

Transit Improvements for the Hartford Region

Status of Plans
March 2011

Presented by
CAPITOL REGION COUNCIL OF GOVERNMENTS

Why We Are Here

- ◉ Transit project update
- ◉ Project rationale
- ◉ The system

2 Major Transit Projects

- New Britain Hartford Busway
- New Haven/Hartford/Springfield Passenger Rail



Ongoing transit improvements

- Articulated buses



Ongoing transit improvements

● Clean fuel buses

- Clean diesel
- Hybrid electric
- Fuel cell



Three Types of Transit

◉ Street Transit

- Bus on street
- Streetcar

◉ Medium Capacity Rapid Transit

- Light Rail Transit
- Bus Rapid Transit

◉ High Capacity Rapid Transit

- Metro (subway, elevated train)
- Regional rail (commuter rail)

Street Transit

- Provides local access
- Speed dependent upon traffic conditions
- Frequent stops
- Simplest to implement
- Can serve all size and density communities



Rapid Transit: Bus Rapid Transit or Busway

- Removes bus from traffic
- Stations approx ½ to 1 mile apart
- Direct bus routings to local streets and downtown
- Serves short to medium distance trips
- Serves medium density central business district and low to medium density outlying areas



Rapid Transit: Light Rail Transit

- Removes vehicle from traffic
- Stations approx ½ to 1 mile apart
- Pedestrian and transit connections essential for local distribution
- Serves short to medium distance trips
- Serves medium to high density areas throughout the entire route



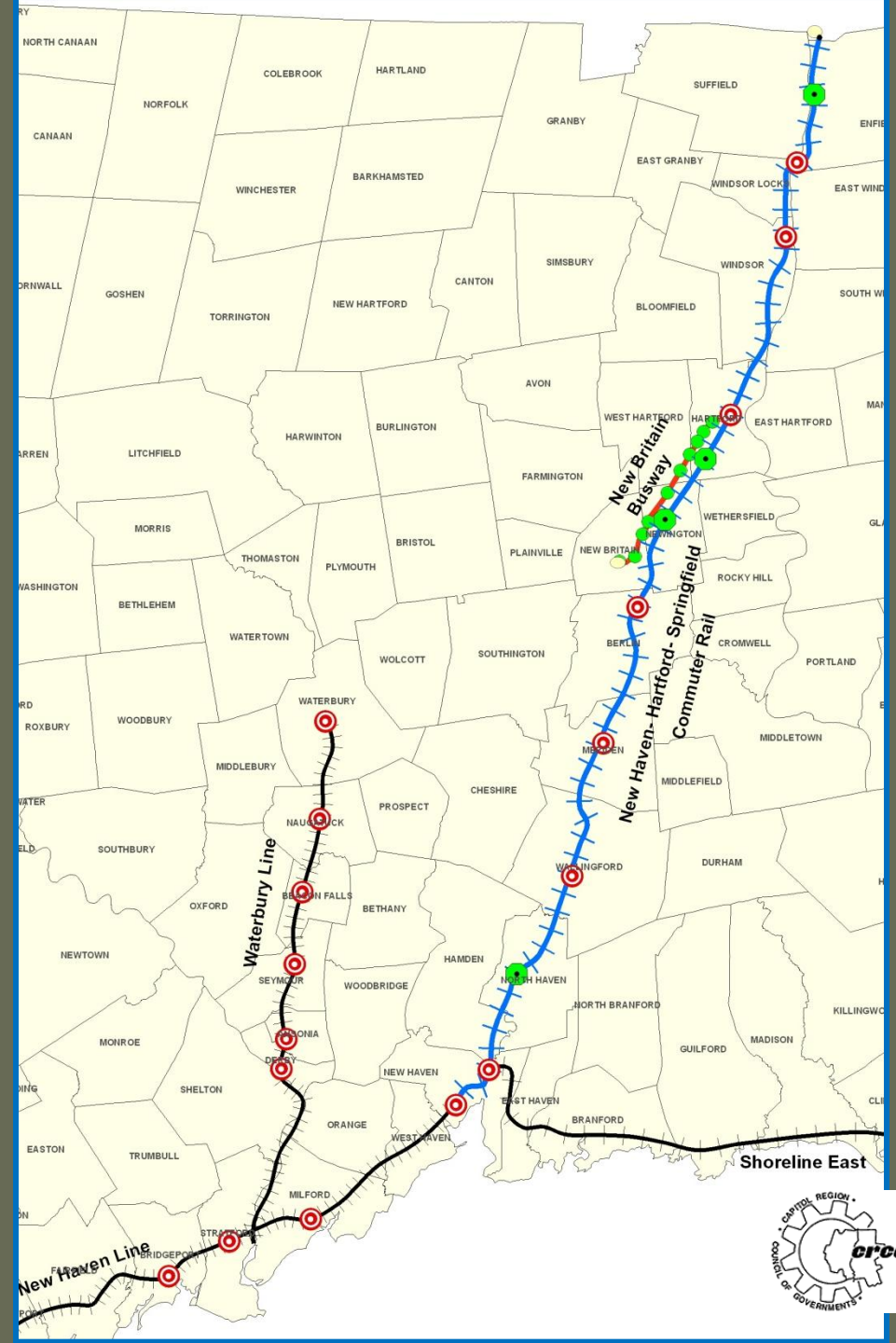
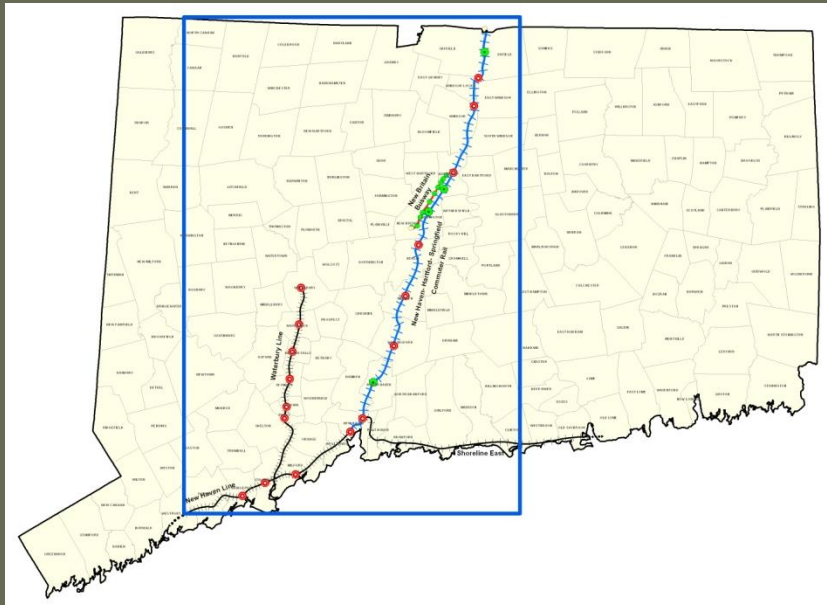
Rapid Transit :

