

New Haven Alternatives Analysis

1.1 Applicant Information

- Organization Legal Name: **City of New Haven**
- Congressional District: **CT-003**
- Congressional Representative: **Rosa L. DeLauro**

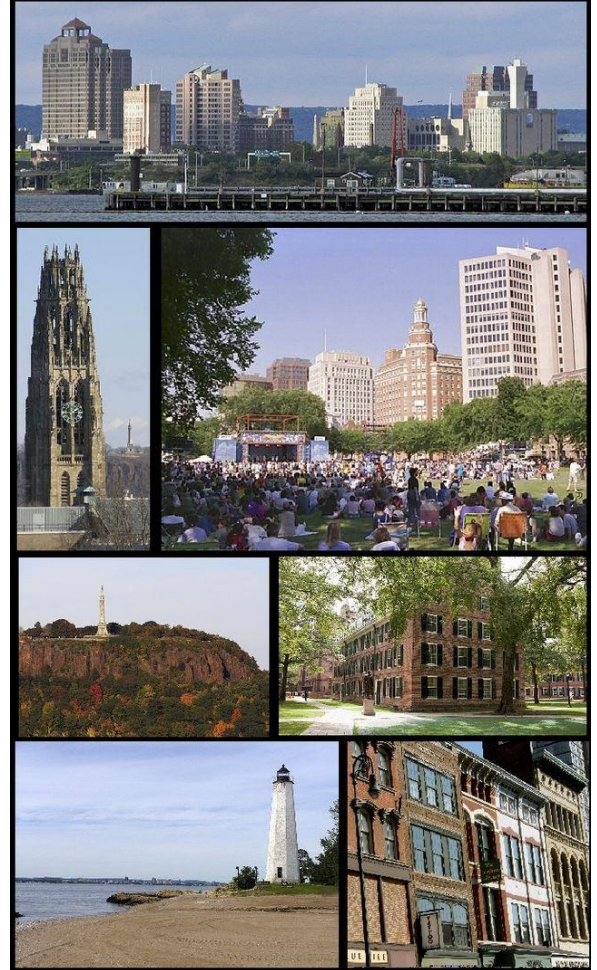
1.2 Description of the Alternatives Analysis

As published in the Federal Register on November 7, 2011 and in the Federal Transit Administration's (FTA) Transportation Electronic Award Management system (TEAM, the FTA's electronic grants portal and information system), the City of New Haven received an FY2011 award allocation of \$760,000 under FTA's 5339 Alternatives Analysis (AA) discretionary program for a "New Haven Streetcar Alternatives Analysis." The earmark ID is D2011-ALTA-005. The Greater New Haven Transit District (GNHTD) is the fiscal agent and TEAM administrator for this grant. The City of New Haven is managing the project.

The City of New Haven will undertake an Alternatives Analysis (AA) study to identify and enhance public transit connectivity in the region. The pending study includes a review of transit needs, access to transit, and the availability of public transportation to residents of the city. The Honorable Ms. Toni N. Harp, City of New Haven Mayor, and other major partners including the GNHTD, Connecticut Department of Transportation (CTDOT), CT Transit, and South Central Regional Council of Governments (SCRCOG) recognize the importance of this AA study and the impact it may have for future economic development in the community and improved access to employment.

The City originally applied for this grant in 2011. The initial proposal, included with the grant application, focused on circulation within the Hill to Downtown center of the city and was closely related to economic development and Union Station connectivity. The proposal was initially denied in a vote by the Board of Alders, who requested a broader look at circulation citywide. After a change in political leadership over the past three years, the Board held another vote on August 6, 2014, reversing the initial decision, allowing the City to move forward with a revised study and agreeing to provide the remaining portion of the local match. CTDOT's agreement to fund \$100,000 toward the local match earlier this year likewise contributed to the Board's favorable approval.

As part of this process, the City revisited the scoping process for the pending AA study through a series of public outreach activities during the months of June and July, 2014. The public outreach included distribution of information regarding the opportunities for the public to comment on the scope of the pending AA study, an on-line survey, and four public informational meetings or open



houses where the New Haven community was invited to comment on the quality of current transit service, transit needs or deficiencies. Following is a summary of each of these outreach activities:

Public Communications: Various means or media were utilized to make the public aware of the desire of city, state and regional officials to solicit public comment of the pending AA Study and to advertise the alternatives available for public involvement, as listed below:

- A presentation to Board of Alders Community Services and Environmental Policy Committee on June 10, 2014 (see Appendix 1).
- Press release, including meeting notice and web address of online survey (see Appendix 2).
- Flyers: Distribution of flyers indicating public meeting information and web address of online survey (see Appendix 3).
- Email blast with meeting information and web address of online survey (see Appendix 3).
- Facebook ad that was viewed by 14,000 people.
- In-person outreach at bus stops (see Appendix 3)

Online Survey: A brief survey (see Appendix 5) was crafted to provide residents who were unable to make it to one of the public open houses with an opportunity to express their priorities for improving public transit in greater New Haven. The level of interest exemplified by the enthusiastic response to the survey has helped to demonstrate the desire and need for this alternatives analysis and the detailed responses will help frame and inform that effort. Following is an overview of the survey (a more detailed summary of the survey questions and responses can be found in Appendix 5):

- 260 online and 41 paper responses as of 7/23/14.
- 28% of respondents reported that they rely on public transit as their primary means of transportation.
- “More Frequent Service,” “More Evening and Weekend Service,” and “More Available Route Information” emerged as clear priorities for improving the bus system.
- 68% of respondents thought the New Haven community would support bus rapid transit, light rail, or streetcar service. 26% were unsure. Only 6% said “No”.

Public Meetings or Open Houses: A series of four public information meetings were held that included a brief presentation of the AA study process, a brief overview of recent transit planning activities and plans and other graphics depicting the existing transit network in New Haven. The meetings were held at the following locations, dates and times: Bella Vista - 7/9/14, at 6:00 P.M.; Mauro-Sheridan School - 7/13/14 at 2:00P.M.; Fair Haven Branch Library - 7/17/14 at 6:00P.M.; and Career Regional High School - 7/19/14 at 2:00 P.M. (see Appendix 4).

A total of approximately 57 residents attended these two-hour long meetings; 93 in-person comments were received and 24 paper versions of the on-line survey were completed. Following is a summary of the prevailing sentiments provided through both the On-line Survey and the Public Meetings (a more detailed overview of comments received can be found in Appendix 6):

- New Haven residents recognize that a fully integrated, efficient, intuitive transit system with wide appeal will form the basis for the economic development and improvements to livability and the environment they want to see in our region.
- We found broad agreement that New Haven’s future transit system must be convenient and easy to understand if it is to achieve broad appeal (47 comments to this effect).

- To provide true mobility—access to work, health care, education, culture, and entertainment—New Haven residents agree that transit must also be reliable, providing service seven days a week and well into the night (43 comments to this effect).
- New Haven’s bus routes follow century-old trolley lines. Housing, employment, and travel patterns have shifted significantly since then. New Haven residents recognize this and desire a system more suited to their needs (27 comments to this effect).
- New Haven residents dream of a transit system that seamlessly integrates connections to regional transportation, paratransit, downtown circulation, and complete streets supportive of biking and walking (39 comments to this effect).
- An improved transit system will help New Haven achieve its broader goals of becoming an environmentally sustainable, appealing place to live and work (22 comments to this effect).

These public outreach efforts and community-identified issues will be incorporated and addressed in the final detailed scope of the pending AA study.

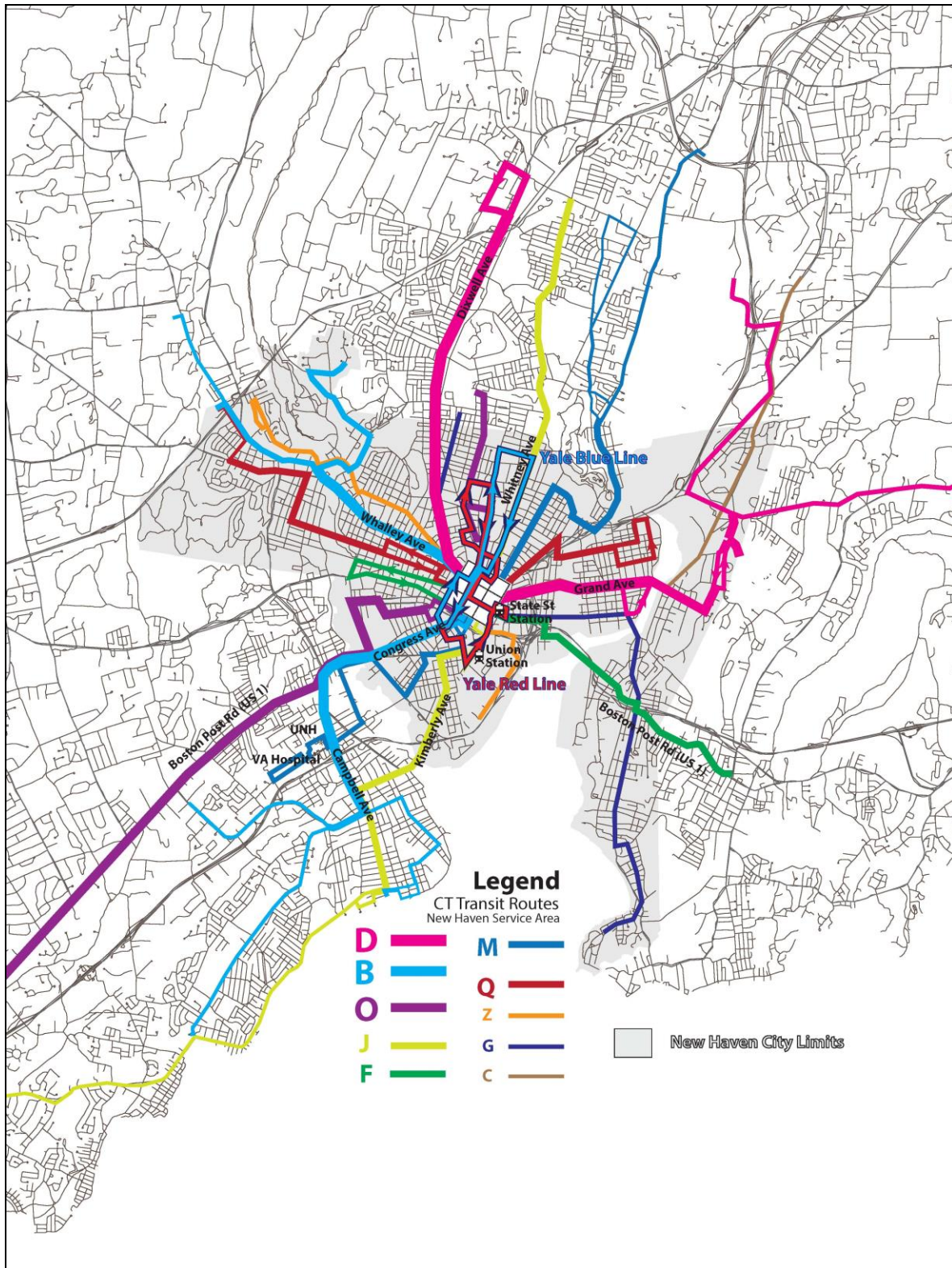
The study will evaluate a broad range of reasonable modal and multimodal alternatives, such as enhanced bus service, bus rapid transit (BRT), urban circulators (modern streetcar), and possibly monorails or other less traditional transit systems - along appropriate corridors within the CT Transit and GNHTD service area. The study analysis will also explore connectivity among existing transportation modes in New Haven (CT Transit bus services, GNHTD service, university shuttle services, connections to Union Station including Metro-North to New York City, the proposed expansion of New Haven-Hartford-Springfield (NHHS) regional passenger rail service, Shore Line East, and Amtrak, and other transportation providers in the area).

This study will review and delineate primary transit routes with high ridership traveling into downtown and transit services within the downtown area and will identify the areas of the community that depend heavily on transit services. Several transit routes traveling into the downtown area are currently served by frequent local buses and are located near significant proportions of zero-car households and low-income families. Transit improvements and investment may leverage city grant programs for affordable housing, business assistance, and energy efficiency to improve livability in the community.

A map of the primary transit services (refer to Figure 1, below) is included as an attachment in TEAM. The thicker lines indicate higher service levels and frequencies. The City of New Haven has a population of approximately 130,000, with the Greater New Haven area at over 850,000 persons. New Haven is the largest city within the region and has a density of 6,500 persons per square mile. The New Haven area has seen an increase in recent new developments. Other redevelopment projects in the downtown area are helping to create a vibrant urban community. Improved transit and mobility connections are necessary to ensure residents have a truly livable community. This New Haven AA will identify transit options that will provide a safe, efficient, economical, attractive, and integrated transit system that offers convenient, accessible, and affordable mobility around the region and to those sections of the City that depend on it so heavily.

Matching funds for this project are being provided by the State of Connecticut and the City of New Haven. The Alternatives Analysis Study was added to the SCRCOG Transportation Improvement Plan and the State STIP in May 2014 and is listed in the UPWP. Commitment letters and documentation of City and SCRCOG support are provided in Appendix 8. GNHTD is current with Civil Rights Requirements, Milestone Progress Reports and Federal Financial Reports.

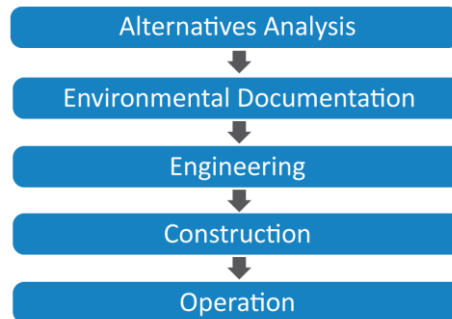
Figure 1: New Haven Transit Routes



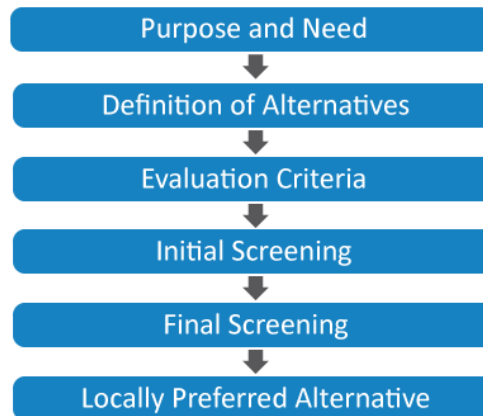
1.3 Alternatives Analysis Process

The Alternatives Analysis (AA) is a planning study that follows Federal Transit Administration (FTA) guidelines to develop and evaluate transit alternatives. The local project team will prepare the scope of work for the New Haven AA, which will be based on extensive public outreach throughout the community, including a community survey.

The New Haven AA timeframe will span approximately two years, in which the project team will evaluate the best transit options to serve the community. The AA is the first step in the project development process, which includes planning, environmental, and engineering.



This AA study will examine a broad range of transit alternatives, and will follow FTA guidelines, which are needed if Federal funding is sought in the future for implementation of the preferred alternative. The New Haven AA process is shown below.



The study analysis will include integration of the existing CT Transit bus services, GNHTD service, privately-owned University shuttle services, and other private transportation providers in the area. In addition, improved connections to Union Station and State Street Station to enhance access to Metro-North, and Amtrak passenger and commuter rail services to New York City and Boston will be included in the analysis. Other commuter rail connectivity to be considered in the study effort are improved access to the Shore Line East rail service to/from Old Saybrook and New London and the proposed expansion of New Haven-Hartford-Springfield (NHHS) regional passenger rail service.

The project team will begin the AA with a **review of existing studies** and research in the region, as shown below. A summary will be prepared to identify major challenges and issues for the study area.

- 2000, CT DOT Statewide Bus System Study:
<http://www.ct.gov/dot/LIB/dot/Documents/dpolicy/bus/bussum.pdf>
- 2004, New Haven Comprehensive Plan of Development:
<http://www.cityofnewhaven.com/cityplan/pdfs/PlanningPrograms/ComprehensivePlan/SectionVIIITransportation.pdf>
- 2007, CT DOT Long Range Transportation Plan:
http://www.scrcog.org/documents/LRTP_2007.pdf
- 2008, Regional Transit Study:
<http://www.scrcog.org/documents/SCRCOG%20Transit%20Implementation%20Final%20Report.pdf>
- 2008, Streetcar Study:
<http://www.scrcog.org/documents/New%20Haven%20Streetcar%20Report.pdf>
- Transit for Connecticut, 2010 Prioritized Bus Service Expansion Plan:
<http://www.rpa.org/pdf/Missing Links CT Bus Study.pdf>
- 2011, Regional Transit Data:
http://www.scrcog.org/documents/2011_Regional_Transit_Data_Acquisition.pdf
- 2011, Long Range Transportation Plan:
http://www.scrcog.org/documents/LRTP_April272011approved.pdf
- 2011, Connecticut Association for Community Transportation Report:
http://www.cact.info/pdf/legislative_RidingTheBusReport_2_24_11.pdf
- 2012, CT Data Haven Wellbeing Survey:
<http://www.ctdatahaven.org/wellbeingsurvey>
- 2013, Hill-to-Downtown Community Plan Summary, New Haven, CT:
http://www.cityofnewhaven.com/uploads/Final%20HilltoDowntownCommunityPlanSummary_131210-LO.pdf
- Ongoing, New Haven Downtown Crossing/Route 34 East project:
<http://downtowncrossingnewhaven.com/>
- On-going, One Way to Two Way Street Conversion, New Haven:
<http://www.cityofnewhaven.com/uploads/1wayto2way.pdf>
- 2014, Op-Ed: Connecting more People to Work in Greater New Haven:
<http://ctmirror.org/op-ed-connecting-more-people-to-work-in-greater-new-haven/>



The next step of the study is to develop **AA Goals** and identify the **Purpose and Need Statement** for the project. The project team will describe existing challenges and deficiencies within the study area and demonstrate the need for this project. The AA Goals will guide the AA based on the study's Purpose and Need statement. These goals will provide the basis by which the transit alternatives will be defined, and will establish the methodology used to evaluate the transit alternatives within the study area.

The proposed alternatives for New Haven will provide linkages to the existing transit routes and also connect with other regional service. By connecting employment, educational hubs, residential, shopping areas, civic resources, historic districts, cultural landmarks, and entertainment venues, the region will have an overall improved transit network. The proposed Alternatives will also promote transit use, biking, and walking within the area, while reducing the need to travel by automobile and decreasing greenhouse gas emissions. They will also provide improved transit service to low- and moderate-income populations throughout the study area.

As **Alternatives are developed**, the evaluation methodology and **criteria** will also be developed to gauge each of the alternatives. Two steps will be used in the evaluation:

- **Initial Screening**, which includes a qualitative analysis on the large number of alternatives.

The Initial Screening process takes into consideration what are the most important criteria to consider when selecting transit options for New Haven. Some examples may include mobility, ridership potential, costs, traffic, access, economic development, congestion, etc.

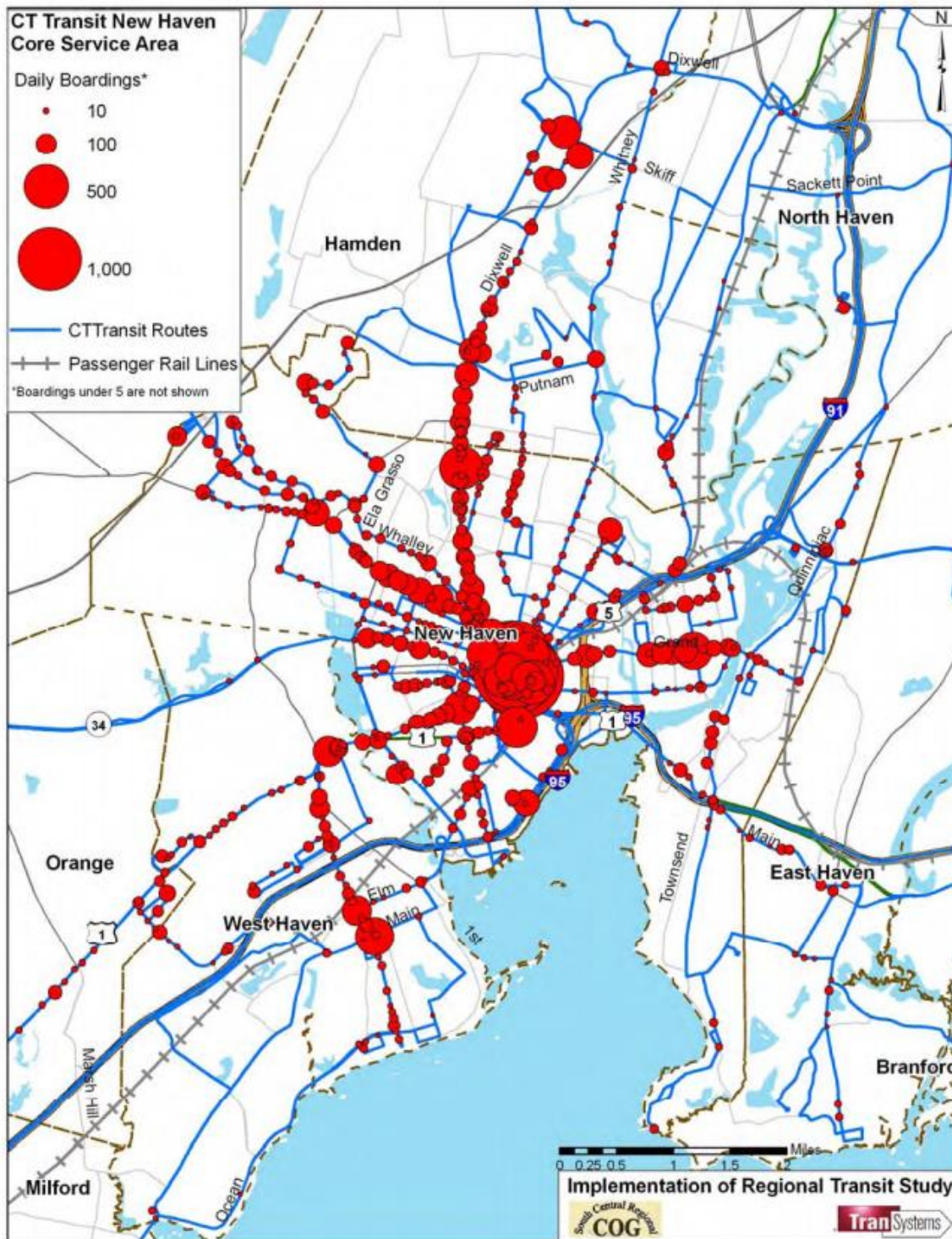
- **Final Screening**, which includes a quantitative analysis on the smaller number of alternatives.

The Final Screening process takes into consideration what the community thinks is important when selecting the Locally Preferred Alternative. Some examples may include mobility, ridership, environmental issues, funding sources, community support, costs, etc. The final screening will also include a benefit/cost analysis.

The project team will begin the process by analyzing existing ridership and travel patterns as the preliminary steps for developing alternatives. **Figure 2**, shown on the following page, illustrates daily boarding activity throughout the CT Transit service area. These productivity measures along with a demographic assessment of the service area will be used as alternatives are discussed.

The final step of the AA process is to have a **Locally Preferred Transit Alternative (LPA)**.

Figure 2: CT Transit Daily Boardings



1.4 Alternatives Analysis Budget

The proposed budget is shown below.

Alternatives Analysis Budget		Notes	
FTA Grant	\$ 760,000	80%	
Local Match	\$ 190,000	20%	See detail below
Total Project Cost	\$ 950,000		
Breakdown of Local Match			
State of Connecticut	\$ 100,000		
FY11 Local Capital (Streetcar)	\$ 20,000	3c11155-58698	
FY13 Local Capital (Neighborhood Commercial)	\$ 70,000	3c131366-58660	
Total Local Match	\$ 190,000		

1.5 Grant Administration

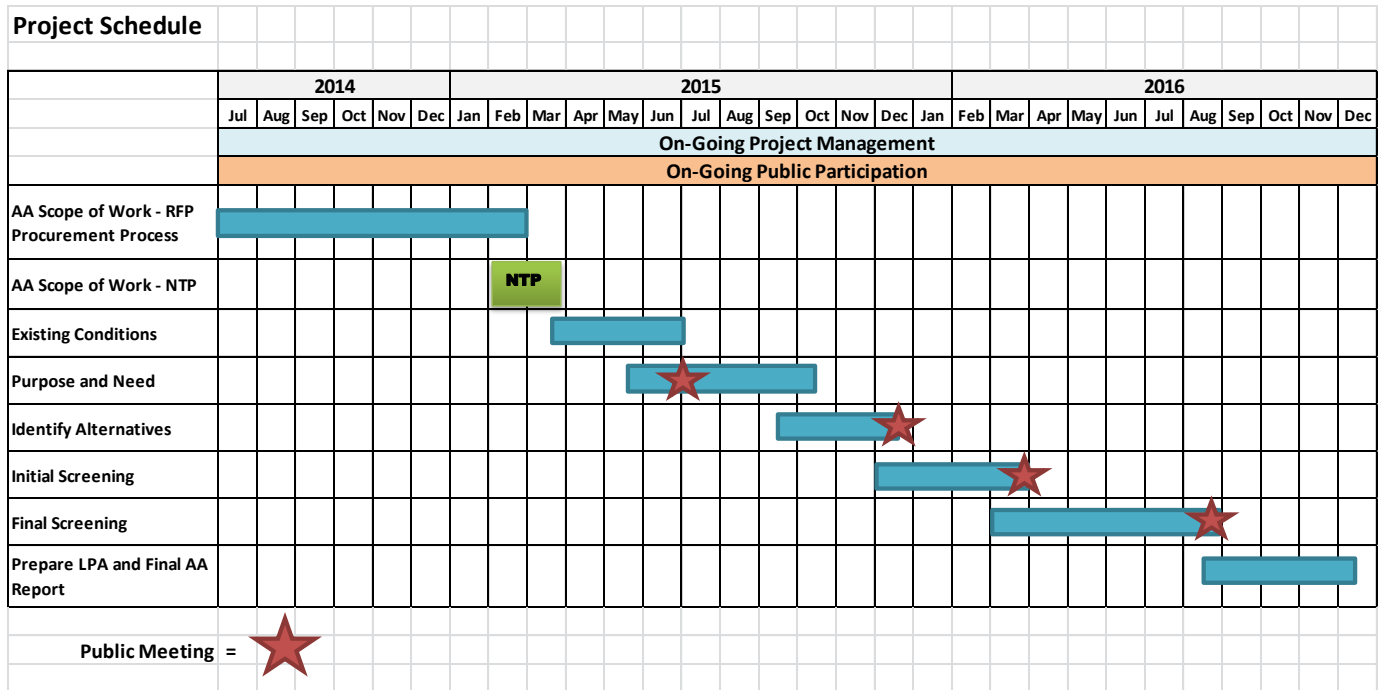
The grant will be administered by the GNHTD, an experienced federal grant recipient. The City of New Haven's Director of Transportation, Traffic and Parking will be the project manager. The Advisory Working Group will help mold the scope of the project to address the needs of the region's transit dependent residents.

