CTfastrak Expansion Study
Open House
September 28, 2016
Today’s Agenda

Phase I Update
- Market Analysis Review
- 2016 Service Plan
- Implementation Schedule & Cost Update

Phase II Services
- Timeline
- CTfastrak Service Options
- Supporting Services

Phase II CTfastrak Facilities and Infrastructure
Market Analysis Review

CTfastrak service should:
• Serve corridors with high ridership potential
• Connect origins and destinations of regional significance
• Provide fast and direct service for longer-distance trips
Best Markets for CTfastrak East

• Primary Markets
  – MCC/Silver Lane (Existing)
  – Buckland Hills Mall area
  – Buckland Hills park & ride to Hartford
  – UConn Storrs

• Secondary and/or Future Markets
  – Union Station
  – Vernon and Tolland park & rides
  – Burnside Avenue
  – Goodwin College
  – UTC/Pratt & Whitney
  – Rentschler Field developments
  – Downtown Manchester
  – Main Street, East Hartford
  – ECSU
  – Willimantic
Phase I Update

2016 Service Plan

• Enhanced local CTtransit bus service

• Due to limited funding availability, UConn Storrs-Hartford service will not be implemented until 2017
Phase I Update

- Enhanced Local Service
- Five routes now have expanded service hours:
  - 82/84 – Tolland Street
  - 83 – Silver Lane
  - 88 – Burnside Avenue
  - 91 – Forbes Street Crosstown
  - 95 – Glastonbury

<table>
<thead>
<tr>
<th>Route</th>
<th>Earlier Weekday</th>
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Phase I Update

Enhanced Local Service

• Service extended until 10:45 PM on Monday – Saturday; 7:40 PM on Sunday
• Extended service began August 2016
• Annual operating subsidy for enhanced service is $585,000
  – $309,000 for weekday
  – $276,000 for weekend
Phase II Timeline

CTfastrak East:
- Planning to be completed by December 2016
- Additional buses arriving in 2017
- Additional service in 2017 subject to funding
- CTfastrak facilities and infrastructure - longer-term
Phase II CTfastrak Service Options

- Storrs – Hartford Service
- CTfastrak Silver Lane
- CTfastrak Burnside Avenue
**Storrs – Hartford Service**

<table>
<thead>
<tr>
<th>UConn campus to downtown Hartford</th>
<th>Service Options</th>
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<tbody>
<tr>
<td>• End at CTfastrak Sigourney Station</td>
<td>• Evening and Weekend Service Levels</td>
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<tr>
<td>• Via I-84 Park &amp; Ride Lots</td>
<td>• Park &amp; Ride Lot Connections</td>
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<tr>
<td>• Service to Buckland Hills Mall</td>
<td>• Shuttle Service Still an Option</td>
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</table>

**Map of Route**

[Map image showing route from UConn campus to downtown Hartford via I-84 Park & Ride Lots and Buckland Hills Mall, ending at CTfastrak Sigourney Station.]
CTfastrak Silver Lane

- Adjust schedules on CTfastrak Route 121 to mesh with CTtransit Route 83
- Eliminate low ridership stops on CTfastrak Route 121 making them Route 83 only
- No change in frequency or service hours on either route
**Burnside Avenue Corridor**

- Connecticut River to I-84
  - 4.8 miles
  - 40 bus stops, 8 stops/mile

- Existing Route 88 to Manchester
  - Every 15 min. peak
  - Every 30 min. off-peak
Burnside Avenue Options

• Buckland Hills to Hartford
• Service options
  – Enhanced local bus service
  – Limited stop CTfastrak overlay
  – Semi-express CTfastrak overlay
Enhanced Local Bus Corridor on Burnside

- Add a second local (blue) bus route
  - Buckland Hills to downtown
  - via New State Road and Burnside
- Alternate new route with Route 88
  - Every 7.5 min. peak / 15 min. off-peak

- Bus stop options
  - Existing stops or reduce from 40 to 27
  - 5.4 stops/mile with reduced stops
  - 90% of ridership could use current stop
  - 100% of ridership within one stop
New Burnside Limited Stop CTfastrak Route

