



4.7.8 ENB East New Britain Local

Route ENB East New Britain Local will be a new busway route designed to transport workers to jobs along John Downey Drive and to carry commuters from the East Street/Buena Vista corridor to jobs along the busway. The route will enter the busway at East Street Station, and then make all stops between there and Union Station.

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

4.8 Hartford Union Station

Union Station would be Hartford's major hub for New Haven – Hartford – Springfield rail service. At this location, bus service would be designed to provide connections to the ten highest ridership local routes, to other routes that already operate to, from, or via Union Station, and to planned New Britain – Hartford Busway routes:

Top Ten Ridership Routes (CTTransit)

- A Asylum Ave/Hillside Ave
- B Silver Lane
- E Farmington Ave
- F Ashley St/Broad St
- K North Main St/Park St
- Q Vine Street/New Britain Ave
- T Franklin Ave/Blue Hills Ave
- U Wethersfield Ave/Albany Ave
- YM Burnside Ave/Manchester
- Z Tolland Turnpike

Other CTTransit Routes

- S Granby Street/Garden Street

New Britain – Hartford Busway Services

- X1 Bristol Express
- X2 Cheshire/Southington Express
- X3 Waterbury Express
- X4 Meriden Express
- New Britain – Hartford Busway Shuttle
- BK Berlin/Kensington
- BU Burritt Street
- ENB East New Britain Local
- FA Farmington Avenue



- OK Oak Street
- P New Britain Limited
- PL Plainville Local
- Q UConn Limited

4.8.1 Top Ten Ridership Routes

Of CTTransit-Hartford's top ten ridership routes, three currently operate via Union Station. For the other seven, the Hartford terminal would be shifted to Union Station to provide connections to and from New Haven – Hartford – Springfield rail. These changes are described below and shown in Figure 4-9.

4.8.2 A Asylum Ave/Hillside Ave

Route A, which operates between West Hartford and Wethersfield via downtown Hartford and Union Station, would continue to operate along its existing alignment.

4.8.3 B Silver Lane

Route B Silver Lane provides service between Manchester and Hartford. To provide connections at Union Station, Route B's Hartford terminal at Market Street would be relocated to Union Square.

4.8.4 E Farmington Ave

Route E Farmington Ave, which operates between Farmington and downtown Hartford via Union Station, would continue to operate along its existing alignment.

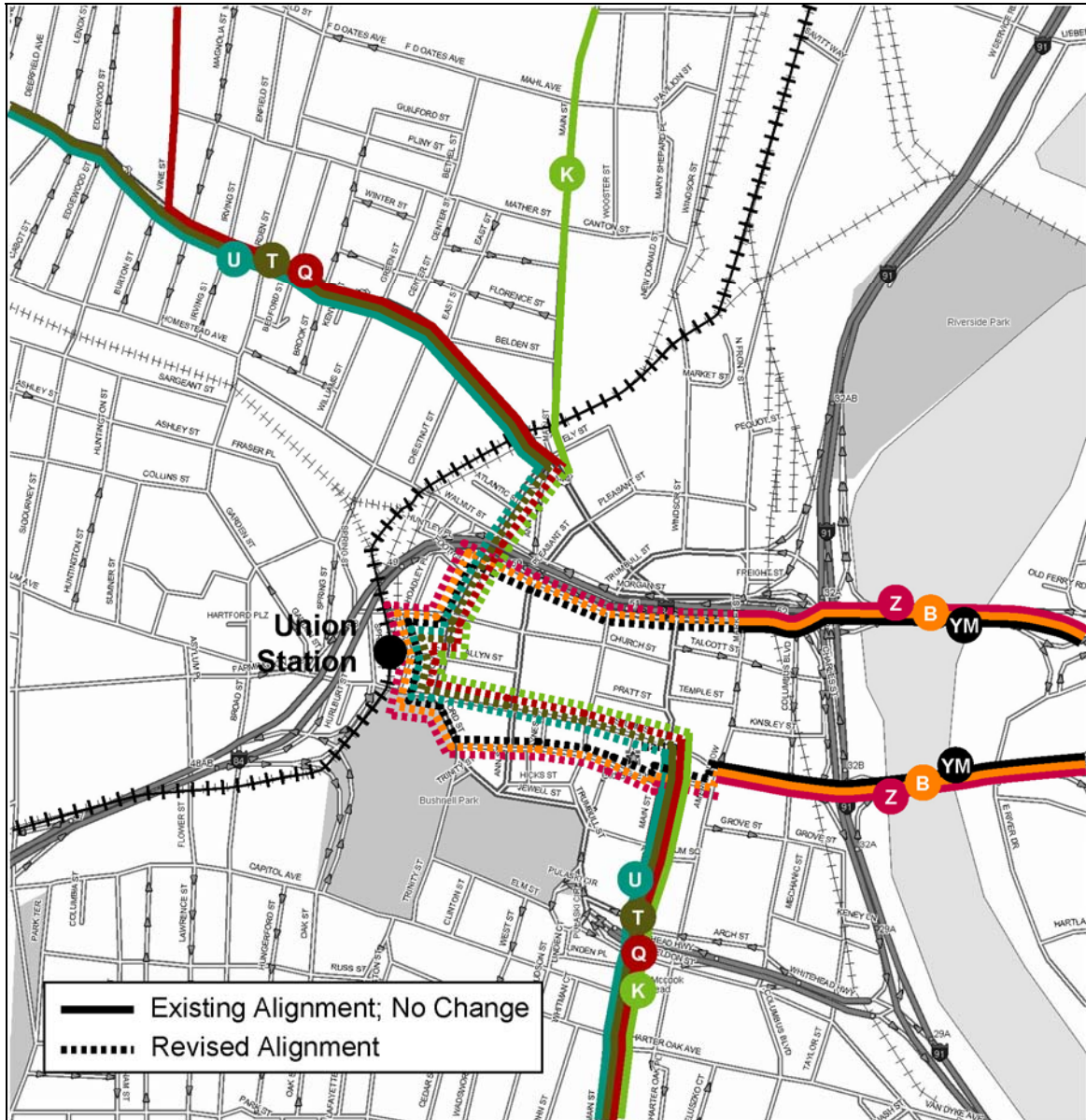
4.8.5 F Ashley Street/Broad Street

Route F, which operates between Hartford and Wethersfield via Union Station and downtown Hartford, would continue to operate along its current alignment.

