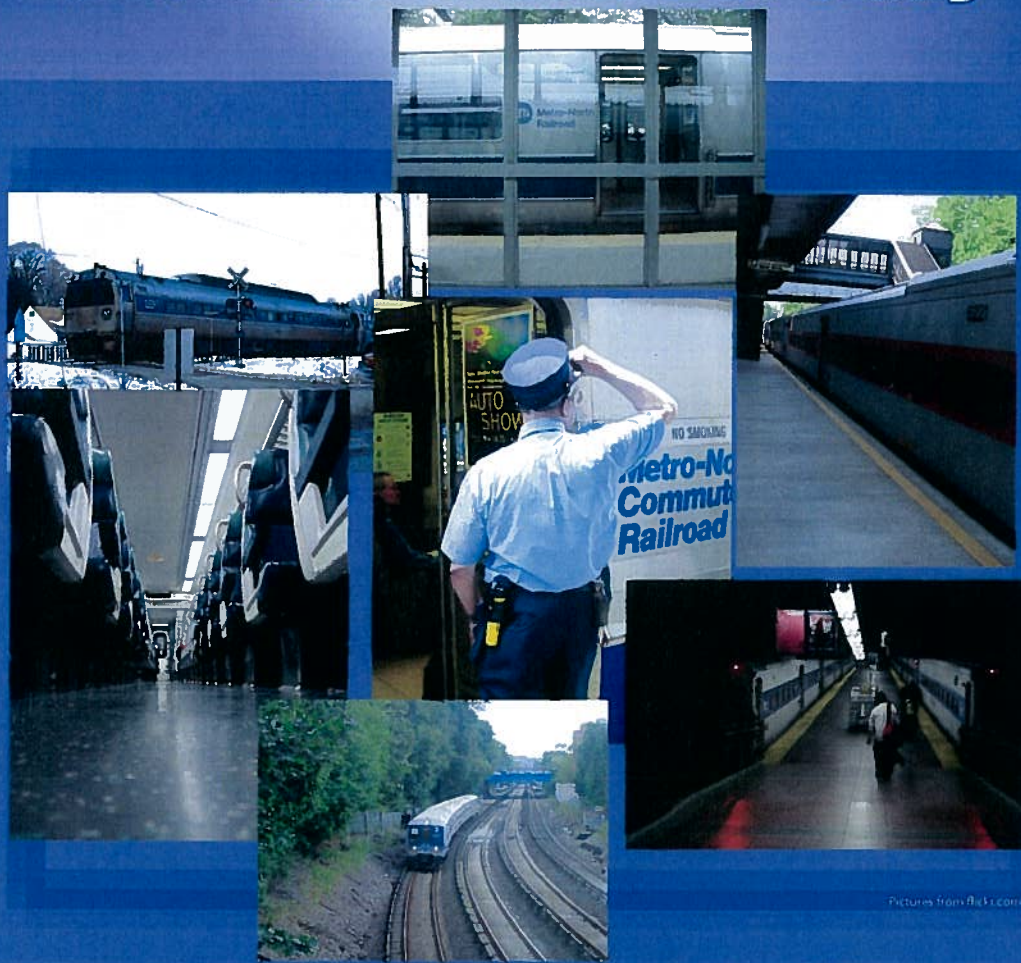




Harlem Line Shuttle Bus Study



October 2006

Prepared for The Housatonic Valley Council of Elected Officials (HVCEO) by
The Housatonic Area Regional Transit District (HART)



Harlem Line Shuttle Bus Study

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This document was prepared in cooperation with the Federal Transit Administration, the Connecticut and New York Departments of Transportation and MTA Metro-North Railroad. The opinions, findings, and conclusions expressed in this publication are those of the Housatonic Valley Council of Elected Officials and do not necessarily reflect the official views or policies of the Connecticut or New York Departments of Transportation or the US Department of Transportation.

