

The Connecticut Department of Transportation (CTDOT) introduced CTfastrak service in March 2015. In response to public interest and in keeping with Governor Malloy’s vision for a best-in-class transportation system, CTDOT initiated a study to evaluate options and seek public input on expansion of bus rapid transit service east of Hartford.

The study has identified an initial phase of service expansion that can be implemented in the summer of 2016, meeting CTDOT’s commitment to initiating service by that time. A second, subsequent phase of the study will identify priority corridors for on-street bus rapid transit service.

**Study Assumptions:**

- An initial market assessment and identification of high priority markets for CTfastrak Expansion
- Stakeholders from communities and employers were consulted to determine markets. Outreach at UConn Storrs campus to understand demand by students and employees. Outreach at public meetings in East Hartford and Manchester.
- Due to a lack of spare vehicles and extensive lead time for purchasing new equipment, initial service is restricted to off-peak only or provided with contractor vehicles.
- Further analysis of travel markets and service options for later years will follow once an initial phase of service is identified.



**Summary:** A number of potential markets and destinations were identified in the study area. The following key areas of demand were selected by the stakeholders:

- The Shoppes at Buckland Hills
- Connections between UConn Storrs and downtown Hartford and the CTfastrak system
- Expanded hours of service on existing local routes in the study area to more closely match the existing CTfastrak system

The key areas of demand identified by stakeholders would provide employees with the ability to work more hours and employers access to their workforce for more hours of the day and days of the week. By targeting the routes for expansion, the expansion will provide students with better access to UConn, Goodwin College, Capital Community College, and MCC. It will also improve access to employment, shopping, and entertainment at Buckland Hills.

**2016 Plans:** Initial enhanced service, beginning with extended service hours on local bus routes, is proposed to start in August 2016, subject to funding availability. If additional funding becomes available, expanded service would be provided to the Tolland Park and Ride to connect with a possible UConn Storrs campus shuttle.

Local Service Expansion

Some routes serving east-of-the-river communities cease operation as early as 7:15PM weeknights and Saturday and 5:20PM on Sunday. In contrast, service operates until midnight or later on **CTfastrak** and on **CTtransit** local routes in New Britain. Expanding service until 10:45PM Monday – Saturday and until 7:40PM on Sunday would start to fill that demand for service.

*Expanded East Side Service on routes 82, 83, 84, 88, 91 & 95*      **\$691,000**

UConn Storrs

The outreach showed that the preferred alignment for the UConn to Hartford route would use route 195 and I-84. This routing provides a link between Tolland and UConn and an opportunity to connect with Buckland Hills that would not be afforded by other options. **CTtransit** Express route 917 serves the Tolland Park and Ride lot. Weekday, bidirectional and midday service plus adding service on Saturday and Sunday until 7PM would provide a portion of the service. A timed connection to a UConn to Tolland Shuttle would provide the link to campus and Storrs Center.

<i>Additional service on CTtransit Express route 917</i>	\$561,000
<u><i>New UConn to Tolland Shuttle</i></u>	<u>\$493,000</u>
<b>Total</b>	<b>\$1,054,000</b>

**UConn to Tolland Shuttle with transfer to CTtransit Express route 917**



**Future Phases (2017 & Beyond):** The study on **CTfastrak** expansion is now focusing on identifying corridors for on-street bus rapid transit enhancements such as transit stations with amenities like real-time bus arrival information and **CTfastrak** shelters, traffic signal preference, and queue jumpers in order to reduce travel time and improve the customer experience.

Future service expansions and bus rapid transit treatments require funding for design and construction. Some initial improvements at select park & rides could be implemented as soon as 2018.