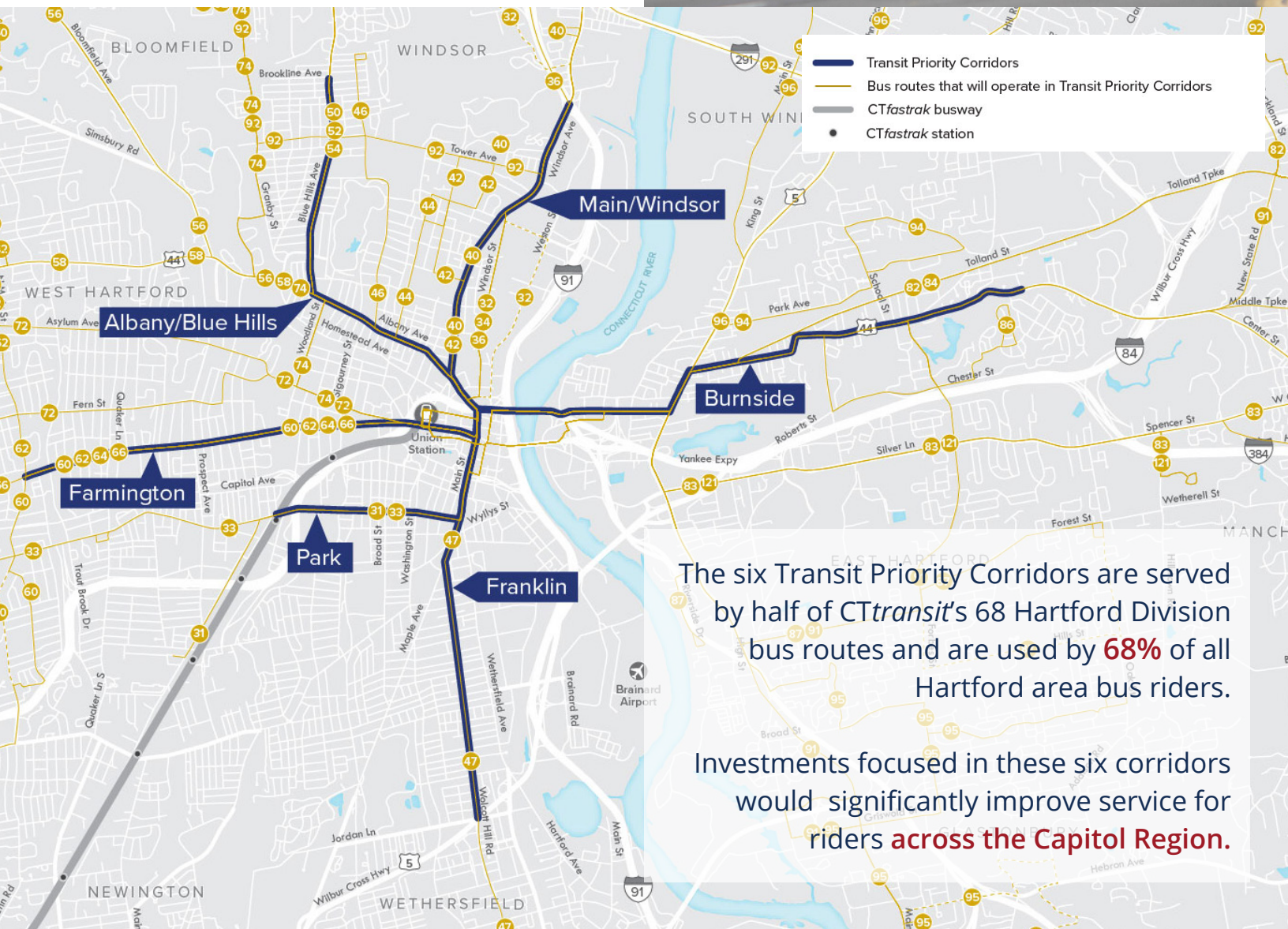
Metro Hartford RapidRoutes

Transit Priority Corridors Study

Frequent transit service moves thousands of people in our region every day.

The six Metro Hartford corridors identified as Transit Priority Corridors connect significant population and employment centers. Combined, these corridors serve nearly two-thirds of all Hartford area bus riders every day. Therefore, investments to make service faster, more reliable, and more convenient along these corridors would impact transit riders across the Capitol Region.



