



Comprehensive Transit Service Analysis

Advisory Committee Meeting

NOVEMBER 2015

Agenda

- Study Overview
- Work to Date
- Potential Service Improvements
- Next Steps



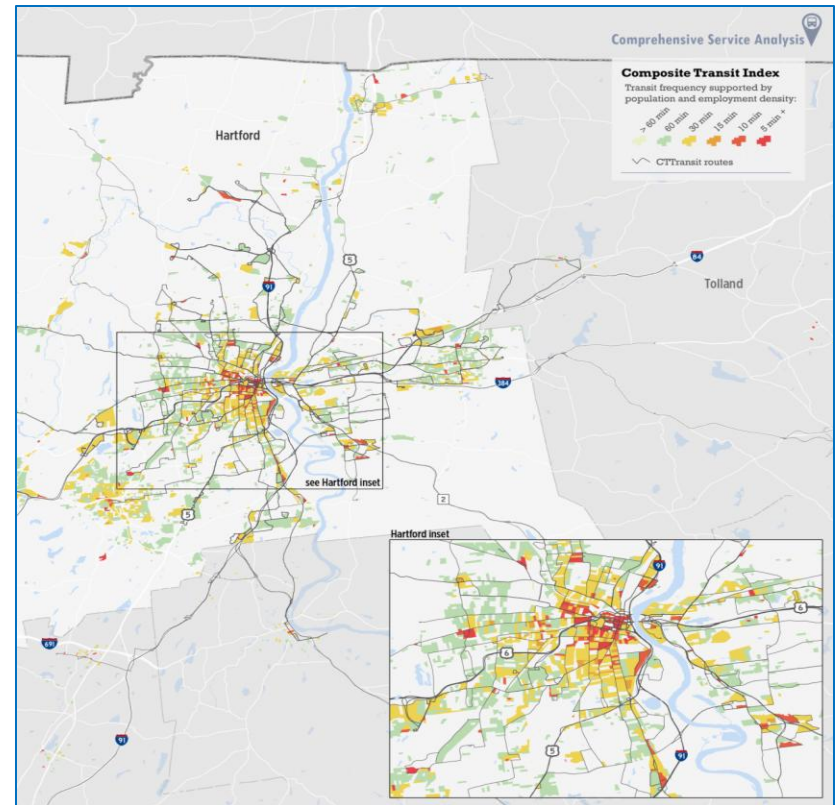
Study Overview – Goals

- **Identify strengths and weaknesses of existing system**
 - Review current and near term travel patterns
 - Assess system efficiency
 - Identify unmet transit needs

- **Recommend service improvements**
 - Integrate with new system investments (such as *CTfastrak*)
 - Better serve existing riders
 - Attract new choice riders

Study Overview – Approach

- **What does the market say?**
 - Population and Employment density
 - Population characteristics
 - Land-use characteristics
 - Regional travel patterns
- **What do the numbers say?**
 - Ridership
 - Productivity
 - On-time Performance
- **What do the people say?**
 - Riders
 - Non-riders
 - Staff
 - Stakeholders



Work to Date

■ Documents

- Existing Conditions and Service Overview
- Stakeholder Input
- Route Profiles

■ Advisory Committee Meetings

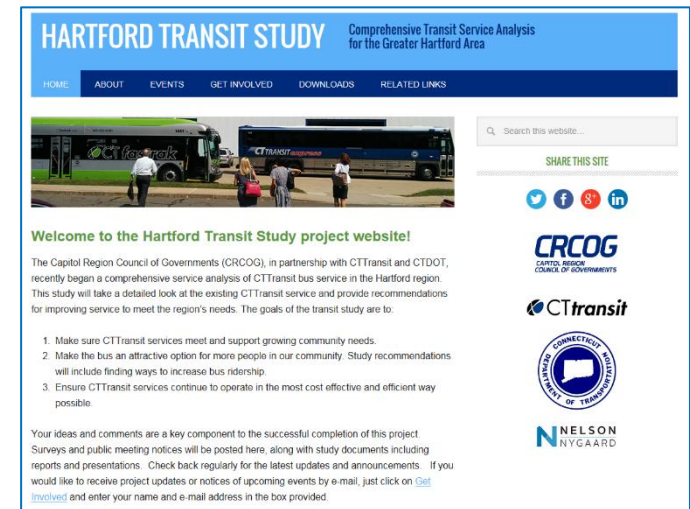
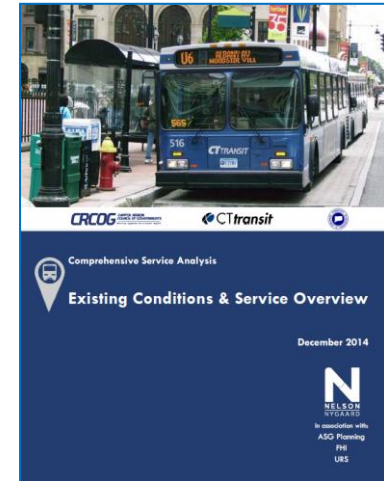
- September 2014
- November 2014
- April 2015

■ Local Meetings

- Completed in October 2015

■ Website Development

- www.harfordtransitstudy.com



Work to Date

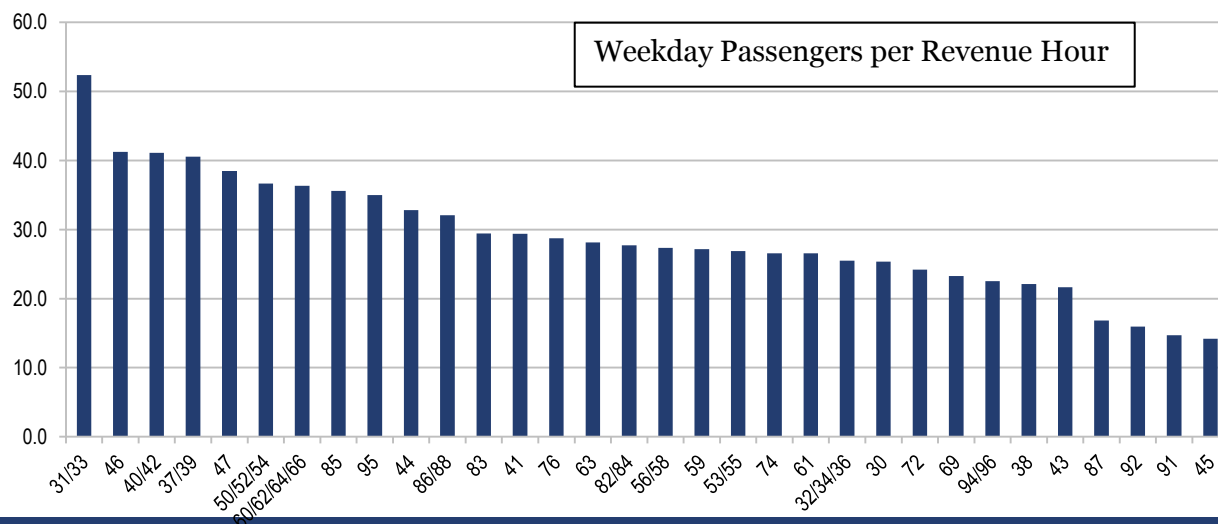
- **Documents**
 - Service Improvement Strategies and Scenarios
- **Developed Service Improvements for Each Route**
- **Town Meetings**
 - Six meetings, grouped by geography
 - Discussed local-level improvement options
 - Met with first officials, planners, and/or engineers
 - Completed in October 2015
- **Public Outreach Survey**
 - <https://www.surveymonkey.com/r/HartfordTransitSurvey>

Service Improvement Strategies

■ Focus on System Strengths

- Transit ridership increasing (up 6% between 2008 – 2013)
- Significant regional investments in transit: **CTfastrak**, intermodal triangle, commuter rail, new transit technologies
- Coverage well matched to demand. Serves key corridors & activity centers
- Strong Hartford transit market, but opportunities for reverse commutes

■ Find Opportunities for Improvement

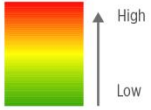


Establish Family of Services

- **CTfastrak** – Branded vehicles and enhanced passenger amenities at limited stops.
 - **Regional BRT:** In a dedicated ROW or HOV lane at high frequency.
 - **Local Arterial BRT:** In mixed traffic with transit supportive treatments, such as transit signal priority, on-street parking restrictions, bus only lanes or queue jump lanes, etc.
- **Express** – Commuter-focused service operating to downtown Hartford with limited stops and primary along highways
- **Flyer** – Limited-stop service to key outlying destinations such as major retail and employment centers
- **Local Tier I Routes** – High-ridership routes that operate along high-density and transit-supportive urban arterials, and offer frequent, direct service.
- **Local Tier II Routes** – Serve less densely developed corridors where demand is lower, but connect key activity centers such as town centers, shopping centers or colleges.
- **Crosstown** – Facilitate transfers between CTfastrak corridors or Local Tier I routes without traveling to downtown Hartford.
- **Shuttle** – Directly and efficiently connect major activity centers (e.g. colleges, malls) with a high frequency transit corridor or hub.
- **Circulator** – Operate primarily outside of the downtown core and connect destinations in outlying areas. These routes may operate less frequently than shuttles and may follow a more circuitous route to connect local destinations.