4.8.6 K North Main St/Park St

Route K, which provides service between Farmington, West Hartford, Elmwood, Hartford, and Windsor, is CTTransit-Hartford's highest ridership route (carrying approximately 4,500 passengers per weekday). To provide connections to Union Station, Route K's inner terminal would be moved from Main Street to Union Station

Figure 4-9
CTTransit Hartford Alignment Changes



Note: Only routes with revised alignments are shown.

4.8.7 Q Vine Street/New Britain Avenue/Westfarms Flyer

Route Q provides service between Westfarms Mall, West Hartford, downtown Hartford, and the Blue Hills area of Hartford. To provide connections to Union Station, Route K's inner terminal would be moved from Main Street to Union Station.



4.8.8 T Franklin Avenue/Blue Hills Avenue

Route T Franklin Avenue/Blue Hills Avenue operates between Bloomfield and Rocky Hill or Newington via downtown Hartford. As with Routes K and Q, to provide connections to Union Station, Route K's inner terminal would be moved from Main Street to Union Station.

4.8.9 U Wethersfield Ave/Albany Ave

Route U operates between Wethersfield and Bloomfield via downtown Hartford. In the same manner as with Routes K, Q, and T, direct connections could be provided to and from Union Station by relocating Route U's downtown Hartford terminal from Main Street to Union Station:

4.8.10 YM Burnside Ave/Manchester

Route YM operates between Manchester with downtown Hartford via East Hartford. Service currently terminates on Market Street in downtown Hartford. To provide connections to New Haven – Hartford – Springfield rail, Route YM would be extended to Union Station.

4.8.11 Z Tolland Turnpike

Route Z provides service between Rockville and downtown Hartford via Manchester and East Hartford, including stops at Buckland Hill Mall. All service currently terminates on Market Street in downtown Hartford. To provide connections to Union Station, Route Z would be extended to Union Station in a similar manner as Route B Silver Lane and YM Burnside Avenue/Manchester.

4.9 Other CTTransit Routes

4.9.1 S Granby Street/Garden Street

Route S Granby Street/Garden Street has two variations, both of which operate north of downtown: S1 Granby Street – Seabury, and S2 Garden Street –Charlotte Street. S1 Granby Street – Seabury operates via Union Station, but S2 does not. Most peak period, peak direction S1 trips are interlined with S2 Garden Street trips, which provide connections to Union Station on those interlined trips. Most off-peak S2 trips are not interlined, meaning that direct connections to Union Station would not be possible on those trips.

4.10 New Britain – Hartford Busway Routes

All New Britain – Hartford Busway routes would operate to and from Hartford's Union Station. These routes will be as follows:



4.10.1 X1 Bristol Express

The Route 43 Bristol Commuter Express will be rerouted to operate via the busway, and will operate the entire length of the busway. The route will stop in New Britain for trips destined for New Britain and to provide connections to other routes, and then operate in express mode between New Britain and Aetna Station.

Weekday service will be provided from 5:00 am to 11:00 pm, with 15 minute peak period headways and 30 minute off-peak headways.

4.10.2 X2 Cheshire/Southington Express

The Route 41 Cheshire/Southington Express will also be rerouted to operate via the busway, and will operate the entire length of the busway. As with the X1 Bristol Express, the route will stop in New Britain, and then operate express between New Britain and Aetna Station.

Weekday service will be provided from 5:00 am to 11:00 pm with service every 30 minutes during peak periods and every 60 minutes during off-peak periods.

4.10.3 X3 Waterbury Express

The X3 Waterbury Express will be a new route designed to serve travel between Waterbury, New Britain, and Hartford. The Waterbury Express will make stops in downtown Waterbury, a park-n-ride lot east of Waterbury, New Britain and downtown Hartford. As with all New Britain – Hartford Busway express routes, Route X3 will operate express from New Britain Station to Aetna Station.

Weekday service will be provided from 5:00 am to 11:00 pm with service every 30 minutes during peak periods and every 60 minutes during off-peak periods.

4.10.4 X4 Meriden Express

The X4 Meriden Express will replace the existing Meriden route that operates via I-91 to Hartford with a more westerly routing using the Chamberlin Highway (Route 71) to New Britain. The new route will provide express service from downtown Meriden and Kensington to New Britain and Hartford.

Weekday service will be provided from 5:00 am to 11:00 pm with service every 30 minutes during peak periods and every 60 minutes during off-peak periods.



4.10.5 P New Britain/Newington Limited

Route P New Britain/Newington Limited will be a new variation of the existing Route P service that will provide express service to Hartford from Newington. Weekday service will be provided from 5:00 am to 11:00 pm, with 30 peak period headways and 60 minute off-peak headways.

4.10.6 Q New Britain Avenue Limited

A new variation of the existing Route Q service, the Route Q express, will provide local service between UConn Medical Center, Westfarms Mall and Elmwood along the existing Route Q alignment, and then use the busway to travel to downtown Hartford. Weekday service will be provided from 5:00 am to 11:00 pm, with 30 minute peak period headways and 60 minute off-peak headways.

4.10.7 Other New Britain Hartford Busway Routes

In addition to the routes described above, all of the New Britain Hartford Busway routes described in the Newington Station section would also serve Union Station.

4.11 Meadows Station

Meadows Station would be served by two routes CTTransit routes:

- N Campfield Avenue/Windsor
- W Weston Street.

