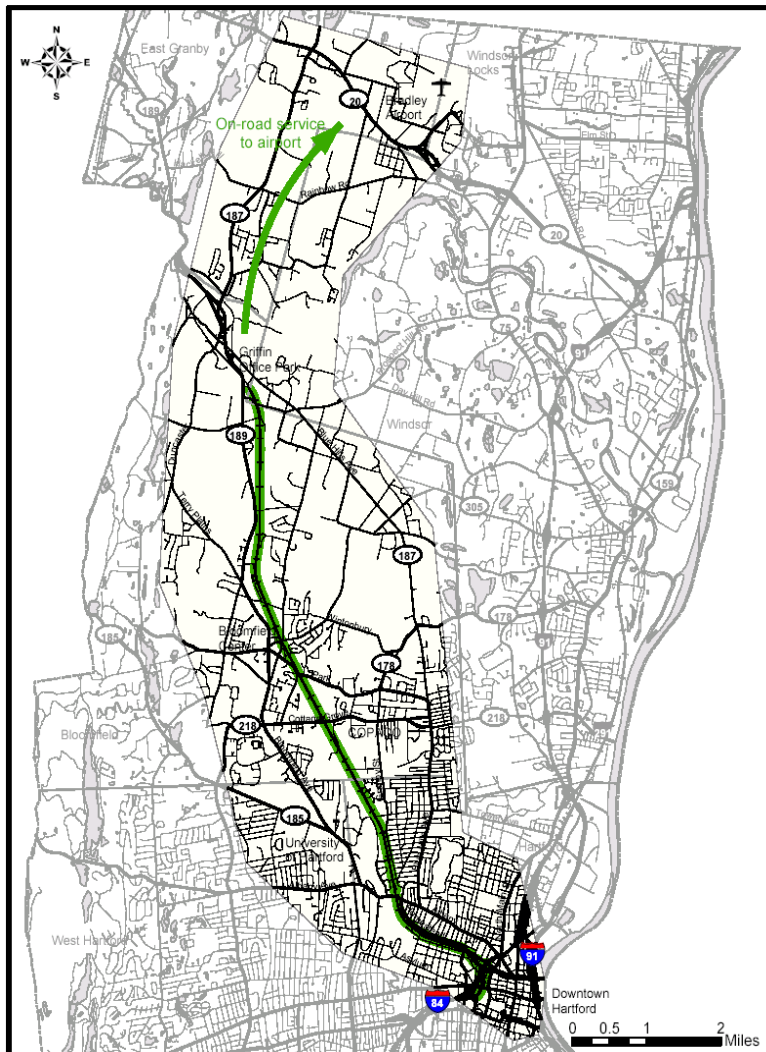


Northwest Corridor Transit Study



Purpose of Study

Support Future Development of Griffin Busway



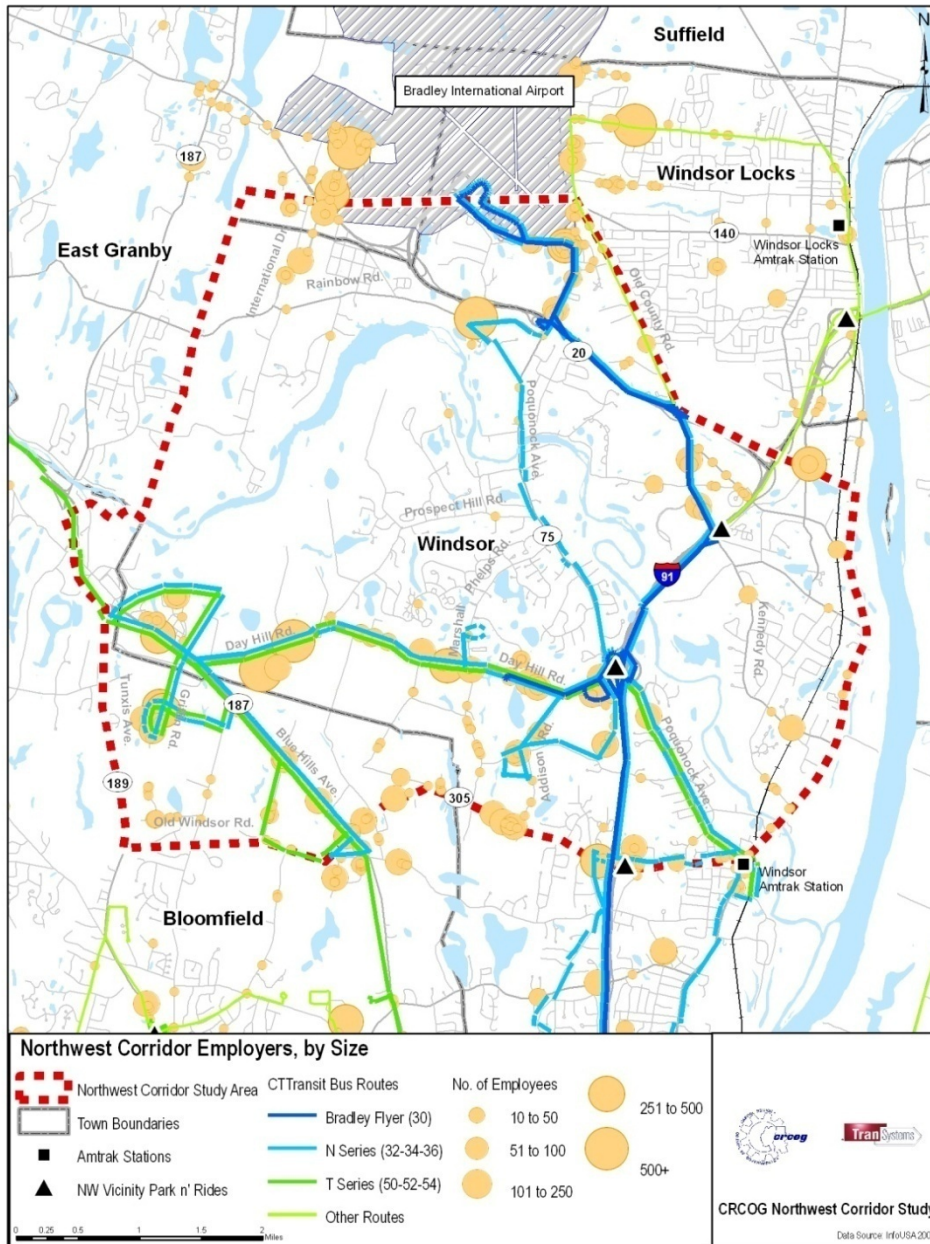
3 Elements to Study

1. Build ridership in the Northwest corridor to Day Hill Road and Airport areas
2. Evaluate Union Station (condition, role as an intermodal center), recommend improvements
3. Develop downtown transit circulation system that will accommodate busway service.

