

# Advisory Committee

## Meeting #7

February 28, 2024

### CAPITOL REGION **EAST COAST GREENWAY STUDY**

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

Note: Meeting is recorded and will be posted online

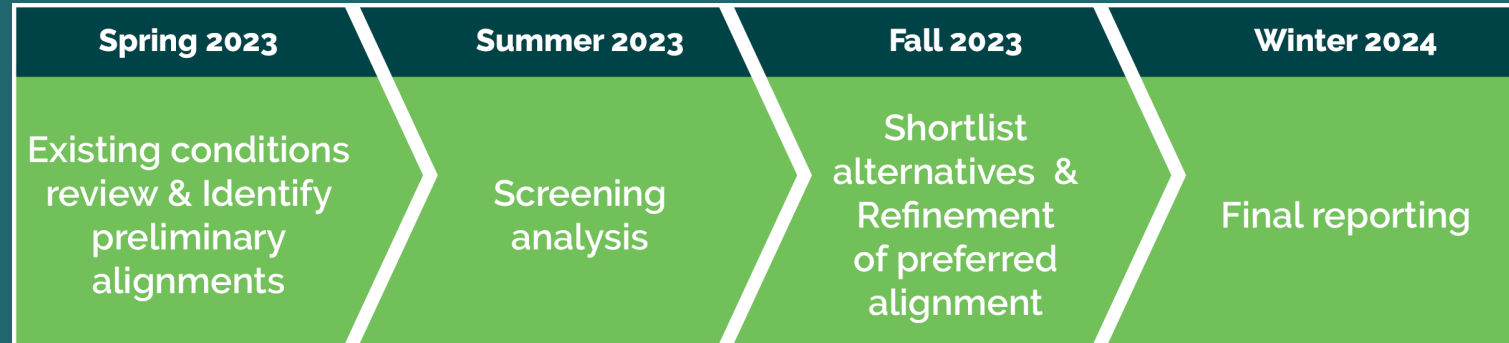


# Agenda

- General Project Updates
- Bloomfield
- Griffin Line Rail-with-Trail Feasibility Memorandum Summary
- Hartford Screening Results
- Advisory Committee Discussion
- Next Meetings and Next Steps
  - Public Outreach
- Public Comment



# Project Updates

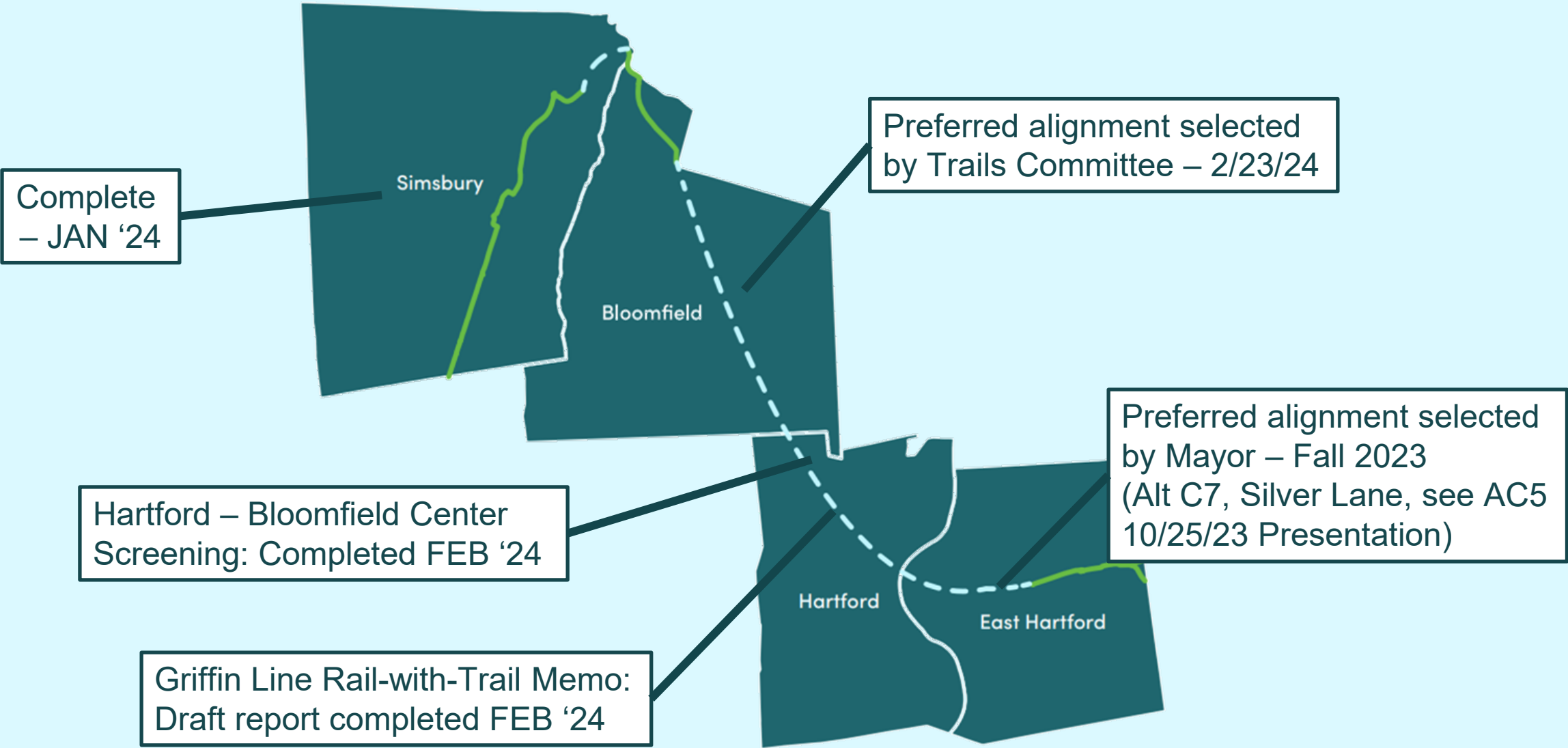


TASKS	2023												2024				
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
Advisory Committee (6)		●		●		●		●		●		●		●		●	
Website Updates (6)		●		●		●		●		●		●		●		●	
Newsletters (3)			■				■								■		
Public Municipal Meetings (6)			●●●														●●●
Public Workshops (3)				●●●													
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															●		





# Study Area Status

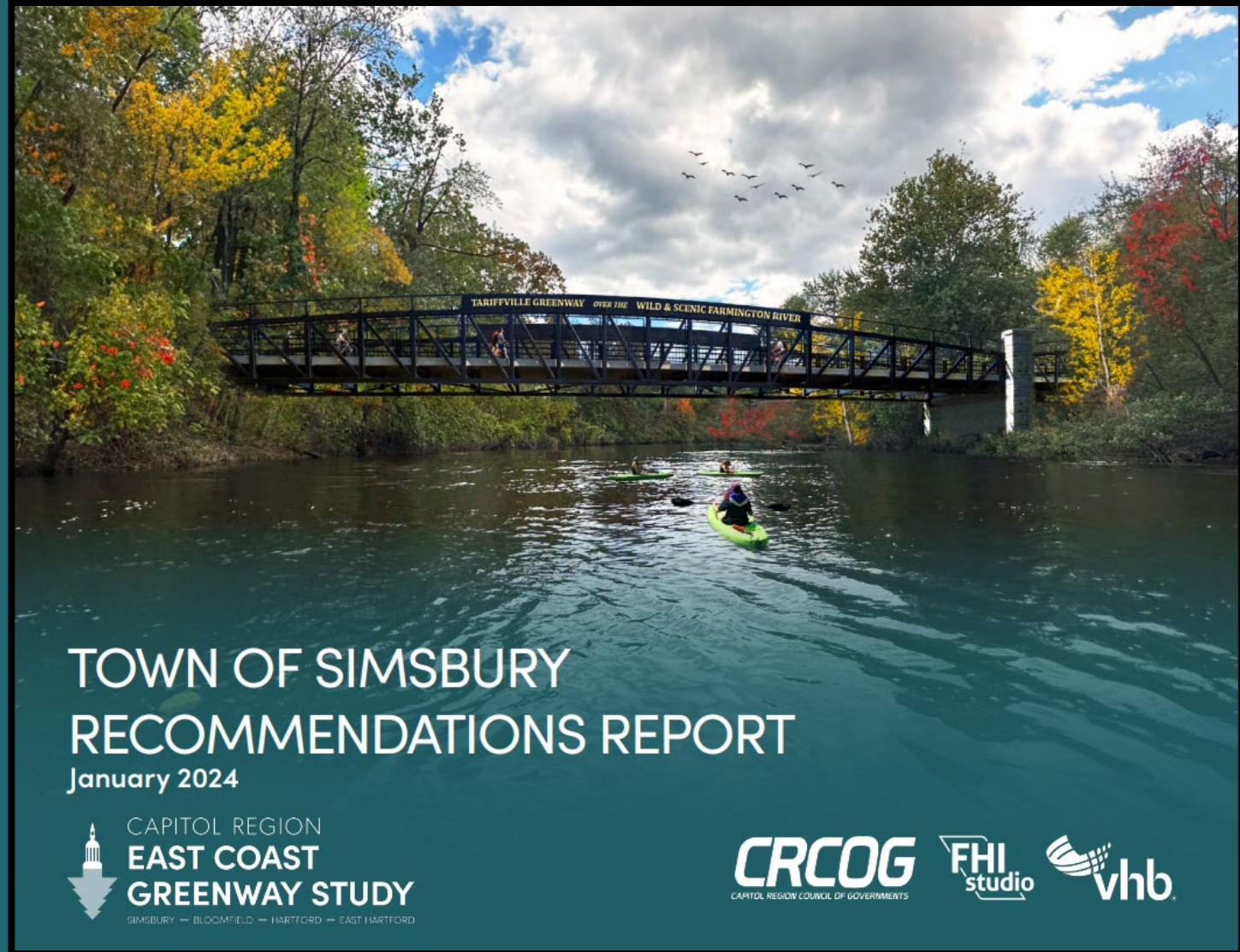




# Simsbury

January 2024 – Finalize and received CRCOG Approvals

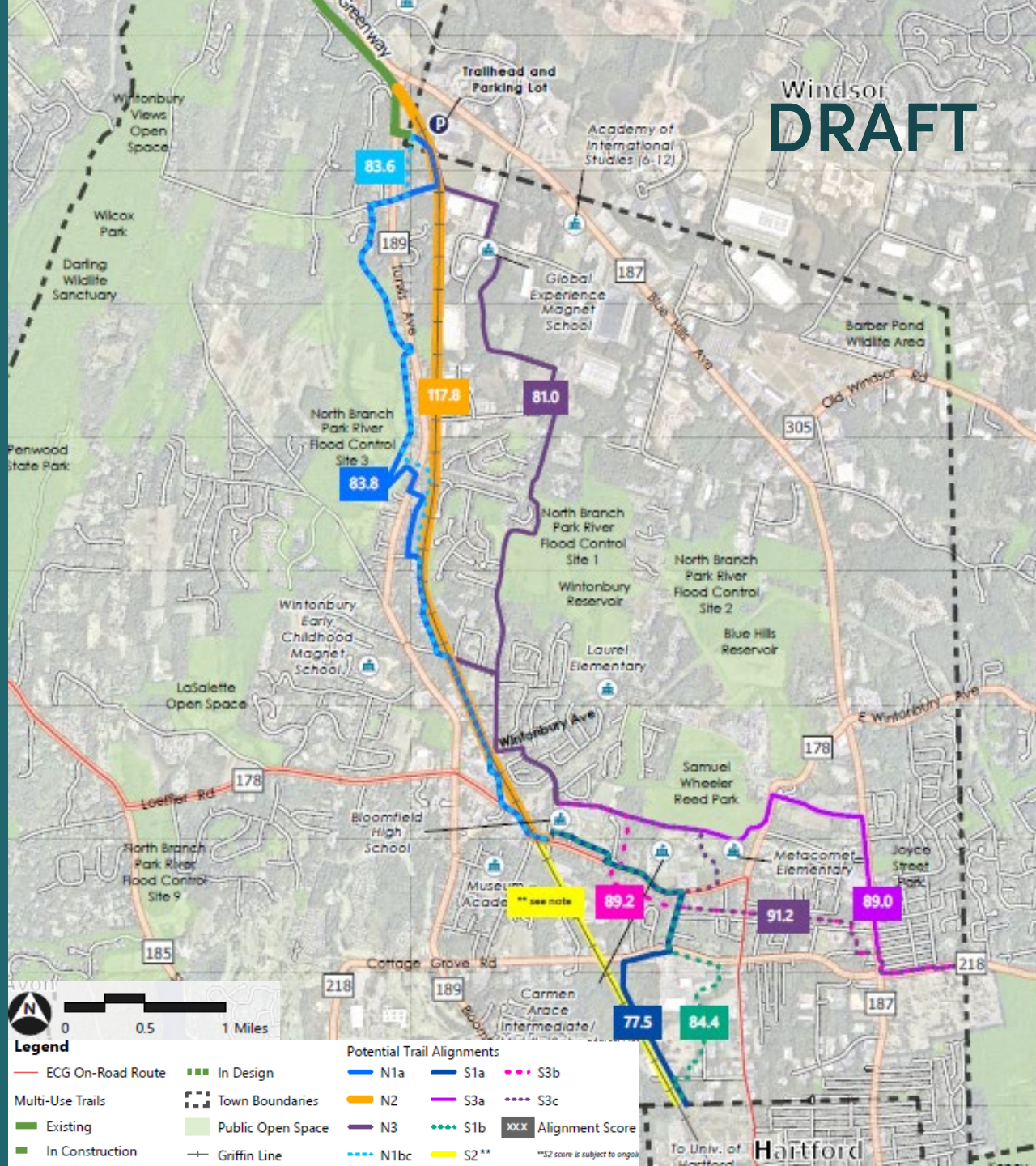
Suggested Schedule in Report:  
Design: 2024 – 2026  
Construction: 2027 – 2028









# Bloomfield




# Bloomfield Alignment Alternatives & Scoring Summary (Summer 2023)






# Bloomfield Alignment Alternatives & Scoring Summary (Winter 2024)

## Legend

-  Existing Multi-Use Trails
-  Town Boundaries
-  Public Open Space
-  Griffin Line

-  Signalized Crossing
-  Unsignalized Crossing
-  CTDOT Roadway

## Potential Alignments

-  N1 Shared Use Path
-  N1 Sidepath
-  N2 SUP (Rail W/Trail)



**DRAFT**

Potential future Connections to Filley Park, Library and Town Hall

See Central Bloomfield Map



# Bloomfield Route Alternatives Short List (Winter 2024)

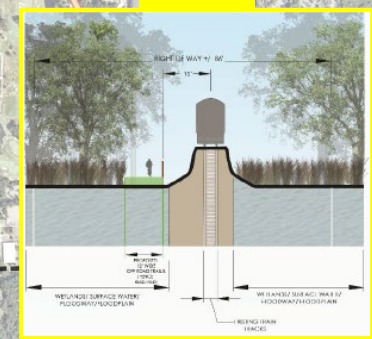
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**Legend**

Town Boundaries	Unsignalized Crossing	<b>Potential Alignments</b>	S1 SUP
Public Open Space	Signalized Crossing	N1 Shared Use Path	S1 Sidepath
Griffin Line	CTDOT Roadway	N1 Sidepath	S1 SUP Alternate
	Trail In Construction	N2 SUP (Rail W/Trail)	S1 Alternate Link to Windsor/Hartford
		S2 SUP (Rail W/Trail)	

Source: NearMap.