• Add new CTfastrak route
  – Buckland Hills to Flatbush
  – I-84, Burnside, downtown to CTfastrak
  – Every 20 min. peak / 30 min. off-peak
  – Limited stops, shorter travel time

• Bus stops
  – Route 88 continues to serve all 40 stops
  – CTfastrak serves 13 stops
  – 2.5 stops/mile, comparable to Silver Lane
  – 63% could use current stop for CTfastrak
  – 98% within one stop of CTfastrak
New Burnside Semi-Express CTfastrak Route

• Add new CTfastrak route
  – Same as limited stop except fewer stops

• Bus stops
  – CTfastrak serves 7 stops
  – 1.3 stops/mile, comparable to CTfastrak roadway
  – 51% could use current stop for CTfastrak
  – 80% within one stop of CTfastrak
Phase II Connecting Service: Buckland Hills Area Services and Markets

- **Existing local services**

- **Future Storrs-Hartford service**
  - Only Mall and Park & Ride stops

- **Shops currently served**
  - Shoppes at Buckland Hills
  - Wal-Mart
  - Target

- **Shops unserved or poorly-served**
  - Evergreen Walk
  - The Pavilions
  - Hale Road shops
Buckland Hills Area: Limitations and Service Needs

• Limitations
  – Poor pedestrian connections and limited amenities
  – West-facing stops at Wal-Mart and mall
  – Historic limitation on bus volumes through mall property
  – Ability/suitability of 40’ buses to negotiate developments

• Service Needs
  – Coordinated connections from Storrs-Hartford service to area destinations
  – Improved access to Evergreen Walk
  – Service to Hale Road destinations
  – Improved access for eastbound buses
  – Service to residential developments
Buckland Hills Area: Proposed Connecting Shuttle Service

- Create linear shuttle through Buckland Hills Drive/Hale Rd
  - Smaller buses
  - 30 minute frequency
  - Connect to Storrs-Hartford every hour
  - Connection either at Mall or Park & Ride
Phase II CTfastrak Bus Rapid Transit Facilities and Infrastructure
Existing CTfastrak BRT Elements

• Dedicated bus-only roadway
• Fleet of CTfastrak branded buses
• Fast, frequent and direct service
• On-board Wifi
• Level boarding platforms
• Quick boarding with pay-before-you-ride options
• Enhanced shelters
• Intersection or roadway improvements to speed service
• Transit Signal Priority Techniques
• Real time bus arrival information
Proposed CTfastrak East BRT Elements

- Dedicated bus-only roadway
- Fleet of CTfastrak branded buses
- Fast, frequent and direct service
- On-board Wifi
- Level boarding platforms
- Quick boarding with pay-before-you-ride options
- Enhanced shelters
- Intersection or roadway improvements to speed service
- Transit Signal Priority Techniques
- Real time bus arrival information
Station and Vehicle Technology

Real-Time Information

Solar Powered Lighting

On-Board Wi-Fi
Typical Park and Ride Station Amenities
Typical Street Side Station Amenities
Implementation Timeline

FY2018 and FY 2019 Implementation Schedule

2016
2017
2018
2019
2020

Vehicle Procurement

Begin CTfastrak Eastern Expansion Services

Station Design & Contractor Award

Station Construction
# Estimated Additional Annual Operating Cost

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### Estimated Station Costs

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CTfastrak Expansion Meetings

- Nov. 20, 2015 – Stakeholder Meeting #1 - *Completed*
- Dec. 15, 2015 – Stakeholder Meeting #2 - *Completed*
- January 19 – 1st Public Open Houses - *Completed*
- February – UConn Outreach - *Completed*
- Feb. 19 – Stakeholder Meeting #3 - *Completed*
- June 3 – Stakeholder Meeting #4 - *Completed*
- July 20 – Stakeholder Meeting #5 - *Completed*
- September 2016 – 2nd Public Open House - *Today*