1. Build Ridership: Approach

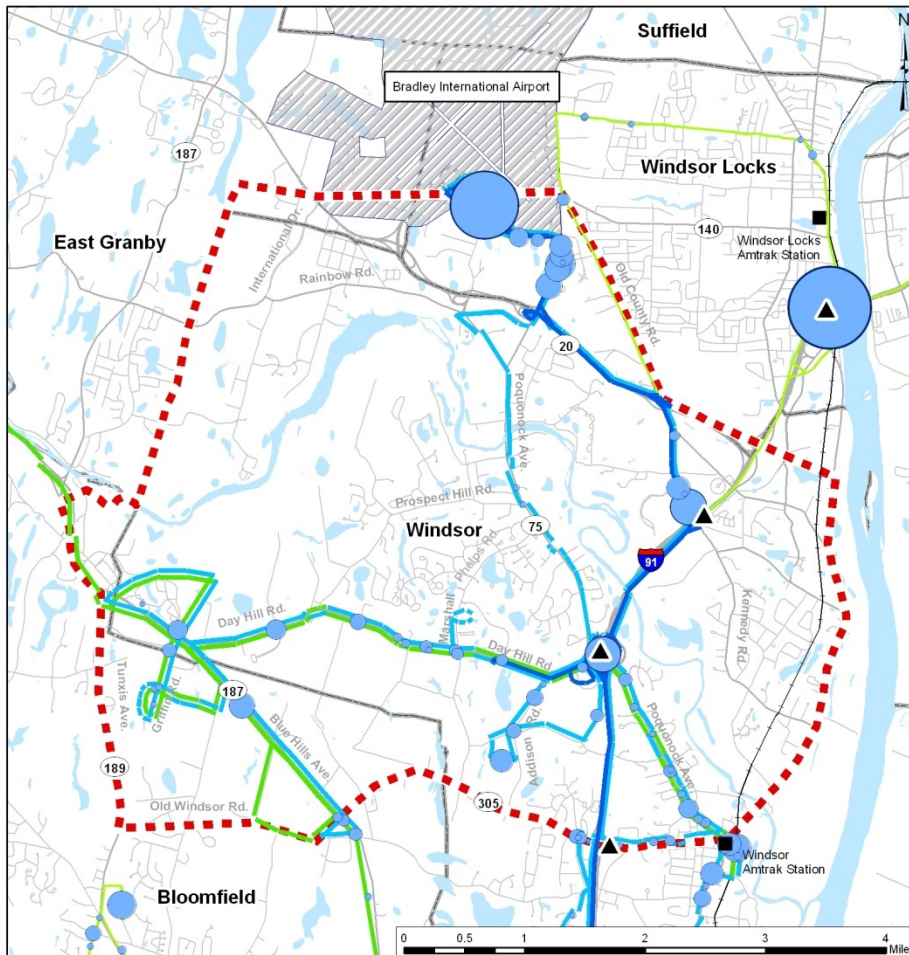
- Understand:
 - Corridor demographics and development
 - Employment
 - Travel patterns
 - Transit service and use
 - Attitudes
- Develop transit service plan
- Develop land use guidelines

1. Build Ridership: Employers

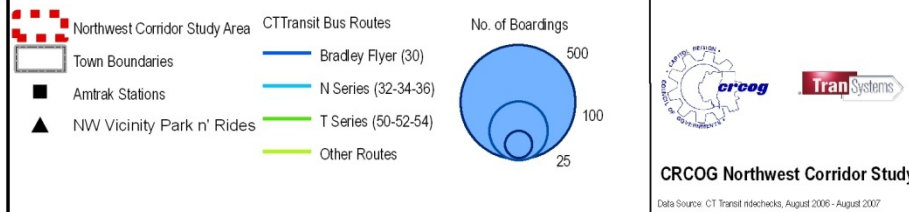


- Three main corridors:
 - Griffin/Day Hill Road
 - Route 20/Bradley Airport
 - Route 305 corridor
- Relatively few employers above 500 employees, many in the 100 to 500 range
- Some clusters have no transit service

1. Build Ridership: Existing transit use

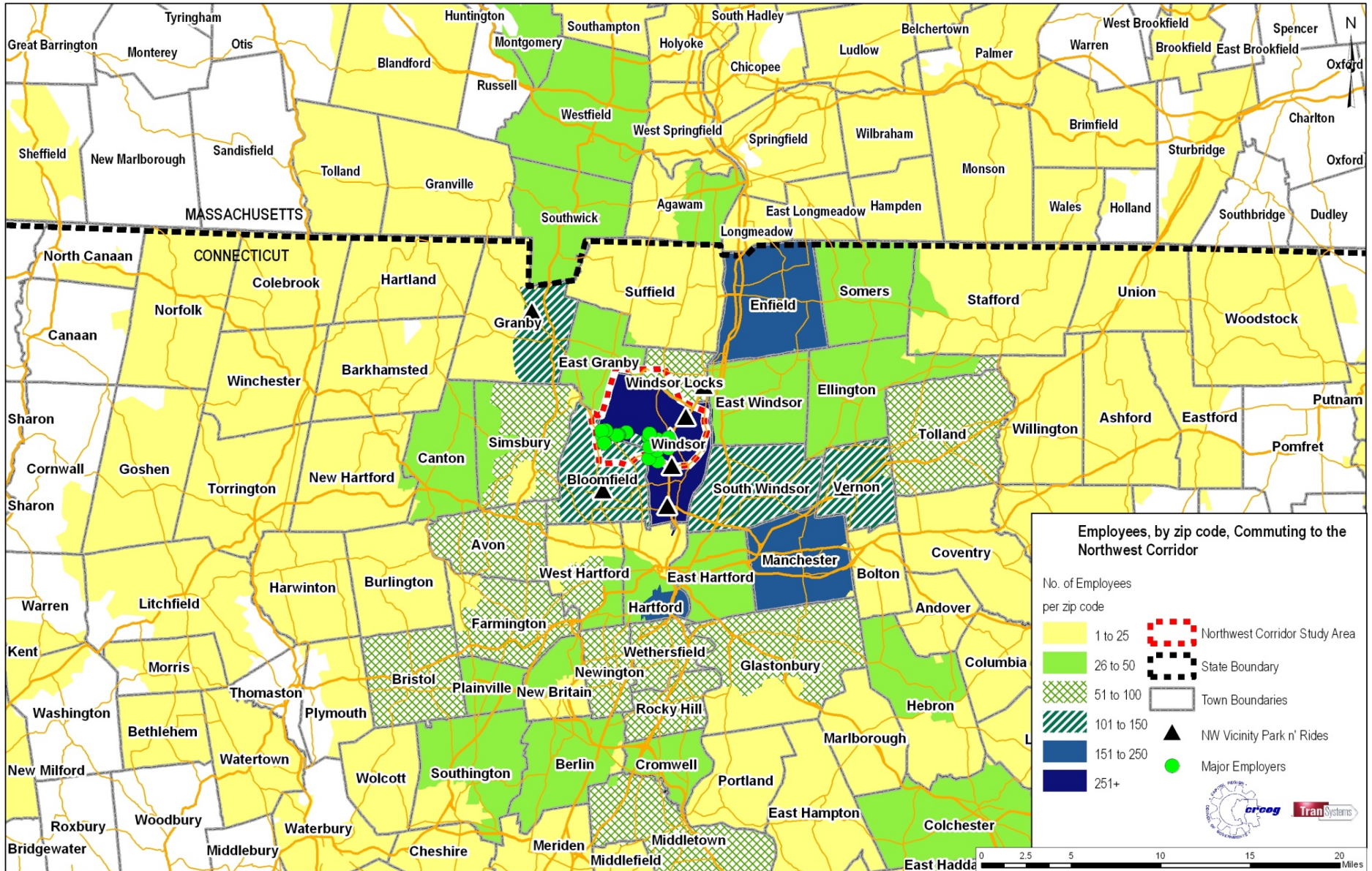


Northwest Corridor Daily Bus Boardings, by Stop



- CTRANSIT has adjusted routes to meet needs of employers
- Ridership has been growing
- Most Park & Ride lots have capacity
- No suburban express service to corridor