CTtransit Hartford Division

Ridership Activity



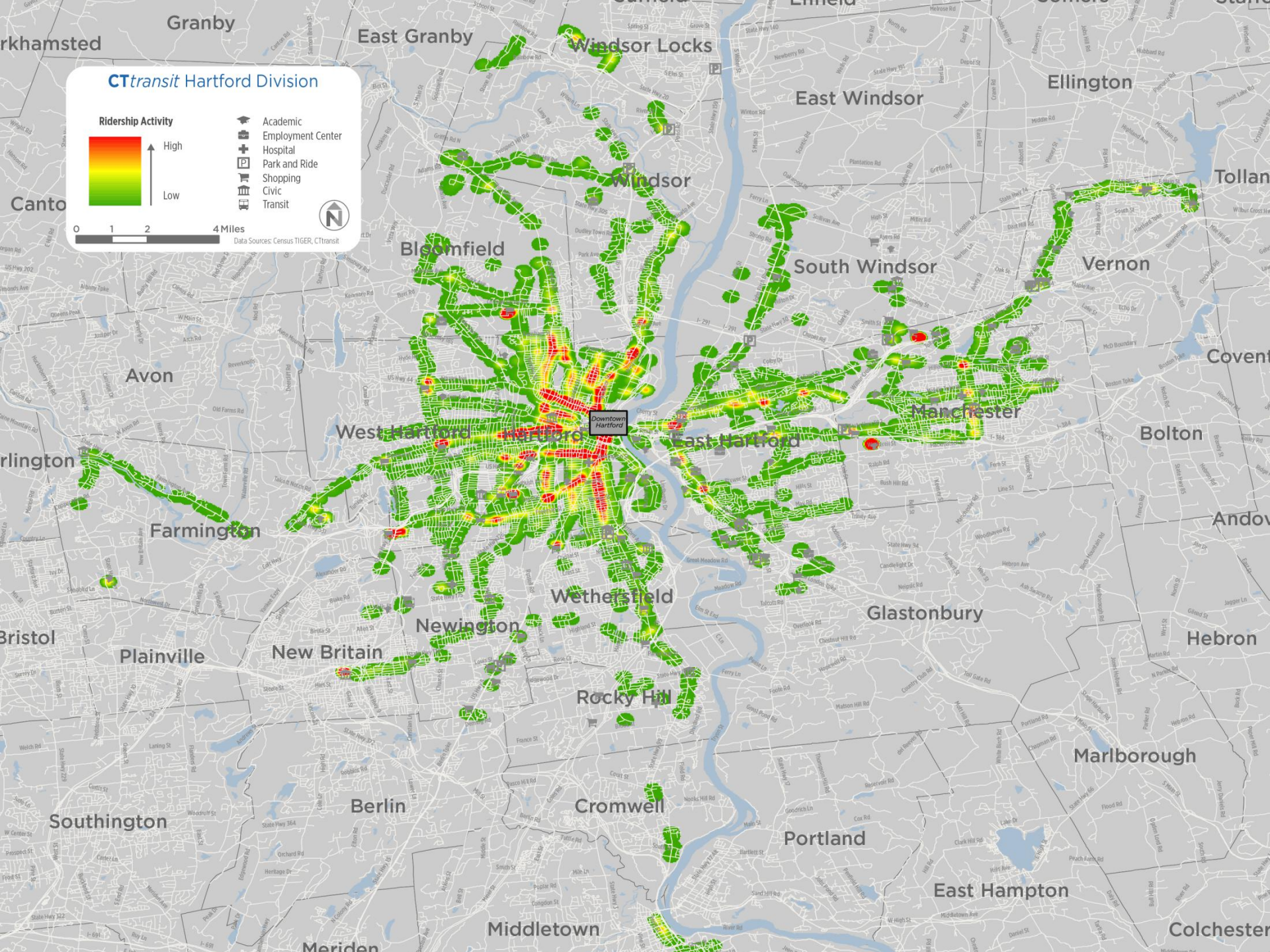
High

Low

- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit

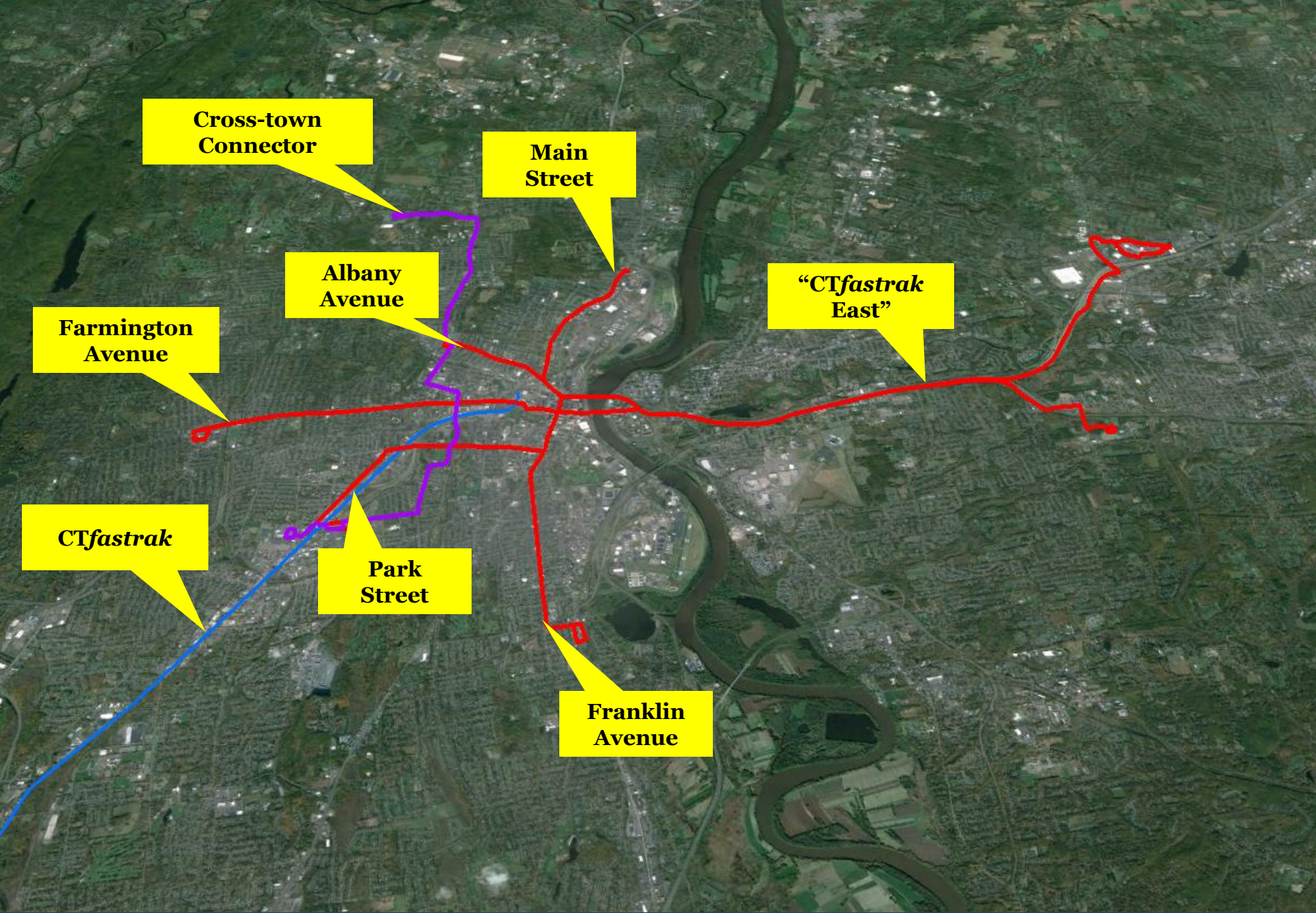


Data Sources: Census TIGER, CTtransit



Develop Service Scenarios

- **Scenario I: Tweak Approach** – Focuses on relatively minor improvements to individual routes to address opportunities identified through the Route Profile process
- **Scenario II: System Overhaul Approach** – Provides a fundamentally different vision of transit service in the Hartford region by introducing new service types and building on the success of the **CTfastrak** brand
- **Scenario III: Hybrid Approach** – Strengthening key transit-supportive corridors in the Hartford area, and refocusing the bus network around these corridors



Cross-town Connector

Main Street

Albany Avenue

Farmington Avenue

"CTfastrak East"

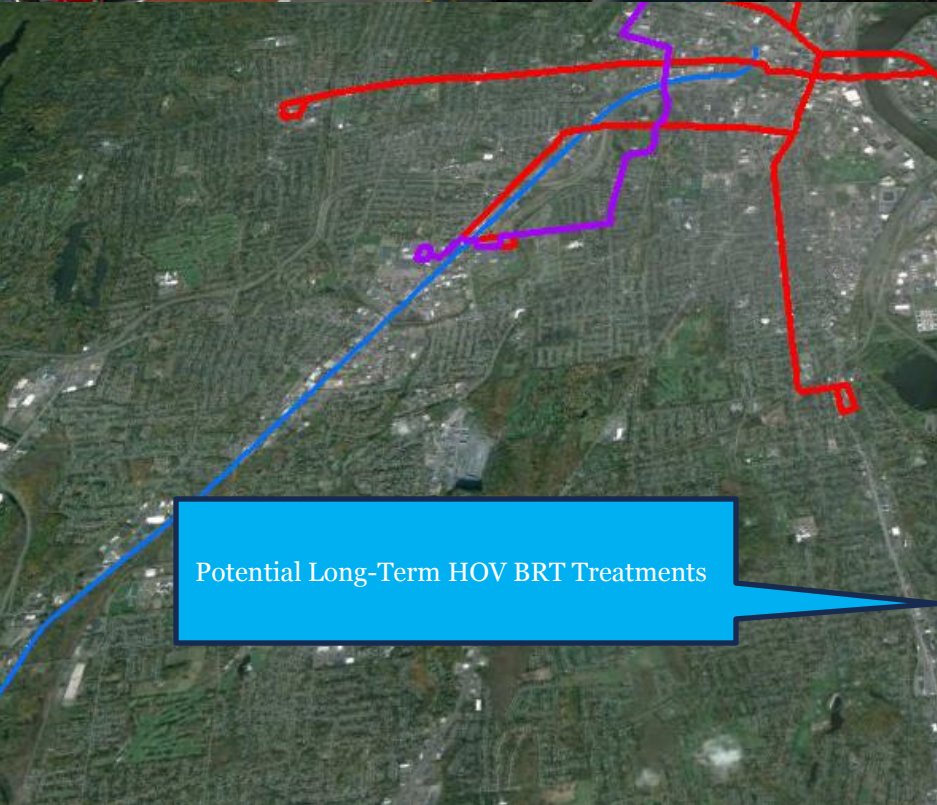
CTfastrak

Park Street



Franklin Avenue



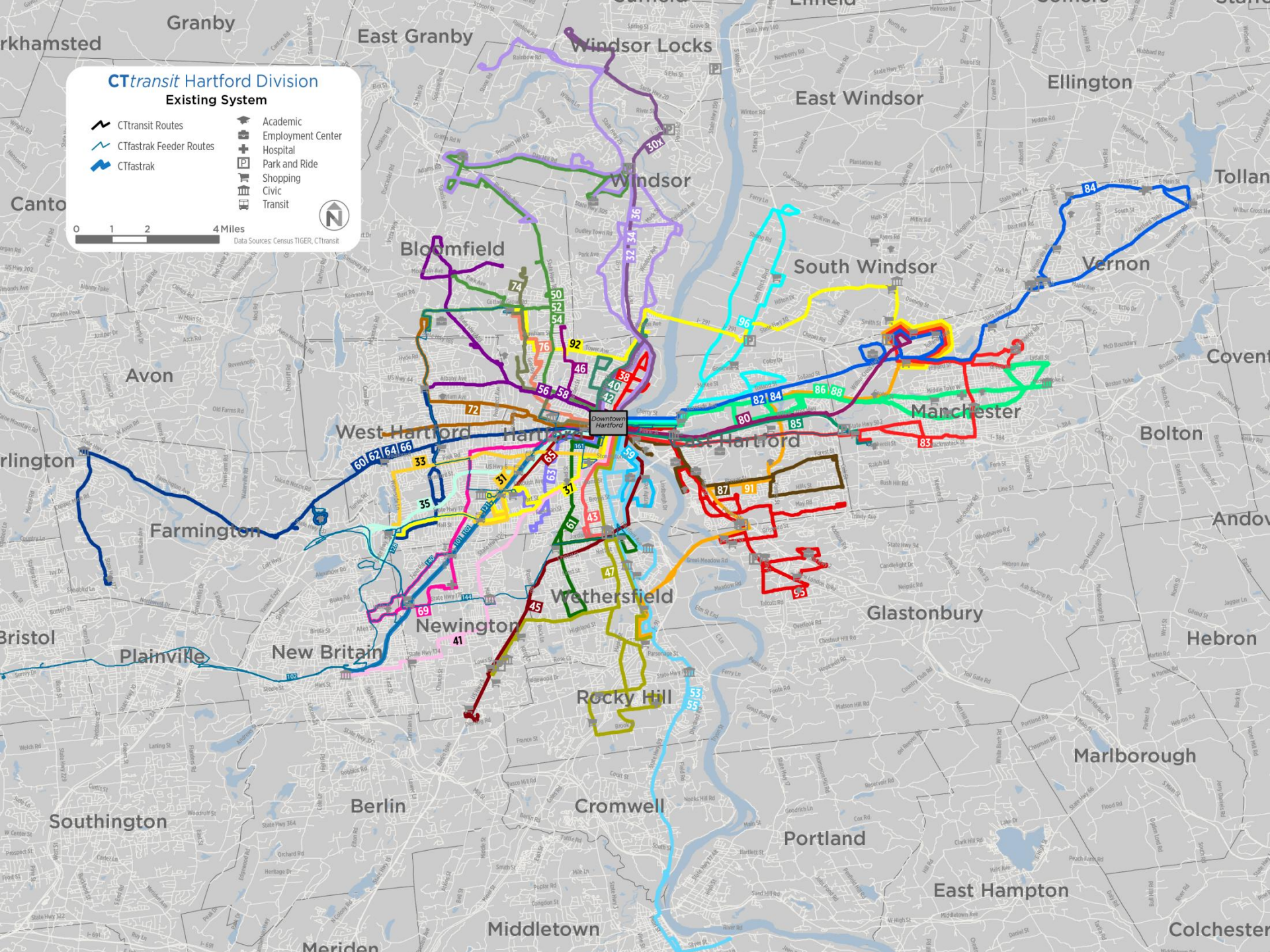
Potential Short-Term and Long-Term Arterial BRT Treatments



