

# REGIONAL PLANNING BULLETIN

Bulletin No. 75 HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS

11/1993

## NEWTOWN/NEW FAIRFIELD FIXED ROUTE BUS SERVICE FEASIBILITY PLAN

### Final Report

#### NEWTOWN

Incorporated: 1711  
Population: 20,779  
Size: 60.4 Sq. Miles  
Density: 350 Sq.Mi.



#### NEW FAIRFIELD

Incorporated: 1740  
Population: 12,911  
Size: 25.3 Sq.Miles  
Density: 500 Sq.Mi.

Prepared for HVCEO by:

**Hart**

Another possible service design in Newtown would focus on providing express bus service to major employment sites. Such service would use I-84 from the Pulse Point to Exit 10. From Exit 10 service would be provided to Edmond Road (Pitney Bowes and Union Camp), the Newtown Business Park, and Fairfield Hills Hospital. The express route would be a dedicated route making two to four trips in the morning peak with a similar number of return trips in the afternoon peak.

The total length of the express route would be 12.8 miles. Total travel time on an express trip would be 30 minutes from the Pulse Point to the end of the route at Fairfield Hills Hospital.

#### **NEW FAIRFIELD**

Major travel generators in New Fairfield are located along Gillotti Road extending to the Ball Pond residential area. These include the Grand Union shopping plaza, town hall, the senior center, 3 schools, the Williams Road residential area, and a connection with the PART service just west of Ball Pond.

Design elements for New Fairfield include all day service to Ball Pond and Grand Union. Service to the schools would be during school start and end times. Some allowance is possible to extend school service during the late afternoon for after school events. Service to the Williams Road area would be provided on all trips not serving the schools. Figure 2-4 illustrates the proposed service design.

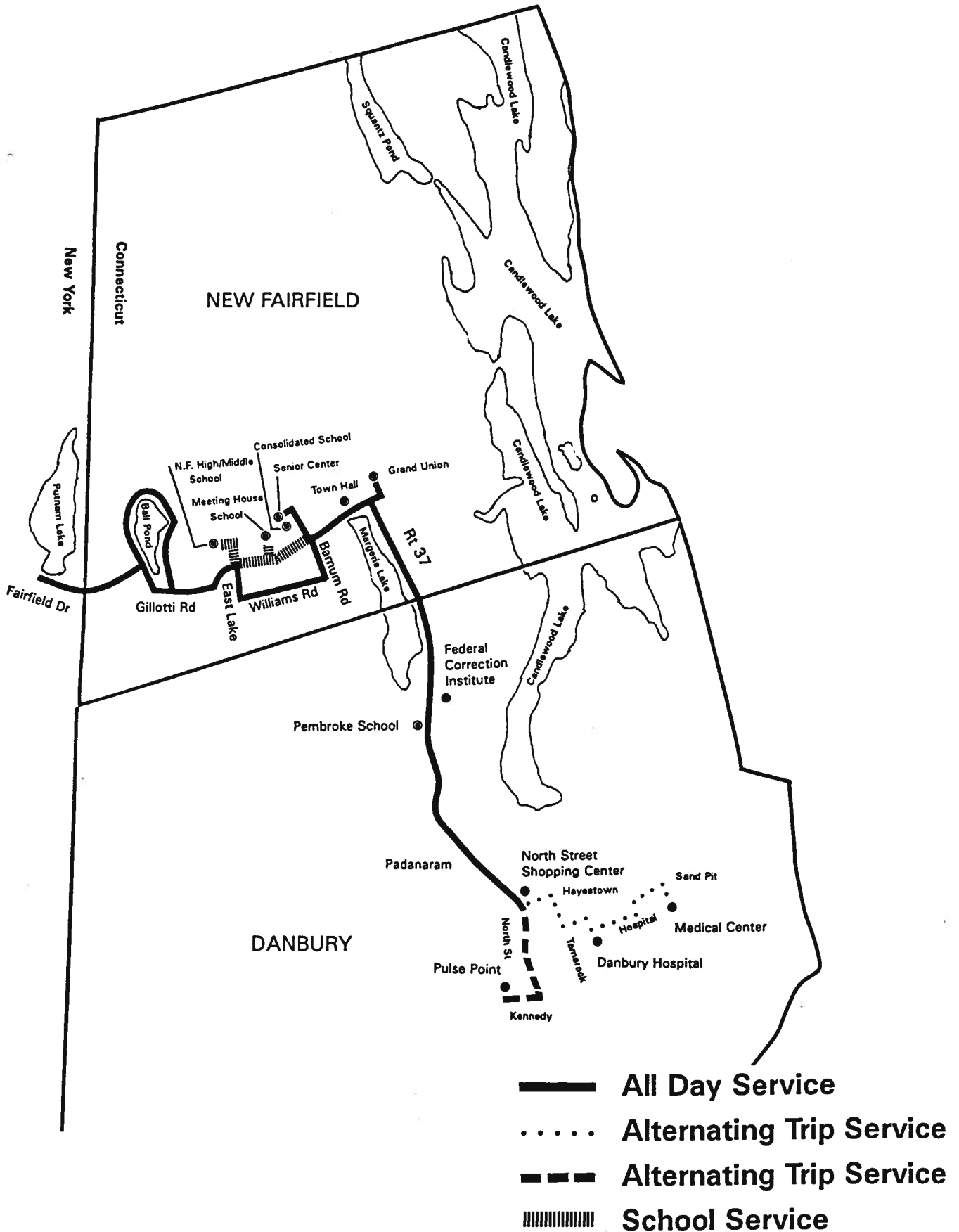
Service would be extended into Danbury via Route 37 past the Federal Correction Institution. If approved, service to the Correction Institution would be possible. Service would continue into Danbury with alternating trips to the Hospital/Medical Center area and the Kennedy Avenue Pulse Point. With alternating trips to the Pulse Point, easy connections to other points in Danbury can be made by transferring to other routes. When alternating trips service the Hospital/Medical Center area, transfers to inbound HART buses would be available for continuous travel.