The pending Alternatives Analysis Study was added to the South Central Regional Council of Governments Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP) in May 2014. The following link provides the action items for the Transportation Committee and the Transportation Technical Committee agenda items and proposed amendments to the TIP.

http://www.scrkog.org/documents/TC/2014/5_TC_May14.pdf

1.6 Timeline

The project schedule is shown on the following page.



New Haven Alternatives Analysis

Appendices

August 2014

List of Appendices

Appendix 1: June 10, 2014 Meeting of the City Services and Environmental Policy

Committee of the New Haven Board of Alders

Appendix 1.1 Copy of presentation given at July 10 CSEP BOA meeting

Appendix 1.2 Coverage of CSEP BOA meeting in the New Haven Register

Appendix 2: Media Outreach

Appendix 2.1 Press release issued to all area media partners on 7/7/14 by New Haven Office of Public Information

Appendix 2.2 Notice of upcoming open houses and online survey listed in New Haven Register on 7/8/14

Appendix 2.3 Notice of upcoming open houses and online survey aired in morning news on Fox CT 7/9/14

Appendix 2.4 Article about Bella Vista open house carried in 7/10/14 New Haven Register

Appendix 2.5 New Haven Independent article about public meetings and study process 7/14/14

Appendix 3: Direct Outreach

Appendix 3.1 Email sent to the 645 members of the Yale Safe & Well list serve by the New Haven Transportation, Traffic & Parking Department

Appendix 3.2 Copy of flyer with information on open houses and online survey

Appendix 3.3 Summary of in-person outreach conducted by the New Haven Transportation, Traffic & Parking Department

Appendix 4: Open Houses

Appendix 4.1 Copy of presentation given at July 2014 open houses

Appendix 4.2 Sign-in sheet from 7/9/14 Bella Vista open house

Appendix 4.3 Sign-in sheet from 7/13/14 Mauro-Sheridan open house

Appendix 4.4 Sign-in sheet from 7/17/14 Fair Haven Branch Library open house

Appendix 4.5 Sign-in sheet from 7/19/14 Career Regional High School open house

Appendix 5: Online Survey

Appendix 5.1 Paper version distributed at open houses and through direct outreach

Appendix 5.2 Summary of survey results

Appendix 6: Compilation of Public Comments from Survey and Open Houses

Appendix 6.1 Summary and synthesis of public comments

Appendix 6.2 Full table of all public comments

Appendix 7: Report of Coordinating Meeting with CT DOT

Appendix 1

June 2010, 2014 Meeting of the City Services and
Environmental Policy

Transit Study

City of New Haven, CT – Toni N. Harp, Mayor



Presentation to:

New Haven Board of Alders

By: **Douglas Hausladen** - Director of Transportation, Traffic and Parking and

Michael S. Townes - Vice President, Transit Market Leader, CDM Smith

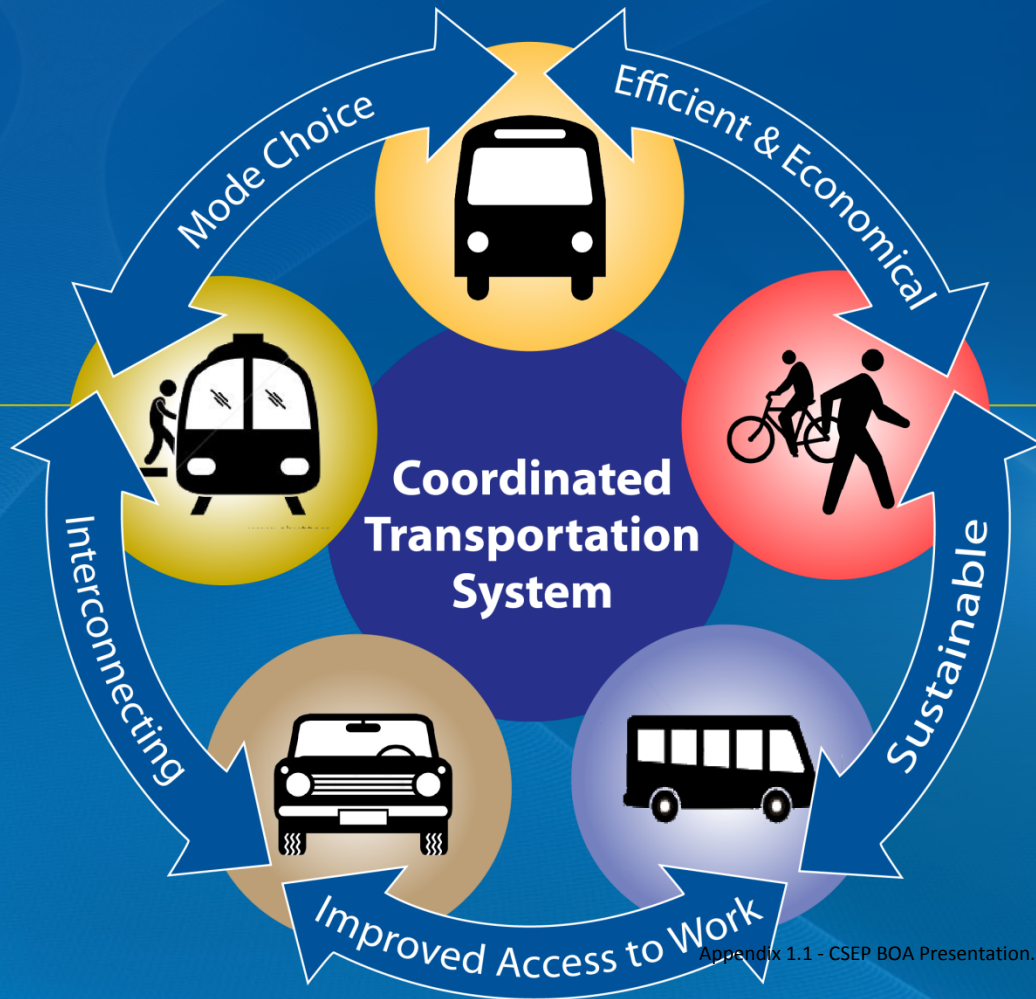
June 10, 2014



Appendix 1.1 - CSEP BOA Presentation.pdf



**CDM
Smith**®



Multi-Modal Transportation

What is Coordinated Transportation?



New Haven has a rare “window of opportunity” to partner with federal, state, regional and private transportation providers.

FTA Alternatives Analysis

Why Apply for Federal Funds?

Reconstruct and coordinate transit systems for modern times and the new economy.

- Reassess the bus network using state of the art computer modeling to:
 - Determine optimal schedules for each line.
 - Identify gaps in service and reconfigure the network to correct deficiencies.
 - Adapt to changes in where people live and work to reduce travel times.
- Take advantage of new technologies to reduce operational costs/ optimize or improve network efficiency.
- Consider a new multi-modal transfer facility and provide more value to customers.





FTA Alternatives Analysis

What Does it Include?

- Continuous public and stakeholder involvement.
- Identify the problems (scoping) for all travel modes.
- Identify potential solutions (high & low cost) & prepare highly detailed technical studies to assess costs & potential benefits to transit riders.
- Identify the measures to evaluate potential solutions.
- Select Locally Preferred Alternative (LPA) for further study and funding consideration.



FTA Alternatives Analysis

What Does It Include?

The City of New Haven was awarded and is seeking BOA approval of FTA funding for an Alternatives Analysis (AA) study. The study will identify and enhance public transit throughout the City.

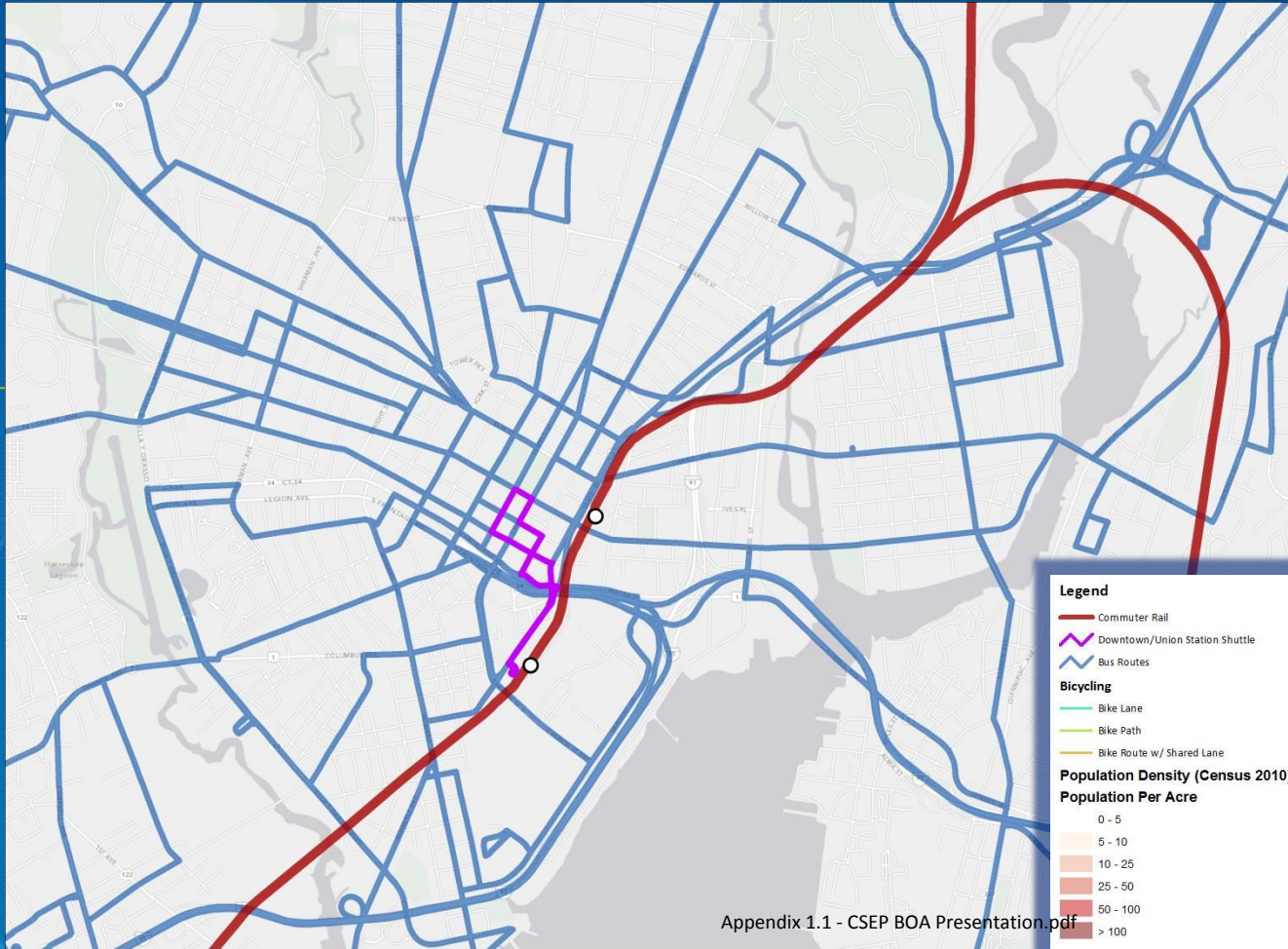
- \$ 953,400 - Total cost of study
- \$ 762,720 - Federal Share
- \$ 100,000 - Local Match met by State grant
- \$ 90,680 – Local Match (City Share)

Appendix 1.1 - CSEP BOA Presentation.pdf



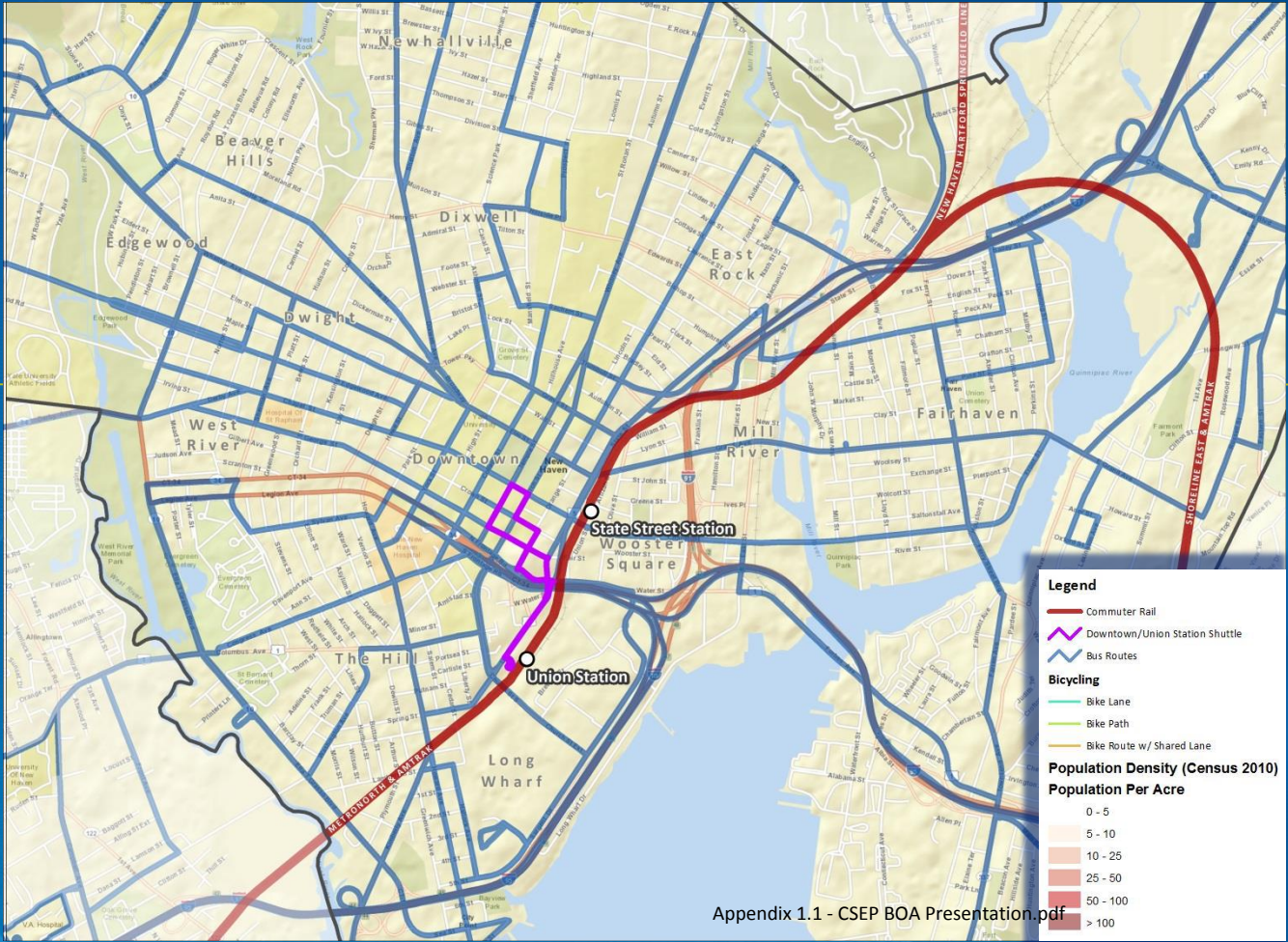
New Haven Transit Study

Current Transit System



Appendix 1.1 - CSEP BOA Presentation.pdf





New Haven Transit Study

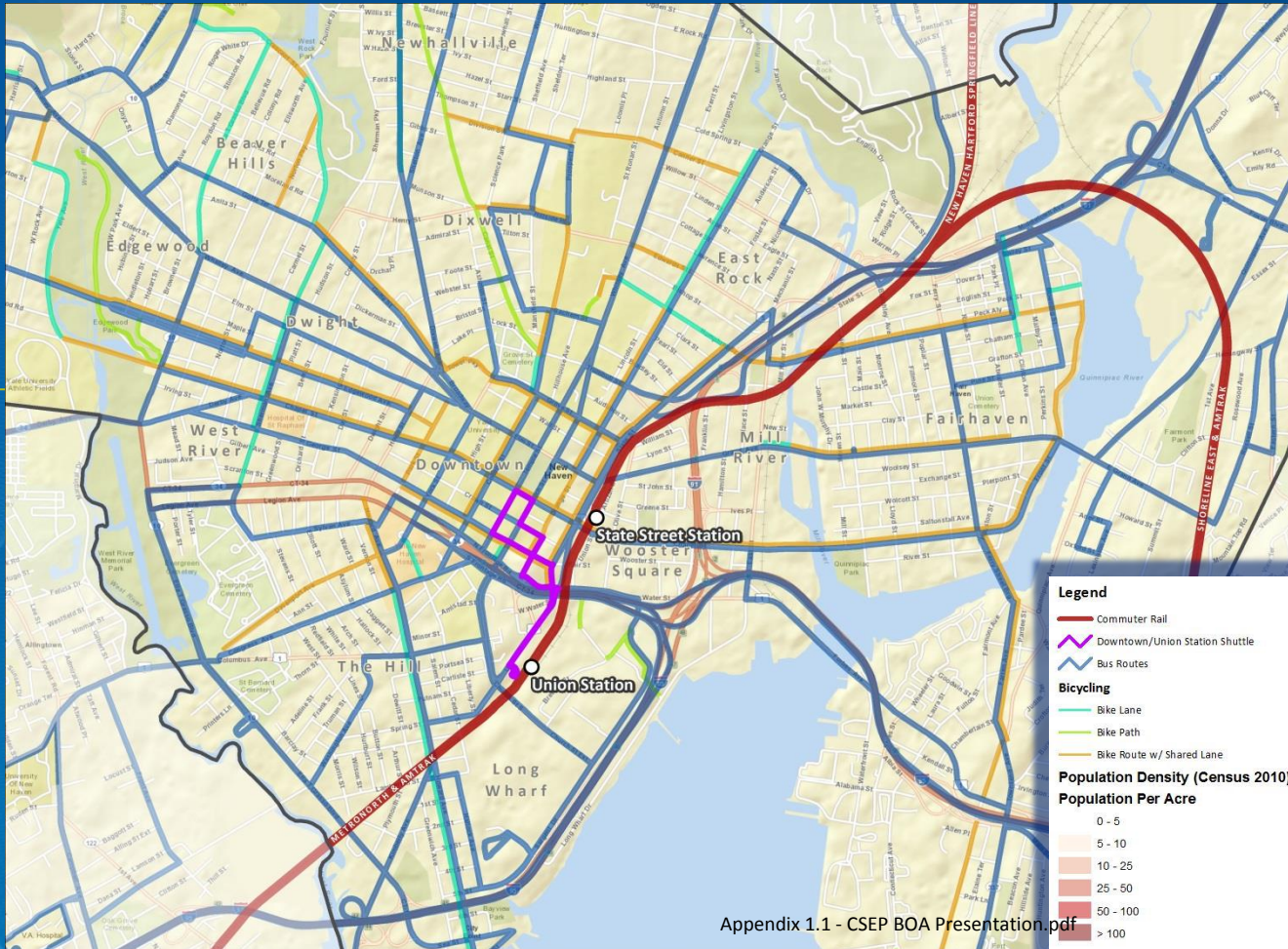
Current Transit System & Road Network

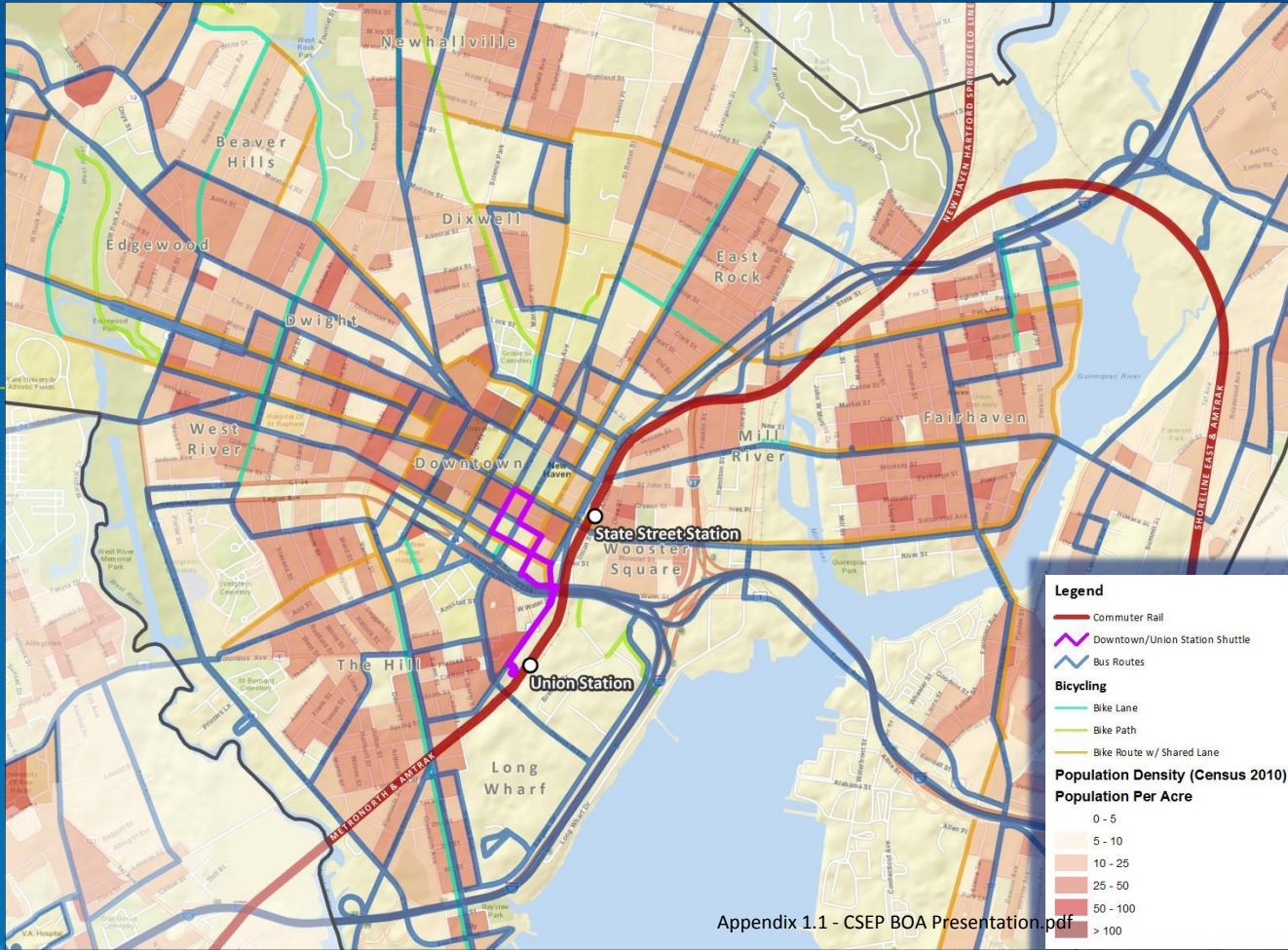
Appendix 1.1 - CSEP BOA Presentation.pdf



New Haven Transit Study

Current Transit & Bicycle Network





New Haven Transit Study

Current Transit with Population Density

Appendix 1.1 - CSEP BOA Presentation.pdf



Approximate Timeline



Initial AA Stage

Alternatives Analysis

- Project Development
- Environmental Review
- Select Preferred Alternative
- Local State and FTA Approvals

Project Scoping

Further BOA Action Needed to Advance beyond AA Stage

Project Decisions & Funding

Engineering

- Local Agency Development
- Funding Commitment
- Engineering and Design



Implement

(Adjust existing and/or implement new transit system(s))

FTA Process

Continuous Public Involvement & Stakeholder Engagement

Consult/ Engage Federal & State Partners

- Federal Transit Administration
- CT Department of Transportation
- South Central Regional Council of Governments
- Amtrak/ MetroNorth/ Paratransit Providers
- CT Dept. of Energy & Environmental Protection

Consult/ Engage Residents & Local Partners

- Residents & Neighborhood Management Teams
- Board of Alders
- Greater New Haven Transit District/ CT Transit
- Bicycle Advocacy Groups
- Major Employers/ Institutions





New Haven Transit Study

What Are the Benefits to Residents?

A resilient and efficient transportation network that results in:

- Resident and stakeholder involvement lead to best outcomes.
- Improved connectivity between transit systems.
- Improved access to jobs and services.
- Improved travel choice/ reduced traffic congestion.
- Economic savings (reduces cost of transportation for families).
- A more sustainable and livable city.

Appendix 1.1 - CSEP BOA Presentation.pdf





Key Upcoming Dates:

- Thursday, **July 17**, 2014 at Fairhaven Library, **6:00 PM**
- Saturday, **July 19**, 2014 at **3:00 PM** Location T.B.D.
- Monday, **July 7**, 2014 – Board of Alders, first reading
- Monday, **August 6**, 2014 – Board of Alders vote

Time is essential because the opportunity to apply for the FTA grant will lapse at the end of the current federal fiscal year (September, 2014). BOA approval is one of many administrative steps at CDOT and FTA necessary to obligate the grant prior to the September deadline.



Going Forward

Initial Public Process

Resident and Stakeholder Involvement Lead to Best Outcomes.

Initial outreach includes:

- Coordination with federal, state, regional and local agencies.
- Public meetings in July to gather input on the scope of application to the FTA . All residents are welcome & Community Management Teams will be notified and asked to contribute.
- Meetings with the Board of Alders July and August, 2014 to vote on the appropriation of funds to match state and federal grants.

