

CTfastrak Expansion

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

	Earlier Weekday	Later Weekday	Earlier Saturday	Later Saturday	Earlier Sunday	Later Sunday
Route 82/84		✓	✓	✓	✓	✓
Route 83		✓		✓		✓
Route 88		✓		✓		✓
Route 91	✓	✓	✓	✓	✓	✓
Route 95		✓		✓	✓	✓



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

UConn campus to downtown Hartford

- End at CTfastrak Sigourney Station
- Via I-84 Park & Ride Lots
- Service to Buckland Hills Mall

Service Options

- Evening and Weekend Service Levels
- Park & Ride Lot Connections
- Shuttle Service Still an Option



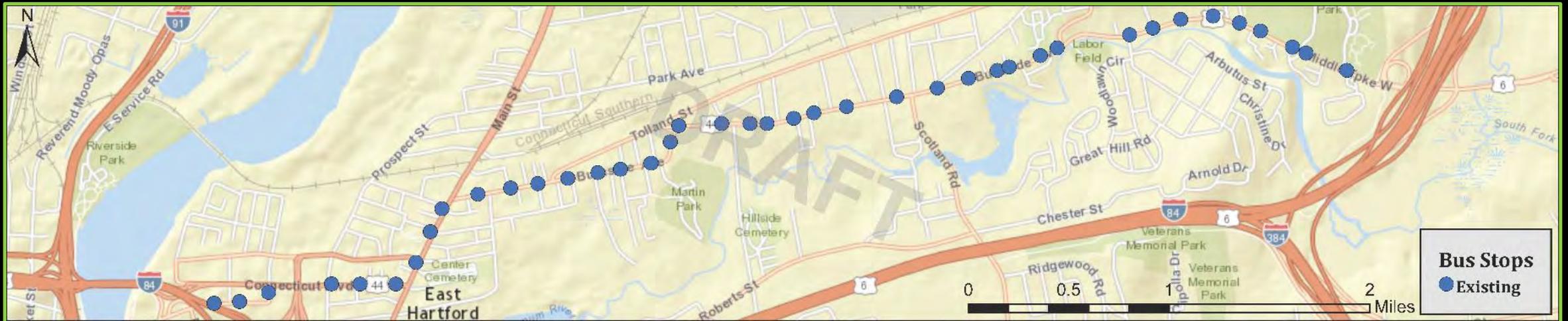
CTfastrak Silver Lane

- 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



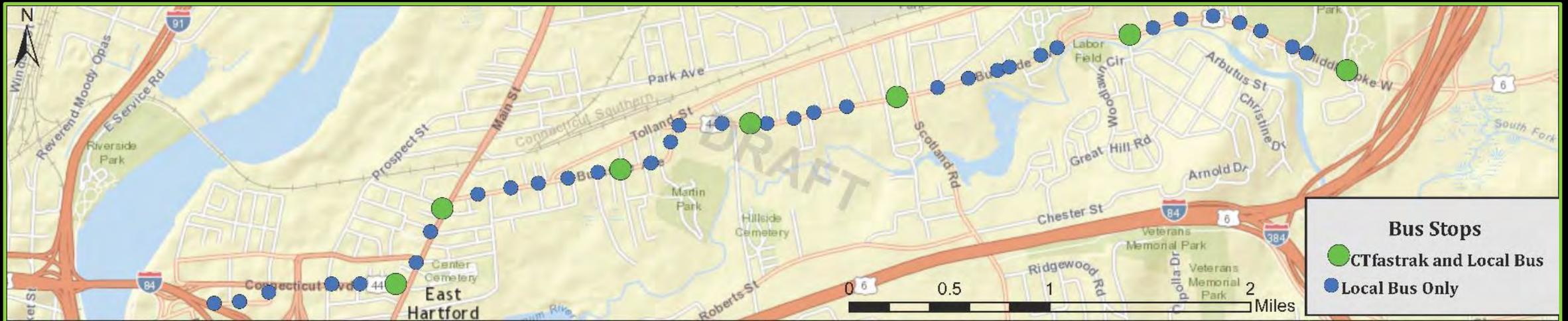
New Burnside Limited Stop CTfastrak Route