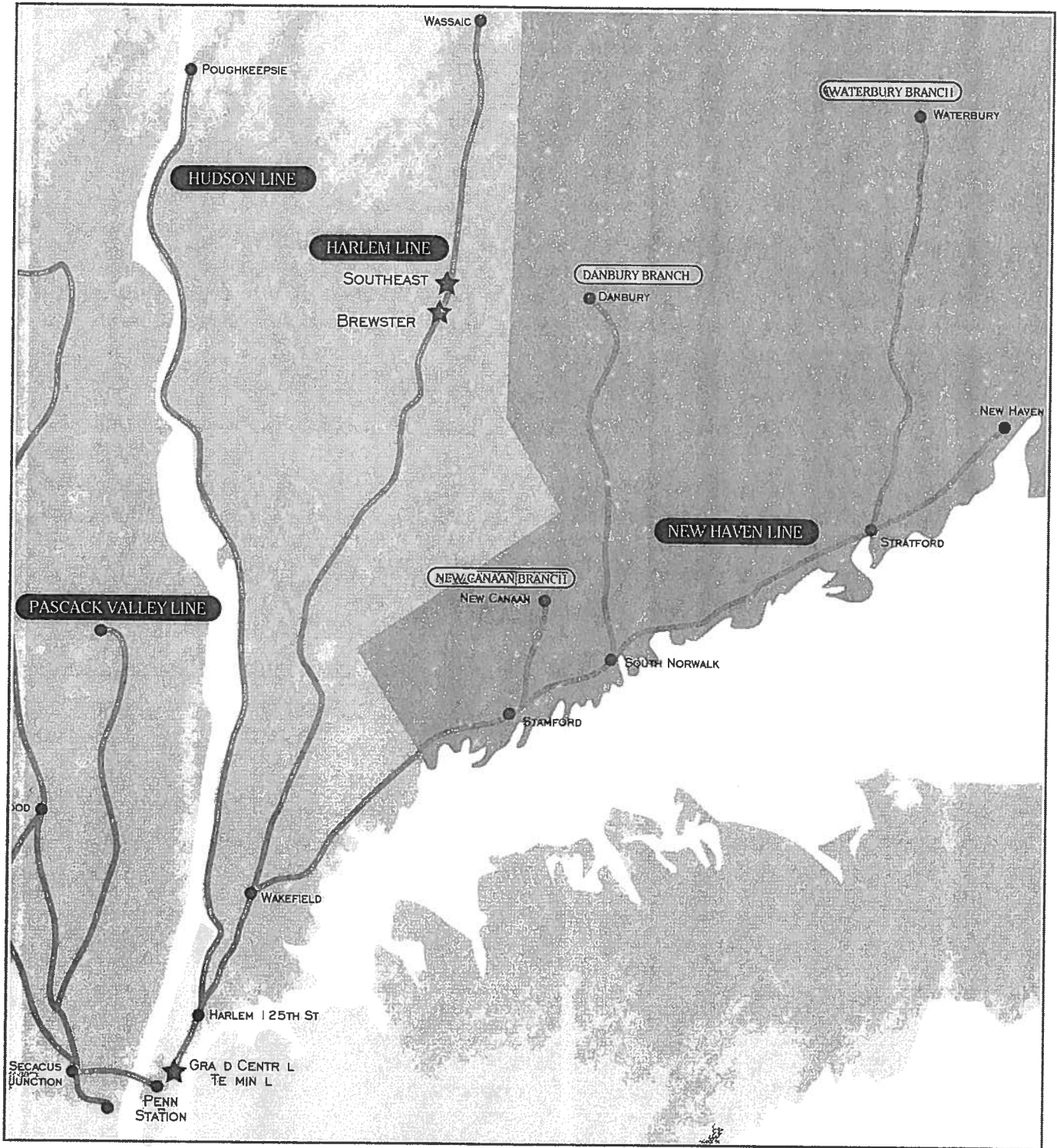
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HARLEM LINE SHUTTLE BUS STUDY

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MTA METRO-NORTH RAILROAD AREA MAP

1. INTRODUCTION

Background

Residents of the Housatonic Region are served by two rail lines operated by MTA Metro-North Railroad; the Danbury Branch of the New Haven Line and the Harlem Line.

Service levels on Metro-North's Harlem Line in nearby New York State make it attractive to Connecticut commuters traveling south to employment sites in White Plains and New York City. At the same time, residents in the southern and western reaches of the Housatonic Valley, or those working in Southern Connecticut, prefer the Danbury Branch Line.

Efforts to move commuters making the cross-border trip to the Harlem Line on to public transit and out of their cars have met with success. Transit access to the Harlem Line also affords the opportunity for reverse commutes by New York residents employed in Connecticut.

The states of New York and Connecticut have supported the operation of two popular bus shuttle services; one between Danbury and Brewster since 1998 and the other between Ridgefield and Katonah since 2002. Parking at the stations is constrained and roadways to the stations are congested, making the shuttles an attractive alternative to driving.

This study examines the possibility of further enhancement to shuttle services for Connecticut residents between Connecticut and the Harlem Line.

Study Purpose

The Harlem Line shuttle services operated by Housatonic Area Regional Transit (HART) have shown the strongest growth in ridership of any of its various services, now comprising some 7% of overall ridership and more than that provided by HART's entire SweetHART dial-a-ride program.

These high profile services are widely recognized for their success; in its 2004 annual report, the Connecticut Public Transportation Commission provided a recommendation to explore the expansion of the Harlem Line shuttle services, stating "The Commission believes it would be a good public policy decision to evaluate the remainder of the stations on the Harlem Line for potential feeder bus services, particularly those adjacent to the Housatonic and Northwestern CT planning regions. "

The objectives of this study are to determine what the best, most efficient, most needed and most cost effective improvements to the Harlem Line shuttle program in the Housatonic Region would be.

