Transit Planning in the Capitol Region
Northeast Multimodal and Transit Summit
November 2019
Introduction

What is CRCOG?
- Metropolitan Planning Organization (MPO) for the Metro Hartford Region
- 38 municipalities
- Nearly 1,000,000 residents

How is CRCOG involved in transit planning?
- Transit considerations in Metropolitan Transportation Plan
- Coordination with CTDOT/CT\textit{transit} in support of bus and rail improvements
- Comprehensive Service Analysis
Comprehensive Service Analysis (CSA)

- **2014-2017**: CSA of CTtransit Hartford Division
- **2015**: Berlin, New Britain, Plainville, and Southington added to the CRCOG Region
- **2016-2018**: CSA of CTtransit Britain/Bristol Division
Hartford Division CSA

- Identify strengths and weaknesses of existing CTtransit Hartford Division
  - Review current and near-term travel patterns
  - Assess system efficiency
  - Identify unmet transit needs

- Recommend service improvements
  - Integrate with new system investments
  - Serve existing riders better
  - Attract new riders
  - Improve over-all system productivity
Additional Analysis

**WEEKDAY PASSENGERS PER REVENUE HOUR**

**SURVEY TRADE-OFF QUESTIONS**

- More frequent weekday bus service: 65% Daily Riders, 55% Non-Riders, 35% Longer weekday service hours.
- Bus running more frequently but on fewer streets: 69% Daily Riders, 60% Non-Riders, 34% Buses running on more streets but less frequently.
- More bus stops for shorter walk to my destination: 48% Daily Riders, 41% Non-Riders, 52% Fewer bus stops, longer walk, faster service.
- More weekend service: 28% Daily Riders, 41% Non-Riders, 72% Later or more frequent service on weekdays.
- Provide real-time bus arrival info at major stops: 41% Daily Riders, 41% Non-Riders, 72% Provide real-time information on mobile apps.
Recommendations

- **Enhanced Transit Corridors**
  - Franklin Avenue, Park Avenue, Farmington Avenue, Albany Avenue, and Main Street in Hartford
  - Burnside Avenue in East Hartford

- **Improved Service to Bradley**
  - Higher frequency, branded service

- **Regional Loop**
  - Suburban-to-suburban trips without transferring in Hartford

- **TNCs / Flex Service**
  - Improve first/last mile connections
  - Replace transit in less dense areas

- **Buckland Hills Improvements**
  - TOD possibilities at park-and-ride lot
  - Bi-directional service around retail area
Impact of Recommendations

- **Service Hours**
  - 18% Increase Overall
  - Weekdays: 8% | Saturdays: 18% | Sundays: 55%

- **Weekday Ridership***
  - Increases 9%, from 59,214 to 64,644

- **Service Efficiency**
  - Remains roughly the same, from 265 to 267 riders per hour

- **Cost**
  - Operating expenses proportional to service hour increase

*Based on 2014 data – does not include CTfastrak
New Britain/Bristol Division CSA

- Identify strengths and weaknesses of existing CTtransit New Britain/Bristol Division
  - Berlin, New Britain, Plainville, and Bristol (NVCOG)

- Analyze service expansion into Southington

- Recommend service improvements
Service Recommendations – Phase I

CTtransit New Britain-Bristol Division
Preferred Service Scenario | Phase 1
Cost Neutral

Weekday Revenue Hours: 204 (+0.5%)
Current: 203

Saturday Revenue Hours: 184 (+0.3%)
Current: 183

Sunday Revenue Hours: 128.5 (+6%)
Current: 122

Peak Vehicles: 14 (+0)
Current: 14

CTtransit routes
CTastrak routes

This map represents a vision of the recommended route changes contained in this study. Implementation of any or all of these changes is dependent on future Title VI analysis, public outreach, and other service change considerations.
Service Recommendations – Phase II

CTtransit New Britain-Bristol Division
Preferred Service Scenario | Phase 2
11% Service Increase

Weekday Revenue Hours: 223.5 (+10%)
Current: 203

Saturday Revenue Hours: 208 (+13%)
Current: 183

Sunday Revenue Hours: 136 (+12%)
Current: 122

Peak Vehicles: 16 (+2)
Current: 14

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Issues and Opportunities

Service Recommendations – Phase III

CTtransit New Britain-Bristol Division
Preferred Service Scenario | Phase 3
16% Service Increase

Weekday Revenue Hours: 228 (+12%)
Current: 203

Saturday Revenue Hours: 212 (+16%)
Current: 183

Sunday Revenue Hours: 170 (+40%)
Current: 122

Peak Vehicles: 16 (+2)
Current: 14

CTtransit routes
CTlastrak routes

This map represents a vision of the recommended route changes contained in this study. Implementation of any or all of these changes is dependent on future Title VI analysis, public outreach, and other service change considerations.
Existing Paratransit Service Area

Paratransit Service Area
Existing System

3/4-mile buffer of fixed-route service

CTTransit routes
CTfastrak routes

89 sq. miles
Paratransit Service Area (Phases 2+3)

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Paratransit Service Area

Phase 2+3

3/4-mile buffer of fixed-route service

CTtransit routes
CTfasttrak routes

124 sq. miles
Change in Paratransit Service Area

This map represents a vision of the recommended route changes contained in this study. Implementation of any or all of these changes is dependent on future Title VI analysis, public outreach, and other service change considerations.

Paratransit Service Area
Coverage Change between Existing and Phase 3
3/4-mile buffer of fixed-route service

Coverage Maintained
Coverage Gained

CT Transit routes
CT Fasttrak routes

39% increase
Then What Happened?

- **Activity Since CSA Completion**
  - Incremental improvements in Hartford Division
  - Southington Town Council passed resolution supporting transit service (July 2019)

- **Next Steps**
  - Continued coordination with CTDOT, CTtransit, and Towns
  - Development of Priority Corridor Implementation Plan
Additional Information

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- **Study Documents:**
  http://crcog.org/2016/05/comprehensive-transit-service-analysis/