



Chapter 4

Connecting Bus Service Plan for Maximum Build Scenario

Bus connections would be provided at all New Haven – Hartford – Springfield rail stations. These connections would be provided by modifications to existing routes, new routes that will be implemented as part of the New Britain – Hartford Busway, and one new route.

The following sections provide an overview of all of the connecting bus service that would be provided at each station. For routes where alignment, span of service, or frequency changes would be made, those changes are also described.⁹

4.1 New Haven Union and State Street Stations

In New Haven, all existing bus services are focused on downtown (see Figure 4-1). Most existing routes—all but five—also serve either Union or State Street stations. With New Haven – Hartford – Springfield rail, changes would be made to the three of the five routes to provide additional connections. Frequency changes would also be made to three other routes to make connections more convenient. With these changes, six routes would provide connections at Union Station and eight routes would provide connections at State Street Station:

Union Station

- B Whalley Avenue & B Congress Street
- J Whitney Avenue & J Kimberly Avenue
- M Washington Avenue/State Street
- Commuter Connection: Downtown NH (PM)
- Commuter Connection: Sargent Drive (PM)
- Coliseum Parking Shuttle

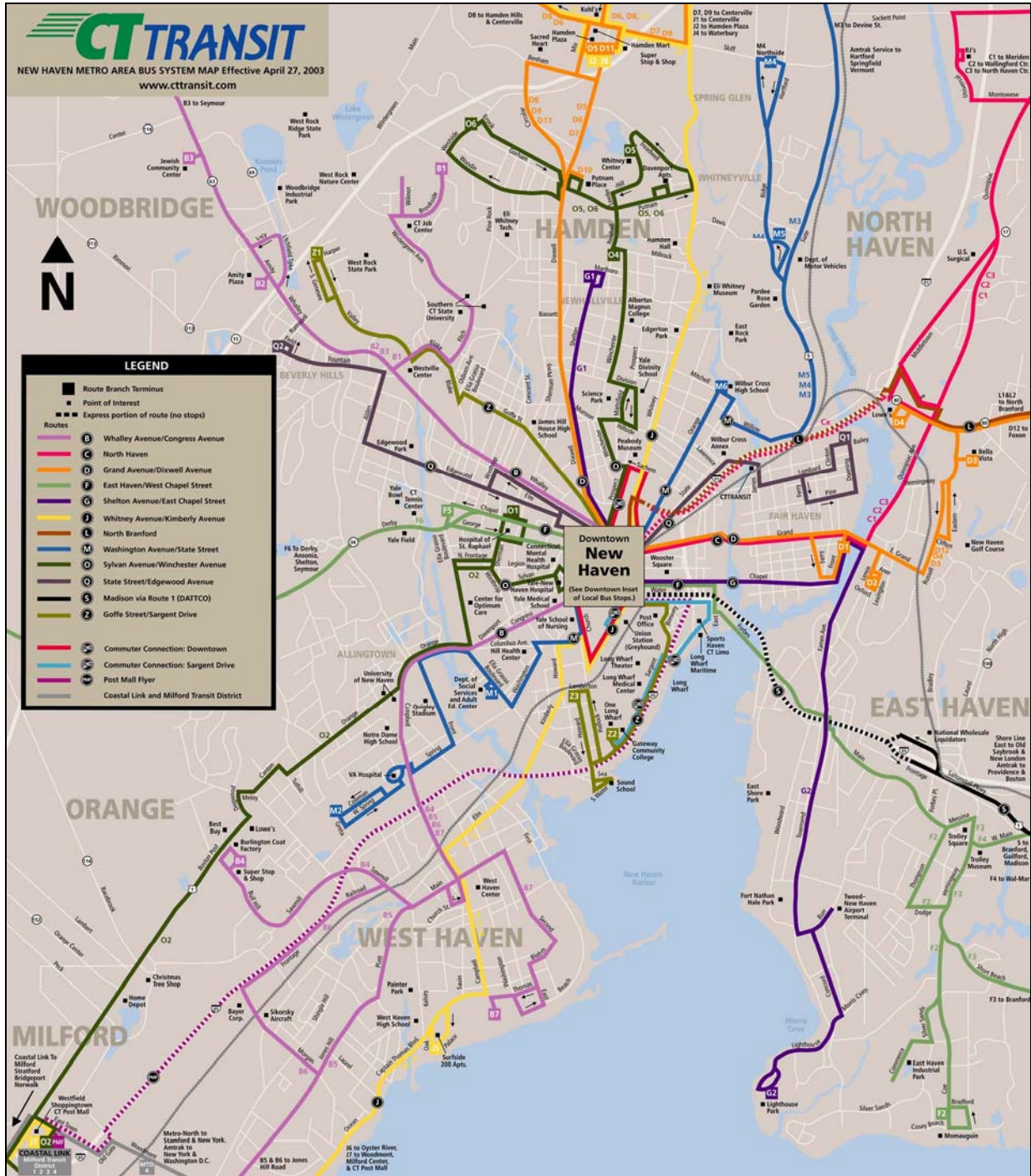
State Street Station

- C North Haven
- D Grand Avenue & D Dixwell Avenue
- F East Haven & F West Chapel Street
- G Shelton Avenue/East Chapel Street

⁹ Unless otherwise noted, spans of service and service frequencies would remain as at present.