2. EXISTING CONDITIONS

MTA Metro-North Railroad Harlem Line

The Harlem Line in nearby New York State runs for 83 miles between Grand Central Terminal in New York City and Wassaic in Dutchess County, New York. The Harlem Line is double tracked to the yards at Brewster, New York and single tracked from there north to Wassaic. Service from Grand Central Terminal runs frequently to Southeast in Putnam County; points north of Southeast receive less frequent service.

Station stops likely to be accessed by Connecticut residents of the Housatonic Region include, from south to north, Katonah, Goldens Bridge, Purdy's, Croton Falls, Brewster, Southeast (formerly Brewster North), Patterson and Pawling. Service on the Harlem Line is more frequent than the Danbury Branch Line, a branch of the New Haven Line between Norwalk and Danbury, and provides shorter trip times to New York City.

Weekday peak period frequency of trains departing to Grand Central Terminal varies between six and twenty minutes, and hourly off-peak. Full service is provided between Southeast and Grand Central Terminal, with 13 round trips per weekday from Brewster North to Wassaic, Dutchess County. Frequencies of arrivals at Southeast off-peak from points south vary between approximately 30 and 60 minutes. Peak period arrivals at Grand Central from Brewster North occur with a frequency of 10 to 20 minutes on weekdays. The weekday service span for the Harlem Line is roughly 23 hours, between 4:30 A.M. and 3:30 A.M.

Trains departing Southeast to New York run hourly on weekends. Arrivals in Southeast depart Grand Central with headways of approximately 60 to 90 minutes. Nine round trips are scheduled between Southeast and Wassaic on weekends, with two additional southbound trips on Saturday. Weekend service span is comparable to weekday service span.

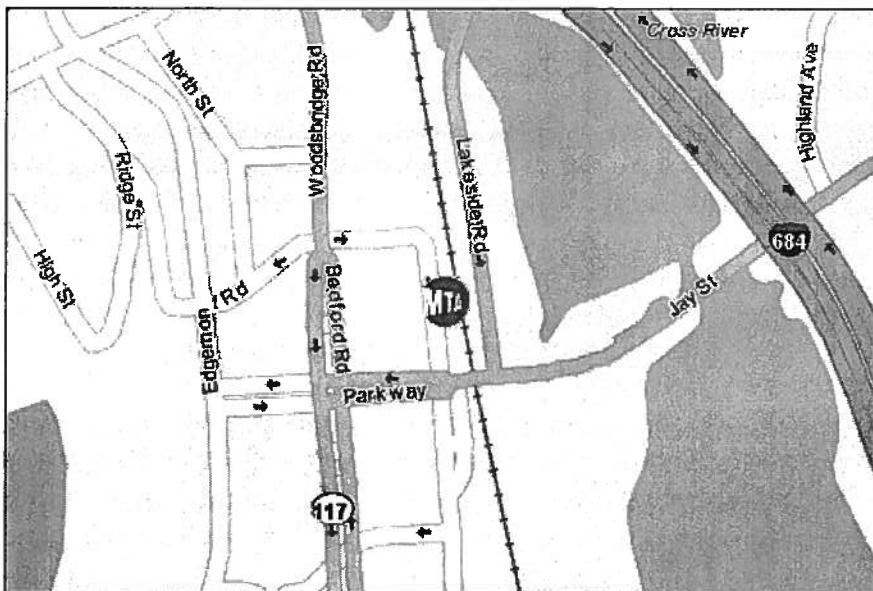
Existing parking conditions for each station not currently served by a HART shuttle are addressed in the shuttle expansion analysis on page 20.

Upper Harlem Line Stations Descriptions

Detailed descriptions of Harlem Line stations of potential interest to Housatonic Valley residents are listed on the following pages, from south to north up the rail line. All maps and photos in this section are courtesy of MTA Metro-North Railroad.

Katonah

Katonah Station is located with easy access to Connecticut off of Route I-684 near Route 35 in the center of the Katonah, New York commercial district. The station is surrounded by a quaint village atmosphere. A residents-only parking lot is located on one side of the station. An additional lot is located on Route 117, about 5 minutes walking distance from the station. Multi-space meters are installed covering approximately 20 parking spaces at the station lot that are available on first come first serve basis after 10:00 AM weekdays. Multi-space meters were also installed at the parking lot located off of Route 35; they are also available on a first come first serve basis.



Village of Katonah, NY area map

Total capacity at the station exceeds 650 spaces and an additional 77 spaces are available at remote lots via the Ridgefield-Katonah shuttle. Like Goldens Bridge Station to the north, the Katonah Station attracts most of its cross-border riders from Ridgefield, CT.

Katonah Station is served by the Ridgefield-Katonah Shuttle, and by Westchester County Bee-Line's Bus Route 19.

