





# HARTFORD AREA ROUTE CHANGE SHEETS

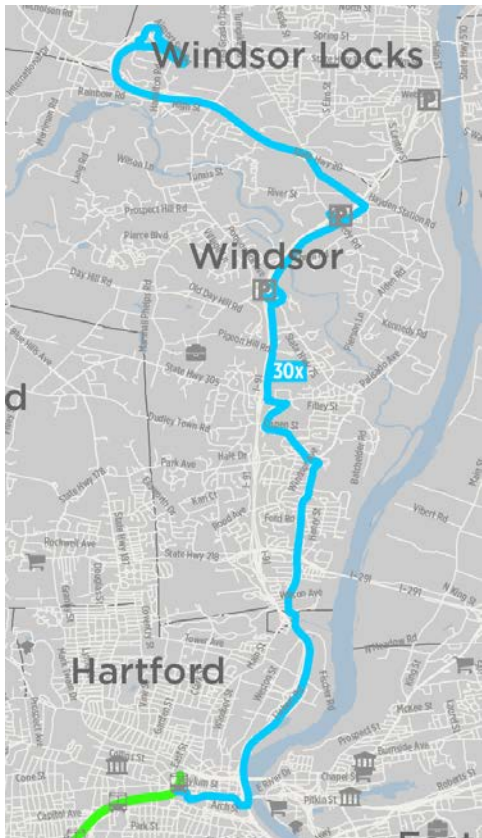


January 2016

# ROUTE 30X: BRADLEY FLYER

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

## SCENARIO 1



- Operate all trips as Route 30X with express service to Bradley Airport
- Operate from downtown Hartford to Bradley Airport via I-91, stopping only at the Poquonock Park-and-Ride Lot
- Eliminate the 30N variant
- A modified Route 34 would provide local service along North Main Street in Hartford, and along Kennedy Road and Ella Grasso Turnpike in Windsor Locks





## SCENARIO 2



- Operate all trips as Route 30X with express service to Bradley Airport
- Operate from downtown Hartford to Bradley Airport via I-91, stopping only at the Poquonock Park-and-Ride Lot
- Eliminate the 30N variant
- A modified Route 34 would provide local service along North Main Street in Hartford, and along Kennedy Road and Ella Grasso Turnpike in Windsor Locks

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

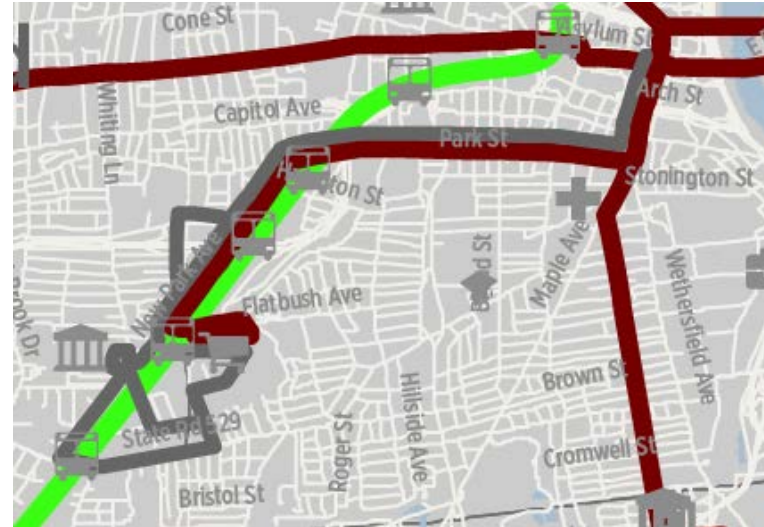
# ROUTE 31: PARK STREET - NEW PARK AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Truncate route at Charter Oak Marketplace (service to West Hartford Place available via transfer to a modified Route 37)
- Streamline route by eliminating service on Kane Street







SCENARIO 2

- Operate Arterial BRT service along Park Street and New Park Avenue following Route 31 alignment

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 32: WINDSOR AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

## SCENARIO 1



- Operate all service as Route 32, via Windsor Avenue and Deerfield Avenue to Poquoncock Park-and-Ride
- Weekend service would operate same as weekday service above
- Discontinue all variants (32A, 32B, 32M). Weston Street would continue to be served by Route 38





## SCENARIO 2



- Operate all service as Route 32, via Windsor Avenue to Poquoncock Park-and-Ride
- Weekend service would operate same as weekday service above
- Discontinue all variants (32A, 32B, 32M). Weston Street would continue to be served by Route 38
- Route 36 Day Hill Road is discontinued, with a new Day Hill Road Circulator service connecting the industrial area with Windsor Center
- Service levels may need to be increased to reflect that Routes 34 and 36 are no longer serving Windsor Avenue

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 33: PARK STREET - PARK ROAD

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Truncate route at Quaker Lane (service to Westfarms Mall available via transfer to Routes 128 at Parkville Station)







SCENARIO 2

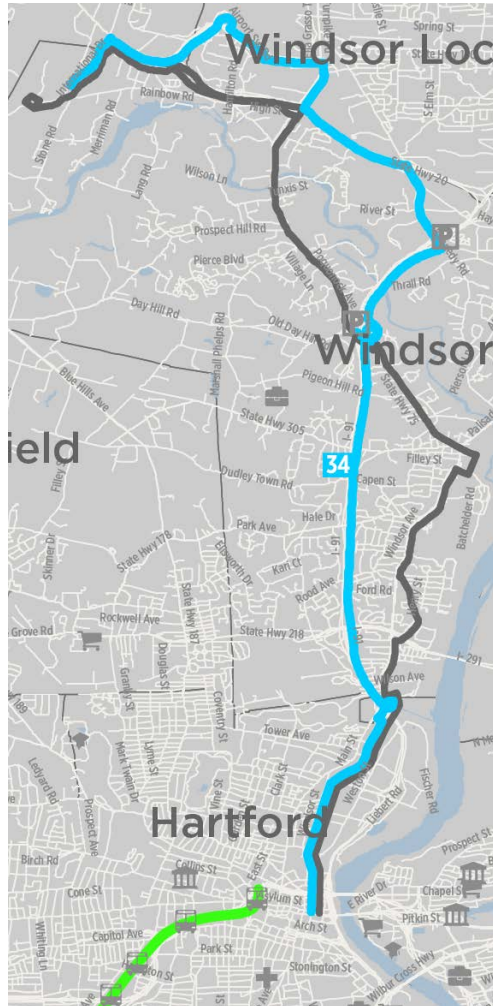
- Operate route between West Hartford Center and Parkville Station to connect to CTfastrak service and potential Arterial BRT service along Farmington corridor and Park/New Park corridor
- Service to Westfarms Mall available via transfer to Routes 128 at Parkville Station
- Frequent service to downtown Hartford available via transfers to CTfastrak or potential Arterial BRT along Farmington or Park/New Park corridors

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 34: WINDSOR AVENUE/RAINBOW

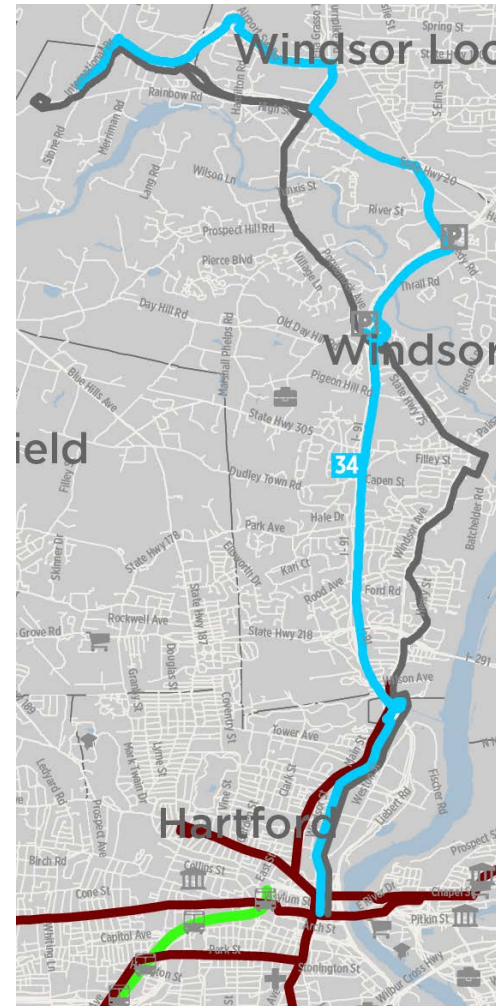
Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

SCENARIO 1



- To provide faster service to Windsor Locks, Route 34 would operate via North Main Street to I-91
- Route 34 would serve Poquonock Park-and-Ride, then continue to Kennedy Road via I-91
- Route would provide local service on Kennedy Road and Ella Grasso Turnpike, enabling modified Route 30X-Bradley Flyer to run faster more direct airport service
- Windsor Center would be served by modified Routes 32 and 36
- Note: Limited stop service on Route 34 along North Main Street may also be considered as a complement to Route 40

SCENARIO 2



- To provide faster service to Windsor Locks, Route 34 would operate via North Main Street to I-91
- Route 34 would serve Poquonock Park-and-Ride, then continue to Kennedy Road via I-91
- Route would provide local service on Kennedy Road and Ella Grasso Turnpike, enabling modified Route 30X-Bradley Flyer to run faster more direct airport service
- Windsor Center would be served by modified Routes 32 and 36
- Note: Limited stop service on Route 34 along North Main Street may also be considered as a complement to Route 40
- Windsor Center service provided by modified Route 32 and potential Day Hill Road Circulator

