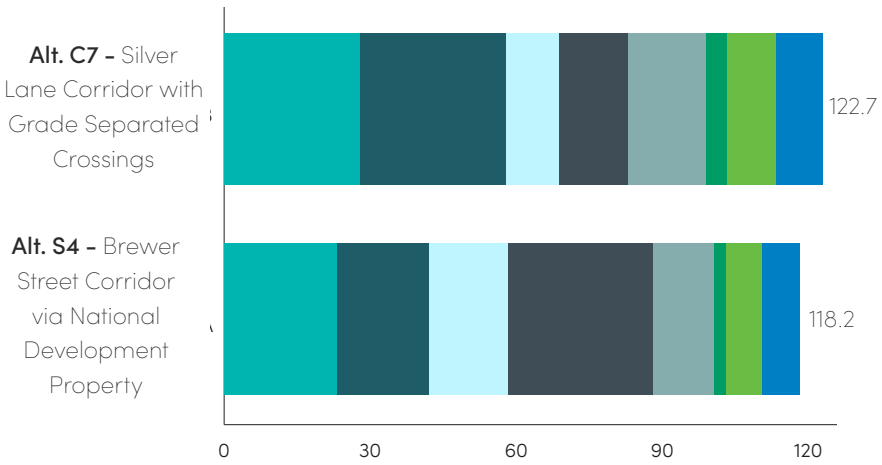
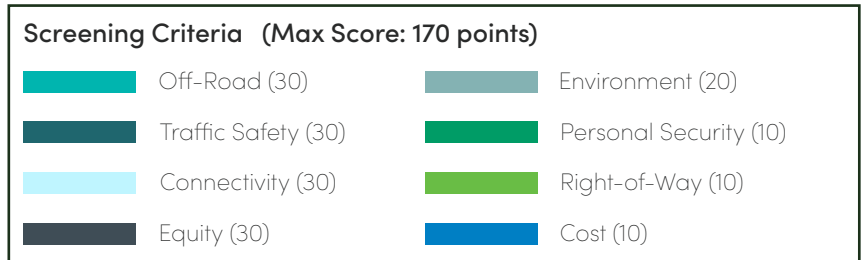
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HARTFORD & SIMSBURY UPDATE ④

# EAST HARTFORD DRAFT SCREENING RESULTS

This study assessed three key areas for trail routing in East Hartford. The first focused on north of I-84. This included improvements to the Hockanum River Trail, and connections to the East Coast Greenway via sidepaths on Pitkin Street, Main Street, and Hillside Street. The second explored options along the Silver Lane corridor, including sidepaths near the road, separated trails and grade-separated road crossings. The third considered routes south of Pratt & Whitney Stadium, potentially connecting through National Development property and Riverside Drive near Goodwin University.

The top ranking alignments include the Silver Lane corridor with grade-separated crossings and the Brewer Street corridor via National Development property. These shortlisted alignments will undergo more detailed examination in the study's subsequent phases.