The Ball Pond area is a dense residential area consisting of numerous single family homes on small plots. Most of the streets and roads in this area are narrow with many steep hills and turns. A good turnaround point for a large bus is not immediately evident. It may be necessary to consider using a smaller vehicle in order to navigate the street network. A smaller bus would be better suited for the Williams Road area as well. Initial ridership numbers are likely to be relatively low on this route thereby further supporting the use of a smaller bus.

An easy connection with PART service could be made in the Fairfield Drive/Rhinecliff Road area or Lakeshore Drive. Such

Figure 2-4

# PROPOSED NEW FAIRFIELD SERVICE DESIGN



connections would enable New Fairfield residents to access Brewster, Carmel and the Harlem Line of the Metro North commuter railroad. Moreover, Putnam County New York residents would be able to reach New Fairfield and the greater Danbury area via bus transit service.

Travel time from the New York state line to the Pulse Point (9.3 miles) is estimated at 25 minutes. Travel time from the state line to the Medical Center (9.9 miles) is estimated at 27 minutes.

Several service design options were evaluated with respect to extending the current 1 Medical Center/Golden Hill route to New Fairfield. Such routing options are problematic given the route deviations to Golden Hill, the Hospital, the Sand Pit Medical Center and Town Park. Any routing option attempting to combine New Fairfield service with the existing route would be circuitous meaning long travel times (60 minutes) for any rider traveling between downtown Danbury and New Fairfield. Consequently, the best option appears to be separate routes with alternating trips to the Hospital/Medical Center area and downtown Danbury. This will mean 2 hour service to downtown Danbury and the Hospital, however, such longer service intervals are justified given the low number of travel generators in New Fairfield.

Figure 2-9

# HART FIXED ROUTE SERVICE AREA