Figure 4-1
 CTTransit New Haven Service



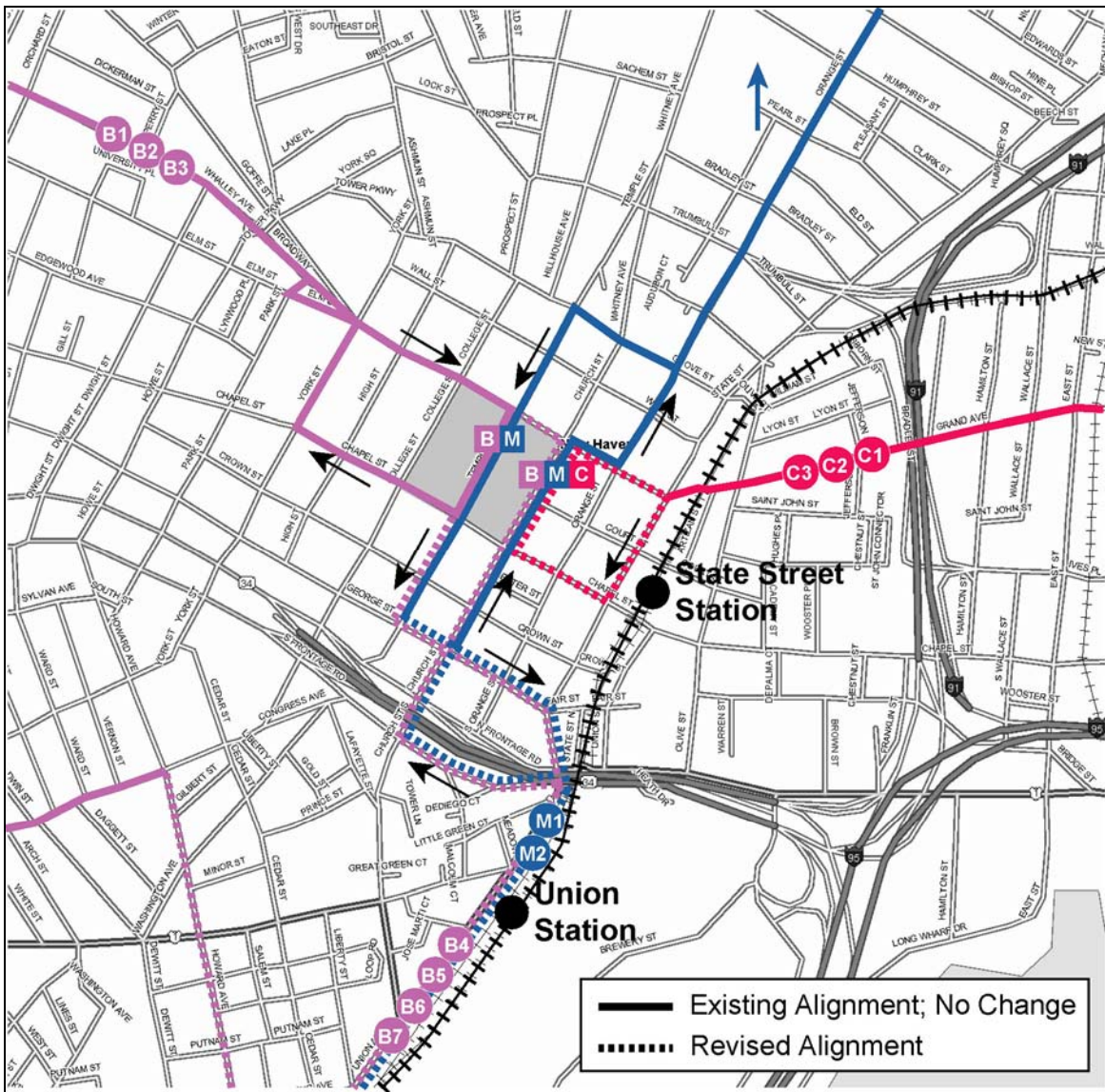


- Q State Street/Edgewood Avenue
- Z Goffe Street/Sargent Drive
- Commuter Connection: Downtown NH (AM)
- Commuter Connection: Sargent Drive (AM)

4.1.1 B Whalley Avenue & B Congress Avenue

Route B's four southern variations (B4, B5, B6, and B7) would be re-routed via Union Station (see Figure 4-2).

Figure 4-2
CTTransit New Haven Alignment Changes



Note: Only routes with revised alignments are shown.



Since all southern variation trips are through-routed with northern variation trips (B1, B2, and B3), this change would provide connections to Union Station from both the north and the south.

4.1.2 C North Haven

All Route C trips, which operate between Meriden and New Haven, would be routed via State Street Station. Additional changes would be made to simplify route operations, and to provide local connections at North Haven and Wallingford stations:

- All C1 service would operate between the Kohl's Terminus in Meriden and downtown New Haven. At Wallingford Station, to provide more convenient connections, the route would be revised slightly to operate into the station.
- All C1x service would operate between the Kohl's Terminus in Meriden and downtown New Haven.
- All C2x service would operate between Route 5 and Cedar Lane and downtown New Haven as a short-turn of C1x.
- All C3 service would operate as C3x between North Haven Station and downtown New Haven.

4.1.3 D Grand Avenue/Dixwell Avenue

Route D, which operates between East Haven and Hamden via downtown New Haven and Station Street Station, would continue to operate along its current alignment.

4.1.4 F East Haven/West Chapel Street

Route F, which operates between East Haven and Orange via downtown New Haven and State Street Station, would continue to operate along its current alignment.