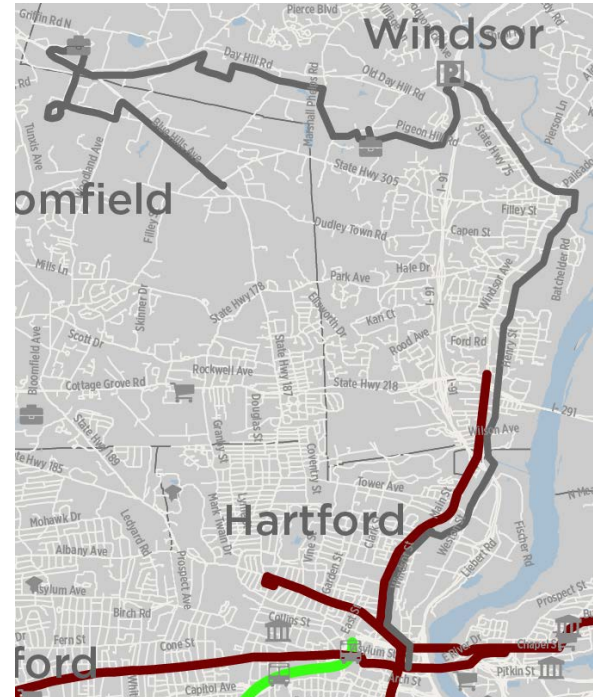
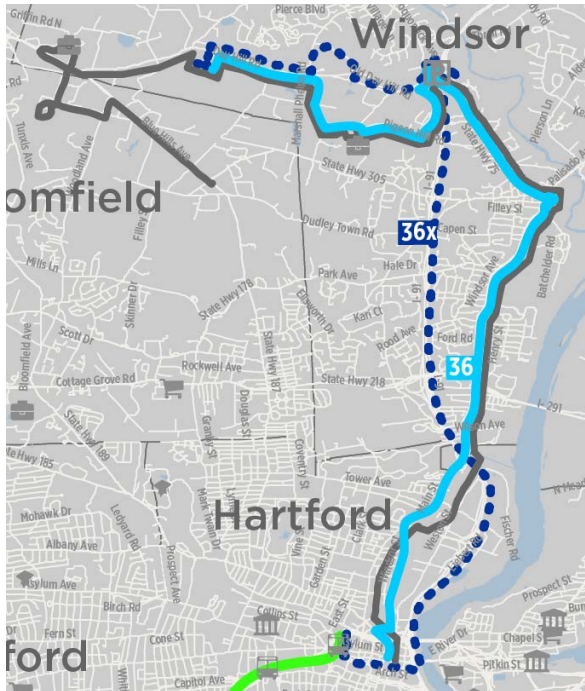
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



# ROUTE 36 AND 36X: WINDSOR - DAY HILL ROAD

**Legend**

- Potential Scenario
- - - Potential Limited Stop Service
- Existing Route
- Potential BRT
- CTfastrak



## SCENARIO 1 | SERVICE UPDATE

- Route 36/36X would operate similar to today
- Route 36 serves Addison Corporate Park, Route 36X serves Voya Financial; both would serve new Amazon distribution center
- Route 36 would continue to interline with Route 54 as it does today, with outbound trips switching at the new Amazon facility to operate inbound as Route 54 via Blue Hills Avenue

## SCENARIO 2 | SERVICE OVERHAUL

- Discontinue Routes 36/36x
- Potential Day Hill Road Circulator would serve: Home Goods Distribution Center, Griffin Center, Amazon, Addison Corporate Park, Poquonock Park-and-Ride Lot, and Windsor Center (including future commuter rail)
- Voya Financial would be served by a new Route 54X
- Connections could be made at Poquonock Park-and-Ride lot to Bradley Airport (30X), Kennedy Road and International Drive (Route 34) and downtown Hartford via I-91

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 37: NEW BRITAIN AVENUE VIA JEFFERSON

**Legend**

- Potential Scenario
- Existing Route
- Potential BRT
- CTfastrak



SCENARIO 1



SCENARIO 2





- Interline with a modified Route 37 at Charter Oak Marketplace in order to provide through-service connecting Charter Oak Marketplace, Flatbush Station, and West Hartford Place
- Streamline route by shifting service from Brookfield and Dart Street to Flatbush and Hillside Avenue
- Streamline route by shifting service from Jefferson Street to Retreat Street near Hartford Hospital

- Interline with a modified Route 37 at Charter Oak Marketplace in order to provide through-service connecting Charter Oak Marketplace, Flatbush Station, and West Hartford Place
- Streamline route by shifting service from Brookfield and Dart Street to Flatbush and Hillside Avenue
- Operate route between Charter Oak Marketplace and Hartford Hospital only (frequent service to downtown Hartford available via CTfastrak service or potential Arterial BRT service along Park/New Park corridor or Franklin corridor)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



# ROUTE 38: WESTON STREET

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

## SCENARIO 1



- Route 38 would follow the same alignment as today
- This route serves key activity centers in the North Meadows area, including CTtransit's main garage, the US Post Office and Hartford Correctional Center





## SCENARIO 2



- Route 38 would follow the same alignment as today
- This route serves key activity centers in the North Meadows area, including CTtransit's main garage, the US Post Office and Hartford Correctional Center

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 39: NEW BRITAIN AVENUE VIA RETREAT

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1

- Interline with a modified Route 37 at Charter Oak Marketplace in order to provide through-service connecting Charter Oak Marketplace, Flatbush Station, and West Hartford Place
- Eliminate service to Westfarms Mall (service to Westfarms Mall available via transfer to Routes 128 at Flatbush or Elmwood Station)





## SCENARIO 2

- Interline with a modified Route 37 at Charter Oak Marketplace in order to provide through-service connecting Charter Oak Marketplace, Flatbush Station, and West Hartford Place
- Eliminate service to Westfarms Mall (service to Westfarms Mall available via transfer to Routes 128 at Flatbush or Elmwood Station)
- Operate route between Charter Oak Marketplace and Hartford Hospital only (frequent service to downtown Hartford available via CTfastrak service or potential Arterial BRT service along Park/New Park corridor or Franklin corridor)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 40: NORTH MAIN STREET

**Legend**

-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak

SCENARIO 1



- Same alignment as today
- Introduce Sunday service (modified Route 32 Sunday service would no longer operate on North Main Street)





SCENARIO 2

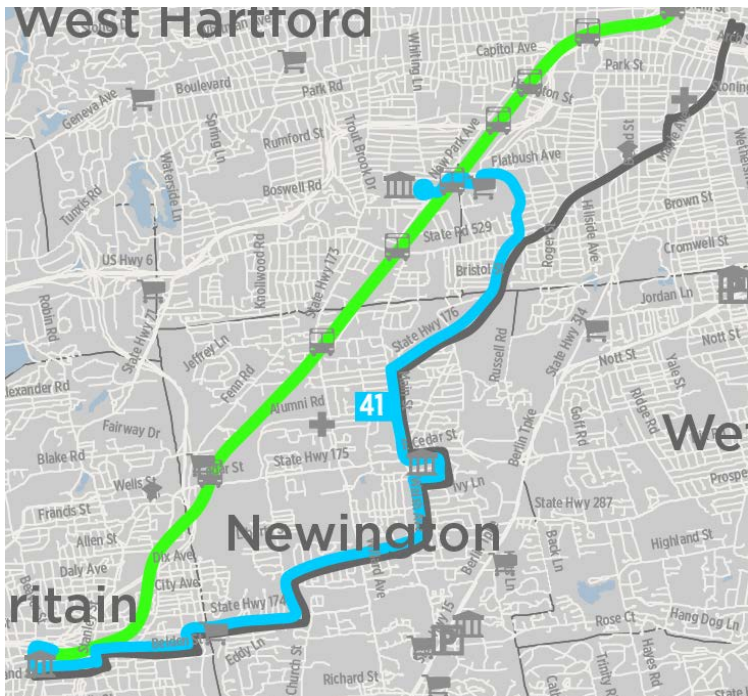


- Replace Route 40 with potential Arterial BRT service along the North Main Street corridor from downtown Hartford to Windsor Shopping Plaza where connections could be made to a modified Route 92 providing crosstown service

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 41: NEW BRITAIN/HARTFORD

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1





- Operate route between New Britain and West Hartford Place (via Charter Oak Marketplace and Flatbush Station) only (frequent service to downtown Hartford available via transfer to CTfastrak service or potential Arterial BRT service along Park/New Park corridor)

## SCENARIO 2

- Operate route between New Britain and West Hartford Place (via Charter Oak Marketplace and Flatbush Station) only (frequent service to downtown Hartford available via transfer to CTfastrak service)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 42: BARBOUR STREET

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Combine Route 42/44 to operate as new Route 42 via Albany, Garden, Westland (essentially following the current Route 44 route) and then Barbour, Kensington, and Tower (along Route 42's terminal loop)
- Service frequencies would be similar to those on Route 42 today (higher than operated on Route 44 today)
- Service would follow same alignment, 7 days per week







SCENARIO 2

- Extend Route 42 to operate via Tower Avenue to Granby Street
- A modified Route 92 (Tower Avenue) would be realigned to operate via Putnam Highway, connecting Copaco Center and Buckland Hills Malls
- Connections to Route 92 available at the Windsor Shopping Center via the proposed arterial BRT service along N. Main St

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 43: CAMPFIELD AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Extend route to Jordan Lane Shopping Center to facilitate more reverse direction trips from neighborhoods along Campfield Avenue
- Realign route to operate on Campfield Avenue/Webster Street to Capitol Avenue to create more transfer opportunities



SCENARIO 2

- Extend route to Jordan Lane Shopping Center to facilitate more reverse direction trips from neighborhoods along Campfield Avenue
- Realign route to operate on Campfield Avenue/Webster Street to Capitol Avenue to create more transfer opportunities
- Extend route north of downtown Hartford to create through-ridership and interline opportunities

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 44: GARDEN STREET

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

SCENARIO 1



- Combined with Route 42, and operated as modified Route 42 at higher frequency and on weekends
- Modified Route 42 would operate via Albany, Garden, Westland Barbour, Kensington, and Tower

SCENARIO 2







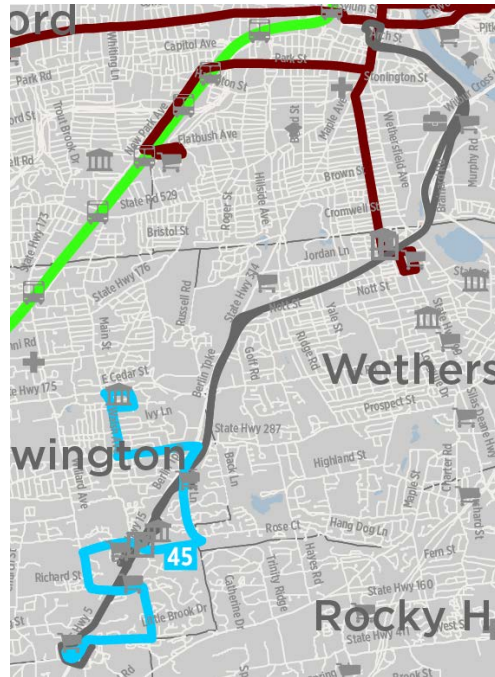
- Interline with Route 61 and operate as a modified Route 61 to provide cross-town service connecting Garden Street and the Albany Avenue area to Asylum Hill, CTfastrak, and Frog Hollow

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 45: BERLIN TURNPIKE FLYER

**Legend**

-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak



SCENARIO 1

SCENARIO 2

- Restructure route as a circulator connecting apartment communities to retail destinations and Express service
- Operate route between Stew Leonard's and Newington Center only (service to downtown Hartford available via transfer to Express Route 907 or a modified Route 41)





- Restructure route as a circulator connecting apartment communities to retail destinations and Express service
- Operate route between Stew Leonard's and Newington Center only (service to downtown Hartford available via transfer to Express Route 907 or a modified Route 41)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