Regional/Commuter Rail

- ◉ Operates longer distances
- ◉ Widely spaced stations (2 to 5 miles) with large parking facilities
- ◉ Serves low density outlying areas
- ◉ Serves central business district with high density (NYC, Chicago, Philadelphia, Boston)



Project Overview



Project Overview

○ Busway

- Serves short and medium length trips
- Largely focused upon travel to downtown Hartford
- Characterized by very frequent (close to 5 minutes during the peak) service

○ Commuter Rail

- Serves long distance trips
- Links the region to the NYC metro area
- Infrequent service (every ½ hour at best)





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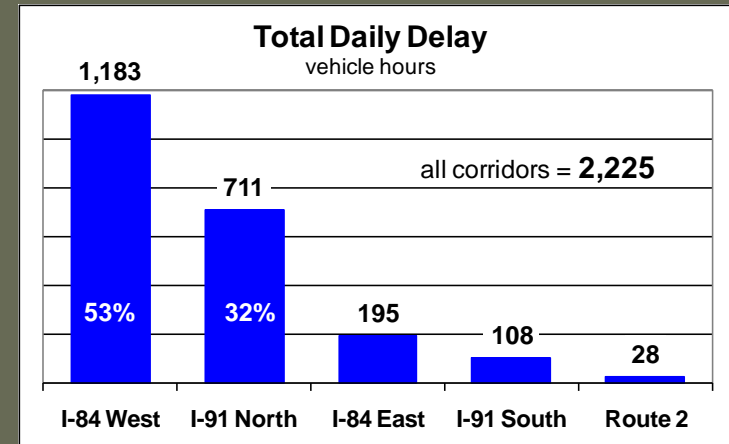
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Busway – Origin of Proposal