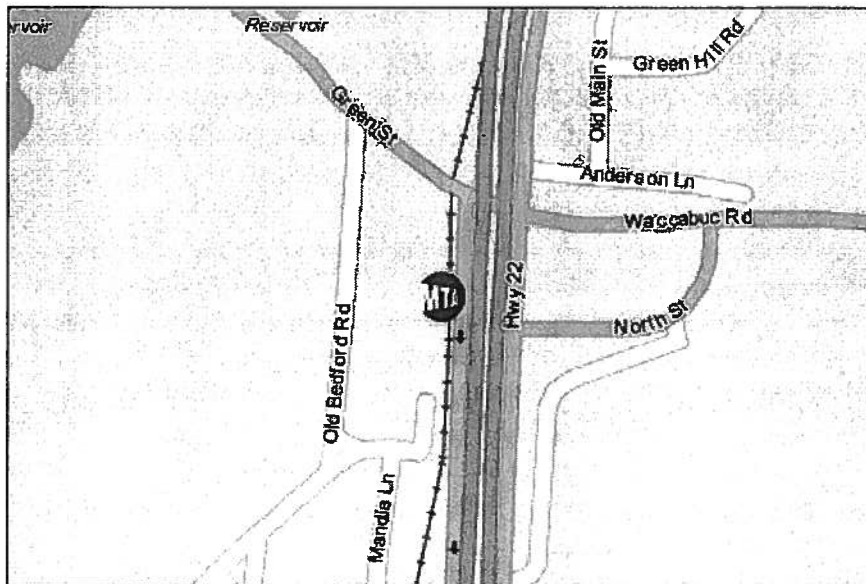
Housatonic Area Regional Transit



Katonah Station

Goldens Bridge

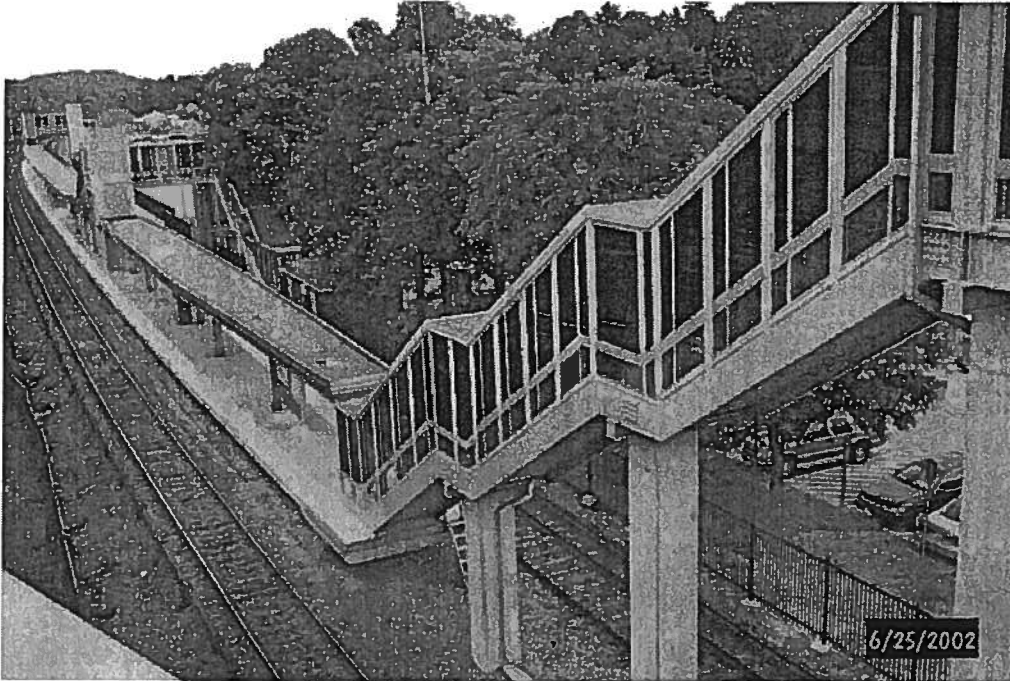
Goldens Bridge Station is located at 1 Old Bedford Road at I-684 in Goldens Bridge, New York approximately 7 miles west of the Connecticut border and 44 miles from Grand Central Terminal. There are four parking lots at this station with a total parking capacity of 976. One of the parking lots, the East Lot, is located on the opposite side of I-684 from the platform. Patrons using this lot use a well maintained pedestrian sidewalk and overpass over 684 to reach the platform.