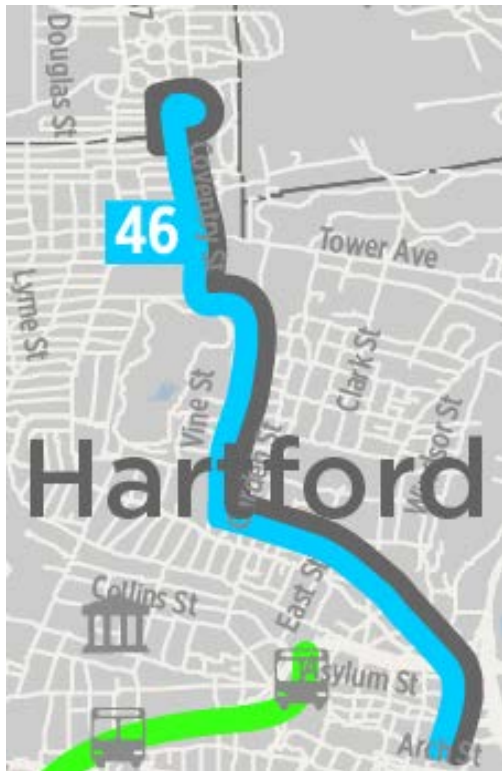


# ROUTE 46: VINE STREET

**Legend**

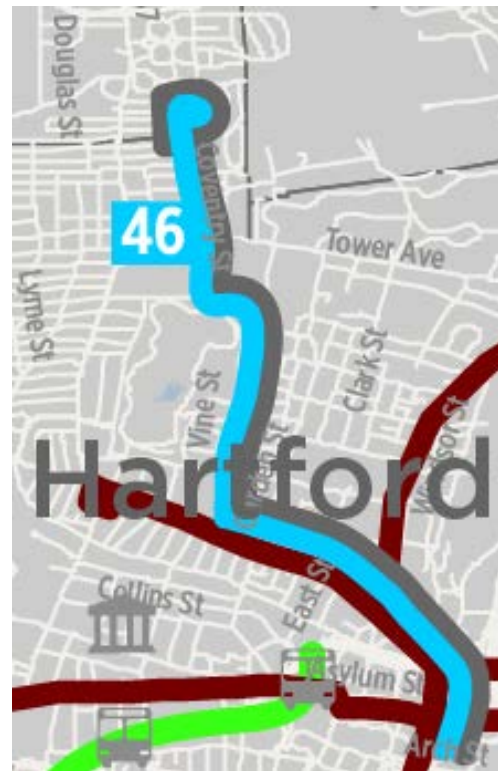
-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak

SCENARIO 1



- Operate along the same alignment as today

SCENARIO 2







- Operate along the same alignment as today, taking advantage of potential Arterial BRT service along Albany Avenue corridor which could include corridor treatments intended to speed up service (bus stop consolidation, traffic signal prioritization, etc.)

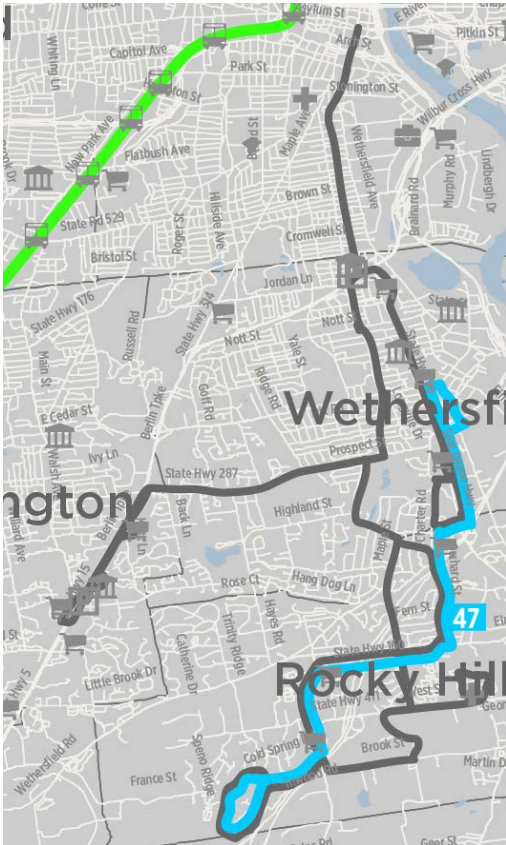
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 47: FRANKLIN AVENUE

**Legend**

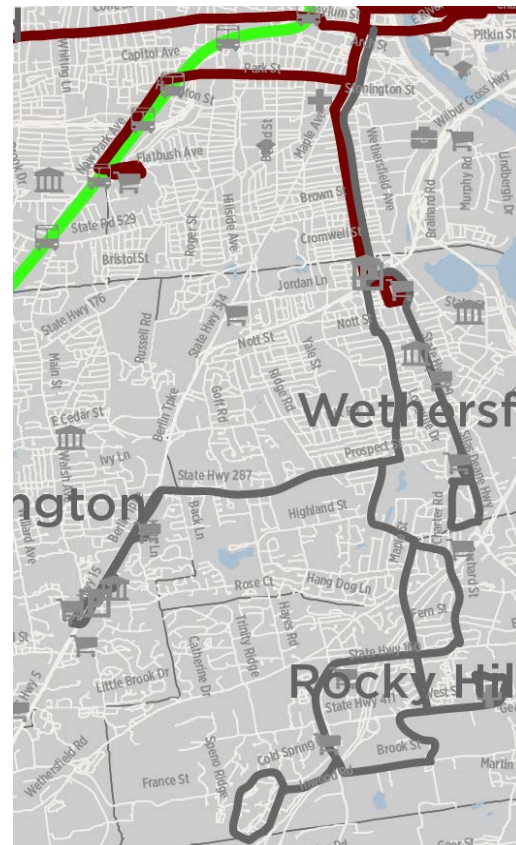
-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak

## SCENARIO 1



- Restructure route as a circulator connecting apartment communities to retail destinations and Express service
- Operate route between Century Hills and Wethersfield only (service to downtown Hartford available via a modified Route 53 and Express Route 910)
- Eliminate Berlin Turnpike service variant (local service in Berlin Turnpike corridor available via a modified Route 45)






## SCENARIO 2

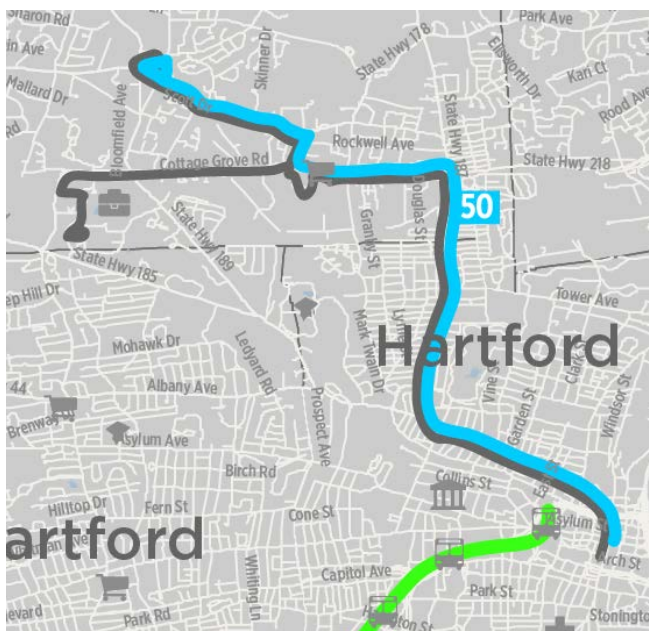


- Operate as potential Arterial BRT service along Franklin Avenue following Route 31 alignment
- Service south of Jordan Lane replaced by modified Routes 53 and 55

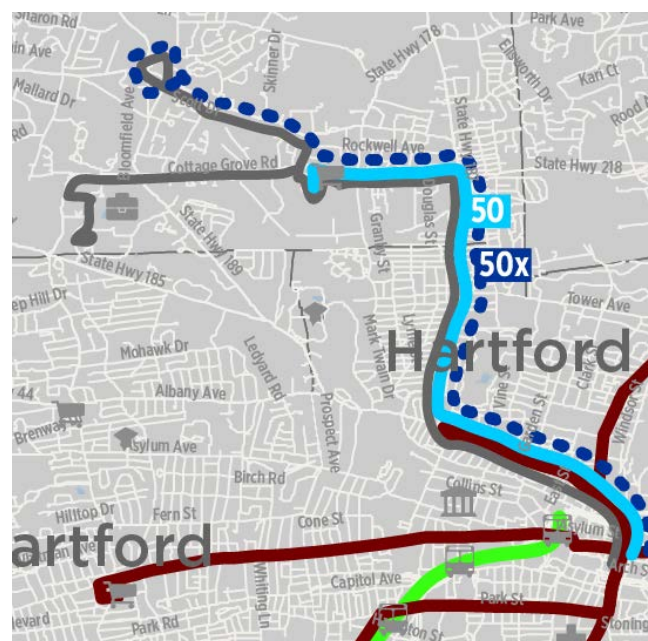
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 50 AND 50X: BLUE HILLS AVENUE - COTTAGE GROVE ROAD

Legend	
	Potential Scenario
	Potential Limited Stop Service
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1







SCENARIO 2

- Discontinue Route 50A to Cigna campus (service to Cigna campus available via Route 153 and modified Route 72)
- All Route 50 trips would operate to Bloomfield Center. Route 92 trips would terminate at Copaco Center

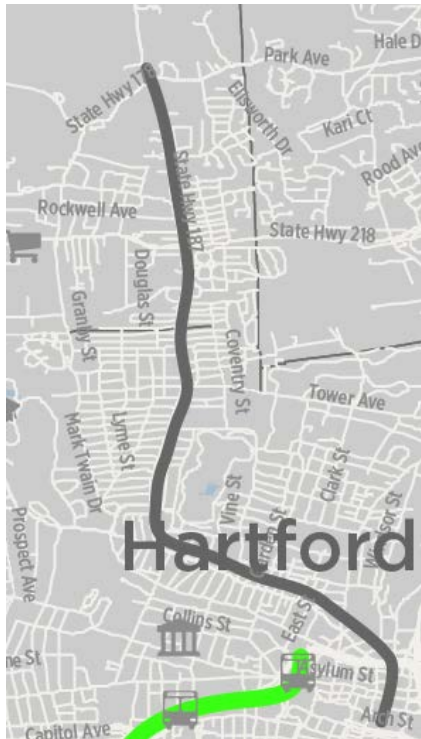
- Introduce new Bloomfield Circulator route to connect Dorothy Drive, Bloomfield Center, Copaco Center, Seabury Retirement Home and Wedgewood Apartments
- Operate Route 50 as 50X on weekdays, providing limited stop between Bloomfield Center, Copaco and Downtown via Blue Hills Avenue and Albany Avenue
- Route 50 would operate locally on Saturday (Routes 56 would be discontinued)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 52: BLUE HILLS AVENUE