1. Build Ridership: Commute Origins



1. Build Ridership: Development Trends

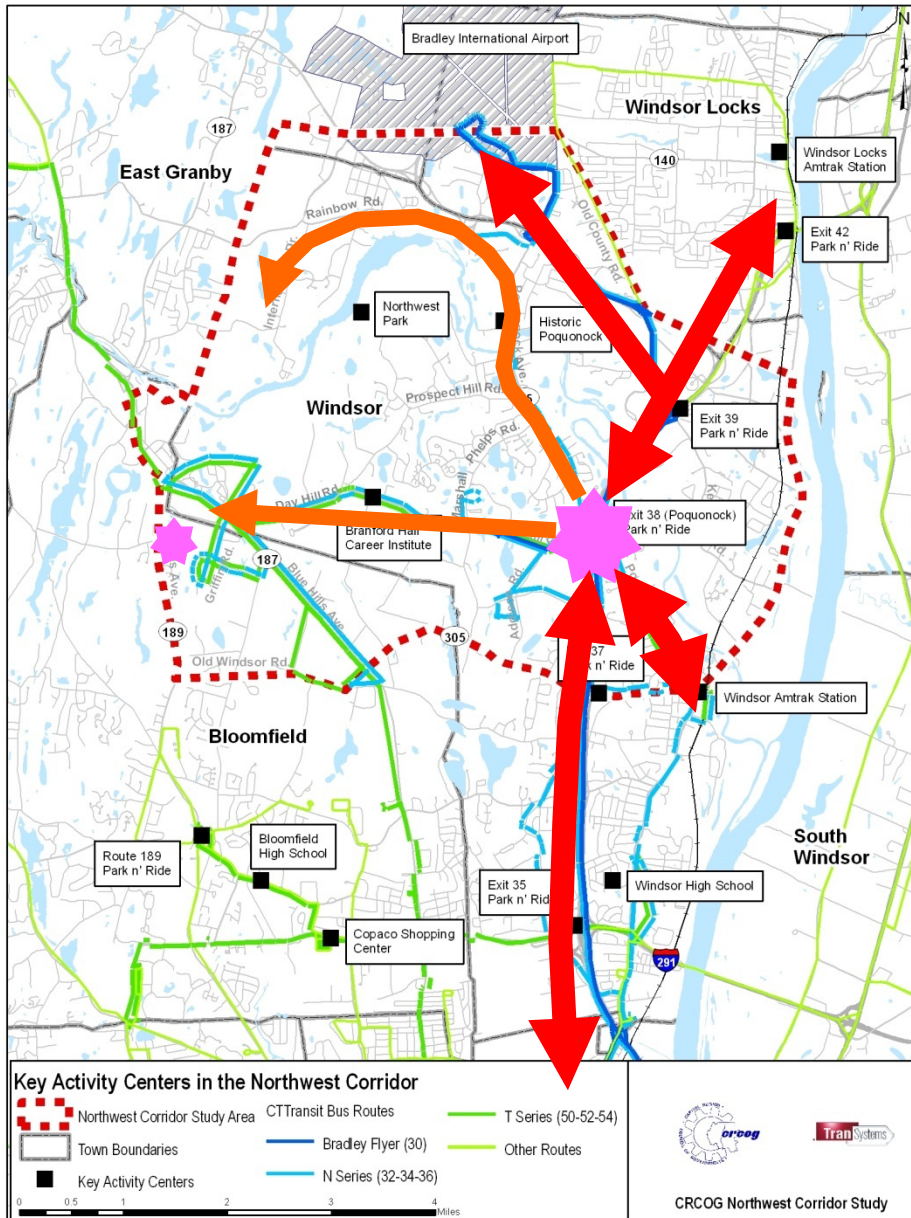
- 1,100 vacant acres, over 270 acres have been developed in the last 6 years
- Office space has increased notably
- Significant new developments:
 - The ING move has added over 2000 new office workers, including many that took transit
 - The Hartford consolidated employees and brought new employees to the corridor
 - Walgreens distribution center – 1/3 of work force will be disabled
- New Plan adopted by Town for Corridor

1. Build Ridership: Difficulties for Transit



- Typical large suburban office developments
 - Setback distances
 - Plentiful, free parking
- Few pedestrian amenities
- Weekend and evening shifts
- Transfers required from most residential locations

1. Transit Improvement Concept



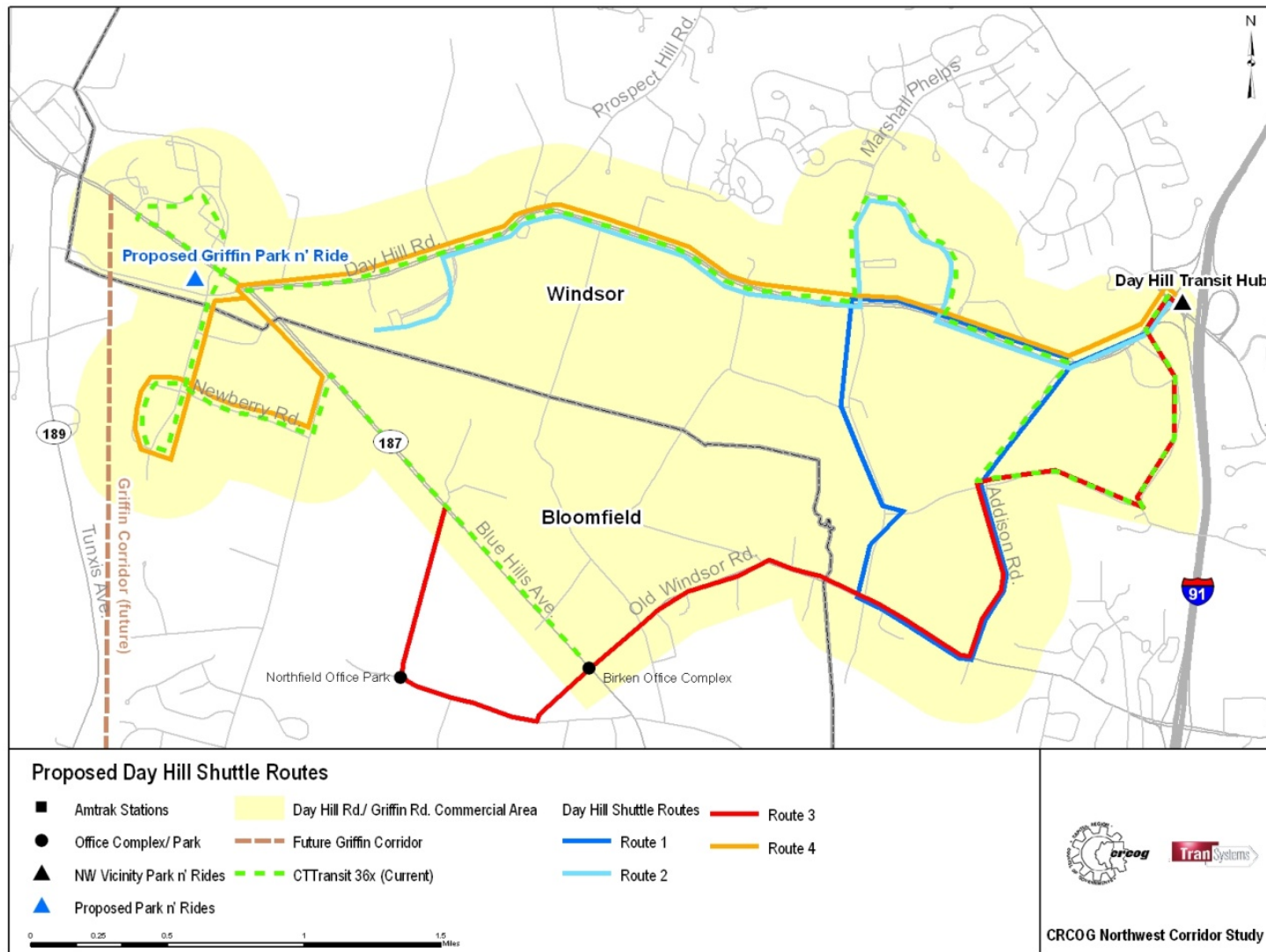
Concept:

- Provide transit hub
- Strengthen trunk service
- Improve distribution to employment sites

1. Build Ridership: Recommendations

- Create transit hub at Exit 38 Park & Ride
- Create Griffin Park & Ride Lot
- Modify Existing service:
 - Hours and frequency
 - Divert Enfield Express Service
- Establish cross town express routes
 - Vernon Manchester to Park & Ride Hub
 - Granby Express via Day Hill Road
- Establish local network of shuttle buses

1. Build Ridership: Shuttles



Four shuttles, enhancing CTRANSIT service

1. Build Ridership: Supporting Measures

1. Bus stop amenities
2. Pedestrian amenities
3. Expand Guaranteed Ride Home Program
4. Transportation Management Association (TMA)
 - Private, non-profit association
 - Promote alternative transportation
 - Facilitate the pooling of resources



2. Union Station: Approach

Improve Union Station:
Transportation Hub and Destination

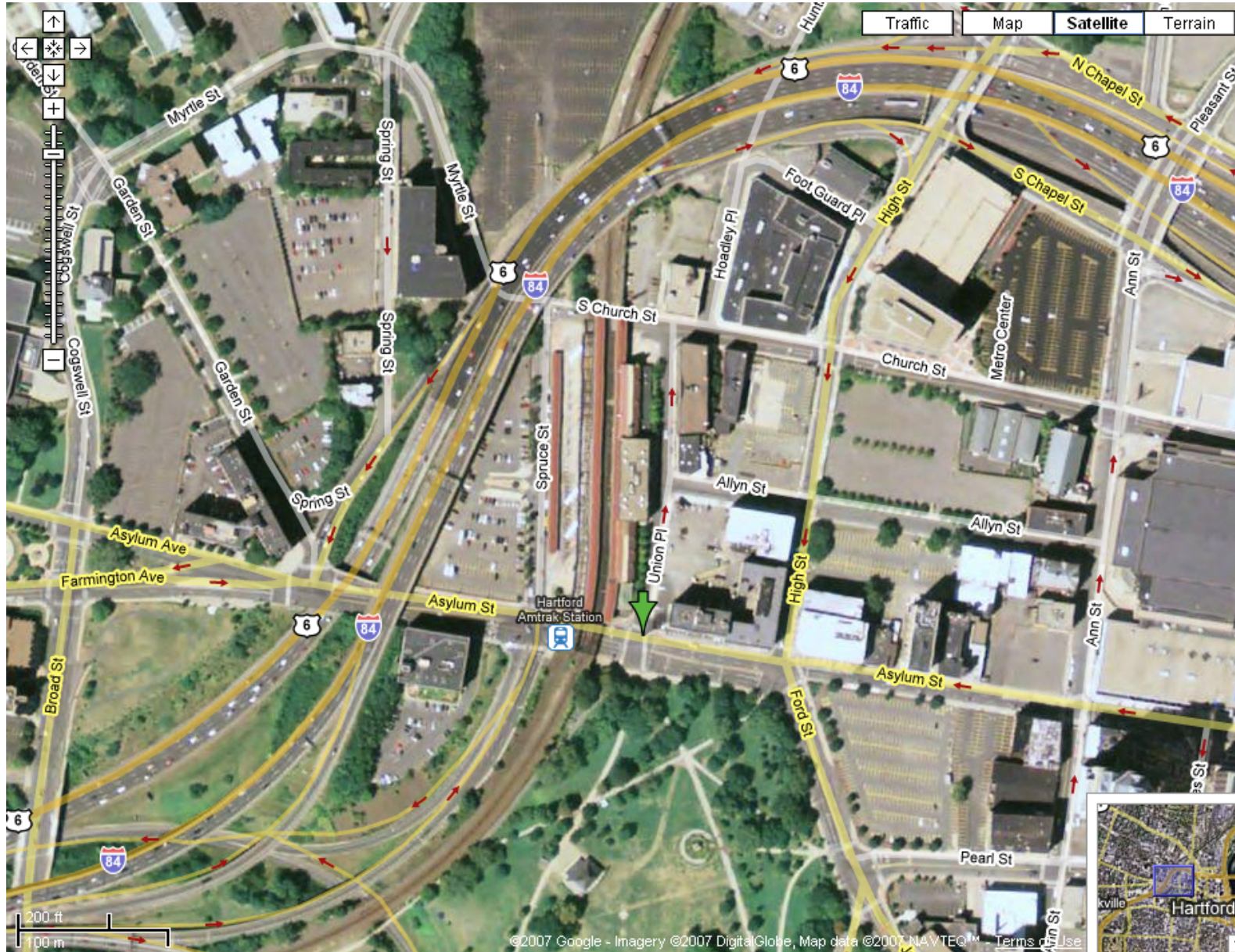
- Existing services
- New busway and commuter rail
- Encourage joint development
- Union Station as a transit center
- Vehicular and pedestrian access
- Building condition



A Great Place!