Goldens Bridge, NY Area Map

Housatonic Area Regional Transit

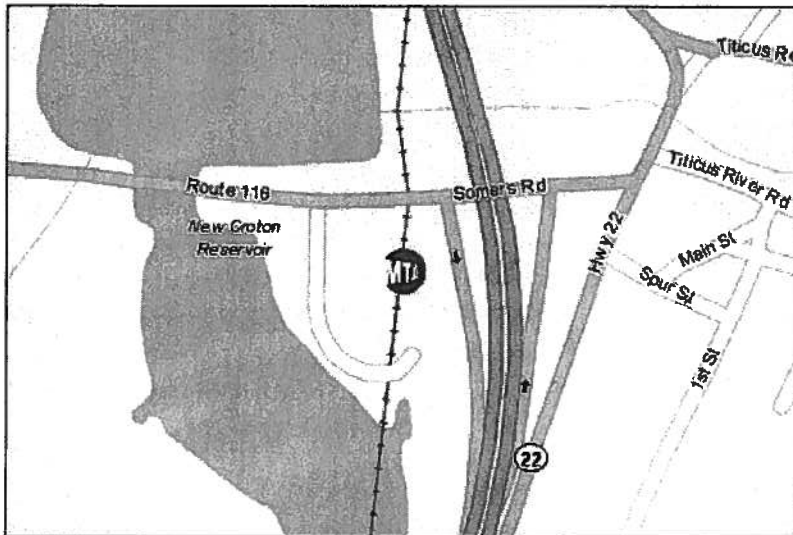
This site was visited by HART on January 30, 2006, and staff estimated that the lot was approximately 85% full at the time of the visit. The parking facilities were in good condition and well maintained.



Goldens Bridge Station

Purdy's

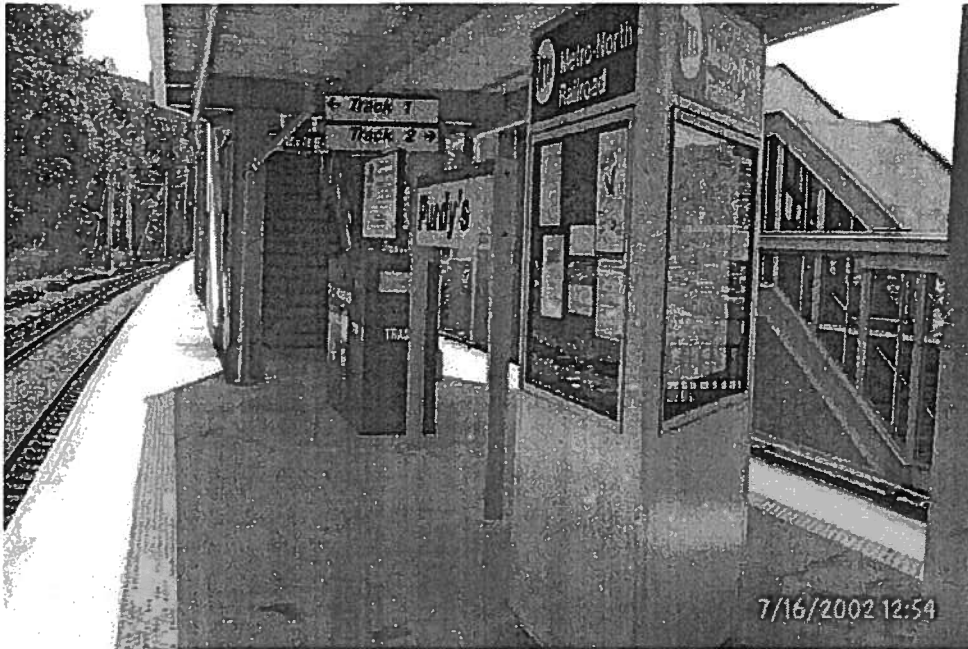
Purdy's Station is located at 85 Titicus Road in Purdy's, New York approximately 6 miles from the Connecticut border and 46 miles north of Grand Central Terminal. There is one parking lot for this station with a parking capacity of 400 cars.



Purdy's, NY area map.