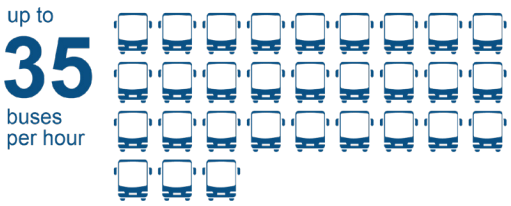
The six Transit Priority Corridors are served by half of CT*transit*'s 68 Hartford Division bus routes and are used by **68%** of all Hartford area bus riders.

Investments focused in these six corridors would significantly improve service for riders **across the Capitol Region.**

What are Transit Priority Corridors?

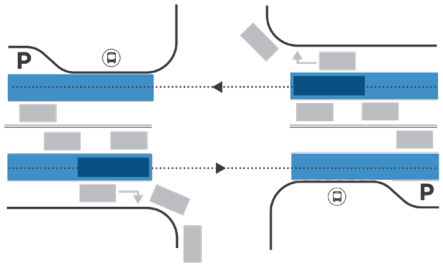
Transit priority corridors emphasize improved service, reliability, and passenger comfort. Combining a variety of strategies, including infrastructure like bus lanes and high quality bus stops, as well as service improvements like more frequent service, Transit Priority Corridors make bus service faster, more reliable, and more convenient.

In urban environments like Metro Hartford, six key elements combine to provide high quality bus service:



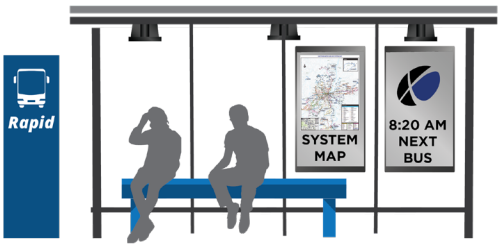
Frequent Service

Frequent service is convenient service. Peak service frequencies in the transit priority corridors range from every 10 minutes along Park Street to better than every two minutes along Franklin Avenue.



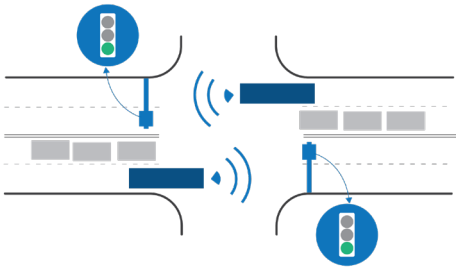
Bus Lanes

Dedicated bus lanes keep buses separate from general traffic. Many types of bus lanes are possible, including in medians, curbside, and next to parking lanes, and lanes can be in effect full-time or part-time.



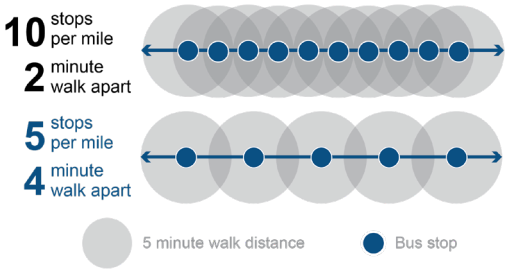
High Quality Stops

High quality bus stops are attractive and comfortable places to wait for the bus and provide key information like real-time arrival updates. They are also fully accessible to people with disabilities.



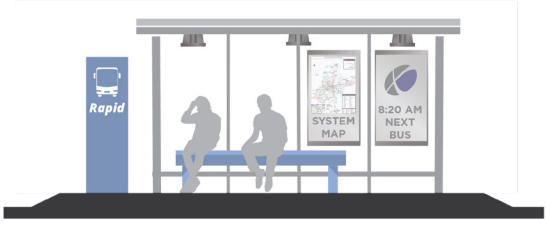
Transit Signal Priority

Transit signal priority makes bus service faster by reducing delays at signalized intersections by changing a light green a little sooner or keeping it green a little longer when a bus is approaching.



Optimized Stop Spacing

Stops are where people get to and from transit. But when stops occur too often, they are also a major reason why bus service is slow. For service to be convenient, stops must be spaced to balance access with speed.



Level Boarding

Curb heights at stops can be raised to provide level boardings and alightings. This makes it easier and faster for everyone to get on and off buses, particularly for people with disabilities, and helps speed service.

What about bus stops?