○ Congestion Study – I-84 West



Busway – Origin of Proposal

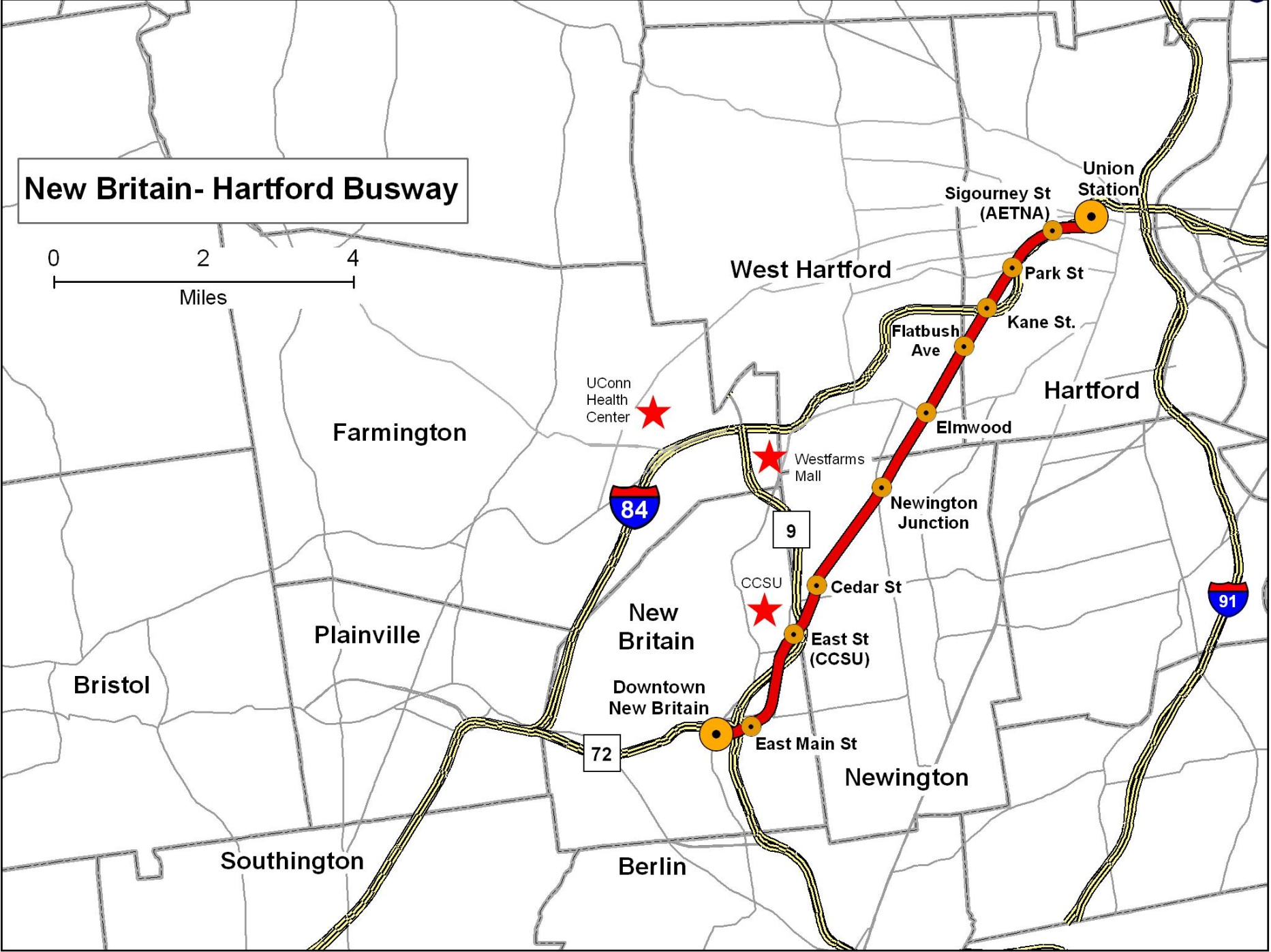
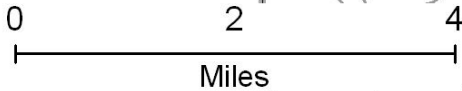
- Many options considered:
 - More freeway lanes
 - Other roadway improvements
 - Transit improvements –
 - various alignments
 - bus, light rail, regional rail
- Busway proved most cost effective