2. Union Station Area



2. Union Station: Building Condition

- Structure – good shape (except Amtrak trestle)
- Mechanicals – boilers, chillers, water heater, piping need replacing
- Intercity bus loading area:
 - Pavement needs repair
 - Drainage problems
- Transportation Center: Dated; Roof Drainage Issues
- Energy improvements
 - Windows
 - Lighting
- Utilization of space:
 - Inaccessible space on second floor
 - Great Hall underutilized



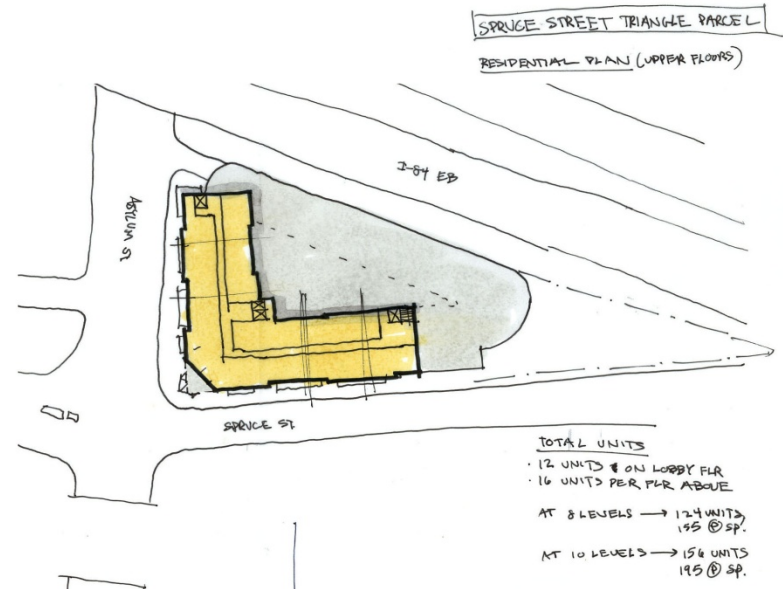
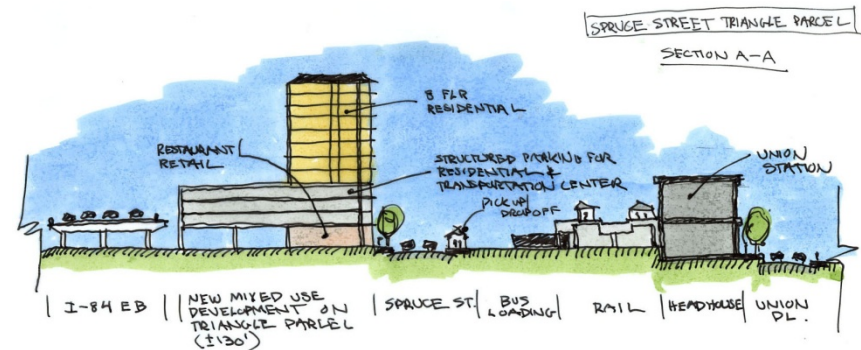
2. Union Station: Access

- Bus/taxi/pedestrian operations at Union Station
- Traffic concerns:
 - Asylum/Spruce
- Pedestrian safety
- Bicycle Access
- Wayfinding
- Increased parking demand
- Busway circulation



2. Union Station: Recommendations

- Make shortterm improvements
- Longer term:
 - Expand and renovate transportation center
 - Provide for development on Spruce Street Lot
 - Provide for greater city bus presence?



3. Downtown Circulation: Approach

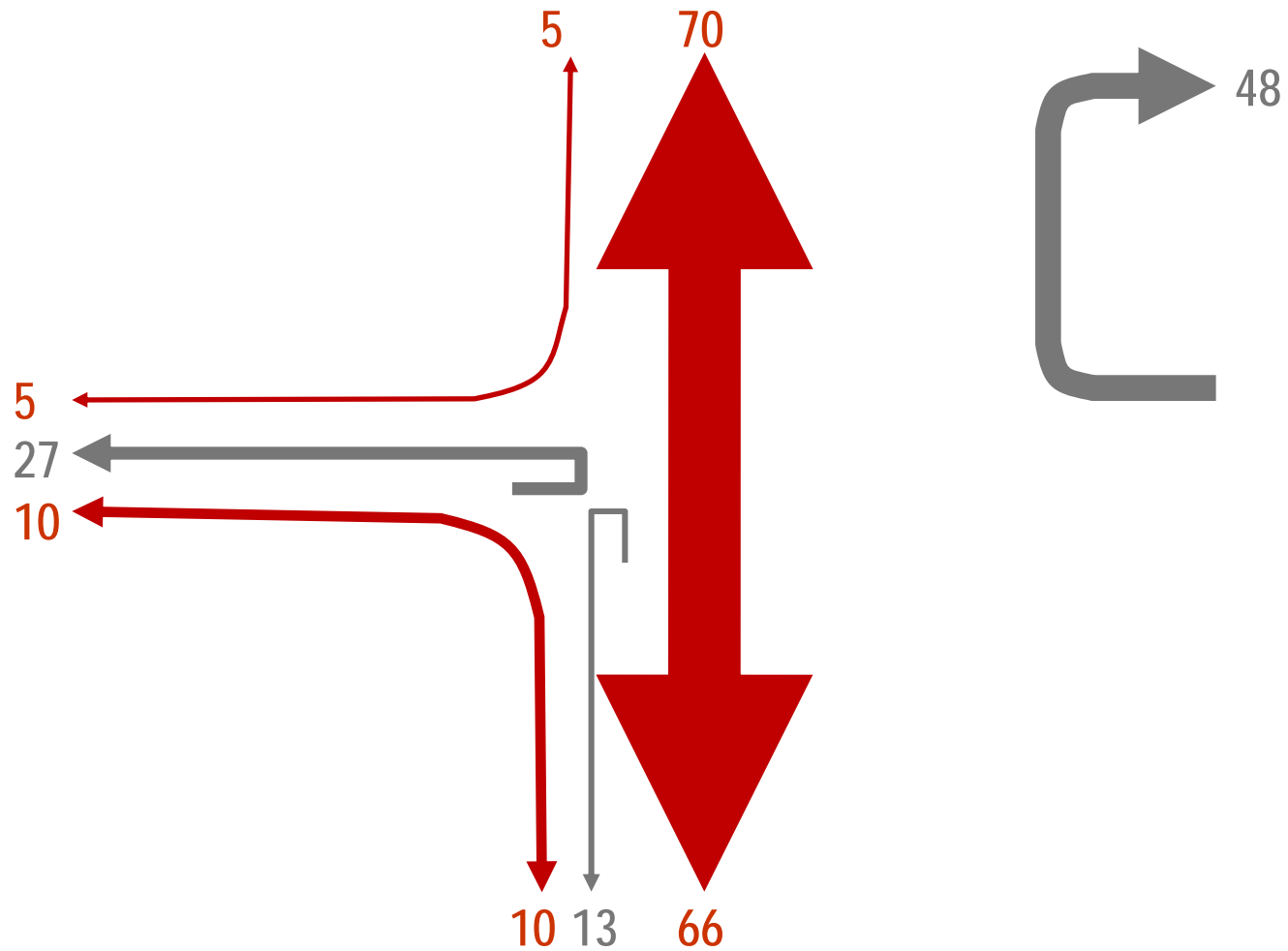
- Data collection
 - Current downtown transit services
 - Current downtown ridership
 - Key downtown connections and destinations
 - Future busway routes, ridership, and transfers
- Can the services be made to work better for:
 - Passengers
 - Connecticut Transit
 - Downtown traffic
 - Downtown businesses and residents