4.1.5 G Shelton Avenue/East Chapel Street

Route G, which operates between East Haven and downtown New Haven via State Street Station, would continue to operate along its current alignment.

4.1.6 J Whitney Avenue/Kimberly Avenue

Route J, which operates between Hamden and New Haven, would continue to operate along its current alignment via Union Station.



4.1.7 M Washington Avenue/State Street

The M1 and M2 Washington Avenue variations of Route M, which operates between Orange and Hamden via downtown New Haven, would be re-routed via Union Station. Combined with the continued through-routing of these Washington Avenue variations with Street variations (M3, M4, M5, and M6), nearly all service would operate via Union Station:

4.1.8 Q State Street/Edgewood Avenue

Route Q State Street/Edgewood Avenue, which operates within New Haven via State Street Station, would continue to operate along its existing alignment.

4.1.9 Z Goffe Street/Sargent Drive

The Z1 variation of Route Z, which operates within New Haven, would be extended from State and Chapel Streets to State Street Station.

4.1.10 Commuter Connection: Downtown New Haven

The Commuter Connection Downtown New Haven route, which operates between the Union and State Street Stations and downtown New Haven, would continue to operate along its existing alignment.

4.1.11 Commuter Connection: Sargent Drive

The Commuter Connection Sargent Drive route, which provides service between Union and State Street Stations and Gateway Community College, Maritime Center, and the Sport Haven, would continue to operate along its existing alignment.

4.1.12 Temple Street Garage Parking Shuttle

The Temple Street Garage Parking Shuttle, a shuttle between the Temple Street Parking Garage and Union Station for Union Station park and ride commuters, would continue to operate along its existing alignment.

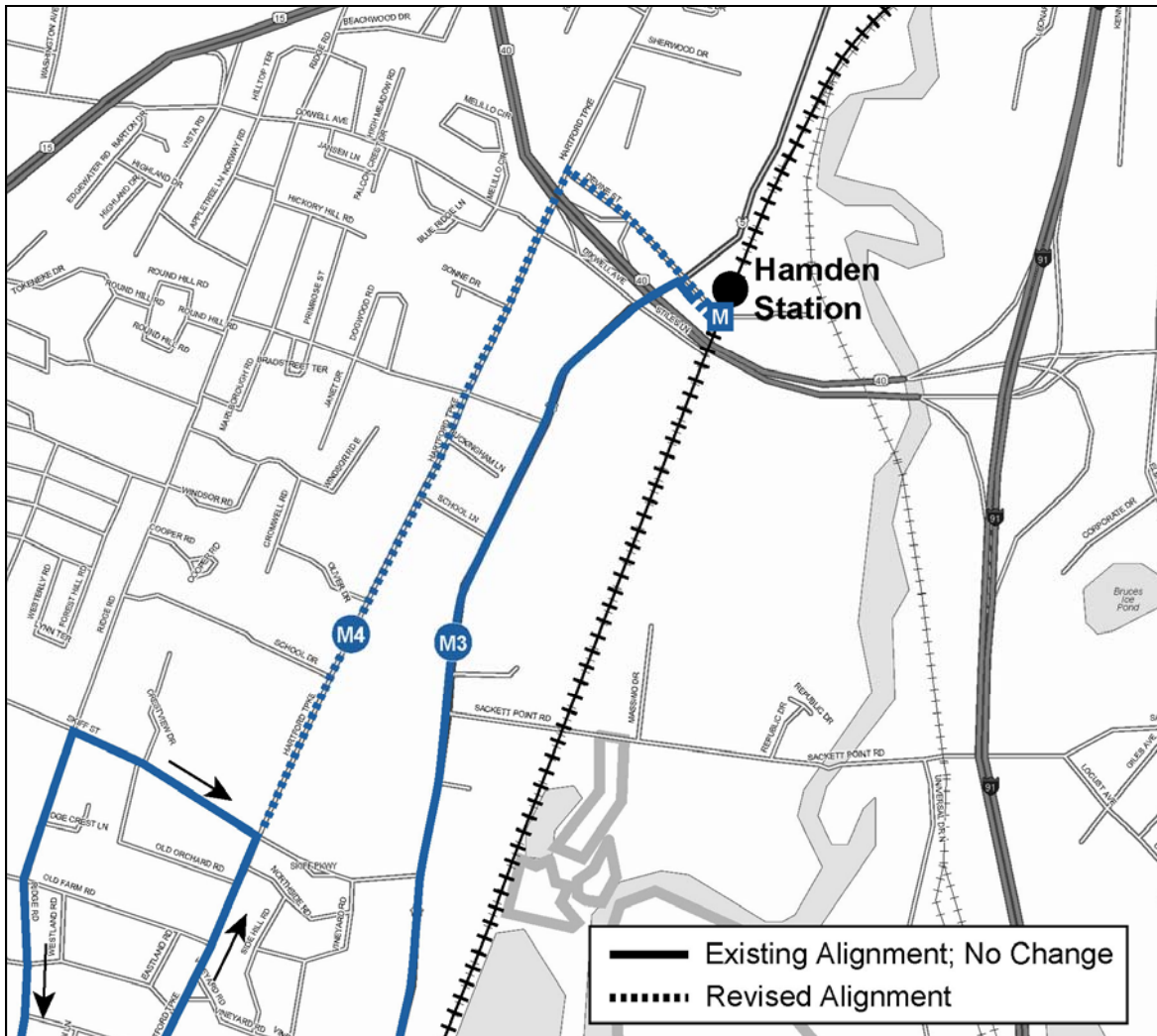
4.2 Hamden Station

Hamden Station in North Haven would be served by one CTTransit route: M Washington Avenue/State Street.