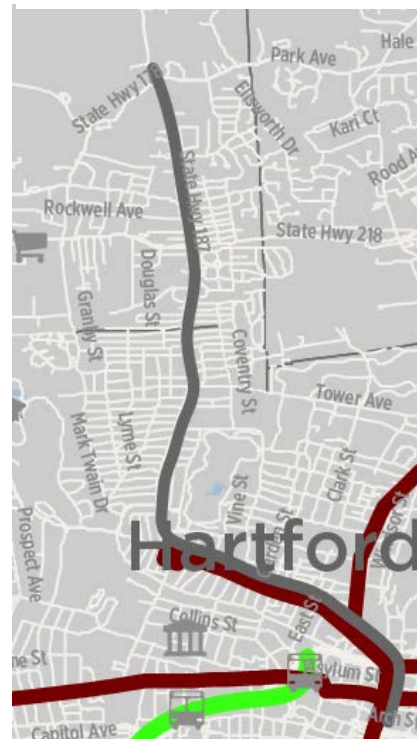
Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

## SCENARIO 1



- Combine Routes 52 and 54, operating all trips as Route 54 to Griffin Ctr/Day Hill Road area
- Discontinue Wedgewood Apartments deviation; residents would pick up service on Blue Hills Avenue

## SCENARIO 2



- Combine Routes 52 and 54, operating all trips as Route 54 to Griffin Ctr/Day Hill Road area
- Discontinue Wedgewood Apartments deviation;
- Wedgewood Apartments would be served by a new Bloomfield Circulator route

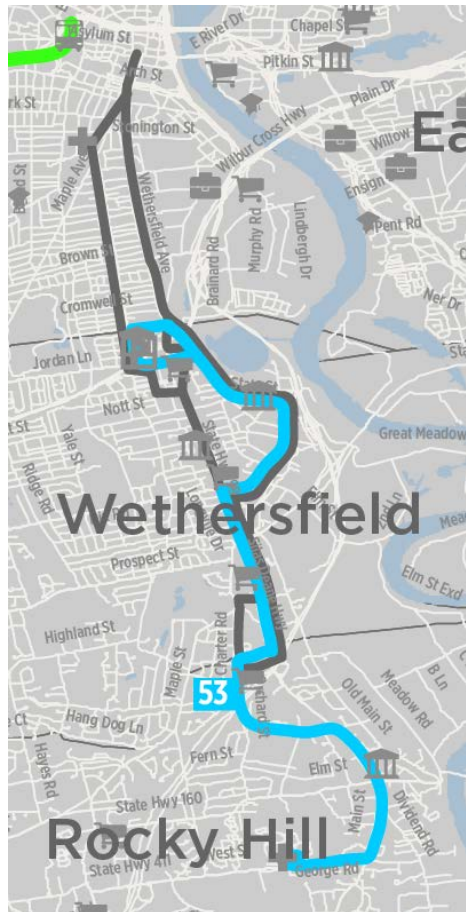
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



# ROUTE 53: WETHERSFIELD AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak

## SCENARIO 1



- Operate between Wolcott Hill Park-and-Ride and Veteran's Home only (service to downtown Hartford available via transfer to modified Route 55 and Express Route 950)
- Add service to Wal-Mart in Rocky Hill
- Streamline route by eliminating variants
- Becomes circulator connecting residential, retail, and Express bus service

## SCENARIO 2



- Operate between Wolcott Hill Park-and-Ride and Veteran's Home only (service to downtown Hartford available via transfer to potential Arterial BRT service along Franklin Avenue corridor and Express Route 950)
- Add service to Wal-Mart in Rocky Hill
- Streamline route by eliminating variants
- Becomes circulator connecting residential, retail, potential Arterial BRT and Express bus service

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 54 AND 54X: BLUE HILLS AVE - BLUE HILLS EXTENSION

Legend	
	Potential Scenario
	Potential Limited Stop Service
	Existing Route
	Potential BRT
	CTfastrak

## SCENARIO 1



- Combine Routes 54 and 52 and operate all local trips as Route 54 to Griffin Center and Day Hill Road.
- Operate Route 54X via I-91 and Putnam Turnpike, as recently implemented by CTtransit
- Continue to interline Route 54 with Route 36 (route numbers would change at the new Amazon distribution facility on Day Hill Road, returning inbound as Route 36 via Windsor Avenue)
- Service to Addison Corporate Park provided by Route 36

## SCENARIO 2







- Extend Route 54X to Poquonock Park-and-Ride via Voya Financial
- Route 54 would terminate at new Amazon facility on Day Hill Road (it would no longer interline with Route 36)
- Route 54 buses would run both inbound and outbound via Blue Hills Avenue
- Routes 54 and 54X would connect to potential new Day Hill Road Circulator

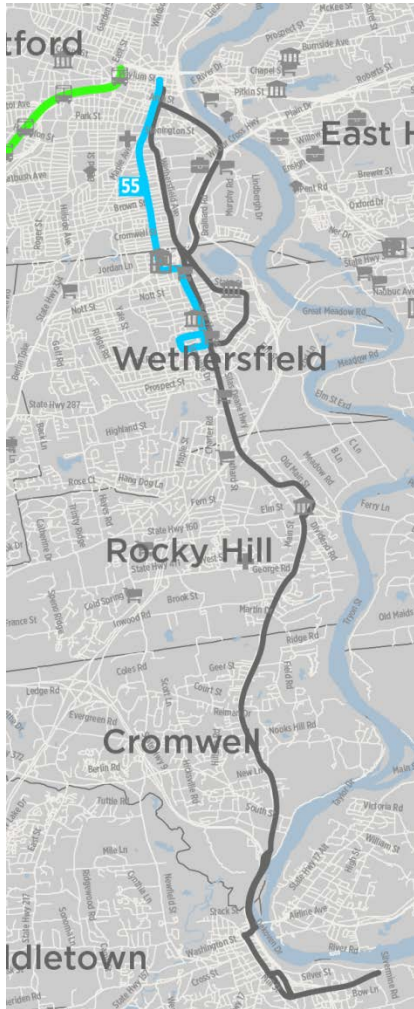
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 55: MIDDLETOWN

**Legend**

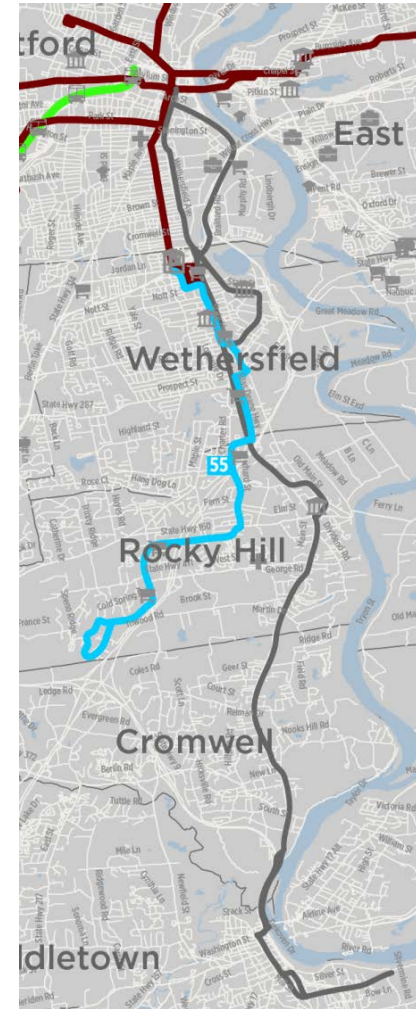
-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak

## SCENARIO 1



- Operate between Wethersfield Town Hall and downtown Hartford only (service to Rocky Hill available via transfers to modified Routes 53 and 47)
- Shift service from Wethersfield Avenue to Franklin Avenue to improve ridership potential





## SCENARIO 2

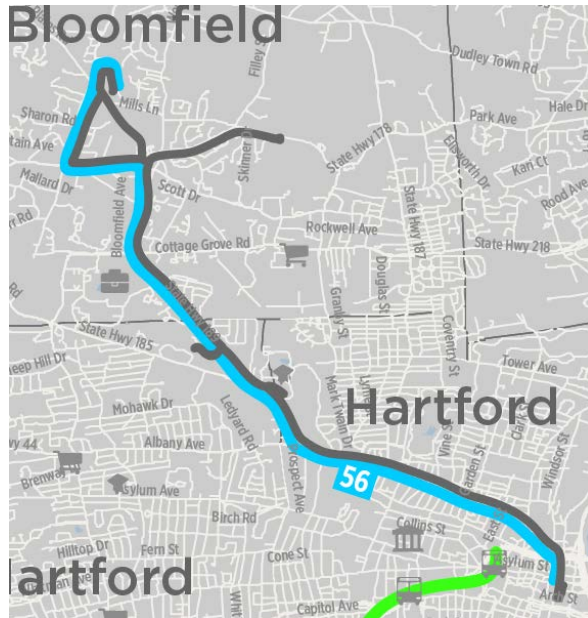


- Operate between Jordan Lane and Century Hill, primarily along the Scenario 1 alignment of Route 47
- Service to downtown Hartford available via transfer to potential Arterial BRT service along Franklin Avenue corridor

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

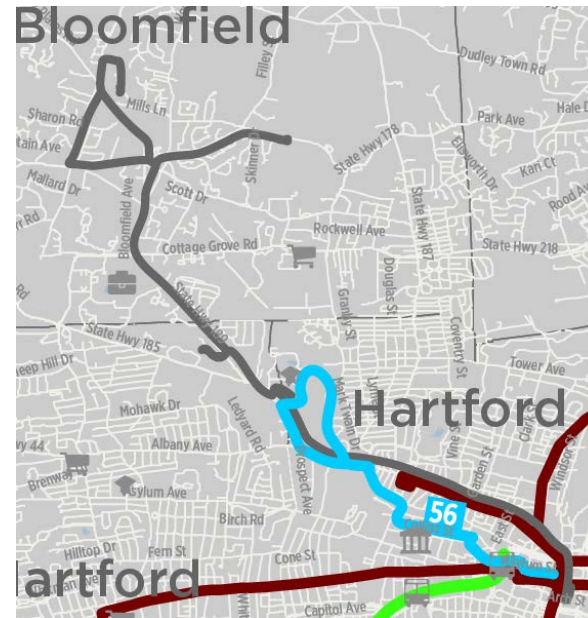
# ROUTE 56: BLOOMFIELD AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Restructure route to operate bi-directionally along Mountain Avenue, Brown Street and Dorothy Drive
- The Route 56F variant, serving the Federation Home on Wintonbury Avenue would be discontinued







