Stakeholder Meeting #1
Manchester Town Hall
November 20, 2015
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(09/22/15) Gov. Malloy Announces New Capital Dollars to Expand CTfastrak into East Hartford and Manchester

Gov. Malloy Announces New Capital Dollars to Expand CTfastrak into East Hartford and Manchester

For immediate release. September 22, 2015
Twitter: @GovMalloyOffice
Facebook: Office of Governor Dannel P. Malloy
Press Release Link

(Hartford, CT) -- Governor Dannel P. Malloy today announced that the State Bond Commission next week is scheduled to vote on a $7 million allocation that will allow the Connecticut Department of Transportation (CTDOT) to purchase buses and other capital equipment necessary to expand CTfastrak east of the Connecticut River into East Hartford and Manchester.
Today’s Agenda

• CTfastrak East planning process
• What is CTfastrak?
• How can CTfastrak be extended east?
• Where should CTfastrak East go?
• Discussion and Next Steps
CTfastrak East Implementation Timeline

• Phased implementation of services and facility improvements
• Initial service – summer 2016
  – Using existing bus fleet
• Additional service phased in starting in 2017
  – Using additional buses and facilities
CTfastrak East Planning Study Stages

- February 2016 – completion of study tasks to develop an initial service plan for 2016
- September 2016 – completion of study to develop a plan for services beyond 2016
What is CTfastrak?

• Connecticut’s first Bus Rapid Transit system
• High Quality Bus Rapid Transit offers state-of-the-art features:
  – Running way
  – Stations and Stops
  – Fare collection
  – Vehicles
  – ITS elements
  – Frequent all-day service
  – Faster service / fewer stops
  – Regional connections
  – Recognizable brand
Running Way

CT fastrak Bus Only Roadway – New Britain to Downtown Hartford
Stations and Stops

Stations on Bus
Only Roadway

Enhanced Shelters
at Other Locations
Fare Collection

Proof of Payment Required for Faster All-Door Boarding
Vehicles

A Variety of Bus Types Suited to Usage

- **CTfastrak**
  - Length: 30 feet
  - Rider Capacity: 28 seats, 10 standees
  - System Use: New CTfastrak Connector & Circulator Routes
  - Manufacturer: Gillig LLC, California

- **CTfastrak**
  - Length: 40 feet
  - Rider Capacity: 39 seats, 10 standees
  - System Use: CTfastrak Local Routes
  - Manufacturer: New Flyer, Minnesota

- **CT Transit Express**
  - Length: 45 feet
  - Rider Capacity: 55 seats, no standees
  - System Use: CTfastrak Express Routes
  - Manufacturer: MCI, Illinois

- **CTfastrak**
  - Length: 60 feet
  - Rider Capacity: 55 seats, 19 standees
  - System Use: CTfastrak guideway/Downtown Htd
  - Manufacturer: Nova, NY
ITS for Real Time Bus Arrival Information

“Transit App” for iPhone, Android and Tablets

Google Transit

Station Displays
Frequent All-Day Service
Faster Service with Fewer Stops

- Fewer stops means faster travel
- Stations spaced 0.5 to 1.7 miles apart
- On-street stops not as close together as on other bus routes
Regional Connections

CT fastrak
The region’s first rapid transit system

Regional Service

Shuttle Service
All CT fastrak stations
Route 101: Hartford/New Britain

Limited Service
Limited local stops at CT fastrak stations
Route 102: Hartford/New Britain-Bristol
Route 121: MCC/Hartford/UConn Health Center
Route 128: Hartford/West Haven-New Britain via Stanley St.

Express Service
Route 923: Bristol Express
Route 924: Southington-Cheshire Express
Route 925: Waterbury Express

Routes based on CT fastrak Service Plan
October 2014

Rail Connection
Major Parking Facilities
Future Parking Facilities
Transfer available to local transportation
Key Destinations
What is CTfastrak East?

• An expansion of the CTfastrak brand east of the Connecticut River
• Incorporating as many features as possible

  – Running way
  – Stations
  – Fare collection
  – Vehicles
  – ITS elements
  – Frequent all-day service
  – Faster service / fewer stops
  – Regional connections
  – Recognizable brand
**CTfastrak East Running Way**

- I-84 / I-384 HOV lane  
  - for longer express routes
- Arterial streets  
  - for limited stop service
- No new bus only roadway
CTfastrak East Stations

• Enhanced shelters
  – Most stops
• CTfastrak type shelters
  – May be possible at a few locations
• No Ticket Machines
  – On-board fare collection
  – Proof of payment required on bus only roadway
  – Pre-paid smart cards in 2016
CTfastrak East Real Time Arrival Information

• All buses will be equipped with Automatic Vehicle Location (AVL) by the end of 2016

• Real Time Arrival Information
  – Transit App
  – Wireless technology options being explored for station displays
CTfastrak East Service Plan

- Service plan to be developed
  - Frequent service
  - Fewer stops
  - Regional connections
- Service options
  - Express routes
  - Local routes
  - Connector routes
  - Circulator routes
- Implementation Timeframe
  - Summer 2016
  - Future phases

- Study area
  - East Hartford, Manchester, South Windsor, Vernon, Tolland, Bolton, Coventry, Mansfield (UConn)
**CTfastrak East Buses**