Appendix 1.1 - CSEP BOA Presentation.pdf



**CDM
Smith**



New Haven Transit Study Questions?



- [Editorial: New Haven must continue work to increase pedestrian safety](#)
- [Norm Pattis: Judges still don't trust juries, tendency not to trust lawyers](#)
- [OPINION: Malloy, US governors should not be 'cowardly' on immigration](#)
- [Politics](#)
- [Marketplace](#)
 - [Autos](#)
 - [Jobs](#)
 - [Homes](#)
 - [Weekly Ads](#)
 - [Local Guide](#)
 - [Today's Ads](#)
 - [Classifieds](#)
 - [Public Notices](#)
- [Tools](#)
 - [Contact Us](#)
 - [Advertise With Us](#)
 - [Submit Announcements](#)
 - [Work for Us](#)
 - [Order Photo Reprints](#)
 - [Contests](#)
 - [Comment Policy](#)
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New Haven transportation study proposal heading to Board of Aldermen



Douglas Hausladen.

By [Luther Turmelle](#), New Haven Register

Posted: 06/10/14, 11:42 PM EDT | Updated: on 06/11/2014

[0 Comments](#)

NEW HAVEN >> Plans for the city to contribute \$90,680 to a two-year study of the community's transportation assets and needs took the first step Tuesday night to an August vote by the Board of Aldermen.

The City Services and Environmental Policy subcommittee voted unanimously Tuesday to forward the appropriation request to the full aldermanic board. The bulk of the \$953,400 needed for the study will come from the federal government, but the terms of the funding require matching funding from the state or local level.

Douglas Hausladen, head of transportation, traffic and parking for the city, told members of the aldermanic subcommittee that the state Department of Transportation has agreed to provide a \$100,000 grant toward the study.

"We're proud to have the Connecticut DOT on board with this," Hausladen said, noting that state and city officials in the past have sometimes clashed over transportation policy.

With the subcommittee sending the appropriation request to the full board for a July 7 first reading, the next steps involve selling city residents on the benefits of the transportation study. A series of public forums, starting July 17 at the Fairhaven Public Library, will be held around the city to explain the process to residents, Hausladen said.

The city has until September to take advantage of the current round of federal funding available for this kind of transportation study, he said.

"This a terrific opportunity to revitalize the city's transportation assets," Hausladen told the aldermanic committee. "We are in the middle of economic boom in New Haven. Fourteen percent of our population walks to work and 45 percent doesn't drive to get there."

Hausladen was joined by Michael Townes, vice president and transit market leader with CDM Smith, a Virginia-based transportation consultant, in pitching the benefits of the study to the small groups of alders. Townes said the study will serve multiple purposes.

"It will be a demographic study, it will be a traffic study," Townes said. "It will take into account your existing transportation assets."

But selling the full aldermanic board on the appropriation is by no means guaranteed. Twice before, the idea of supporting a transportation study that focused on the possibility of bring streetcars back to the city failed to garner enough support.

Townes said this study will be much broader, although it also will address the idea of using streetcars.

Some members of the subcommittee told Hausladen and Townes they didn't feel that there was enough time before the September deadline to pull together the latest plan.

"Maybe we should just take our time and apply (for funding) during the next cycle," said Alderman Adam Marchand. "The quality of the outcome depends upon the initial question you are asked to define. I want you to really convince me that we can do this."

Call Luther Turmelle at 203-789-5706. Have questions, feedback or ideas about our news coverage? Connect directly with the editors of the New Haven Register at AskTheRegister.com.

About the Author



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Top Stories

Appendix 2

Media Outreach

PRESS RELEASE

July 2, 2014

New Haven Residents Urged to Communicate Transit Needs New Haven

New Haven, Connecticut—The City of New Haven, in partnership with the Greater New Haven Transit District, CT Transit, and the Connecticut Department of Transportation, is seeking community input in preparation for pursuing federal funding to conduct an in-depth study of options for enhancing public transportation in New Haven. A variety of public transit services are offered in our community, from fixed-route local buses to paratransit van services and private shuttles. Many areas may benefit from quicker, more direct transit service. Where is enhanced service most needed in New Haven?

Residents are urged to fill out an online questionnaire at surveymonkey.com/s/nhvtransit and attend one of four upcoming public information meetings:

DATE	TIME	LOCATION	ADDRESS
Wednesday, July 9	6:00-7:30PM	Bella Vista (Community Room)	339 Eastern Street
Sunday, July 13	2:00-4:00PM	Mauro-Sheriden Magnet School (Cafeteria)	191 Fountain Street
Thursday, July 17	6:00-7:30PM	Fair Haven Library	182 Grand Avenue
Saturday, July 19	2:00-4:00PM	Career High School (Cafeteria)	140 Legion Avenue

Our goal is to reach as many residents in the New Haven region as possible by July 31, 2014. Please spread the word to your friends and neighbors and encourage them to participate.

Thank you for your participation!

If you have any questions regarding the survey or public meetings, please contact your alder,

or:

City of New Haven Transportation, Traffic & Parking Department
203-946-8075
dhausladen@newhavenct.net

New Haven to hold public meetings on public transportation

City is seeking funds for study

Monday, July 7, 2014



NEW HAVEN >> The city, in partnership with the Greater New Haven Transit District, CT Transit, and the state Department of Transportation, is seeking community input in preparation for pursuing federal funding to study options for enhancing public transportation in New Haven, according to a release.

The release said that while a “variety of public transit services are offered” in the city, “many areas may benefit from quicker, more direct transit service.”

Residents are urged to fill out an online questionnaire at surveymonkey.com/s/nhvtransit and, the release said, attend one of four upcoming public information meetings:

- 6 to 7:30 p.m. July 9 at Bella Vista, 339 Eastern St.
- 2 to 4 p.m. July 13 at Mauro-Sheriden Magnet School, 191 Fountain St.

- 6 to 7:30 p.m. July 17 at the Fair Haven Library, 182 Grand Ave.

- 2 to 4 p.m. July 19 at Career High School, 140 Legion Ave.

Residents with questions on the survey or public meetings are asked to contact their alder, or the New Haven Transportation, Traffic & Parking Department, 203-946-8075 or dhausladen@newhavenct.net.

URL: <http://www.nhregister.com/government-and-politics/20140707/new-haven-to-hold-public-meetings-on-public-transportation>

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New Haven Residents Asked To Participate In Transit Survey



[\(http://foxct.com/bio/foxct-web-team/\)](http://foxct.com/bio/foxct-web-team/)

07/09/14

by **FOX CT Web Team**
[\(http://foxct.com/bio/foxct-web-team/\)](http://foxct.com/bio/foxct-web-team/)

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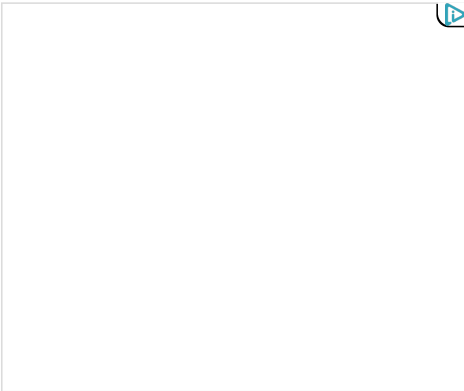
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New Haven Seeking Commuter Input
The city of New Haven is asking commuters to take an online survey and attend public meetings to help improve public transportation. Angelica Spanos reports.

FOXCT 07/09/new-haven-residential-survey?

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The City of New Haven is urging residents near and far to take a survey to communicate their transportation requests.

The Department of Transportation, CT Transit and the City are asking people who use city buses, vans, shuttles, and Metro North to answer questions for feedback. The findings will then be used by the City to pursue federal funding to help make necessary improvements.

The survey is online at www.surveymonkey.com/s/nhvtransit (<http://www.surveymonkey.com/s/nhvtransit>). It is short and asks a series of questions about daily commutes. Residents can also attend four public meetings, the first one is July 9 at 6pm, at Bella Vista on Eastern St. in New Haven. The goal is to use rider information to help find where enhanced service is most desired and to get as much input as possible. [Appendix July 2014 CT Notice.pdf](#)

MEETING TONIGHT

JULY 9 6-7:30PM
Bella Vista Community Room
339 Eastern Street

Other Meetings

Sunday (//6), July 13 2:00-4:00PM Mauro-Sheriden Magnet School (Cafeteria) 191 Fountain Street (//7)

Thursday (//7), July 17 6:00-7:30PM Fair Haven Library 182 Grand Avenue (//8)

Saturday (//8), July 19 2:00-4:00PM Career High School (Cafeteria) 140 Legion Avenue (//9)

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Community Mourns Teen Killed In Crash

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Police: Hamden Woman Rammed Boyfriend's Ex-Girlfriend With Speeding Vehicle

(<http://foxct.com/2013/07/15/police-hamden-woman-rammed-boyfriends-ex-girlfriend-w-ith-speeding-vehicle/>)

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New Haven residents sound off on transportation woes

City holds forums to address needs, service gaps

By Rachel Chinapen, New Haven Register

Wednesday, July 9, 2014



NEW HAVEN >> Shortly after having surgery, Patty DePalma found herself stranded outside of a health care center in North Haven when MyRide failed to pick her up for four hours.

“It was a nightmare for me,” DePalma said.

DePalma, a longtime Bella Vista resident, shared her experience at a public forum on transportation Wednesday. The forum is one of four the city will hold this month to gauge the transit needs of residents as it prepares to pursue \$950,000 in federal funding for an intensive study.

The application process includes the city, the Greater New Haven Transit District, CT Transit, the Connecticut Department of Transportation and, of course, feedback from residents just like DePalma.

“Lately this year, here at Bella Vista, MyRide has gone down terribly,” DePalma said.

DePalma was not alone in her comments. Several residents testified to the problems with MyRide, a service provided under the Americans with Disabilities Act.

Since MyRide is “complementary in the algebraic sense” to CT Transit, anything that changes with CT Transit will impact MyRide, said Michael Townes, vice president of consulting firm CDM Smith.

New Haven transportation czar Doug Hausladen said he would look into several issues he heard, including service quality, service frequency on Sundays, inadequate signage and poor bus stop conditions. Hausladen said he would personally be looking at the condition of bus stops near Walmart and 150 Sargent Drive. Hausladen said the issue at hand is truly, “mobility citywide, how do you get from A to B?”

“We’re not trying to recreate studies that have already happened; we’re standing on the shoulders of studies that have come before us, including two of them that are ongoing currently,” Hausladen said.

The New Haven Parking Authority is conducting a mobility study on the hospital, Union Station and Route 34 Corridor, while the Greater New Haven branch of the NAACP and the South Central Regional Council of Governments is conducting a mobility study focused on job accessibility.

NAACP, SCRCG and others studied the issue of transportation in the last year as an outgrowth of the work

done for its Urban Apartheid Report released in 2013. The data-driven Urban Apartheid Report showed vast economic, educational, health and other inequities between people of color and whites in Greater New Haven. Transportation was identified in the report as a critical issue.

Hausladen Wednesday referred to transportation as a “civil rights” issue.

“We’re soliciting input from our residents of New Haven to find out where in their transit service are there gaps, and where could there be improvements?” Hausladen said.

Hausladen anticipated the application process for the federal dollars to happen in August, the money to be allocated in October, and about one year of intensive research.

Bella Vista resident Anita Walters said it’s important not to forget about the elderly and disabled populations, particularly those who have Alzheimer’s disease or dementia.

In reference to hosting a forum at Bella Vista, Walters said, “they’re thinking on their feet and they want to make it the best city in the world.”

Call Rachel Chinapen at 203-789-5714. Have questions, feedback or ideas about our news coverage? Connect directly with New Haven Register editors at [AskTheRegister.com](http://www.nhregister.com).

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URL: <http://www.nhregister.com/general-news/20140709/new-haven-residents-sound-off-on-transportation-woes>

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\$950K Grant Would Boost Buses

BY **Liana Teixeira** | JUL 14, 2014 2:41 PM

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Posted to: [Transportation](#)



LIANA TEIXEIRA PHOTO

Aaron Freeman said he lugs his Stop & Shop grocery bags across four busy Whalley Avenue traffic lanes to wait at a bus stop for a ride that may never show up. New money from the feds may throw him a transit lifeline.

Freeman (pictured) shared his plight at a public meeting at Mauro-Sheridan Magnet School Sunday afternoon, where Director of Transportation, Traffic and Parking Douglas Hausladen with a team from CDM Smith, a consulting firm, presented the city's latest efforts in improving public transit.

Top on the list: a new [\\$760,000 Federal Transit Administration grant](#) for a transportation alternatives analysis, which may help relieve Freeman's travel woes, and those of many other commuters.

The federal government approved the city's request for transit study funding in 2011. To secure the funding, the Board of Alders must also approve the request before a September deadline. Of the \$950,000 allocated toward the project, \$760,000 is provided by the federal government and \$100,000

from the Connecticut Department of Transportation. The remaining \$90,000 would come from the city, as bonded funding.

“We have many transit options in New Haven,” said Corinne Donahue, the senior transit planner for CDM Smith. Ideas include identifying areas where faster transit is needed, and connecting people to essential locations for jobs, shopping, medical appointments and schools.

In a 2005 regional transit study, the city indicated the bus routes on Whalley, Dixwell, Grand, Congress and Campbell Avenues as top priority for transit speed and efficiency. Almost 10 years later, Donahue said, these routes must be looked at again to see if they are still a priority or if new ones have emerged.

Also a priority: making sure the bus lines with the most ridership provide access to bikers and bike paths.

Another goal, Donahue said, is to make public transportation options more appealing not only to those who already use them, but also to those who don't.

The meeting was the second in a series of four public hearings to gather feedback from transit users. Residents were not shy in sharing their struggles with the current bus system.



The Sunday buses “show up whenever they feel like or sometimes not at all,” said Shelagh Brennan of Fountain Street. She said she tries not to take the bus on Sundays anymore, and takes to walking or riding her bike instead.

Alderman Richard Furlow's experiences have not been any better. During rush hour on workday mornings, he said, the buses are often late. Whenever he calls CT Transit for answers, Furlow said, they also have no idea where the bus is. He said he runs to the next stop on the route in hopes of catching it.

The public transit downtown needs to be “more user friendly,” said Furlow.

Hausladen said the study's tentative start date would be winter 2015. The study could last anywhere

from 12 to 18 months.

“This [study] is a perfect opportunity,” said Hausladen. It coincides with the completion of a high-speed express rail from Hartford to New Haven in late 2016, which will provide even more transportation options for commuters. Reworking the city’s transit strategy now, he said, will help bring in new technology and data-gathering previously unavailable.

Several upgrades that are being considered include the replacement of bus passes with refillable metro cards.

By the end of 2015, plans call for all New Haven public buses to have global positioning systems (GPS). Riders could check smartphone apps and find out when the next bus is coming or if it’s delayed, avoid waiting in 20-degree weather for a late bus. Those without smartphones could still call CT Transit to find out the bus schedule, as employees there would have access to the same GPS information.

At the end of the day, Hausladen said, the study could reveal many unique options for the city, such as upgrading bus shelters to include advertisements and real-time bus schedule kiosks, better lighting, internet hotspots and nearby public restrooms.

The remaining public hearings are scheduled for Thursday, July 17, at 6 p.m. at the Fair Haven Library and Saturday, July 19, at 2 p.m. at Career High School.

If the study is approved, four additional public meetings would be scheduled to gather additional comments and feedback.

In the meantime, a survey is available to those who attend the public meetings and online [here](#). So far, 175 residents have responded to the online survey.

Tags: [transit](#), [Doug Hausladen](#)

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If you already have an account, please log in using the link in the [upper left corner of the page](#) | If not, please [register for an account](#) .

Comments

posted by: HewNaven on July 14, 2014 4:02pm

Not that I oppose public participation of this kind, but why can’t CTTransit analyze their own data to figure out where service improvements are needed? The need for public input regarding the priority of routes is absurd. Can’t someone who is competent manage this simple bus system without asking for help? They could start by riding the buses once a day.

posted by: Pat from Westville on July 14, 2014 7:09pm

The Sunday buses “show up whenever they feel like or sometimes not at all,” said Shelagh Brennan of Fountain Street. She said she tries not to take the bus on Sundays anymore, and takes to walking or riding her bike instead.

I must respectfully disagree with Ms. Brennan’s description of Sunday bus service on Fountain Street. That is not my experience over the last 7 years that I’ve been taking the bus, on Sundays as well as every other day of the week. I think that Ms. Brennan’s problem with Sunday buses on Fountain Street is perhaps because she doesn’t know that the Sunday route is not like the route weekdays and Saturdays.

Sundays there is not a full Q-Edgewood Avenue schedule; instead, there is a combination route picking up parts of 3 smaller routes, the F, the Q and the Z, or the FQZ. It leaves downtown hourly starting at 7:30AM, going up Chapel Street [parts of all 3] to Boulevard, takes Boulevard to Edgewood [picking up part of the Q], Edgewood to Alden to Fountain to Ramsdell to Whalley to the Amity Rd. Stop and Shop. From there it goes back down Whalley but does not turn back on Ramsdell, Rather, it turns left on East Ramsdell to Valley Street to pick up part of the Z route. Taking Valley to Blake, it turns right on Blake, left on Whalley, right on Central Ave, right on Fountain to Alden back on the Q route. Taking Alden to Edgewood, it turns right on Boulevard over to pick up part of the F route, Derby Avenue to George to York to Elm St and back downtown.

If Ms. Brennan waits on the even numbered side of Fountain, that would account for her impression that the buses come when they feel like it or not at all. My experience is that the Sunday buses do run mostly on schedule. To go downtown she needs either to wait on the odd-numbered side of Fountain & take the bus to Stop & Shop, taking the circle route downtown, or wait on Alden at Fountain where the bus picks up the Q route again.

posted by: myself on July 14, 2014 9:45pm

Why can't this highspeed rail to hartford continue on to Bradley Airport; then it would really be useful; Or are we going to continue to hope for our own airport?

posted by: UrbanPlanner on July 14, 2014 10:01pm

I will save you a million bucks, the answer is that New Haven must build a regional bus station!

"...upgrading bus shelters to include advertisements and real-time bus schedule kiosks, better lighting, internet hotspots and nearby public restrooms."

Wow, classic case of not being able to see the forest for the trees. Wouldn't a bus station solve those problems and more?

Better, wouldn't a bus station alleviate the bus-related traffic nightmare at the corner of Temple St and Chapel St? Why do we have all the buses converge at the central green anyways?

How about we build a bus station over the underutilized State Street Train Station and make it a combination train/bus station. Wouldn't this solve all of these problems and more? Naysayers will cite the cost of such a project being too high—but the reality is that even if it cost 40 million dollars, that is still only 4% the cost of the I91-I95 project and would more directly improve the lives of New Haven residents. If Boston can complete the Big Dig, I think New Haven can people the riders of the bus system their own station.

posted by: Threefifths on July 14, 2014 10:22pm

How about doing what they do in New York.

New York's Shadow Transit

Text and map by Aaron Reiss Videos by Nate Lavey and Aaron Reiss

New York's unofficial shuttles, called "dollar vans" in some neighborhoods, make up a thriving transportation

system that operates where the subway and buses don't. This interactive project, with videos, maps out that system.

<http://www.newyorker.com/sandbox/projects/nyc-dollar-vans/>

posted by: robn on July 15, 2014 7:05am

The hub and spoke system is anachronistic and inefficient. Introduce one or two outer loops for cross connection and you'll improve the system tremendously.

posted by: robn on July 15, 2014 10:52am

PS

If you didn't get my gist; DECENTRALIZATION is the key, not centralization. We need a web, not a hub and spoke. A regional bus station would be a huge waste of money and an instant relic.

posted by: Jonathan Hopkins on July 15, 2014 12:55pm

I second robn's comment. It's not 1900 or 1920 anymore - New Haven isn't the sole center in the region. There are multiple centers spread out across the region and connecting these with one another and incentivizing pedestrian/transit-oriented development at these centers is the way to go.

posted by: RhyminTyman on July 15, 2014 4:17pm

A regional bus station is unneeded. The Green has pretty all the functionality you gain by having a hub. It also does help me waiting for my bus on East Grand and Summit. GPS system system would be a huge benefit. You wouldn't have to wait for a bus. You pull out your phone and you know where the bus is.

posted by: RhyminTyman on July 15, 2014 4:19pm

3/5 this is incredibly unsafe and I don't mean Über and Lyft unsafe. 15 passenger vans flip over like crazy. You really feel safe hopping in a van with an inexperienced driver that could flip over at any turn? I don't.

posted by: nutmeg on July 15, 2014 10:15pm

Pat from Westville's comments demonstrate the flaws with the service currently offered by CTTransit. You shouldn't need four paragraphs to explain a bus route. In fact, a lot of the New Haven divisions routes have so many part time diversions, exceptions, and special notes, that it's maddening for regular transit user, let alone a layperson. Is the bus you're riding on a B1, BZ, or B1Z? or is it a B3Z? and which B3Z? (there are two.) Not to mention the buses that take thirty minutes to go two miles across town because they sit on the green for an inordinate amount of time waiting for a few transfers.

FYI, CTTransit doesn't really do much of their own planning. They're a contractor (subsidiary of UK's FirstGroup) who operates the buses and who takes their orders from Connecticut DOT.

Part of the solution here is to simplify the system and focus service where's it's in demand, not simply coloring in the map. Another solution might be to emulate bus rapid transit projects in New Haven's peer cities (Albany, NY, Fort Collins, CO, and Eugene, OR come to mind).

posted by: Pat from Westville on July 16, 2014 8:11am

I agree, Nutmeg, that the route of the Sunday FQZ bus is baroque beyond belief—when I first started riding it, I kept asking myself where is this bus taking me! I don't know how long this route has been in existence, at least 7 years, undoubtedly many more. I question the implicit assumption that the 3 separate routes—the F, the Q and the Z—have too small a ridership to justify running a full route for each on Sunday. And the underlying assumption that Sunday ridership, on all but the D-Dixwell/Grand Ave, merits only hourly service.

My question is when were these assumptions first made, and why are they apparently carved in stone. Maybe it's time for the DOT et. al. to revisit these assumptions. It seems that taking the better part of an hour to get downtown and a convoluted route and only hourly service almost guarantees low ridership.

As for the hub and spoke system, I find it very useful for many of my transit needs. But the addition of some routes connecting the spokes without involving downtown is absolutely necessary.

Shall I tell you about how long it takes me to go to Trader Joe's (a 20 minute trip when I had a car) on the Post Road in Orange? 15 minutes on the Q to downtown, 10 or so minute wait for the O2 Post Road bus, 40 minutes to the Post Mall in Milford, stay on the bus outbound from the Mall for another 5 or 20 minutes to Trader Joe's. Yes, as I always have to explain to the bus driver, the bus outbound from downtown does pass Trader Joe's en route to the Mall, but it's on the other side of the Post Road which is not meant for pedestrians to try crossing. That's even more ludicrous to my mind than the Sunday FQZ!!

posted by: HewNaven on July 16, 2014 11:12am

PatFromWestville,

All of those questions could be answered if CTTransit regularly performed some very BASIC data analysis. They could tell which routes were the most traveled, which buses were most crowded, etc. Why are they being so dumb about this? I'm not saying it's all in the fare/ridership data, but that would save us a lot of time.

posted by: Threefifths on July 16, 2014 8:12pm

posted by: RhyminTyman on July 15, 2014 4:19pm

3/5 this is incredibly unsafe and I don't mean Über and Lyft unsafe. 15 passenger vans flip over like crazy. You really feel safe hopping in a van with an inexperienced driver that could flip over at any turn? I don't.

Me and you talk about this before. Since 1994, the New York City Taxi and Limousine Commission has been issuing permits to dollar vans. There are 481 licensed dollar vans in the city, although there are many, many more estimated to be operating. How many buses going to the casino have flip over? Also Dollar vans are now being used across the country.

http://en.wikipedia.org/wiki/Dollar_van

posted by: TheMadcap on July 16, 2014 8:15pm

@HewNaven

This info exists. In fact info for everything transit related exists in the following report from bus ridership (the B/D lines carry 45% of volume on CT transit in the NH area) to percent of people in each neighborhood who bike/walk to work, to traffic numbers at certain areas, pedestrian/bike numbers, Tweed/Union station embankments, ect.

[http://www.cityofnewhaven.com/cityplan/pdfs/Draft Databook Narrative/Chapter VI.pdf](http://www.cityofnewhaven.com/cityplan/pdfs/Draft%20Databook%20Narrative/Chapter%20VI.pdf)

(take away the space in it, the comment section was forbidding me from submitting it for some reason)

Also agree with robyn.

posted by: TheMadcap on July 16, 2014 8:34pm

@myself

It'd make more sense from a cost/infrastructure perspective to just have a shuttle going from the closest rail station to the airport vs building a branch line right to the airport.

posted by: DingDong on July 17, 2014 8:14am

I really like Urbanplanner's idea of building some kind of bus station right by State Street Station. Combine rail and bus in one (still central) location, give transit riders a nice location to wait, and let the Green be green!

posted by: Aaron Freeman on July 22, 2014 2:20pm

My concern was more with the service that that stop enjoys, rather than the number of lanes of traffic. We discussed the possibility of WiFi, but I wonder at the price of clocks. NewHaven makes a good point about having someone ride the bus each day; MBTA was run much better when the Governor of Massachusetts commuted that way.

Appendix 3

Direct Outreach

From: Doug Hausladen <DHausladen@newhavenct.net>
Sent: Wednesday, July 09, 2014 4:42 PM
To: DHausladen@newhavenct.net
Subject: We need to hear from you! New Haven Transit Community Survey – July 2014

Dear New Haven Community - We need to hear from you!

Tell us where improved public transportation should be in New Haven and where it is most needed! Please complete our online survey TODAY by clicking [here](https://www.surveymonkey.com/s/nhvtransit)!

<https://www.surveymonkey.com/s/nhvtransit>

New Haven Residents Urged to Communicate Transit Needs

The City of New Haven is seeking community input in preparation for pursuing federal funding to conduct an in-depth study of options for enhancing public transportation. A variety of public transit services are offered in our community. We are looking for input on where you believe enhanced transit service is needed. We have many areas in the community that may benefit from quicker and more direct transit service. Where do you think that type of service is needed most in New Haven? Public open houses will be held at the following locations! Please join us!