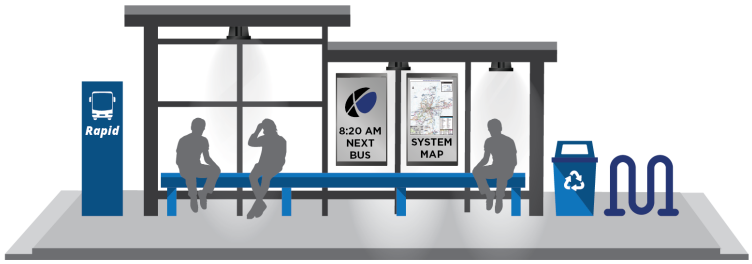
Stopping too often can be a major reason that bus service is slow. For service to be convenient, bus stop spacing must balance access to bus stops with travel speed. Generally, the farther apart stops are spaced, the faster service operates.

- Overall travel time is reduced by eliminating dwell times from unproductive stops, removing the time it would take to slow and pull over, board and alight passengers, and merge back into traffic.
- Having fewer stops also means that more resources can be invested into the remaining stops with improved facilities and amenities.

Types of Proposed Bus Stops

All stops in the study area corridors are recommended to have high quality stops that feature consistent design character, with size and amenities based on boarding volumes and other factors. Bus stops would fall under one of four types of stops:

Signature Stop

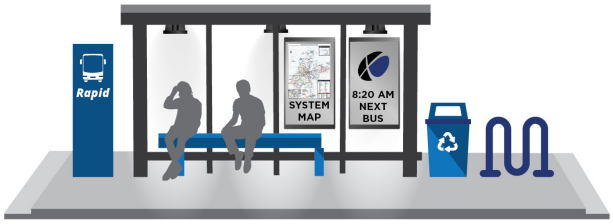


Typical Ridership: 200+ daily boardings

Stops in Study Area: 22 Signature Stops

Very high level of amenities for stops with high boarding volumes or stops near major activity centers. Amenities include large shelter with seating, raised platform for level boarding, real-time information, lighting, trash receptacles, and bicycle racks.

Enhanced Stop

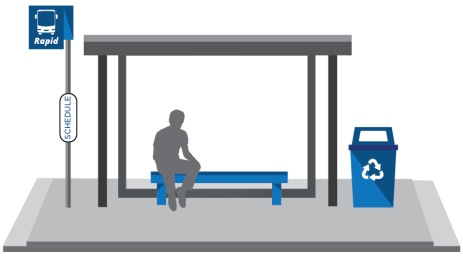


Typical Ridership: 50-199 daily boardings

Stops in Study Area: 72 Enhanced Stops

High level of amenities for stops with moderate to high boarding volumes. Amenities included at Enhanced stops would be similar to Signature stops except that shelters would be medium instead of large.

Regular Stop

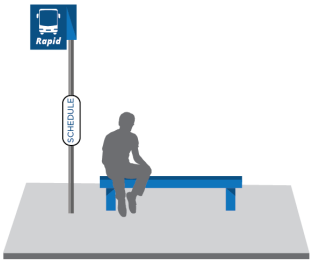


Typical Ridership: 15-49 daily boardings

Stops in Study Area: 58 Regular Stops

Basic level of amenities for stops with lower boarding volumes. Amenities include regular-sized shelter with seating, raised platform for level boarding, signage, and trash receptacles, plus additional lighting if needed.