4.11.1 N Campfield Avenue/Windsor

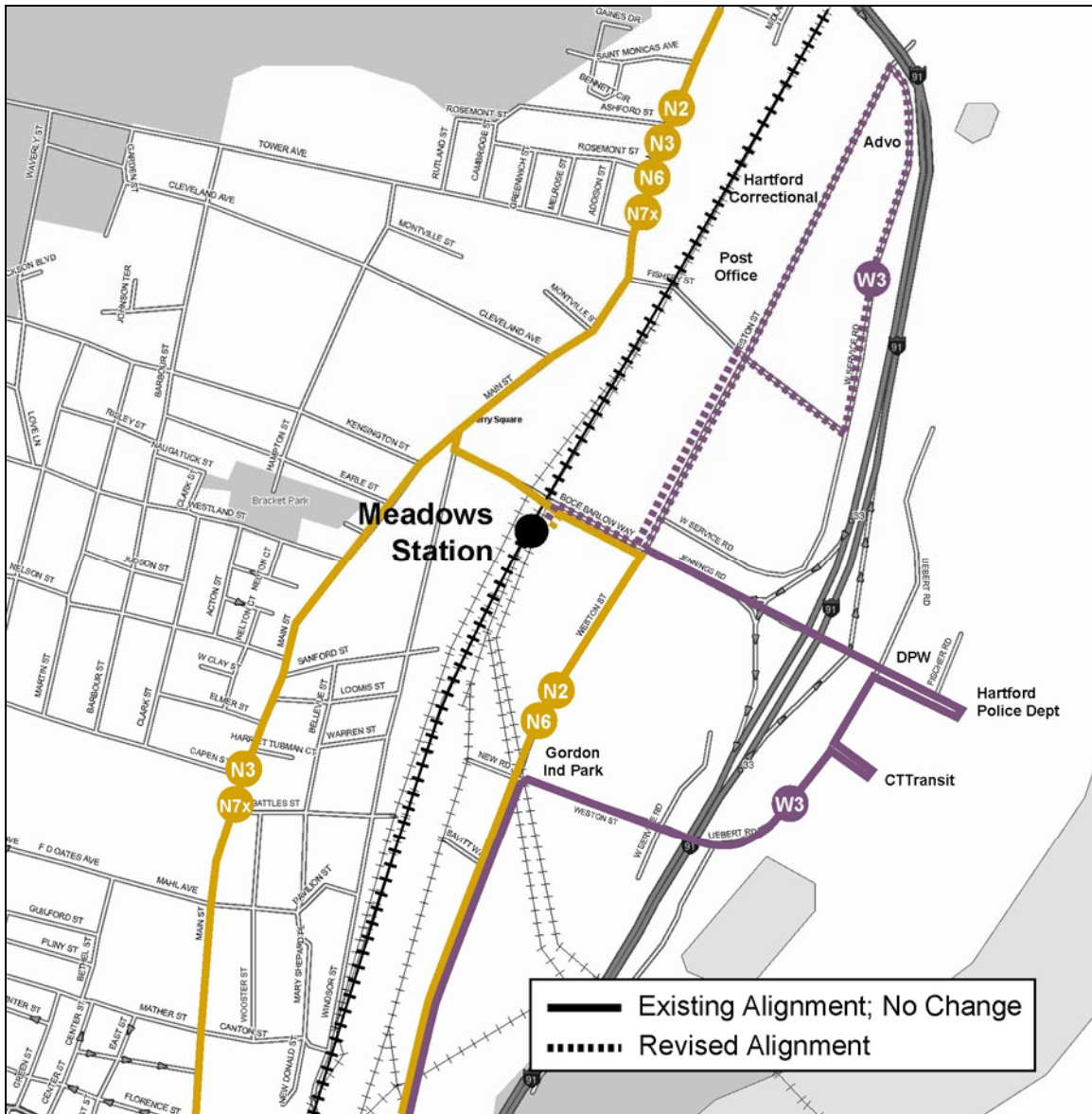
CTTransit's Route N Campfield/Windsor operates between Bradley International Airport, Bloomfield, Windsor, and downtown Hartford.

With New Haven – Hartford – Springfield rail service, and in conjunction with service changes at Windsor Station, Route N service would be simplified to provide more consistent service and to shift some Bradley service to Windsor Locks Station. Eight variations would be reduced to four, two of which would operate via Meadows Station (see Figure 4-10).

4.11.2 W Weston Street

Route W Weston Street connects industrial and office areas east of I-91 in the vicinity of Jennings Road with downtown Hartford. With New Haven – Hartford – Springfield rail service, two variations would be reduced to one, and Route W outer terminal would be relocated from Advo to Meadows Station. Service would continue to operate from 5:30 am to 6:00 pm, but with frequencies revised to 30 minutes throughout the day.