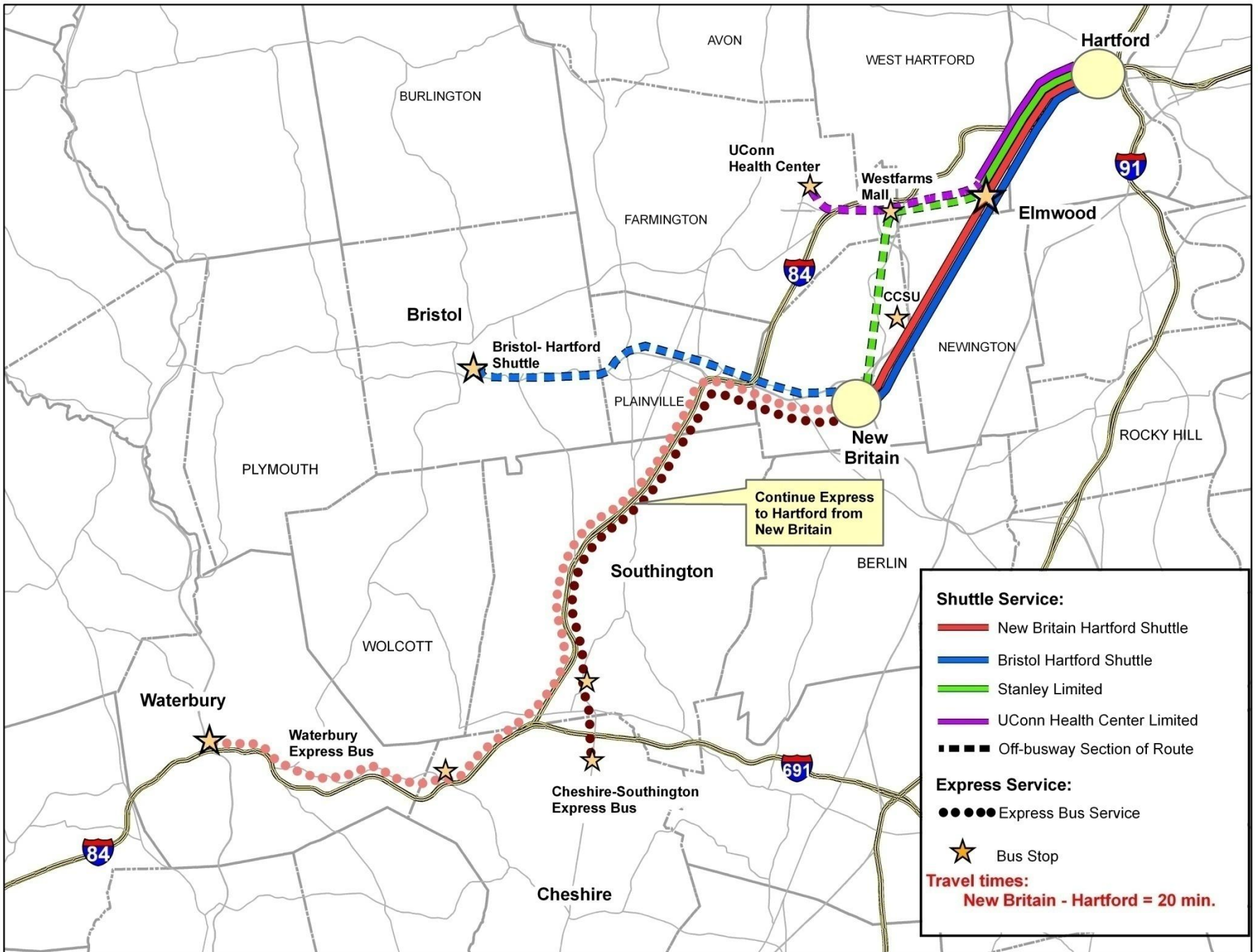
Busway Design

- Built in rail corridor
- Bus only roadway
- 9.4 miles long
- 11 stations
- Bike path



New Britain- Hartford Busway





Busway Service

- Shuttle from New Britain to Hartford
 - Stops at all stations
 - Runs every 5 to 10 minutes in peak
 - Runs all day long (4:30 AM to 1:30 AM)
- Bristol to Hartford Shuttle (every 15 minutes)
- Express service from Southington, Cheshire, and Waterbury (12 min. NB to Htfd.)
- Connections to UConn Health Center, West Farms Mall
- Other services linking the busway to major traffic generators
 - St. Francis and Hartford Hospitals
 - State office buildings



Busway: Real Rapid Transit

- Real time information



- Level platforms



Busway: Real Rapid Transit

- Off vehicle fare collection
- Reliable: no traffic backups, or traffic incidents



New Britain Hartford Busway

Expected ridership

- 16,000 daily
- 5,000 daily trips formerly made by car

Estimated cost

- \$567 million capital
- 80% paid by federal government



Busway Schedule

- Final Funding Agreement from FTA: soon
- Construction schedule
 - Commence Bidding Spring 2011
- Operations begin – 2014