DATE	TIME	LOCATION	ADDRESS
Wednesday, July 9	6:00-7:30PM	Bella Vista (Community Room)	339 Eastern Street
Sunday, July 13	2:00-4:00PM	Mauro-Sheriden Magnet School (Cafeteria)	191 Fountain Street
Thursday, July 17	6:00-7:30PM	Fair Haven Library	182 Grand Avenue
Saturday, July 19	2:00-4:00PM	Career High School (Cafeteria)	140 Legion Avenue

Our goal is to reach as many residents in the New Haven region as possible by July 31, 2014. Please forward this email to your friends and neighbors and encourage them to participate.

Thank you for your participation!

If you have any questions regarding the survey, please contact:

City of New Haven Transportation, Traffic & Parking Department
203-946-8075
dhausladen@newhavenct.net



dhausladen@newhavenct.net | o 203.946.8067 | c 203.676.8330
Director | Transportation, Traffic & Parking

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Want Better Transit?

The New Haven Board of Alders wants **your valuable input** on planning for improved transit service.

Take our survey: surveymonkey.com/s/nhvtransit

And learn about future planning efforts to help our public transit system provide improved service to the community:

Wednesday, July 9

6:00PM – 7:30PM

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339 Eastern Street

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For more info, contact the New Haven Transportation, Traffic & Parking Department at 203-946-8075 or dhausladen@newhavenct.net

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Mauro-Sheriden Magnet School (Cafeteria)
191 Fountain Street

Thursday, July 17

6:00PM – 7:30PM

Fair Haven Library
182 Grand Avenue

Saturday, July 19

2:00PM – 4:00PM

Career High School (Cafeteria)
140 Legion Avenue

For more info, contact the New Haven Transportation, Traffic & Parking Department at 203-946-8075 or dhausladen@newhavenct.net

Summary of In-Person Direct Outreach Conducted by the New Haven Transportation, Traffic & Parking Department

- 7/14, 7/15, 7/16/14 – Distribution of flyers at downtown bus shelters: A volunteer in the department distributed flyers in the most used downtown bus shelters, taping flyers to the shelters themselves and also distributing copies to anyone who asked. 2-3 hours each day.
- 7/13/14 – Flyers taped to Dixwell Ave bus stops.
- 7/16/14 – Flyers given to CitySeed for distribution at Fair Haven and Hill farmers' markets.
- 7/17/14 – Survey responses taken at major downtown bus stops. Around 20 responses were collected.
- 7/21/14 – Survey responses taken at major downtown bus stops. Around 30 responses were collected.

Appendix 4

Open Houses

New Haven Alternatives Analysis – Public Open House

July 2014



Douglas Hausladen –
Director of Transportation, Traffic
and Parking, City of New Haven

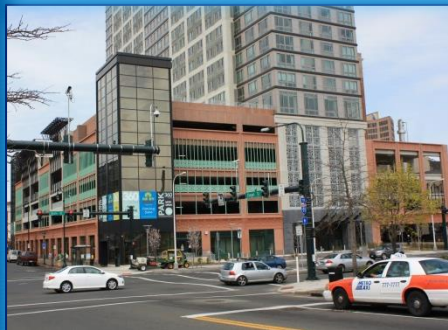
Michael S. Townes –
Vice President, Transit Market
Leader, CDM Smith



Appendix 4.1 - Open House Presentation.pdf



**CDM
Smith**®



Today's Agenda

Introductions

Vision for transit in New Haven

Study Process Overview



Partners in the Process:

City of New Haven
Greater New Haven Transit District
CT Transit
Connecticut DOT
Federal Transit Administration
South Central Regional Council of
Governments
Our COMMUNITY!





Vision for Transit in New Haven

Why are we here today?

- New Haven has numerous public transit options!
- Where does the community want to see faster transit service?
- Where will the service be most successful?
 - Where will service be used the most?
 - Will this service reduce congestion in our community?
 - Will this service connect people to jobs/school/medical appts/etc?

Appendix 4.1 - Open House Presentation.pdf

We **MUST** have input from our community!





Community Review

- Many studies and research have been conducted in the New Haven area.
 - 2013 Greater New Haven Community Index and Wellbeing Survey
 - 2010 *Transit for Connecticut* Prioritized Bus Service Expansion Plan
 - 2008 Implementation of the Regional Transit Study Final Report
 - 2007 SCRCOG Long Range Transportation Plan
 - 2005 Regional Transit Development Strategies Study (SCRCOG)
 - 2004 New Haven Comprehensive Plan of Development
 - 2000 CT DOT Statewide Bus System Study

Appendix 4.1 - Open House Presentation.pdf

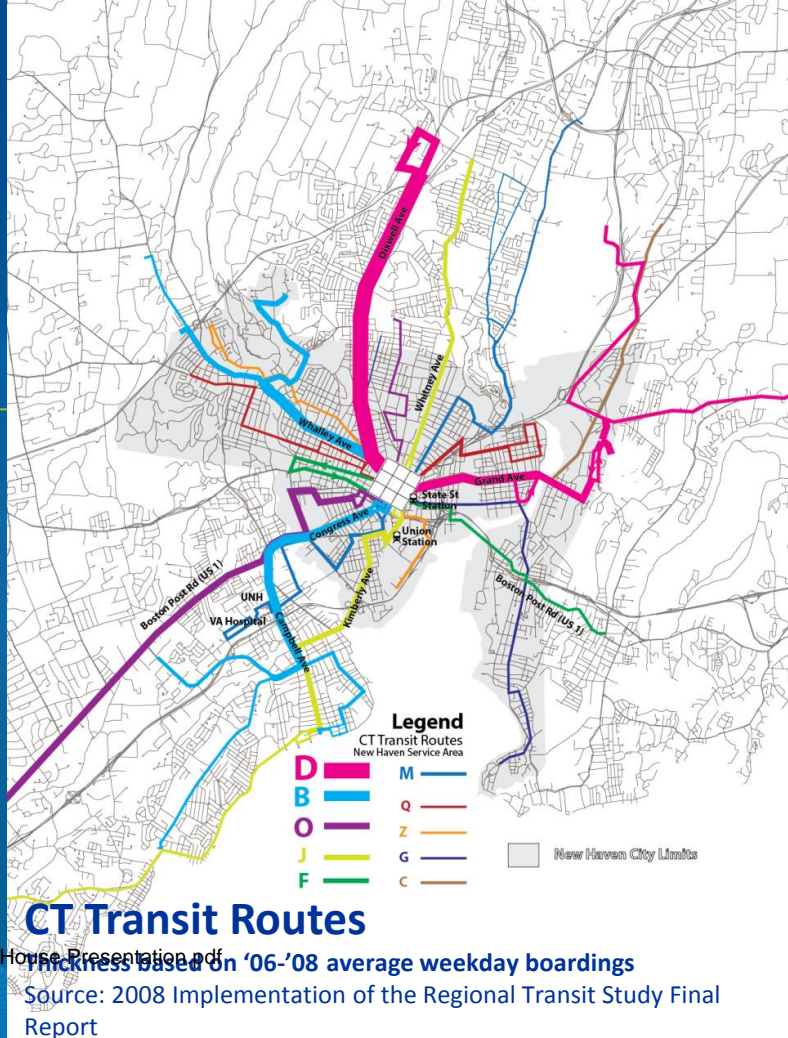
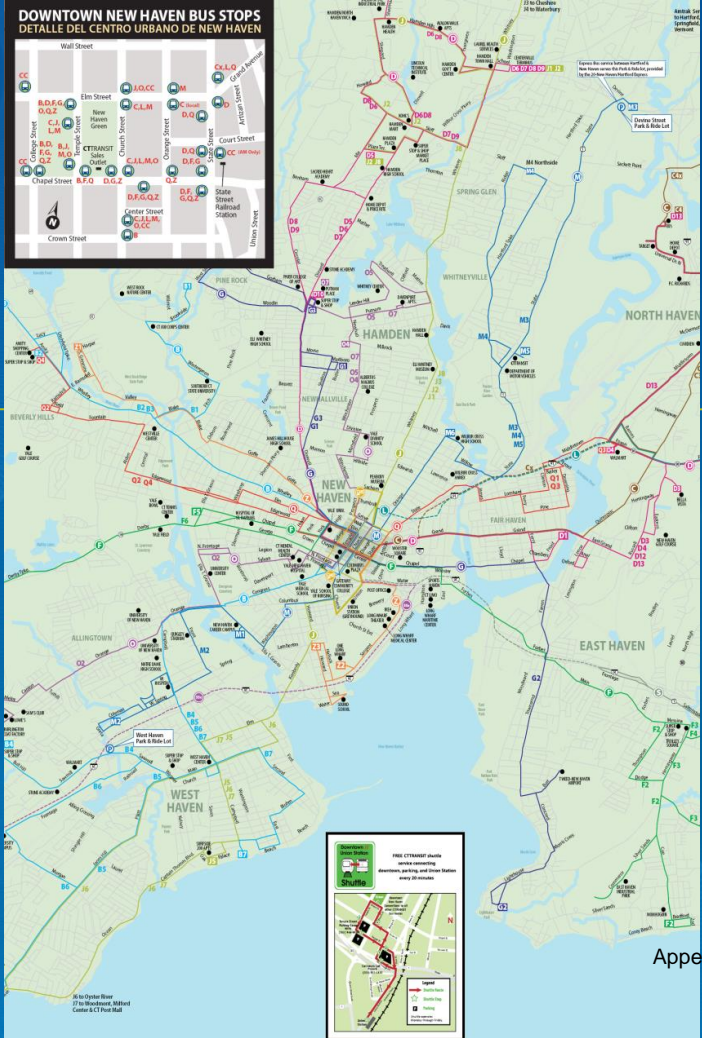




Pertinent Data

New Haven Transit Service



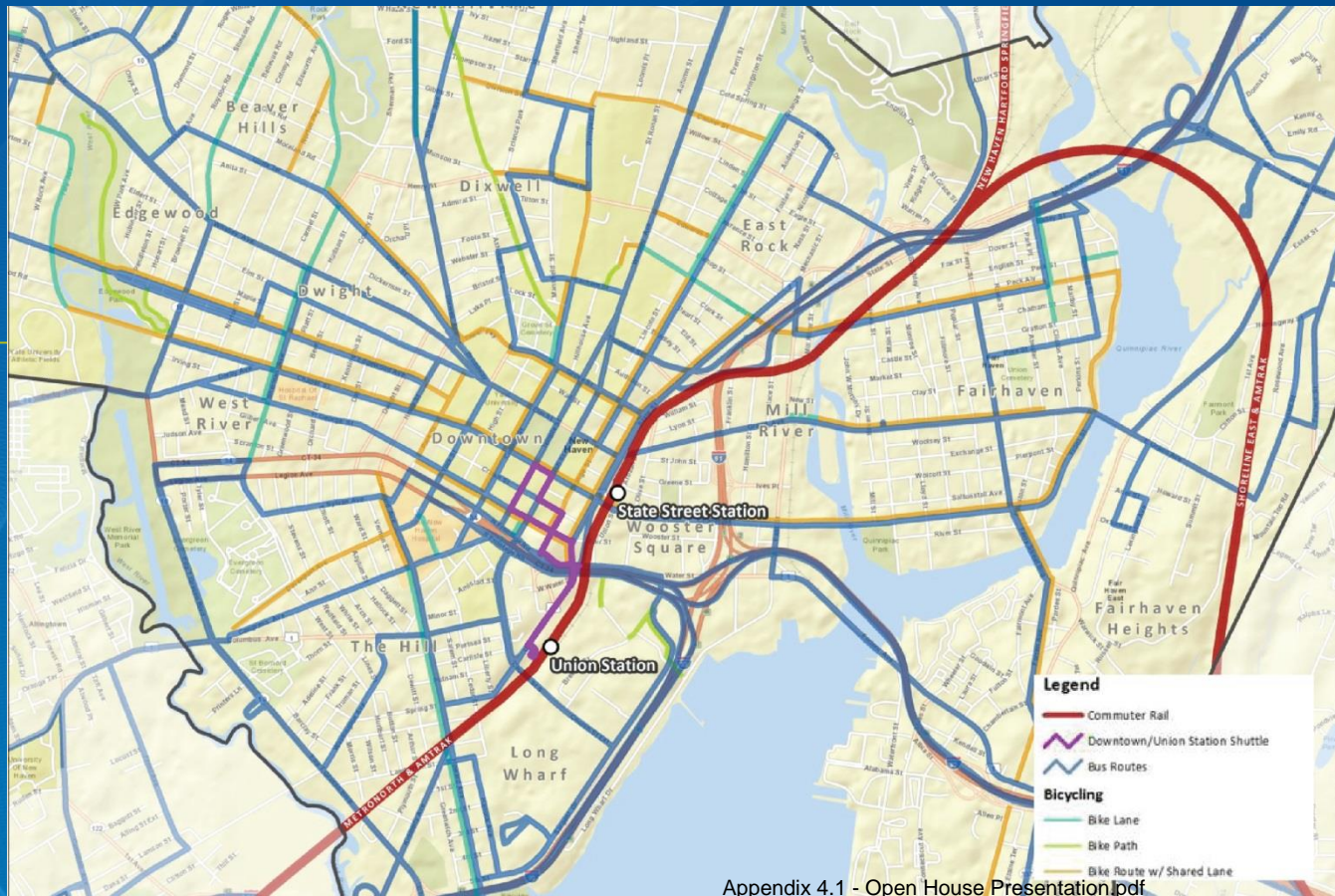


Appendix 4.1 - Open House Presentation.pdf

CT Transit Routes

Thickness based on '06-'08 average weekday boardings
 Source: 2008 Implementation of the Regional Transit Study Final Report





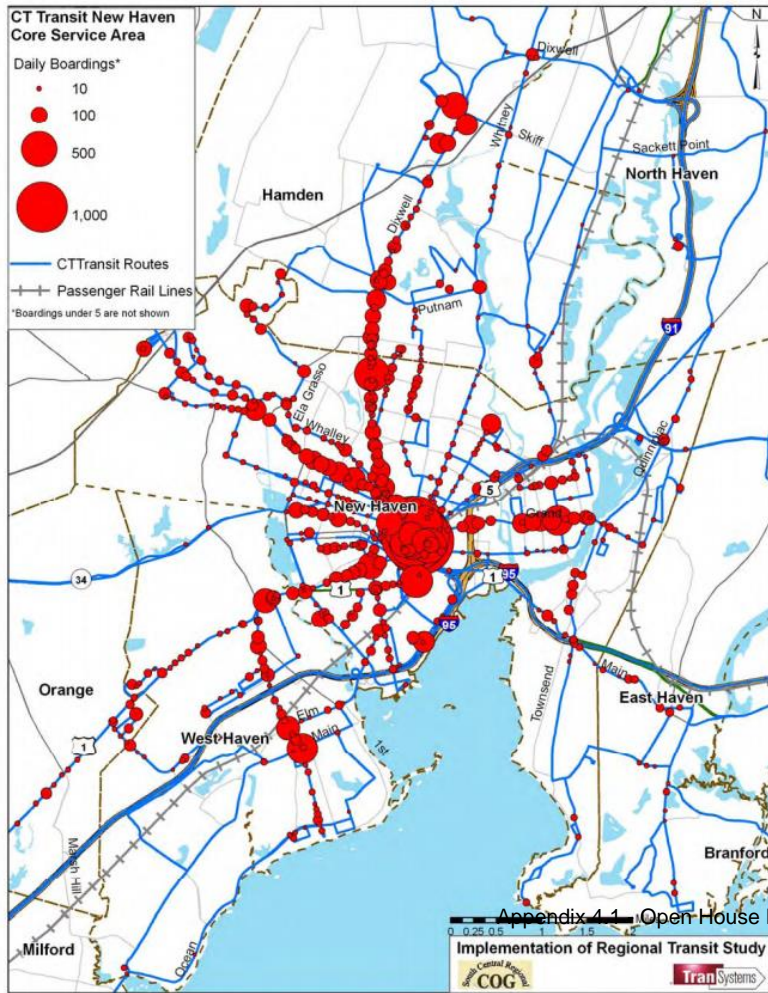
Downtown Area

Current Transit & Bicycle Network

Appendix 4.1 - Open House Presentation.pdf



Figure 3-4: CTTransit New Haven Division Daily Boardings by Bus Stop



Transit Boarding Activity

Source: 2008 Implementation of the Regional Transit Study Final Report

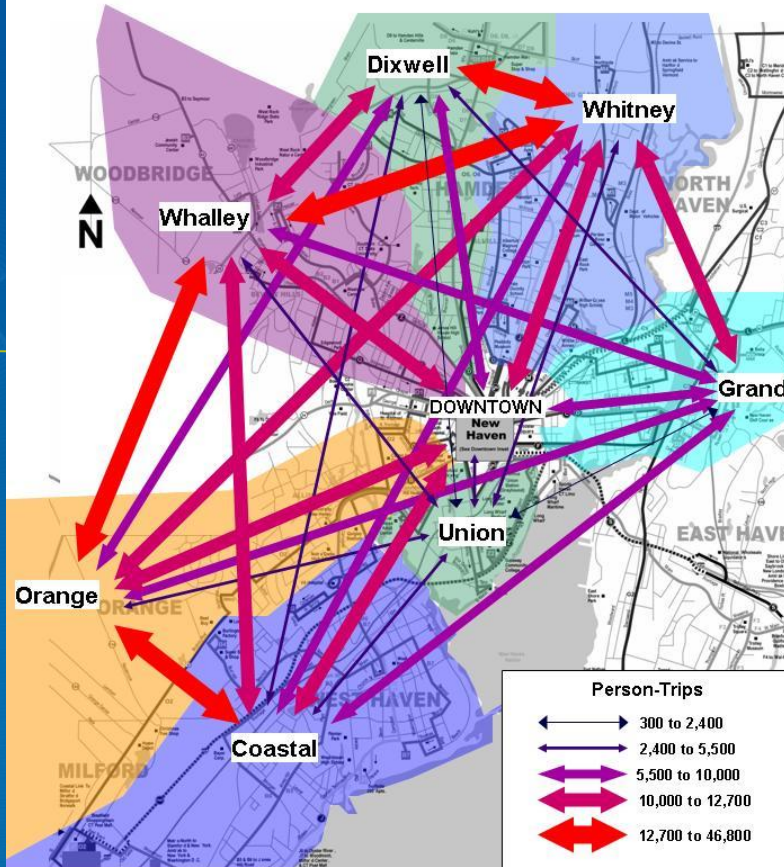




Pertinent Data

Travel Patterns





Source: 2005 Regional Transit
 Appendix 4 - Open House Presentation.pdf
 Development Strategies Study

Pertinent Data

Travel Patterns

Regional

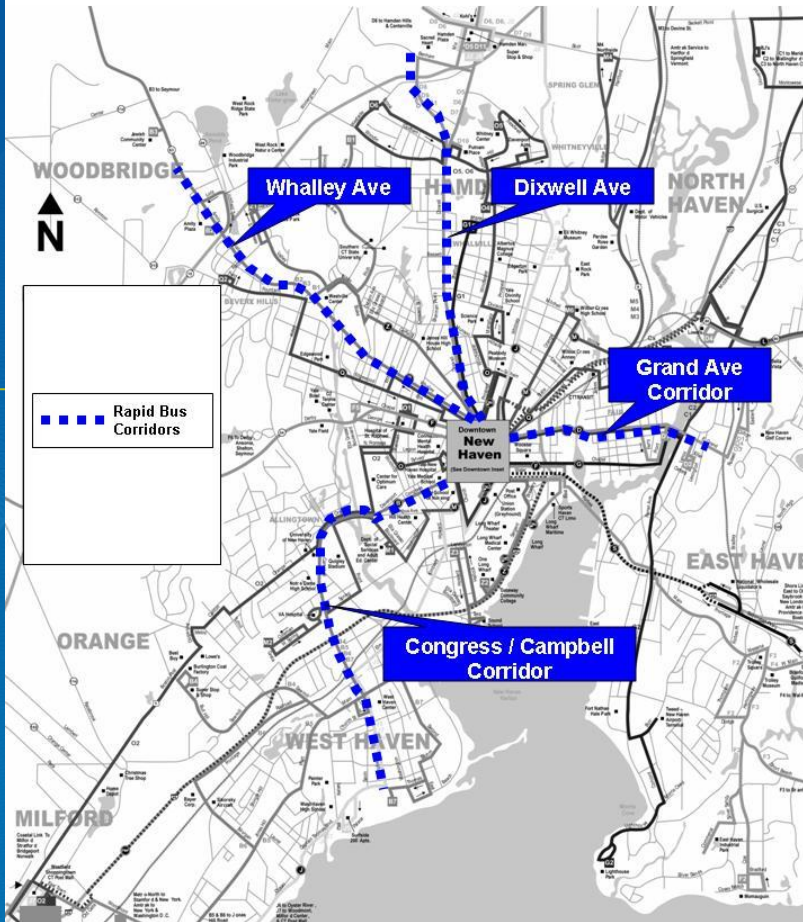




What does the data mean?

We have the opportunity to identify where New Haven should have enhanced transit service!





Source: 2005 Regional Transit Development Strategies Study
 Appendix 4.1 - Open House Presentation.pdf

Previous Study identified:
 Are these still priority?
 Are we missing any?





Community Input

What 2 areas of New Haven would you choose for enhanced transit service?

Keeping in mind.....

- Connectivity between transit systems.
- Access to jobs and services.
- A sustainable and livable city.
- Reduce congestion.
- Economic savings (reduces cost of transportation for families).

Appendix 4.1 - Open House Presentation.pdf





“Pre-Study” Public Open House Dates:

- Wednesday, July 9 – Bella Vista
- Sunday, July 13 – Mauro-Sheriden School
- Thursday, July 17 – Fair Haven Library
- Saturday, July 19 – Career High School

Going Forward

Study process begins in Winter 2015



Appendix 4.1 - Open House Presentation.pdf





New Haven Alternatives Analysis Discussion and Questions?



Doug Hausladen – City of New Haven

Michael Townes – CDM Smith

Appendix 4.1 - Open House Presentation.pdf



Sign-in Sheet

New Haven Alternatives Analysis



July 2014

Open House

	Name	Agency/Affiliation	Address	Phone	Email
1	Robin Smith		339 Eastern St B611		raraulta@yahoo.com
2	Tamma McNeill		315 Eastern St #D1004		
3	Dorothy Douglas		315 Eastern St #D1004		
4	Josephine Douglas		315 Eastern St #D1012		
5	Gilian Power		315 Eastern St D203		
6	Simone Vitkus		315 Eastern St D1314		
7	Lowis Frances		311 Eastern St E613		
8	Phyllis Alston		343 Eastern St C409	203-469-3031	
9	Shirley Crite		339 Eastern St B413	203-467-5850	
10	Kim Dunham	GNHTD	840 Sherman Ave Hamden CT	203-281-2507	kdunham@gnhtd.org
11	Lawrence Shields		315 Eastern St D1010	203-836-8300	larry@lawrenceshields.net
12	Debra Bianco		339 Eastern St B301	203-535-6486	
13	Margaret Brooks		339 Eastern St B308	203-745-4871	
14	Mary Lou Vindetti		315 Eastern St D409		
15	Renee Haywood		315 Eastern St D1803	203-535-1597	sonaenae@gmail.com
16	Evelyn Davis		315 Eastern St D701		
17	Rachel Chinapen	NH Register	40 Sargent Dr	203-889-5714	rchinope@nhregister.com
18	Leigh Busby		339 Eastern St B903	203-535-3941	3777busby@gmail.com
19	Patty DePalma		311 Eastern St	203-444-8319	
20	Alice Hudson		339 Eastern St	203-464-1175	
21	Maxine Bince		343 Eastern ST		
22	Rochelle Gordon		343 Eastern St	203-468-0186	
23	Judy Seamour		343 Eastern St	203-468-1999	
24	Anette M Waltes		339 Eastern St	203-469-3559	
25	Howard Small		311 Eastern St	203-843-0615	
26	Marie Paster-Wilson		343 Eastern ST C1708	203-466-4040	
27	Srenge E Alfano				
28	Ron Copianni		1425 Quinnipiac Ave	203-996-6992	
29	Mike Mohler	City of New Haven		203-946-8077	
30	Jeannette Jaqaz		339 Eastern		
31	Sharon McGladrigan		343 Eastern St C1407	203-469-8336	
32	Dawn White		321 Eastern St A1503	860-999-7963	

Sign-in Sheet

New Haven Alternatives Analysis



July 2014

Open House

	Name	Agency/Affiliation	Address	Phone	Email
1	Shelagh C Brennan		225 Fountain St	203-389-4550	shelagh.brennan1963@gmail.com
2	Liana Teixeira	New Haven Independent			
3	Paul Chambers		48 Fairfield St	203-215-8538	chamberspf@gmail.com
4	Aaron Freeman	Libertarian	439 Central Ave	203-691-6678	om.aramn@yahoo.com
5	John Agelo		62 Fairfield St	203-215-9587	John.Angeloo7@me.com
6	Richard Furlow	Alder, ward 27	62 Fairfield St	203-584-1913	richardfurlow@yahoo.com
7	Andy Howl	Chapel Haven	4010 Fountain St Unit 12N	518-421-5514	
8	Kerry Wilson		225 Fountain St Apt B5	203-389-7518	kerrywilson@me.com

Sign-in Sheet

New Haven Alternatives Analysis



July 2014

Open House

	Name	Agency/Affiliation	Address	Phone	Email
1	David Kripps, Sr		121 Pine St		
2	Carmine Trotta	URS Corp			ctrotta@snet.net
3	Mira Vale		573 Orange St		
4	Nick Allen		573 Orange St		
5	Robert Udelsman	Chief of Surgery, YNHH	4 Landmark Ter		robert.udelsman@yale.edu
6	Rosa Santana	Alder	39 Clifton St		rdsantana@comcast.net
7	Miriam C Grossman		152 Temple St Apt 3131	917-972-8235	dgross3652@aol.com
8	Magjuri P Buenani		39 Farnham Ave Apt 34		
9	Sal DeCola	Alder	120 Townsend Ave		
10	Kim Dunham	GNHTD	840 Sherman Ave, Hamden	203-281-2507	kdunham@gnhted.org
11	Martha Smith		3 Hine Pl		marthamsmith@att.net
12					

Sign-in Sheet

New Haven Alternatives Analysis

July 2014

Open House



	Name	Agency/Affiliation	Address	Phone	Email
1	Delores Robinson		40 Foxon Hill Rd, Apt F16	203-654-0385	
2	Sal DeCola	Alder			
3	Richard Furlow	Alder			
4	Lori Richards	GNHTD			
5	Josh LeCarr	NH City Plan			

Appendix 5

Online Survey

New Haven Alternatives Analysis Community Survey

Welcome

The City of New Haven is seeking community input for enhanced public transportation. A variety of public transit services are offered in our community. We are looking for input on where you believe enhanced transit service is needed. We have many areas in the community that may benefit from quicker and more direct transit service. Where do you think that type of service is needed most in New Haven? Please fill out the following questions to assist our team of planners. Your participation is crucial to future public transit in our community.