SCENARIO 2

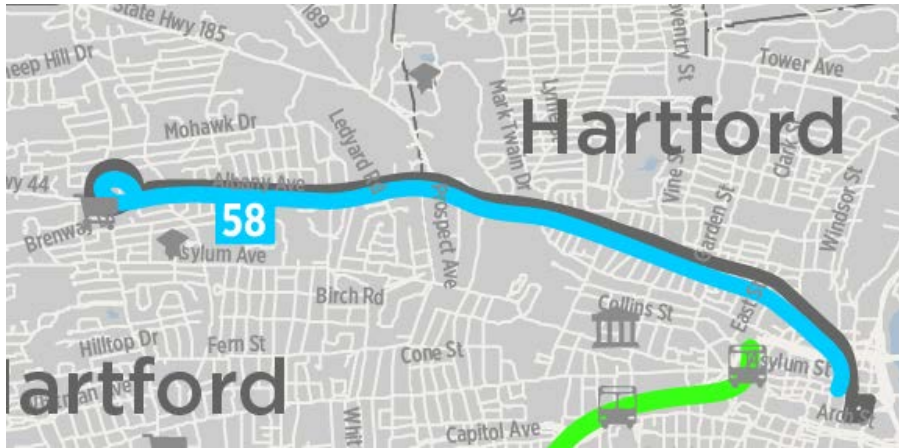
- Restructure route to connect downtown Hartford and the University of Hartford via Ashley Avenue, Woodland St. and Homestead Avenue
- A potential Bloomfield Circulator route would provide local connections, serving Dorothy Drive, Bloomfield Center, Copaco Center, the Seabury Retirement Home and Wedgewood Apartments
- Route 50X would provide fast, limited stop service between Bloomfield Center, Copaco Center, Albany Avenue, and downtown Hartford
- Route 912 would also continue to serve the Sacred Heart Church Park-and-Ride Lot

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



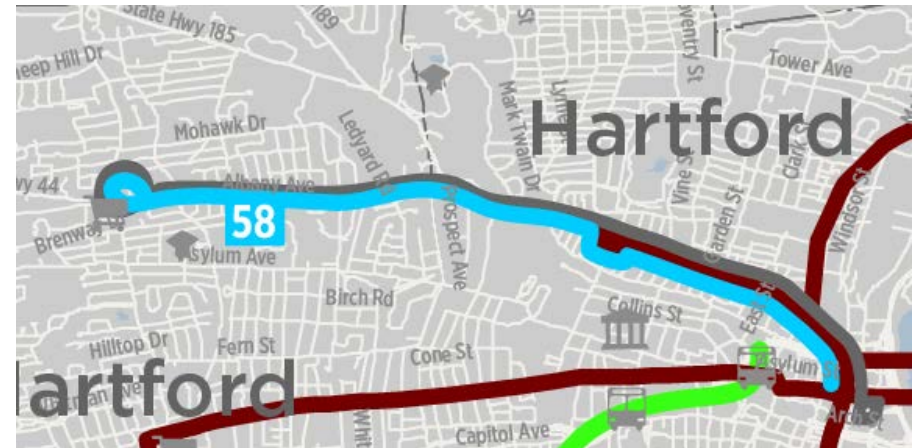
# ROUTE 58: ALBANY AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Operate along the same alignment as today







SCENARIO 2

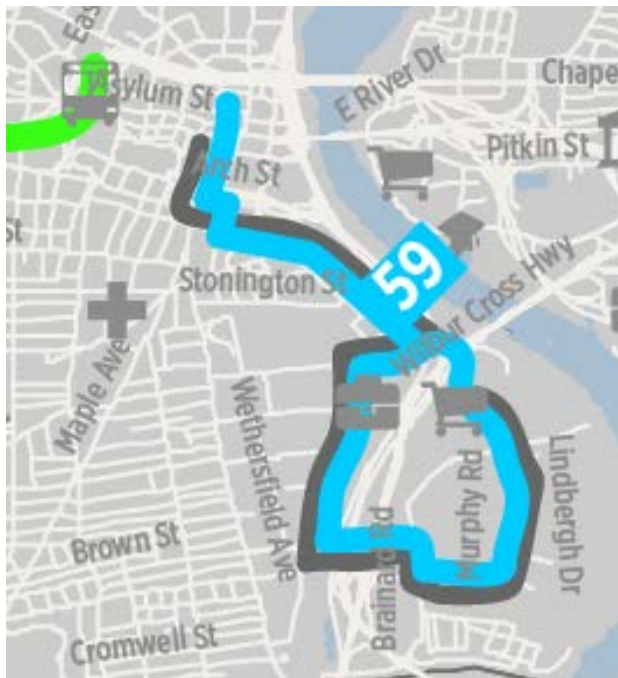
- Operate along the same alignment as today, taking advantage of potential Arterial BRT service along Albany Avenue corridor which could include corridor treatments intended to speed up service (bus stop consolidation, traffic signal prioritization, etc.)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 59: LOCUST STREET

**Legend**

-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak



**SCENARIO 1**





- Use Reserve Road to replace bi-directional service on the southern end of the route with a counter-clockwise loop in order to improve productivity and on-time performance

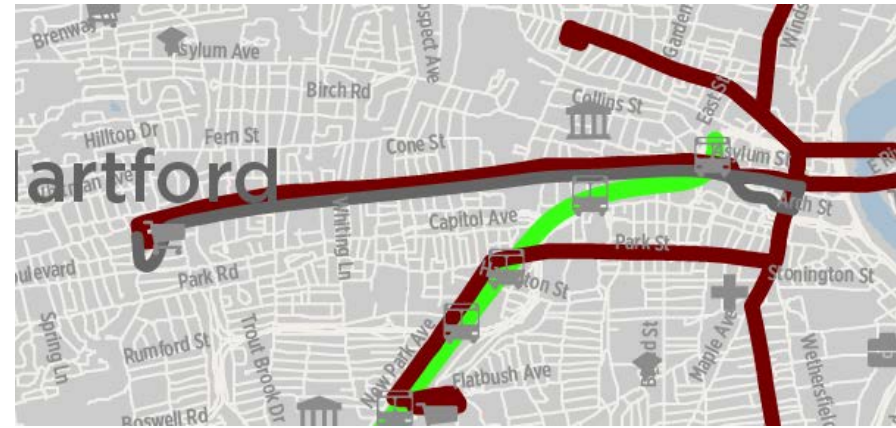
**SCENARIO 2**

- Use Reserve Road to replace bi-directional service on the southern end of the route with a counter-clockwise loop in order to improve productivity and on-time performance
- Restructure route to connect to potential Arterial BRT service along Franklin and Park Street corridors rather than serving downtown Hartford directly

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 60: FARMINGTON AVENUE/WEST HARTFORD CENTER

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

SCENARIO 2





- Operate along the same alignment as today

- Replace route with potential Arterial BRT service along Farmington Avenue corridor

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 61: BROAD STREET

**Legend**

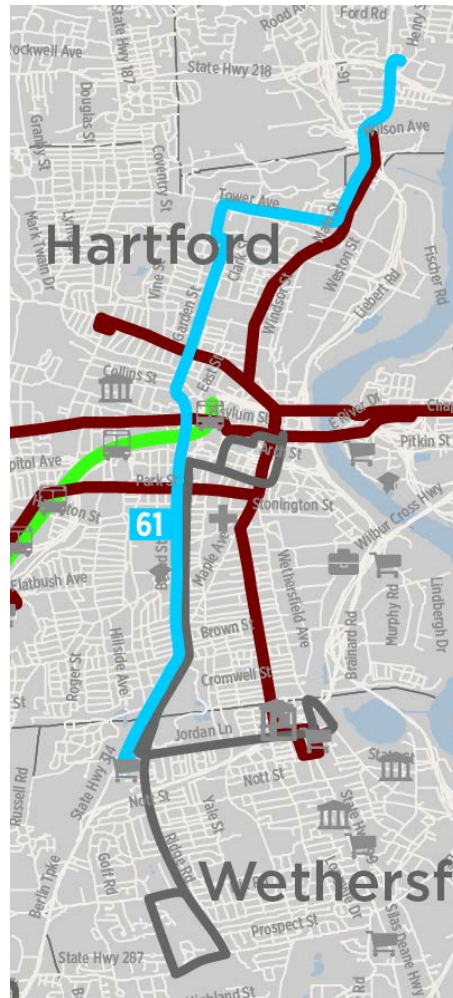
-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak

## SCENARIO 1



- Truncate route at Berlin Turnpike and Jordan Lane (service along Jordan Lane to Silas Deane available via transfer to Route 144 at Parkville Station)




## SCENARIO 2



- Truncate route at Berlin Turnpike and Jordan Lane (service along Jordan Lane to Silas Deane available via transfer to Route 144 at Parkville Station)
- Route 61 would be transitioned to a crosstown service, linking with Route 44
- The potential new route would connect Tower Avenue, Garden Street and the Albany Avenue area to Asylum Hill, CTfastrak, and Frog Hollow
- Service to downtown Hartford available via transfers to potential Arterial BRT service along Park, Farmington, and Albany, and North Main Street corridors

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 62: FARMINGTON AVENUE/BISHOPS CORNER

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1





- Operate along the same alignment as today

## SCENARIO 2

- Replace route with potential Arterial BRT service along Farmington Avenue corridor
- Service on North Main Street in West Hartford provided by Route 153

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

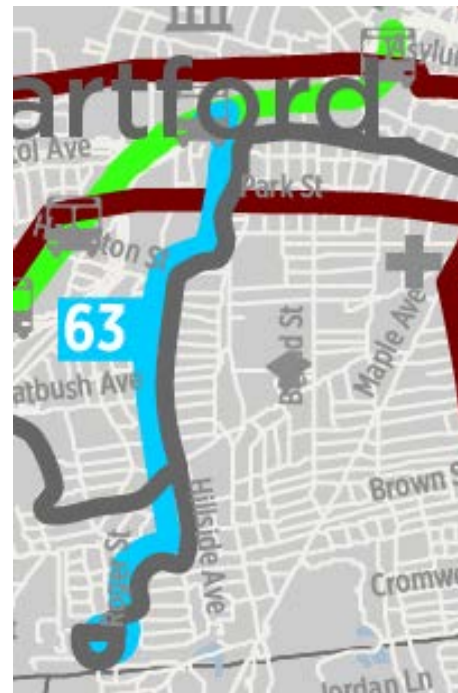
# ROUTE 63: HILLSIDE AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Eliminate service to Charter Oak Market (frequent service to Charter Oak Market available via transfer to modified Routes 37 or 39)
- Truncate route at Sigourney Street Station (frequent service to downtown Hartford available via transfer to CTfastrak service)