Figure 4-10
CTTransit Routes Serving Meadows Station



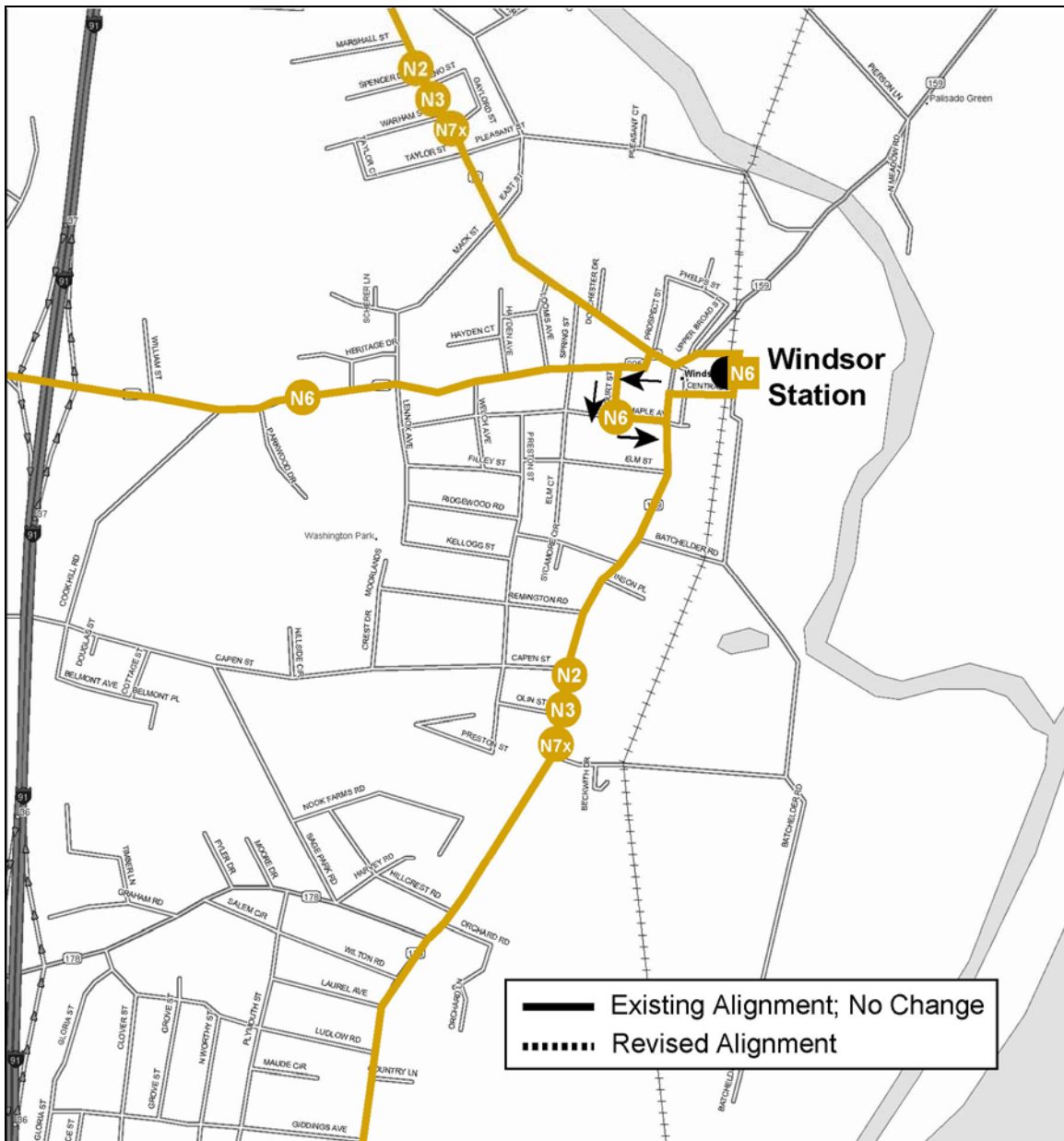
4.12 Windsor Station

Windsor Station would be served by one route: CTTransit’s N Campfield Avenue/Windsor. Service on this route would be expanded to provide better service to the Day Hill Road area, and the number of variations would be reduced.

4.12.1 N Campfield Avenue/Windsor

As described in the Meadows Station section, CTTransit’s Route N Campfield/Windsor, which operates between Bradley International Airport and Hartford, would be simplified to provide more consistent service and to shift some Bradley service to Windsor Locks Station. These changes would be as described in the Meadows Station section and shown in Figure 4-11.

Figure 4-11
CTTransit Routes Serving Windsor Station





4.13 Windsor Locks Station

Windsor Locks is currently served by two CTTransit Commuter Express routes: Route 5 Enfield Express, and Route 13 Windsor Locks Express. Both of these routes would be replaced by New Haven – Springfield – Hartford rail service. However, two new routes would be implemented: one that would connect Windsor Locks Station with Bradley International Airport, and another that would connect the station with the Windsor Locks Industrial area.

4.13.1 5 Enfield – Somers and 13 Windsor Locks Express

CTTransit’s Route 5 Enfield Express and 13 Windsor Locks Commuter Express routes provide express service between Enfield, Windsor, and downtown Hartford via I-91. Route 13 also provides local service on some trips in the Windsor industrial area northeast of Bradley International Airport.

These routes would largely parallel New Haven – Hartford – Springfield rail service, and to avoid duplication of service, would be eliminated. The local service provided by some Route 13 trips would be replaced by new AL Bradley Airport Local service described below.

4.13.2 AS Bradley Airport Shuttle

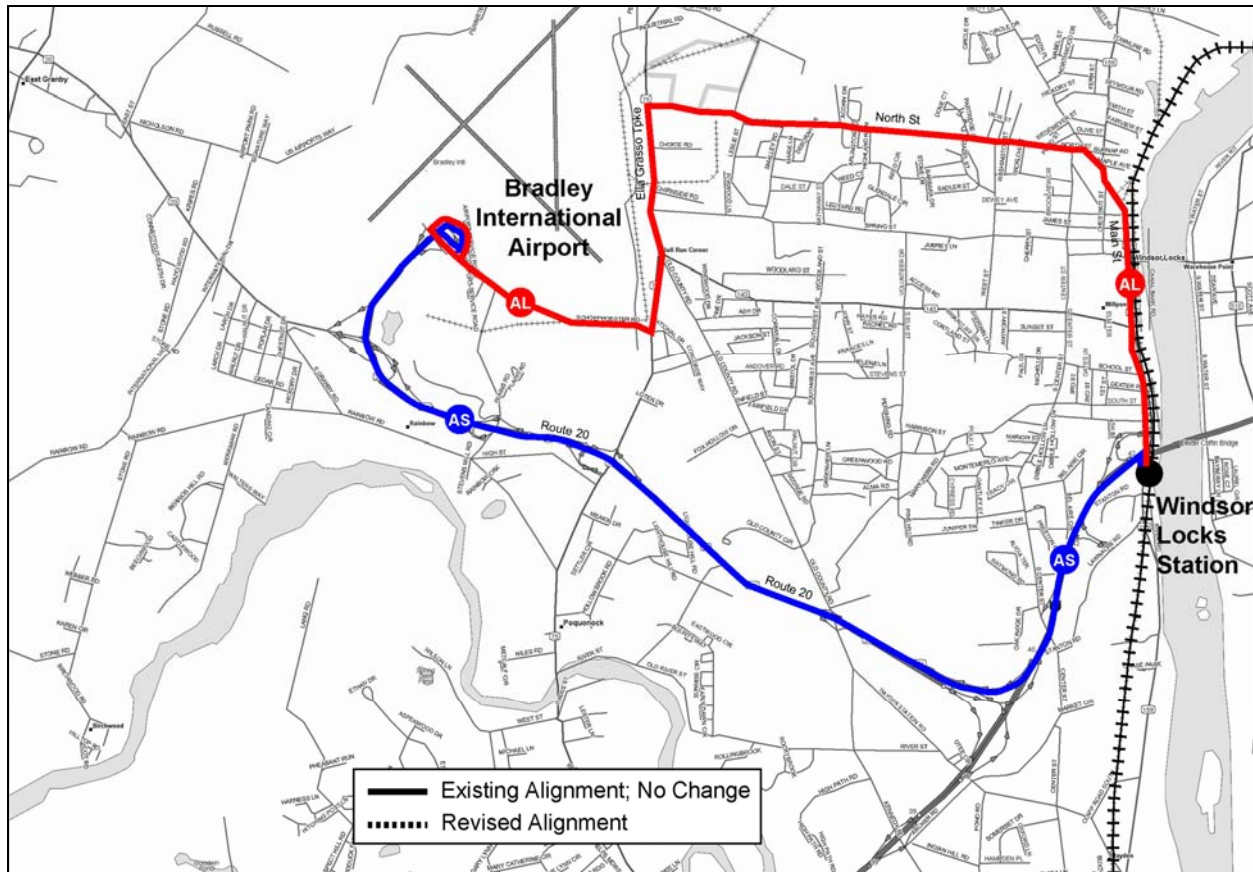
With New Haven – Hartford – Springfield rail service, a new BWL Bradley – Windsor Locks Station Limited route would be implemented to provide connections between Windsor Locks Station and Bradley International Airport. As shown in Figure 4-12, service would operate via South Main Street, I-91, Route 20, and then loop through the terminals. Service would operate non-stop between Windsor Locks and Bradley, with a one way travel time of 10 minutes.