# Bloomfield Evaluation Matrix (Winter 2024)

			Reservoir Route	Griffin Line	Copaco Route	Keney Park Rt.	Griffin Line
Criteria	Available Points	Scoring Rubric  * - significant revisions	North Bloomfield		South Bloomfield		
			N-1	N-2	S-1a	S-1b	S-2
			Score	Score	Score	Score	Score
<b>Off-Road</b>							
	15.00	Linear feet of fully separated facility (greater than 50ft) ft	14.2	15.0	15.0	15.0	15.0
	15.00	Proportion of fully separated facility (greater than 50ft) %	9.6	15.0	8.5	11.6	9.5
<b>Traffic Safety</b>							
	10.00	# of Driveway Crossings *	6.2	10.0	3.1	3.8	10.0
	10.00	# of At-Grade Roadway Crossings *	10.0	10.0	2.7	2.7	10.0
	10.00	Sum of ADT Crossed (default = 1,000 if no volume listed) (0-10) *	10.0	7.1	10.0	2.5	10.0
<b>Connectivity</b>							
	5.00	Population within 1/4 Mile *	2.4	2.4	2.0	4.8	0.0
	5.00	Employment within 1/4 Mile *	0.0	0.0	5.0	2.4	3.6
	3.00	Parks within 1/4 Mile	2.5	0.0	0.3	1.3	0.0
	3.00	Commercial Area within 1/4 Mile	3.0	3.0	3.0	0.1	0.2
	5.00	Total Distance (non-circuitous)	4.8	5.0	2.4	1.6	5.0
	3.00	Seasonal/Time of Day Closures	3.0	3.0	3.0	3.0	3.0
	3.00	Transit Ridership	2.0	2.0	3.0	0.8	0.0
	3.00	Elevation Gain	2.0	3.0	2.3	2.3	3.0
<b>Equity</b>							
	20.00	Equitable Transportation Community Data	20.0	20.0	11.1	20.0	1.1
	10.00	EJ Population	0.0	0.0	0.0	0.0	0.0
<b>Environment</b>							
	7.00	Linear feet of trail within 10-ft of wetlands *	5.7	7.0	6.5	7.0	0.0
	7.00	Linear distance of trail within 10ft of 100 year floodplain *	7.0	5.0	3.6	3.6	0.0
	6.00	Linear distance of trail that crosses NDDB Areas	0.0	6.0	6.0	6.0	6.0
<b>Personal Security</b>							
	4.00	Average Distance to Access/Egress point	3.8	0.0	2.4	2.9	0.0
	2.00	Max Distance to Access/Egress Point	1.4	0.0	1.4	2.0	1.6
	4.00	Aesthetic	3.0	2.7	2.4	2.6	2.7
<b>Right-of-Way</b>							
	10.00	Level of ROW Coordination *	8.8	10.0	5.7	5.0	10.0
<b>Cost</b>							
	10.00	Total Length to be Constructed	9.4	10.0	6.3	5.2	10.0
			S-2 "Cost" does not include potential bridge over Rt. 218				
<b>Total Score</b>	<b>170.00</b>		<b>128.7</b>	<b>136.2</b>	<b>105.8</b>	<b>106.3</b>	<b>100.7</b>

# Opinion of Probable Cost - DRAFT



Cost Item	Alternative					
	N1 (Reservoir route)	N2 (Griffin Line)	S1 (Rockwell Park route)	S1 (Copaco route)	S2 (Griffin: at-grade crossing)	S2 (Griffin: grade separated)
RAW COSTS	\$2,864,770	\$3,561,660	\$2,577,090	\$2,420,690	\$2,347,250	\$3,241,085
Minor Items (25%)	\$716,190	\$890,420	\$644,270	\$605,170	\$586,810	\$810,270
Clearing & Grubbing (3%)	\$107,430	\$133,560	\$96,640	\$90,780	\$88,020	\$121,540
M&P of Traffic (3%)	\$107,430	\$133,560	\$96,640	\$90,780	\$88,020	\$121,540
Mobilization (6.5%)	\$232,760	\$289,390	\$209,390	\$196,680	\$190,710	\$263,340
Construction Staking (2%)	\$71,620	\$89,040	\$64,420	\$60,520	\$58,680	\$81,030
SUBTOTAL	\$4,100,200	\$5,097,630	\$3,688,460	\$3,464,620	\$3,359,490	\$4,638,805
Incidentals (25%)	\$1,025,050	\$1,274,410	\$922,120	\$866,160	\$839,870	\$1,159,700
Contingencies (25%)	\$1,025,050	\$1,274,410	\$922,120	\$866,160	\$839,870	\$1,159,700
Inflation (5% annually)	\$922,550	\$1,146,970	\$829,910	\$779,540	\$755,880	\$1,043,730
SUB-TOTAL	\$7,072,850	\$8,793,420	\$6,362,610	\$5,976,480	\$5,795,110	\$8,001,935
Engineering Costs	\$1,383,690	\$1,070,190	\$979,440	\$892,320	\$577,500	\$675,950
ROW	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0
Utility	\$100,000	\$50,000	\$100,000	\$100,000	\$50,000	\$50,000
<b>TOTAL</b>	<b>\$8,656,540</b>	<b>\$9,913,610</b>	<b>\$7,542,050</b>	<b>\$7,068,800</b>	<b>\$6,422,610</b>	<b>\$8,727,885</b>

Day Hill Road to Bloomfield Center: \$9.9M

Bloomfield Center to Hartford (S1 - Copaco) or Windsor (S1 - Rockwell): \$7.1-7.6M

**TOTAL:**  
**\$17 - \$17.5 M**  
**(Subject to Change)**



# Griffin Line Update

# Griffin Line

Draft submitted for review by  
CTDOT, City of Hartford, iQuilt, ECGA  
earlier in February



## GRIFFIN LINE RAIL-WITH-TRAIL FEASIBILITY MEMORANDUM

February 2024 DRAFT



CAPITOL REGION  
**EAST COAST  
GREENWAY STUDY**  
SIMSBURY — BLOOMFIELD — HARTFORD — EAST HARTFORD

**CRCOG**  
CAPITOL REGION COUNCIL OF GOVERNMENTS

**FHI**  
studio

# Griffin Line

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## GRIFFIN LINE RAIL-WITH-TRAIL FEASIBILITY MEMORANDUM February 2024 DRAFT



Park Avenue

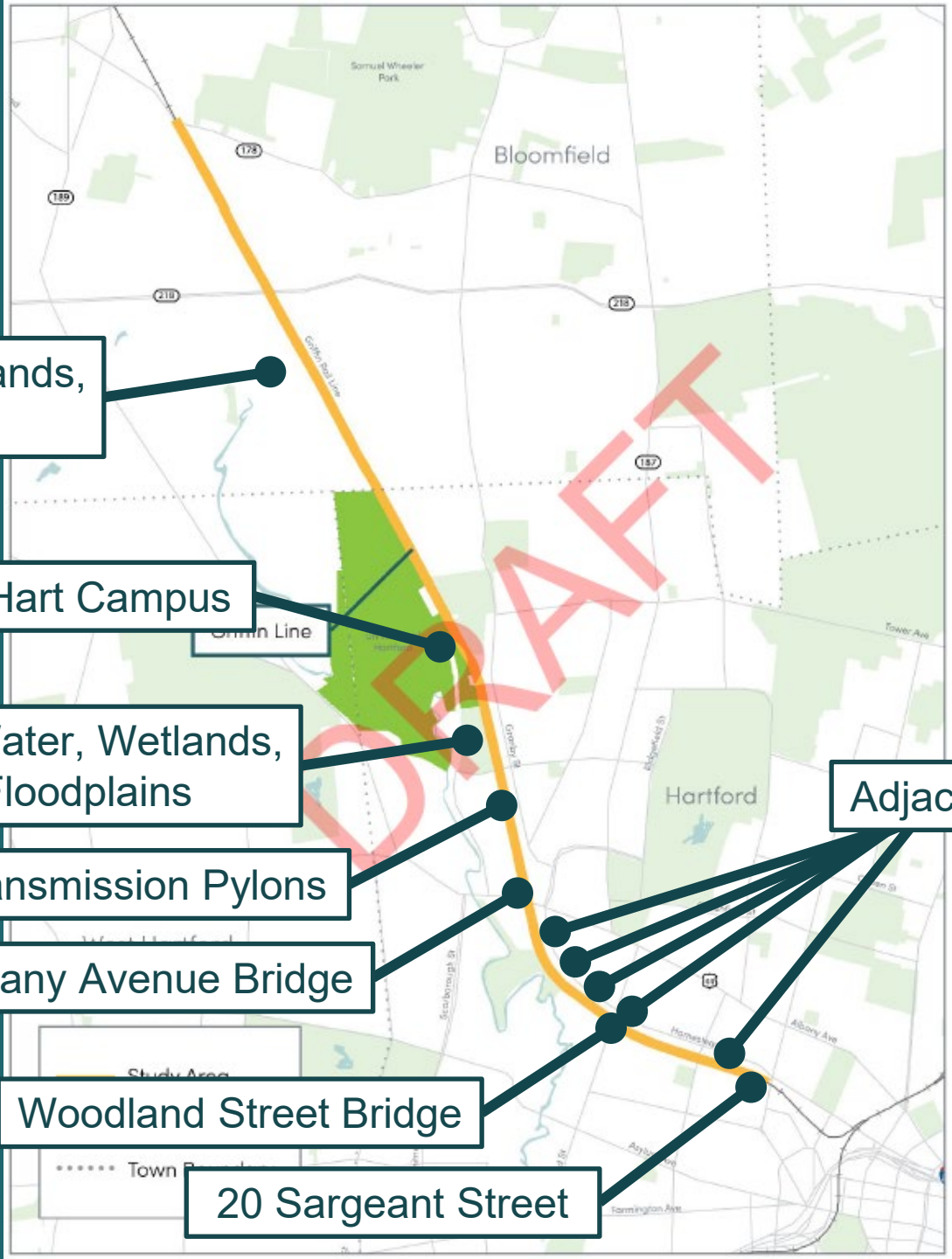
Plainfield Street

Garden Street



- Study Area
- Railroad
- Town Boundary

# Notable Constraints



Surface Water, Wetlands, and Floodplains

Hawk Drive / UHart Campus

Surface Water, Wetlands, and Floodplains

Eversource Easement and Transmission Pylons

Albany Avenue Bridge

Woodland Street Bridge

20 Sargeant Street

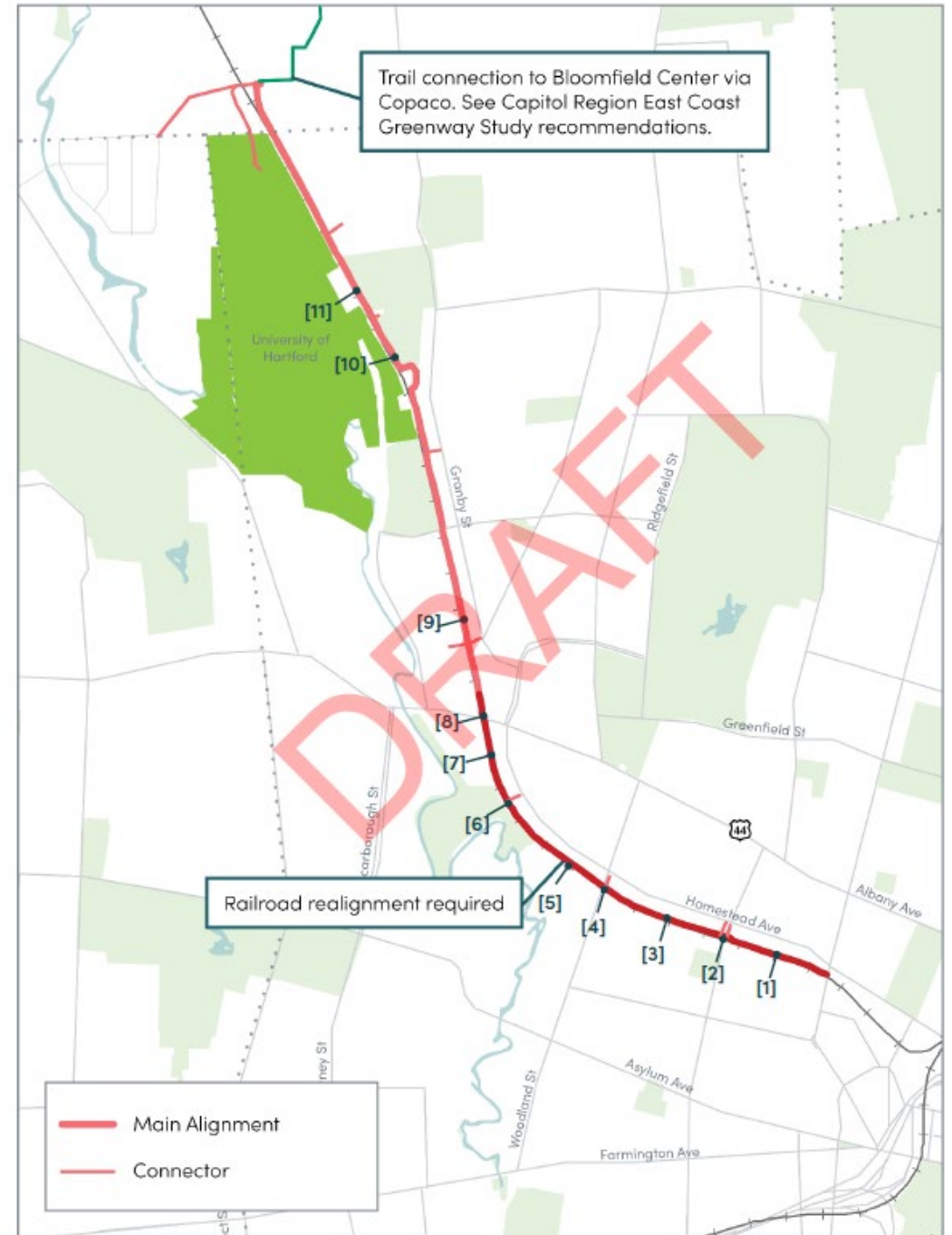
Adjacent Buildings



# Alternatives Evaluated

- **Northeast Alternative**
- Southwest Alternative
- Homestead / Mark Twain Alternative

Exhibit 28: Northeast Alternative summary map. See appendix for detailed mapbook. Numbers show general location of each cross section.



# Alternatives Evaluated



- **Northeast Alternative**
- Southwest Alternative
- Homestead / Mark Twain Alternative

Exhibit 27: Key considerations at cross section locations for the Northeast Alternative (**Red text** indicates values less than C/D/O preferred offset of 20-feet). Cross sections are located in the Appendix.

Northeast (NE) Alternative Key Considerations				
Cross Section ID	Cross Section Location	Trail Offset from RR Centerline	Easement Required	Other Notes
1	51 Homestead Avenue	<b>15 feet</b>	Yes	Requires railroad realignment.
2	Sigourney Street	36 feet (Alt NE-A)/ <b>17 feet (Alt NE-B)</b>	No	Trail routed through unoccupied flanking span (Alt. NE-A) or main span with realigned railroad (Alt. NE-B).
3	Between Sigourney Street and Woodland Street	22 feet	No	
4	Woodland Street	<b>15 feet</b>	Yes	Requires railroad realignment. Requires reconstruction of Woodland Street bridge to 40-foot span length (min.). Trail adjacent to retaining wall and building.
5	333 Homestead Avenue	<b>11 feet</b>	No	Requires railroad realignment. Adjacent to building and loading dock / parking lot.
6	367 Homestead Avenue	<b>17 feet</b>	No	
7	425 Homestead Avenue	<b>12 feet</b>	No	Requires railroad realignment. Adjacent building on property side.
8	Route 44 (Albany Avenue)	<b>10 feet</b>	No	Requires railroad realignment. Trail routed under existing bridge with realigned railroad. Requires pylon relocation or reduced trail width through constrained area.
9	Village at Park River	26 feet	No	
10	Weaver High School Football Field	50 feet	No	Utilizes City of Hartford property at Weaver High School.
11	Weaver High School Baseball Field	34 feet	No	Utilizes City of Hartford property at Weaver High School.