SCENARIO 2

- Eliminate service to Charter Oak Market (frequent service to Charter Oak Market available via transfer to modified Routes 37, 39, Crosstown Connector, or potential Arterial BRT service along Park/New Park corridor)
- Truncate route at Sigourney Street Station (frequent service to Hartford available via transfer to CTfastrak service or potential Arterial BRT service along Park/New Park corridor)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 64: FARMINGTON AVENUE/WESTFARMS MALL

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Operate along the same alignment as today



SCENARIO 2

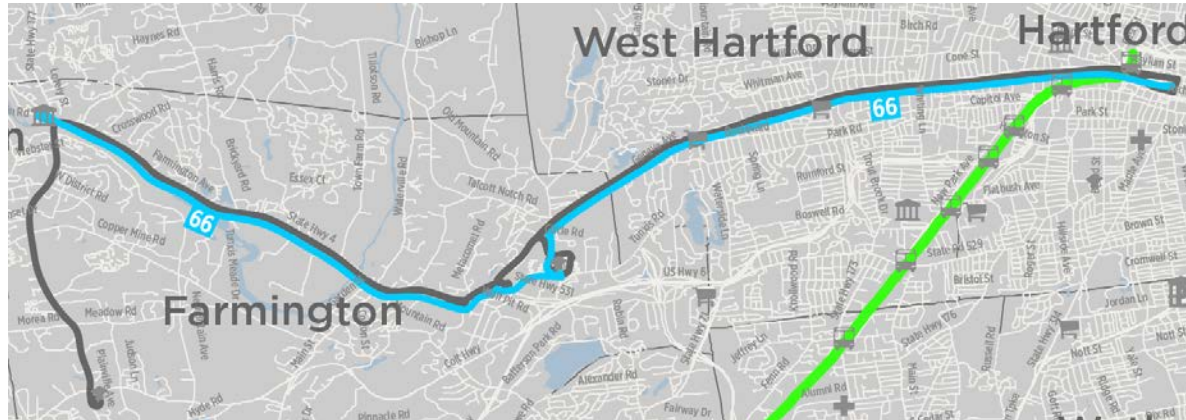
- Operate route between W. Hartford Center and the West Farms Mall only (frequent service to downtown Hartford available via transfer at West Hartford Center to potential Arterial BRT service along Farmington Avenue corridor)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



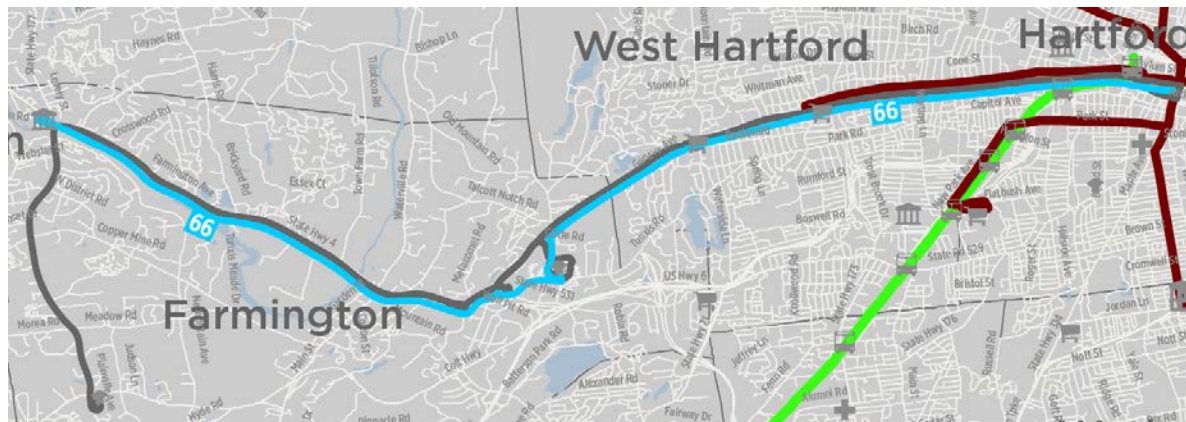
# ROUTE 66: FARMINGTON AVENUE/UCONN/UNIONVILLE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1

- Discontinue Route 66T variant to Tunxis Community College would be discontinued (service to Tunxis Community
- Route 66H (UConn Health) and 66F (Unionville) would continue to operate
- Service to Tunxis Community College would be available via New Britain Transit Route 503)







## SCENARIO 2

- Service in the Farmington Avenue corridor between downtown Hartford and W. Hartford Center would be upgraded to fast, frequent potential Arterial BRT service
- Route 66H and 66F would operate from West Hartford to UConn Health or Unionville.
- Route 909 express trips and Route 121 would continue to operate

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



# ROUTE 69: CAPITOL AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1





- Restructure route as a circulator connecting CCSU, VA, apartment communities, Stop & Shop, Cedar Street Station, and CTfastrak service
- Operate route between Cedar Street Station and Newington Junction Station only (frequent service to downtown Hartford available via transfer to CTfastrak service)

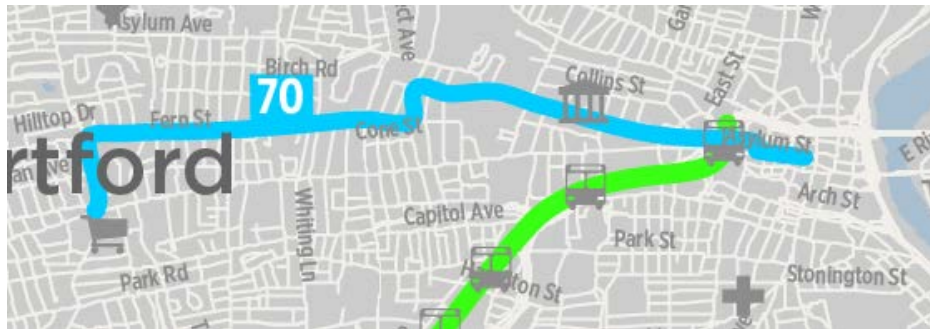
## SCENARIO 2

- Restructure route as a circulator connecting CCSU, VA, apartment communities, Stop & Shop, Cedar Street Station, and CTfastrak service
- Operate route between Cedar Street Station and Newington Junction Station only (frequent service to downtown Hartford available via transfer to CTfastrak service)

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 70: FERN STREET (PREVIOUSLY ROUTE 72F)

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Route 72F would be renamed Route 70, to separate and distinguish it from Route 72A and better tailor each schedule to passenger demand
- The new Route 70 would be redirected to terminate in W. Hartford Center, turning south from Fern Street onto North Main Street rather than continuing on Fern where ridership is low
- Route 72A would be renamed Route 72 and operate as today







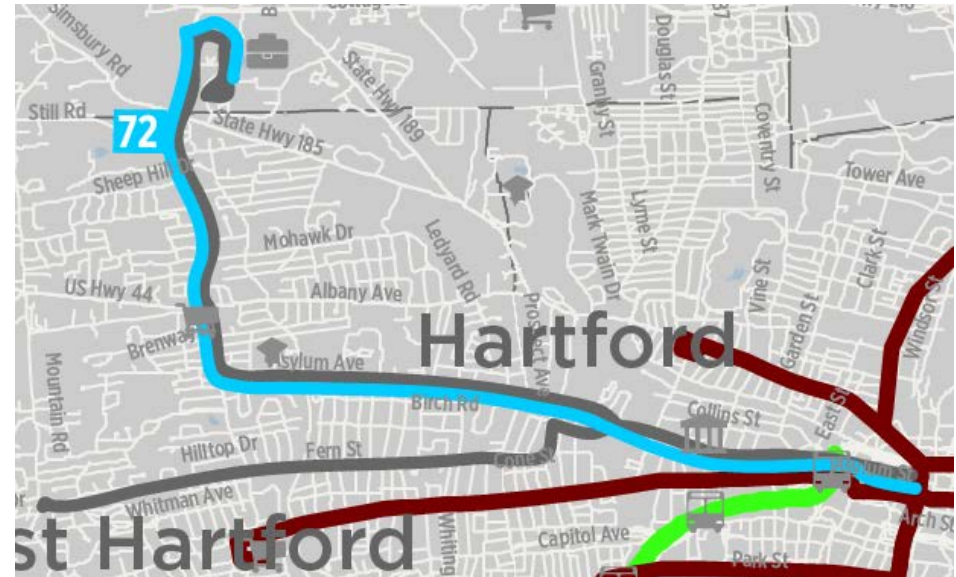
SCENARIO 2

- Service along Fern Street would be discontinued
- Service would continue to operate along Asylum Avenue with Route 72, and on North Main Street with Route 153

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 72: ASYLUM AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1

- Route 72 would operate along current Route 72A alignment
- Route 72F would be renamed Route 70, separating the routes to better tailor schedule to passenger demand

## SCENARIO 2

- Route 72 would operate along current Route 72A alignment
- Route 72F would be discontinued

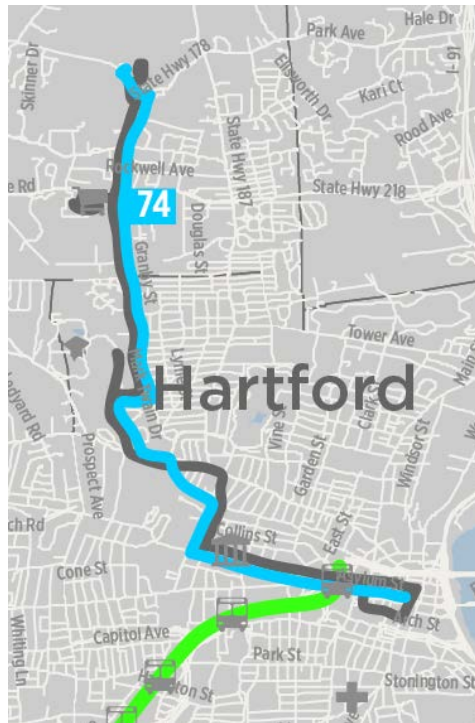
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 74: GRANBY STREET

**Legend**

- Potential Scenario
- Existing Route
- Potential BRT
- CTfastrak

SCENARIO 1



- Route 74 would be realigned, along with Route 76 – Ashley Street
- Route 74 would no longer serve Copaco Center, but would operate directly from Granby Street to the Seabury Retirement Home
- All trips on Route 76 would be extended to Copaco

SCENARIO 2



- Route 74 would be discontinued
- The Mark Twain and Granby Street area would be served by a modified Route 56
- A potential new Bloomfield circulator route would serve the Seabury Retirement Home