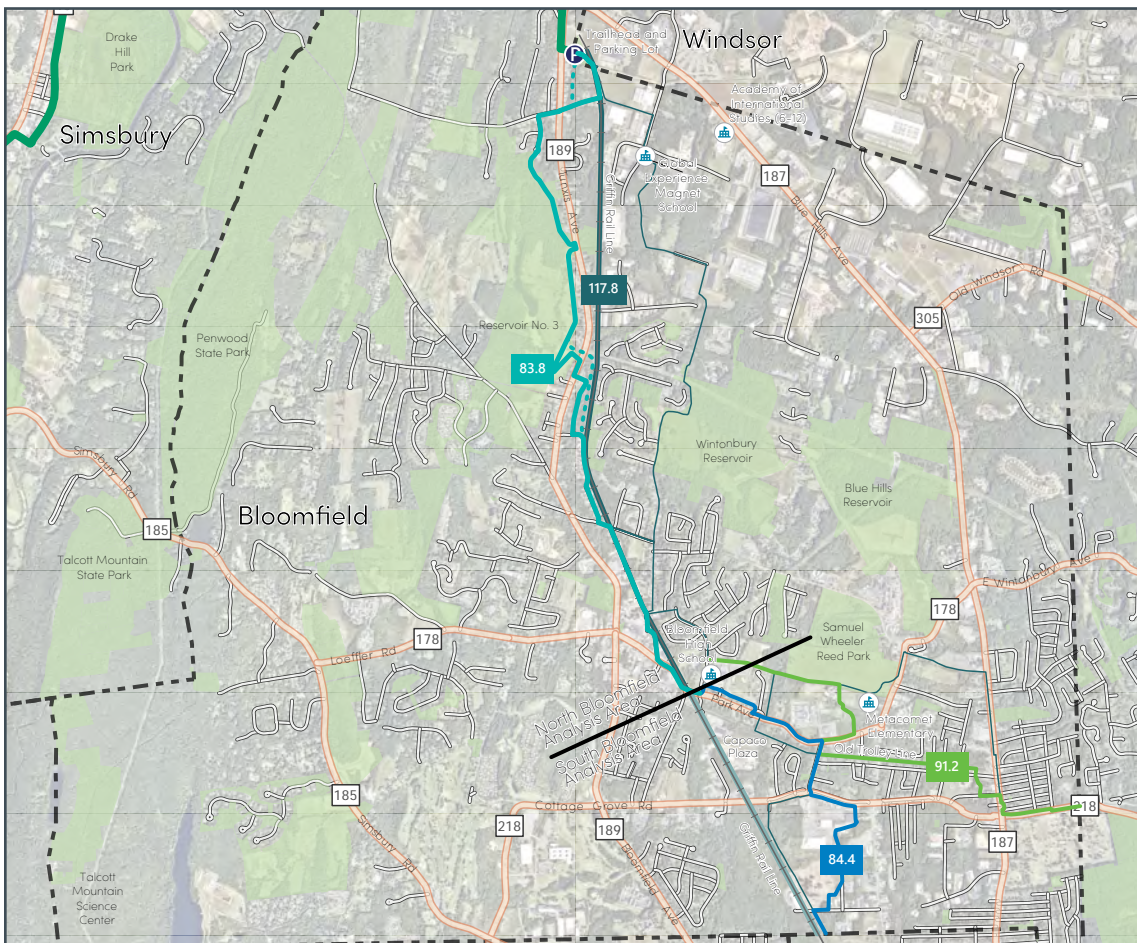
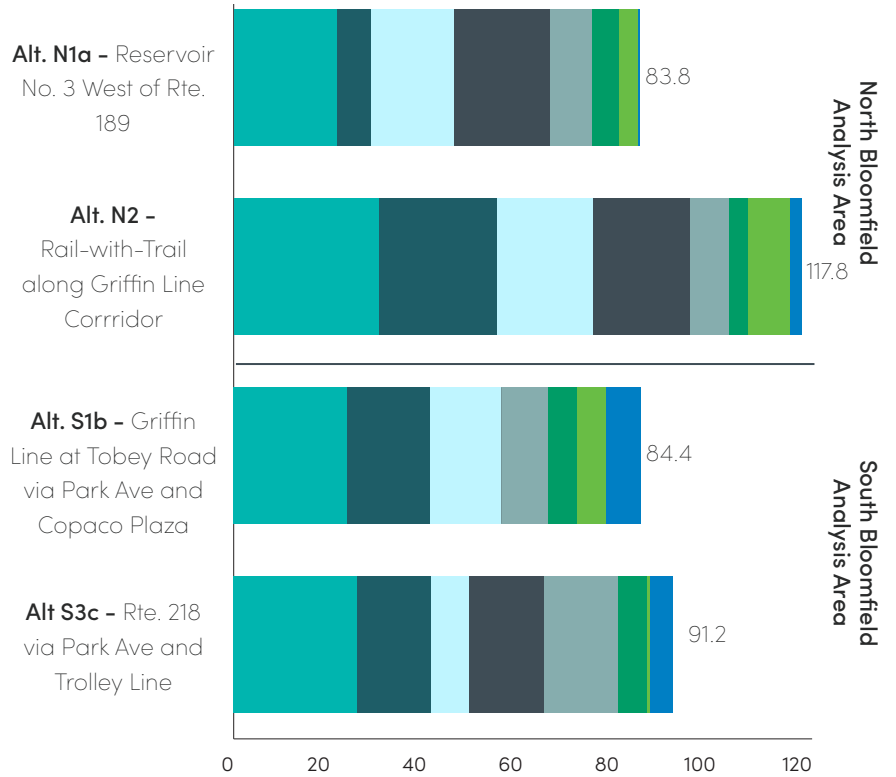


