



# Busway Service Plan Public Meetings

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ConnDOT – New Britain – Hartford Busway Service and Operations Plan  
IBI Group  
December 3, 4, 8, and 9, 2008

- Introductions
  - ConnDOT
  - Consultants
- Presentation
  - Background
    - Project History
    - Status of Project Activities
  - Research
  - Questions
  - Open House to provide your opinions by marking up the poster boards, filling out a comment form, or talking to the project team
  - Questions and answers

- Interstate Route 84 Corridor Study – Late 1990's
- Considered light rail, commuter rail, high-occupancy vehicle lanes and bus rapid transit.
- Busway was selected as the Locally-Preferred Alternative
  - Highest Ridership of all options
  - Least cost of all “build” options
    - Highest Ridership due to:
      - Frequent service
      - Flexibility compared to Rail
      - Improved travel times and reliability of travel times
      - Improved service quality

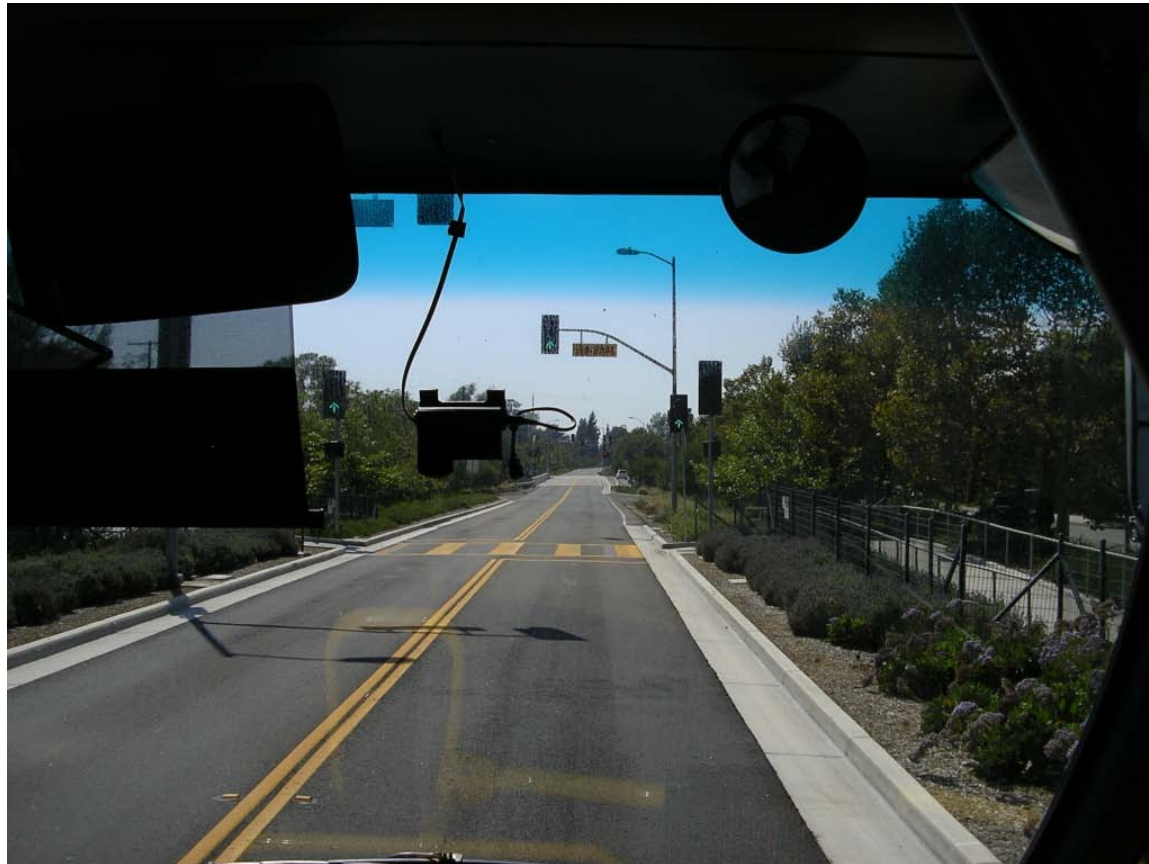
# The Project: New Britain – Hartford Busway

- Exclusive busway running between downtown New Britain and Union Station in Hartford, a 9.4 mile corridor.



# What is a busway?

A road built exclusively for the use of buses that makes bus travel faster, more comfortable, and more efficient.



# What is a busway, continued?

Think Rail - but with rubber tire vehicles

- Flexible Service – Buses can get on and off at key stations; serve neighborhoods; routes can change as demand changes
- Frequent Service – every 2 or 3 minutes during peak periods
- Longer hours of service and expansion to new transit markets

How do I get to the Busway?

- Walk
- Drop Off - A.K.A. “Kiss-n-Ride”
- Drive and Park
- Suburban Express, Feeder, Through-routed, and Shuttle Buses

- Downtown New Britain to Downtown Hartford via unused and active railroad lines
- 11 Stations
- 16 Bridges (New and Rehabilitated)
- Relocation of one mile of Amtrak's active track
- A 5.0 mile long multi-use Trail (Downtown New Britain to Newington Junction Station)
- A 4.5 mile long Access Road for Amtrak to maintain their facilities
- "Proof-of-Payment" fare collection
- Estimated Construction Cost \$250M
- Total Project Cost \$569M (Engineering, Property Acquisition, Construction, Inflation, Construction Management and Inspection, Start of Revenue Operations)

- Federal Environmental Impact Statement -  
December 2001
- Record of Decision - March 2002
- Preliminary Engineering and Preliminary Design –  
2004-2006
- Final Design activities started Spring 2007

- 60% Design Submissions are coming in through February 2009
- 30% Complete Station Submission expected April 2009
- Public Information Meetings planned for Late Spring 2009 for Busway/Stations
- Future Workshop to continue your involvement in the development of the Service Plan Spring 2009
- BRT Final Design 2007 – 2010
- Build BRT Facilities 2010 – 2013
- Begin BRT Operations Late 2013

- ConnDOT is now working on a plan for how buses should be routed along the busway and adjacent streets by creating a ***Service Plan***.
- Tonight's meeting is not about current bus service or details of the design of the busway itself.
- Tonight's meeting is about bus services that will use the future busway.