- 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



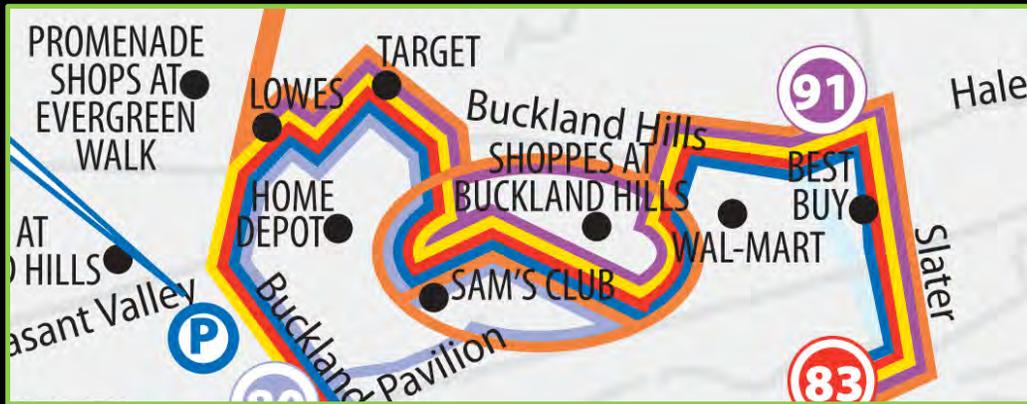
New Burnside Semi-Express CTfastrak Route

- 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

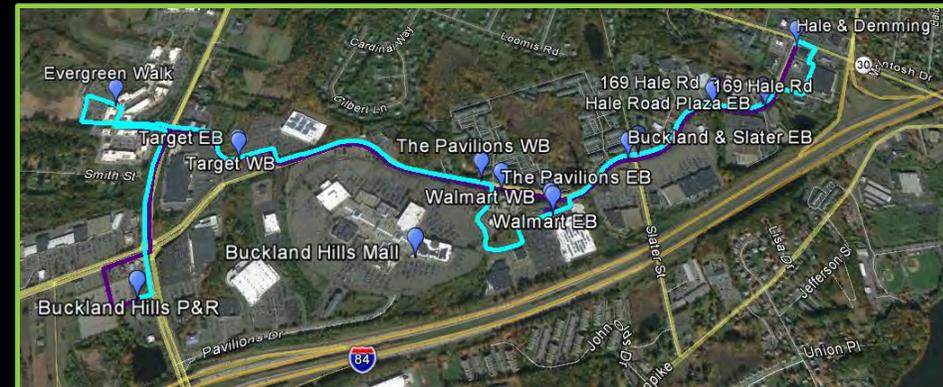
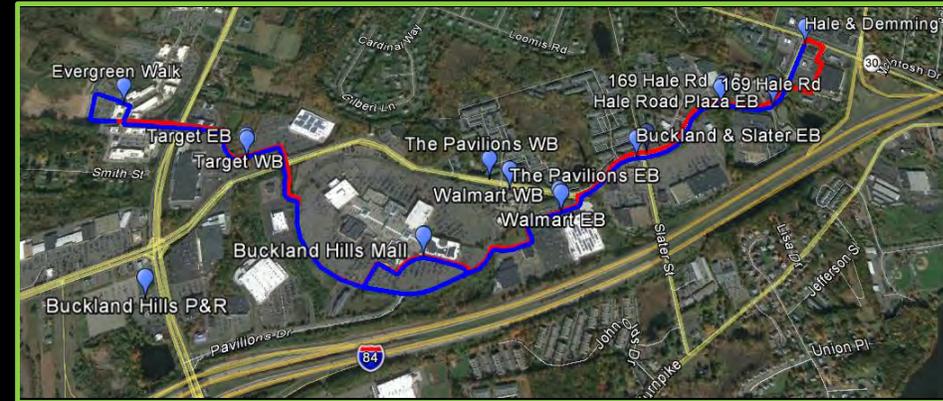
- Service Needs