# Alternatives Evaluated

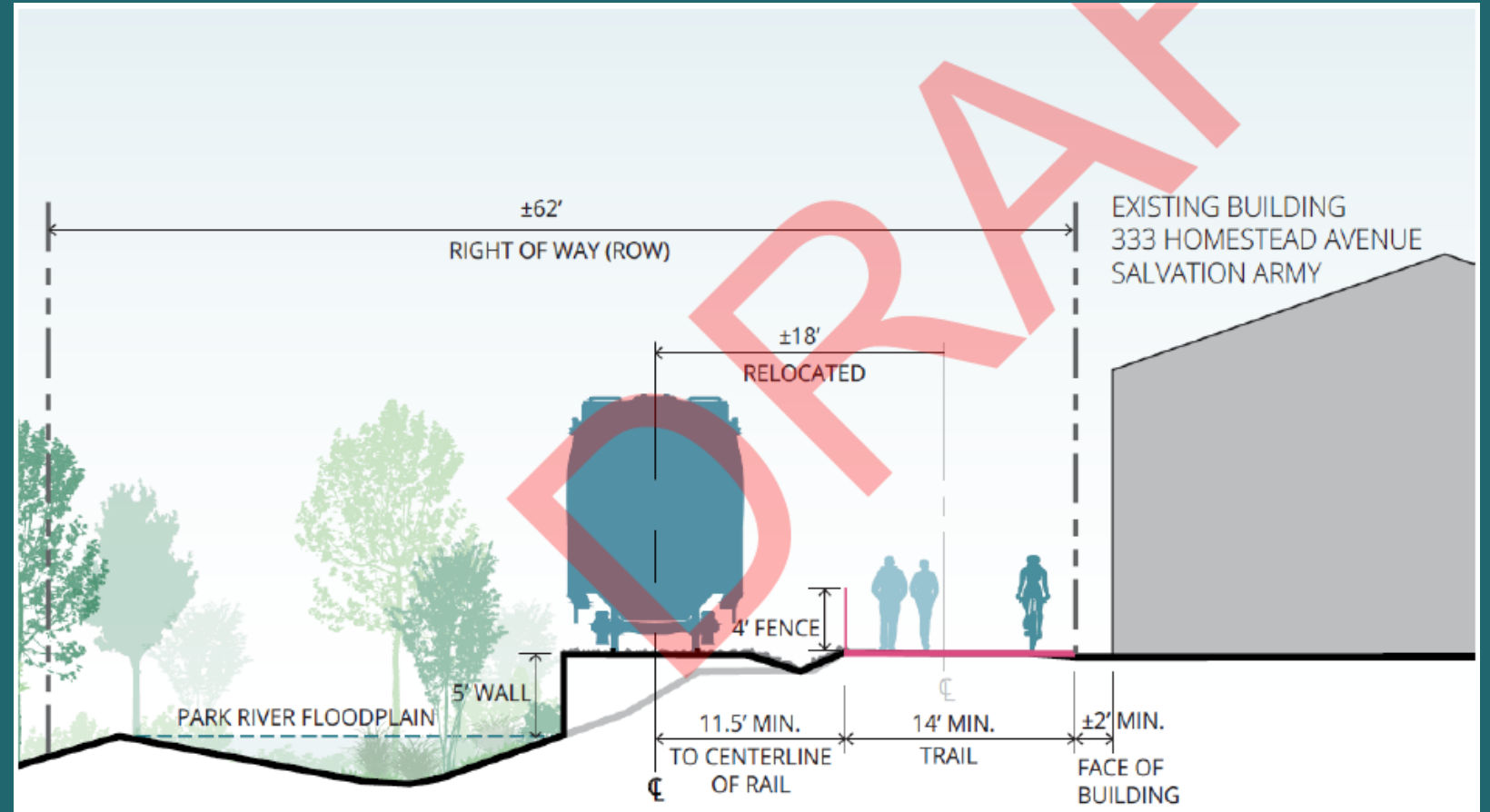
- **Northeast Alternative**
- Southwest Alternative
- Homestead / Mark Twain Alternative





# Alternatives Evaluated

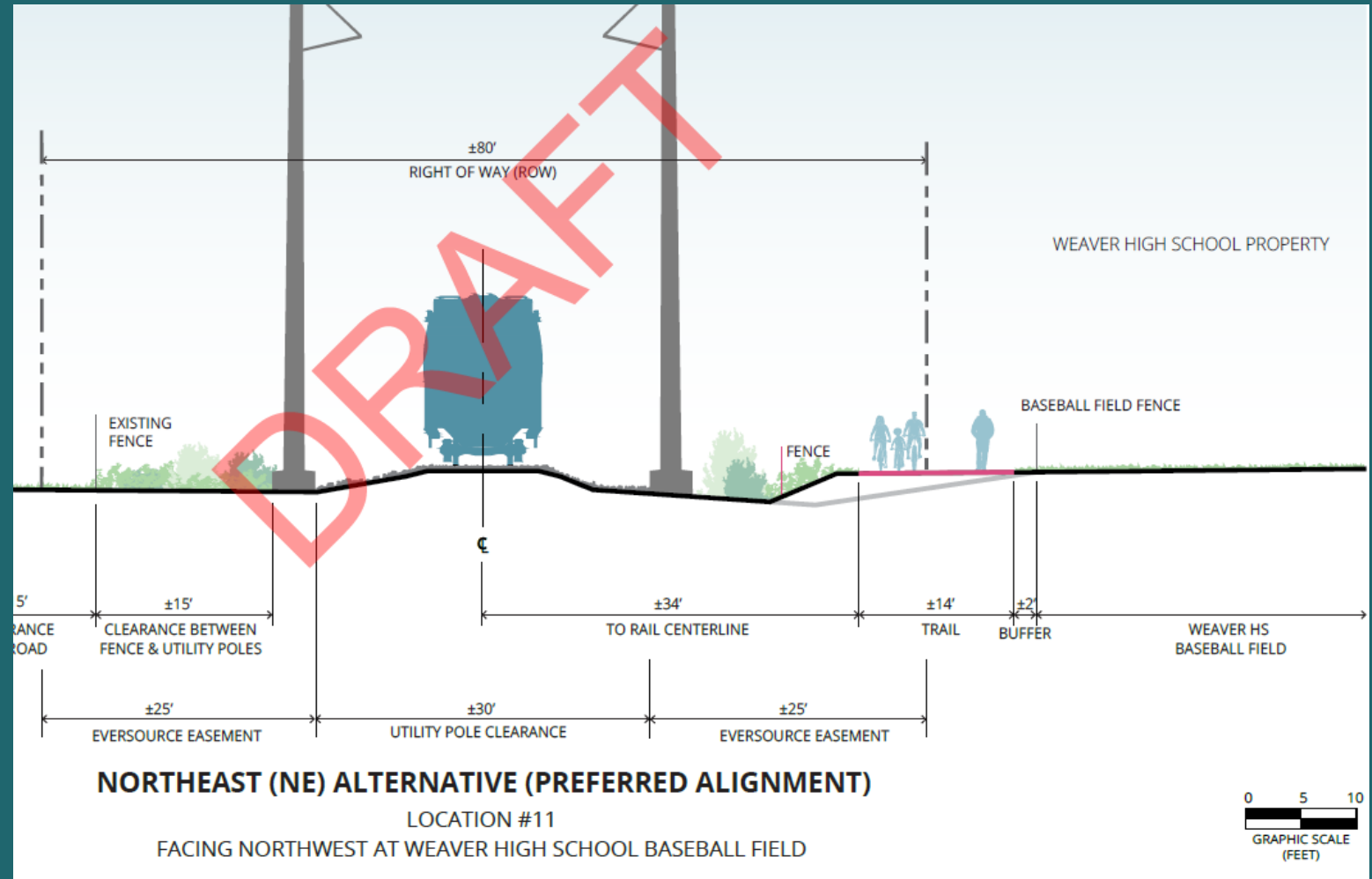
- **Northeast Alternative**
- Southwest Alternative
- Homestead / Mark Twain Alternative





# Alternatives Evaluated

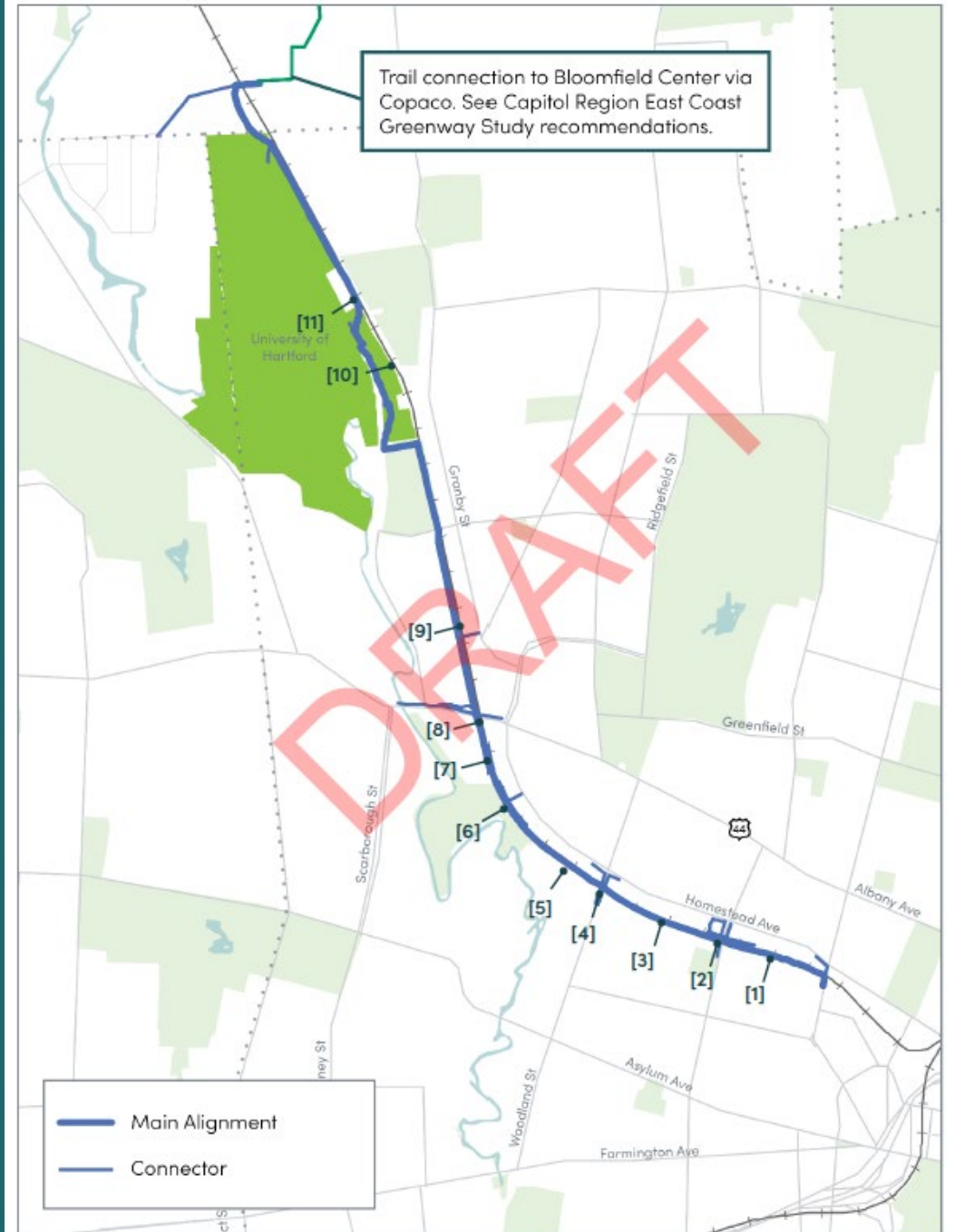
- **Northeast Alternative**
- Southwest Alternative
- Homestead / Mark Twain Alternative



# Alternatives Evaluated

- Northeast Alternative
- **Southwest Alternative**
- Homestead / Mark Twain Alternative

Exhibit 33: Southwest Alternative summary map. See appendix for detailed mapbook. Numbers show general location of each cross section.



# Alternatives Evaluated



- Northeast Alternative
- **Southwest Alternative**
- Homestead / Mark Twain Alternative

Exhibit 32: Key considerations at cross section locations for the Southwest Alternative. (Red text indicates values less than CTDOT preferred offset). Cross sections are located in the Appendix.

Southwest (SW) Alternative Key Considerations				
Cross Section ID	Cross Section Location	Trail Offset from RR Centerline	Easement Required	Other Notes
1	51 Homestead Avenue	14-foot *(See Note)	Yes	Realignment of private drive likely required. While the trail is 14-foot offset rail centerline, existing ROW line (and fencing) approximately 15-feet from rail center. Much of trail to be constructed in acquired easement.
2	Sigourney Street	36-foot	No	Trail routed through unoccupied flanking span.
3	Between Sigourney Street and Woodland Street	32-foot	No	
4	Woodland Street	13-foot	Yes	Trail routed under Woodland Street via new culvert through bridge sidewall or reconstructed bridge. Alternative includes at-grade crossing at Woodland Drive signal. Approx. 250-foot constrained area with <20-foot offset from RR centerline (near 156 Woodland Street, Austin Organs)
5	333 Homestead Avenue	36 feet (Alt SW-A)/ 10 feet (Alt SW-B)	No	Potential floodplain based on available mapping in Alt. SW-A location. Boardwalk or other design features may need to be included.
6	367 Homestead Avenue	20-foot	No	Recommended connection to Homestead Avenue with at-grade crossing of RR in this location. Not required for mainline of trail.
7	425 Homestead Avenue	30-foot	No	
8	Route 44 (Albany Avenue)	50-foot	Yes	Trail routed under Route 44 (Albany Avenue) with new culvert to west of existing bridge. Easement from Connecticut Light & Power (Eversource) required for approach to proposed culvert under Route 44.
9	Village at Park River	52-foot	Yes	Easement required from Hartford Housing Authority / Village at Park River. Trail in this location is compatible with masterplan of site redevelopment.
10	Weaver High School Football Field	20-foot	No	Located on embankment between rail line and water body. Likely structure required.
11	Weaver High School Baseball Field	26-foot	No* - See Note	ROW varies in this area. Easements may be required from University of Hartford in some locations. Additionally, coordination with UHart on continuous connection (no fencing) should be pursued.

# Alternatives Evaluated



- Northeast Alternative
- **Southwest Alternative**
- Homestead / Mark Twain Alternative

Exhibit 35: Cross Section excerpt of the Southwest Alternative, Location 3 (between Sigourney Street and Woodland Street). See the Appendix for all cross sections.

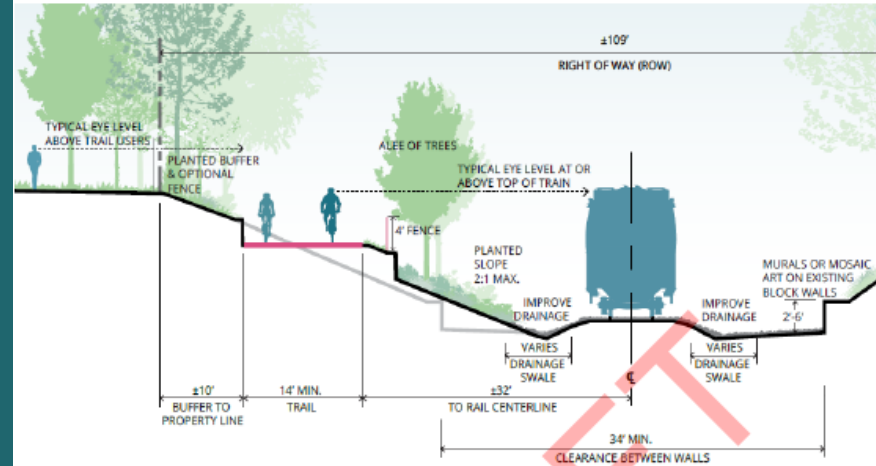
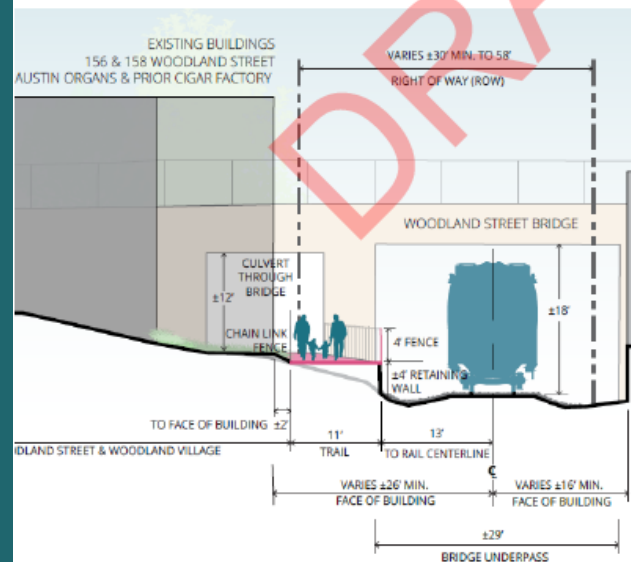


Exhibit 36: Cross Section excerpt of the Southwest Alternative, Location 4 (at Woodland Street). See the Appendix for all cross sections.