4.2.1 M Washington Avenue/State Street

Route M Washington Avenue/State Street, which operates between North Haven and West Haven via downtown New Haven, would be extended to terminate at North Haven/Hamden Station (see Figure 4-3).

**Figure 4-3
Connecting Bus Service at Hamden Station**

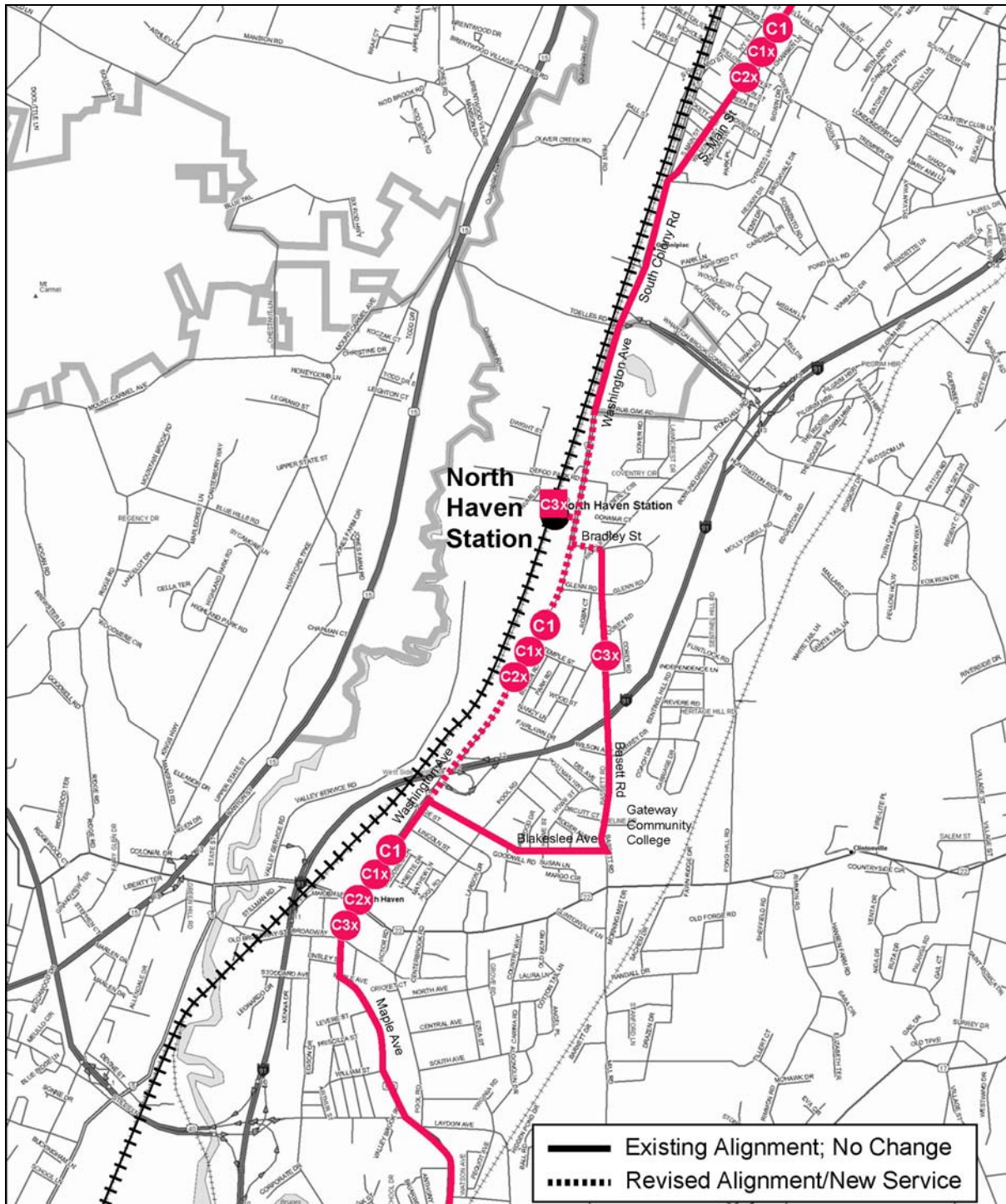


4.3 North Haven Station

North Haven Station would be served by one route, CTTransit's C North Haven (see Figure 4-4).



Figure 4-4
Connecting Bus Service at North Haven Station





4.3.1 C North Haven

CTTransit's Route C, which operates between Meriden and New Haven, would parallel the rail line between those points. However, this route would be maintained, as it would service local stops between rail stations. Route C would serve North Haven Station, as well as Wallingford Station. A number of alignment and variation changes would be made to Route C, both to simplify the route and to improve connections. These changes were described previously in the Union Station section.

4.4 Wallingford Station

Wallingford Station would be served by two routes (see also Figure 4-5):

- CTTransit's Route C North Haven
- Northeast Transportation's Wallingford route

4.4.1 C North Haven

Route C changes would be as described in the Union Station section.