3. Downtown Circulation: Study Area



Downtown PM Peak Period Bus Trips

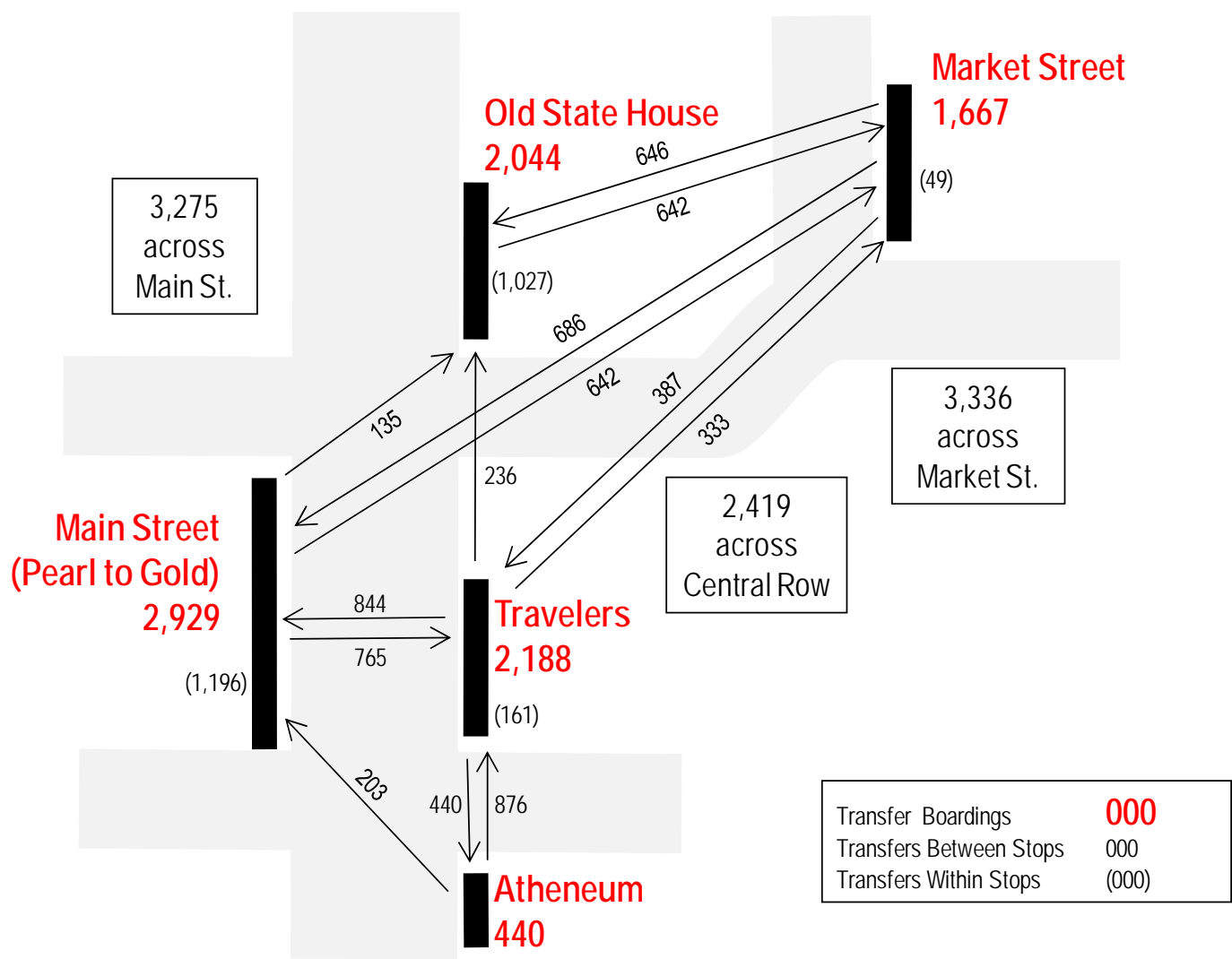


3. Downtown Circulation: Findings

- High transfer rate
- Most other passengers destined for Main Street
- Tight curb space for buses on Main Street
- Crowded sidewalks with people waiting for buses
- Many bus stops don't have shelters
- Conflicts between vehicle traffic and transferring passengers



Daily Downtown Local Bus Transfer Movements



3. Downtown Circulation: Options

- Downtown Transfer Center
 - Eliminates many auto/pedestrian conflicts
 - Provides a place for buses to wait off the street
 - Can make system more understandable
 - Can improve on time performance
- New Downtown Routing Scheme without Transfer Center
 - Current circulation patterns appear optimal



Strategy for Improving Downtown Service

- Provide a transit center
- Maintain stop on all routes at or near the central area of Main St
- Maximize through routing
- Improve transfer connections/amenities for transfers outside the transit center
- Expand service to the west side of downtown as well as Union Station
- Consider expansion of service east of Main Street to developments along Columbus Boulevard

3. Downtown Circulation: Transit Center

- 14 to 19 bus bays
 - 3 minimum for bus rapid transit
 - 11 minimum for local bus
- Climate Controlled waiting space
- Rectangular space most efficient