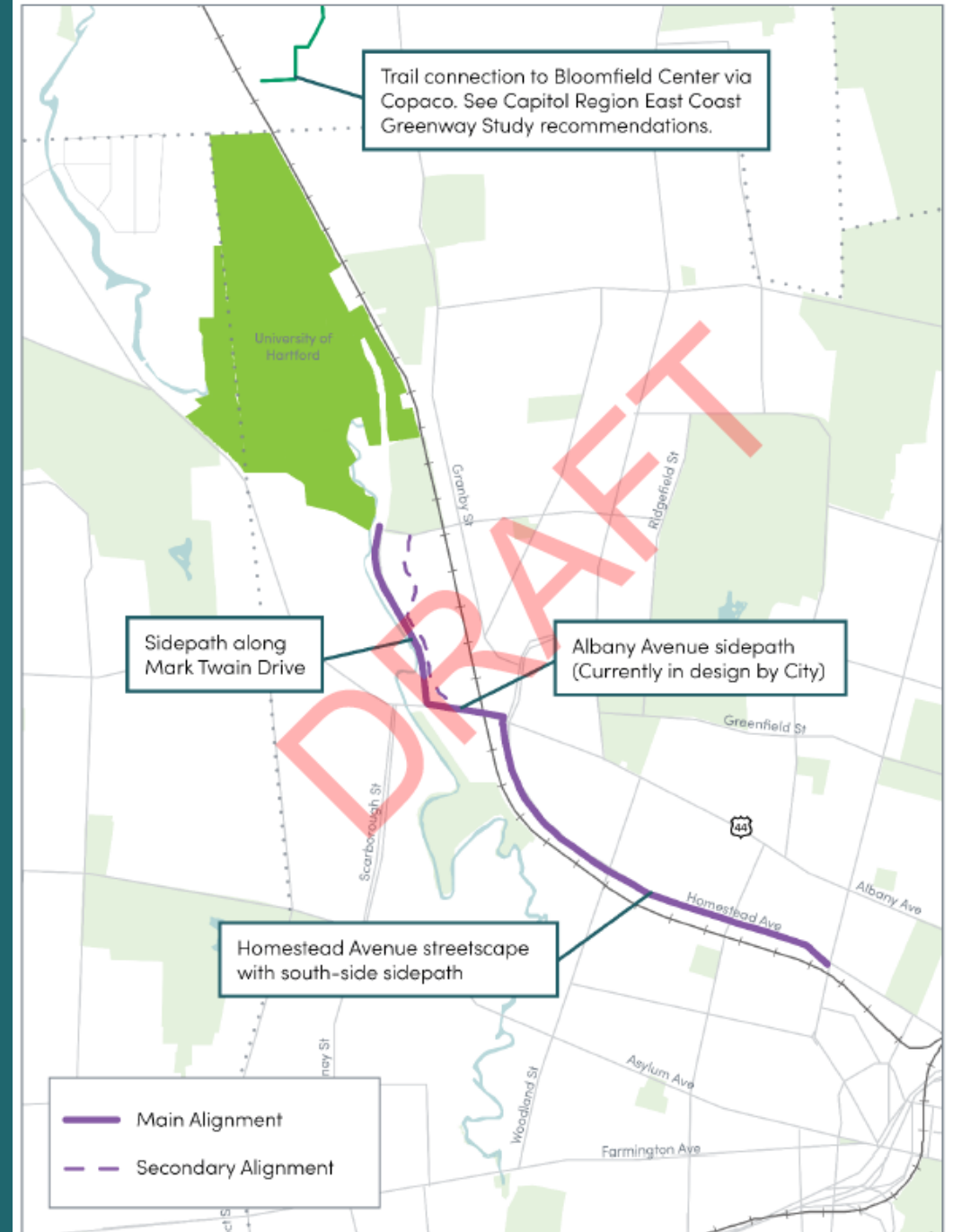




# Alternatives Evaluated

- Northeast Alternative
- Southwest Alternative
- **Homestead / Mark Twain Alternative**

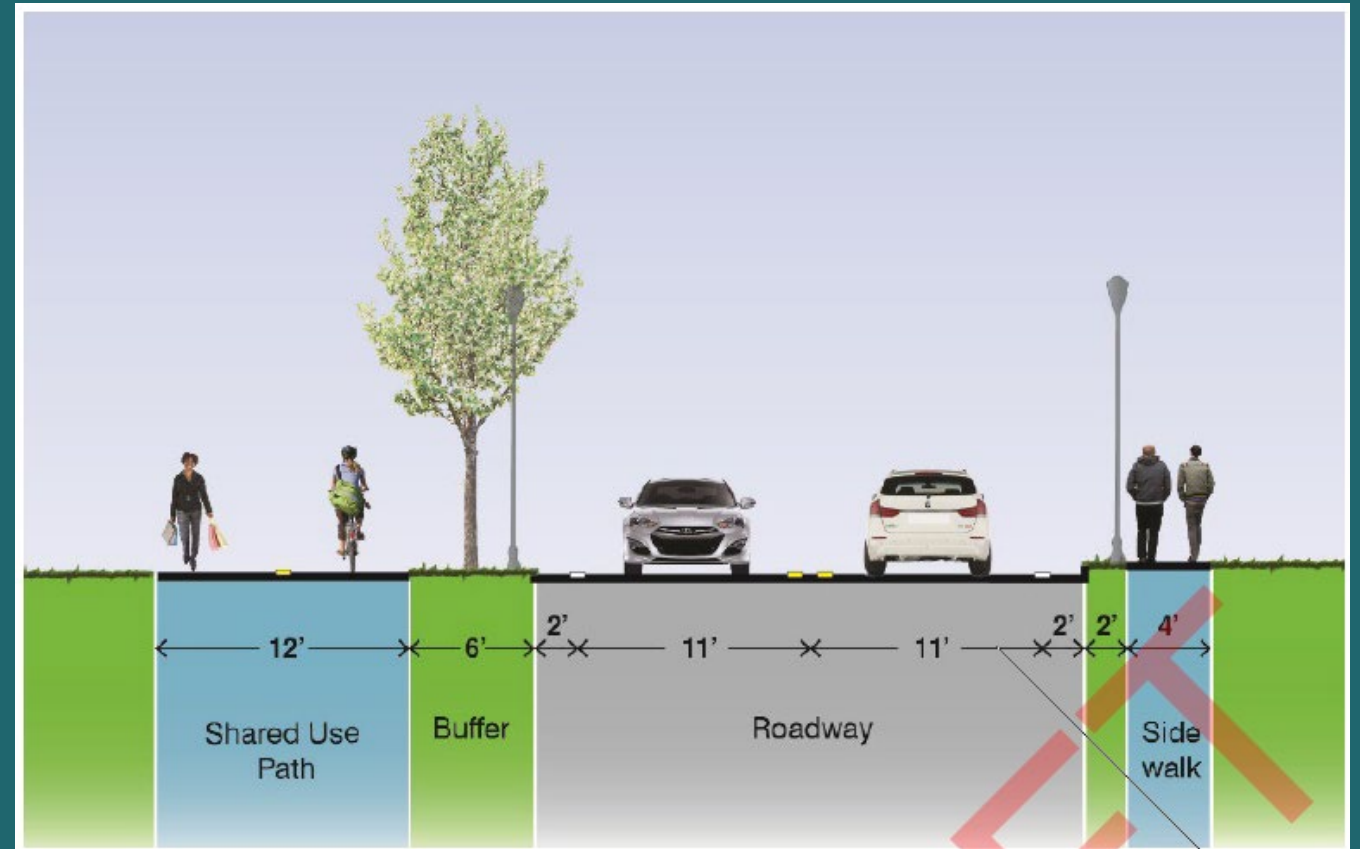
Exhibit 38: Homestead / Mark Twain Alternative summary map.





# Alternatives Evaluated

- Northeast Alternative
- Southwest Alternative
- **Homestead / Mark Twain Alternative**





# Alternatives Evaluated

- Northeast Alternative
- Southwest Alternative
- Homestead / Mark Twain Alternative

*Exhibit 41: Order-of-Magnitude Cost Estimates for Each Alternative (for planning purposes only)*

	<b>Northeast Alternative</b>	<b>Southwest Alternative</b>	<b>Mark Twain Drive / Homestead Avenue</b>
<b>Garden Street to Plainfield Street</b>	\$35 - \$44 M	\$26 - \$33 M *	\$24 - \$30M
<b>Plainfield Street to Tobey Road</b>	\$4 - \$6 M *	\$4 - \$6 M	N/A
<b>Total</b>	<b>\$39 - 50 M</b>	<b>\$30 - 39 M</b>	<b>N/A</b>

Note - \* Denotes selected alternative of the Preferred Alignment. Preferred Alignment total cost approximately \$30-39M.



# Alternatives Evaluated

- Northeast Alternative
- Southwest Alternative
- Homestead / Mark Twain Alternative

Exhibit 43: Summary Alternative Chart for Study Area between Garden Street and Plainfield Street

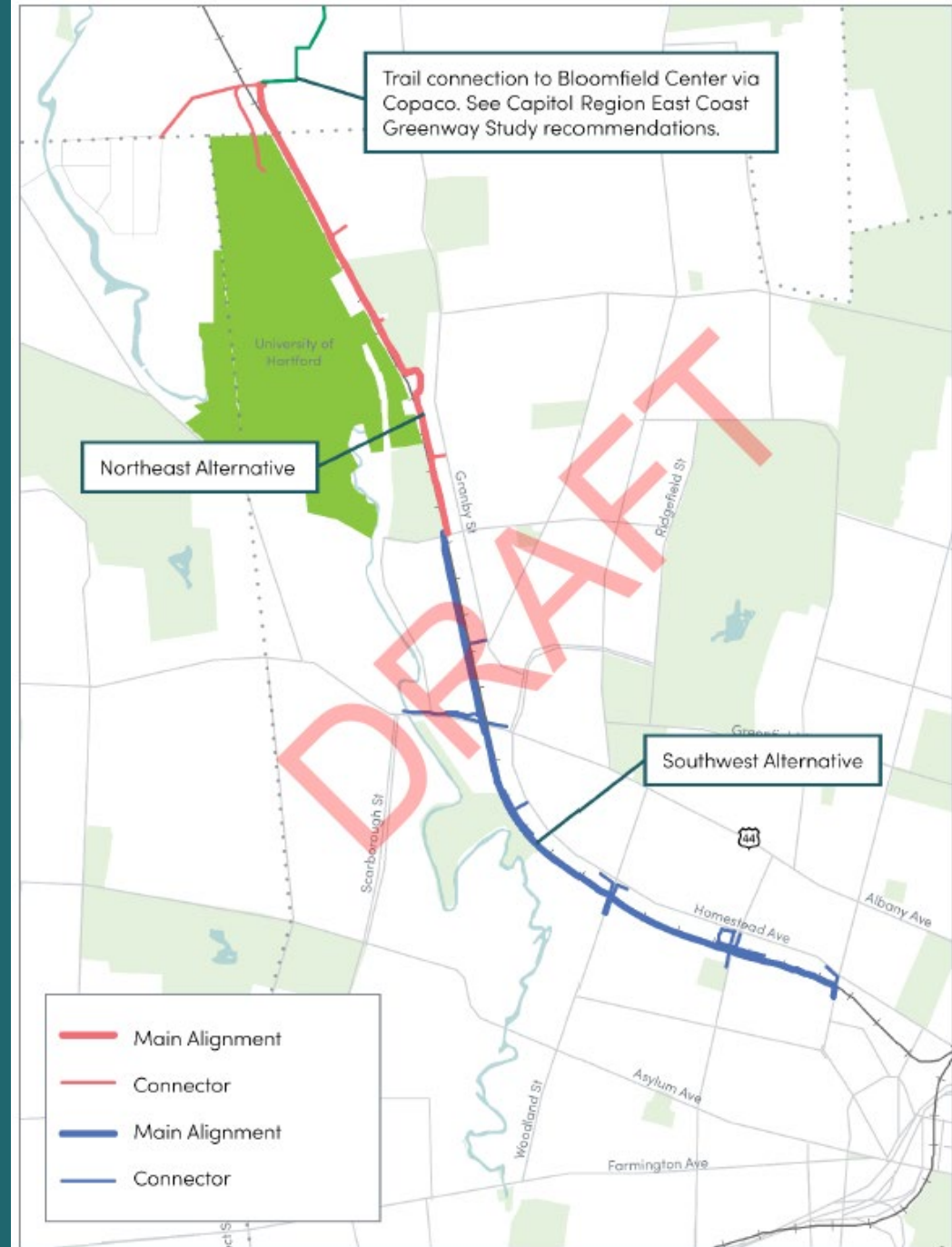
	Southwest Alternative	Northeast Alternative	Mark Twain Drive / Homestead Avenue
Order-of-Magnitude Costs	●●●●	●	●●●●
Potential Economic Benefits	●●	●●	●
Anticipated Project Duration / Complexity	●●●●	●	●●
Rail & Traffic Safety for Trail Users	●●●●	●●●●	●
Trail Connectivity to Adjacent Properties, Neighborhoods and Destinations	●●●●	●●●●	●
Impacts to Railroad Operations during Construction	●●	●	●●●●
Impacts to Railroad Operations post-Construction	●●	●●	●●●●
On-Going Operations, Maintenance and Security Costs	●●	●●	●●●●

Exhibit 44: Summary Alternative Chart for Study Area between Plainfield Street and Tobey Road

	Southwest Alternative	Northeast Alternative
Order-of-Magnitude Costs	●●●●	●●●●
Potential Economic Benefits	●	●
Anticipated Project Duration / Complexity	●	●●●●
Rail & Traffic Safety for Trail Users	●●	●●●●
Trail Connectivity to Adjacent Properties, Neighborhoods and Destinations	●●	●●●●
Impacts to Railroad Operations during Construction	●●●●	●●●●
Impacts to Railroad Operations post-Construction	●●●●	●●●●
On-Going Operations, Maintenance and Security Costs	●●●●	●●

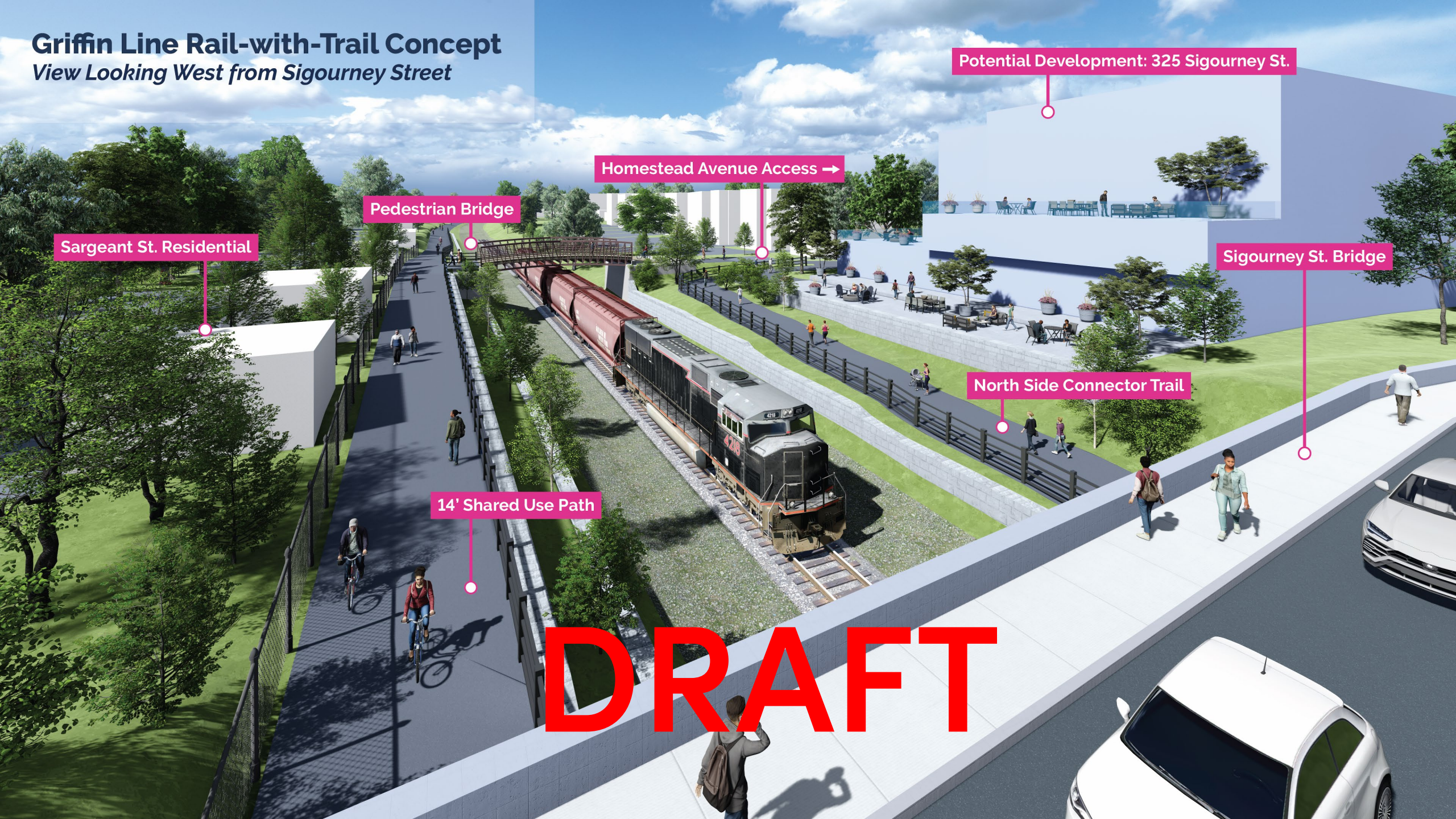
# Preferred Alternative

Exhibit 46: Preferred Alternative summary map. See appendix for detailed mapbook.