CTtransit Hartford Division
Existing System

-  CTtransit Routes
-  CTfastrak Feeder Routes
-  CTfastrak
-  Academic
-  Employment Center
-  Hospital
-  Park and Ride
-  Shopping
-  Civic
-  Transit

0 1 2 4 Miles
Data Sources: Census TIGER, CTtransit



CTtransit Hartford Division
Existing System

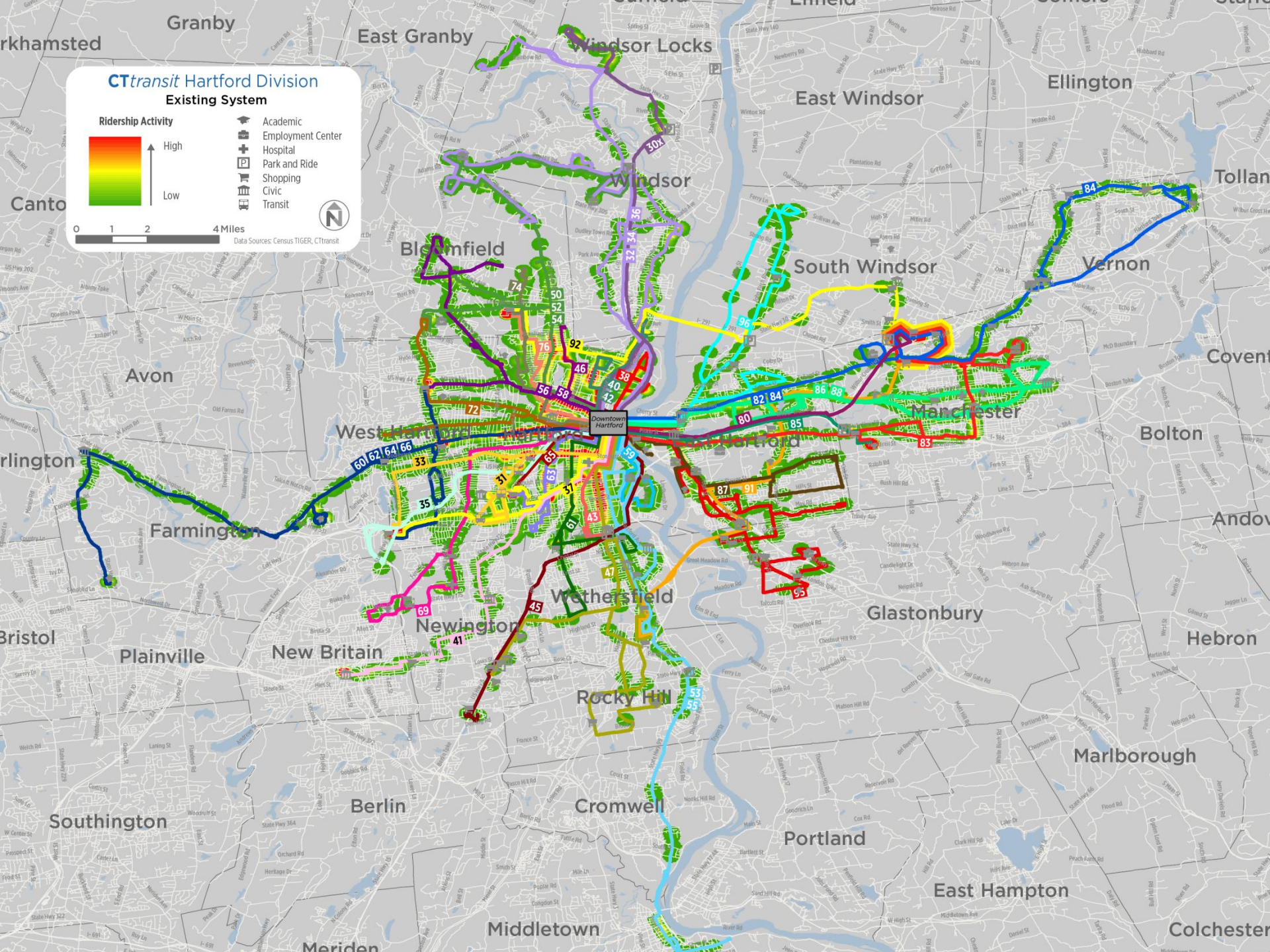
Ridership Activity

High
Low

- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit

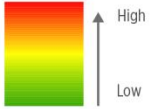
0 1 2 4 Miles

Data Sources: Census TIGER, CTtransit



CTtransit Hartford Division

Ridership Activity



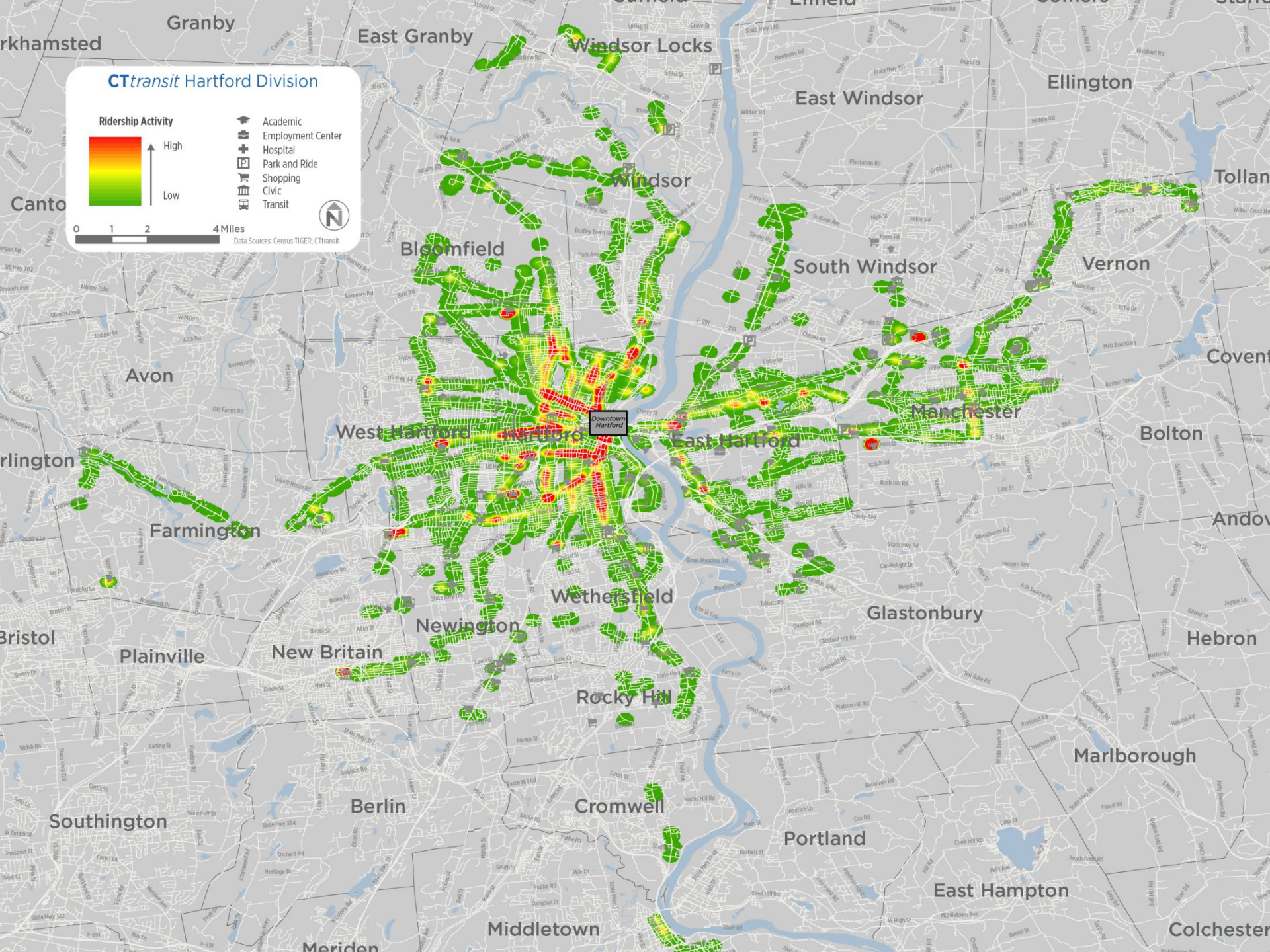
High

Low

- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit

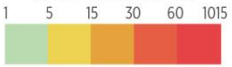


Data Sources: Census TIGER, CTtransit



CTtransit Hartford Division

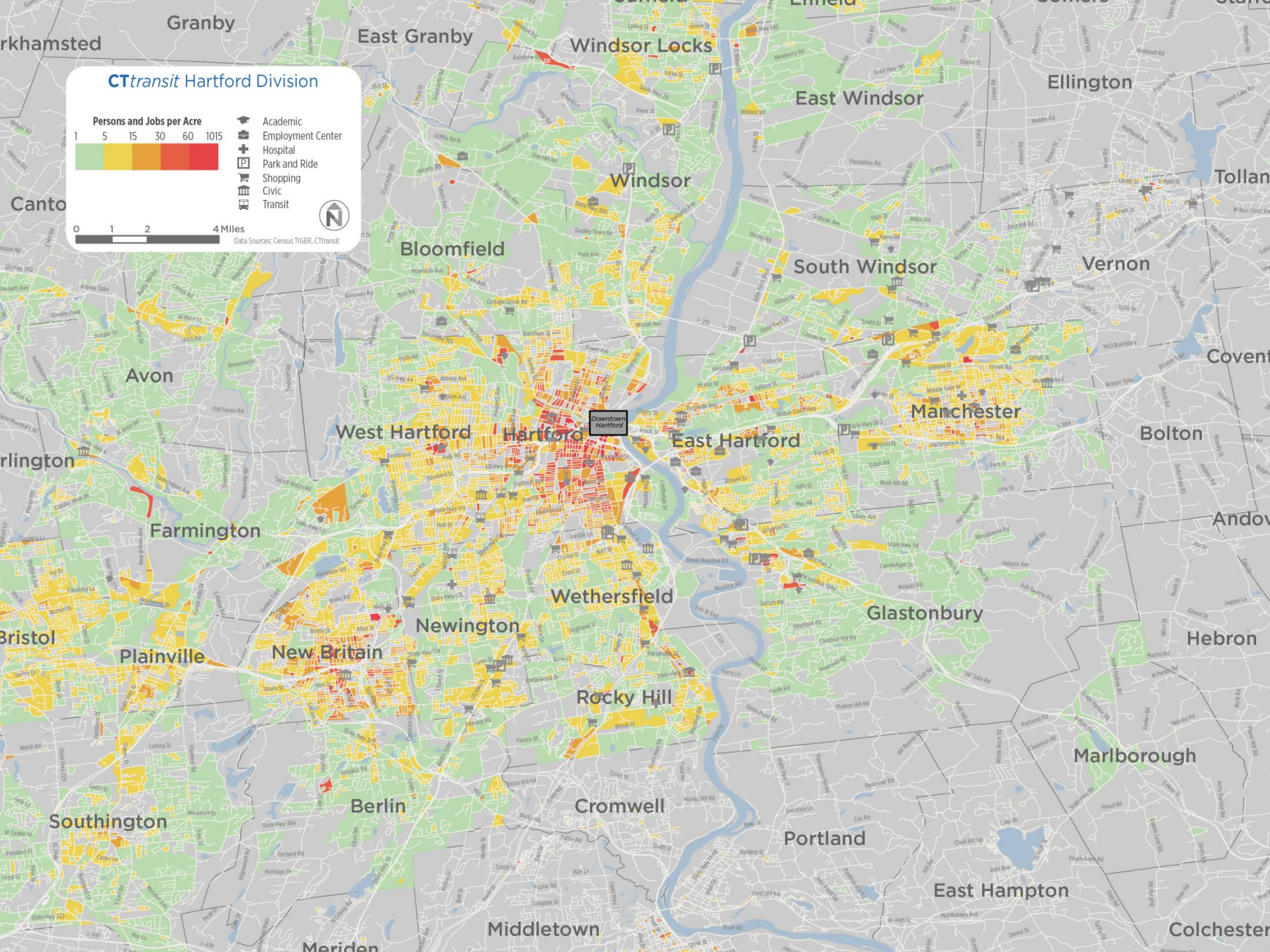
Persons and Jobs per Acre



- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit

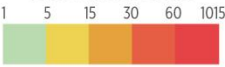


0 1 2 4 Miles
Data Sources: Census TIGER, CTtransit



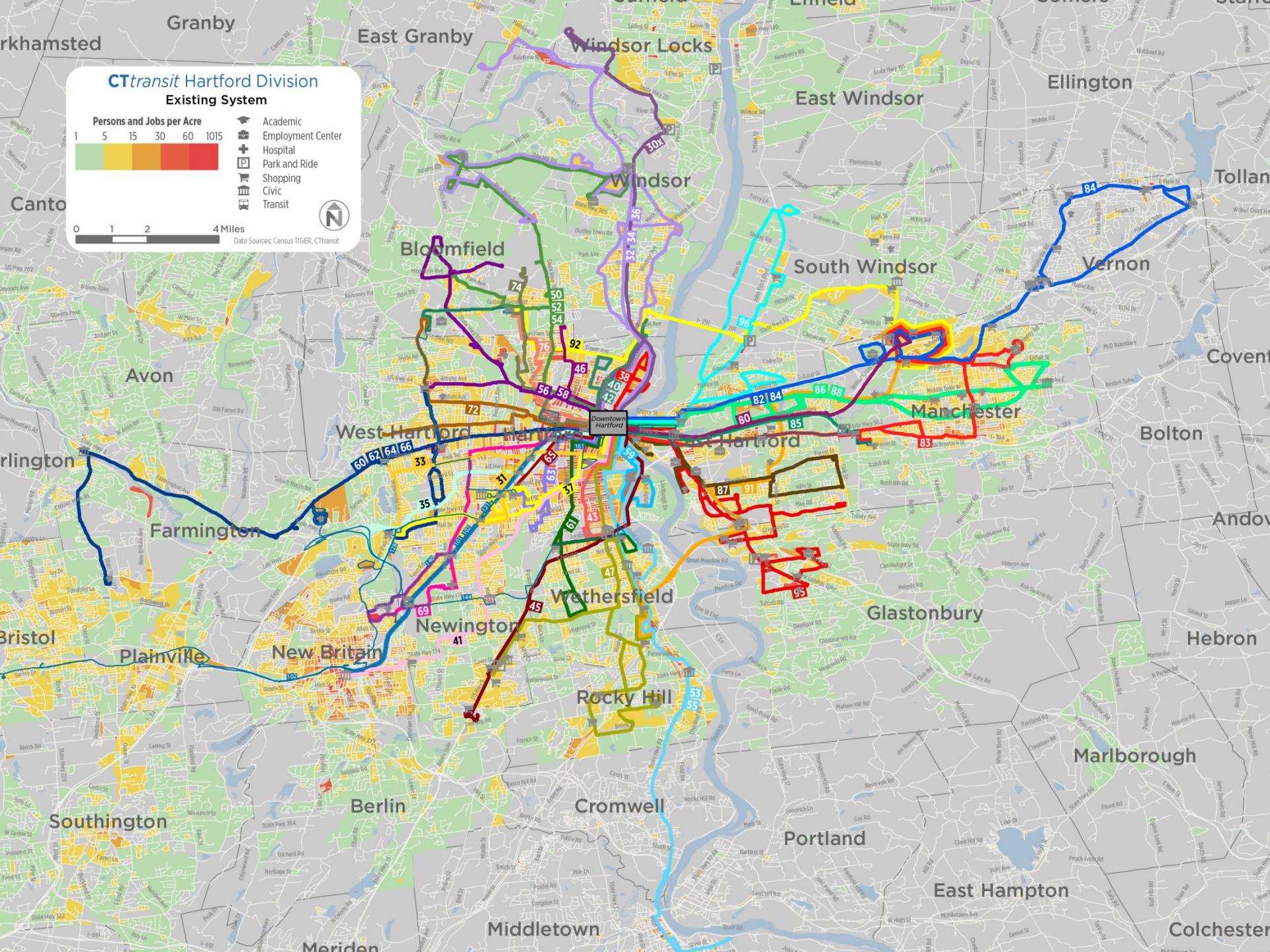
CTtransit Hartford Division Existing System

Persons and Jobs per Acre



- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit

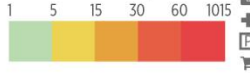
0 1 2 4 Miles
Data Sources: Census TIGER, CTtransit