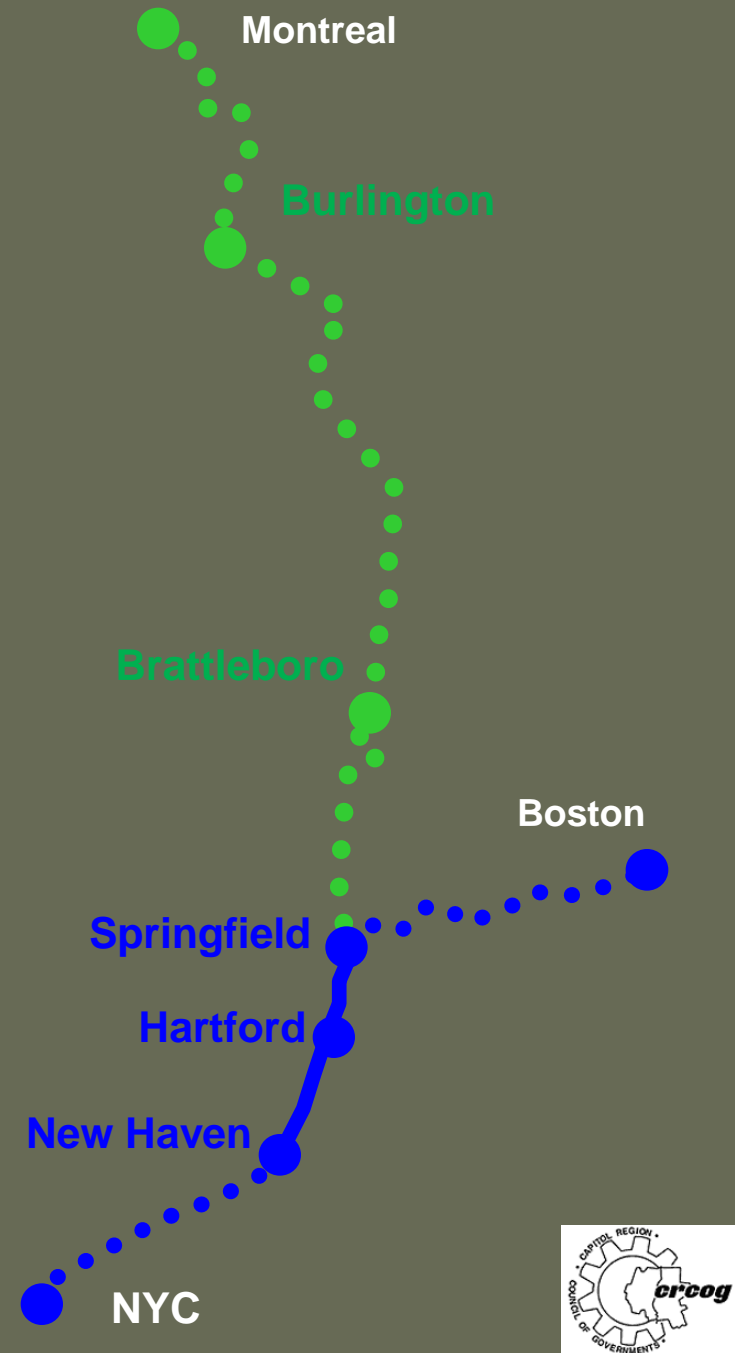
Busway: Additional Benefits

- Transformative
- Proven to generate Transit Oriented Development
 - Pittsburgh, Ottawa, Cleveland, Brisbane



New Haven Hartford Springfield Passenger Rail

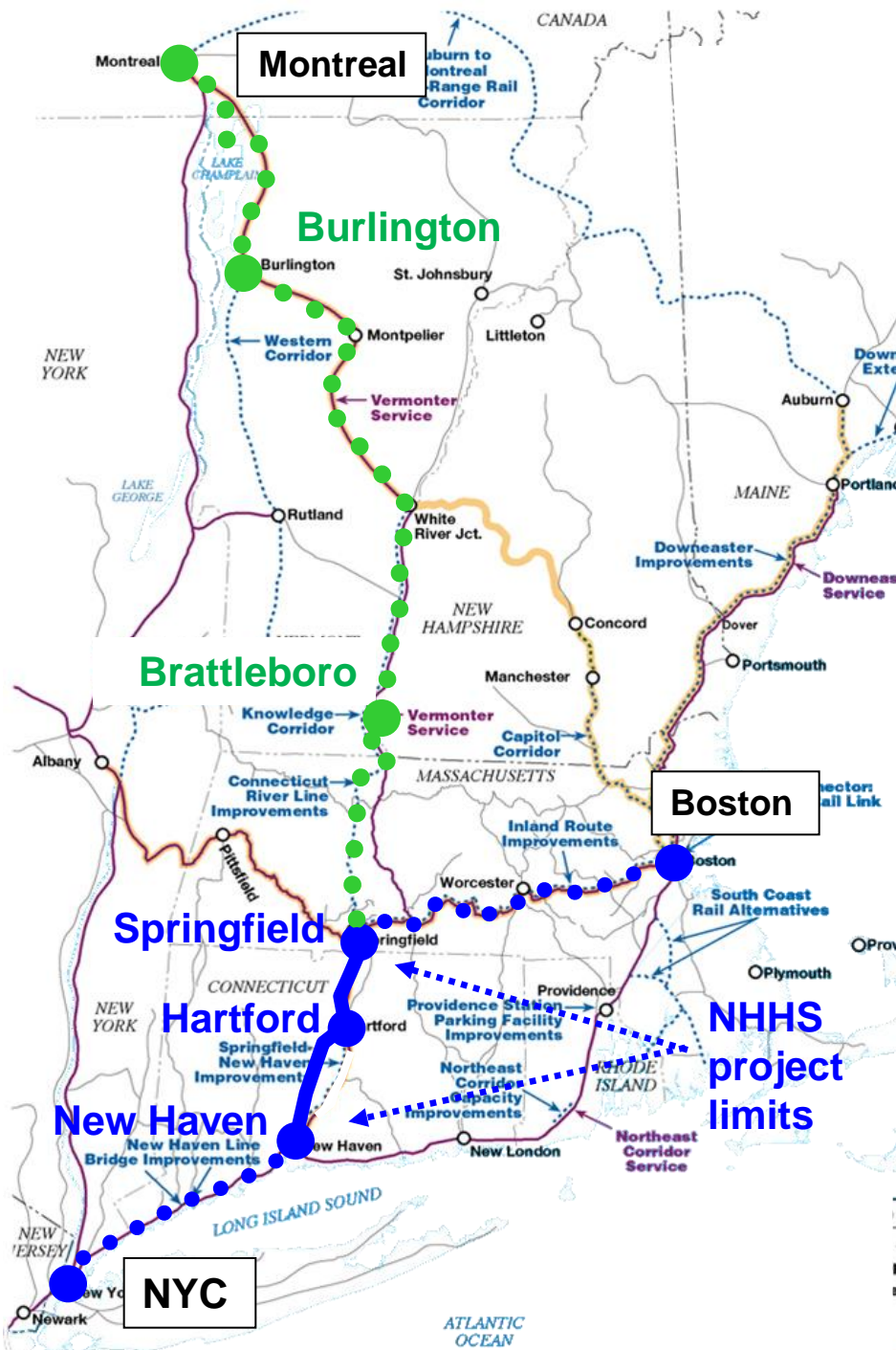
- ◎ This project includes 2 proposals:
 - Commuter rail
 - High speed, intercity rail