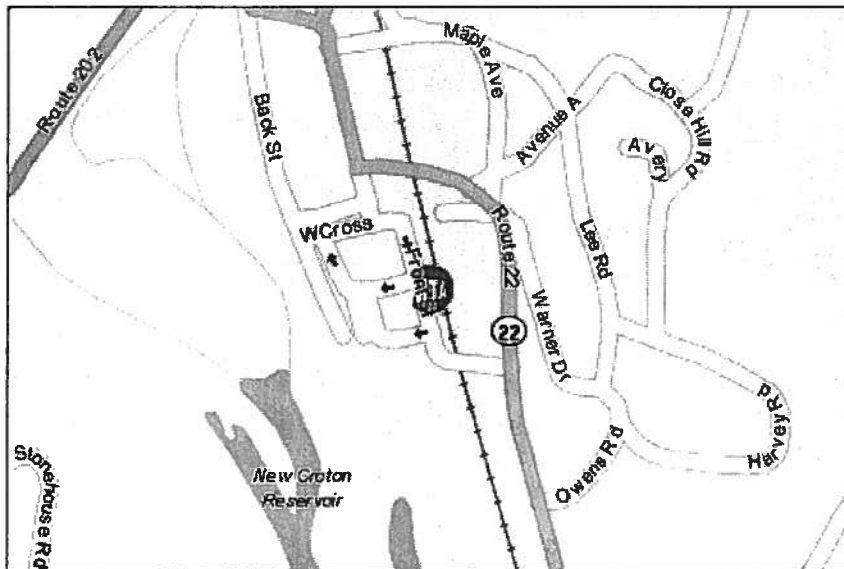
Housatonic Area Regional Transit

The site was visited by HART on January 20, 2006 and staff estimated that the lot was approximately 90% full at the time of the visit. The condition of the parking facilities was good and everything appeared to be well maintained. In addition to the commuters parking in the lot, there are cars parked along Route 116.



Purdys Station

Croton Falls

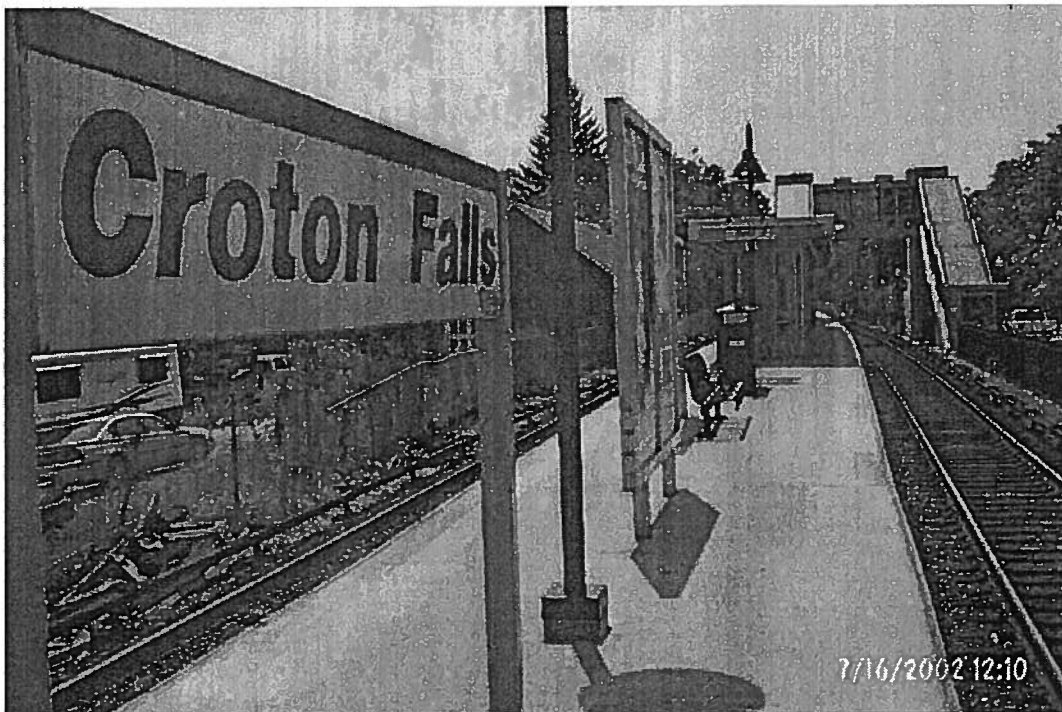


Croton Falls, NY area map.

Housatonic Area Regional Transit

Croton Falls station is located at 5 Front Street between West and Cross streets in Croton Falls, New York approximately 6 miles from the Connecticut border and 47 miles north of Grand Central Terminal. Metro North has three parking facilities listed with this station, with a total parking capacity of 202 parking spaces, one of which is off-site with connecting bus shuttle service.

The site was visited by HART on January 30, 2006 and staff estimated that the lots were approximately 90% full at the time of the visit. The condition of the parking facilities was good and everything appeared to be well maintained. In addition to those parked in designated parking lots, there were many cars parked along nearby streets. Staff observed 143 cars parked in these areas.