# Griffin Line Rail-with-Trail Concept

View Looking West from Sigourney Street



Sargeant St. Residential

Pedestrian Bridge

Homestead Avenue Access →

Potential Development: 325 Sigourney St.

Sigourney St. Bridge

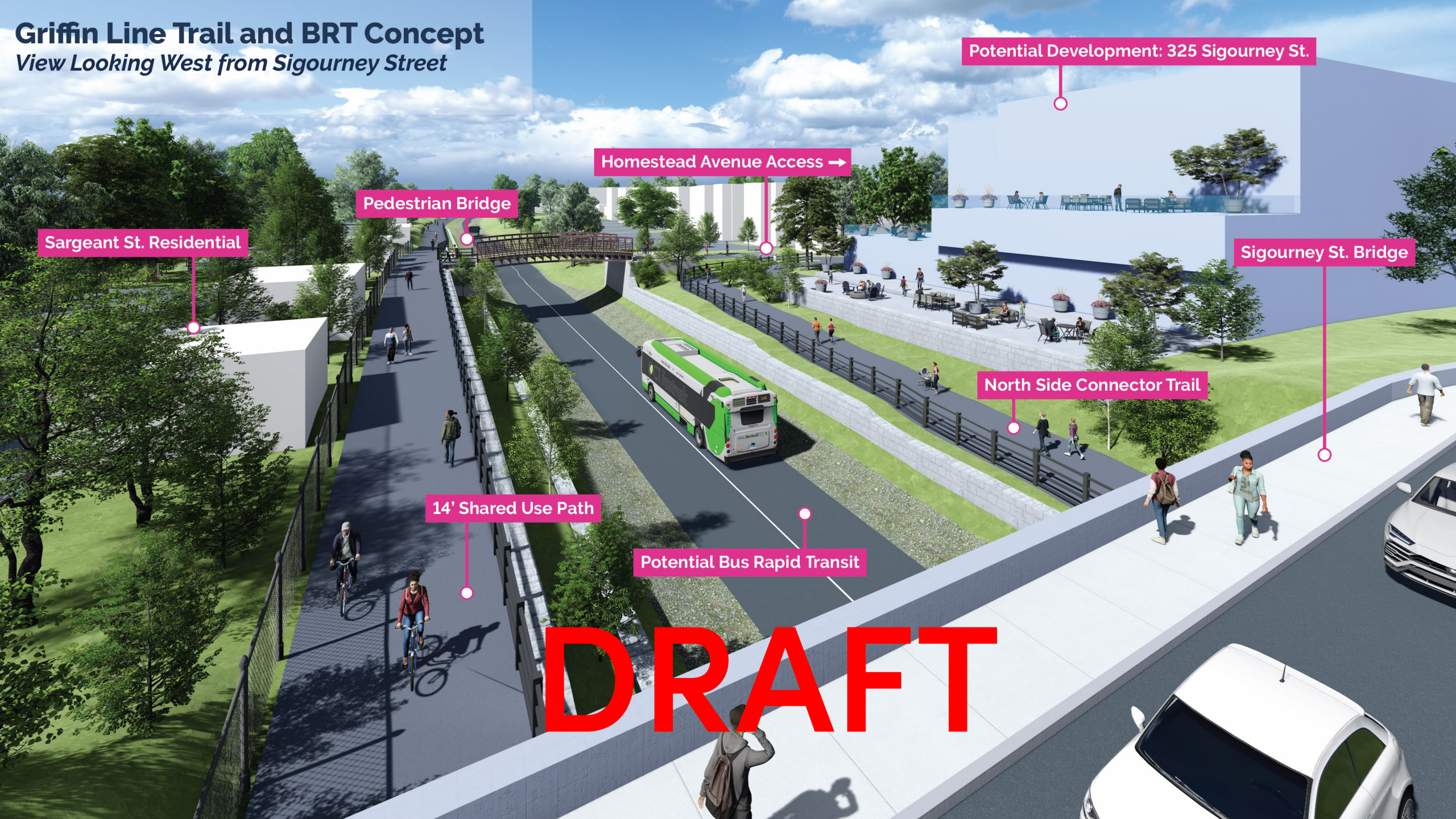
North Side Connector Trail

14' Shared Use Path

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# Griffin Line Trail and BRT Concept

View Looking West from Sigourney Street



Sargeant St. Residential

Pedestrian Bridge

Homestead Avenue Access →

Potential Development: 325 Sigourney St.

Sigourney St. Bridge

North Side Connector Trail

14' Shared Use Path

Potential Bus Rapid Transit

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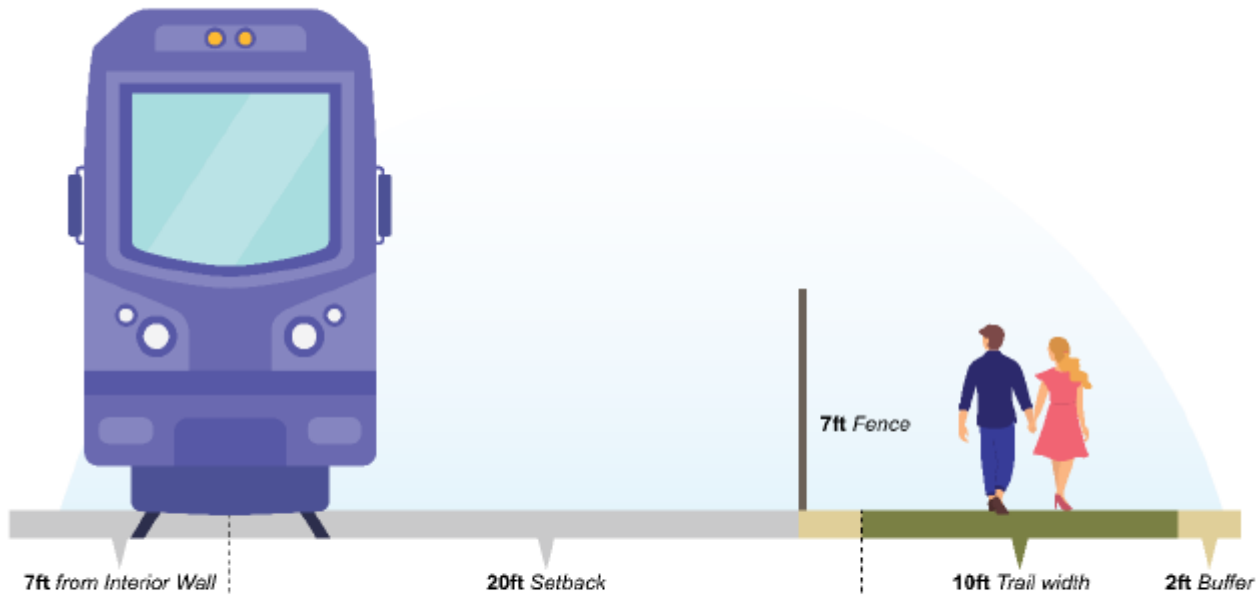
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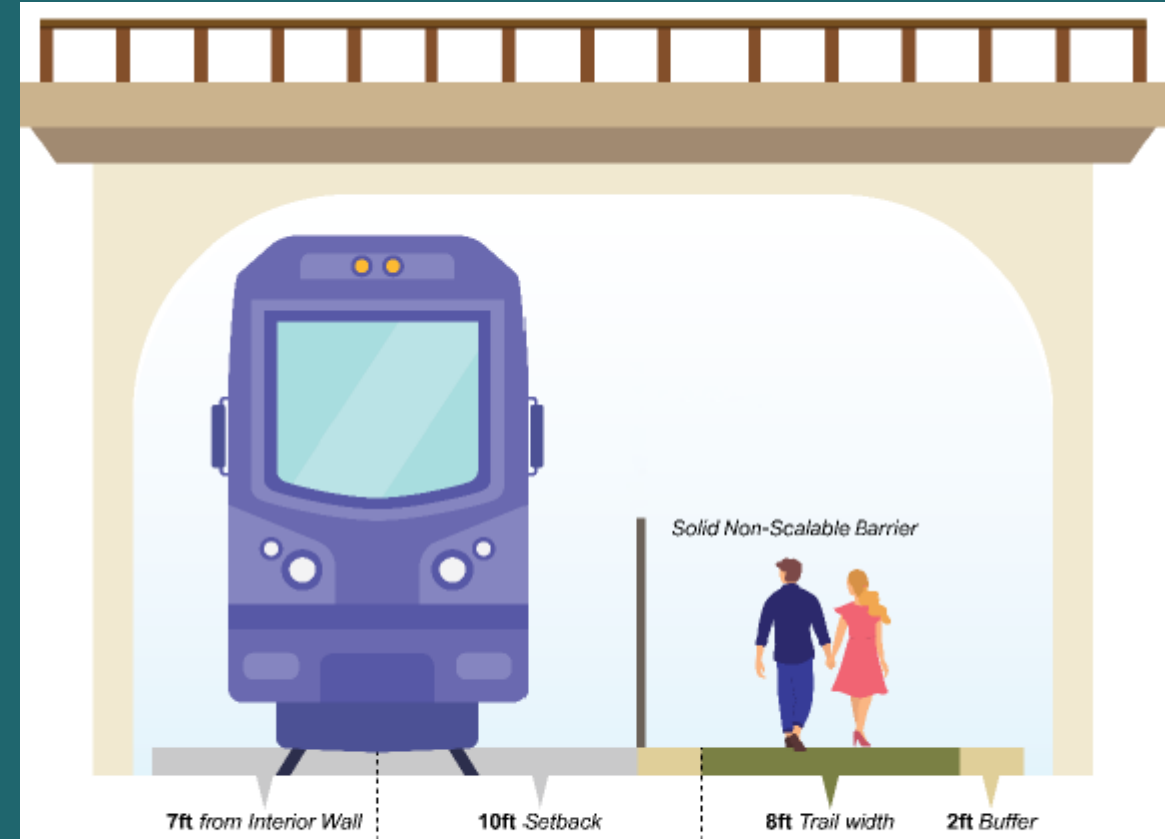
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# Fencing – CTDOT 2023 Guidelines



**Preferred Design Standard**



**Physically Constrained Standard**

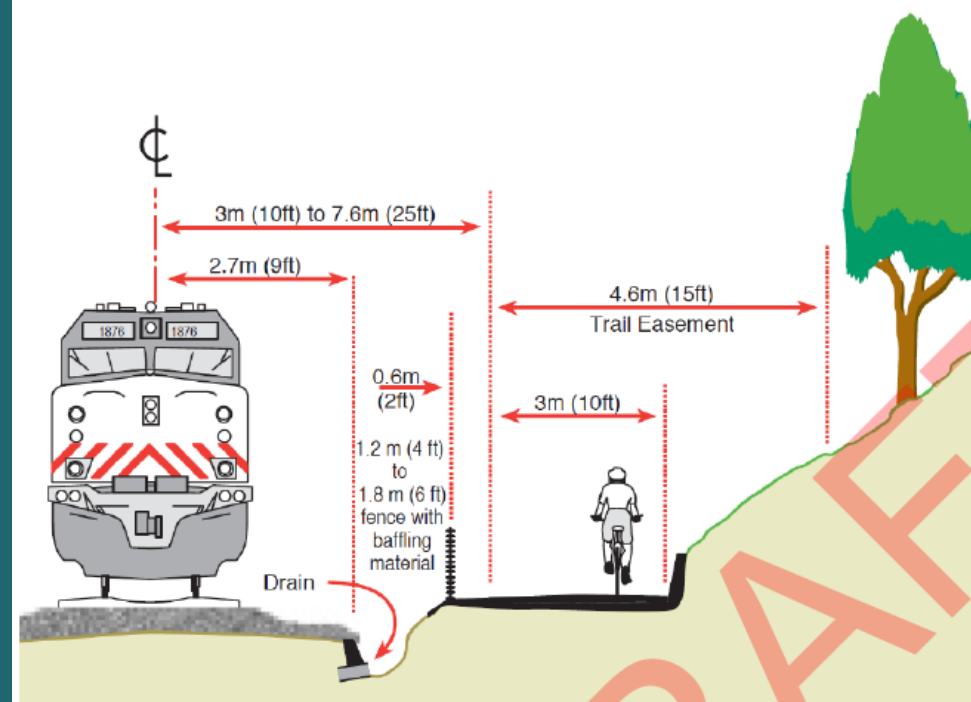
# Fencing



While fencing can provide safety benefits and reduce trespassing, it also can reduce visibility. It is often important to maintain visual access to the trail corridor from adjacent land uses so that portions of the trail do not become isolated from public view. This is especially true in areas where perceived or actual levels of crime are high. Fence design in these instances should not block visual access to the trail corridor; a shorter height or transparent fencing style, such as chain-link, may be appropriate.

- Federal Railroad Administration, Rail-with-Trail Guide

Exhibit 50: Diagram of trail fencing suggested by FRA and the FHWA in the Rail-with-Trail Guide



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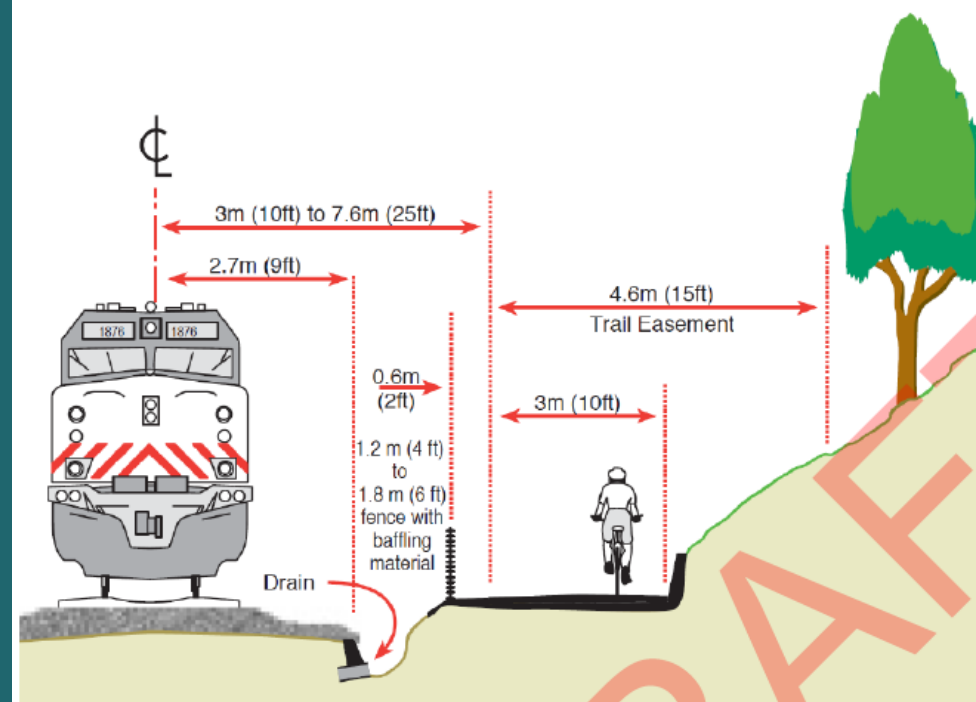
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While fencing can provide safety benefits and reduce trespassing, **it also can reduce visibility**. It is often important to maintain visual access to the trail corridor from adjacent land uses so that portions of the trail do not become isolated from public view. This is especially true in areas where perceived or actual levels of crime are high. **Fence design in these instances should not block visual access to the trail corridor**; a shorter height or transparent fencing style, such as chain-link, may be appropriate.