New Haven Hartford Springfield Commuter Rail


- ◉ Recommended by CRCOG's 2001 Regional Transit Strategy
- ◉ Feasibility work completed by CTDOT
- ◉ Will be similar to service on Metro North Branch Lines
- ◉ Will provide a link to Bradley International Airport
- ◉ Primary trips served: longer distance





Regional Vision as evolving in CT, MA, VT COORDINATED SYSTEM

1. NYC – NH – SPR – Boston

- “Inland Route” 
- alternate to NEC coastal route

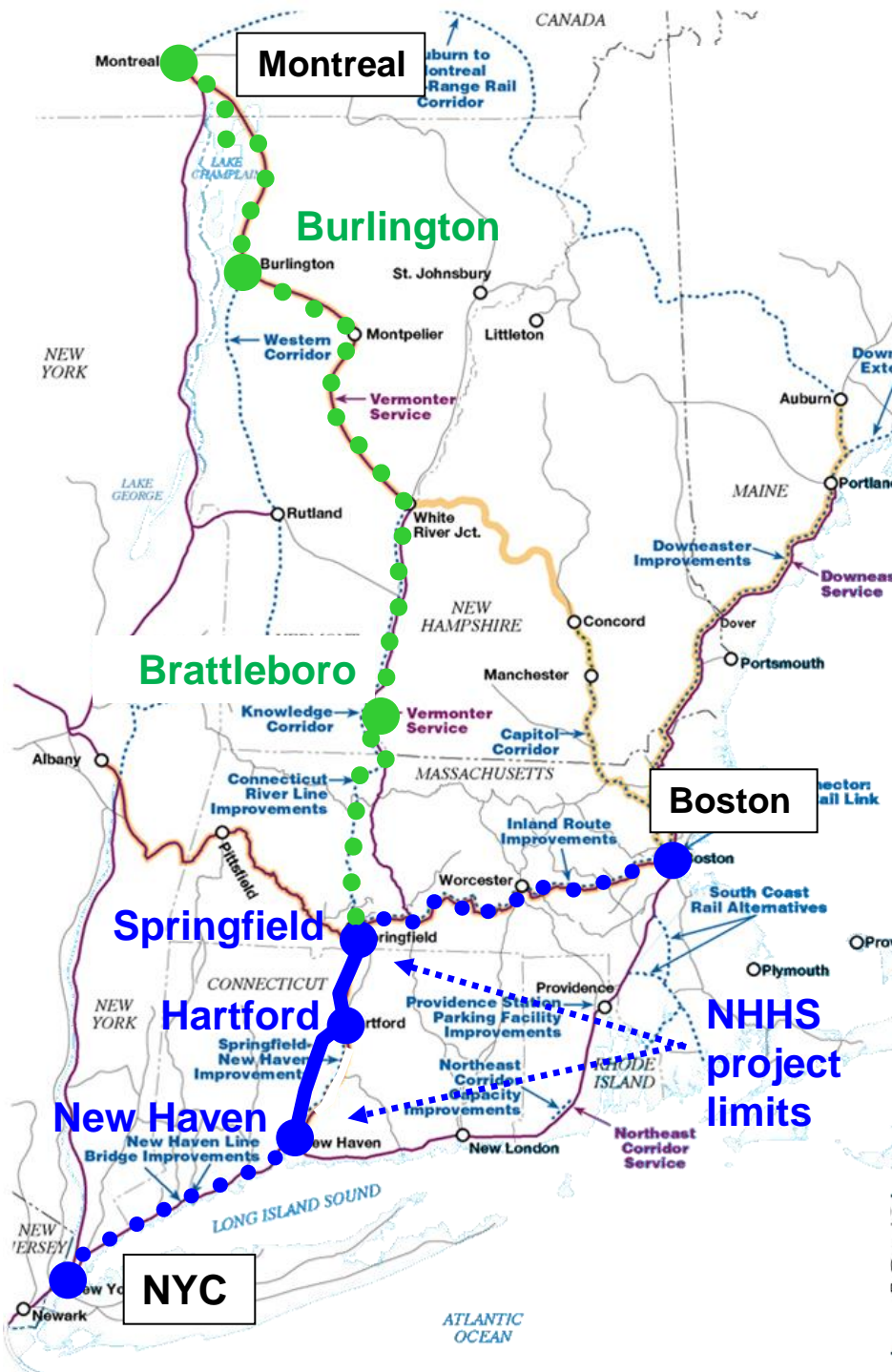
2. SPR – VT – Montreal

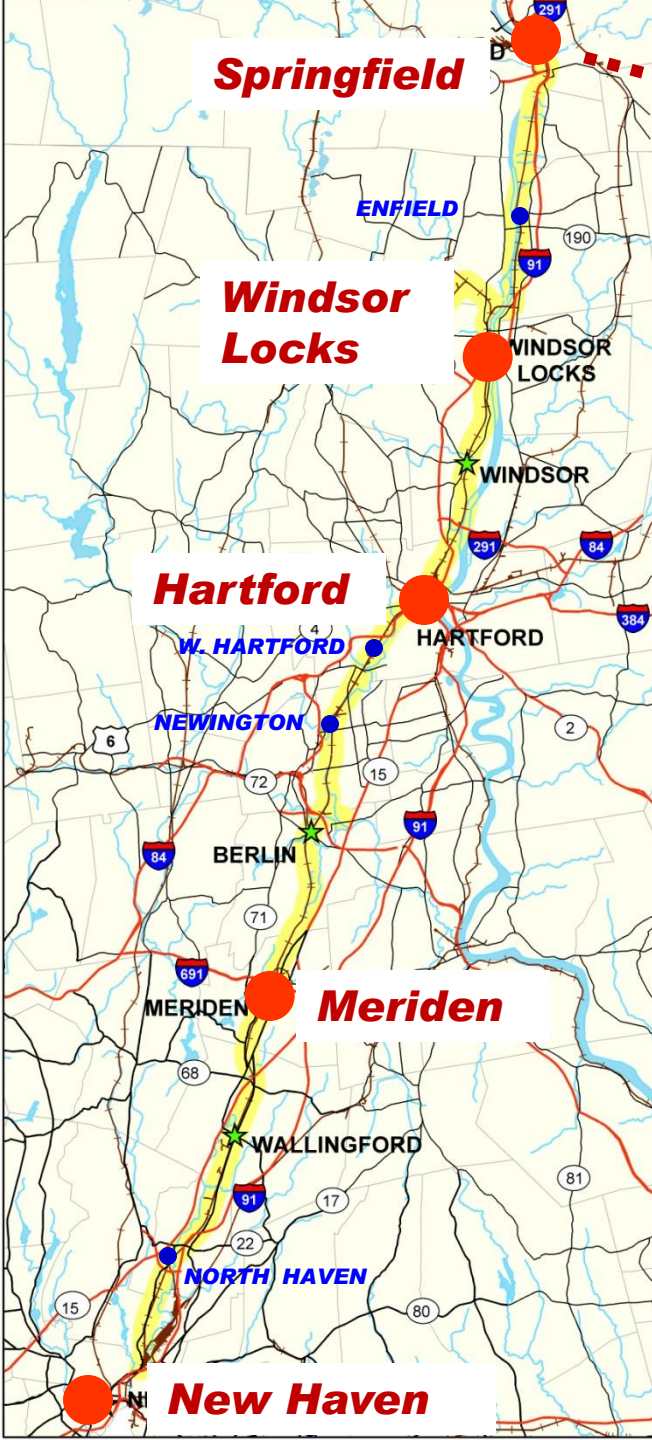
- Knowledge Corridor 
- “Montrealer Route”



Broad goals of New England Rail Vision

- Expand rail to support:
 - economic growth
 - livable communities
- Promote energy efficiency
- Reduce automobile, truck, & air congestion
- Improve mobility & connectivity