Schedules would also be coordinated with rail arrival and departures. For the maximum build alternative, weekday service would operate for the full span of rail service, every 15 minutes during peak periods and every 60 minutes during off-peak periods.

4.13.3 AL Bradley Airport Local

To replace Route 13 Windsor Locks local service, and to provide local connections between Windsor Locks Station and Bradley Airport, a new local route would be established. This route would operate from Windsor Locks Station north on Rt 159 (South Main and Main Street), then bear left on Suffield Street to left on North Street to left on Ella Grasso Turnpike (Route 75) to right on Schoephoester Road to airport terminals. Service would operate on weekdays from 5:00 am to 7:00 pm, every 30 minutes during peak periods and every 60 minutes during off-peak periods.

Figure 4-12
Routes Serving Windsor Locks Station



4.14 Enfield Station

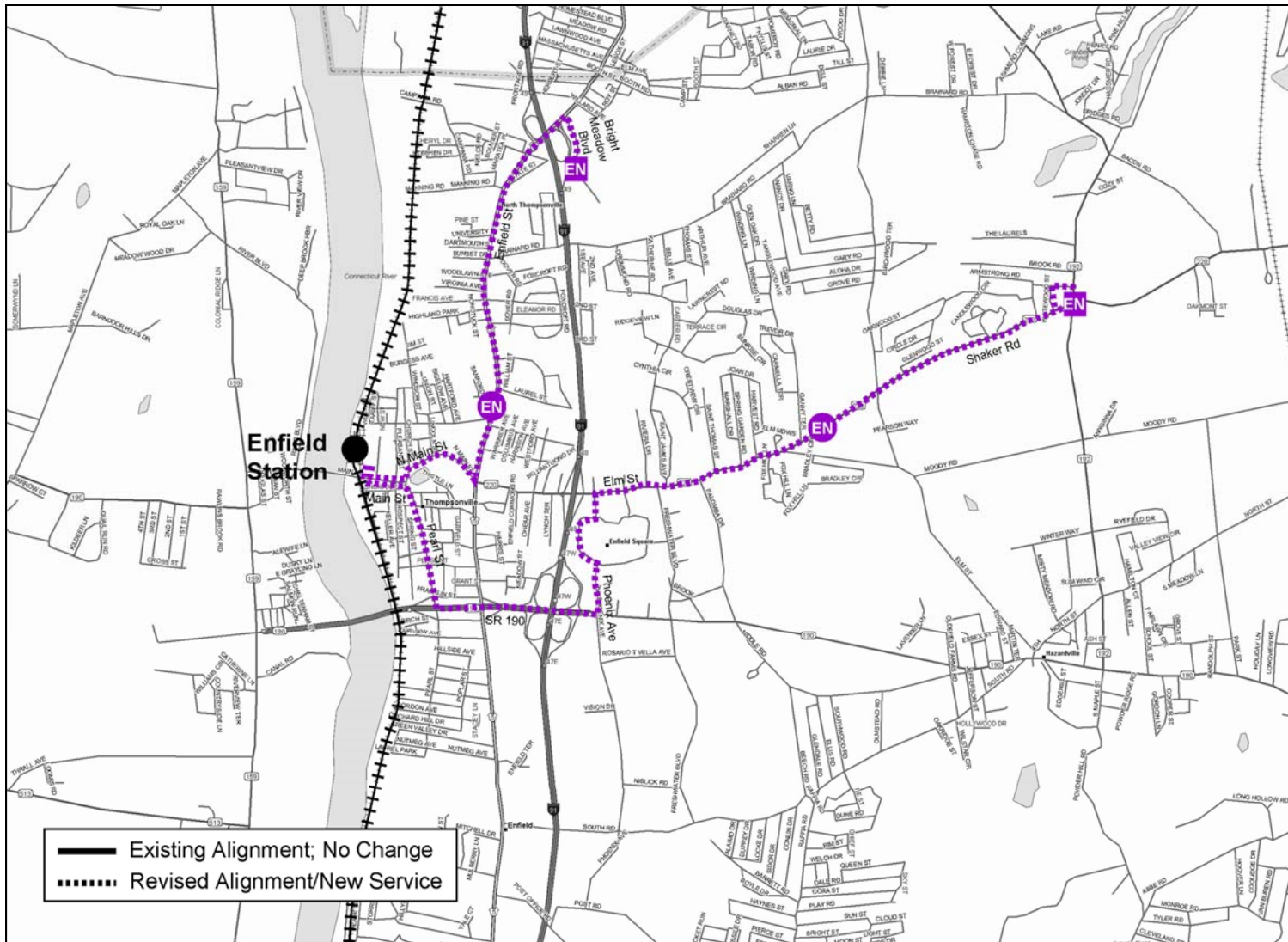
Enfield is currently served by two routes: CTTransit's Route 5 Enfield Express to Hartford, and PVTA's Route 16 Longmeadow/Enfield service to Springfield. CTTransit's Route 5 service would be replaced by New Haven – Springfield – Hartford rail service, and PVTA Route 16 service in Enfield would be replaced by a new local route that would feed the rail station (see Figure 4-13).