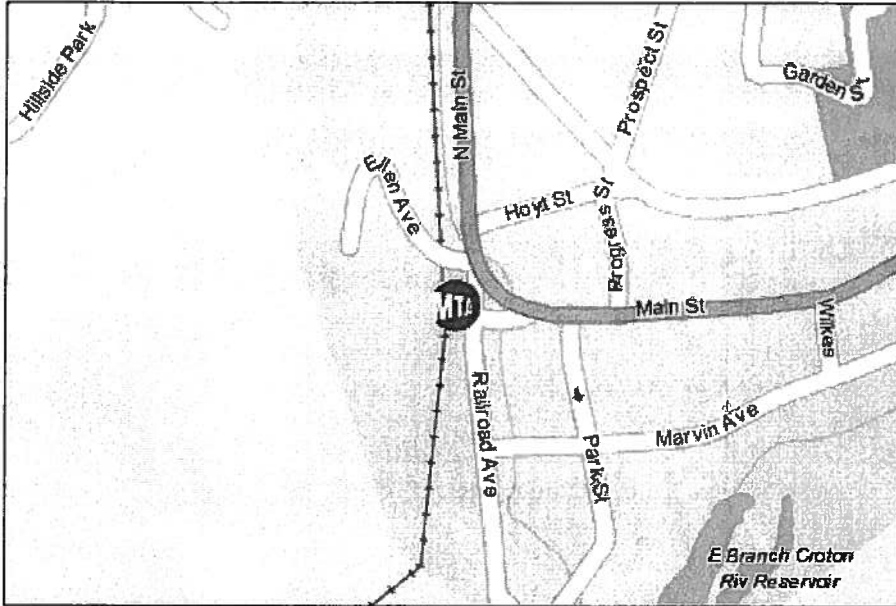
Croton Falls station

Brewster

The Brewster Station is located in the heart of the commercial district of the Village of Brewster, New York. It is located due south of Southeast Station on Route 6, which is off of Route I-84.

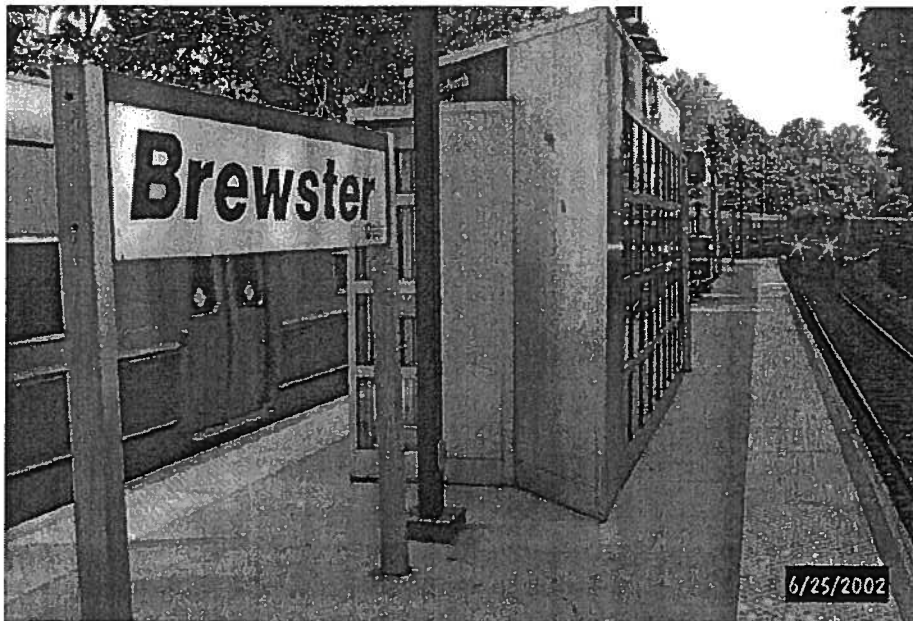
Like Southeast, the Brewster Station is easily accessible from Connecticut via Route I-84. There are five parking lots and on-street parking which serve the station which combined can hold over 500 vehicles. An additional 70 spaces are under construction south of the station and are scheduled to be completed in spring 2007. Some of these lots require a significant walk to the station. The Brewster Station attracts Connecticut riders primarily from Danbury, New Fairfield, Brookfield, and Bridgewater.

Housatonic Area Regional Transit



Brewster Village, NY area map

Brewster Station is served by the Danbury-Brewster Shuttle, the 3 Mill Plain Route and by the Putnam County Rapid Transit (PART) system's Route 1.