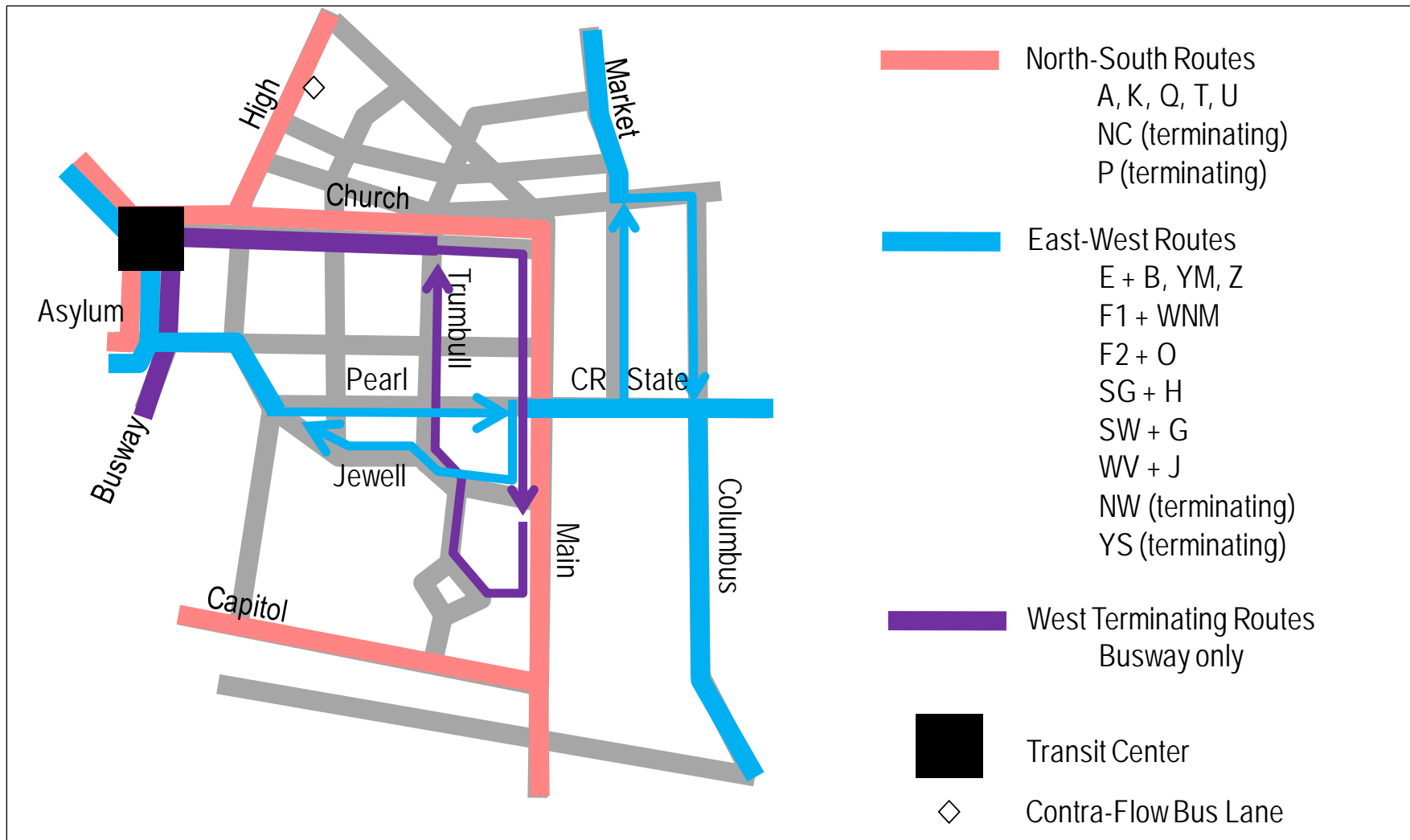
3. Downtown Circulation: TC Locations

- **Alternative 1** – Develop a transit center on the southwest side of downtown.
- **Alternative 2** – Develop a transit center on the northwest side of downtown.
- **Alternative 3** – Develop 3 smaller transit centers on the north, south and west sides of downtown.
- **Alternative 4** – maintain a centrally located transfer point by developing an on street transit center east of Main Street.

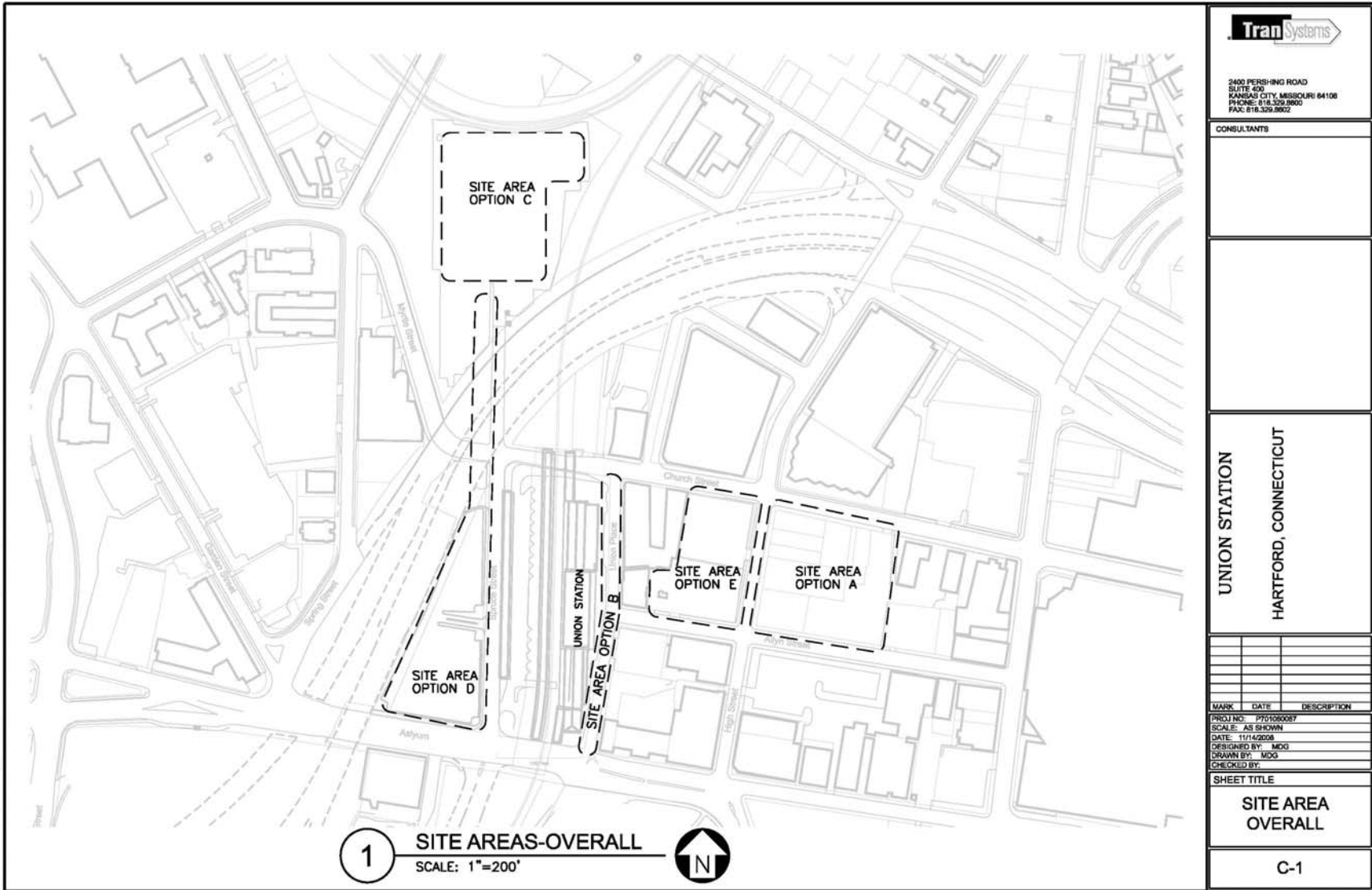
3. Downtown Circulation: Evaluation

- Effective use of Transit Center
 - Utilization of Transit Centers
 - Capital cost
 - Capacity/quality of Center
- Efficiency and Effectiveness of Service
 - Through and Transferring Riders
 - Riders into Downtown
 - Riders Within Downtown
 - Operating Costs
- Traffic Impacts
 - Traffic Issues and Circulation Changes Needed
 - Bus volumes