4.14.1 5 Enfield Express

CTTransit's Route 5 Enfield Express route, which provides express service between Enfield, Windsor, and downtown Hartford via I-91, would parallel New Haven – Hartford – Springfield rail service. To avoid duplication of service, Route 5 would be eliminated.



Figure 4-13
Routes Serving Enfield Station





4.14.2 16 Longmeadow/Enfield

PVTA's Route 16 Longmeadow/Enfield operates between Enfield and Springfield, MA via Longmeadow, MA. With New Haven – Hartford – Springfield rail service, Route 16 service in Enfield would be discontinued, with the rail line providing service to Springfield. With this change, the route would terminate on US 5 at the state line.

The local service now provided by Route 16 within Enfield would instead be provided by a new local route that would also provide connections to the rail line (described below).

4.14.3 EN Enfield Local

Route EN Enfield Local would be a new local route that would replace PVTA Route 16 local service in Enfield. This route would provide feeder service to the rail line and to improve upon the service now provided by PVTA. Service would operate every 60 minutes from 6:00 am to 7:00 pm.

4.15 South Springfield Station

Currently, one PVTA route—Route 16 Longmeadow/Enfield—operates via the site of the proposed South Springfield Station. No alignment changes would be made to this route in the vicinity of South Springfield Station, but service frequencies would be improved.¹⁰

4.15.1 16 Longmeadow/Enfield

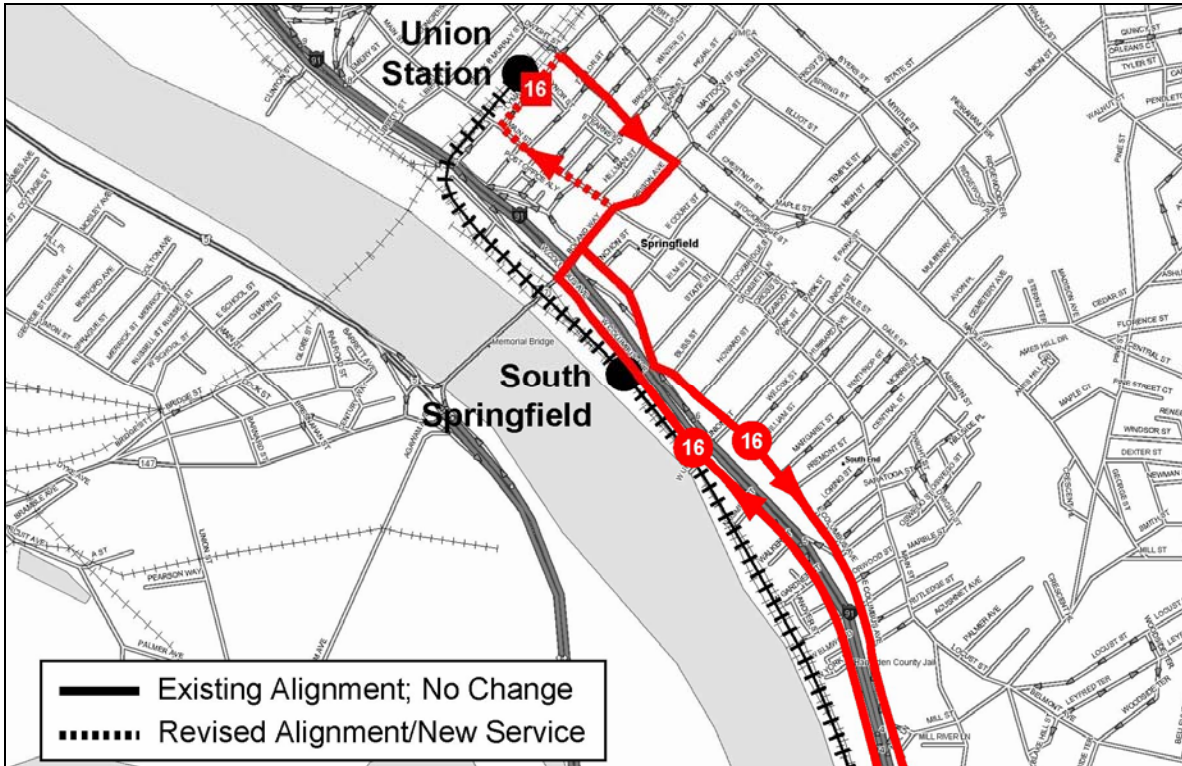
PVTA's Route 16 Longmeadow/Enfield currently operates between Enfield and Springfield, MA via Longmeadow, MA. In the vicinity of South Springfield Station, Route 16 currently operates via East and West Columbus Avenues, which is a one-way pair on opposite sides of I-91. Outbound service would operate directly via the station (see Figure 4-14), while inbound service would operate on the other side of I-91. The connection between New Haven – Hartford – Springfield rail and inbound Route 16 service would require a walk of slightly more than a block, which would be less than ideal. However, more convenient connections would be possible at Springfield's Union Station, which would be nearby. For this reason, Route 16 would continue to operate directly along East Columbus Avenue and would not deviate into the station.

Weekday service on Route 16 currently operates between 6:20 am and 7:05 pm, with 70 to 90 minute peak period headways, and 150 to 180 minute off-peak headways. With the route shortened to operate only between Union Station and the state line, frequencies

¹⁰ Note that changes would be made to Route 16 in conjunction with service changes at other at Enfield and Springfield Union Station. Those changes are described in those sections.

would be increased to every 60 minutes during peak period and every 120 minutes during off-peak periods.