CTtransit Hartford Division

Tweak Scenario

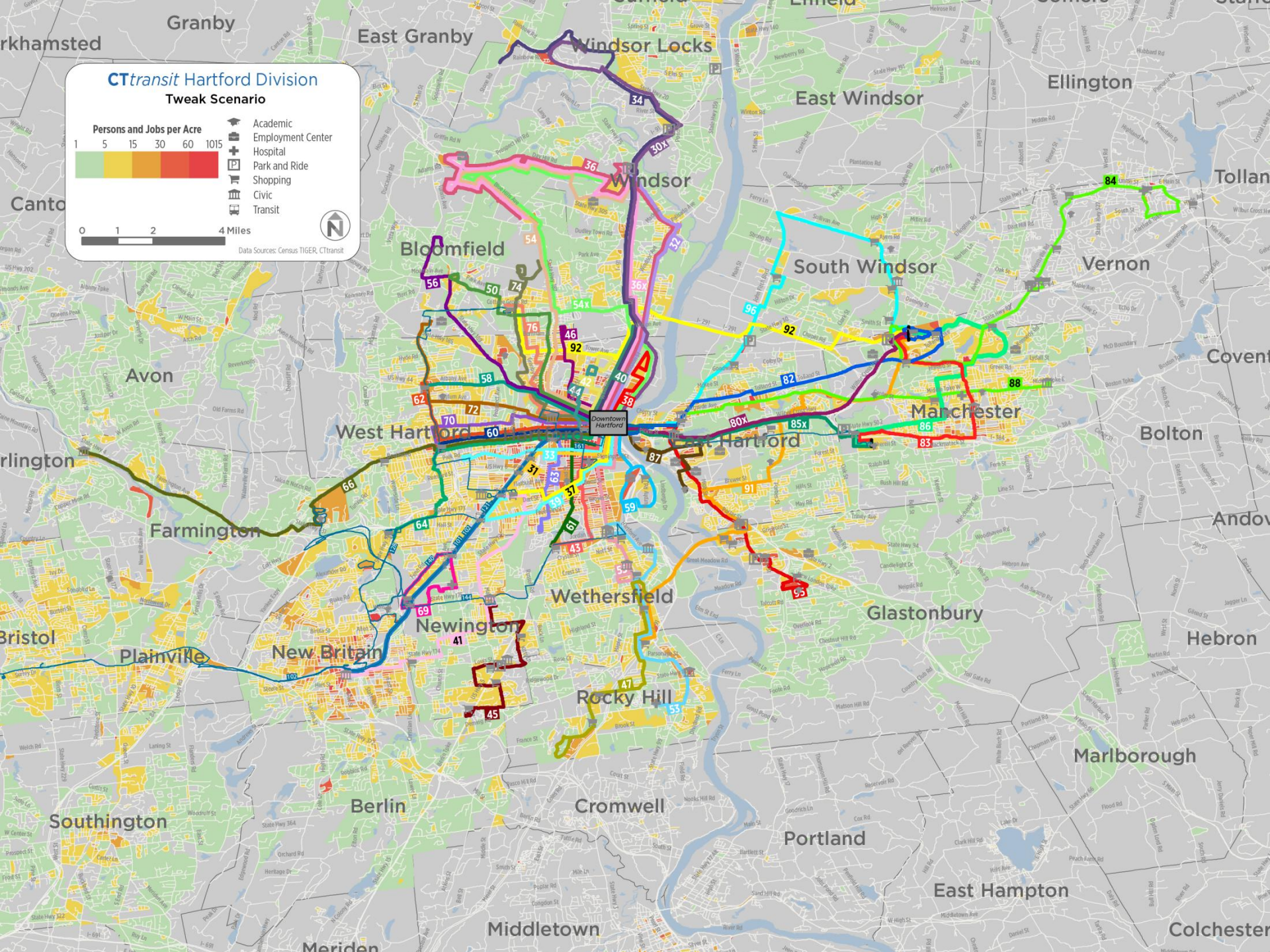
Persons and Jobs per Acre

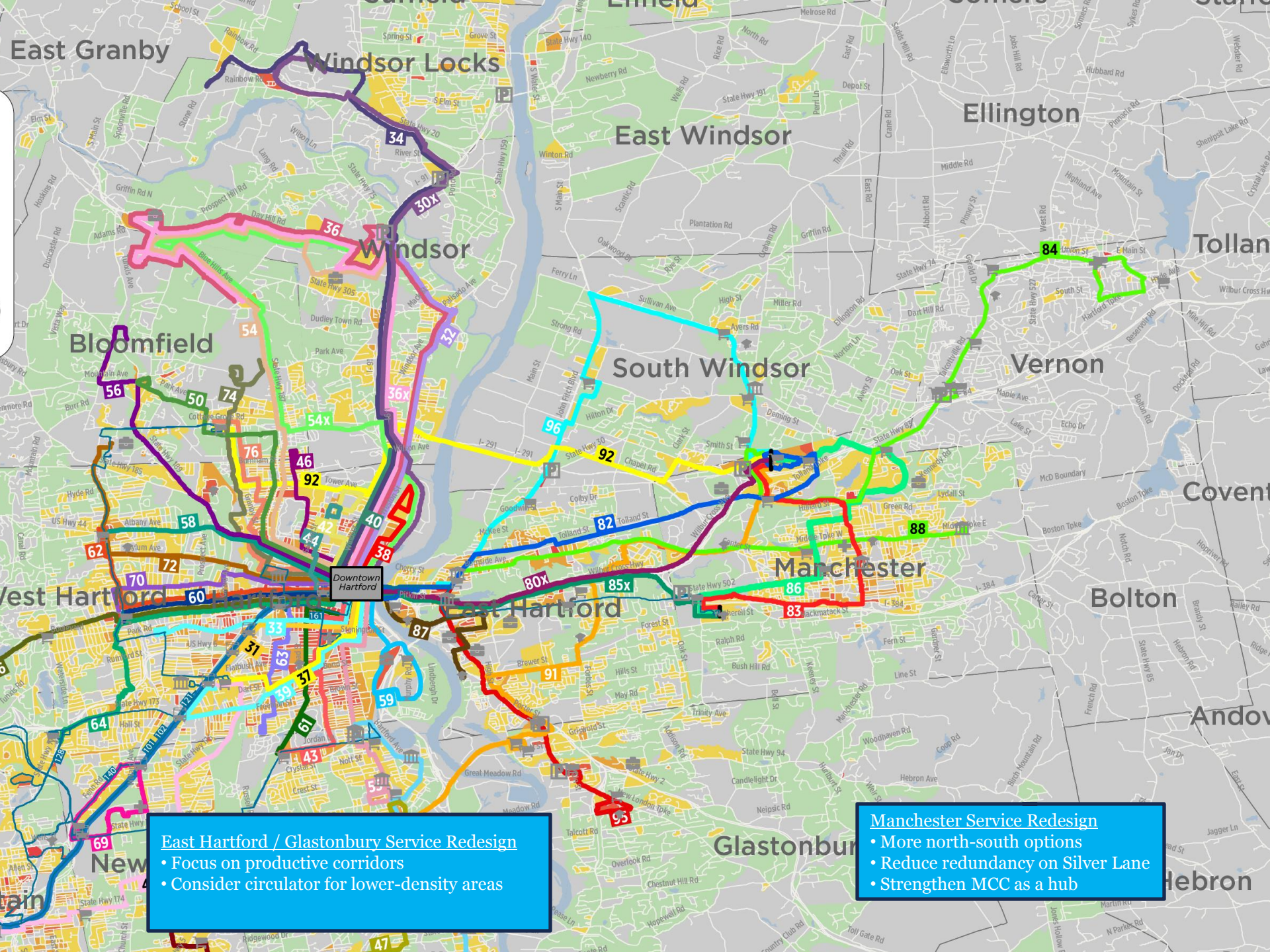


- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit



Data Sources: Census TIGER, CTtransit



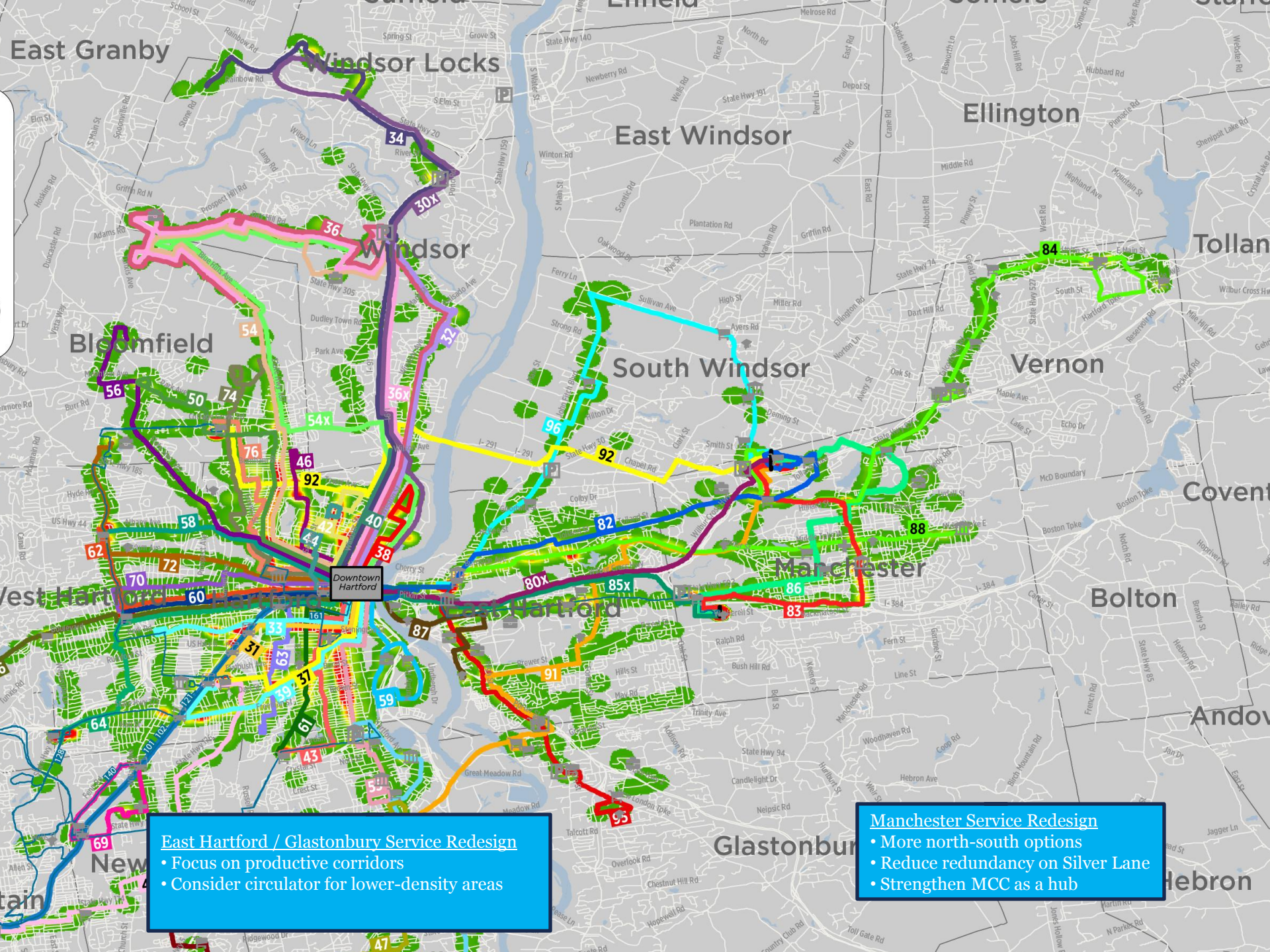


East Hartford / Glastonbury Service Redesign

- Focus on productive corridors
- Consider circulator for lower-density areas

Manchester Service Redesign

- More north-south options
- Reduce redundancy on Silver Lane
- Strengthen MCC as a hub



East Hartford / Glastonbury Service Redesign

- Focus on productive corridors
- Consider circulator for lower-density areas

Manchester Service Redesign

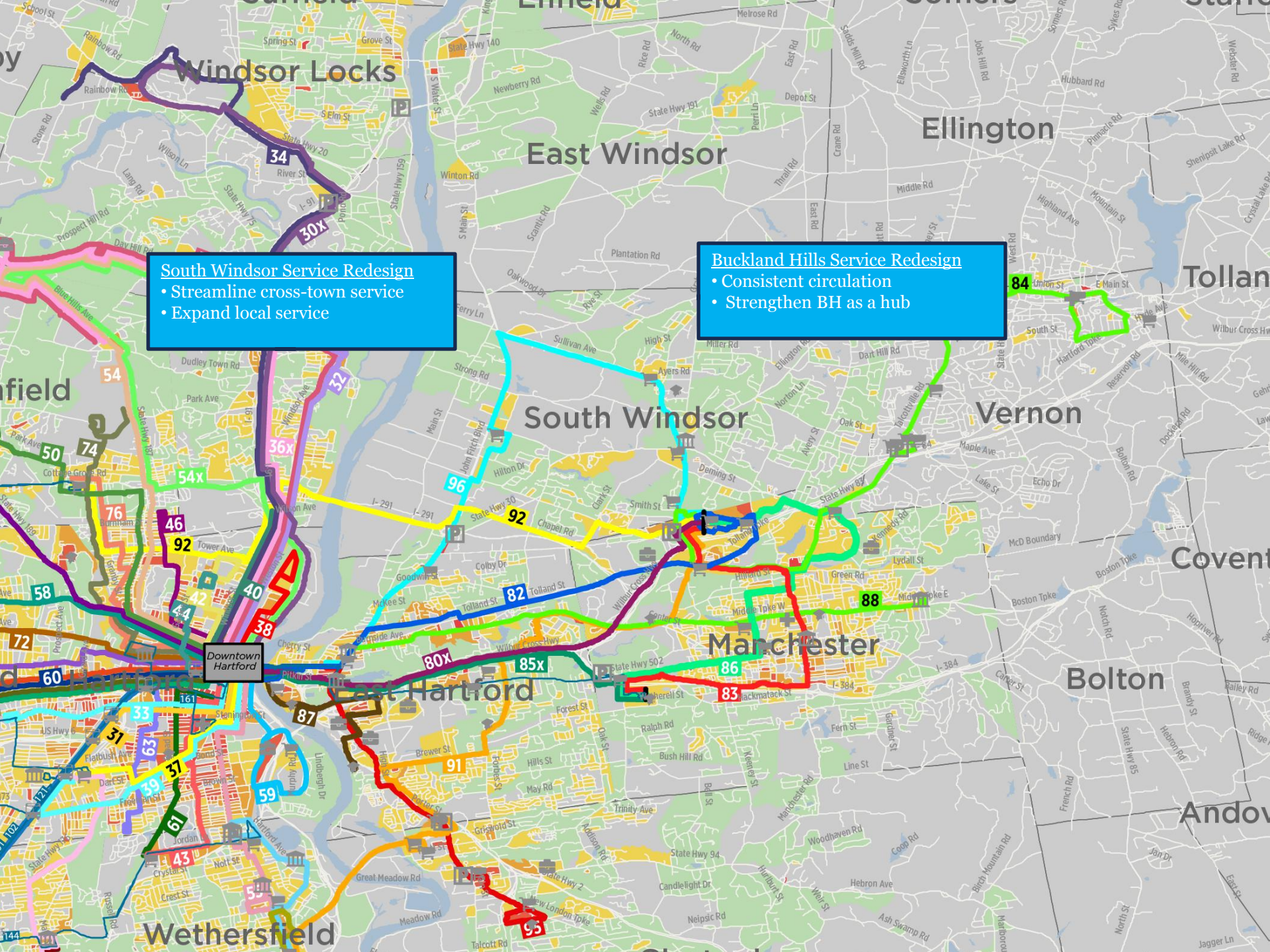
- More north-south options
- Reduce redundancy on Silver Lane
- Strengthen MCC as a hub