Basic Stop



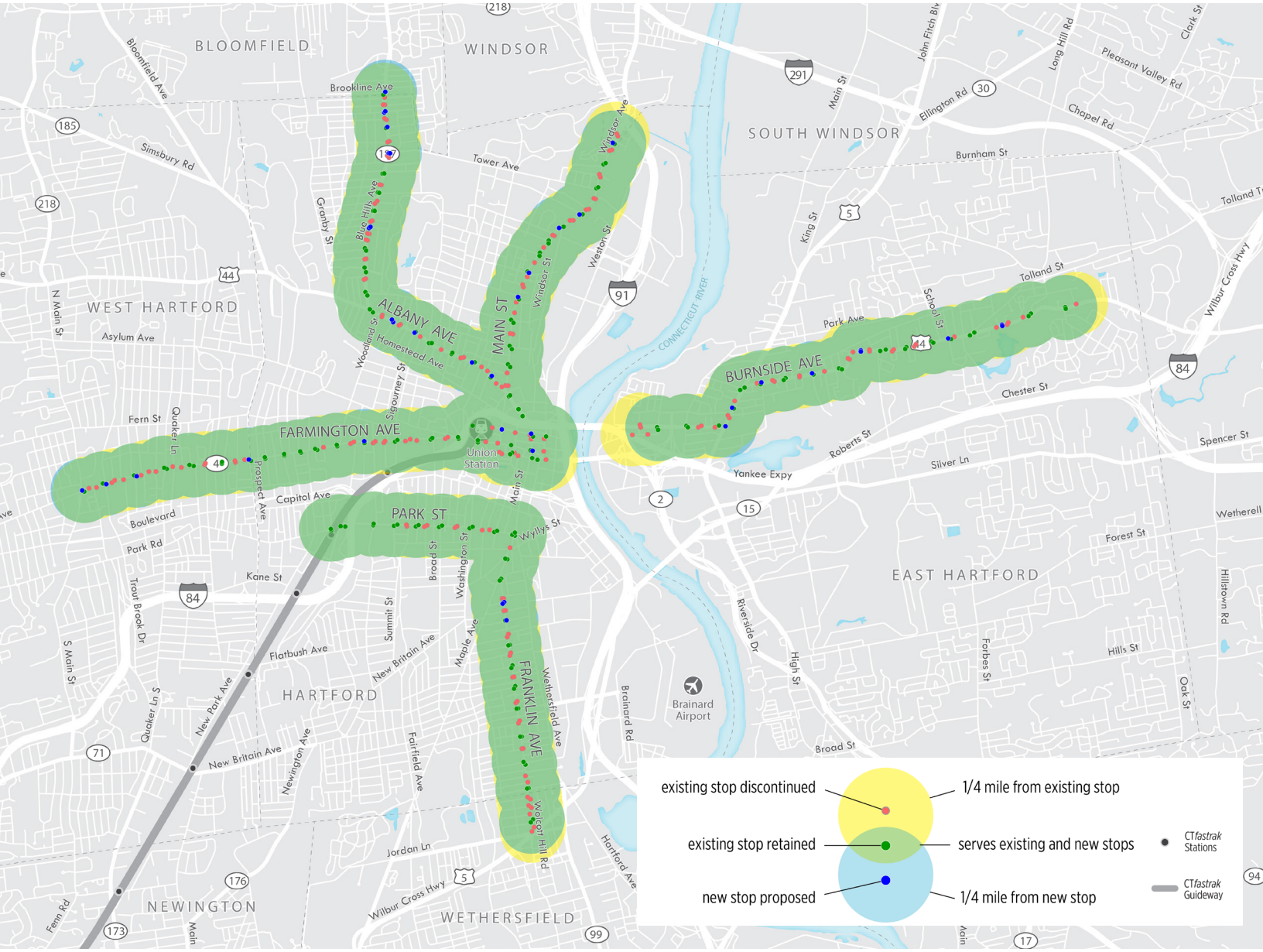
Typical Ridership: <15 daily boardings

Stops in Study Area: 37 Basic Stops

Very basic level of amenities (seating, signage, schedule) for stops where most riders are getting off the bus rather than waiting to board.