Offers redevelopment opportunities at each station

Proposed service improvements

Intercity stations

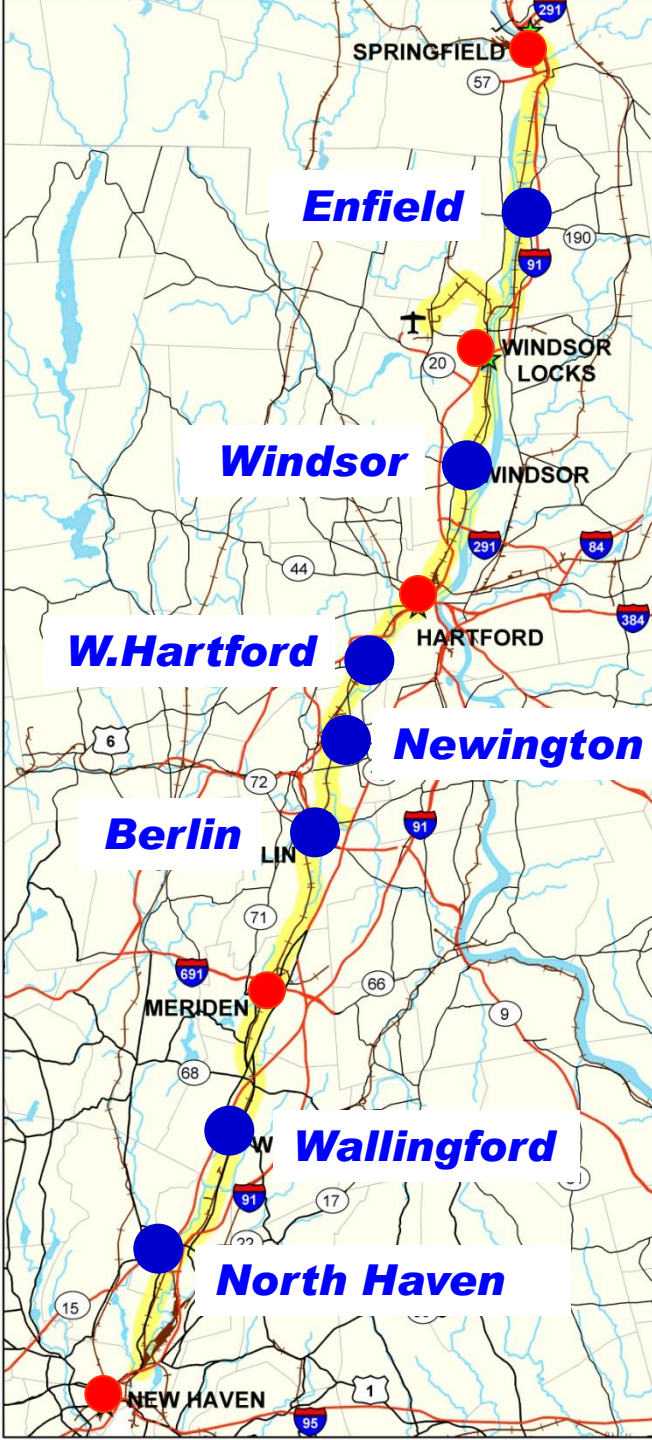
- Springfield, Windsor Locks (BDL), Hartford, Meriden, New Haven
- All day service: peak & off-peak
- **Peak Service**
 - intercity trains (every 60-minutes)
 - thru-routed to NYC
 - commuter trains (every 30 minutes)
 - connection in New Haven

Proposed service improvements

Commuter stations

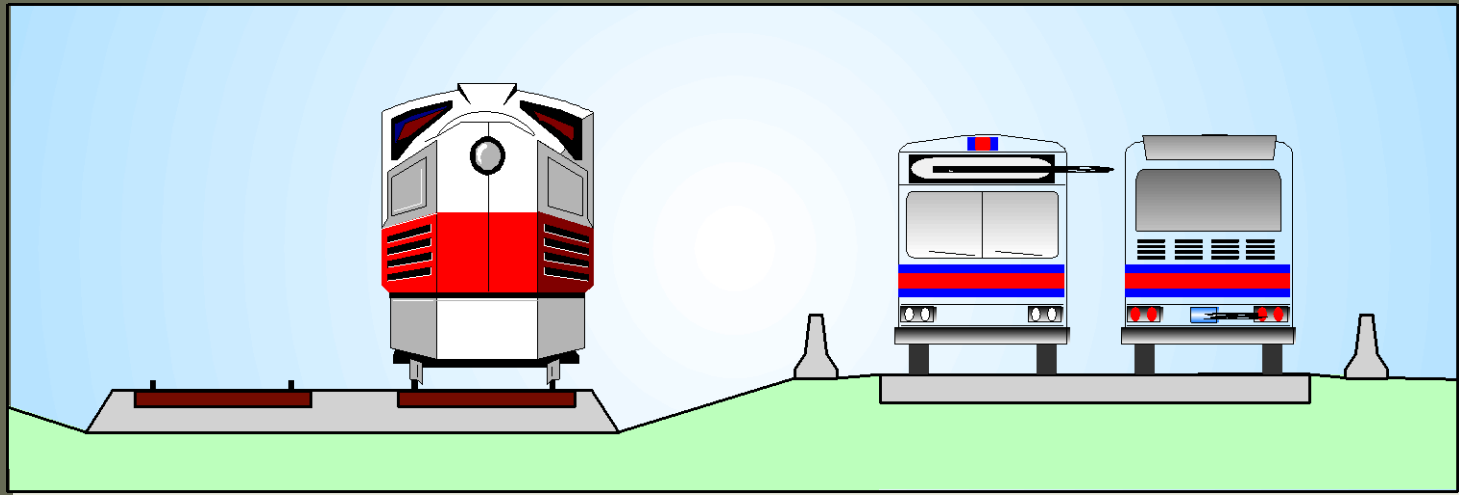
- Enfield (*new*)
- Windsor
- West Hartford (*new*)
- Newington (*new*)
- Berlin
- Wallingford
- North Haven (*new*)

- All day service: peak & off-peak
- **30-minute frequency in peak**
 - commuter trains
 - connection in New Haven



Complementary Improvements = A Transit System

- Busway and train are side by side in part of the corridor
- Busway will provide local distribution for longer distance train trips
- Connections at Newington, West Hartford and Hartford



The system

- ◉ Sample trips accommodated by the busway and commuter rail
 - Commute to Hartford from New Britain via busway
 - Travel to NYC from Bristol via busway and commuter rail
 - Commute to class at CCSU from Hartford via busway
 - Travel to airport via commuter rail/airport link

Questions, discussion

- Let us know your concerns, questions

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