- Federal Railroad Administration, Rail-with-Trail Guide

Exhibit 50: Diagram of trail fencing suggested by FRA and the FHWA in the Rail-with-Trail Guide



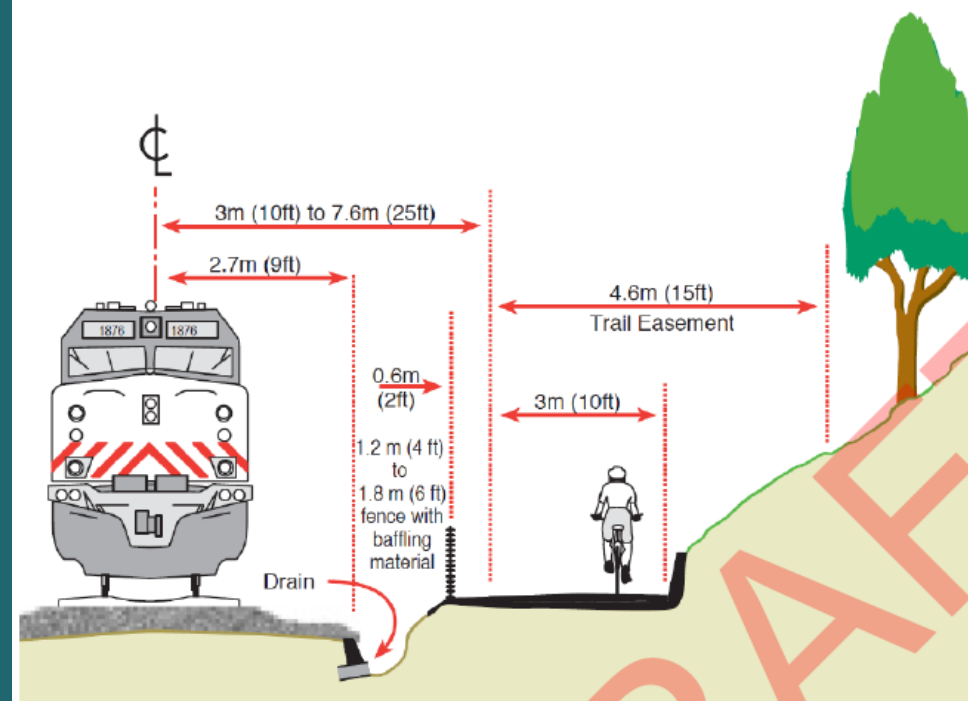
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# Fencing



The *Guide* also recognizes that vegetation, drainage ditches and/or vertical separation, where trails are located 10-feet or more higher than the adjacent rail line, all can reduce the concern for trespassing on the rail line, and similarly reduce the need for tall fencing or any fencing at all (*Rail-with-Trail Guide*, pg. 56)

Exhibit 50: Diagram of trail fencing suggested by FRA and the FHWA in the Rail-with-Trail Guide



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# Fencing



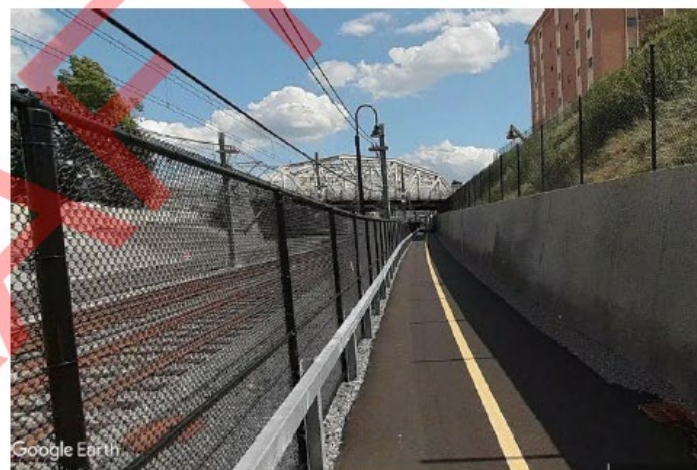
Exhibit 26: Rail-with-trail along active railroad corridors.

**Upper left:** Blackstone River Greenway (Source: Google Earth)

**Upper right:** Burlington Greenway (Source: Stephen Mease Photography)

**Lower left:** Manhan Rail Trail (Source: Google Earth)

**Lower right:** Somerville Community Path (Source: Google Earth)





# Preferred Alternative



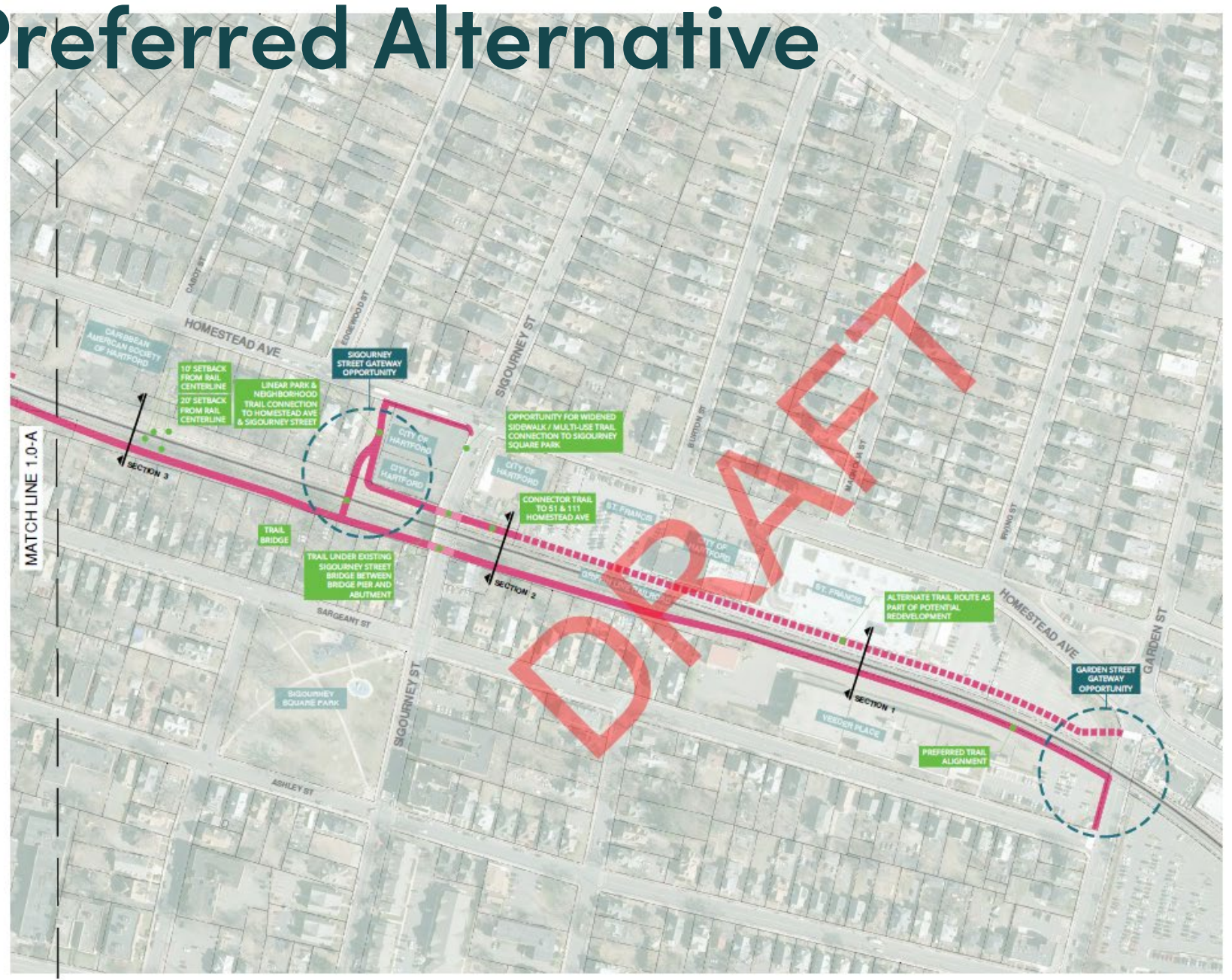
416 Asylum Street  
Hartford, CT 06103  
860-247-7200  
fhi.studio.com

ENGAGE | DESIGN | ADVANCE

Prepared For:



C:\Users\j\Documents\Greenway\H\Map\1000\1000\_0001\1000\_0001.dwg, 1/11/2023 12:52:21 PM, kishorek@fhi.com



MATCH LINE 1.0-A

SECTION 3

SECTION 2

SECTION 1



PROPOSED:  
**GRIFFIN LINE TRAIL  
PREFERRED ALIGNMENT**  
GARDEN STREET TO ALBANY AVE  
HARTFORD, CT

**GRIFFIN LINE  
PROPOSED  
ALIGNMENT**

Issue Date: JANUARY 12, 2023

Scale: 1"=100'	Drawn by: K.M.
Project number: 1952	
Sheet #: L-1.0	



# Hartford Screening Results



# Griffin Line

For the Hartford – Bloomfield Gap, our shortlist includes:

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





# Hartford Screening Results

Capitol Region East Coast Greenway Gap Study

**DRAFT** Hartford-Bloomfield Evaluation Matrix - February 27, 2024

Criteria	Griffin Line Segments?	Southern Alignments (West End)			Central Alignments (Griffin Line South of Route 44)						Northern Alignments (via CT River Trail)	
		Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
		HB-S1	HB-S2a	HB-S2b	HB-C1a	HB-C1b	HB-C2a	HB-C2b	HB-C3a	HB-C3b	HB-N1	HB-N2
		Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score
<b>Off-Road</b>	30.00	22.0	22.5	22.3	26.3	25.9	25.4	25.2	25.2	25.0	25.1	24.9
<b>Traffic Safety</b>	30.00	10.0	1.9	0.3	26.0	26.4	18.0	18.4	16.4	16.8	28.1	26.6
<b>Connectivity</b>	30.00	24.3	22.2	22.8	23.8	16.7	22.3	15.8	22.2	15.8	8.2	8.4
<b>Equity</b>	30.00	8.0	25.0	25.0	6.2	11.2	25.8	29.4	25.9	29.5	12.6	12.6
<b>Environment</b>	20.00	14.2	13.7	13.5	14.5	11.2	14.0	10.6	13.8	10.5	4.4	4.2
<b>Personal Security</b>	10.00	6.8	8.9	8.5	6.3	5.0	8.9	8.0	8.4	7.5	4.0	3.3
<b>Right-of-Way</b>	10.00	10.0	9.7	2.3	8.4	7.9	7.9	7.4	0.5	0.0	9.8	2.5
<b>Cost</b>	10.00	5.8	0.0	0.2	8.8	7.9	2.9	2.0	3.1	2.2	9.8	10.0
<b>Economic Opportunity</b>												
<b>Total Score</b>	<b>170.00</b>	<b>101.1</b>	<b>103.9</b>	<b>95.0</b>	<b>120.2</b>	<b>112.2</b>	<b>125.2</b>	<b>116.8</b>	<b>115.6</b>	<b>107.2</b>	<b>102.1</b>	<b>92.4</b>

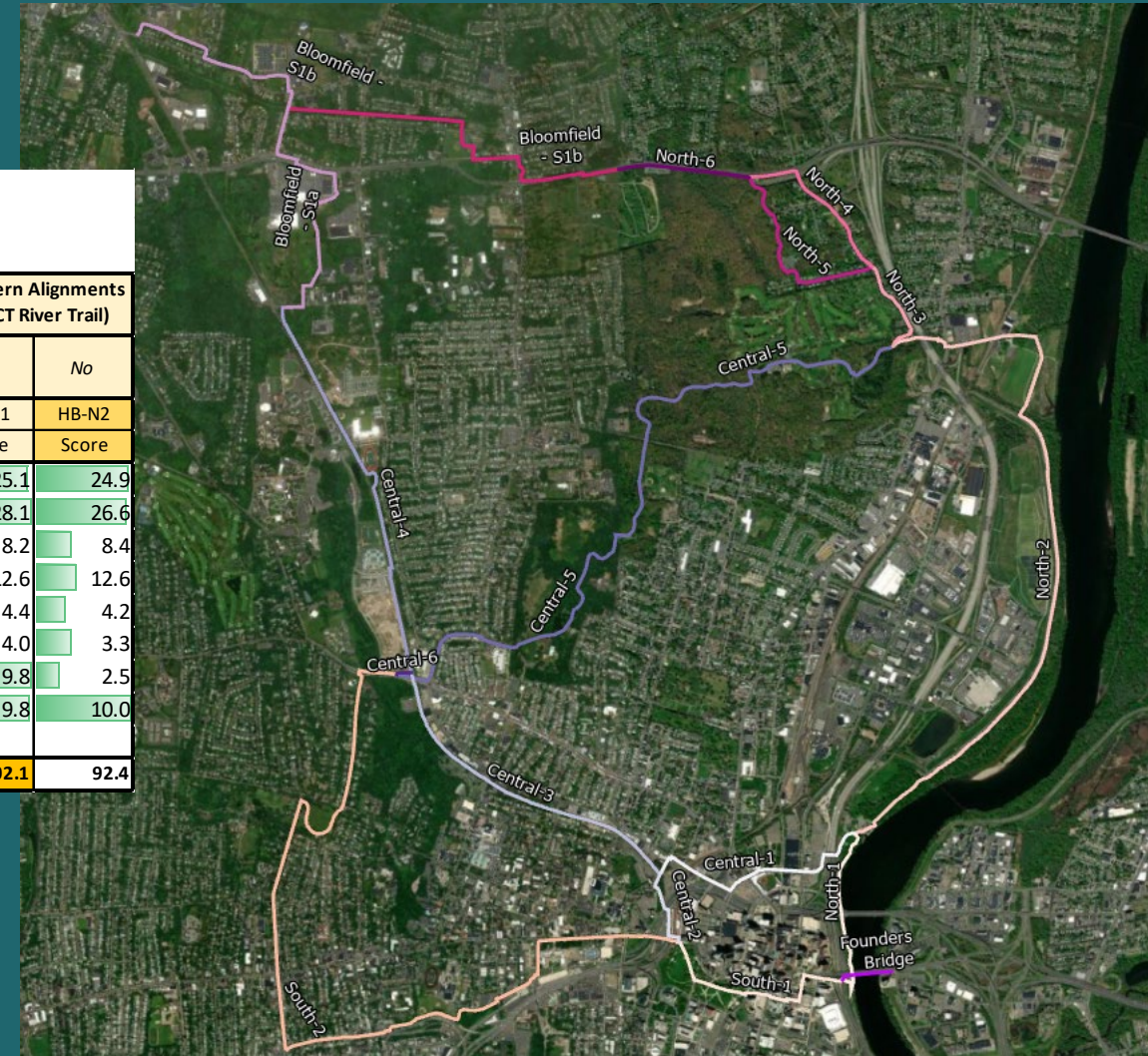


# Hartford Screening Results

## Capitol Region East Coast Greenway Gap Study

### **DRAFT** Hartford-Bloomfield Evaluation Matrix - February 27, 2024

Criteria	Griffin Line Segments?	Southern Alignments (West End)			Central Alignments (Griffin Line South of Route 44)						Northern Alignments (via CT River Trail)	
		Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
		Available Points	HB-S1 Score	HB-S2a Score	HB-S2b Score	HB-C1a Score	HB-C1b Score	HB-C2a Score	HB-C2b Score	HB-C3a Score	HB-C3b Score	HB-N1 Score
<b>Off-Road</b>	30.00	22.0	22.5	22.3	26.3	25.9	25.4	25.2	25.2	25.0	25.1	24.9
<b>Traffic Safety</b>	30.00	10.0	1.9	0.3	26.0	26.4	18.0	18.4	16.4	16.8	28.1	26.6
<b>Connectivity</b>	30.00	24.3	22.2	22.8	23.8	16.7	22.3	15.8	22.2	15.8	8.2	8.4
<b>Equity</b>	30.00	8.0	25.0	25.0	6.2	11.2	25.8	29.4	25.9	29.5	12.6	12.6
<b>Environment</b>	20.00	14.2	13.7	13.5	14.5	11.2	14.0	10.6	13.8	10.5	4.4	4.2
<b>Personal Security</b>	10.00	6.8	8.9	8.5	6.3	5.0	8.9	8.0	8.4	7.5	4.0	3.3
<b>Right-of-Way</b>	10.00	10.0	9.7	2.3	8.4	7.9	7.9	7.4	0.5	0.0	9.8	2.5
<b>Cost</b>	10.00	5.8	0.0	0.2	8.8	7.9	2.9	2.0	3.1	2.2	9.8	10.0
<b>Economic Opportunity</b>												
<b>Total Score</b>	<b>170.00</b>	<b>101.1</b>	<b>103.9</b>	<b>95.0</b>	<b>120.2</b>	<b>112.2</b>	<b>125.2</b>	<b>116.8</b>	<b>115.6</b>	<b>107.2</b>	<b>102.1</b>	<b>92.4</b>