# BLOOMFIELD DRAFT SCREENING RESULTS

Bloomfield's route analysis was divided into North and South areas. The North Bloomfield Analysis Area, situated between Park Avenue and the Bloomfield Greenway's southern terminus on Day Hill Road, identified four alignment options. Among these, two were shortlisted for further study: Alternative N1a, which combines Reservoir No. 3 and rail-with-trail configuration in selected areas south of Dorothy Drive, and Alternative N2, which follows the Griffin Rail Line as rail-with-trail the entire length.

In the South Bloomfield Analysis Area, six alignment options were considered. Three of these connected to Hartford near Tobey Road, while the others linked to Windsor at Route 218. The area of connection will depend on trail routing through Hartford which is currently in review.

The next steps in this study involve a more in-depth examination of these selected routes, with the goal of making a final decision on which alignments to pursue.



**Legend**

- Completed East Coast Greenway Segments
- All Screened Alignments

**Draft Shortlist Alignments**

- N1a
- N2
- S1b
- S3c
- S2\*
- Alternate Routing for Alt. N1a

Note - Alt. S2 includes routing on the Griffin Rail Line corridor. This section is currently in additional feasibility review.

# HARTFORD UPDATE

Screening analysis for Hartford is still underway and will be presented at a later date. To fully evaluate the feasibility of all alternatives, the project team is conducting additional analysis of the viability of a rail-with-trail configuration along all or parts of the Griffin Rail Line between Edwards Street in Hartford and Park Avenue in Bloomfield. The Griffin Rail Line is an active freight line connecting to the main line in Hartford and heads in a northwesterly direction from Downtown to its terminus at Day Hill Road in Bloomfield.

This work is being conducted in conjunction with the Connecticut Department of Transportation, the City of Hartford, the Town of Bloomfield, and iQuilt among other partners. It is expected the preferred alignment of the Griffin Line corridor will be shortlisted for further consideration as part of the East Coast Greenway route.



# SIMSBURY UPDATE

A total of nine alignments were identified to connect the existing Farmington Canal Heritage Trail to the Tariffville Connector Trail currently in construction along Route 189. Identified routes included areas east and west of Route 315 as well as an alternative north of Tariffville via Floydville Road. These routing options were evaluated against a total of six screening criteria. The screening analysis identified the highest scoring route alternative as a new shared use path alignment along the east side of the Farmington River, a new bridge over the river, and repurposing an abandoned rail line as a shared use path. Please visit the project website for the most up-to-date information as the project team works to select a preferred alignment in the coming weeks.

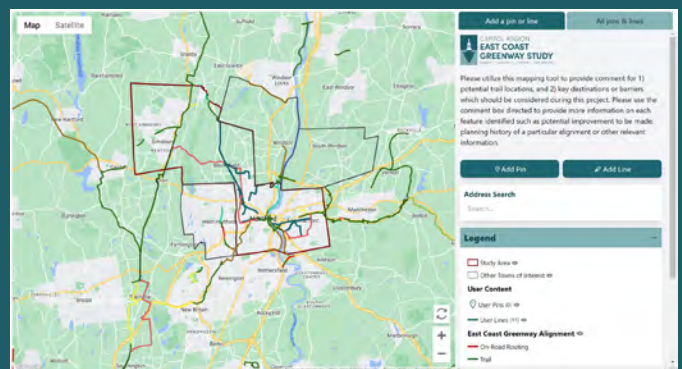
## STAY INVOLVED

① Visit the project website and view the full screening results:

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



- ② Send us a comment via the website
- ③ Explore the proposed greenway alignments in more detail on the website's interactive mapping tool:



[fhstudio-apps.com/ecg-map](http://fhstudio-apps.com/ecg-map)