Thank you for your participation!

1. Do you currently use public transit (bus, rail, shuttle van, etc.)?

- Yes
 No

Transit Ridership

2. Which services do you use?

- | | |
|---|--|
| <input type="checkbox"/> CT Transit | <input type="checkbox"/> Shoreline East Commuter Rail |
| <input type="checkbox"/> MyRide (or other Greater New Haven Transit District service) | <input type="checkbox"/> University of New Haven Shuttle |
| <input type="checkbox"/> Yale Transit | <input type="checkbox"/> Southern Connecticut State University Shuttle |
| <input type="checkbox"/> Metro North Railway | <input type="checkbox"/> Yale-New Haven Hospital Shuttle |
| <input type="checkbox"/> Other rail, bus, or shuttle (please specify) | |

3. How often do you ride?

- Daily
 Frequently (several times per wk)
 Occasionally (several times a month)
 Rarely (few times per year)
 Other (please specify)

Planning for the Future

(on reverse)

New Haven Alternatives Analysis Community Survey

4. Which three corridors are most in need of faster, more reliable, or more frequent public transit service? (For example, Dixwell Ave to Hamden Plaza, Whalley Ave, Grand Ave through Fair Haven, etc.).

(A) From:
To:
(B) From:
To:
(C) From:
To:

5. Which of the following would make you ride the bus more often? (check top 3 choices)

- | | |
|---|---|
| <input type="checkbox"/> Sidewalk to the bus stops | <input type="checkbox"/> More frequent service |
| <input type="checkbox"/> More evening and weekend service | <input type="checkbox"/> More available route information |
| <input type="checkbox"/> Safer on-board environment at my bus stop and at transfer locations | <input type="checkbox"/> More shelters/benches at stops |
| <input type="checkbox"/> Other type of service besides local bus route | <input type="checkbox"/> More bus routes |
| <input type="checkbox"/> Bus stop closer to my high travel areas (home, work, shopping, etc.) | <input type="checkbox"/> Cleaner buses |
| <input type="checkbox"/> Other (please specify) | |
-

6. Would the New Haven community support bus rapid transit, light rail, or streetcar service in the future to improve mobility?

- Yes No Unsure

7. Why or why not?

Demographics and Mobility

8. What is your primary mode of travel?

- Auto
 Public transportation (bus, train, shuttle)
 Bicycle
 Walk

New Haven Alternatives Analysis Community Survey

9. Do you have a car available for most of your trips?

Yes

No

10. Do you have a driver's license?

Yes

No

11. What is your gender?

Female

Male

Other

12. What is your age?

Under 18

18-24

25-30

31-49

50-65

66+

13. What is your household income?

\$25k or less

\$26K-\$50K

\$51K-\$75K

\$75K +

14. Journey Info

In which zip code do you live?

In which zip code do you work or go to school?

15. Have you filled out this survey before?

Yes

No

16. Comments

New Haven Transit Study (Alternatives Analysis) Community Survey

Summary of Survey Results

Friday, July 28, 2014

Survey Overview:

Date Created: Monday, June 30, 2014

Total Responses: 305

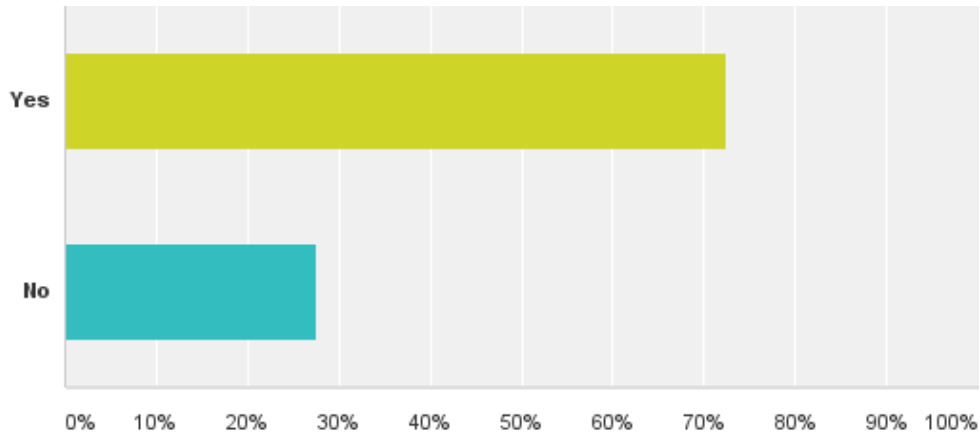
Completed Responses: 240



Q1: Do you currently use public transit (bus, rail, shuttle van, etc.)?

Answered: 305 Skipped: 0

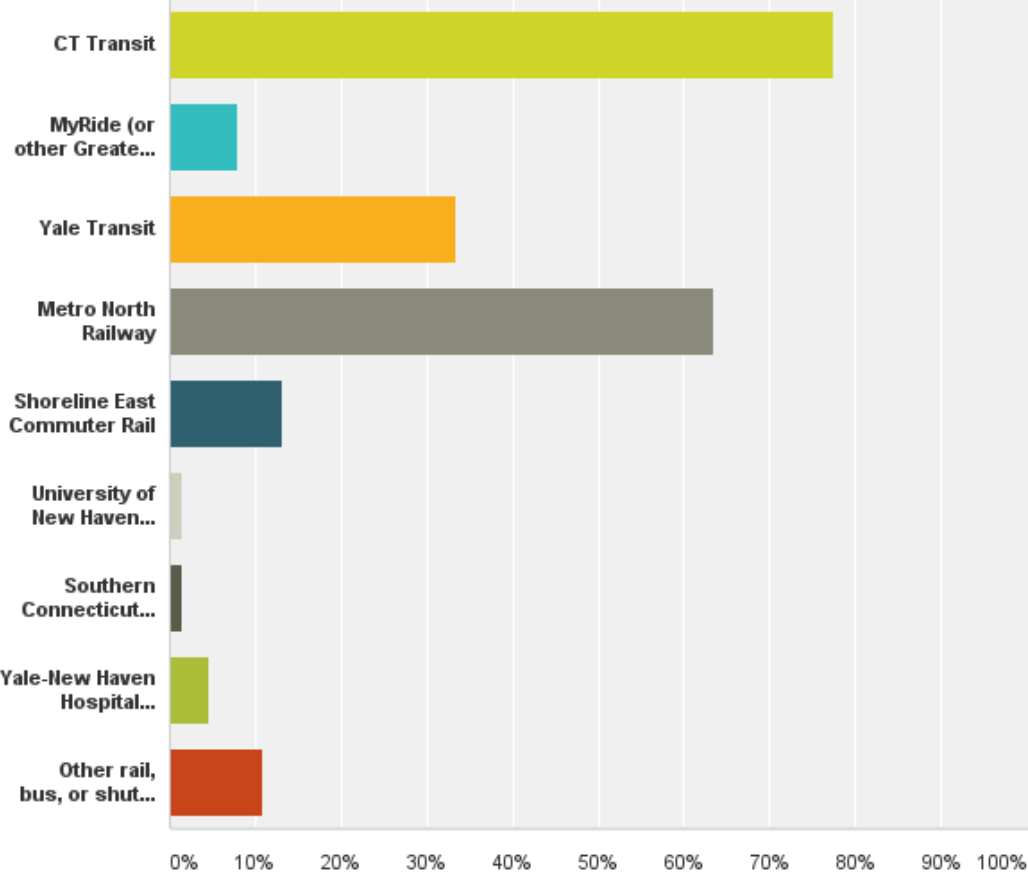
Answer Choices	Responses
Yes	72.46% 221
No	27.54% 84
Total	305



Q2: Which services do you use?

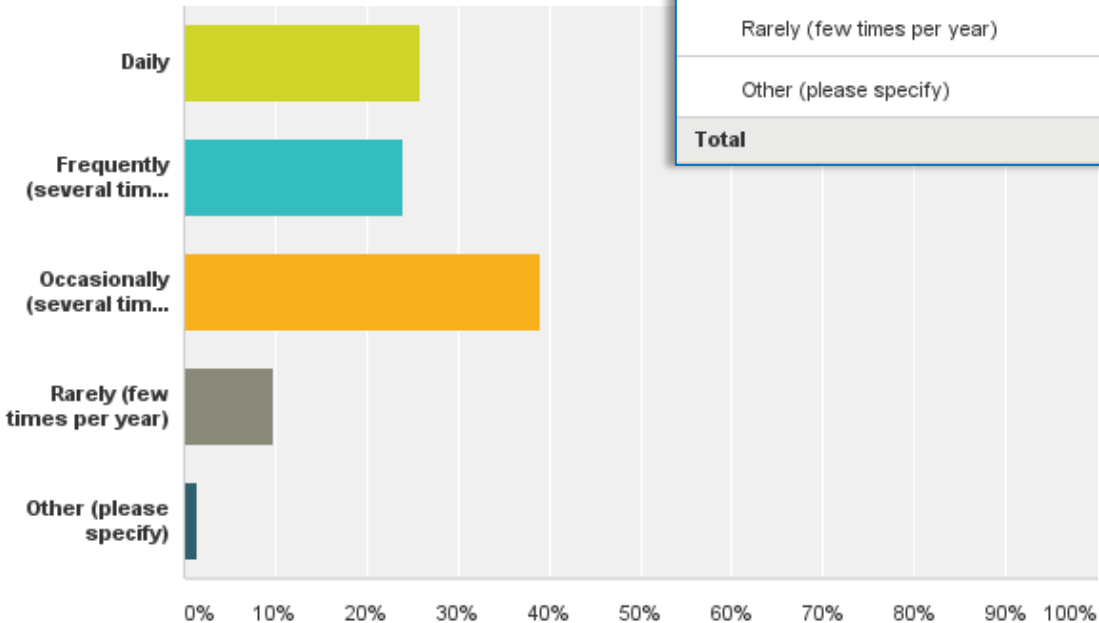
Answered: 213 Skipped: 92

Answer Choices	Responses	
CT Transit	77.46%	165
MyRide (or other Greater New Haven Transit District service)	7.98%	17
Yale Transit	33.33%	71
Metro North Railway	63.38%	135
Shoreline East Commuter Rail	13.15%	28
University of New Haven Shuttle	1.41%	3
Southern Connecticut State University Shuttle	1.41%	3
Yale-New Haven Hospital Shuttle	4.69%	10
Other rail, bus, or shuttle (please specify)	10.80%	23
Total Respondents: 213		



Q3: How often do you ride?

Answered: 213 Skipped: 92



Answer Choices	Responses
Daily	25.82% 55
Frequently (several times per wk)	23.94% 51
Occasionally (several times a month)	38.97% 83
Rarely (few times per year)	9.86% 21
Other (please specify)	1.41% 3
Total	213

Q4: Which three corridors are most in need of faster, more reliable, or more frequent public transit service?

(For example, Dixwell Ave to Hamden Plaza, Whalley Ave, Grand Ave through Fair Haven, etc.).

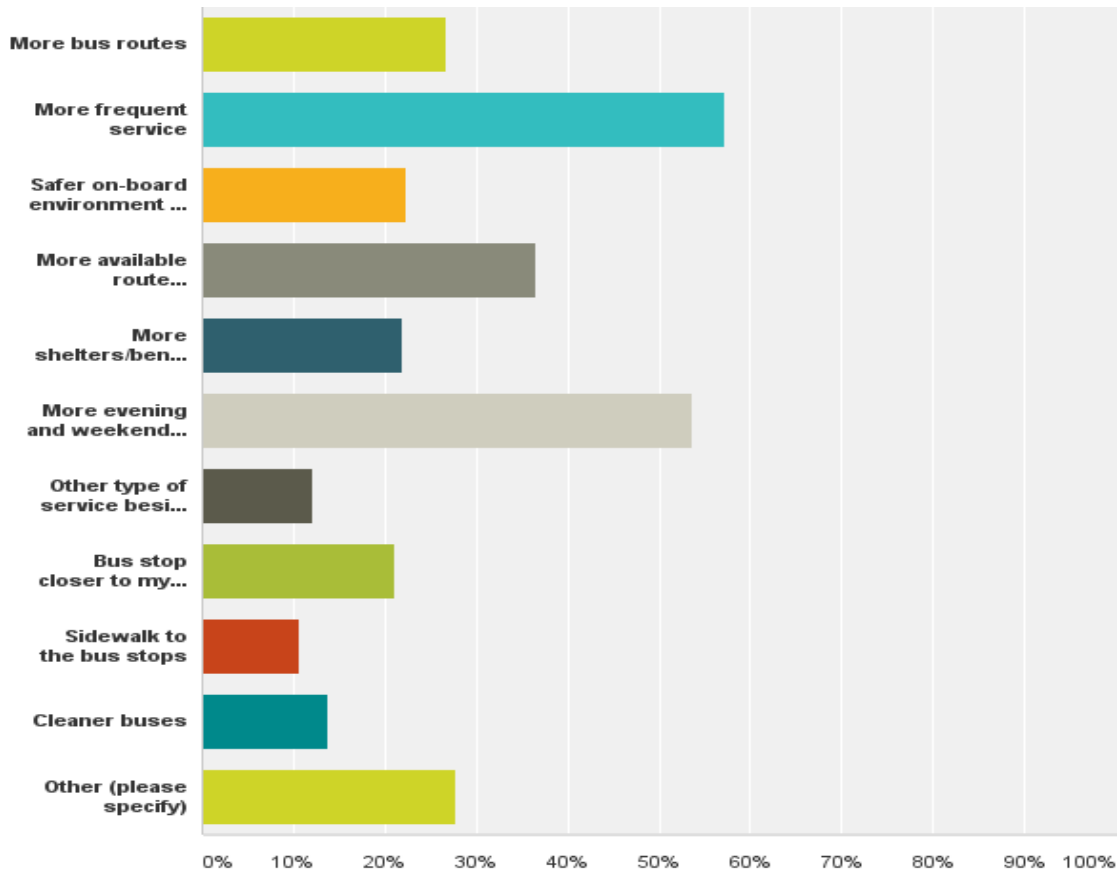
Answered: 213 Skipped: 92

There was a broad range of responses to this question that will require considerable analysis to identify the transit corridors most in demand by New Haven residents. That analysis will be undertaken upon authorization and initiation of the Alternatives Analysis or the New Haven Transit Study.

Q5: Which of the following would make you ride the bus more often? (check top 3 choices)

Answered: 224 Skipped: 81

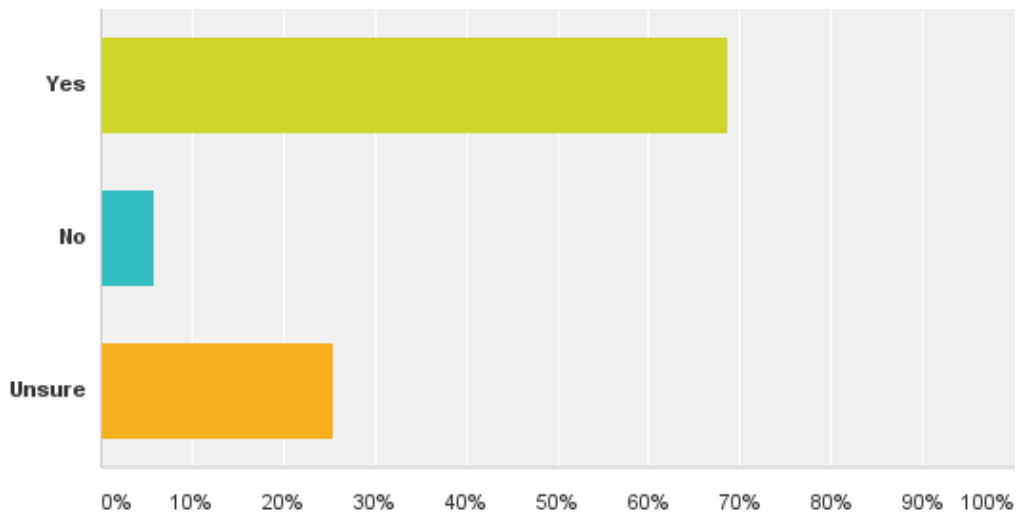
Answer Choices	Responses
More bus routes	26.79% 60
More frequent service	57.14% 128
Safer on-board environment at my bus stop and at transfer locations	22.32% 50
More available route information	36.61% 82
More shelters/benches at stops	21.88% 49
More evening and weekend service	53.57% 120
Other type of service besides local bus route	12.05% 27
Bus stop closer to my high travel areas (home, work, shopping, etc.)	20.98% 47
Sidewalk to the bus stops	10.71% 24
Cleaner buses	13.84% 31
Other (please specify)	27.68% 62
Total Respondents: 224	



Q6: Would the New Haven community support bus rapid transit, light rail, or streetcar service in the future to improve mobility?

Answered: 243 Skipped: 62

Answer Choices	Responses	
Yes	68.72%	167
No	5.76%	14
Unsure	25.51%	62
Total		243



Q7: Would the New Haven community support bus rapid transit, light rail, or streetcar service in the future to improve mobility...Why or Why not?

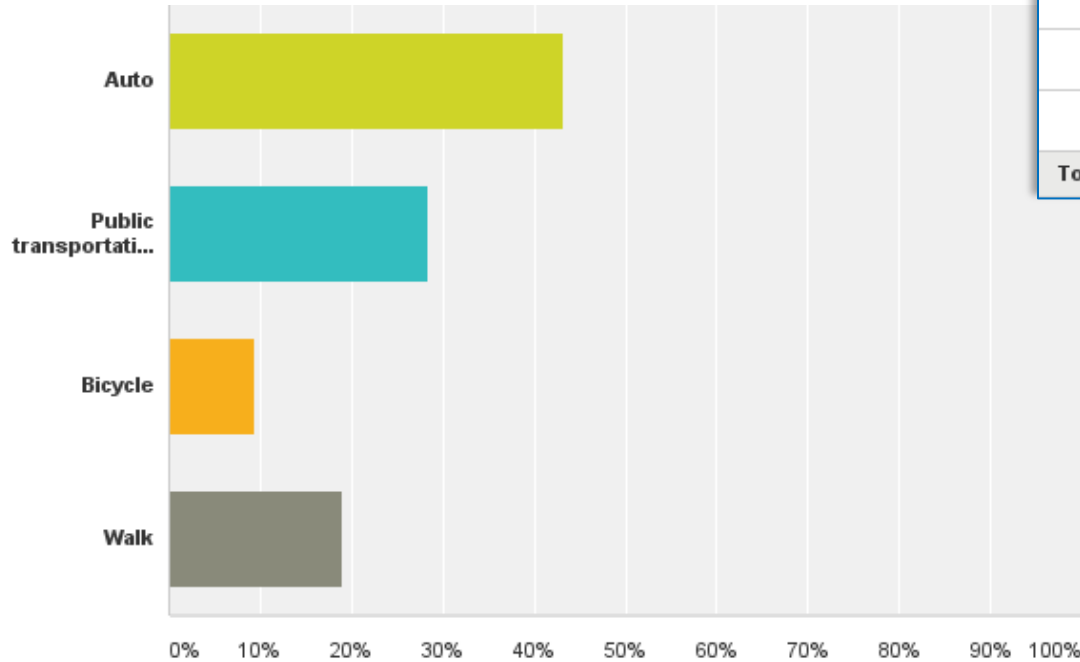
Answered: 243 Skipped: 62

The most common themes of responses to why the New Haven community would or would not support investment in BRT/LRT/streetcar were:

- An improved transit system will help New Haven achieve its broader goals of becoming an environmentally sustainable, appealing place to live and work.
- New Haven's future transit system must be convenient and easy to understand if it is to achieve broad appeal.

Q8: What is your primary mode of travel?

Answered: 236 Skipped: 69

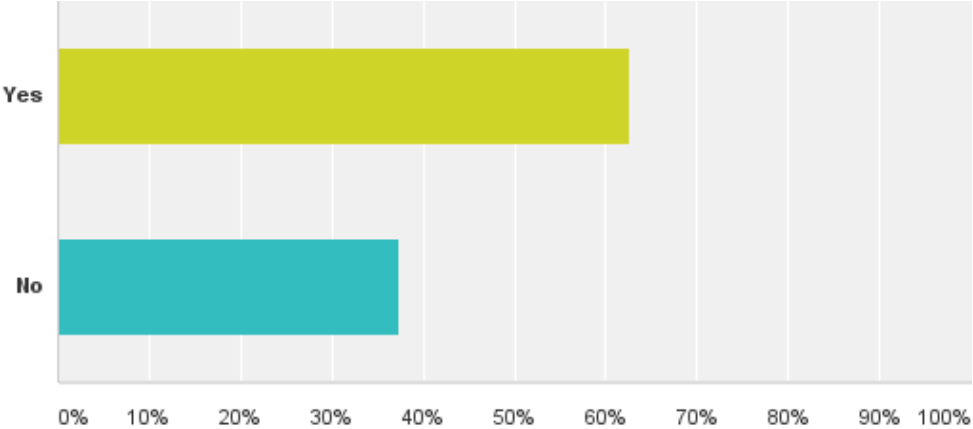


Answer Choices	Responses
Auto	43.22% 102
Public transportation (bus, train, shuttle)	28.39% 67
Bicycle	9.32% 22
Walk	19.07% 45
Total	236

Q9: Do you have a car available for most of your trips?

Answered: 236 Skipped: 69

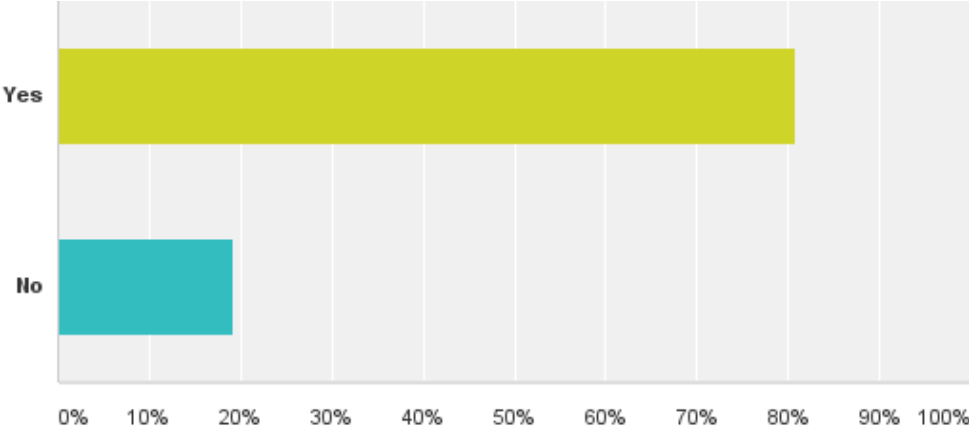
Answer Choices	Responses
Yes	62.71% 148
No	37.29% 88
Total	236



Q10: Do you have a driver's license?

Answered: 235 Skipped: 70

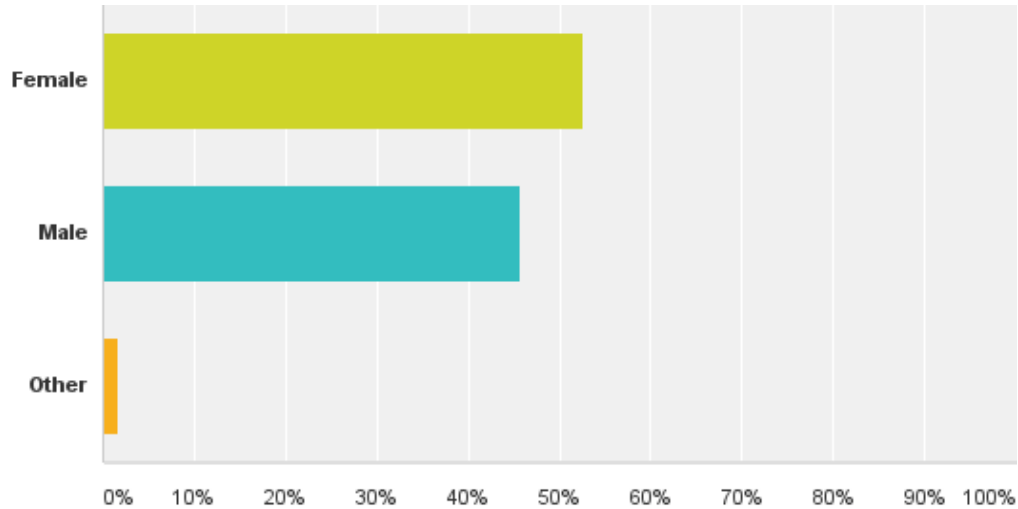
Answer Choices	Responses
Yes	80.85% 190
No	19.15% 45
Total	235



Q11: What is your gender?