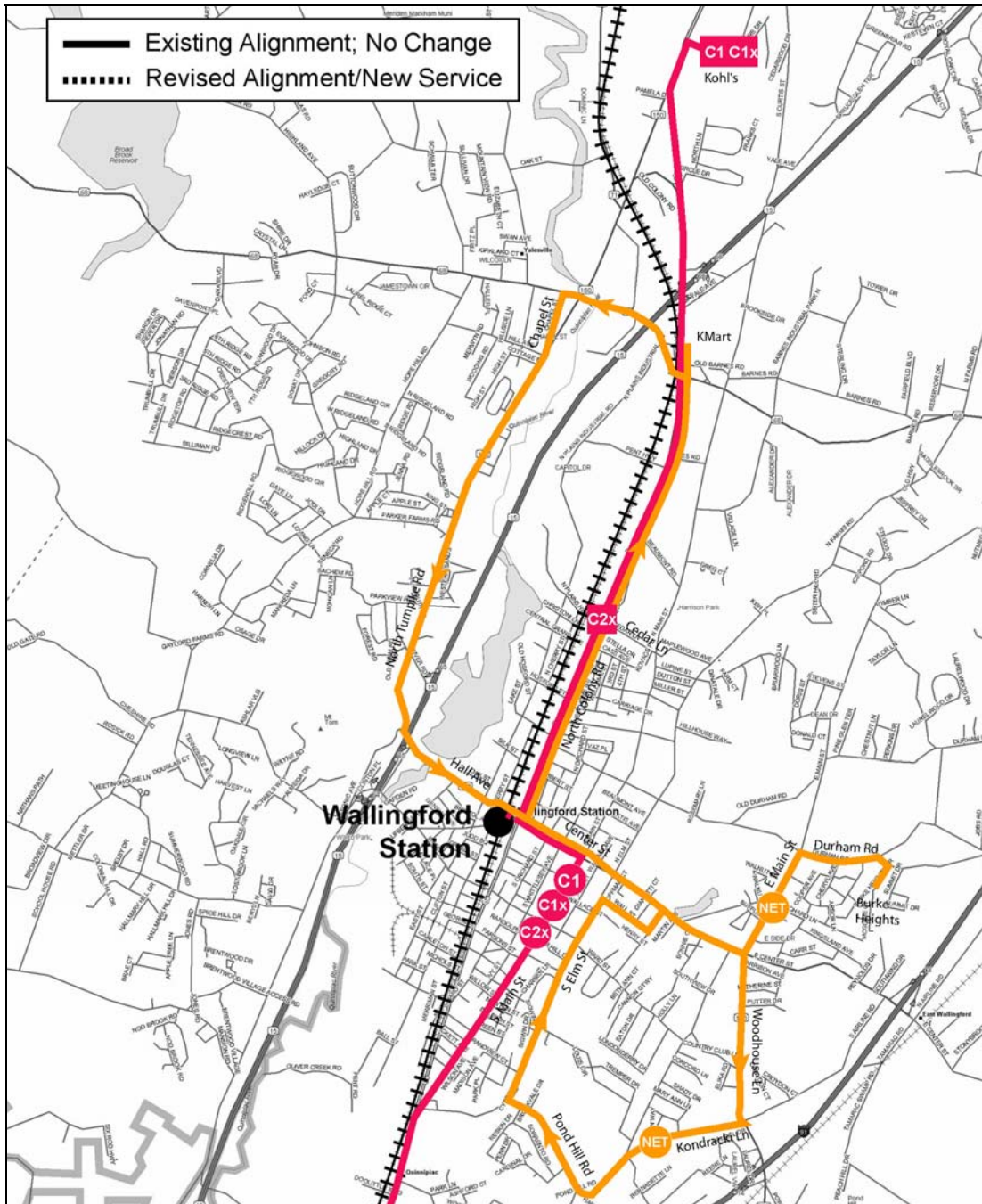
4.4.2 NET Wallingford Bus Route

Northeast Transportation's Wallingford route, which operates between Burke Heights and the Route 5 K-Mart shopping center via Wallingford Station, would continue to operate along its current alignment.

With New Haven – Hartford – Springfield commuter rail, to provide peak period connections in both directions, the span of service would be extended to approximately 6:30 am to 6:30 pm. Service would continue to operate every 60 minutes.