Figure 4-14
PVTA Bus Service at South Springfield Station



4.16 Springfield Union Station

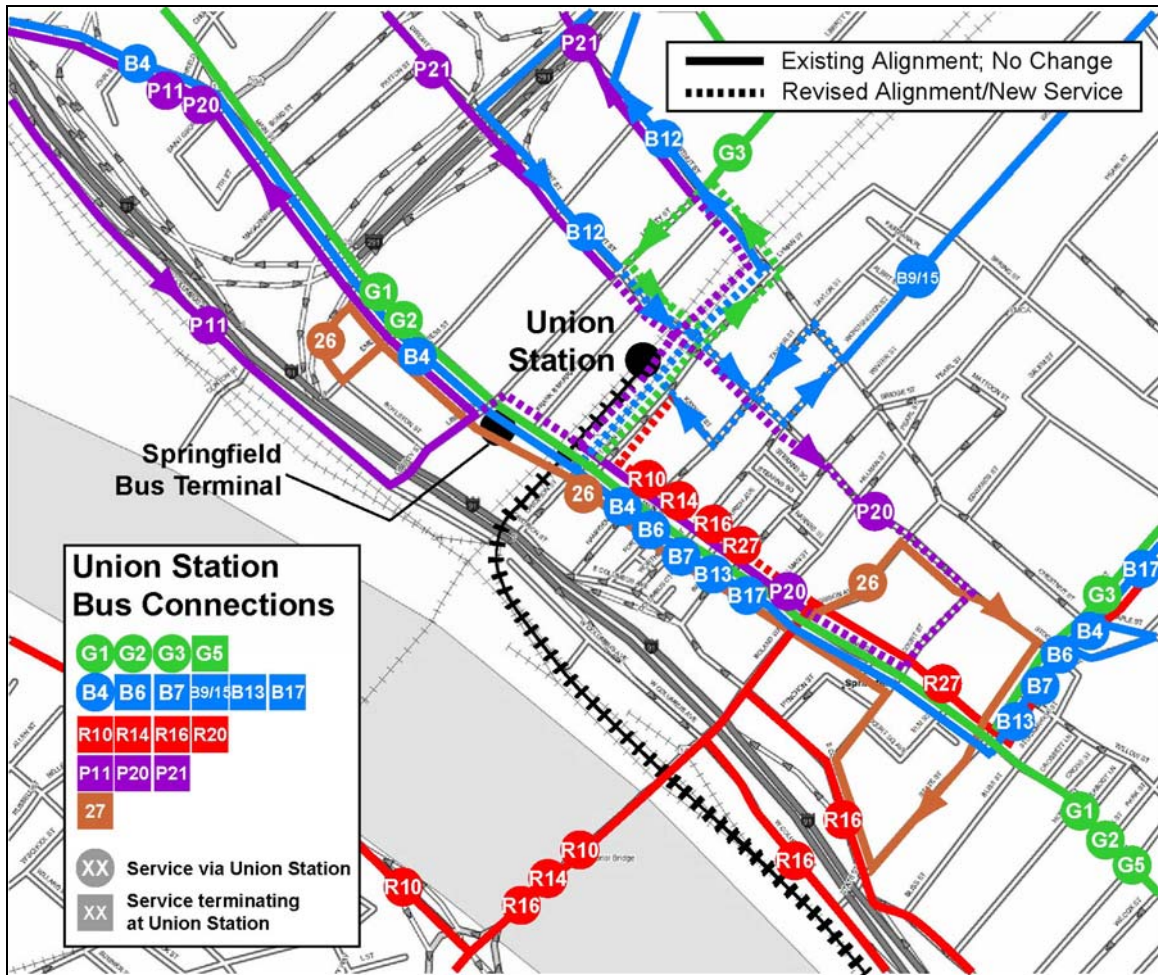
Currently, all PVTA routes that serve downtown Springfield operate to, from, or through the Springfield Bus Terminal, which is located on Main Street at the intersection of Liberty Street. With the implementation of New Haven – Hartford – Springfield rail, and the redevelopment of Union Station, these 21 routes would be relocated to Union Station, which is about one block away (see also Figure 4-15):

- G1 Chicopee Center-Fairfield Mall/Summer-Allen
- G2 Carew-East Springfield/Belmont-Dwight Rd
- G3 Springfield Plaza via Liberty/King-Westford
- B4 Plainfield/Walnut St-Springfield College
- B5 Dickinson-Tiffany-Jewish Home
- B6 Ludlow via Bay
- B7 State-Boston Road-Eastfield Mall
- G8 Orange-Plumtree



- R9/15 St James Avenue/Worthington Street
- R10 Westfield State via Main St & West Springfield
- P11 Holyoke Community College Express
- B12 Stonybrook Express
- B13 Maple Street/East Longmeadow
- B14 Feeding Hills
- R16 Longmeadow/Enfield/Basketball Hall of Fame
- B17 Eastfield Mall via Parker-Wilbraham Road
- P20 Holyoke via Holyoke Mall-Riverside
- P21 Holyoke via Chicopee
- 26 Downtown Trolley
- R27 Wilbraham/Eastfield Mall/Sixteen Acres

Figure 4-15
PVTA Bus Connections at Union Station





Service to and from Union Station would be via Lyman Street, where there would be direct connections to the rail platforms. For the purposes of this study, it is assumed that, at least for buses, Lyman Street's current one-way operation (northbound only) would be converted to two-way operation.

4.16.1 G1 Chicopee Center-Fairfield Mall/Summer-Allen

Route G1 Chicopee Center-Fairfield Mall/Summer-Allen operates between Chicopee and the Springfield/East Longmeadow line via Main Street and the Springfield Bus Terminal in downtown Springfield. With New Haven – Hartford – Springfield rail, Route G1's alignment and operating strategy would remain unchanged, except that the Springfield terminal would be relocated to Union Station.

4.16.2 G2 Carew-East Springfield/Belmont-Dwight Road

Route G2 Carew-East Springfield/Belmont-Dwight Road operates between East Springfield and East Longmeadow via Main Street and the Springfield Bus Terminal in downtown Springfield. With New Haven – Hartford – Springfield rail, Route G2's alignment and operating strategy would remain unchanged, except that a short deviation would be added in and out of Union Station along Lyman Street.

4.16.3 G3 Springfield Plaza via Liberty/King-Westford

Route G3 Springfield Plaza via Liberty/King-Westford operates between Springfield Plaza near the Springfield/Chicopee line and Westford Circle in East Springfield. With New Haven – Hartford – Springfield rail, the downtown Springfield alignment of the route would be re-routed via Union Station.