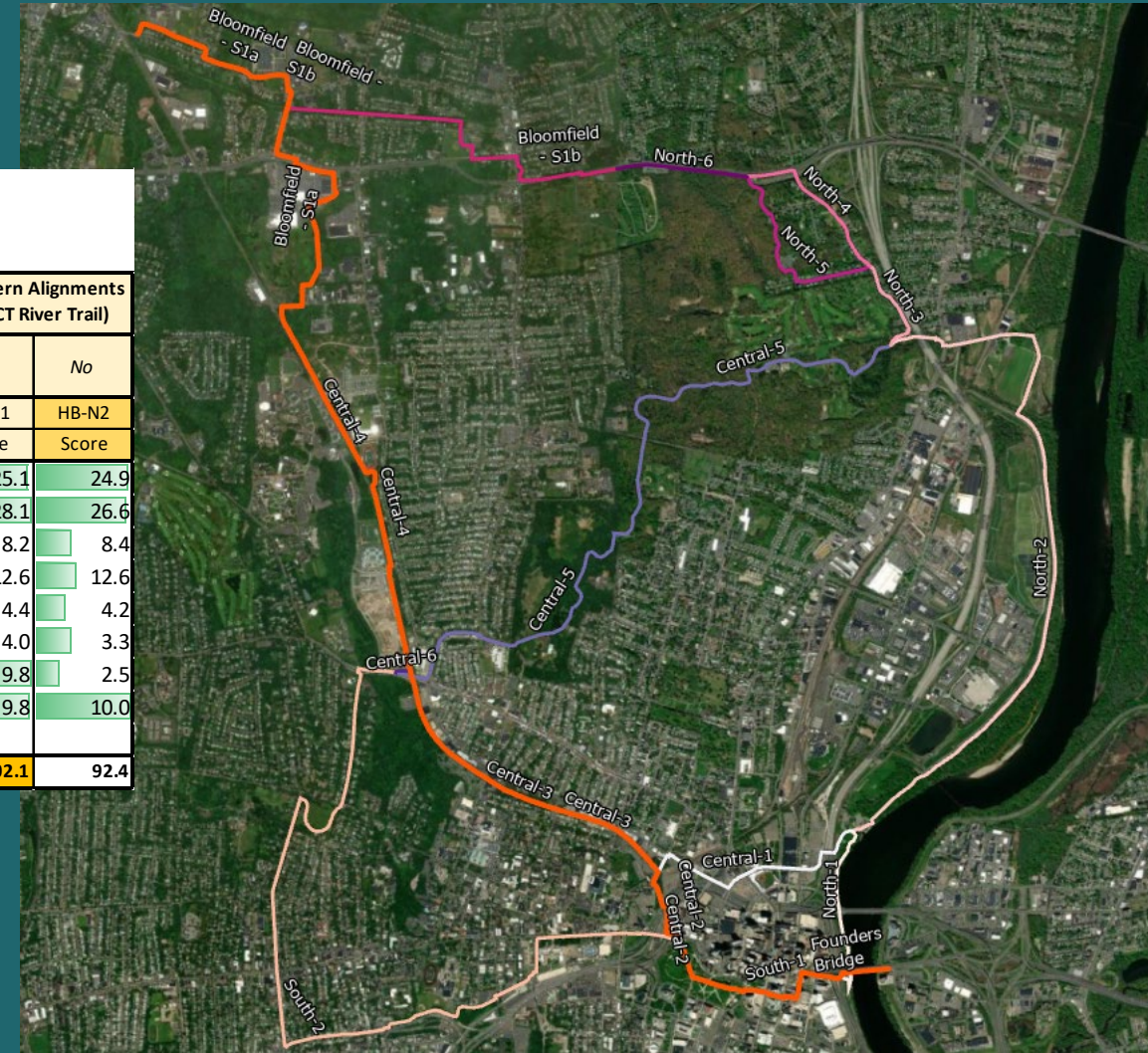


# Hartford Screening Results

## Capitol Region East Coast Greenway Gap Study

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Criteria	Griffin Line Segments?	Southern Alignments (West End)			Central Alignments (Griffin Line South of Route 44)						Northern Alignments (via CT River Trail)	
		Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
		Available Points	HB-S1	HB-S2a	HB-S2b	HB-C1a	HB-C1b	HB-C2a	HB-C2b	HB-C3a	HB-C3b	HB-N1
	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	
<b>Off-Road</b>	30.00	22.0	22.5	22.5	26.0	25.9	25.4	25.2	25.2	25.0	25.1	24.9
<b>Traffic Safety</b>	30.00	10.0	1.9	0.3	26.0	26.4	18.0	18.4	16.4	16.8	28.1	26.6
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<b>Right-of-Way</b>	10.00	10.0	9.7	2.3	8.4	7.9	7.9	7.4	0.5	0.0	9.8	2.5
<b>Cost</b>	10.00	5.8	0.0	0.2	8.8	7.9	2.9	2.0	3.1	2.2	9.8	10.0
<b>Economic Opportunity</b>												
<b>Total Score</b>	<b>170.00</b>	<b>101.1</b>	<b>103.9</b>	<b>95.0</b>	<b>120.2</b>	<b>112.2</b>	<b>125.2</b>	<b>116.8</b>	<b>115.6</b>	<b>107.2</b>	<b>102.1</b>	<b>92.4</b>



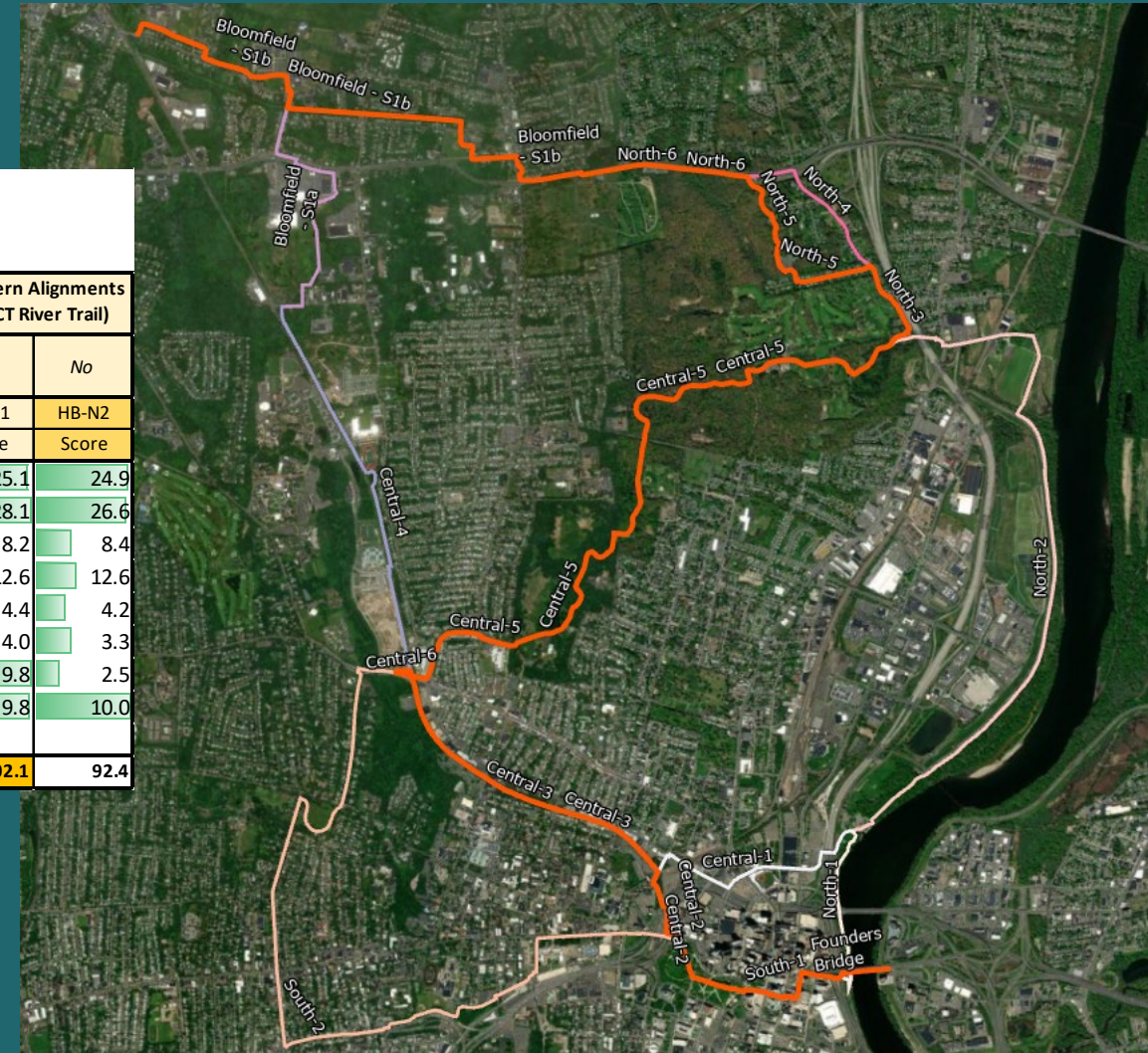


# Hartford Screening Results

## Capitol Region East Coast Greenway Gap Study

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Criteria	Available Points	Southern Alignments (West End)			Central Alignments (Griffin Line South of Route 44)						Northern Alignments (via CT River Trail)	
		Griffin Line Segments?			Yes	Yes	Yes	Yes	Yes	Yes	No	No
		Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	
<b>Off-Road</b>	30.00	22.0	22.5	22.3	26.3	25.9	25.7	25.2	25.2	25.0	25.1	24.9
<b>Traffic Safety</b>	30.00	10.0	1.9	0.3	26.0	26.4	18.0	18.4	16.4	16.8	28.1	26.6
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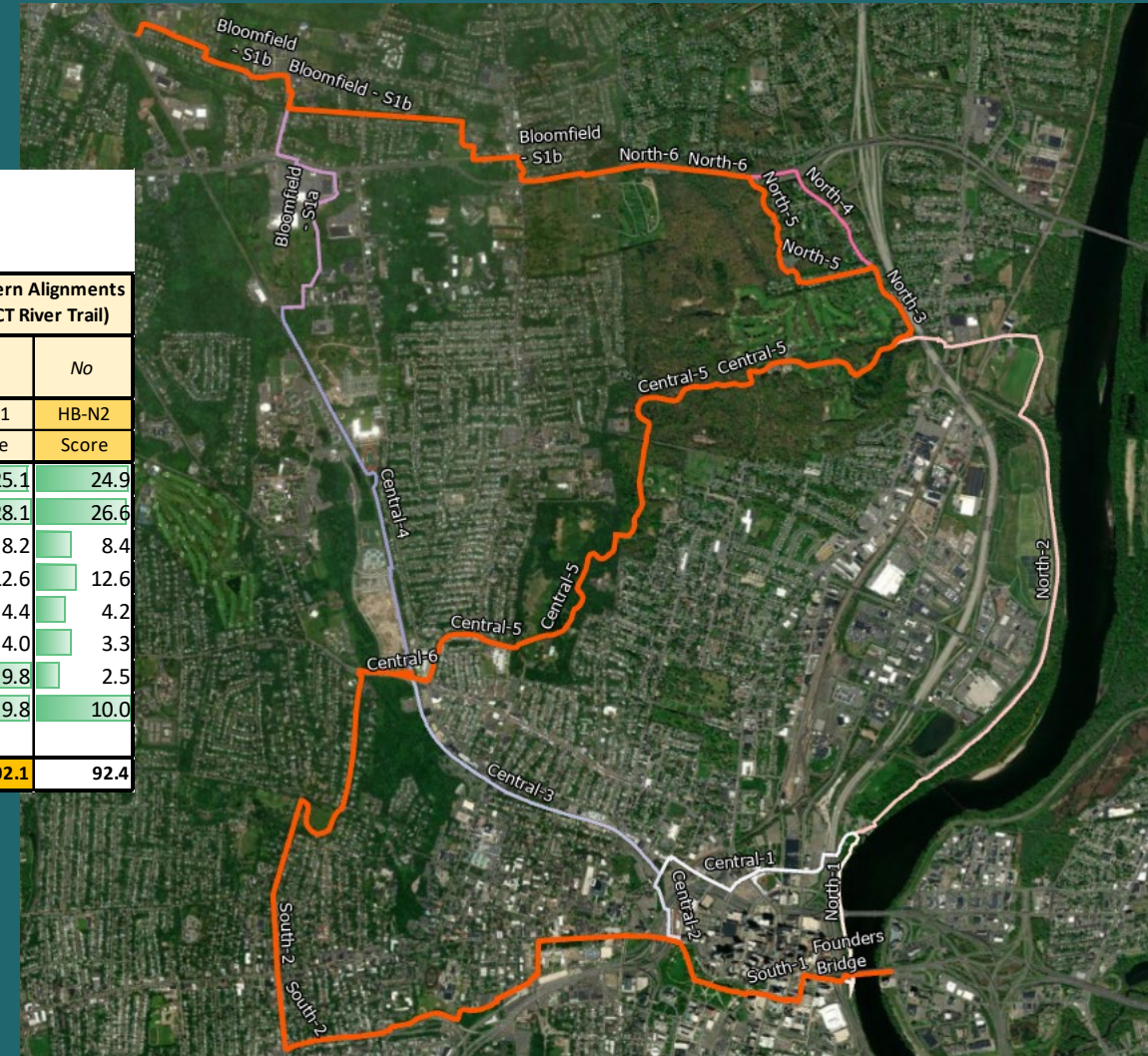


# Hartford Screening Results

## Capitol Region East Coast Greenway Gap Study

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		Griffin Line Segments?			Yes	Yes	Yes	Yes	Yes	Yes	No	No
		Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	
<b>Off-Road</b>	30.00	22.1	22.3	22.3	26.3	25.9	25.4	25.2	25.2	25.0	25.1	24.9
<b>Traffic Safety</b>	30.00	10.0	1.9	0.3	26.0	26.4	18.0	18.4	16.4	16.8	28.1	26.6
<b>Connectivity</b>	30.00	24.3	22.2	22.8	23.8	16.7	22.3	15.8	22.2	15.8	8.2	8.4
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<b>Right-of-Way</b>	10.00	10.0	9.7	2.3	8.4	7.9	7.9	7.4	0.5	0.0	9.8	2.5
<b>Cost</b>	10.00	5.8	0.0	0.2	8.8	7.9	2.9	2.0	3.1	2.2	9.8	10.0
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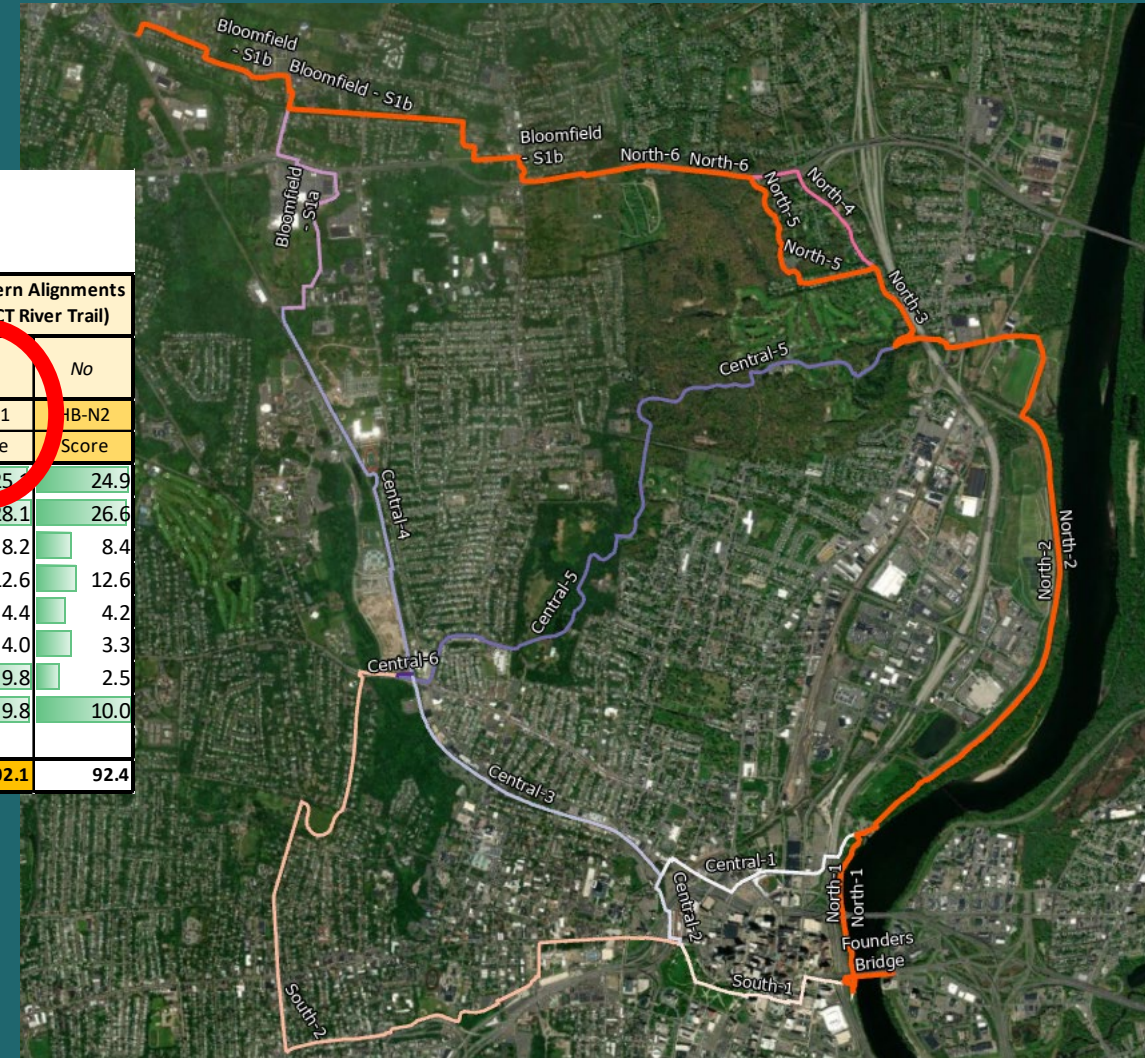