- All CTfastrak buses now in use at peak times
- Buses available in 2016 for off-peak service
- Peak period service subject to bus availability
## Possible Timing of CTfastrak East Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Timing/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Period Service</td>
<td>subject to availability of buses</td>
</tr>
<tr>
<td>Off-Peak Service</td>
<td>Summer 2016</td>
</tr>
<tr>
<td>Real Time Information</td>
<td>Transit App - summer 2016&lt;br&gt;Station displays - to be determined</td>
</tr>
<tr>
<td>Local Branded Shelters</td>
<td>Installation beginning in 2016</td>
</tr>
<tr>
<td>New/Expanded Park &amp; Ride</td>
<td>2018, If needed</td>
</tr>
</tbody>
</table>

*Implementation of all new services subject to funding availability*
Local **CTtransit** Bus or **CTfastrak**?

- **CTtransit** local bus services
  - within walking distance for as many as possible
  - frequency matched to demand
  - access to employment and other needs
  - both local and longer distance trips

- **CTfastrak** services
  - high ridership corridors that can support frequent all-day service
  - origins and destinations of regional significance
  - fast and direct service for longer-distance trips
CTfastrak Route 121 Westbound Ridership

Source: CTtransit
CTfastrak East – Potential Markets

• Existing higher ridership corridors to Hartford
• Major regional destinations
  – Buckland Hills commercial area
  – Educational Institutions (MCC, UConn, Goodwin)
• Existing or new park & ride facilities
• Destinations beyond downtown Hartford
• Destinations east of Manchester
CTtransit Local Bus Ridership

- High ridership stops
  - East Hartford
  - MCC
  - Buckland Hills
- Higher ridership corridors
  - Burnside Avenue
  - Silver Lane
  - Main St. (E. Hartford)
  - Main St. (Manch.)

Source: CRCOG Comprehensive Transit Service Analysis
Note: Data from 2014 (pre-CTfastrak)
Study Area Travel Patterns

- Heavy local travel in east of the river communities
- Manchester (Buckland Hills area) is a major destination
- East Hartford is more oriented to Hartford than are other towns
- Travel west of the river is not limited to Downtown Hartford

### Destinations of Trips Originating in East Hartford and Manchester

<table>
<thead>
<tr>
<th>Destination</th>
<th>East Hartford</th>
<th>Manchester</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hartford</td>
<td>28%</td>
<td>8%</td>
</tr>
<tr>
<td>Manchester</td>
<td>14%</td>
<td>52%</td>
</tr>
<tr>
<td>South Windsor</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>Other East</td>
<td>12%</td>
<td>14%</td>
</tr>
<tr>
<td>Downtown Hartford</td>
<td>6%</td>
<td>3%</td>
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<tr>
<td>Other Hartford</td>
<td>13%</td>
<td>5%</td>
</tr>
<tr>
<td>Other CTtransit*</td>
<td>16%</td>
<td>8%</td>
</tr>
<tr>
<td>Other West</td>
<td>5%</td>
<td>3%</td>
</tr>
</tbody>
</table>

* Bloomfield, Farmington, New Britain, Newington, West Hartford, Wethersfield, Windsor, Windsor Locks

Source: CRCOG regional model 2014 base year, all modes and trip purposes
Buckland Hills Area as a Destination

- Majority of trips (69%) from adjacent east of the river communities
- 12% from west of the river communities served by CTtransit

**Origins of Trips Destined to Buckland Hills Part of Manchester**

<table>
<thead>
<tr>
<th>Community</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Hartford</td>
<td>10%</td>
</tr>
<tr>
<td>Manchester</td>
<td>31%</td>
</tr>
<tr>
<td>South Windsor</td>
<td>18%</td>
</tr>
<tr>
<td>Vernon</td>
<td>10%</td>
</tr>
<tr>
<td>Other CT East</td>
<td>14%</td>
</tr>
<tr>
<td>Hartford</td>
<td>4%</td>
</tr>
<tr>
<td>Other CTtransit*</td>
<td>8%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
</tr>
</tbody>
</table>

* Bloomfield, Farmington, New Britain, Newington, West Hartford, Wethersfield, Windsor, Windsor Locks

Source: CRCOG regional model 2014 base year, all modes and trip purposes
Other Possible Destinations

• West
  – Asylum Hill
  – Capitol Avenue
  – UConn Medical Center
  – Other Hospitals
  – CCSU

• East
  – UConn Storrs Campus
Best Markets for CTfastrak East?

• Existing higher ridership corridor to Hartford
  – Burnside Avenue
• Major regional destinations
  – Buckland Hills Mall
  – UConn
• Existing park & ride locations
  – Buckland Hills
  – Vernon, Rockville, and Tolland
Your Opinions on Markets for CTfastrak East
Questions to Discuss

• What other markets are there for CTfastrak East?

• Which markets are most important?

• What market should be served first in 2016?
CTfastrak East Next Meetings

- Nov. 20 - Stakeholder Meeting #1
- Dec. 15 - Stakeholder Meeting #2
- Mid-January 2016 – 1st Public Open House
- April - Stakeholder Meeting #3
- May - Stakeholder Meeting #4
- Mid-June – 2nd Public Open House