Figure 4-5
Connecting Bus Service at Wallingford Station

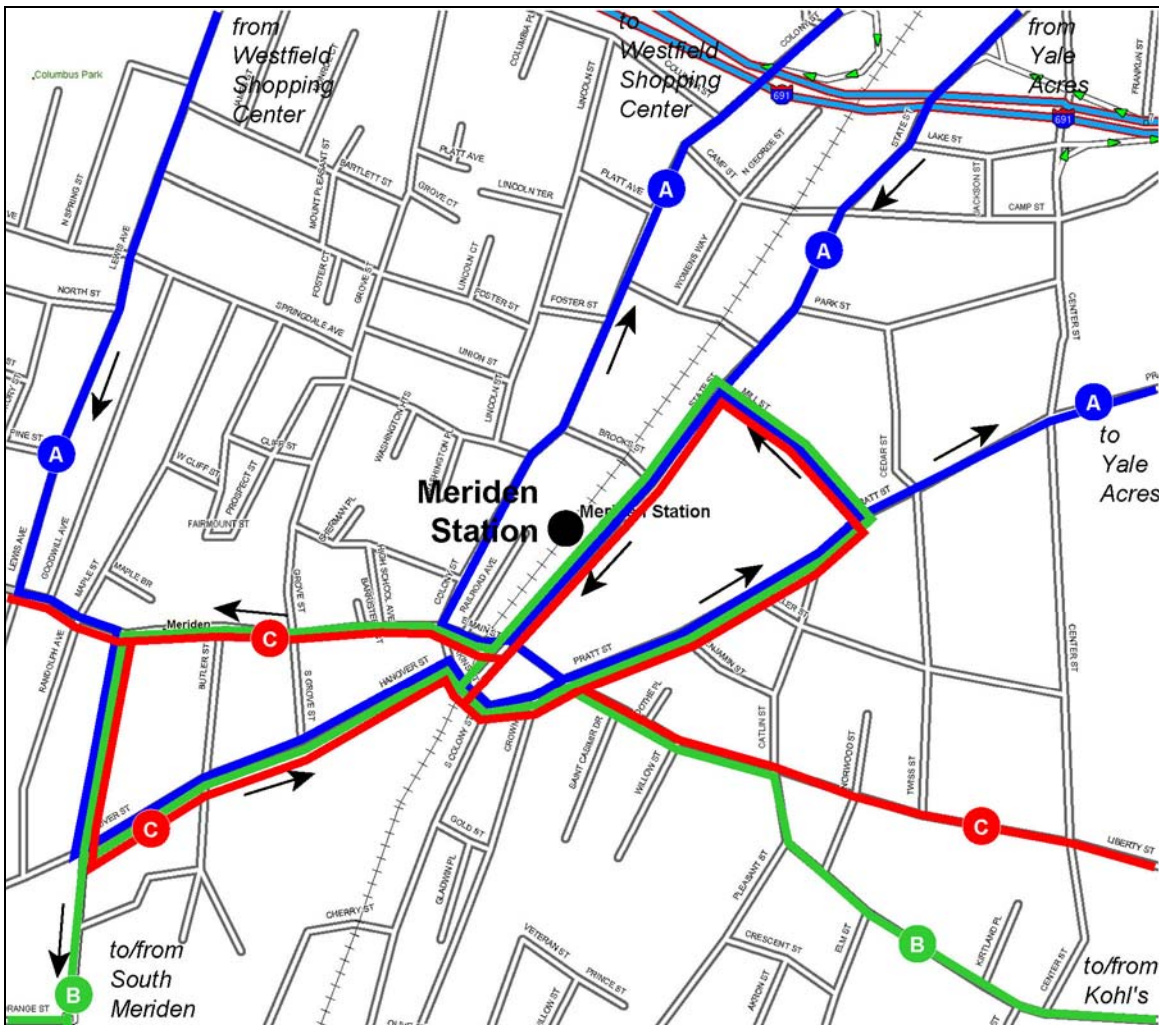


4.5 Meriden Station

Meriden Station acts as the hub for Meriden Transit District's three routes (see Figure 4-6):

- Route A Yale Acres
- B Kohl's – South Meriden
- C East Main Street – West Main Street

Figure 4-6
Meriden Transit District Meriden Station Service



All routes would continue to operate without any alignment changes and would continue to serve Meriden Station. However, service would be extended to 6:00 or 6:30 pm to allow rail commuters to make pm peak connections. Service frequencies on Route C would also be improved.



4.5.1 A Yale Acres

Route A, which operates as a loop serving areas north of downtown Meriden including Yale Acres, Meriden Square, Westfield Shopping Town, and the Mid-state Medical Center, would continue to operate along its existing alignment.

Service currently operates every 60 minutes from 6:30 am to 4:30 pm. Current frequencies would be maintained, but to provide pm peak connections for commuters, service in the evening would be extended to add 5:30 pm and 6:30 pm departures.

4.5.2 B Kohl's – South Meriden

Route B serves areas in southern Meriden, Veteran's Memorial Medical Center (VMMC) West Campus as well as Kohl's Plaza. Connections can be made with CTTransit's Route C North Haven at Kohl's Plaza. Service would continue to operate along this existing alignment.

Service currently operates every 60 minutes from 6:30 am to 5:30 pm. Current frequencies would be maintained, but to provide pm peak connections for commuters, service in the evening would be extended to add a 6:30 pm departure.

4.5.3 C East Main Street – West Main Street

Route C operates along East and West Main Streets including stops at VMMC's East Campus and Centennial Plaza. There are two distinct segments to this route: one that operates along East Main Street, and another that operates along West Main Street.