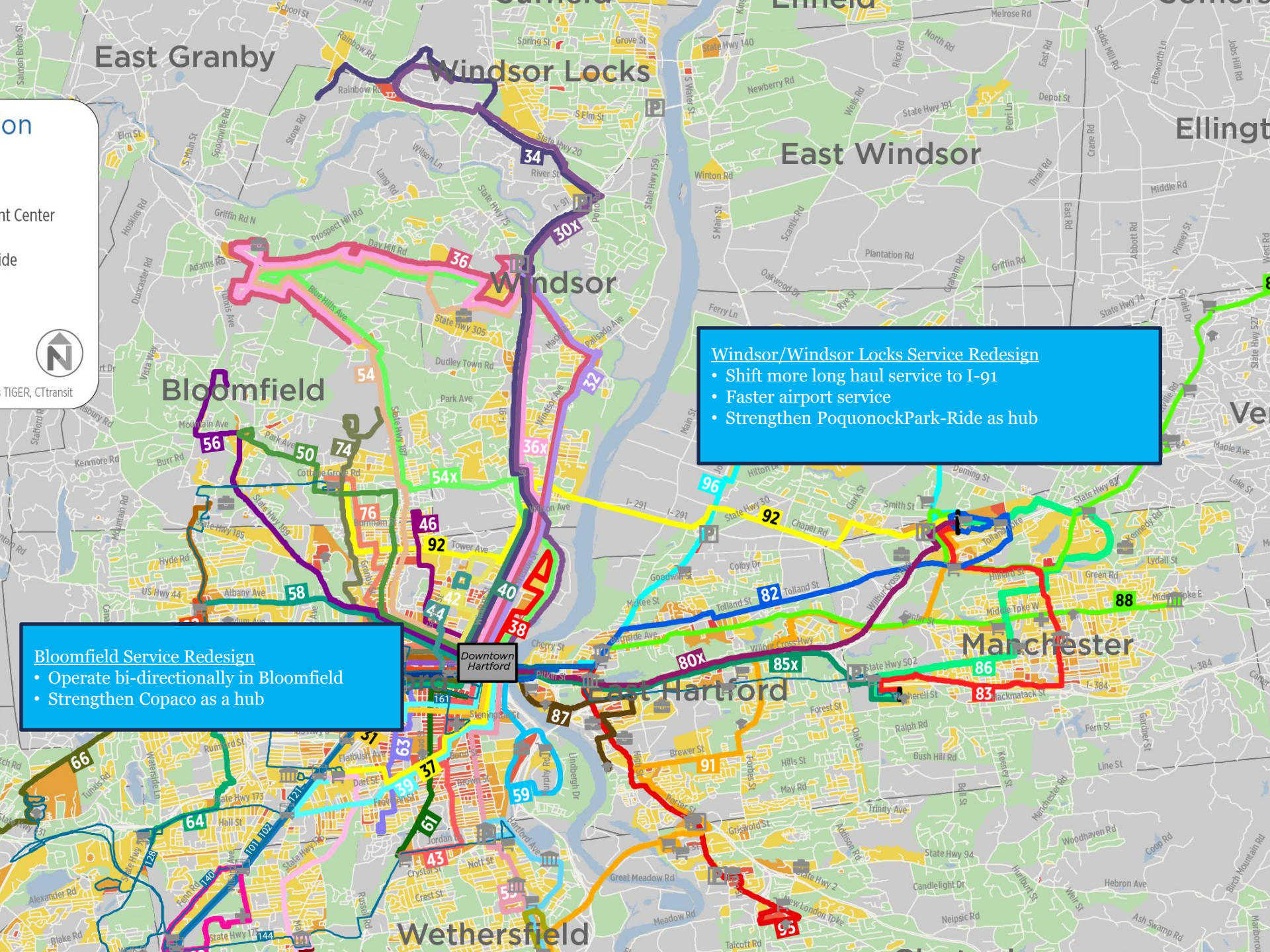
South Windsor Service Redesign

- Streamline cross-town service
- Expand local service

Buckland Hills Service Redesign

- Consistent circulation
- Strengthen BH as a hub






Windsor/Windsor Locks Service Redesign

- Shift more long haul service to I-91
- Faster airport service
- Strengthen PoquonockPark-Ride as hub

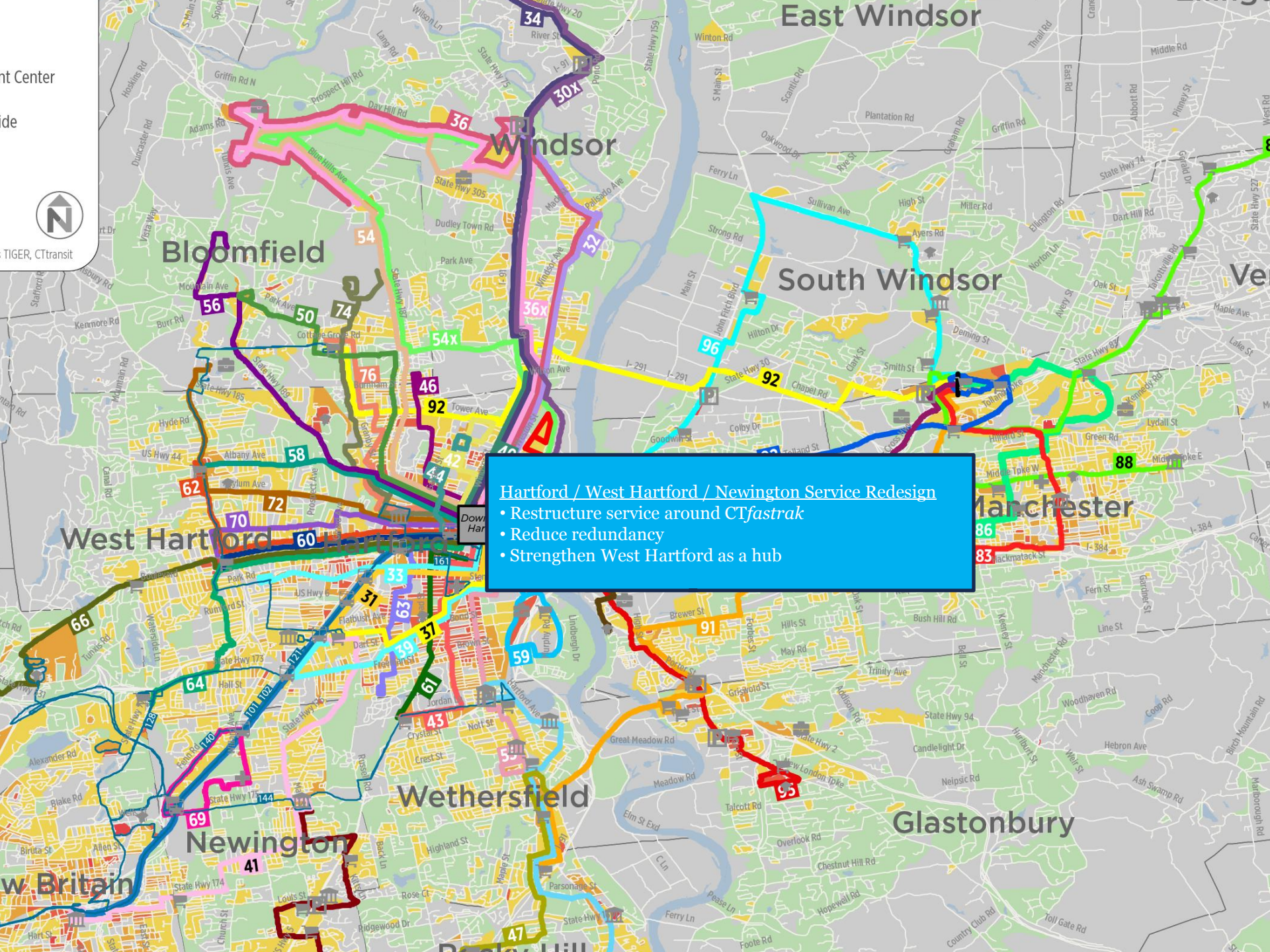
Bloomfield Service Redesign

- Operate bi-directionally in Bloomfield
- Strengthen Copaco as a hub

on
nt Center
ide

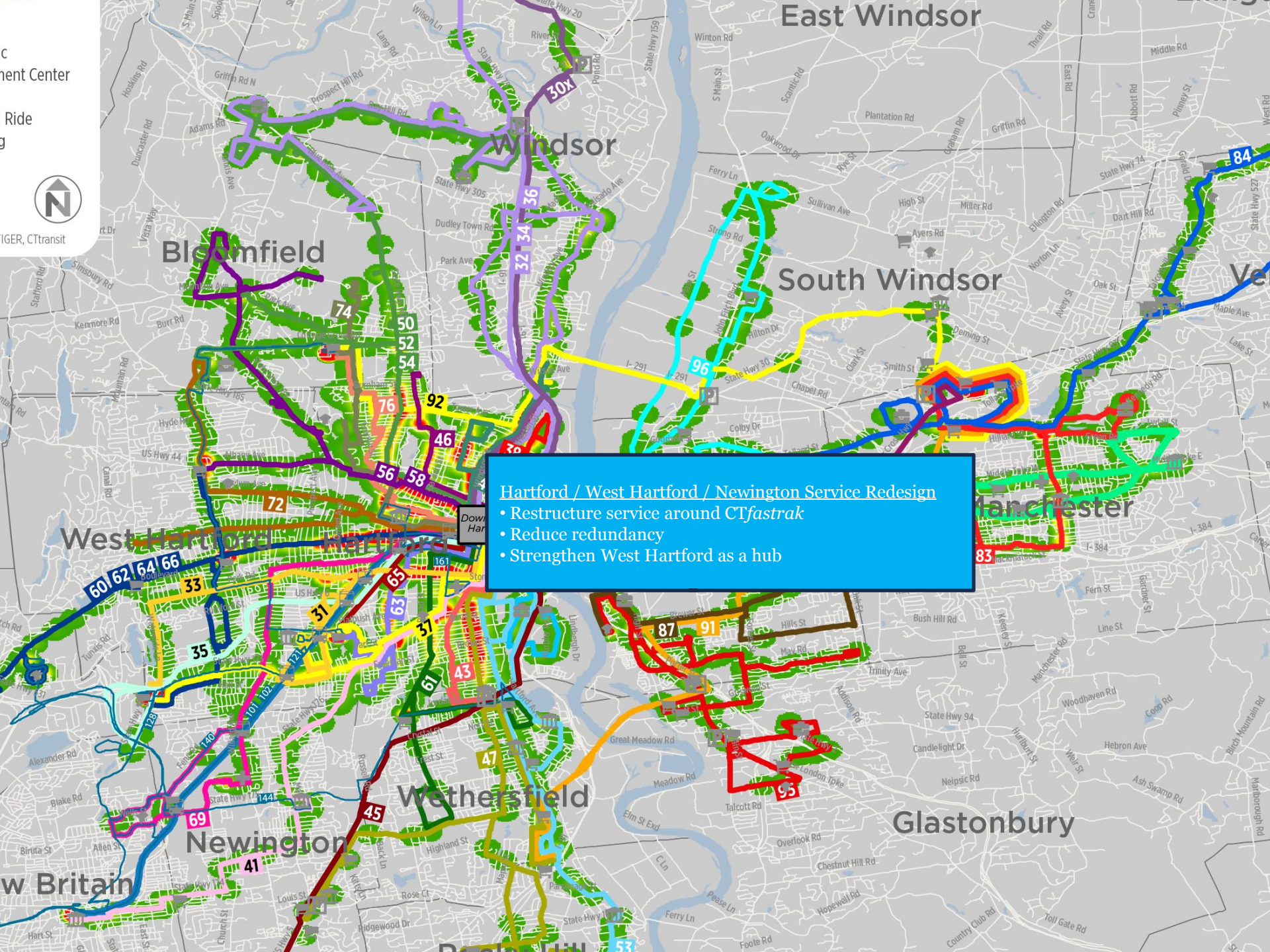


TIGER, CTtransit



Hartford / West Hartford / Newington Service Redesign

- Restructure service around CTfastrak
- Reduce redundancy
- Strengthen West Hartford as a hub