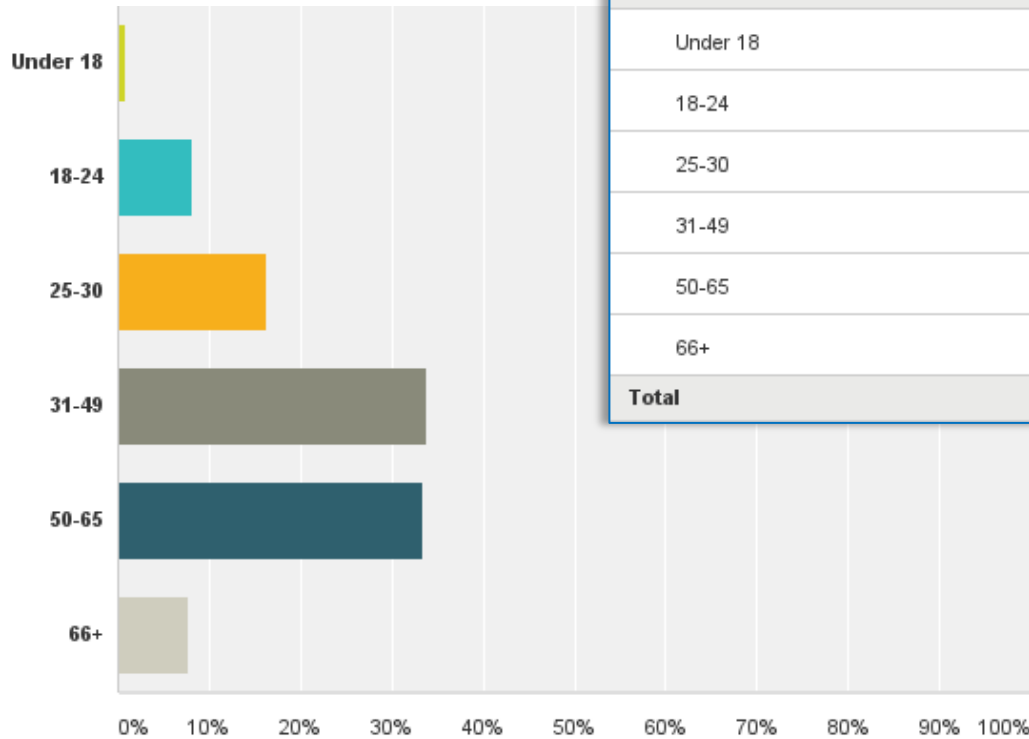
Answered: 234 Skipped: 71

Answer Choices	Responses	
Female	52.56%	123
Male	45.73%	107
Other	1.71%	4
Total		234



Q12: What is your age?

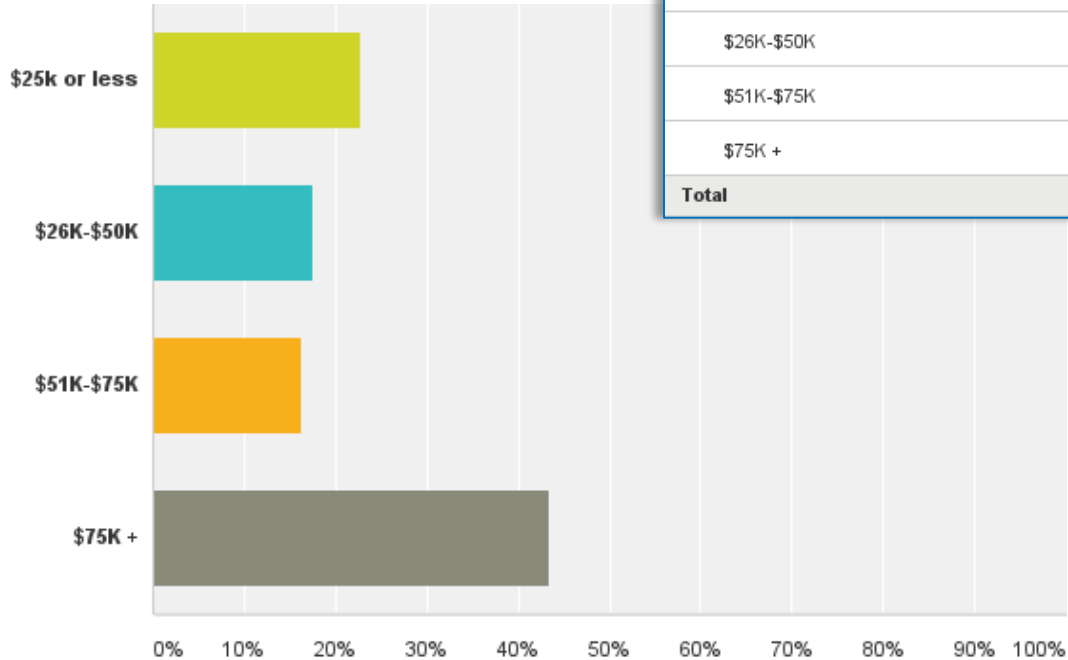
Answered: 234 Skipped: 71



Answer Choices	Responses
Under 18	0.85% 2
18-24	8.12% 19
25-30	16.24% 38
31-49	33.76% 79
50-65	33.33% 78
66+	7.69% 18
Total	234

Q13: What is your household income?

Answered: 216 Skipped: 89

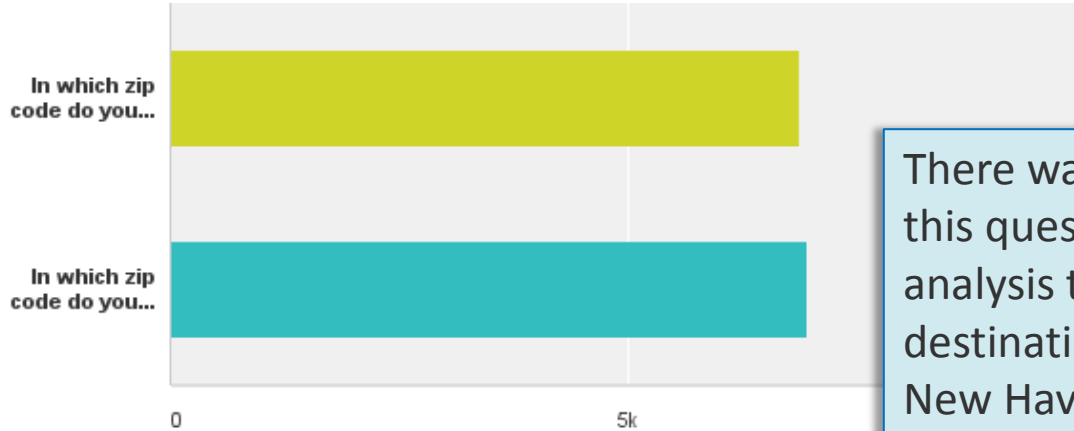


Answer Choices	Responses
\$25k or less	22.69% 49
\$26K-\$50K	17.59% 38
\$51K-\$75K	16.20% 35
\$75K +	43.52% 94
Total	216

Q14: Journey Info

Answered: 225 Skipped: 80

Answer Choices	Average Number	Total Number	Responses
In which zip code do you live?	6,890	1,550,339	225
In which zip code do you work or go to school?	6,973	1,310,977	188
Total Respondents: 225			

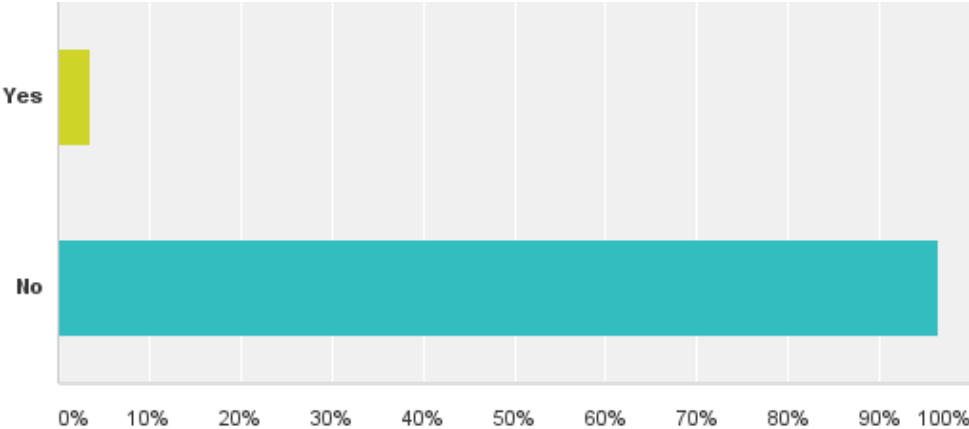


There was a broad range of responses to this question that will require considerable analysis to determine the origin and destination of typical transit trips taken by New Haven residents. That analysis will be undertaken upon authorization and initiation of the Alternatives Analysis or the New Haven Transit Study.

Q15: Have you filled out this survey before?

Answered: 231 Skipped: 74

Answer Choices	Responses	
Yes	3.46%	8
No	96.54%	223
Total		231



Appendix 6

Compilation of Public Comments from Survey and Open Houses

Summary of Public Input

New Haven Alternatives Analysis “pre-study” Scoping Exercise

July 2014

Comments received in-person at four public meetings and online through our rider survey.

New Haven residents recognize that a fully integrated, efficient, intuitive transit system with wide appeal will form the basis for the economic development and improvements to livability and the environment they want to see in our region.

Fixed corridor, reliable service, would give people like me, who own a car, a reason to use transit instead. Buses or trams that stop 6-12 times an hour, 18 hours a day, and operating 365 days a year, would mean that someone could actually rely on a transit line to get them from home to work/school/etc. The current system is most attractive to the "transit captive." I'd love to see NH invest in a system that would draw people to transit oriented developments along the Dixwell or Church Street corridors.

I have lived in other cities that offer more reliable (more frequent and convenient) affordable and safe public transport and used it regularly rather than using my personal vehicle. I have spoken to others who I also believe would use public transport if it were better available.

Transit is also an economic development tool. (1) Better bus transit & connectivity to the train station can reduce the need for expensive new parking. (2) Better bus service to downtown will also help downtown merchants. In winter, when downtown parking is difficult, and bus service is too infrequent and unreliable, I head out to suburban shopping where there is parking.

We found broad agreement that New Haven’s future transit system must be convenient and easy to understand if it is to achieve broad appeal (48 comments to this effect).

New Haven needs to become a city where it is possible to live and get around without a car. Right now, you can only walk around downtown. Trips outside of downtown by anything but car are too unreliable, especially at non-rush hours.

People will use convenient, easily understood transit, especially in a city where it is expensive to own a car and difficult to park.

I lived and worked in New Haven without a car for 6 1/2 years. The worst part was not knowing how long I would have to wait for the next bus or if I missed the bus I wanted, especially in cold and inclement weather.

Summary of Public Input

I am a professional with an advanced degree, but I don't understand the route map from East Shore into Downtown.

To provide true mobility—access to work, health care, education, culture, and entertainment—New Haven residents agree that transit must also be reliable, providing service seven days a week and well into the night (44 comments to this effect).

Buses need to provide evening service to schools to allow parents to attend report card night, etc.

I would take the bus downtown, where I frequently shop and eat, more often if the service was more frequent and more importantly if it went later into the evening.

Union Station Shuttle should run on weekends.

The bus works well if you're traveling within New Haven city limits during typical business hours - outside that window and it just doesn't work.

New Haven's bus routes follow century-old trolley lines. Housing, employment, and travel patterns have shifted significantly since then. New Haven residents recognize this and desire a system more suited to their needs (28 comments to this effect).

I live in Hamden and it takes over 2 hours to get to North Haven.

Look at circumferential (cross-town) routes: CT 122/Forest Rd, CT 10/Fitch St, Hamden to North Haven & East Haven.

Need ways to get places without having to go through downtown. I can drive a car from home to SCSU in 10 minutes, drive a bike in 15, but to take a bus takes 45 minutes or more.

New Haven residents dream of a transit system that seamlessly integrates connections to regional transportation, paratransit, downtown circulation, and complete streets supportive of biking and walking (40 comments to this effect).

Plans need to consider nearby suburbs as a contiguous part of New Haven's metropolitan area to get the best inter-modal system, not just the city itself.

Focus on multi-modal connectivity (bus, rail, bike, ped)

Why can't bus service to Union Station be improved? It would help relieve the lack of sufficient parking in the adjacent garage.

Summary of Public Input

Integrating private, neighborhood shuttle service into the public transit network would significantly boost transit revenue, reduce neighborhood segregation, improve frequency of service along Whitney Ave, Orange St, and in Dwight & Wooster Square; increase the range of renters; and improve connectivity for all riders.

Yale and New Haven should combine bus services. It's stupid and wasteful to be running both.

No expansion of city buses/streetcars will work if Yale shuttle exists. It is elitist and divisive. I've seen drivers let nicely dressed (white) people on, and then stop and ask minorities (who work at Yale), for id...

An improved transit system will help New Haven achieve its broader goals of becoming an environmentally sustainable, appealing place to live and work (23 comments to this effect).

The baby boomers are aging and won't be able to drive. Also, bike use is increasing dramatically so fewer people will have cars. But there are times when bike owners can't use bikes (snow, rain, dark, long trips, injuries); a combination of bikes and light rail would be ideal for safety, health, and the environment.

So many drive in from surrounding towns to work; let's get them off our roads and onto mass transit to make it safer for those who live and walk here!

Street redesign plans must include the construction of a citywide network of protected bicycle & pedestrian lanes. Also, consider testing a small scale bike-share program to learn how and if it may be fiscally sustainable citywide.

Buses must run more frequently. I would prefer not to own an automobile but bus service is not reliable, comprehensive, or frequent enough to ditch my car.

More than anything else, it is clear that New Haven residents have no shortage of ideas for improving the transit system and are eager for our region to move forward with the planning process.

Good luck—It is a real problem for so many people I see who are elderly, w/o a car, etc.

I really hope that my input helps improve mass transit.

Great idea! I think this is really exciting for the city! Keep up the great work!

Thanks for asking for my opinion!

	Date	comment	Summarizing Statement
"other" under things that would make me ride bus more	7/12/2014	Wider ramps on buses	accessibility
Concluding comments from online survey	7/14/2014	I would like to see more clean areas around our bus routes! Our power chairs tip over. We are in much danger! Most of the time we are alone! Have BACK UP PLANS on buses that may break down. Someone should be responsible to help elderly & disabled people to get a seat on the bus & to maneuver themselves & their belongings onto the bus. Try to make room for carriages & shopping carts & walkers out of the aisles & make it easier for people to sit. Get them in a area behind the seats or beside them so they arent in the aisle.	accessibility
Concluding comments from online survey	7/12/2014		accessibility
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	We have to improve public transport to get people to jobs in an environmentally responsible way.	mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/19/2014	Mass transit is far more sustainable than personal cars	mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/15/2014	Creating new services creates good jobs, and better access to travel means reducing greenhouse emissions.	mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	Because that is the only way to manage greenhouse gas emissions for the foreseeable future	mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	New Haveners are aware of environmental issues	mode shift, environment, & livability
"other" under things that would make me ride bus more	7/10/2014	if we had a clean, minimal pollution producing trolley system I find it incredible when there is so much talk about greener solutions that public transportation is difficult, time consuming, and costly. It's time for governments to provide the services people want and need rather than those the government and its pals want.	mode shift, environment, & livability
Concluding comments from online survey	7/14/2014		mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	Whitney and Whalley could both support light rail, reducing the number of cars on the road.	mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/16/2014	Parking is becoming more challenging and the price of gas makes public transportation more appealing.	mode shift, environment, & livability
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/16/2014	So many drive in from surrounding towns to work, let's get them off our roads and on to mass transit to make it safer for those who live and walk here!	mode shift, environment, & livability

1.) Traffic Reduction

2.) Increase mobility in the City without using own Auto.

3.) Increase in aging population

4.) Trending - people beginning to return back to Cities for living, arts/theatre, restaurant.

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/16/2014 5.) Presence of Gateway in the Downtown District

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/15/2014 Progressive people are seeking other forms of transportation.

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/15/2014 Any option to get some cars off the road, and encourage people to commute to work/school without a car, would garner support.

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/15/2014 Because gas is high,

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/14/2014 I can leave the car at home

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/10/2014 We are already a city with a lot of non-car commuting and transportation (foot/bicycle): with more options, more people would leave their cars home.

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/10/2014 The baby boomers are aging and won't be able to drive. Also, bike use is increasing dramatically so fewer people will have cars. But there are times when bike owners can't use bikes (snow, rain, dark, long trips, injuries); a combination of bikes and light rail would be ideal for safety, health, and the environment.

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/10/2014 We recognize the need for different modes of transportation

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/9/2014 Public transit follows the "if you build it, they will come" mantra. If it is available to take people where they need to go, when they need to be there, people will see it as a viable option.

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/9/2014 We need longer distance transportation for commuters working in New Haven to reduce cars on the road. For every school that becomes a neighborhood school, we could take about 14 school buses off the road reducing traffic and air pollution.

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/8/2014 Because there are many who cannot or chose not to have a vehicle. Also it makes for a cleaner and safer roadway

mode shift, environment, & livability

Why or why wouldn't New Haven support BRT/light rail/streetcar?

7/8/2014 public transportation is more popular - people are beginning to question need for so many private cars

mode shift, environment, & livability

Concluding comments from online survey

7/16/2014 Just because we drive everywhere now doesn't mean we want to. If New Haven had a transit system half as robust as the one we left in Freiburg, Germany, we'd ditch the car in a hot minute.

mode shift, environment, & livability

In-person comment	7/17/2014	Investigate pros/cons of investing in BRT options. Not particularly via a fixed guideway, but perhaps Bus Only lanes in high volume corridors	brt
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/17/2014	BRT is going to be very successful in the New Britain-Hartford corridor and New Haven should follow the successes of that system as well as inquire about lessons learned. Even if a fixed guideway is not implemented, bus-only single lanes for rapid transit use would be beneficial in the most highly utilized corridors (i.e. Whitney, Dixwell, etc.)	brt
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	It would reduce the traffic downtown	congestion reduction
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	Cost	cost
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/20/2014	very costly	cost
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/17/2014	I think light rail/street car would meet some opposition among some people(not myself specifically) in regards to the high capital costs that could go towards improving the bus lines instead.	cost
In-person comment	7/13/2014	B Whalley Ave and J to Union Station are overcrowded	crowding
"other" under things that would make me ride bus more	7/14/2014	Larger buses Traffic congestion is out of hand and parking is a challenge (and expensive)--people want more and better transportation options--especially the Millennials--who don't want to have to own cars and drive. Better transit is a critical step toward a more livable New Haven, attracting young people, and remaining an economically viable city. We need to do an infinitely better job connecting New Haven to the rest of CT's cities as well.	crowding
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/21/2014	connecting New Haven to the rest of CT's cities as well.	econ dev
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/11/2014	It will only improve commerce. BRT is a regional transportation service, NA.	econ dev
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	Ditto Light Rail. Streetcars are excellent transportation and development tools for cities like New Haven	econ dev
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	Streetcars - light rail are determined routes of transit, and increase opportunity for economic development and structured public transit. I would support bus rapid transit (or maybe a streetcar...though it's more expensive) along the most heavily used corridors of the city to improve travel times and help develop those areas.	econ dev
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	Perhaps along Chapel Street or Dixwell/Grand (D bus). It would be really great to get dedicated lanes for such a project, though I'm doubtful that the city will find the will to make such a radical improvement.	econ dev
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	Because it's more efficient and coste effective.	efficient

"other" under things that would make me ride bus more	7/9/2014	More express routes	express
"other" under things that would make me ride bus more	7/8/2014	A commuter bus designed for commuters	express
In-person comment	7/9/2014	MyRide fare system should be simpler. Why can't we have monthly or yearly passes?	Fare System
In-person comment	7/17/2014	They should sell CT Transit bus passes at Union Station and State St Station	Fare System
In-person comment	7/17/2014	Alternative fare payment options	fare system
"other" under things that would make me ride bus more	7/14/2014	Accepting non-coin forms of payment for infrequent riders	fare system
"other" under things that would make me ride bus more	7/8/2014	Phone app to pay for the bus	fare system
In-person comment	7/17/2014	service is too infrequent	frequency
In-person comment	7/17/2014	More Sunday service. More frequent service in general	frequency
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	The bus service(s) currently in place are great. With a few enhancementd, more frequent service and expanded routes are the only two areas that keep me from riding regularly. New Haven already has a lot of people who walk and bike around town. Pretty high for the nation, I believe. Transit service helps with that and I've personally spoke to a number of people who would use the buses more often *if they came more frequently* (and extended their hours). These 20+ minute wait times are not workable for most people. Times should be 10 minutes, but	frequency
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/15/2014	at least shoot for 15 to start.	frequency
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	BRT maybe, but has to be enough density to warrant. Likely need more plain vanilla buses operating more regularly. Light rail is sexy, but do we have the density to support?	frequency
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	More frequent bus service needed. Smaller buses okay as often nowhere near full. Light rail and streetcar have fixed routings and are too expensive	frequency
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Certain corridors (Dixwell, Whalley/Grand) could support BRT-like services. Streetcars are a waste of money. New Haven is compact; local buses can get across it in decent time, so there's not a lot of need for express service. Better to spend money on frequency. The only corridor suitable for light rail would be if the Farmington Canal Trail could be replaced or supplemented with rail. New Haven, Bridgeport, and CTDOT should look at connecting the two cities along Route 1 with a service similar to CDTA's BusPlus between Albany and Schenectady. Security.	frequency
Concluding comments from online survey	7/12/2014	More rides. Union Station Shuttle (green bus) on Sat & Sun from Metro North	frequency
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	We need more efficient public transit that has a wider reach.	general
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/24/2014	The community will be better off for it.	hct

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/24/2014	**Light rail** would be ideal to connect up New Haven neighborhoods, and to connect the center of New Haven to the train station, east rock park, whitney avenue destination, etc etc.	hct
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/11/2014	Too static. Requires too much infrastructure. Insane start up costs, rails in the street are a hazard to bikes, wheelchairs, pedestrians, snow plows, etc. The tracks would be over an existing aging underground infrastructure, which would result in poor service because of constant digging around or under the tracks. We don't need any more overhead wiring clutter and reasons to take down more trees. Tracks also complicate street maintenance and repaving. A well-run bus system that is not just the default transpo for the disenfranchised population would serve the region best and can be incrementally expanded and improved, using the existing system that is in place already, thereby preserving the public investment in that system. Busses should not be the poor step-child of transportation, but a ride of choice!	infrastructure
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Street car mean rails in the street tearing up people cars.	infrastructure
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	People might like it but the physical infrastructure part could be difficult	infrastructure
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	It will be a question of value. Do we want to pay for expensive infrastructure if there is no economic or personal incentive?	infrastructure
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	I think people would be in favor of more transit offerings, but the devil will be in the details if there's lane repurposing or land taking.	land
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/16/2014	Light rail would be the best	lrt
In-person comment	7/13/2014	Study should measure transfer patterns/get a picture of entire journey, not just boardings There have been studies and studies of New Haven's bus services--like the 2000 ConnDOT bus study and a SCCROG 2005 or so study to no avail. Have a group of people give up their cars for 2 weeks to only ride buses and then you all will KNOW what improvements need to be made. Unless that happens and another transit management company besides FirstTransit like Arriva (the London bus management company) or Virgin runs our buses this all is a waste of our time and tax dollars.	Measurement and eval
Concluding comments from online survey	7/9/2014	FirstTransit dba CTTtransit with its rubber stamped decades long unsupervised contract with ConnDOT would run the system and it would be run without any thought or care by uneducated in services management promoted from bus driver executives. It would be a waste of money and have bonding debt that would reduce services and increase fares.	mgmt & oversight
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	Don't waste money on consultant when it's obvious to everyone what needs to be done. All you have to do is have transit reps ride the bus and see what needs to be done.	mgmt admin
Concluding comments from online survey	7/16/2014	Consider rider survey that asks time/day/bus stop location preferences	monitoring and eval
In-person comment	7/17/2014		monitoring and evaluation

Why or why wouldn't New Haven support BRT/light rail/streetcar? Concluding comments from online survey	7/8/2014	As long as it was effective. Nobody will serve a streetcar from downtown to Union Station, but they will support a line that runs across the city. I think people would support a BRT line that ran through downtown.	neighborhoods
	7/15/2014	We need frequent reliable public transport to all the neighborhoods. It depends on where the lines are, and what the other transportation choices are. A lot of the streetcar service plans I've seen have been overlapping Yale's shuttle routes. Given the option, Yale affiliates are likely going to continue to ride the Yale shuttle. This means only non-Yale affiliates will ride the new systems, and like the bus system, it will also get the stigma of being	neighborhoods
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/21/2014	"unsafe." Streetcars instead of some Yale Shuttle routes on loops, with a stops by train, downtown, arts, Peabody, Wooster, hospital, edge of fair haven/grand, Broadway/Dixwell and maybe expansion	intermodal connectivity, integration of transit services
Why or why wouldn't New Haven support BRT/light rail/streetcar? "other" under things that would make me ride bus more Concluding comments from online survey	7/8/2014	spurs up Whaley, Whitney, spring/Howard	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	Combine Yale Shuttle with city buses!	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/23/2014	Yale and New Haven should combine bus services. It's stupid and wasteful to be running both. Try to integrate redundant systems into a comprehensive regional system that a diverse cross	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/10/2014	section of the population choose to use! Why do the hospital and all of the universities offer separate shuttles? Why can't all students and employees just get bus passes? It would probably cost a lot less for all and would be better for	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/10/2014	traffic and air pollution. Here's what I would really like: Let's use this as an opportunity to desegregate New Haven's bus system. The Yale shuttle routes cover the same territory as CT Transit, which means people like me get to go around the city for free because we look like we belong on those shuttles. This is a racist and classist system, it breeds poor town-gown sentiment, and it robs the city of significant revenue. Yale could easily issue passes or discounts for CT Transit; it would be far cheaper than	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/9/2014	the inefficient system it currently operates. No expansion of city buses/streetcars will work if Yale shuttle exists, it is elitist and divisive. I've seen drivers let nicely dressed (white) people on, and then stop and ask minorities (who work at Yale), for id... Streetcars instead of some Yale Shuttle routes on loops, with a stops by train, downtown, arts, Peabody, Wooster, hospital, edge of fair haven/grand, Broadway/Dixwell and	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	maybe expansion spurs up Whaley, Whitney, spring/Howard As a retired person and someone who is always looking for environment-friendly ways to live, I prefer to take public transportation to driving and parking. It's cheaper. I can read or relax. But it is important to me to have more frequent buses and more that go later into the evening. I especially would love to see more buses, whose timing is coordinated with the arrival/departure	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	of trains in West Haven and New Haven. Thanks & good luck.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	Please consider improving bicycle access in addition to bus/train/shuttle service. When you arrive at New Haven train station at night there is usually no taxi, no bus (except the Yale one which is Only for Yalees...) and no system to call for a taxi in the event you do not a cell phone.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/11/2014	The shuttle for the train station is good but not working in the evening, night and weekend.	intermodal connectivity, integration of transit services