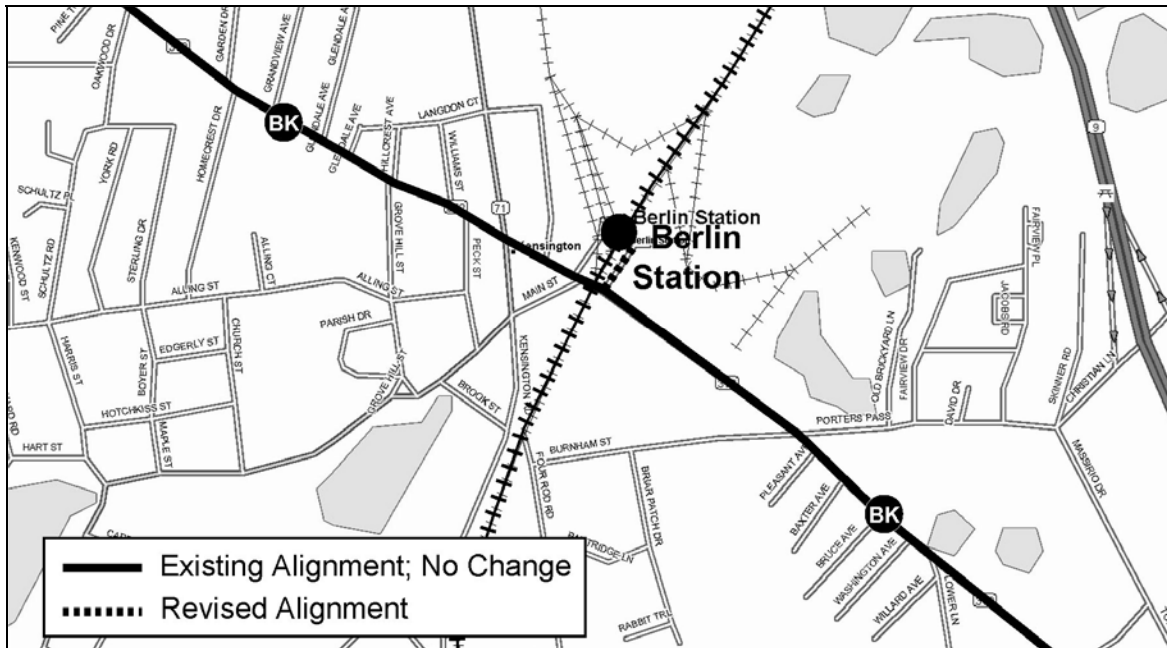
Service to East Main Street departs from Meriden Station every 45 to 75 minutes between 6:30 am and 5:30 pm. With New Haven – Hartford – Springfield rail, to provide pm peak connections for commuters, and more consistent headways, service would be reconfigured to operate every 60 minutes between 6:30 am and 6:30 pm.

Service to West Main Street currently operates departs from Meriden Station every 60 to 90 minutes between 8:00 am and 5:00 pm. With New Haven – Hartford – Springfield rail, to provide pm peak connections and more consistent headways, service would be reconfigured to operate every 60 minutes between 7:00 am and 6:00 pm.

4.6 Berlin Station

Berlin Station would be served by one route: CTTransit - New Britain's BK Berlin/Kensington route. Alignment, span of service, and frequencies changes would be made to provide these connections (see Figure 4-7).

Figure 4-7
CTTransit - New Britain Berlin Station Service



4.6.1 CTTransit - New Britain BK Berlin Kensington/Berlin Turnpike

CTTransit - New Britain's Route BK currently operates along Farmington Avenue straight past Depot Road near the proposed site for Berlin Station. In the New Britain – Hartford Busway Environmental Impact Statement, Route BK is proposed to be extended to Hartford via the busway. It is also proposed to be modified to eliminate the unproductive Basset/Ellis, Harris, and Worthington Ridge Loops in order to provide direct service between Webster Square Plaza, Kensington, Willowbrook Park and New Britain. The weekday service span would be extended to 5 am to 9 pm, and service frequencies improved to every 30 minutes during peak periods and every 60 minutes during off-peak periods.

With the development of New Haven – Hartford – Springfield rail service, and the development of Berlin Station, the route would also be modified to deviate off of Farmington Avenue along Depot Road to and from Berlin Station.

4.7 Newington Station

Newington Station would be served by CTTransit's W Capitol Avenue route, as well as by all services operating on the New Britain – Hartford Busway:

- W2 Capitol Avenue/Veteran's Hospital
- New Britain – Hartford Busway Shuttle
- BK Berlin/Kensington Local



- BU Burritt Street Local
- FA Farmington Avenue
- OK Oak Street
- PL Plainville Local
- ENB East New Britain Local

4.7.1 W Capitol Avenue

With the New Britain – Hartford Busway, the W2 Veteran’s Hospital variation of Route W, which will serve Newington Station and which currently terminates at the Veteran’s Hospital, will be extended to the southern end of Willard Avenue in Newington. This change will extend local bus service into South Newington with service to apartment complexes on Willard Avenue, retail on the turnpike and employment on Louis Street. The part time variations to Fenn Road and Newington Center will also be eliminated.

On weekdays, service will operate from 5 am to 11 pm, every 30 minutes during peak periods and every 60 minutes during the rest of the day.