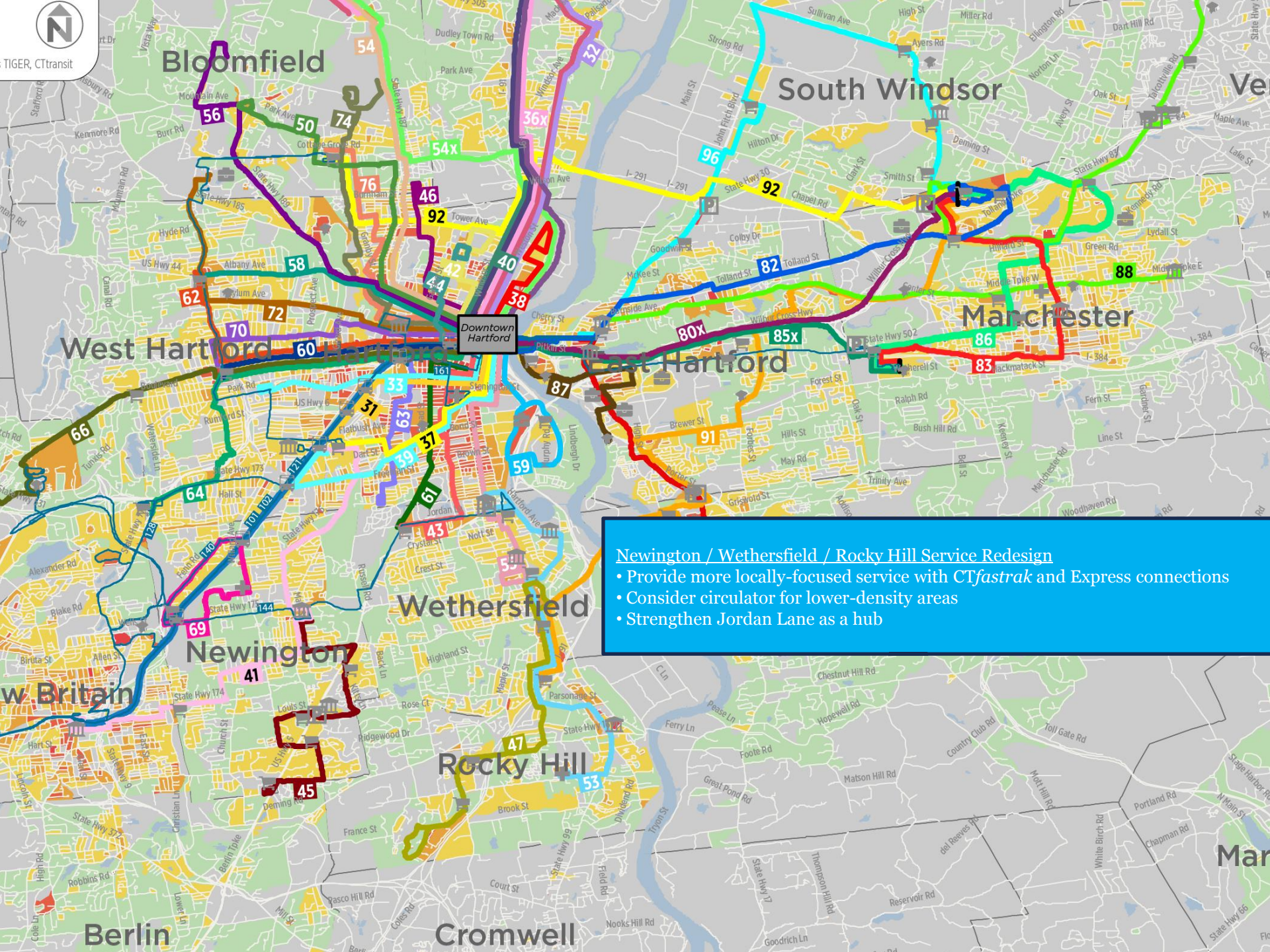
ment Center
Ride
g



IGER, CTransit

Hartford / West Hartford / Newington Service Redesign

- Restructure service around CTfastrak
- Reduce redundancy
- Strengthen West Hartford as a hub



Newington / Wethersfield / Rocky Hill Service Redesign

- Provide more locally-focused service with CTfastrak and Express connections
- Consider circulator for lower-density areas
- Strengthen Jordan Lane as a hub

CTtransit Hartford Division

Tweak Scenario

-  CTtransit Routes
-  CTfastrak Feeder Routes
-  CTfastrak
-  Academic
-  Employment Center
-  Hospital
-  Park and Ride
-  Shopping
-  Civic
-  Transit