- Develop a preliminary service plan
- “Model” the service plan using CRCOG’s computer simulator to estimate the number of riders
- Fine tune the service plan with the results
- Estimate cost of operations
- Hold another round of public meetings
- Include service plan in application to Federal Transit Administration for funds to build busway

- What is a ***service plan***?
  - Routes
    - Where and what type?
  - Stops
    - Express or local?
  - Schedules
    - How frequent should they come?
    - What times of day?
    - What days of week?
  - Budget
    - Routes do not make money
  - Looking for the right blend of services to work for each community and the entire region

- Shuttle route
  - A route that operates only on the busway.
- Through route
  - A route that starts off of the busway, runs along local streets and then gets on the busway to finish its trip downtown.
    - *Note – Routes that operate on the busway can run as locals, which stop at every station, or expresses, which run non-stop between downtown New Britain and downtown Hartford.*
- Feeder route
  - A route that runs along local streets with at least one terminal at a busway station to allow connections.
- Which types work best and where should they go?

- How have other transit systems that have built busways set up their service plans?
- We will look at four examples that demonstrate the four basic options:
  - Orange Line in San Fernando Valley, California
  - El Monte Busway in San Gabriel Valley, California
  - East Busway in Pittsburgh, Pennsylvania
  - Transitway System in Ottawa, Canada

## Shuttle and Feeders on the Orange Line

- Shuttle route from downtown New Britain to downtown Hartford
- Very frequent service – about every 10 minutes
- All other routes are feeders to busway stations
- New suburb to suburb routes are possible

## Simple and Reliable



## Through Routes on the El Monte Busway

- Eight or ten local bus routes would continue through to downtown Hartford after circulating through various neighborhoods
- All buses that use the busway would be extensions of local bus routes
- Focuses service on downtown Hartford

## **Direct, Fewest Transfers to Downtown**

# Service Plan – Other North American Busways



# Service Plan – Other North American Busways



## Combination of Shuttle, Through Routes and Feeders, East Busway

- Shuttle route operates all day along the busway assuring short waits for busway riders
- Four or Five local bus routes would continue through to downtown Hartford after circulating through various neighborhoods
- Mix of new suburb to suburb feeders and Hartford focused routes

## **Reliable, Fewer Transfers for Both Local and Downtown Hartford Trips**



## Combination of Shuttle, Through Routes and Feeders, Transitway System

- Shuttle route operates all day along the busway assuring short waits for busway riders
- During the rush hours, eight or ten local bus routes would continue to downtown Hartford after circulating through various neighborhoods
- Mix of new suburb to suburb feeders and Hartford focused routes by time of day

## Frequent, Fewest Transfers



# What are we asking for tonight?

- Using the examples from other transit systems, you can help by giving us your opinions on routes, schedules, and other aspects of the service plan for the New Britain – Hartford Busway:
- Routes
  - What types of routes work best?
  - Where do we need new routes?
  - Where do you work and shop?
- Schedules
  - How often should buses run?
  - What times of day, days of week?
- Other Issues
  - How do we make transfers easier?
  - What features of transit service are most important to you?

# What are we asking for tonight?

- Consider what you have heard in the presentation and what you see displayed on the poster boards
- Identify important origins and destinations on the maps
- Talk to the staff located around the room and ask any questions you may have
- Answer the questions posed on the poster boards
- Write your comments on post it notes and attach to the poster boards
- Fill out comment forms and drop them in the box

**How Can We Create Connections to State Street?**

AGREE DISAGREE

1. Create a park-like setting between the station and State Street

2. Use architectural features to connect the station to State Street:

2a. Kiosk-style building fronting on State Street

2b. Covered walkway between the station and State Street

2c. Gateway feature (arch, sign, pillars, status, etc.) at State St. between viaduct and Wall St. building

3. Create a public plaza between the Wall Street building and the viaduct

4. Create an activity space in the area between the Wall Street building and the viaduct. This space should contain:

4a. Temporary uses such as a farmers market or sidewalk sale

4b. Seasonal features such as an ice skating rink

4c. Permanent features such as a carousel or fountain

Other comments?

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# What are we asking for tonight?

- And finally...
- We don't have the funding to do everything – to expand the number of routes and make them all fast, frequent and run directly to downtown.
- So we have to prioritize what we think will be the most effective balance between the topics we have just discussed.
- Economic efficiency is important.
- In thinking about your responses to the questions on the boards, tell us what is *MOST* important to you:
  - More frequent or more direct?
  - New suburb to suburb routes, or new routes to downtown Hartford?
  - Rush hours or other times of day?
  - Work trips or shopping trips?
  - Where might you travel on the busway and what is the most important feature to get you to try transit?

# Thank you.

# Questions?

[www.ctrapidtransit.com](http://www.ctrapidtransit.com)