Concluding comments from online survey	7/10/2014	Why can't bus service to Union Station be improved? It would help relieve the lack of sufficient parking in the adjacent garage. Transit is also an economic development tool. (1) Better bus transity & connectivity to train station can take off the great need for more parking (very expensive). (2) Better bus service to downtown will also help downtown merchants. In winter, when downtown parking is difficult, and bus service is too infrequent and unreliable, I head out to suburban shopping where there is parking.	intermodal connectivity, integration of transit services
In-person comment	7/17/2014	Lack of after-hours and weekend connections to Union Station	intermodal connectivity, integration of transit services
In-person comment	7/17/2014	Having better bus service to Union Station & Downtown will reduce demand for parking, reducing the need to construct an expensive new parking garage.	intermodal connectivity, integration of transit services
In-person comment	7/17/2014	Schedule gaps: There should be buses to connect to weekend Metro North service.	intermodal connectivity, integration of transit services
In-person comment	7/17/2014	Better access to Union Station	intermodal connectivity, integration of transit services
In-person comment	7/17/2014	Focus on multi-modal connectivity (bus, rail, bike, ped)	intermodal connectivity, integration of transit services
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Currently it's too hard to link to train service. Also, I would go into downtown area more often (since it's impossible to park for major events like arts and ideas) if there was more frequent public transport from East Shore to down town.	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/10/2014	buses direct to train station & coordinated with train schedules	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/10/2014	direct routes to train stations without transfers	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/10/2014	Better coordination with Metronorth service.	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/9/2014	Syncing up bus schedules with Metro-North schedules	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/8/2014	Bicycle routes to bus stops	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/2/2014	more frequent service to/from union station More parking at New Haven Amtrak station would be nice; in lieu of this, I often take a taxi to the station from my apartment in East Rock. I actually don't know how the bus goes from my neighborhood to Union Station, though I have taken it on the return trip.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/19/2014	Need to look at better connecting train station and downtown, building land use around transport to promote ridership, and maybe a James St station for the forthcoming NHHS commuter rail.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/14/2014	Only if these street redesign plans include the construction of a City-wide network of protected bicycle & pedestrian lanes. Also, consider testing a small scale bike-share program to learn how and if it may be fiscally sustainable City-wide.	intermodal connectivity, integration of transit services
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	Plans need to consider nearby suburbs as a contiguous part of New Haven's metropolitan area to get the best inter-modal system, not just the city itself.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/14/2014	Idea: Fixed route/paratransit transfer stations that might minimize ADA costs and allow additional funding for the fixed route system.	intermodal connectivity, integration of transit services
In-person comment	7/17/2014		intermodal connectivity, integration of transit services

In-person comment	7/17/2014	Private shuttles in NH represent a massive ridership/revenue loss for public transit. For example, Yale has to run shuttles every 5-10 minutes down Orange St to meet morning commute demand, and the shuttles are often above capacity. Integrating private, neighborhood shuttle service into the public transit network would significantly boost transit revenue, reduce neighborhood segregation, improve frequency of service along Whitney, Orange, and in Dwight & Wooster Square; increase the range of renters; and improve connectivity for all riders. Such integration would require level-of-service improvements including system-wide GPS and more demand-responsive and high frequency routes.	intermodal connectivity, integration of transit services
In-person comment	7/17/2014	Private shuttles are to public transportation what private schools are to public schools. They emaciate financial and political support for the public system and leave it to serve those with the hardest-to-meet needs.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/21/2014	More bike lanes, please!	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	More structured protected bike lanes would be appreciated.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	I can get most anywhere in New Haven on my bike. I dream for a New Haven with cycletracks. For starters, Orange Street is a scary road to bike on at times! Great work though, y'all are helping to make this city better every day.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	Street redesign plans must include the construction of a City-wide network of protected bicycle & pedestrian lanes. Also, consider testing a small scale bike-share program to learn how and if it may be fiscally sustainable City-wide.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/8/2014	I often go to train station - going into NYC about once a week. I am one of the many people seriously affected by the STUPIDITY of closing the bus stop at Mechanic and State. There seems to be no reason for this. I know so many people who are adversely affected by this - just today someone without a car told me that it took over an hour to travel from East Rock to Westville because she can not walk over to State St. to get the Q bus.	intermodal connectivity, integration of transit services
Concluding comments from online survey	7/22/2014	I would love if there was a bus route that stopped closer to my home. The trek to the nearest bus stop is 11/2 miles away. I contacted CT transit and asked about a route closer to my home but I understand there would need to be more interest. I live off a pretty good main artery in Hamden and I would relish a bus ride in closer to my home and my office,	intermodal connectivity, integration of transit servicesupportive of biking and walking.
Concluding comments from online survey	7/22/2014	I would take the bus if (1) it was closer to my house OR I could walk on safe sidewalks to the stop, and (2) there were more late evening options to get back to Hamden after 5pm, as my end time is flexible.	intermodal connectivity, integration of transit servicesupportive of biking and walking.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	People need to be able to know that the bus will be on time, esp. for those trying to catch a train.	intermodal connectivity, integration of transit services
"other" under things that would make me ride bus more	7/11/2014	cross-town service w/o having to go downtown and transfer to go back out	routes
"other" under things that would make me ride bus more	7/22/2014	more direct routes across town, so u dont have to transfer downtown	routes
"other" under things that would make me ride bus more	7/22/2014	Not having every trip need to go downtown-should have cross town bus routes	routes
"other" under things that would make me ride bus more	7/10/2014	need circumferencial routes to connect the radial spokes	routes
"other" under things that would make me ride bus more	7/9/2014	direct route from home to work, I have to transfer and this makes a 15 minute commute a 1.5 hour bus ride	routes

Concluding comments from online survey	7/22/2014	need more direct shuttle routes across town, so u dnt have to transfer downtown- increase the awareness and popularity of Vespas (small QUIET motorized scooters they use in Italy)	routes
Concluding comments from online survey	7/15/2014	Need ways to get places without having to go through downtown. I can drive a car from home to SCSU in 10 minutes, drive a bike in 15, but to take a bus takes 45 minutes or more.	routes
Concluding comments from online survey	7/14/2014	I would rather commurt by bus than drive but it just takes too long. I have to go downtown new haven the opposite direction to reach north haven	routes
Concluding comments from online survey	7/12/2014	Very important questions. There need to be more direct routes between different parts of town-- not everything needing to change buses at the Green. People w/out cars should be able to get to work, or get around, without difficulty.	routes
Concluding comments from online survey	7/10/2014	Expansion into Woodbridge and Seymour, as well as ring routes that do not go downtown, may be worth looking into.	routes
		A bus that goes from one end of the Boulevard would be very useful, rather than always having to go downtown. It ends up being faster to walk 45 minutes where there may not be crosswalks than to take the bus.	
Concluding comments from online survey	7/9/2014	Because I walk so much, I rely on the bus mostly when I can't walk- at night or on weekends. It's annoying to have to wait 45 minutes or an hour when it is too dark to walk from downtown.	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	I live in hamden and it takes over 2 hours to get to north haven	routes
In-person comment	7/13/2014	Look at circumfral (cross-town) routes: CT 122/Forest Rd, CT 10/Fitch St, Hamden to North Haven & East Haven	routes
In-person comment	7/13/2014	The routes are just following the old trolley routes; some may need to be shifted i hope the public transportation system in New Haven and in New Haven County can be improved.	routes
Concluding comments from online survey	7/22/2014	Most of the routes are essentially the same as when I was in high school in New Haven, commuting by bus from Branford, circa 1967 to 1971!	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	If public transit is more ubiquitous and more transparent, people will use it. With 1000+ mostly rental units coming on board, necessary in East Rock (Upper State) and Dwight.	routes
"other" under things that would make me ride bus more	7/14/2014	The buses need to take less not more time than walking	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/23/2014	Faster more reliable service	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/23/2014	Speed of light rail would be a plus	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/17/2014	convenience speed, to increase ridership	routes

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Faster, dont have to deal with New Havens congested roads and stop lights. If kept clean and safe it would be a more conveyent option then paying for parking.	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	Increase speed	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	NEW HAVEN NEEDS A HIGH SPEED PUBLIC TRANSPORTION SYSTEM.	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	If there was a light rail transit times might decrease, easing usage and dissuading car travel.	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/2/2014	Bus service is way slow and every one knows it	routes
"other" under things that would make me ride bus more	7/17/2014	Faster service/express service. Sometimes it feels like it would be faster to walk downtown than to take the bus.	routes
"other" under things that would make me ride bus more	7/8/2014	Buses that ran on time and better routes.	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	The current transit system is slow, circuitous, and unreliable.	routes
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	More business/serves more riders	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/12/2014	I have lived in other cities that offer more reliable (more frequent and convenient) affordable and safe public transport and used it regularly rather than using my personal vehicle. I have spoken to others who I also believe would use public transport if it were better available. Streetcars/light rail around town would be great. It would take travel burden off buses, make the city more accessible to those without cars, and would reduce pollution, pedestrian injury, and drunk driving. We urgently need to connect stores (Stop and Shop, Elm City Market, Farmers Market) with public transport much more closely. Rapid bus transit to Quinnipiac University's three campuses would also be hugely helpful. Many Quinnipiac faculty, students, and staff live in New Haven or come into New Haven from Hamden to volunteer, complete internships, and work. The fact that the J bus service to Quinnipiac ends so early, and is so unreliable and infrequent, is appalling (and the J bus is constantly overcrowded). The J bus should run AT LEAST half hourly until midnight, EVERY DAY. Quinnipiac's North Haven campus also needs to be connected	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	regularly with New Haven.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	We need clean, safe, accessible transport.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	More people would take mass transit if it were more conveniently accessible.	convenient and easy to understand

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	Because we are diverse enough to hold to a strap on a street car and light rail so we can get to where we need to in a short time	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	More white collar workers using public transportation.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	I can't speak for the whole community. Streetcars seem like fun.	convenient and easy to understand
"other" under things that would make me ride bus more	7/9/2014	Less smoking at bus stops	convenient and easy to understand
Concluding comments from online survey	7/15/2014	Better and safer transportation!	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/23/2014	I would support any effort to make public transportation a more accessible and reasonable option for residents.	convenient and easy to understand
In-person comment	7/17/2014	How best to share information? (printed materials, internet and smartphone technology)	convenient and easy to understand
In-person comment	7/17/2014	The system is fine when you know which bus to take and where they go.	convenient and easy to understand
"other" under things that would make me ride bus more	7/22/2014	GPS tracking of bus location	convenient and easy to understand
"other" under things that would make me ride bus more	7/21/2014	GPS Bus Tracking! Don't send all buses through NH Green. Move main downtown bus stop off of the Green. Need re-usable transit cards, to manage account online	convenient and easy to understand
"other" under things that would make me ride bus more	7/20/2014	live GPS notification for bus arrival	convenient and easy to understand
"other" under things that would make me ride bus more	7/16/2014	GPS App	convenient and easy to understand
"other" under things that would make me ride bus more	7/16/2014	GPS data I can see on my phone	convenient and easy to understand
"other" under things that would make me ride bus more	7/14/2014	Real-time bus info	convenient and easy to understand
"other" under things that would make me ride bus more	7/10/2014	smart phone app with routes and arrival times	convenient and easy to understand
"other" under things that would make me ride bus more	7/9/2014	real-time info on bus location and expected arrival times on my phone	convenient and easy to understand
"other" under things that would make me ride bus more	7/9/2014	I don't know where to find information about bus routes to begin with.	convenient and easy to understand
"other" under things that would make me ride bus more	7/8/2014	App development (e.g. Baltimore's CharmCity Circulator App)	convenient and easy to understand
"other" under things that would make me ride bus more	7/8/2014	GPS to track timing of buses	convenient and easy to understand
Concluding comments from online survey	7/21/2014	There should be better transit information available. All of CTTransit, MetroNorth, and Shoreline East's schedule and route data is available open source. We should be advertising the apps that show this information, and providing monitors throughout the city that display transit information.	convenient and easy to understand

Concluding comments from online survey	7/11/2014	I lived and worked in New Haven without a car for 6 1/2 years. The worst part was not knowing how long I would have to wait for the next bus or if I missed the bus I wanted, especially in cold and inclement weather	convenient and easy to understand
Concluding comments from online survey	7/10/2014	I am a professional with an advanced degree, but I don't understand the route map from East Shore into Downtown.	convenient and easy to understand
Concluding comments from online survey	7/9/2014	CT Transit buses also need GPS and an app to allow riders to know when their bus is coming! Since CT Transit drivers make no attempt to stick to their schedules, this is essential for riders. I see the buses roar by my house, noise and speeding. They are mostly empty near Lighthouse Park. Why not much smaller (quieter, less expensive) transport systems on low usage routes? Each stop should have a route map and a trash can; preferably a simple shelter. Could the route maps be made clearer? Perhaps an email/mailer with details? Switching people to mass transit is a difficult but important behavior change.	convenient and easy to understand

As to bikes, I've picked up 2 friends from the emergency room for bike accidents and their bodies are not the same as they once were. I will not bike on city streets. We don't have a bike-honoring culture in New Haven. Drivers don't think there will be bikers around them, so they careen into them. Until drivers change their mindsets, I feel unsafe on a bike. (Maybe some public information on rates of bike accidents if I'm wrong?)

Concluding comments from online survey	7/8/2014	Thanks for conducting the survey. It hard to make any choices now with so many large developments coming up. No one really knows how the movement patterns will look like 2 yrs from now. But one thing for sure is we need reliability and info on when and where the busses go.	convenient and easy to understand
Concluding comments from online survey	7/8/2014		
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/16/2014	There is a need for good public transportation, especially with the growth of downtown. If the streetcar is simple and fast, I'd probably take it.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/15/2014	We are always seeking easier/quicker access for getting around town	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	If I could commute easily (with schedules that are clear, easy to follow and frequent) to work between New Haven and Hartford, I would do so in a heart beat.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	People will use convenient, easily understood transit. Especially in a city where it is expensive to own a car and difficult to park a car	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	light rail or streetcar would be a fast, clear, direct way to get around the city and greatly decrease car travel for destinations around the city.	convenient and easy to understand
"other" under things that would make me ride bus more	7/17/2014	Fewer stops. Simplified service. Express service. It shouldn't take an hour to travel 5 miles.	convenient and easy to understand
"other" under things that would make me ride bus more	7/16/2014	It's so confusing. In NYC or DC, I take the subway because that's easy to understand.	convenient and easy to understand

"other" under things that would make me ride bus more	7/8/2014	Streamlined service. Buses make too many scheduled stops. Real-time updates at bus stops would also be nice.	convenient and easy to understand
"other" under things that would make me ride bus more	7/8/2014	A simple direct bus or light rail to and from high use destinations	convenient and easy to understand
Concluding comments from online survey	7/8/2014	Yale shuttle works so well because it is standard in the daytime, flexible at night. We can just get on and off without worry about having the right fare. Something similar could be created with a universal pass subsidized or available for purchase. Fixed corridor, reliable service, would give people like myself, who own a car, a reason to use transit instead. Buses or trams that stop 6-12 times an hour, 18 hours a day, and operating 365 days a year, would mean that someone could actual rely on a transit line to get them from home to work/school/etc. The current system is most attractive to the "transit captive." I'd love to see NH invest in a system that would draw people to transit oriented developments along the Dixwell or Church Street corridors.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/16/2014	Some sort of upgraded transit would make sense for New Haven if ran in a dedicated right-of-way, and offered a meaningful improvement in speed and frequency over existing options. It wouldn't necessarily need to have a higher top speed than buses, but it would need to run sufficiently frequently that one could reliable arrive at one's destination earlier than via bus since one spends less time waiting for the transit. This means that it would likely need to run at least every fifteen minutes throughout the day, and at least every 8-10 minutes at peak hours (though likely more). It is also crucial that whatever form this upgraded transit takes, the right-of-way is more important than whether or not it's a train, bus, etc. It needs to have dedicated lanes to avoid being stuck in traffic, and, given NH's fairly inefficient traffic signals, have signal priority as well - it should never have red lights slowing it down, only station stops. On that note, stations should be consolidated. Buses stop nearly every block or two - this is far too often. Additionally, this transitway should use the center lanes of streets as opposed to running at the edges. A quick comparison of Boston's Green Line light rail or Cleveland's HealthLine BRT with New York's dedicated bus lanes shows that in the former two systems, running in the center allows for easier grade separation, and for the rapid transit to avoid being caught in traffic is parked or making turns - a serious problem in New York's bus lanes. Finally, in order for transit to be easy to use, it needs to have simple, fixed routings. At present, CT transit buses have any number of route variations such that one needs to consult a full schedule to figure out when a bus will arrive and where it's going. Note that in the transit systems with the highest ridership (NYC, San Francisco, Seoul, etc.); a quick look at a map is enough to distinguish a route and give a reliable impression of where the train will go. While rail systems are forced into simplicity by the high cost of construction, it's important that in a bus rapid transit system, this scheme be maintained.	convenient and easy to understand
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	New Haven needs faster, cleaner and more reliable public transportation.	convenient and easy to understand
Concluding comments from online survey	7/23/2014	I wanted to let you know about another CT Transit issue I encountered. I boarded a J4X bus Sunday and saw there were no bus schedules left. The driver said he is only allotted 12 per day and they get used up by morning. What about those who can't access bus schedules on a mobile device? As is, CT Transit's website is barely visible on mine. (The font is super tiny.) Why aren't policies in place to actually serve the clients who use the bus (who may be of lower socioeconomic status, elderly, etc.) and may have limited internet or mobile phone access? Thank you.	convenient and easy to understand
In-person comment	7/21/2014		convenient and easy to understand
In-person comment	7/17/2014	No bus information	convenient and easy to understand

In-person comment	7/17/2014	The route maps produced on the CT Transit schedules are extremely difficult to read and understand	convenient and easy to understand
In-person comment	7/9/2014	No way to know which bus is going to make the Q Ave/E Grand loop	convenient and easy to understand
In-person comment	7/9/2014	There is ambiguity at Bella Vista because buses in both directions serve the same stop	convenient and easy to understand
In-person comment	7/19/2014	My Ride reservation made a scheduling error that caused commenter to not be able to make a further connection. OK that they made an error, but My Ride should have accepted accountability for the error and change the reservation as needed, rather than blaming the rider.	paratransit
In-person comment	7/19/2014	Note: member of public arrive on My Ride	paratransit
In-person comment	7/19/2014	My name is Delores Robinson. I presently use My Ride transportation. I am 73 years old. I live with my daughter for a short time. I will move back to Branford soon. I use My Ride daily. Bus changes our Foxon Hill Road goid the safety of family and neighbors. Pro: Would attract ridership that regards buses as lower class transit Con: Expensive	paratransit
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Why not try to improve existing bus routes & service first? Our existing system could be so much better if some thought and effort (nd \$) were applied.	prioritize bus improvements
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Don't add a new service, just update the existing	prioritize bus improvements
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	Buses (and more of them, more frequently) should suffice.	prioritize bus service
In-person comment	7/9/2014	More frequent buses on J7	Quantity of Service
In-person comment	7/9/2014	Some CT Transit drivers do not assist the disabled and are not attentive to their needs	Rider Experience
In-person comment	7/9/2014	Also use the tandem buses on the heavily traveled routes	Rider Experience
In-person comment	7/13/2014	Swing buses Most people I know use shopping carts to carry heavy groceries and other items. The buses are not wide enough to accommodate these shopping carts. Is there a possibility of having space by removing a couple of seats os that others riding the bus do not have to climb over or find a way around our baskets to get a seat? Thank you.	Rider Experience
In-person comment	7/9/2014	Need security on B & D buses	Rider Experience
In-person comment	7/13/2014	Safety - Have out work citizens such as immigrants and prisoners Pintuah	Rider Experience
In-person comment	7/9/2014	About MyRide. do not care. always late for pickup. If they are late why can't they call?	Rider Experience
In-person comment	7/9/2014	riders do not display good ettiquite	Rider Experience
In-person comment	7/9/2014	drivers need to do more to assist riders in wheelchairs	Rider Experience
In-person comment	7/9/2014	Need more police presence at Chapel and Orange at night	Rider Experience
In-person comment	7/9/2014	Need transit police Chapel & Temple there is a gang with lookouts to watch for cops. They are dealing drugs and fencing stolen goods (bus passes, cigarettes)	Rider Experience
In-person comment	7/9/2014	buses should have wider entrances that are easier to navigate in a wheelchair	Rider Experience
In-person comment	7/9/2014	Need more space for shopping carts, walkers, etc. Need a strap to secure grocery carts	Rider Experience
In-person comment	7/9/2014	New short route needed from Bella Vista to Shop-Rite Plaza. The bus needs to pull into the parking lot instead of walking up to the street by the telephone pole.	Rider Experience

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/17/2014	Personally, I would be more likely to take a streetcar than a bus. It would be nice to connect downtown to big box retail stores that students typically can't access.	rider experience
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	While the bus system is great, I feel it suffers from an inescapable stigma, especially to outsiders. Safe streetcars to popular neighborhoods would seemingly boost property values and local business.	rider experience
"other" under things that would make me ride bus more	7/13/2014	More respectful, nicer bus drivers.	rider experience
"other" under things that would make me ride bus more	7/9/2014	Buses coordinated with Metro North trains, less sexist to women male bus drivers, less ageist bus drivers, a new transit management company get rid of FirstTransit	rider experience
Concluding comments from online survey	7/23/2014	Should be on time. Sometimes, the bus driver speak to people and slows down the ride while people are late going to work or appointments. The bus should be on time more. Less talking to people, and more focus on work.	rider experience
Concluding comments from online survey	7/13/2014	The bus drivers are disrespectful. Most of the drivers are rude when asking questions. Multiple times I have seen someone or myself have been in a situation where I am running to the bus and they stop briefly until I get close to the bus and pull away. When it's someone else I have seen the bus drivers actually laugh as they pull away. I think this is unprofessional and waiting 30 seconds will not delay the bus a substantial amount of this.	rider experience
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/12/2014	How safe will it be? Time of service?	safety
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/11/2014	Unsure, but I would hope so, a sense of security and safe travel is so important and vital, especially in times such as these.	safety
"other" under things that would make me ride bus more	7/10/2014	Fewer loiterers at bus stops	safety
Concluding comments from online survey	7/14/2014	We need more safety on the bus	safety
Concluding comments from online survey	7/10/2014	My one and only time riding the bus I had a verbal confrontation with teenage boys. I do not feel safe riding the new haven bus line. Yale has done a good job of providing safe transportation for there students and facility, this should serve as a model for the city.	safety
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Streetcars would be great.	sct
In-person comment	7/9/2014	Drivers should not allow people to board without paying. Delays ride and rewards shenanigans.	Service Quality
In-person comment	7/9/2014	And the driver to let the people with wheel chairs on first or get off first	Service Quality
In-person comment	7/9/2014	Resident asks how to measure on-time performance without GPS. M. Townes responded: trail checks, on-board checks	Service Quality
In-person comment	7/9/2014	MyRide left me for 4 1/2 hours with no ride back. I am diabetic in North Haven.	Service Quality
In-person comment	7/9/2014	MyRide computer system has problems. System feels like it's designed to fit the operator's needs and not the rider's. Calling a week in advance is unreasonable. Reservation process has too many steps. Does not have the flexibility to accommodate the needs of the population it serves. System should automatically call riders when their ride is approaching--like the taxi does.	Service Quality
In-person comment	7/9/2014	Bus drivers need to remember to change their headboard signs	Service Quality

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/12/2014	Have to know where the routes would be; what the concept is-- not just from residential sites to downtown; should really facilitate transit throughout the city, and help development of poorer neighborhoods.	social justice
In-person comment	7/13/2014	Safety concerns about Walgreens near Bella Vista	stop environ
In-person comment	7/19/2014	Need more thoughtful placement of bus stops Bus stops should be placed in a more thoughtful manner. Riders should not have to walk up a steep hill to get to or from a bus stop. Example: Foxon Hill & Quinnipiac Ave. Can bus stop be moved to the top of the hill at the condos there?	stops
In-person comment	7/19/2014		stops
"other" under things that would make me ride bus more	7/14/2014	Clean and clear areas for getting on and off buses	stops
"other" under things that would make me ride bus more	7/10/2014	Ice clearance at bus stops in winter	stops
In-person comment	7/9/2014	Bus shelter at Walmart (Foxon Blvd) needs to be cleaned more often The bus hut at Walmart is <u>filthy</u> ! Who cleans it? They are are not well lit and that is dangerous	Stops, Shelters, & Signs
In-person comment	7/9/2014	when it snows. The bus hut is NOT cleaned properly. The garbage bin is always full, too.	Stops, Shelters, & Signs
In-person comment	7/13/2014	Bus shelters. People who are living in them. Clean	Stops, Shelters, & Signs
In-person comment	7/9/2014	Sign in front of Ferraros is down	Stops, Shelters, & Signs
In-person comment	7/9/2014	Sign is missing at Walgreens after Bella Vista	Stops, Shelters, & Signs
In-person comment	7/9/2014	Sign at Elm at Temple with schedule needs to be replaced	Stops, Shelters, & Signs
In-person comment	7/9/2014	Chapel and Orange needs to be cleaner. Rats are living in vacant building. 150 Sargent Dr inbound bus stop has shelter, but no wheelchair ramp to get to it. No way to wait at bus stop without being in the middle of the travel lane on a busy arterial!	Stops, Shelters, & Signs
In-person comment	7/9/2014	1 Long Wharf/Sargent Dr inbound bus stop has shelter, but no wheelchair ramp to get to it. -- Follow up: There is a signalized crosswalk, ramp, and sidewalk. Not sure what she was talking about.	Stops, Shelters, & Signs
In-person comment	7/13/2014	More bus stops: fyrtonr	Stops, Shelters, & Signs
In-person comment	7/13/2014	Whalley Ave near CVS: where is the bus stop?	Stops, Shelters, & Signs
In-person comment	7/13/2014	Take inventory of bus stop signs + lighting conditions	Stops, Shelters, & Signs
In-person comment	7/13/2014	Add better lighting at bus shelters in downtown	Stops, Shelters, & Signs
In-person comment	7/13/2014	Until recently, New Haven bus stops were noted by white bands painted onto telephone poles	Stops, Shelters, & Signs
In-person comment	7/13/2014	Advertising to pay for better bus stop information and amenities	Stops, Shelters, & Signs
In-person comment	7/13/2014	Fountain St at Vista is missing sign	Stops, Shelters, & Signs
In-person comment	7/13/2014	Fountain St at Beverly Hills needs lighting/needs to be moved to better lit location	Stops, Shelters, & Signs
In-person comment	7/13/2014	Wifi at bus stops? Transit boards. Advertising	Stops, Shelters, & Signs
In-person comment	7/17/2014	At bus stops: In busier locations, bus stops are considered good short-term parking spots. There is no enforcement of No Parking/No Standing zone. I used to catch a bus on Broadway to Westville area. Police, EMT, + everyone else would pick up their take out + park at the bus stop for "just a minute." Meanwhile, bus riders would have to walk into the street to board the bus.	Stops, Shelters, & Signs
In-person comment	7/9/2014	What are the next steps?	Study Process
Concluding comments from online survey	7/23/2014	Thank you	thanks
Concluding comments from online survey	7/23/2014	Thanks for asking for my opinion!	thanks
Concluding comments from online survey	7/21/2014	Good luck -- It is a real problem for so many people I see who are elderly, or w/o a car, etc.	thanks