- 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
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Station and Vehicle Technology



Real-Time Information



Solar Powered Lighting



On-Board Wi-Fi



Typical Park and Ride Station Amenities

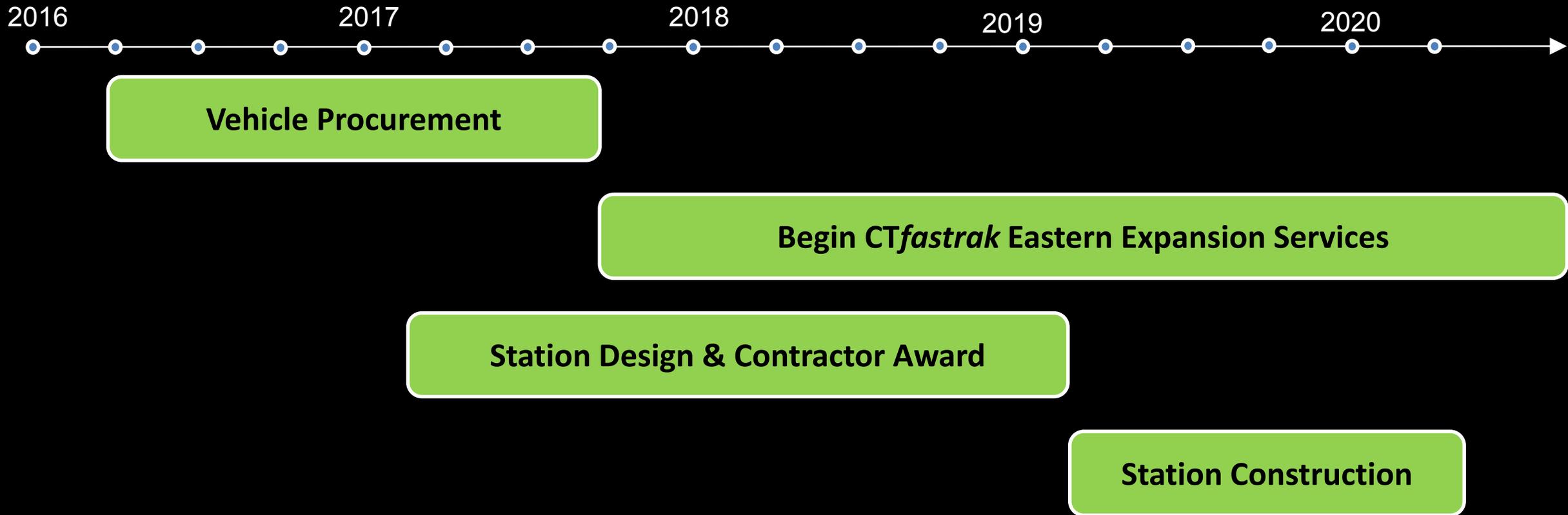


Typical Street Side Station Amenities



Implementation Timeline

FY2018 and FY 2019 Implementation Schedule



Estimated Additional Annual Operating Cost

Service	Weekday	Saturday	Sunday	Total
UConn Storrs – Hartford	\$1,012,000	\$220,000	\$176,000	\$1,408,000
CTfastrak Route 121 (Silver Lane)	\$0	\$0	\$0	\$0
CTfastrak Burnside Avenue	\$2,253,000	\$370,000	\$188,000	\$2,811,000
Buckland Hills Shuttle	\$715,000	\$146,000	\$137,000	\$998,000



Estimated Station Costs

Service	Number of Stations	Station Type	Estimated Total Cost
Storrs – Hartford	3	Park & Ride	\$1,400,000
CTfastrak Route 121 (Silver Lane)	10	Street Side	\$1,000,000
CTfastrak Burnside Avenue	14	Street Side	\$1,400,000
		Total	\$3,800,000



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*