0 1 2 4 Miles

Data Sources: Census TIGER, CTtransit



Poquonock Park & Ride

Buckland Hills

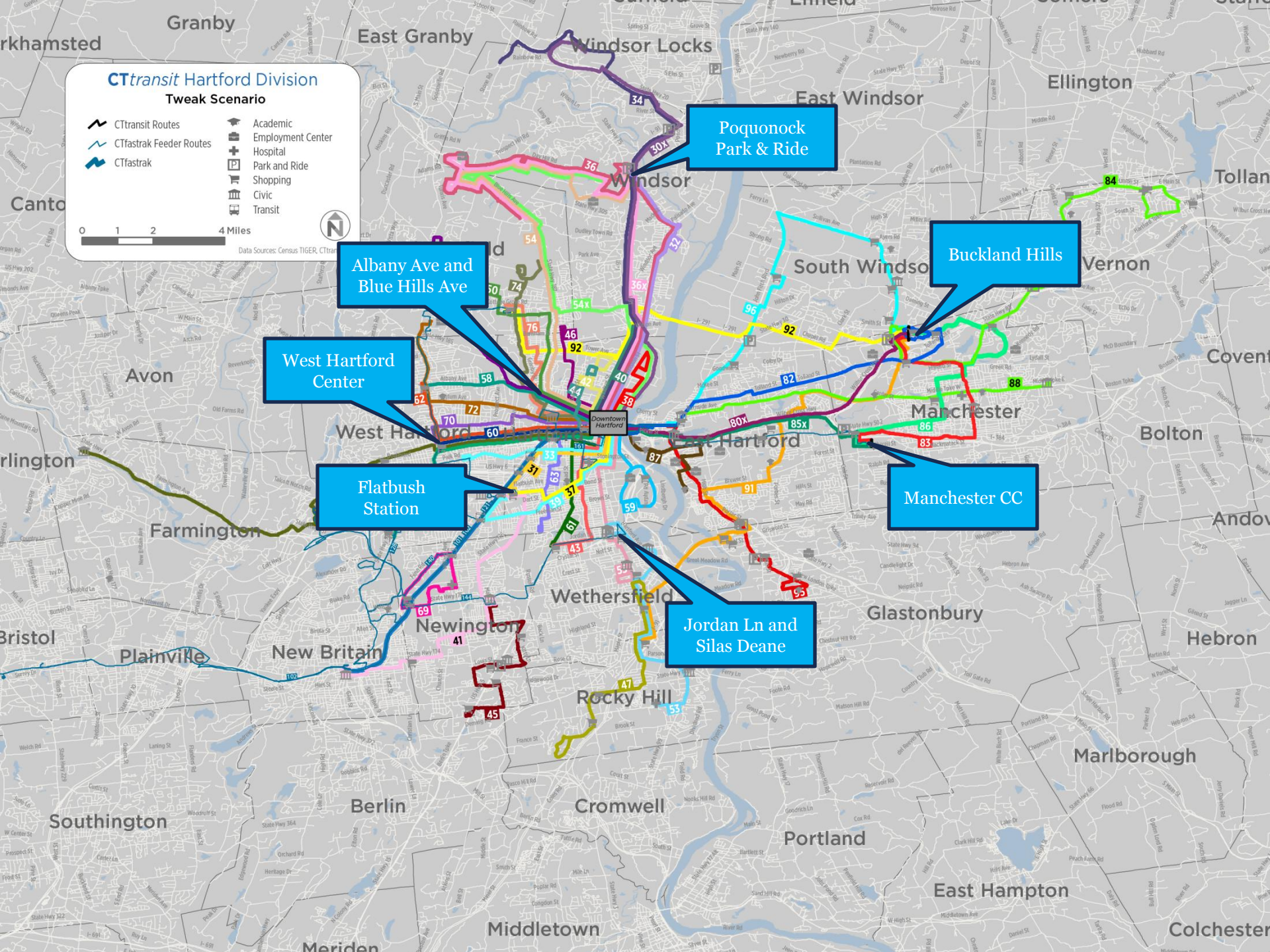
Albany Ave and Blue Hills Ave

West Hartford Center

Manchester CC










Flatbush Station

Jordan Ln and Silas Deane

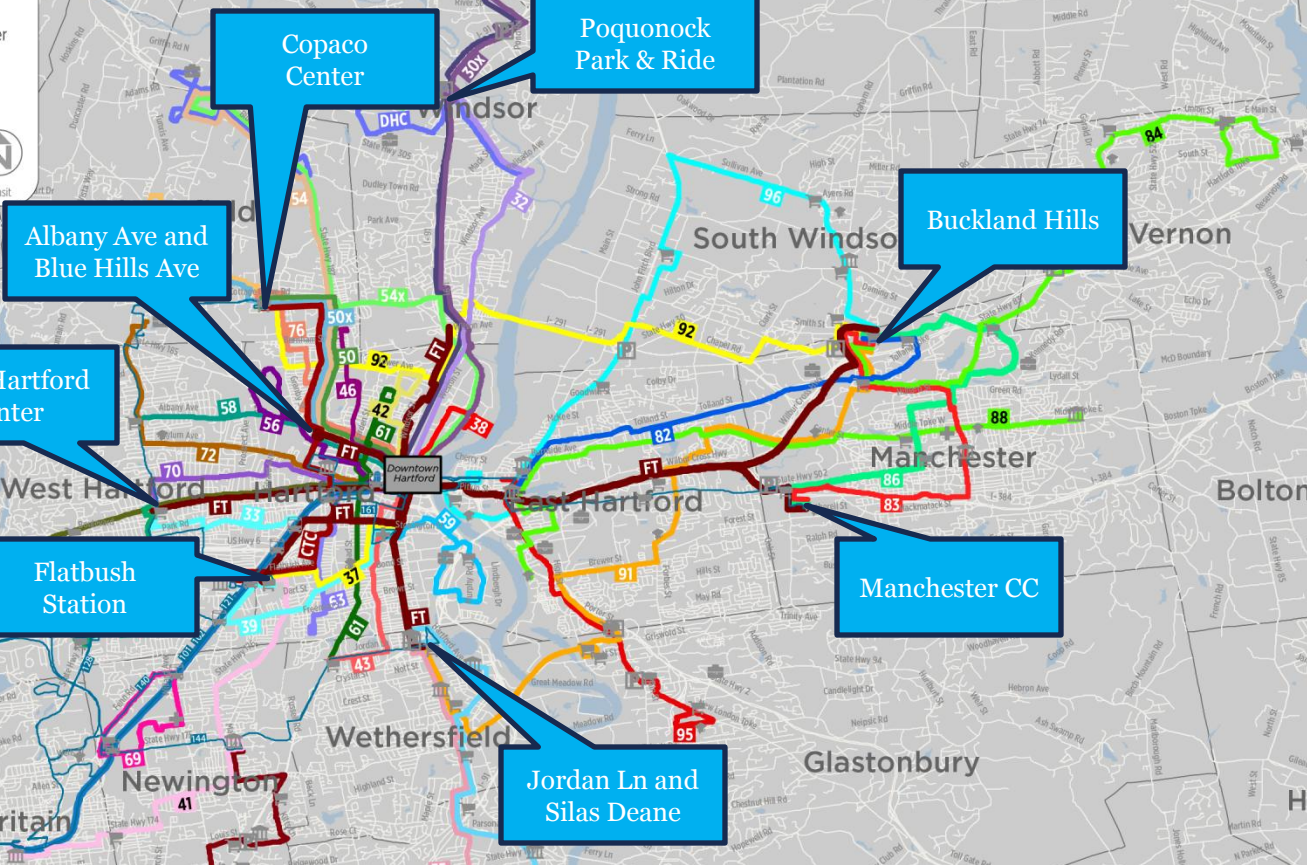


CTtransit Hartford Division

Overhaul Scenario

-  CTtransit Routes
-  CTfastrak Feeder Routes
-  CTfastrak
-  Proposed CTfastrak
-  Academic
-  Employment Center
-  Hospital
-  Park and Ride
-  Shopping
-  Civic
-  Transit

0 1 2 4 Miles
Data Sources: Census TIGER, CTtransit



CTtransit Hartford Division

Overhaul Scenario: Peak Frequency

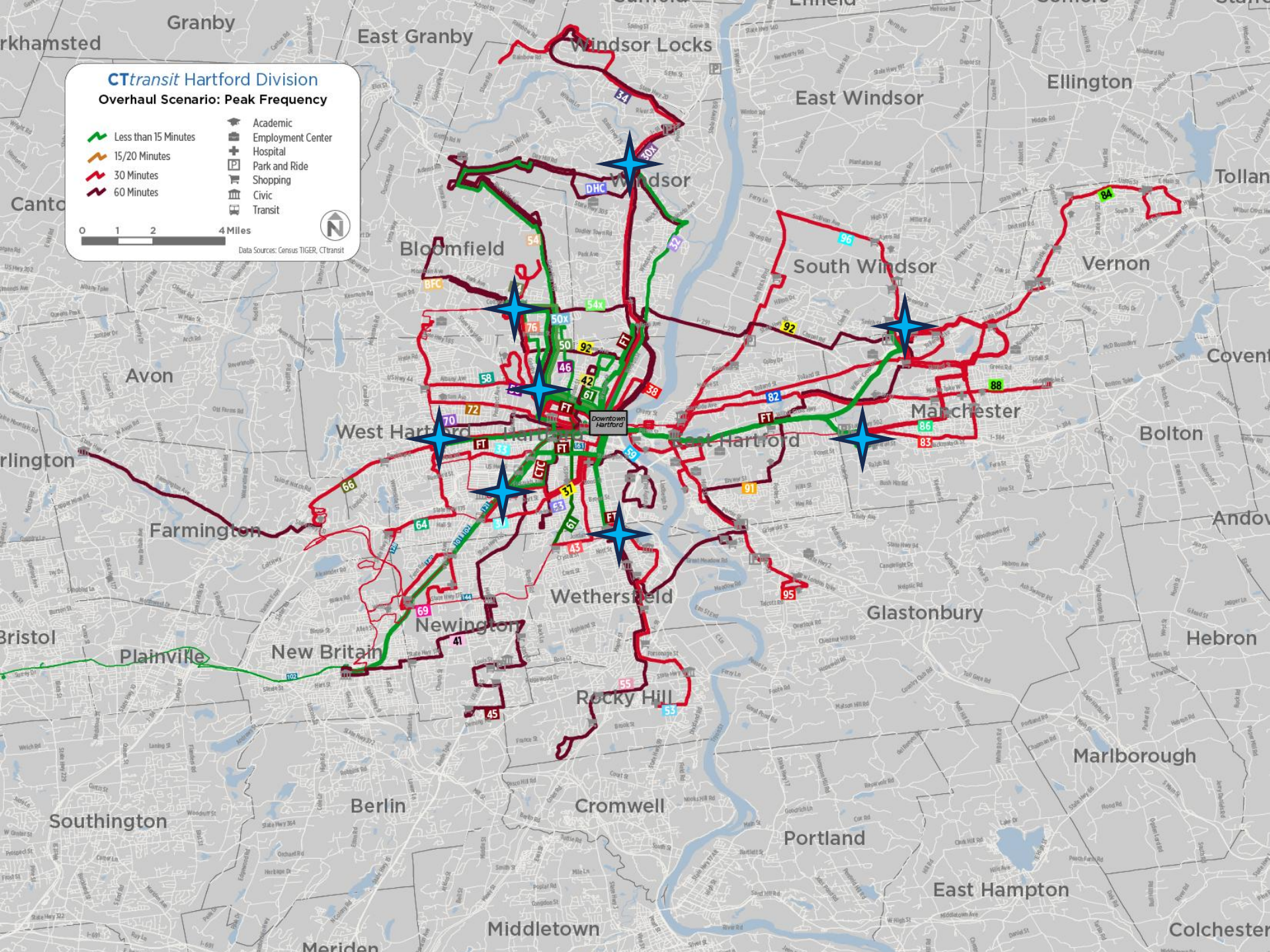
- Less than 15 Minutes