Concluding comments from online survey	7/17/2014	I really hope that my input helps improve mass transit.	thanks
Concluding comments from online survey	7/16/2014	Doug Hausladen doing a great job, this survey is merely one example of his talents, and efforts to improve New Haven.	thanks
Concluding comments from online survey	7/10/2014	My dream for the CT transportation is for it to improve thank you	thanks
Concluding comments from online survey	7/10/2014	I grew up in New Haven and visit several times a year. I'm a transportation planning student and I've written on New Haven's transit; I'm so happy to see the city starting to take it seriously.	thanks
Concluding comments from online survey	7/8/2014	Great idea! I think this is really exciting for the city! Keep up the great work!	thanks
Concluding comments from online survey	7/2/2014	Great survey!	thanks
"other" under things that would make me ride bus more	7/23/2014	better service early in the mornings Schedule gaps: It is easier to get home from a concert in New York City than from an event in our own state.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/17/2014	own state.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/17/2014	We need more service at night.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/19/2014	Buses need to provide evening service to schools to allow parents to attend report card night, etc.	week
"other" under things that would make me ride bus more	7/15/2014	Very late night buses	mobility: reliability and dependability at all times of day and days of week
"other" under things that would make me ride bus more	7/10/2014	its a problem getting home we need more extended bus routes for O2 at night, the D7 and other buses to meet up at better times at night. I would take the bus downtown where I frequently shop and eat, more often if the service was more frequent and more importantly if it went later into the evening. Service ending at 12:00 am leaves plenty of time to go downtown and have dinner and see a movie, and then get home.	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/15/2014	Currently service on the Q line ends early in the evening.	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/10/2014	We need a lot more public transport in New Haven and connecting New Haven with Hamden running through the night, to make the city safer and more accessible to all communities.	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/8/2014	I have considered taking public transit but the nearest bus stop is too far for me to walk, there is no place to safely park my car. Also the bus does not run late enough for me to go home, in the evening	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	It's so much easier to get around. It should also be available late/early weekends, to accommodate visitors who stay late in the city. (ie. my 21 year old travels from suburbs to hang out in New Haven, and the only way home is by cab)	mobility: reliability and dependability at all times of day and days of week
"other" under things that would make me ride bus more	7/10/2014	additional buses especially after 7pm on Sunday schedule and after 10 pmduring the week	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/15/2014	Bus service ends too soon. People have to wait too long - especially in the winter. More frequent buses will be key to improving transit.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014	New Haven needs to become a city where it is possible to live and get around without a car. Right now, you can only walk around downtown. Trips outside of downtown by anything but car are too unreliable, especially at non-rush hours.	mobility: reliability and dependability at all times of day and days of week

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	a lot of the associates at wal-mart either take the bus or would take the bus if it were not a very long wait for the bus when they get off of work. The connections down town are often not met because of the amount of people on the bus especially on Sunday schedule after 7 pm and after 10 pm on weekdays.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	Union Station Shuttle should run on weekends	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	Have service to and from Union Station earlier than 6AM	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	Why doesn't D12 (Rt 80) run on Sundays? ShopRite has sales on Sundays! People have appointments at the YNH site on Rt. 80.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	We need a bus on Sunday. Bus D12 + bus on Quinnipiac Ave on Sunday.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	Change Sunday schedule to weekly time table. Run the D12 on Sunday.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	Need late night service	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/9/2014	long weekend headways lead to missed connections and even longer waits	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/17/2014	Not enough evening and weekend service	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/9/2014	the bus works well if you're traveling within New Haven city limits during typical business hours - outside that window and it just doesn't work	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/11/2014	Many people who work in New Haven, live in New Haven, or close by. Extending the commuter boundaries by way of light rail or street car services to other parts of New Haven and bordering cities and towns would greatly improve mobility	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	A light rail or streetcar service along the main transit corridors would be an excellent way to improve mobility around NH and reduce the vulnerability of pedestrian traffic. It would also reduce some of the overcrowding currently evident on CT Transit buses.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014	Yes, most definitely showing people available to work at better schedule times and a lot more money is brought into these companies to keep them in business with the extra amount of money being brought in. People of the Haven's Hamden, Orange, Milford, Bridgeport, Hartford can have better chances to jobs with reliability of transportation without the biggest struggle if they can't drive, disabled or not able to have one.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	Mobility is important to people.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	There is a need, particularly among this city's low income citizens, for more public transportation which is consistent, accessible, and inexpensive. Any such expansions on the current system would undoubtedly be readily utilized.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	If it would enhance transportation/mobility, be environmentally friendly, cost effective and affordable then yes.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	yes, it would improve mobility for those without a car.	mobility: reliability and dependability at all times of day and days of week

"other" under things that would make me ride bus more	7/9/2014	being able to get from New Haven to other cities such as Shelton	mobility: reliability and dependability at all times of day and days of week
"other" under things that would make me ride bus more	7/22/2014	Services being more reliable/on-time	mobility: reliability and dependability at all times of day and days of week
"other" under things that would make me ride bus more	7/16/2014	bore reliable (on schedule) service	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/21/2014	Buses must run more frequently, I would prefer not to own an automobile but bus service is not reliable, comprehensive, or frequent enough to ditch car.	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	Bus timing is extremely unreliable particularly inbound	mobility: reliability and dependability at all times of day and days of week
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014	Any means that can reliably and with good availability to get us in to New Haven is worthwhile. Traffic is becoming quite a headache and bike riding is not always an option.	mobility: reliability and dependability at all times of day and days of week mobility: reliability and dependability at all times of day and days of week
In-person comment	7/17/2014	Schedule gaps: There is a Sunday gap in service on the O2 where there is no bus for 2 hours Service cut affected Branford dramatically.They eliminated Sunday servie. There are a lot of	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/19/2014	pepole in Branford without access to a car. Need to have at least a minimum level of service	mobility: reliability and dependability at all times of day and days of week
"other" under things that would make me ride bus more	7/8/2014	Bus on scheduled time early Sunday morning.	mobility: reliability and dependability at all times of day and days of week
		This survey should go out to people who ride the bus daialy,. More sevice should be on Sundays.	
Concluding comments from online survey	7/15/2014	For seniors to attend Church services,	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/23/2014	More weekend and afternoon service	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/22/2014	Shoreline east trains should be available mid day. As the schedule exists now, it's not convenient for part-time employees, or people who just want to pop in to shop.	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/21/2014	needs bus service to be able to attend church service Monday, Wednesday, Sunday and Saturday, especially when there is bad weather.	mobility: reliability and dependability at all times of day and days of week
Concluding comments from online survey	7/17/2014	I think it would make sense to have a morning/evening express service from outlying neighborhoods like fair haven and westville to downtown. That way, more people would be convinced to take the bus instead of drive.	mobility: reliability and dependability at all times of day and days of week
In-person comment	7/19/2014	Need safe walking routes to bus stops	to/from
In-person comment	7/13/2014	People returning from grocery shopping have trouble crossing Whalley Ave	to/from stops
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/23/2014	supports growth in the downtown area	tod
In-person comment	7/17/2014	Consider investing in transfer/pulse points that offer rider amenities, located strategically at high volume locations	transfer station
"other" under things that would make me ride bus more	7/11/2014	A transfer buidling that is heated, air conditioned, some shopping and a coffee shop	transfer station
"other" under things that would make me ride bus more	7/9/2014	Build a bus station!!!!	transfer station
Concluding comments from online survey	7/9/2014	Build a bus station!	transfer station

Concluding comments from online survey	7/8/2014 We need a transfer station with bathrooms near downtown. The bus route times don't always connect with other bus routes, especially if they are running	transfer station
In-person comment Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014 late by 1 or 2 mins. You miss connections, especially on the B13 to C connection.	Transfers
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/12/2014 not even sure what some of those options are	unclear
Concluding comments from online survey	7/11/2014 I am not familiar with the term "bus rapid transit." I have physical limitations that prevent me from easily stepping up into (and down out of) the bus. The newest buses are great, but it's hard to know whether one of them will be on the line or one of the older ones, so I often avoid taking the bus to avoid the difficulty of getting onto it. The drivers are not always good about lowering the bus far enough and the step up in the older buses	unclear
In-person comment Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/15/2014 can be too deep for my knees to handle.	vehicles
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/17/2014 Business should give incentive to employees to ride public transportation rather than drive	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/23/2014 why not?	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/23/2014 don't know	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/22/2014 I think it would. Ability to get around to do errands or pleasurable things makes the city more welcoming.	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/21/2014 I don't understand the question	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014 Yes, I need to get around safely	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/14/2014 Some people are afraid of change.	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014 Another choice which would be valuable if it complemented the existing options	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/10/2014 Too many buses running with 0-2 riders speeding thru residential setting.	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014 depends on where it's going to - no need to mimic the bus routes	
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014 I do not want to see more busses	

Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	not sure
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/9/2014	if in right areas, i think it would be supported. would love to take a light rail to get to and from places in New Haven. I live close to downtown, just a little too far to walk but would take a light rail.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	I'd rather have improved bus service between East Rock and Downtown, especially because I take the bus from downtown through East Rock to Cheshire everyday.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	New Haven's proximity to NYC is HUGE for the city. It would be incredible for the city to have the time it takes to transport between the two cities to decrease.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	I don't know if it would, but it should. The people of New Haven, like the rest of Connecticut, are very car-focused, so it's not a sure thing they'd support it.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	If they could be convinced that it would have benefits to service on all bus lines throughout the region.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	People I know are discussing the need and their desire for such service. Why the shoreline and not the I-91 corridor to the airport, at least.
Why or why wouldn't New Haven support BRT/light rail/streetcar?	7/8/2014	Not there yet. If the city density grew a little yes. But also, no wide boulevards to make a system out of it. And one line? We don't have a MAJOR destination that would so highly benefit from such a big project.
"other" under things that would make me ride bus more	7/16/2014	easier transfers
"other" under things that would make me ride bus more	7/12/2014	Seats for seniors--not anyone else
"other" under things that would make me ride bus more	7/10/2014	enforce the leash law for dog owner and have them clean up after their pet.
"other" under things that would make me ride bus more	7/10/2014	Buses that did not speed and disobey laws and almost kill pedestrians
"other" under things that would make me ride bus more	7/8/2014	cheapier fare
"other" under things that would make me ride bus more	7/8/2014	more frequent dattco bus service
"other" under things that would make me ride bus more	7/8/2014	rail service on the I-91 corridor
"other" under things that would make me ride bus more	7/8/2014	Shuttle parking
Concluding comments from online survey	7/24/2014	I want to support light rail in New Haven.
Concluding comments from online survey	7/22/2014	I mainly drive a motorcycle not a car.
Concluding comments from online survey	7/22/2014	Improve transport between New Haven and Hartford! Also need more Amtrak service throughout NE to get to tourist destinations. Get traffic off I95.

Concluding comments from online survey	7/17/2014	I'd also point out that the L route to North Branford is kind of useless and ridership numbers reflect that. I'd say either axe the line or make it more practical. Have another bus run during the middle of the day, as well as maybe one more at perhaps around 8pm, and have the route go to somewhere practical instead of stopping at the town's intermediate/high school. In less than another mile the bus could reach the Big Y as well as the shopping center next at the corner of Rt 80/Rt.139, which is also within walking distance of a large condo complex and the town's community center. Promote the extended service and if ridership doesn't increase, axe the line.
Concluding comments from online survey	7/16/2014	I dislike driving in New Haven, prefer bike in good weather, bus in bad weather. Biggest complaint: buses sometimes leave early from time-point, so I have to show up 5 minutes early. They should wait at time-point until scheduled time.
Concluding comments from online survey	7/14/2014	I feel like there's a safety issue that needs to be addressed before residents feel completely comfortable with alternative modes of transportation. I bike everywhere around New Haven, but I'm never completely comfortable with how safe it is...
Concluding comments from online survey	7/14/2014	Yale should have a bus route for Olive Street that overs Lyon St and William St.
Concluding comments from online survey	7/14/2014	We must have designated bike lanes with separated barrier from the main road on all main streets in New Haven and some smaller roads. And we need free bikes available to the community that have lock up stations throughout the city.
Concluding comments from online survey	7/14/2014	A friend had an argument with another passenger and the bus driver told her to get off the bus but did not make the other person get off.
Concluding comments from online survey	7/12/2014	I would also love to see improved public transport - rail? or other public shared rides from New Haven to shoreline - Branford.
Concluding comments from online survey	7/10/2014	The Yale Shuttle should serve Westville
Concluding comments from online survey	7/10/2014	One way to have a profoundly positive effect on all traffic car and bus traffic in the city is to synchronize the traffic lights on all the major streets in the city. Though it may be initially expensive to set up it will have little or no additional ongoing costs. Synchronized traffic lights will save time, save gas, reduce pollution, reduce accidents, Reduce ware and tare on busses, make people even happier and make New Haven even cooler. If I had some money that's what I would invest it in for New Havens future. Synchronized The Lights...
Concluding comments from online survey	7/10/2014	Public transit is needed more than ever--too many cars, too many distracted drivers, too many roads in dire need of repair and poorly timed traffic signals
Concluding comments from online survey	7/10/2014	Tired of your unresponsivess to reckless drivers on a residential street with no ridership. See you in Hartford at the LO B. You don't need the buses u have.
Concluding comments from online survey	7/8/2014	I don't like some of the bus drivers attitudes and the bus needs air freshners and more vents to blow out exhaust and later times for concerts on the new haven green
Concluding comments from online survey	7/8/2014	Please add a 5pm commuter bus back from Hartford to New Haven so people can get home from work.

Appendix 7

Report of Coordinating Meeting with CT DOT



Report of Meeting

Coordination Meeting New Haven Transit Study

CTDOT Headquarters, 2800 Berlin Turnpike, Newington, CT – Room 1129

July 18, 2014, 9:00 A.M.

Attendees:

James Redeker	Commissioner of CTDOT		
Michael Sanders	CTDOT/Bureau of Public Transportation		Michael.sanders@ct.gov
Lisa Rivers	CTDOT/Bureau of Public Transportation, Transit Manager	860-594-2834	Lisa.rivers@ct.gov
Ricardo Almeida	CTDOT/Office of Bus and Transportation Operations		Ricardo.almeida@ct.gov
Jacqueline Henry- Rafiq	CTDOT/Bureau of Public Transportation, Transportation Supervising Planner	860-594-2165	Jacqueline.HenryRafiq@po.state.ct.us
Kim Dunham	Greater New Haven Transit District	203-281-2507	kdunham@gnhtd.org
Lori Richards	Greater New Haven Transit District	203-288-6282	
Doug Hausladen	City of New Haven, Director of Transportation, Parking and Traffic	203.946.8067	dhausladen@newhavenct.net
Michael Townes	Transit Practice Leader, CDM Smith	757-592-2324	TownesMS@cdmsmith.com
Dave Sousa	Senior Planner & Landscape Architect, CDM Smith	203-865-2191	SousaD@cdmsmith.com

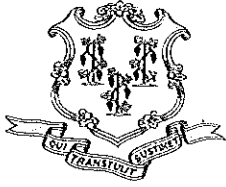
Topic of Meeting: **City/New Haven Transit District Scoping Process**

- 1) M. Sanders and D. Hausladen explained that the purpose of the meeting was to discuss roles and responsibilities in preparing the necessary application to the FTA for a grant to conduct an Alternatives Analysis (AA) for transit in New Haven. The Greater New Haven Transit District (GNTD) is the grantee or applicant. The study is to cost \$953,400 where the federal share is \$762,720 and the 20% local match will be borne by CTDOT (\$100,000) and the City of New Haven (\$90,680). The grant will expire on 9/30/14, hence, the City is working against the clock to obtain City of New Haven Board of Alders authority for the City's share of the grant. The Board of Alders has required D. Hausladen's office to undertake fairly extensive outreach including an on-line survey of residents and four public informational sessions, before they will consider the resolution.
- 2) Commissioner Redeker explained that the CTDOT's verbal agreement to provide the \$100,000 match is predicated on conducting a broad, regional bus study (not a trolley study) based on a solid understanding of current needs and existing systems performance where alternative fixed bus routes or bus rapid transit corridors can be explored. He (and other CTDOT officials) also indicated that the AA study should also:

- a) Not focus only on fixed bus routes and BRT but also study how paratransit services or Transportation for Elderly Persons and Persons with Disabilities (5310) could be better provided or coordinated with CT Transit. D. Hausladen also indicated that there is strong interest from private entities that operated bus shuttles for its students or employees (e.g. Yale-New Haven Hospital and Yale University) to work with the city to determine if their operations could be incorporated into a more streamlined/unified system.
 - b) Consider alternative private ridesharing or other innovative delivery systems (e.g. Uber cars, Lyft, etc.). [Sidebar: CTDOT is conducting a study of possible Uber car service in CT and will be submitting its report to the Legislature in Feb. of 2015].
 - c) Study interconnections between the bus network and the commuter rail network, especially Union Station. Rail options should not be addressed or considered by this study.
 - d) Study provisions for “the last mile” connectivity.
 - e) Consider non-capital intensive solutions that could greatly enhance performance such as: i) information-based bus networking; ii) marketing; and iii) governance. [sidebar: CTDOT is working with SCRCOG to provide a new information service based on “mobility ombudsmen” which will be rolled-out in September]
 - f) Be agnostic in its identification of alternatives (no preconceived solutions or special interest or politically driven ideas), rigorous in its assessment and defensible in its identification of the Locally Preferred Solution.
 - g) Be conducted in consideration of TransformCT so that the two projects can build off each other.
- 3) The City of New Haven will provide M. Sanders office with a copy of the current Draft Scope of the AA study by the end of day.
 - 4) CTDOT needs to be directly involved and consulted on all aspects of the study and needs to review and approve components such as public surveys and draft scopes before they are released to the public.
 - 5) D. Hausladen asked whether the City of New Haven could be one of the first cities to launch real-time, mobile-app linked bus locator and scheduling service since it has already invested in LCD display panels at two key transit hubs. CTDOT indicated that they be launching I.T.S. in Greater Hartford first but New Haven could be next. Regarding real time bus apps, CTDOT is still investigating various options and has concerns that private app developers have no obligation to update their software when CTDOT revises bus schedules or routes.
 - 6) D. Hausladen advocated for Metrocard type fare systems and asked whether CTDOT is considering overhauling its fare box methods. CTDOT is considering a smartcard type fare card but has several challenges to overcome including hardware and staffing changes.

Appendix 8

Letters and resolutions supporting this alternatives analysis



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546



Office of the
Commissioner

An Equal Opportunity Employer

August 7, 2014

Ms. Donna Carter
Executive Director
Greater New Haven Transit District
840 Sherman Avenue
Hamden, CT 06514

Dear Ms. Carter:

Subject: Commitment of State Matching Funds

The Connecticut Department of Transportation (Department) has agreed to provide the Greater New Haven Transit District \$100,000 of State funds toward the non-federal share of a 2011 Federal Fiscal Year Alternatives Analysis Earmark in the amount of \$760,000 (federal) appropriated to the City of New Haven for a study of public transportation options in the downtown core. The remaining balance of the non-federal share, \$90,000, is to be provided by the City of New Haven.

As discussed and agreed, the City of New Haven is to provide the Department a revised scope. Upon receipt and acceptance of the revised scope and the Federal Transit Administration grant award the Department will proceed to establish a State project number and issue a Transit Capital Document to the Greater New Haven Transit District in the amount of \$100,000, the Department's non-federal share commitment.

If you have any questions, please call Ms. Sandra Infantino, in the Bureau of Finance and Administration at (860) 594-2847.

Sincerely,

A handwritten signature in black ink, appearing to read "James Redeker".

James Redeker
Commissioner

Budget Approval:



Maureen Kent
Transit Manager
Bureau of Finance and Administration

cc: Mr. Michael Piscitelli – City of New Haven
Ms. Kimberly Dunham – Greater New Haven Transit District
Ms. Lori Richards – Greater New Haven Transit District



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

Resolution

Approving amendment to the Fiscal Year 2015 Unified Planning Work Program

Whereas: The Council of Governments adopted the final *Fiscal Year 2015 Unified Planning Work Program* on May 28, 2014; and

Whereas: The Council of Governments has developed the work program that responds to federal, state and regional transportation and air quality planning concerns; and

Whereas: Review comments by the cooperating federal agencies require minor changes to the language; and

Whereas: The Greater New Haven Transit District has requested the inclusion of the New Haven Transit Alternatives Analysis in the *Unified Planning Work Program* to meet Federal Transit Administration requirements; and

Whereas: The Council's Transportation Committee on August 13, 2014 recommended that SCRCOG adopt the amended work program.

Now, Therefore, Be It Resolved By the Council of Governments

That the amended *Fiscal Year 2015 Unified Planning Work Program* is hereby adopted.

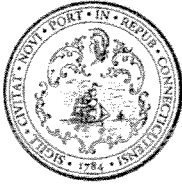
Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on August 27, 2014.

Date: August 27, 2014.

By:

First Selectman Fillmore McPherson, Secretary
South Central Regional Council of Governments



City of New Haven

165 Church Street
New Haven, CT 06510
(203) 946-6483 (phone)
(203) 946-7476 (fax)
cityofnewhaven.com

Master

File Number: LM-2014-0324

File ID: LM-2014-0324

Type: Order

Status: Adopted

Version: 1

Reference:

In Control: City Clerk

File Created: 05/28/2014

File Name:

Final Action: 08/06/2014

Title:

Order of the Board of Alders authorizing the Mayor to apply for and accept up to a \$760,000 grant from the Federal Transit Administration and any available matching funds from public sources for an alternatives analysis study.

Notes:

OLS Staff:

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Board of Alders	05/19/2014	Referred	City Services and Environmental Policy			
	Action Text: This Resolution was Referred to the City Services and Environmental Policy						
1	City Services and Environmental Policy	06/10/2014	Favorable Report	Board of Alders			
	Action Text: This Resolution was Favorable Report to the Board of Alders						
1	City Services and Environmental Policy	06/10/2014					
1	Board of Alders	07/07/2014	Noted				
	Action Text: This Resolution was Noted						
1	Board of Alders	08/06/2014	Adopted	City Clerk			
	Action Text: This Resolution was Adopted to the City Clerk						

**CERTIFIED COPY
PASSED & APPROVED
ATTEST**

Jelly Kue

Pass

Text of Legislative File LM-2014-0324

Order of the Board of Alders authorizing the Mayor to apply for and accept up to a \$760,000 grant from the Federal Transit Administration and any available matching funds from public sources for an alternatives analysis study.

WHEREAS: on June 27, 2011, the FTA announced the availability of FY12 discretionary funding for such studies to be awarded on a competitive basis; and

WHEREAS: the City applied for \$800,000 in federal funding and was awarded \$760,000, subject to Board of Alders acceptance, which funds will expire at the end of the current federal fiscal year; and

WHEREAS: in January 2014 Mayor Harp stated "transportation is a civil rights issue, it's an economic development issue, it's a jobs issue"; and

WHEREAS: currently 27% of service sector employees in New Haven have a public transportation commute of over 90 minutes; and

WHEREAS: the department of Transportation, Traffic & Parking department has begun a community input process for the scope of the study with representatives of the Community Management Teams, area Universities, and major employers; and

WHEREAS: the local share match would be \$190,000 using city capital funds as available and/or state transportation planning funds; and

WHEREAS: the State of Connecticut has agreed to fund \$100,000 of the local match; and

WHEREAS: the Greater New Haven Transit District has agreed to partner with the City of New Haven and act as fiscal agent and lead applicant; and

NOW THEREFORE, BE IT ORDERED THAT: the Board of Alders hereby authorizes the Mayor, Toni N. Harp, to apply for and accept a grant from the Federal Transit Administration in said amount and subject to said local share match and to accept the same if awarded or any supplemental funding up to an additional \$2.0 million to continue planning and design work; and

BE IT FURTHER ORDERED THAT: the Mayor may additionally accept \$100,000 in matching funds from State of Connecticut as may be necessary to satisfy the requirements for the local 20% match and thereby offset the cost to the City of New Haven;

BE IT FURTHER ORDERED THAT: the Mayor may enter into such agreements with the FTA, the Greater New Haven Transit District, South Central Regional Council of Governments and/or the State in connection with the grant and/or the project, as may be consistent with this resolution and required in order to effectuate the same, which may include an indemnification of the FTA and/or the State and/or appropriate agencies of either.

BE IT ALSO FURTHER ORDERED THAT: No funds (local, state, or federal) may be used for this purpose until an advisory committee with members from the city's management teams has been formed.



City of New Haven

165 Church Street
New Haven, CT 06510
(203) 946-6483 (phone)
(203) 946-7476 (fax)
cityofnewhaven.com

Signature Copy

Order: LM-2014-0324

File Number: LM-2014-0324

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At a meeting of the Board of Alders on 8/6/2014, this Order LM-2014-0324 was Adopted.

Attest, City Clerk  Date ~~8/7~~ 2014

Signed, City Clerk  Date 8-21-2014

Signed, Mayor  Date 8/26/14