4.16.4 B4 Plainfield/Walnut Street-Springfield College

Route B4 Plainfield/Walnut Street-Springfield College operates between the Chicopee/Springfield line at Plainfield Street and Springfield College in East Springfield. With New Haven – Hartford – Springfield rail, Route B4's alignment and operating strategy would remain unchanged, except that a short deviation would be added in and out of Union Station along Lyman Street.

4.16.5 G5 Dickinson-Tiffany-Jewish Home

Route G Dickinson-Tiffany-Jewish Home operates between South Springfield and Longmeadow and the Springfield Bus Terminal in downtown Springfield. With New Haven – Hartford – Springfield service, Route G5's inner terminal would be relocated to Union Station.



4.16.6 B6 Ludlow via Bay

Route B6 Ludlow via Bay operates between Ludlow and the Springfield Bus Terminal. With New Haven – Hartford – Springfield rail, the basic operation of the route would remain unchanged, except that the inner terminal would be relocated from the Springfield Bus Terminal to Union Station.

4.16.7 B7 State-Boston Road-Eastfield Mall

Route B7 State-Boston Road-Eastfield Mall operates between the Eastfield Mall and the Springfield Bus Terminal largely along Boston Road, State Street, and Main Street. Service would operate in essentially the same manner as it now does, but the inner terminal would be relocated to Union Station.

4.16.8 G8 Orange-Plumtree

Route G8 Orange-Plumtree operates between East Springfield and the Springfield Bus Terminal via Plumtree Road and Orange Street. With New Haven – Hartford – Springfield rail, Route G8's inner terminal would be relocated to Union Station in the same manner as Routes B6 and B7.

4.16.9 B9/15 Saint James Avenue/Worthington Street

Route B9/15 Saint James Avenue/Worthington Street operates with three major variations, all of which operate to and from the Springfield Bus Terminal: (1) Oak Grove, (2) Cadwell Drive, and (3) East and Royalton Streets. With New Haven – Hartford – Springfield rail, Route B9/15 would continue to operate with the same variations, but with its inner terminal relocated to Union Station.

4.16.10 R10 Westfield State College via Main Street West Springfield

Route R10 Westfield State College via Main Street West Springfield operates between Westfield State College and the Springfield Bus Terminal. With New Haven – Hartford – Springfield rail, the basic operation of the route would remain unchanged, but the inner terminal of the route would be shifted to Union Station.

4.16.11 P11 Holyoke Community College Express

Route P11 Holyoke Community College Express provides express service between Holyoke Community College and the Springfield Bus Terminal. With New Haven – Hartford – Springfield rail service, the inner terminal of the route would be shifted to Union Station.



4.16.12 B12 Stonybrook Express

Route B12 Stonybrook Express provides express service between the Hampden County Correctional Facility at Stonybrook and the Springfield Bus Terminal. With New Haven – Hartford – Springfield rail, the inner terminal would be shifted to Union Station.

4.16.13 B13 Maple Street/Longmeadow

Route B13 Maple Street/Longmeadow operates between East Longmeadow and the Springfield Bus Terminal. With New Haven – Hartford – Springfield rail, the route's inner terminal would be relocated from the Springfield Bus Terminal to Union Station.

4.16.14 B14 Feeding Hills/Springfield

Most Route B14 Feeding Hills/Springfield service operates between Feeding Hills and the Springfield Bus Terminal. With New Haven – Hartford – Springfield service, Route B14's inner terminal would be moved to Union Station. Otherwise, the route would continue to operate as at present.

4.16.15 R16 Longmeadow/Enfield

PVTA's Route R16 Longmeadow/Enfield currently operates between Enfield and Springfield, MA via Longmeadow, MA. As described in the Enfield and South Springfield documents, Route 16 service would be terminated at the Massachusetts/Connecticut state line, and would also serve South Springfield Station. At the downtown Springfield end, the terminal would be shifted from the Springfield Bus Terminal to Union Station.

Weekday service frequencies would be improved to every 60 minutes during peak period and every 120 minutes during off-peak periods.

4.16.16 B17 Eastfield Mall via Parker-Wilbraham Road

Route B17 operates between the Eastfield Mall in East Springfield and downtown Springfield. With New Haven – Hartford – Springfield rail service, Route B17 would continue to operate essentially as it now does, but the inner terminal would be shifted from the Springfield Bus Terminal to Union Station.

4.16.17 P20 Holyoke via Holyoke Mall-Riverdale

Route P20 operates between Holyoke Center and the Springfield Bus Terminal via the Holyoke Mall. Early morning trips also serve Providence Hospital and Interstate Drive Industrial Park. With New Haven – Hartford – Springfield rail, Route P20's inner terminal would be moved to Union Station (with the downtown loop via Civic Center maintained).



4.16.18 P21 Holyoke/Springfield via Chicopee

Route P21 Holyoke/Springfield via Chicopee operates between Holyoke Center and the Springfield Bus Terminal via Chicopee Center. With New Haven – Hartford – Springfield rail, the basic operation of the route would remain unchanged, but the Springfield terminal would be moved to Union Station.

4.16.19 26 Trolley Loop Service

Route 26 is a rubber-tired trolley loop that operates through downtown Springfield, and provides connections to a remote parking lot. The alignment of this route would remain unchanged, with passengers making connections to and from New Haven – Hartford – Springfield rail via a stop on Main Street at Frank B Murray Street.

Route 26 Trolley Loop service currently operates every 15 minutes from 7:00 am to 9:45 am and from 3:00 am to 6:00 pm. With New Haven – Hartford – Springfield rail service, the pm span of service would be extended to 7:00 to provide later connections. Service would continue to operate every 15 minutes.

4.16.20 R27 Wilbraham/Eastfield Mall/Sixteen Acres

Route R27 Wilbraham/Eastfield Mall/Sixteen Acres is a peak period only route with service between the Eastfield Mall and either the Sixteen Acres Center in East Springfield or downtown Springfield. With New Haven – Hartford – Springfield service, all trips would operate to and from downtown Springfield, and the Springfield terminal would be moved from the Springfield Bus Terminal to Union Station.

Service levels would also be improved. Service would operate every 60 minutes during peak periods, and every 120 minutes during off-peak periods.