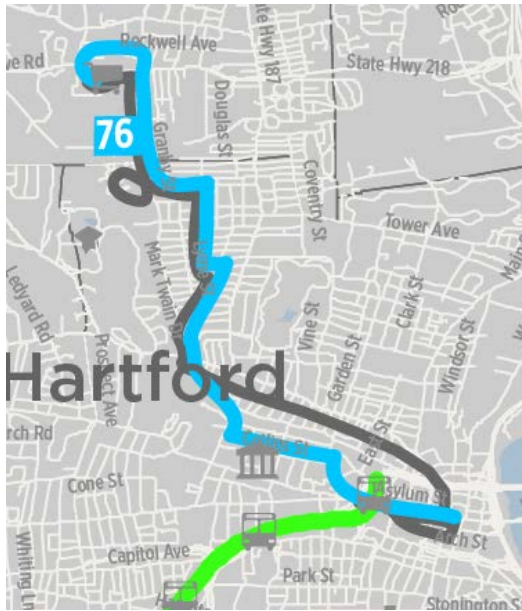
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 76: ASHLEY STREET

**Legend**

- Potential Scenario
- Existing Route
- Potential BRT
- CTfastrak

## SCENARIO 1



- All Route 76 trips would be extended to Copaco Center (Route 74 would no longer serve Copaco)
- Service would no longer circulate in Bowles Park





## SCENARIO 2



- Route 76 would operate via Albany Street to Westbourne Parkway, then follow today's alignment via Cornwall Street, Palm and Burnham
- All trips would be extended via Granby Street to Copaco Center
- Route 76 would operate within a Potential Arterial BRT corridor along Albany Avenue
- Connections to the Asylum Hill area and CTfastrak could be made via a modified Route 56 on Mark Twain or via a new Crosstown Connector route on Blue Hills Avenue

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 80X: BUCKLAND FLYER

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Provide direct service between downtown Hartford and Buckland Hills on weekdays via I-84






SCENARIO 2

- Provide direct service between downtown Hartford and Buckland Hills on weekdays via I-84

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 82: BUCKLAND HILLS

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Shift service in East Hartford from Tolland Street to Park Avenue (between Main Street and School Street) to pick up coverage from eliminated Route 94
- Tolland Street destinations would be service by a modified Route 88 one block away on Burnside Avenue
- Streamline route by servicing JC Penny distribution center from Tolland Turnpike







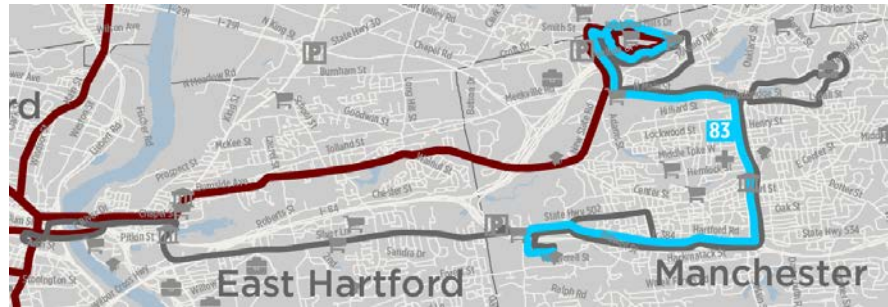
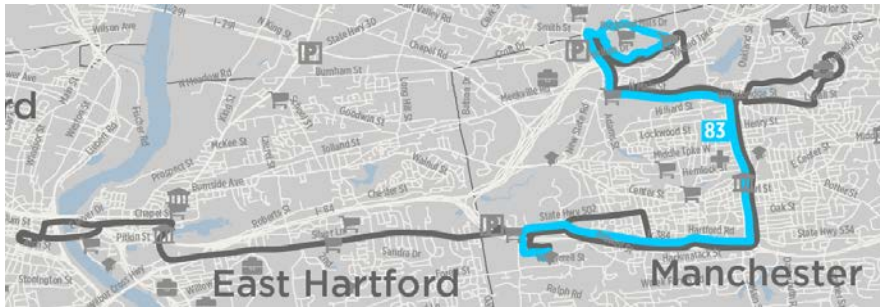
SCENARIO 2

- Shift service in East Hartford from Tolland Street to Park Avenue (between Main Street and School Street) to pick up coverage from eliminated Route 94
- Tolland Street destinations would be service by potential Arterial BRT service along Burnside corridor
- Streamline route by servicing JC Penny distribution center from Tolland Turnpike

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 83: SILVER LANE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1

- Restructure route as a local service in Manchester linking MCC with the Manchester Business Park and Buckland Hills Mall via Hartford Road, Main Street, and Buckland Street
- Service to downtown Hartford available via transfer to Route 121, or modified Routes 82 and 88
- Service to Manchester Business Park provided by a modified Route 86





## SCENARIO 2

- Restructure route as a local service in Manchester linking MCC with the Manchester Business Park and Buckland Hills Mall via Hartford Road, Main Street, and Buckland Street
- Service to downtown Hartford available via transfer to Route 121, or potential Arterial BRT service along Burnside corridor
- Service to Manchester Business Park provided by a modified Route 86

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



# ROUTE 84: TOLLAND STREET - ROCKVILLE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Operate route between Vernon and Buckland Hills area only (service to downtown Hartford available via transfer to Express Route 917 or a modified Routes 82)
- Expand Vernon loop to serve more apartment communities







SCENARIO 2

- Operate route between Vernon and Buckland Hills area only (service to downtown Hartford available via transfer to Express Route 917 or potential Arterial BRT service along Burnside corridor)
- Expand Vernon loop to serve more apartment communities

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 85X: MCC FLYER

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1





SCENARIO 2

- Continue to operate direct service between downtown Hartford and Manchester Community College via I-84

- Continue to operate direct service between downtown Hartford and Manchester Community College via I-84

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 86: BURNSIDE AVENUE - MAYBERRY VILLAGE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1





SCENARIO 2

- Restructure route as a local service in Manchester linking MCC with the Manchester Business Park and Buckland Hills Mall via Center Street, Broad Street, and Parker Street
- Service to downtown Hartford available via transfer to Route 121, or modified Routes 82 and 88
- Mayberry Village service provided by a modified Route 91

- Restructure route as a local service in Manchester linking MCC with the Manchester Business Park and Buckland Hills Mall via Center Street, Broad Street, and Parker Street
- Service to downtown Hartford available via transfer to Route 121 at MCC, or potential Arterial BRT service along Burnside corridor at Buckland Hills Mall
- Mayberry Village service provided by a modified Route 91

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 87: BREWER STREET

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1

- Restructure route as a circulator connecting apartment communities to major employers (Coca-Cola, Pratt & Whitney), and educational institutions (Goodwin College, Two Rivers Magnet School)
- Operate route between Goodwin College and Connecticut Boulevard only (service to downtown Hartford available via transfer to Route 121)
- Residential neighborhoods near Forest Street, Hill Street, and Oak Street could be served by potential Flex service

## SCENARIO 2

- Restructure route as a circulator connecting apartment communities to major employers (Coca-Cola, Pratt & Whitney), and educational institutions (Goodwin College, Two Rivers Magnet School)
- Operate route between Goodwin College and Connecticut Boulevard only (service to downtown Hartford available via transfer to Route 121 and potential Arterial BRT service along Burnside corridor)
- Residential neighborhoods near Forest Street, Hill Street, and Oak Street could be served by potential Flex service

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 88: BURNSIDE AVENUE

**Legend**

- Potential Scenario
- Existing Route
- Potential BRT
- CTfastrak



## SCENARIO 1

- Streamline route to operate along Burnside Avenue / Middle Turnpike
- Extend route to Department of Social Services in Manchester
- Center Street served by modified Routes 83 and 86
- Manchester Business Park served via a modified Route 86







## SCENARIO 2

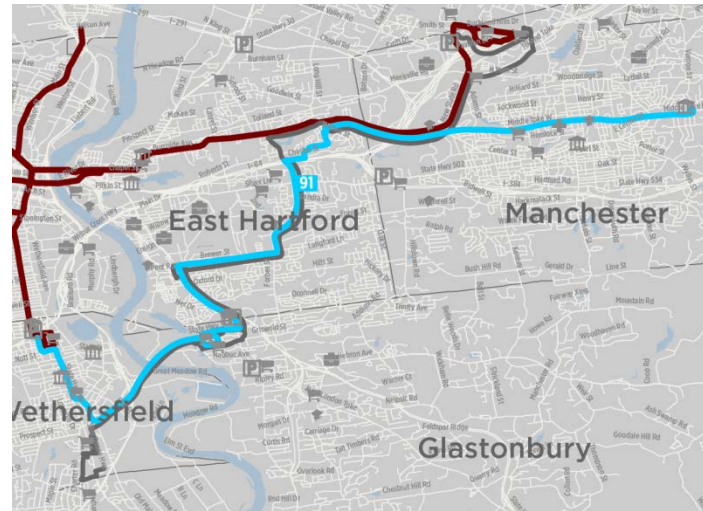
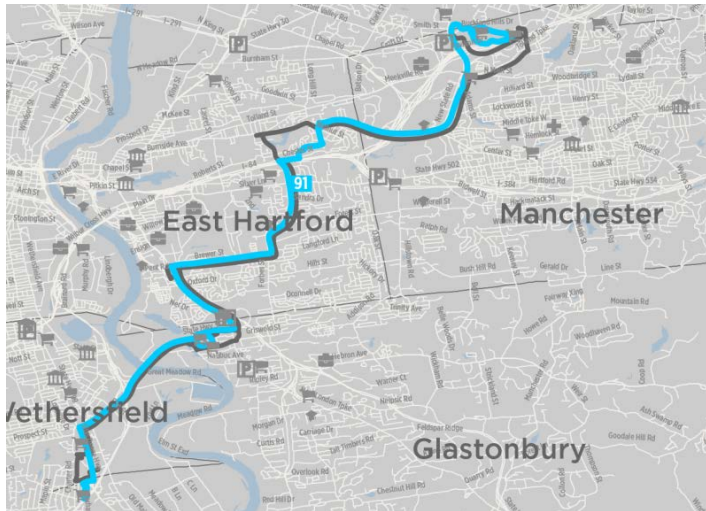
- Eliminate Route 88
- Service along Middle Turnpike provided by a modified Route 91
- Service along Burnside Avenue provided by a potential Arterial BRT service

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 91: FORBES STREET CROSSTOWN

**Legend**

-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak



## SCENARIO 1




- Streamline service along Silas Deane for faster service to Wal-Mart
- Operate service through Mayberry Village to help streamline Route 88

## SCENARIO 2

- Operate service through Mayberry Village to help streamline Route 88
- Reroute service in Wethersfield to connect to potential Arterial BRT service along Franklin Avenue corridor