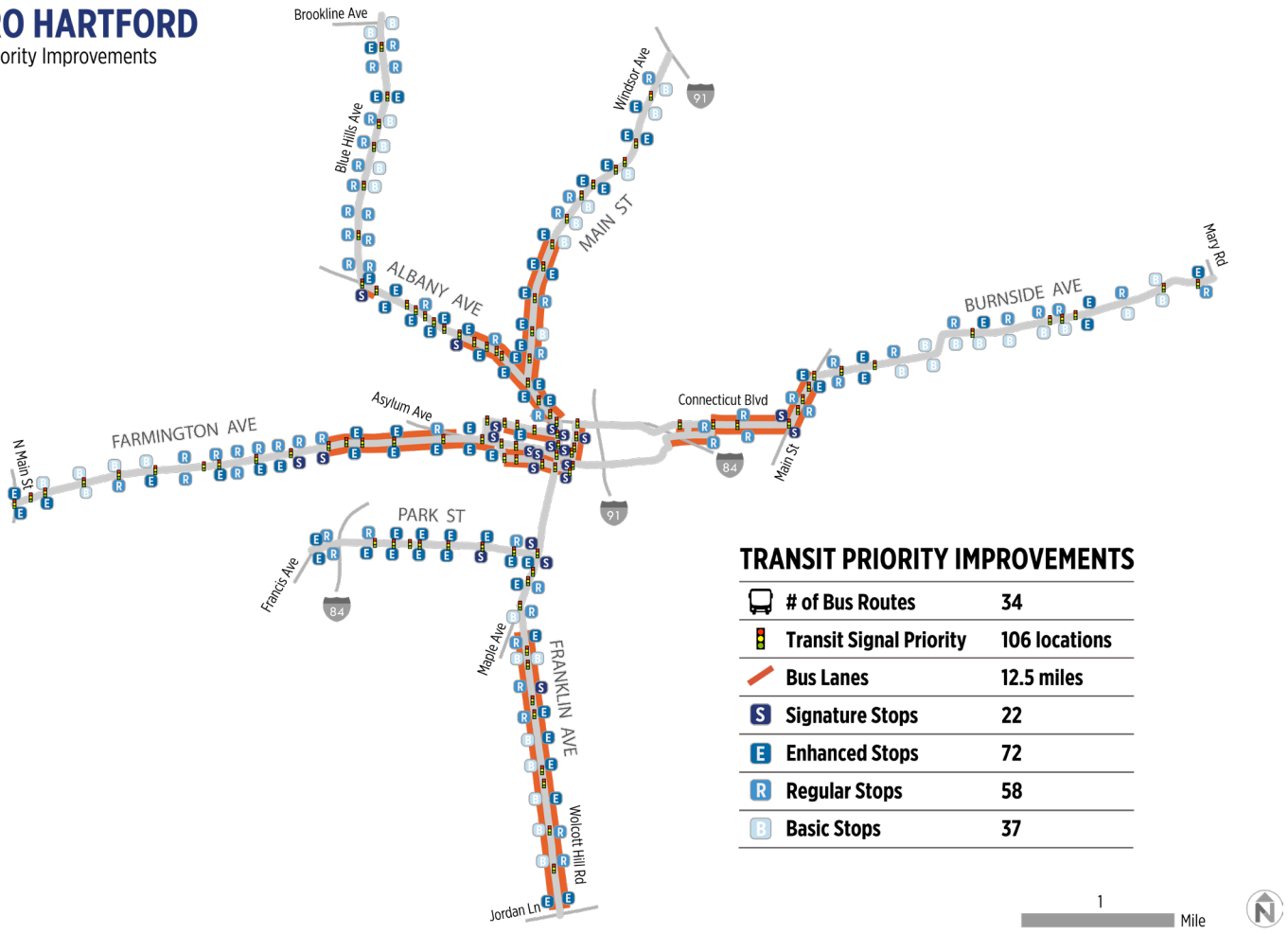
Improving Stops, Maintaining Access

- **98%** of residents along all corridors would still be within 1/4 mile of a bus stop.
- **80%** of bus stops would have a shelter with lighting.



	Albany Avenue	Burnside Avenue	Farmington Avenue	Franklin Avenue	Main Street	Park Street
Existing Bus Stops	58	70	64	48	52	27
Existing Stops per Mile	10	11	8	10	7	9
Proposed Bus Stops	36	41	38	26	32	18
Proposed Stops per Mile	6	4	5	5	5	6
Population Still Within 1/4 Mile of a Bus Stop	**99%**	**94%**	**98%**	**98%**	**98%**	**99%**

