



MOVE
NEW HAVEN
Transit Mobility Study

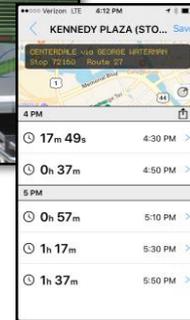
Tool-Kit for a Successful Upgrade of CTtransit New Haven

Strategy #1: Bus Rapid Transit (BRT) Features

Goal: Make service faster, more reliable and more prominent to improve service quality and increase ridership with service and infrastructure improvements

BRT Service Features:

- Frequent and reliable service of 10-15 minutes or less on designated lines
- Early morning to after midnight service
- Faster service with fewer stops
- Direct service with effective connections to local service and other modes

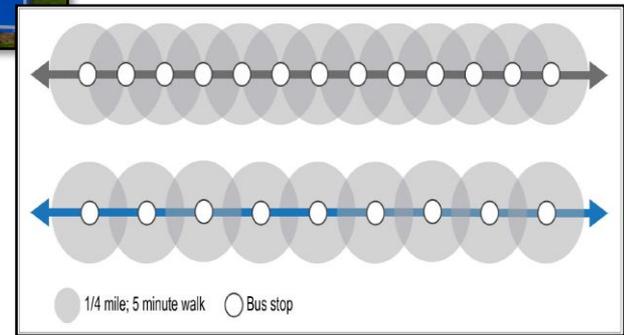


BRT Infrastructure Features:

- Dedicated lanes or portions of lanes
- Bus priority at intersections
- Real-time information and user-friendly maps
- Faster fare payment to reduce dwell times at bus stops
- Improved, distinct level-boarding bus-stops/stations with amenities
- Unique bus branding to increase visibility
- Smart technology buses

Strategy #2: Bus Stop Consolidation

Goal: Bus stop consolidation is one of the least cost and most effective ways to provide faster, more reliable, and comfortable service.



The placement and spacing of bus stops along a route has an impact on the reliability and travel time of a route. With more bus stops, bus riders don't have to walk as far to access transit service, but they may spend more time on the bus and waiting at the bus stop because service reliability is eroded and travel time is increased. Bus stop consolidation focuses on balancing travel time and effective customer access.

What are the benefits of a well-designed transit system?

Improve connections to jobs and education

Upgrade quality, reliability and speed of service

Provide effective connections to walking, cycling, and rail service

Make service more user-friendly

Retain existing riders and attract new transit riders

Reduce private automobile congestion and greenhouse gas production

Provide cost-efficiency



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Strategy #3: Transit Hubs

Goal: Provide riders with connections between bus routes, rail, park and rides, and bike amenities such as bike share. Below are tips to improve rider connections:

- Increasing the number of hubs provides more direct travel
- Establish mini-hubs where:
 - two or more frequent bus routes intersect
 - multiple bus/rail transfers occur
- Coordinate transit time-tables so that wait time is reduced
- Provide hub infrastructure such as benches, shelters, canopies and perhaps a fixed building with amenities



Source: bertaux+lwerks architects

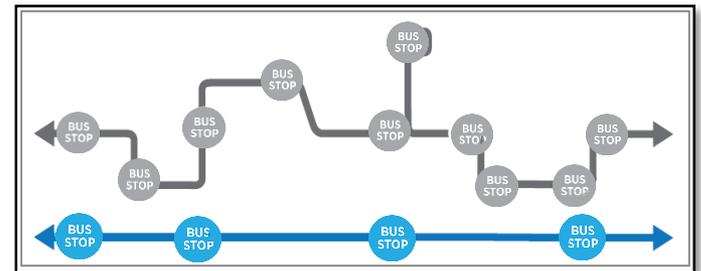


Providence, Kennedy Plaza

Strategy #4: Route Simplification and Restructuring

Goal: Provide transit that is easy to understand by eliminating route structures with many variations and indirect service. Modify routes for the most direct service and opportunities for transfer.

- Symmetrical inbound and outbound routes
- Eliminate route deviations with low demand
- Introduce route variations only if there is a very compelling reason
- Provide direct path of travel with multiple transfer locations
- Rename/renumber routes so they are logically linked to their markets, landmarks, hubs or orientation
- Make sure the route serves a well-defined market
- Frequent and fewer routes with coordinated transfer opportunities results in a faster overall trip



Indirect service with deviations vs. direct service



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N.Y.C.
Select Bus Service

Strategy #5: Transit Priority

Goal: Make transit faster and more reliable. It prioritizes buses over regular traffic. Offer a diversity of routes and modes.

- **Traffic Lanes** prioritized for bus use only on:
 - Medians
 - Curb lanes
 - Grade separated busways
 - Reserved all-day or peak period-only
- **Queue Jump Lanes** are a short stretch of roadway before a traffic signal that gives the bus driver a few seconds to jump to the front of the traffic signal queue before regular traffic is given a green light. This helps speed up the bus and avoids buses getting stuck behind slow moving traffic.
- **Transit Signal Priority** extends the green signal for approaching buses using GPS technology. It allows buses to pass through the intersection before the light turns red and provides them with an early green signal.

Strategy #6: Frequent and Diverse Transit Networks

- Service that is frequent enough on major corridors to not require passengers to consult a schedule. It is important to employ frequent service on a number of major corridor routes that serve high-demand locations within a transit network.
- Strong connections to other services such as local service, express bus service or limited stop service and other modes