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 92: TOWER AVENUE CROSSTOWN

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1





- In the South Windsor area, Route 92 would be streamlined and realigned to operate along Pleasant Valley Road, Clark Street, and Chapel Road (a modified Route 96 would cover Buckland Road to Oakland Road)
- West of the Connecticut River, Route 92 would operate largely as it does today but would no longer be extended to Bloomfield Center on Saturdays (Route 56 would continue to serve Bloomfield Center on Saturday)

## SCENARIO 2

- Route 92 would be reoriented on both sides of the Connecticut River to provide faster, more direct crosstown service between Copaco Center and Buckland Hills
- Route 92 would operate from Copaco Center along Cottage Grove Road and the Putnam Highway to the Windsor Avenue Shopping Center, where connections could be made with potential Arterial BRT service on North Main Street
- Route would then travel to Buckland Hill via I-291, Chapel Road, Clark Street, and Pleasant Valley Road

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 94: PARK AVENUE

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



SCENARIO 1

- Discontinue route
- Service along Tolland Street provided by a modified Route 82



SCENARIO 2





- Discontinue route
- Service along Tolland Street provided by a modified Route 95

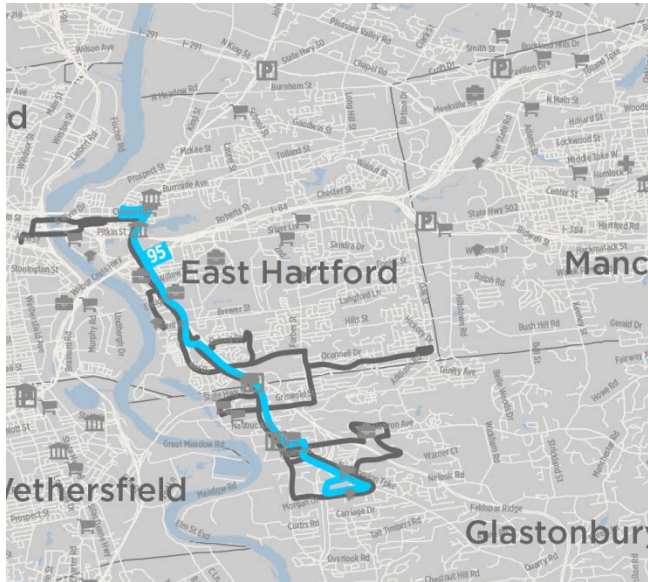
The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.



# ROUTE 95: GLASTONBURY

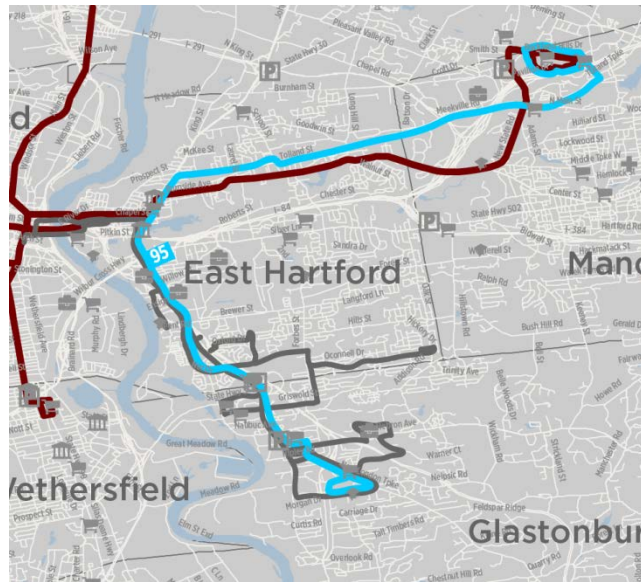
**Legend**

-  Potential Scenario
-  Existing Route
-  Potential BRT
-  CTfastrak



SCENARIO 1

- Streamline route to serve Main Street Corridor between Connecticut Boulevard and Glastonbury High School
- Route operates like a circulator to connect apartments, employers, and educational institutions to Express Route 904 and Route 121







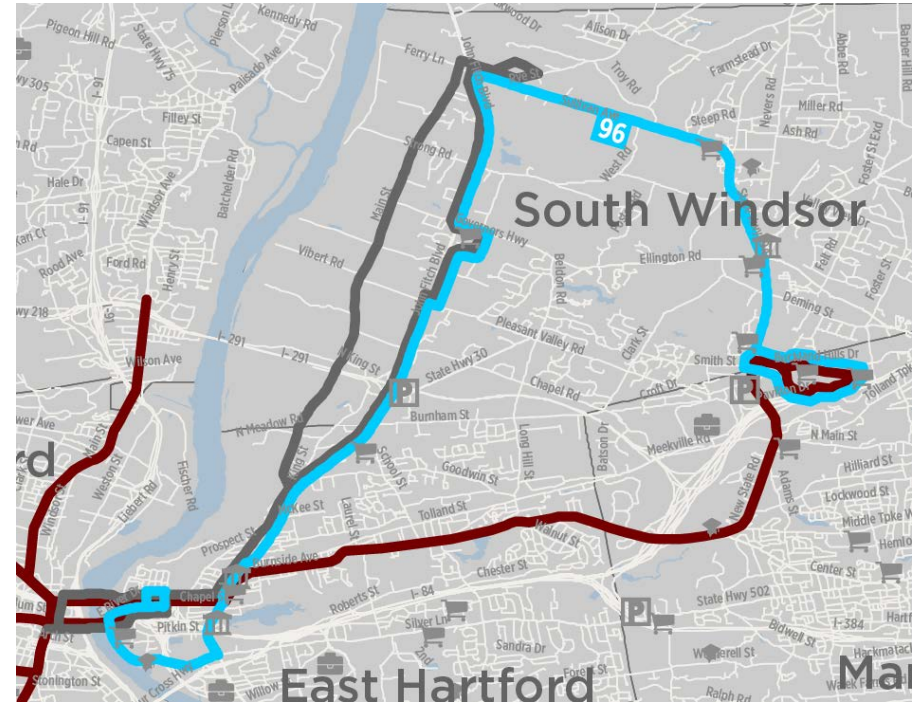
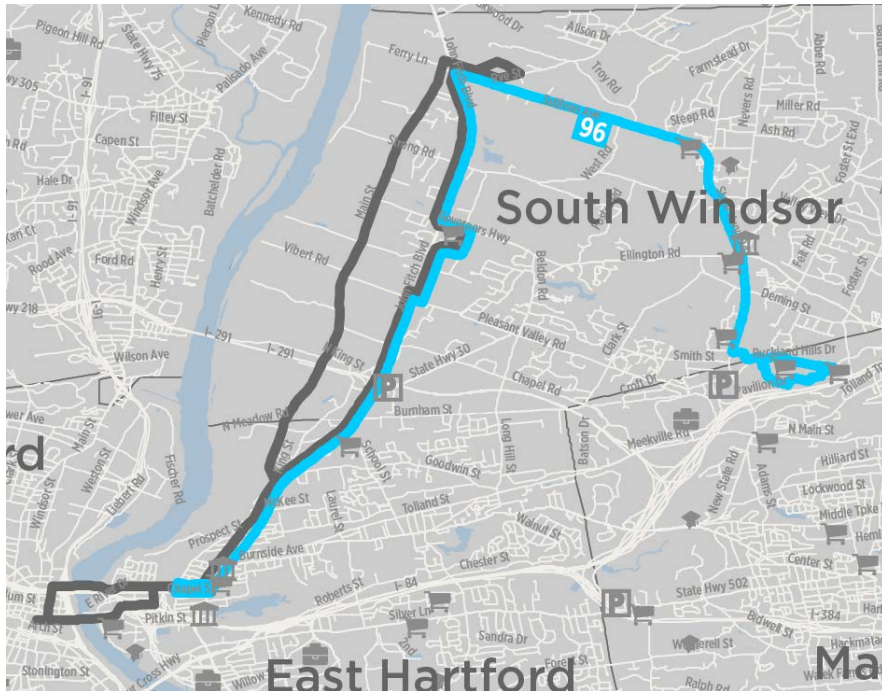
SCENARIO 2

- Combine Route 95 with Route 82 and operate as Route 95 from Buckland Hills to Glastonbury High School
- Frequent service to downtown Hartford available via potential Arterial BRT service along Burnside Avenue corridor

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# ROUTE 96: JOHN FITCH BOULEVARD

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1





- Extend route to Buckland Hills Mall via Sullivan Avenue and Buckland Road
- Eliminate service on Main Street due to low ridership
- Provide bi-directional service along John Fitch Boulevard corridor
- Truncate route at Connecticut Boulevard (frequent service to downtown Hartford available via transfer to modified Routes 82 or 88)

## SCENARIO 2

- Extend route to Buckland Hills Mall via Sullivan Avenue and Buckland Road
- Eliminate service on Main Street due to low ridership
- Provide bi-directional service along John Fitch Boulevard corridor
- Extend route to River Drive to facilitate connections to potential Arterial BRT service along Burnside corridor

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# BLOOMFIELD CIRCULATOR: NEW

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1





- In Scenario 1, Bloomfield is served by modified Routes 50, 54, 74 and 92 and 153. Copaco Center is served by modified Routes 50, 76 and 92
- The Bloomfield Circulator route is proposed only in Scenario 2

## SCENARIO 2

- A potential Bloomfield Circulator route would operate from Dorothy Drive to Bloomfield Center via Mountain Avenue and Brown Street; to Copaco Center via Park Avenue, and to the Seabury Retirement Home and Wedgewood Apartments via School Street and Wintonbury Avenue
- Connections at Copaco Center could be made to downtown Hartford (Routes 50X, 76) and to South Windsor/Buckland Hills (Route 92)
- Route 50X would provide limited-stop service between Bloomfield Center, Copaco Center and downtown Hartford

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.

# DAY HILL ROAD CIRCULATOR: NEW

Legend	
	Potential Scenario
	Existing Route
	Potential BRT
	CTfastrak



## SCENARIO 1

- In Scenario 1, Day Hill Road is served by modified Routes 36, 36X, 54 and 54X
- The Day Hill Road Circulator route is proposed only in Scenario 2

## SCENARIO 2

- A potential new route called the Day Hill Road Circulator would connect the Windsor Center rail station to the Poquonock Park-and-Ride Lot, the Addison Corporate Park, Day Hill Road, the new Amazon facility, Griffin Center and the Home Goods distribution center
- Connections could be made at the Poquonock Park-and-Ride Lot with express services to the airport (Route 30X) and to downtown Hartford (Route 36X)
- The potential Day Hill Road Circulator would also connect with modified Routes 32, 34 and 54

The changes shown above represent ideas being considered to modify this route, but no specific changes are proposed at this time.