

New Britain - Hartford Busway

4/07

Q - What is the busway route?

The busway runs along the abandoned rail right-of-way from downtown New Britain to just south of Newington Junction when it begins to run alongside the Amtrak tracks, continuing all the way through Hartford. It begins to separate from Amtrak in Bushnell Park when the train tracks begin to rise to come in at that upper level at Union Station and the busway comes in alongside the I-84 ramps to end at Asylum Street, at which point vehicles will drive off the busway (left, right, or straight), circulate and then back on. See photos, below of the busway from Aetna to Union Station in Hartford.

Q – What are the stops?

The stops are at downtown New Britain, where it begins, Newington?, Elmwood?, Flatbush Ave, Francis Street (at Park St. in Parkville), Hawthorne St. (at Sigourney St., opposite Aetna) and through to Union Station in Hartford. The buses will be able to enter and exit the busway at the following stops: Hawthorne St., ?

Planners currently estimate that 1/3 of their buses will come off the busway at the Sigourney-Hawthorne stop to drop off state workers at the doors of the state buildings at 25 Sigourney St and the Capitol Ave. complex. Stations and pedestrian access are part of the transit plan.

Q – How will the buses operate?

The advantage of a busway versus rail is that the passenger vehicles can go on and off the guideway. There are four types of service that will operate:

1. **Shuttle:** Vehicles circuit the busway stopping at every station and circulating at either end.
2. **Express:** Vehicles get on in the morning in New Britain and don't stop until Aetna. These are existing commuter buses from west of Hartford now using I-84.
3. **Collector:** Buses will circulate streets and go on the busway for part of their route.
4. **Feeder:** Routes that do not go on the busway but offer transfers at the stations.

Q- Can I see the plans on-line?

Unfortunately DOT does not have a current website though sometime in the next few months they should be getting one going again. They are just now completing contracts with the final design teams. There are six different teams working on the final designs: 1 focused on the stations only and 5 on the Right-Of-Way, each having a segment. So until each has had time to do their preliminary work and determine what changes will occur to the current designs I don't expect that they will post anything.