Recommended Transit Priority Corridor Improvements



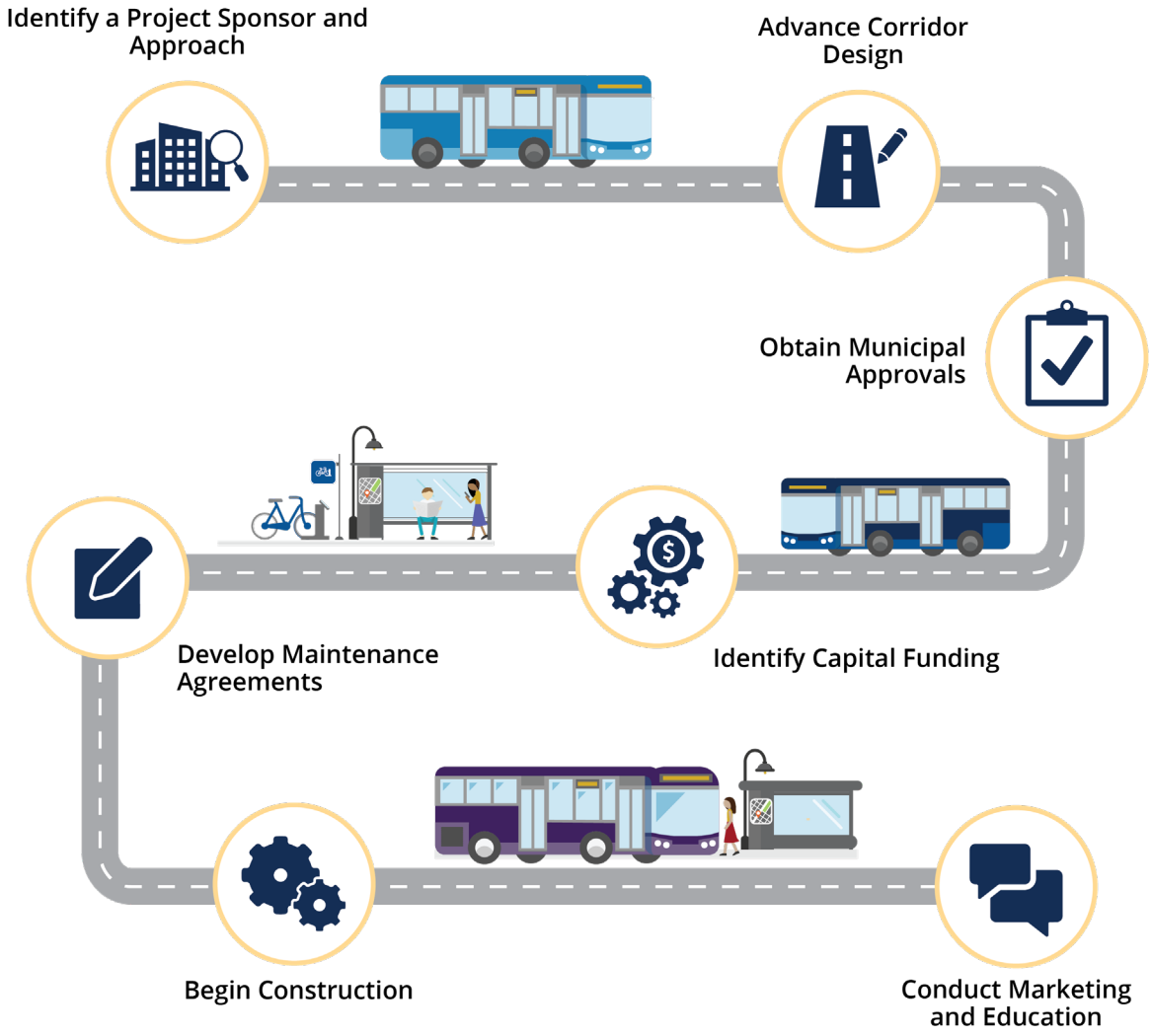
	Albany Avenue	Burnside Avenue	Farmington Avenue	Franklin Avenue	Main Street	Park Street
Corridor Length (miles)	**3.0**	**6.8**	**4.4**	**2.4**	**3.0**	**1.5**
Transit Service & Ridership						
Number of Bus Routes	7	11	7	4	13	2
AM Peak Bus Trips per Hour	6-18	4-23	7-13	6-35	3-24	6
Average Weekday Ridership	2,600	1,200	3,500	10,000	4,300	1,400
Bus Stops						
Total Bus Stops	36	41	38	26	32	18
Signature Stops	2	7	6	3	4	2
Enhanced Stops	13	8	16	8	15	12
Regular Stops	15	15	11	7	6	4
Basic Stops	6	11	5	8	7	0
Bus Stops per Mile	6	4	5	5	5	6
Bus Lanes (miles)	**1.1**	**2.3**	**3.5**	**3.0**	**2.6**	**0.0**
Transit Signal Priority (intersections)	**19**	**16**	**21**	**17**	**19**	**8**
Total Estimated Cost	**$3.9 M**	**$6.1M**	**$9.0M**	**$6.9M**	**$6.6M**	**$1.0M**

Where do we go from here?

In advance of implementation, there are several steps necessary to further review, refine, and approve the improvements for each corridor. Implementing the Metro Hartford *RapidRoutes* Transit Priority Corridor improvements will require close coordination between state and local partners as projects advance through definition, design, and construction. Continued public consultation will also be needed in advance of any potential capital and service changes. Ongoing monitoring of traffic and transit operations, shelter maintenance, and service performance will ensure benefits are realized and encourage implementation of similar investment in the future.

This study concluded with approval from the CRCOG Policy Board, as well as municipal statements of support. These establish the transit priority recommendations as a policy priority for the region. They are also critical for sustaining ongoing support for transit priority measures, including aligning other planning efforts, directing capital resources, and planning for ongoing maintenance and monitoring.

Key steps for successful project development and implementation



Prepared in cooperation with the U.S. Department of Transportation (including its participating agencies) and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the Capitol Region Council of Governments and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation. For more information, contact CRCOG at (860) 522-2217 or visit www.crcog.org.

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CRCOG Capitol Region Council of Governments
Working together for a better region.