# Hartford Screening Results

## Capitol Region East Coast Greenway Gap Study

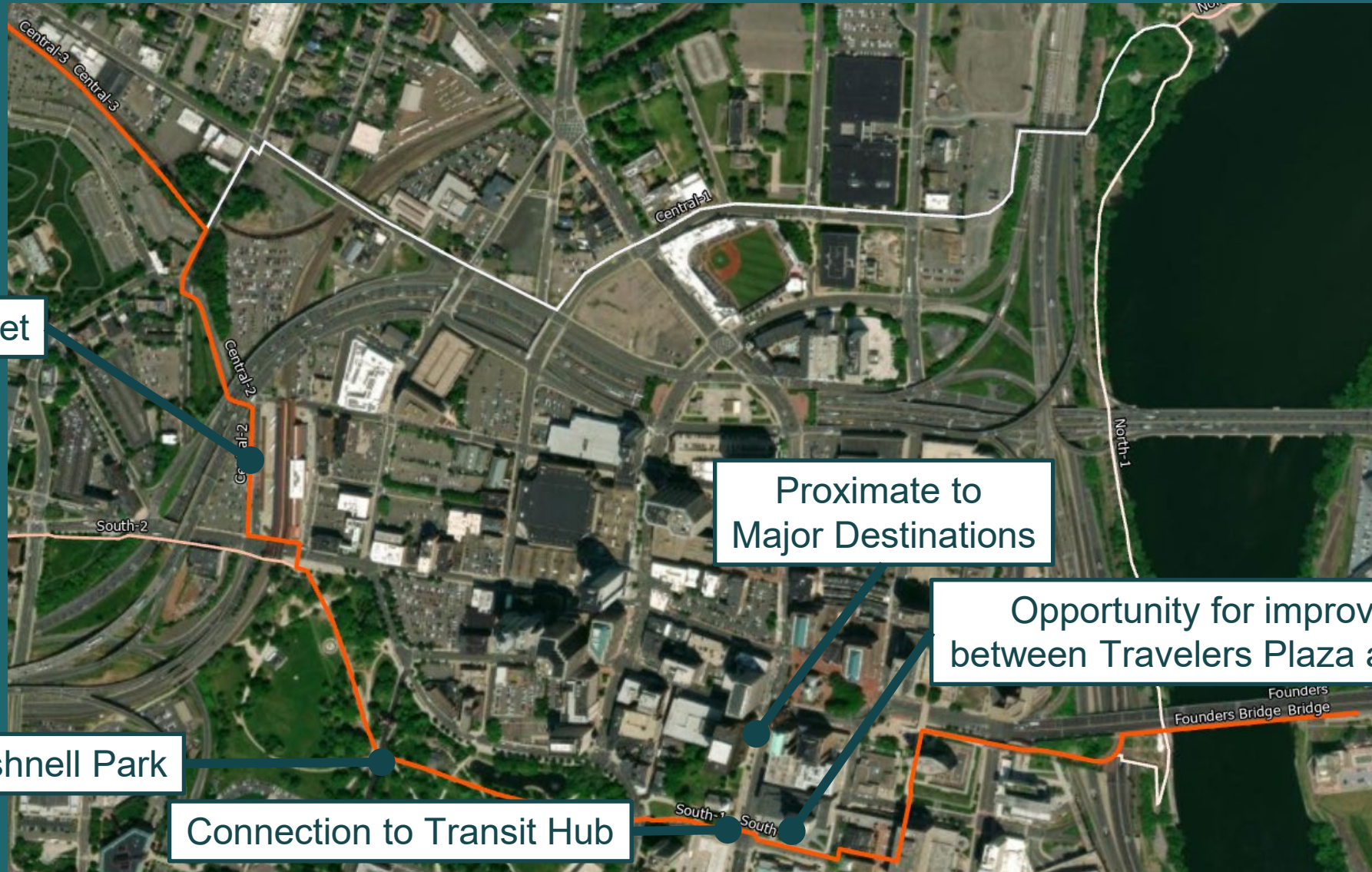
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		Griffin Line Segments?			Yes	Yes	Yes	Yes	Yes	Yes	No	No
		Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	
<b>Off-Road</b>	30.00	22.0	22.5	22.3	26.3	25.9	25.4	25.2	25.2	25.0	25.0	24.9
<b>Traffic Safety</b>	30.00	10.0	1.9	0.3	26.0	26.4	18.0	18.4	16.4	16.8	28.1	26.6
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<b>Right-of-Way</b>	10.00	10.0	9.7	2.3	8.4	7.9	7.9	7.4	0.5	0.0	9.8	2.5
<b>Cost</b>	10.00	5.8	0.0	0.2	8.8	7.9	2.9	2.0	3.1	2.2	9.8	10.0
<b>Economic Opportunity</b>												
<b>Total Score</b>	<b>170.00</b>	<b>101.1</b>	<b>103.9</b>	<b>95.0</b>	<b>120.2</b>	<b>112.2</b>	<b>125.2</b>	<b>116.8</b>	<b>115.6</b>	<b>107.2</b>	<b>102.1</b>	<b>92.4</b>





# Downtown Hartford Routing



Spruce Street

Proximate to Major Destinations

Opportunity for improved connection between Travelers Plaza and Bushnell Park

Bushnell Park

Connection to Transit Hub

South-1 South

Founders Bridge Founders Bridge

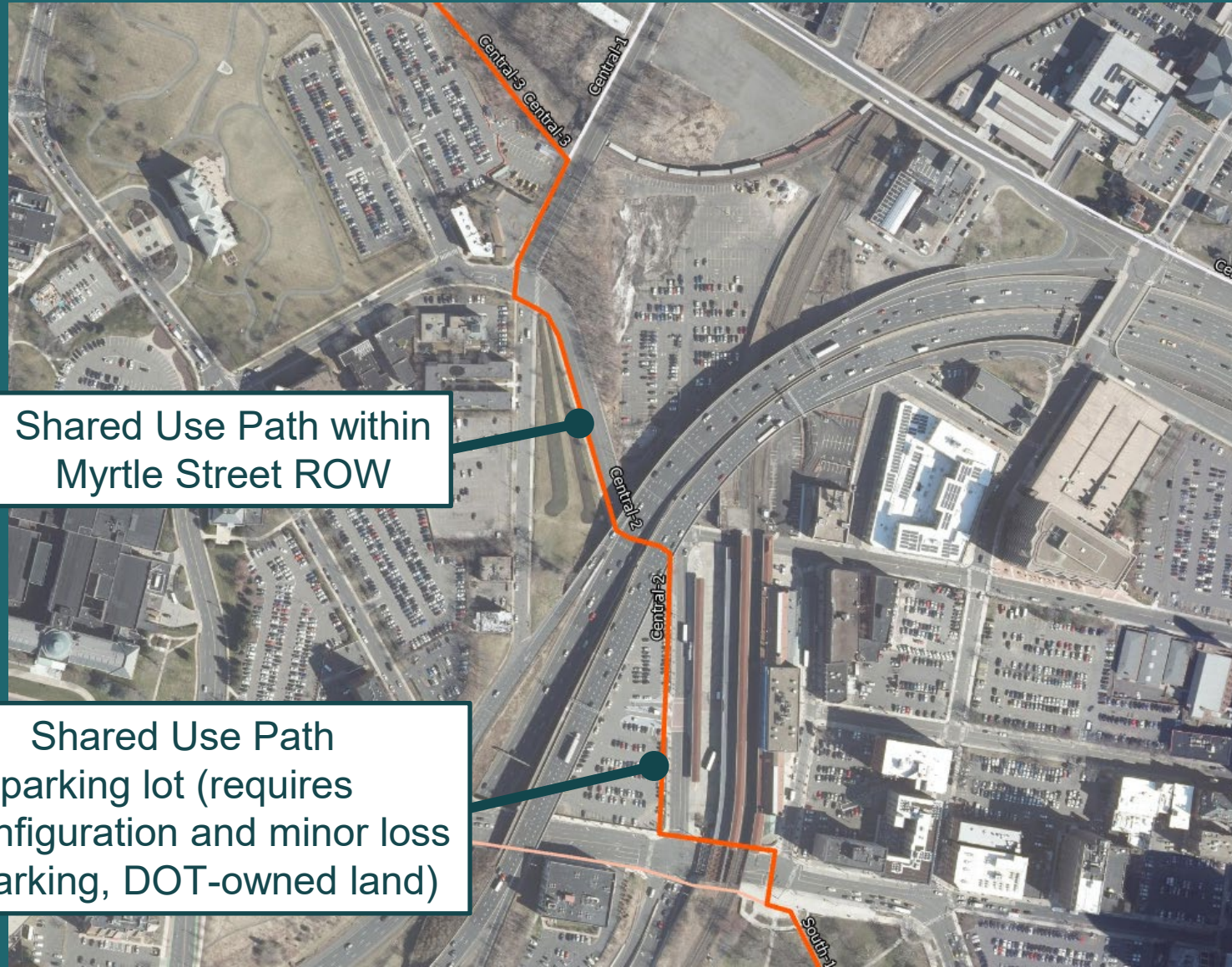


# Downtown Hartford Routing





# Downtown Hartford Routing



Shared Use Path within Myrtle Street ROW

Shared Use Path parking lot (requires reconfiguration and minor loss in parking, DOT-owned land)



# Spruce Street

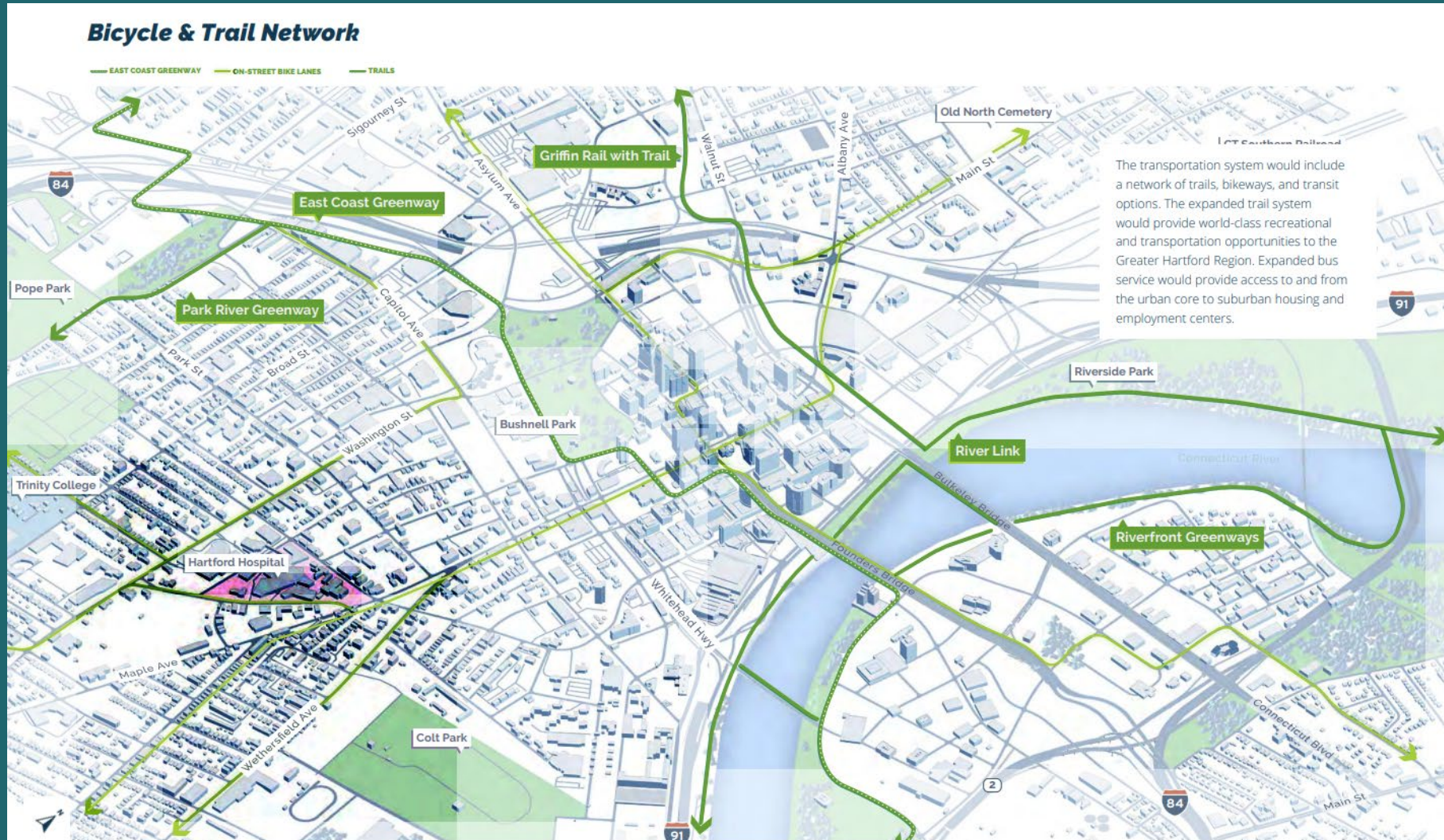


Reconfiguration opportunity to improve station circulation?

Shared Use Path parking lot (requires reconfiguration and minor loss in parking, DOT-owned land)



# Downtown Routing – Long Term



The transportation system would include a network of trails, bikeways, and transit options. The expanded trail system would provide world-class recreational and transportation opportunities to the Greater Hartford Region. Expanded bus service would provide access to and from the urban core to suburban housing and employment centers.



# Downtown Routing – Long Term





# Advisory Committee Discussion





# Next Meeting and Next Steps





# Study Area Status

Total Program: \$73.9-82.9M +  
Total Length New Trail: 13.0 Miles

(Assuming Griffin Line in Hartford, not including Garden Street to Bushnell Park section not yet accounted for)

1.7 Miles of New Trail  
\$13.1M

6.0 Miles of New Trail  
\$17.5 M

2.0 Miles of New Trial  
\$13.3M

Griffin Line Rail-with-Trail Memo: 3.3 Miles New Trail  
\$30-39M (Tobey Road to Garden Street only)

Garden Street to Bushnell Park: **TBD**  
0.4 Mile





# Next Meetings and Next Steps

- March –
  - Newsletter Update
  - Pop-up Meetings (x3)
- Draft Final Report – April 17, 2024
- April 27, 2024 – 11:00 – 12:30 – FINAL COMMITTEE MEETING
- Final Public Meetings – Late April 2024 / Early May 2024
- Municipal Meetings – May 2024



# Public Comment

Thank You!

Thank You!



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