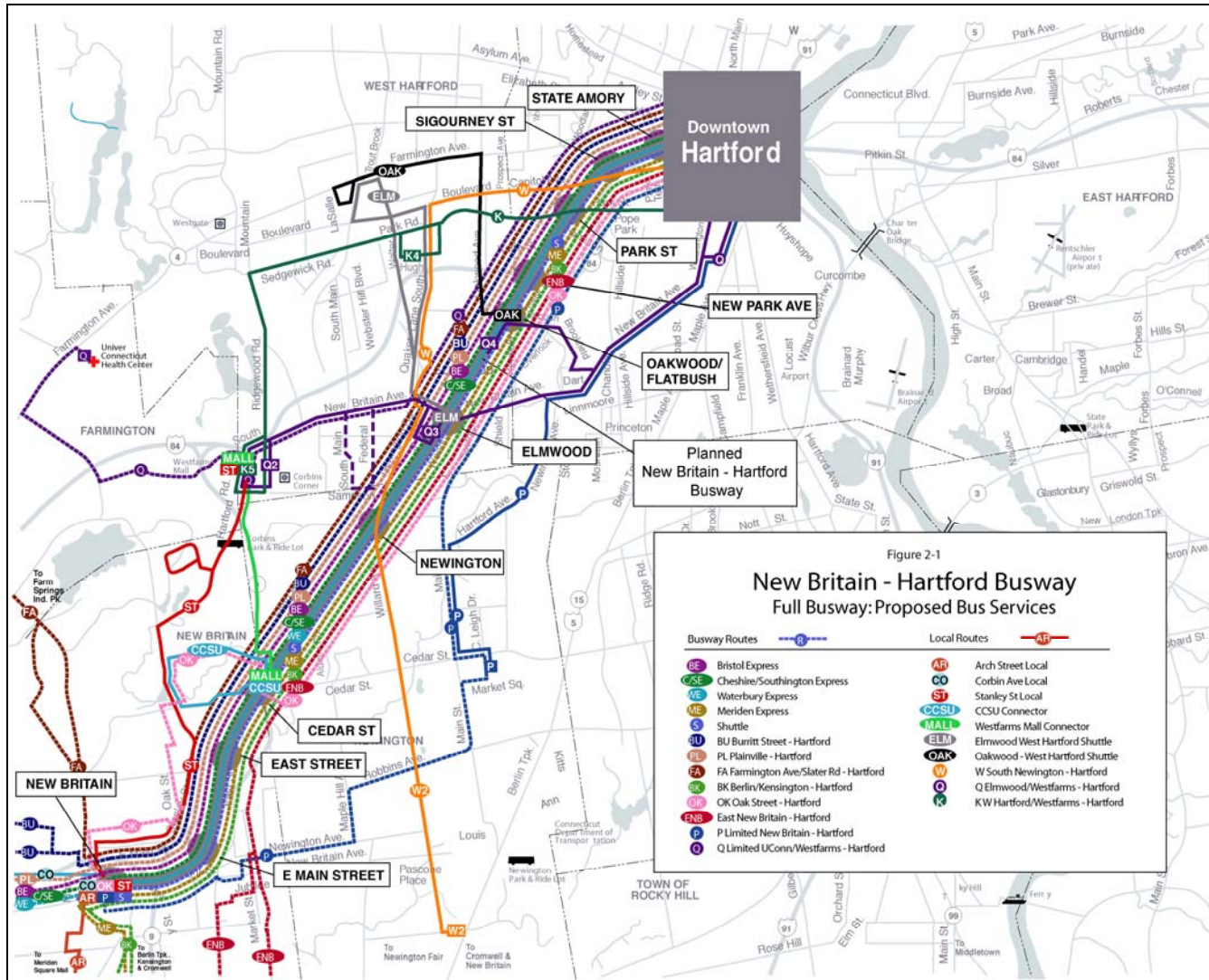
4.7.2 New Britain – Hartford Busway Shuttle

The New Britain – Hartford Busway Shuttle will operate entirely within the New Britain – Hartford Busway, and will stop at all stops, including Newington Station. Weekday service will operate from 5 am to 11 pm, with 15 minutes peak period headways and 30 minutes off-peak headways.

4.7.3 BK Berlin/Kensington Local

With the New Britain – Hartford Busway, CTTransit - New Britain’s BK route will be simplified based on the findings and advice of the Statewide Bus System Study. The unproductive Basset/Ellis, Harris, and Worthington Ridge Loops will be eliminated to provide direct service between Webster Square Plaza, Kensington, Willowbrook Park, and New Britain. After the morning peak the route will be extended to include the 30 minute Wal-Mart, Home Depot, Lowes, Ames, Toys R Us loop. Service will also be extended to Hartford via the busway, with Route BK stopping at all busway stations, including Newington.

Figure 4-8
Services Associated with the New Britain – Hartford Busway





Weekday service will operate from 5 am to 9pm, every 30 minutes during peak periods, and every 60 minutes during the rest of the day.

4.7.4 BU Burritt Street Local

With the New Britain – Hartford Busway, CTTransit - New Britain’s B Burritt Street route will be extended from downtown New Britain along the busway to Hartford’s Union Station. In New Britain, Route BU’s alignment will be the same as for the current Route B. This route will stop at all busway stations, including Newington.

Weekday service will operate from 5 am to 9 pm, with 30 minute headways throughout the day.

4.7.5 FA Farmington Ave Local

With the New Britain – Hartford Busway, CTTransit - New Britain’s F Farmington Avenue route will be extended from downtown New Britain along the busway to Hartford’s Union Station. This route will stop at all busway stations, including Newington. In New Britain, Route FA’s alignment will be the same as for the current Route F.

Weekday service will operate from 5 am to 9 pm, with 30 minute headways throughout the day.

4.7.6 OK Oak Street Local

With the New Britain – Hartford Busway, CTTransit - New Britain’s O Oak Street route will be modified and extended from downtown New Britain along the busway to Hartford’s Union Station. In addition, local service will re-routed away from Westfarms Mall to the busway at Cedar Street Station in order to provide access from northeast New Britain and to downtown New Britain via local streets. The unproductive Eddy Glover loop of the existing Oak Street service will also be eliminated. This route will stop at all busway stations except East Street, including Newington.

Weekday service will operate from 5 am to 9 pm, with 30 minute headways throughout the day.

4.7.7 PL Plainville Local

With the New Britain – Hartford Busway, CTTransit - New Britain’s PL Plainville route will be modified and extended from downtown New Britain along the busway to Hartford’s Union Station. Alignment changes on the local portion of the route will be to simplify the route based on recommendation in the Statewide Bus Study. This route will stop at all busway stations, including Newington.

Weekday service will operate from 5 am to 9 pm, with 30 minute headways throughout the day.