3. Downtown Circulation: Recommendation



Bringing it Together: the Union Station Intermodal Complex

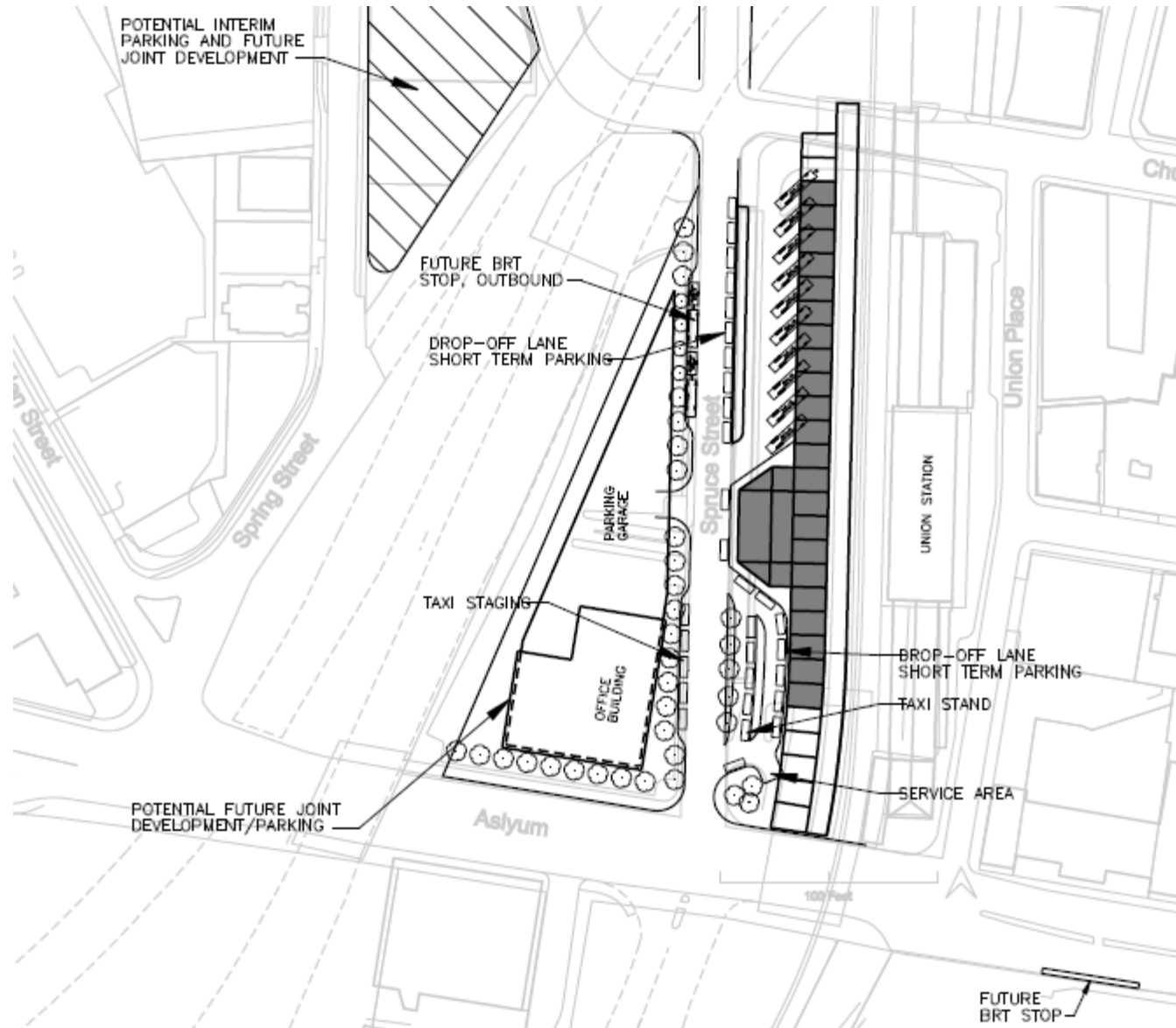


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1 SITE AREAS-OVERALL
 SCALE: 1"=200'

2400 PERSHING ROAD SUITE 400 KANSAS CITY, MISSOURI 64108 PHONE: 816.329.8800 FAX: 816.329.8002		
CONSULTANTS		
UNION STATION HARTFORD, CONNECTICUT		
MARK	DATE	DESCRIPTION
PROJ NO:	P751050087	
SCALE:	AS SHOWN	
DATE:	11/14/2008	
DESIGNED BY:	MDG	
DRAWN BY:	MDG	
CHECKED BY:		
SHEET TITLE		
SITE AREA OVERALL		
C-1		

Design Concept – Union Station



What Will It Cost?

- Day Hill Transit Improvements:
 - Capital: \$5 million
 - Operating: \$1.4 million
- Transit Center:
 - Capital: as much as \$25 million
 - Operating: \$1.5 million
- Union Station:
 - Capital: \$5 to \$10 million

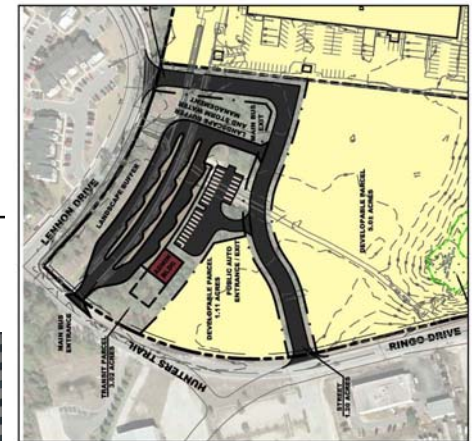
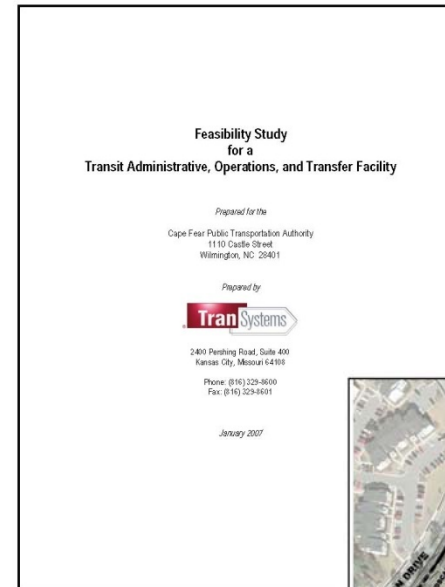
Summary of Issues Requiring Further Study

- Transit operating cost/implications
- In depth traffic evaluation
- Parking requirements for commuter rail
- Bus/taxi/pedestrian operations at Union Station
- Possible intersection improvements
- Pedestrian safety
- Bicycle access



Next Steps for Transit Center

- Feasibility Study
 - Programming of space needs
 - Refine site selection process
 - NEPA
 - Concept Design
 - Preliminary Cost Estimate
- Design
- Construction



Next Steps for Union Station

- Shortterm Repairs
- Architectural Study
 - Programming of space needs
 - NEPA
 - Concept Design
 - Preliminary Cost Estimate
- Design
- Construction



Next Steps for Study

- Public Meeting:
 - May 26, 6 PM
 - Hartford Public Library
- Adopt Plan
- Locate funding for implementation
- Begin Implementation
 - Develop TMA – Day Hill area
 - Feasibility Study – Transit Center
 - Architectural study – Union Station

For Further Information

Sandy Fry

Capitol Region Council of Governments

sfry@crcog.org

860-522-2217 x220