- 15/20 Minutes
- 30 Minutes
- 60 Minutes

- Academic
- Employment Center
- Hospital
- Park and Ride
- Shopping
- Civic
- Transit

0 1 2 4 Miles



Data Sources: Census TIGER, CTtransit



CTtransit Hartford Division

Overhaul Scenario: Off Peak Frequency

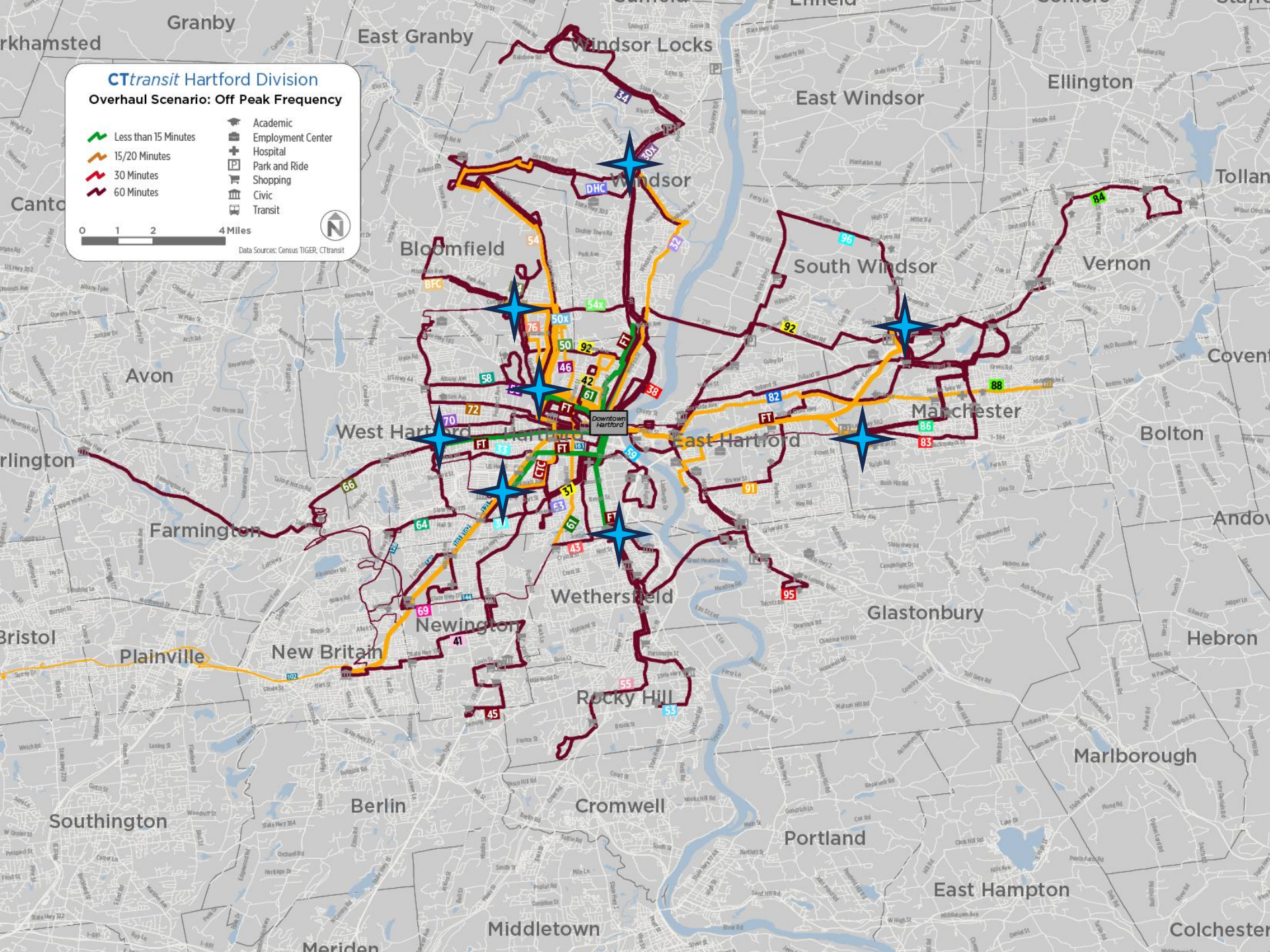
-  Less than 15 Minutes
-  15/20 Minutes
-  30 Minutes
-  60 Minutes

-  Academic
-  Employment Center
-  Hospital
-  Park and Ride
-  Shopping
-  Civic
-  Transit

0 1 2 4 Miles



Data Sources: Census TIGER, CTtransit



Next Steps

- **Public Meetings**
 - January 2016
- **Service Scenario Refinement**
 - Alternatives Analysis
 - Implementation Plan
- **Advisory Committee Meeting #5**
 - Spring 2016