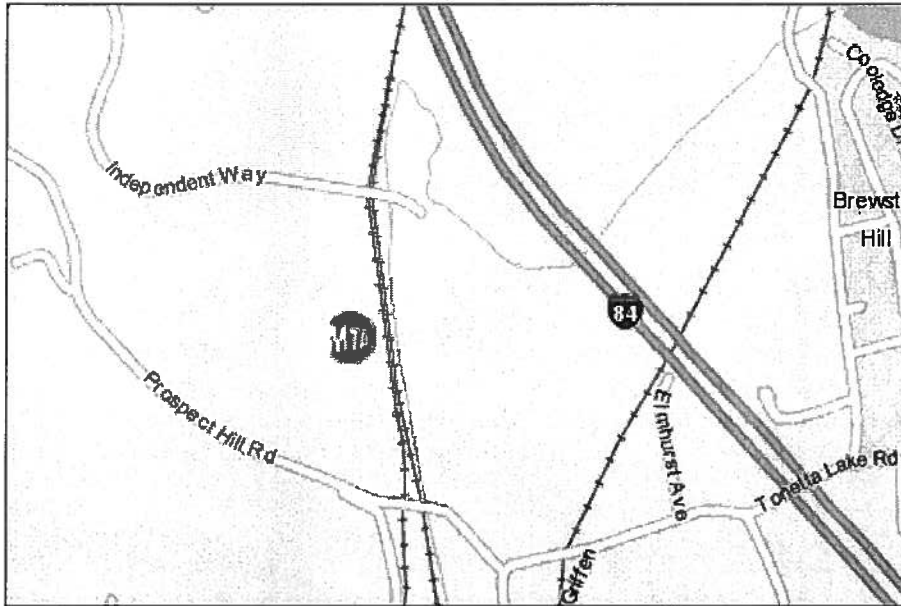


Brewster Station

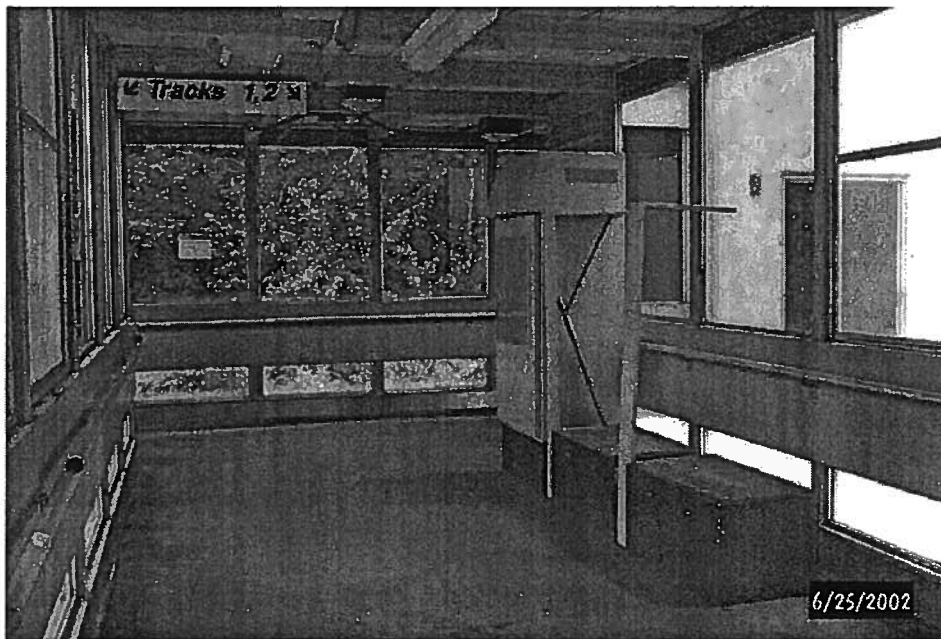
Housatonic Area Regional Transit

Southeast

Southeast station is located on Route 312 at the I-84 interchange in Brewster, New York approximately 6 miles west of the Connecticut border and 53 miles north of Grand Central Terminal. The parking capacity for this station is listed as 1010 by Metro North, with approximately 600 permit spaces and 400 meter spaces.



Southeast area map



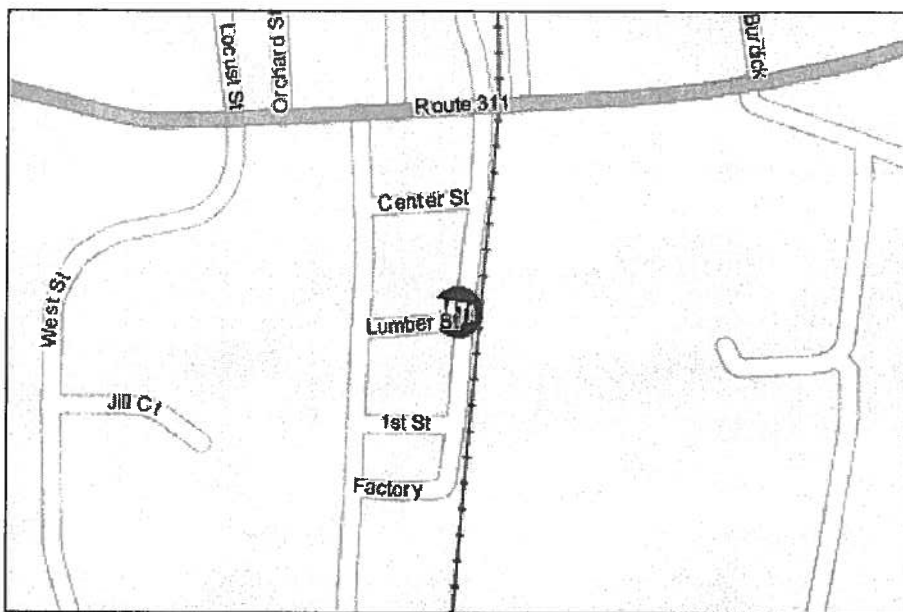
Southeast Station

Housatonic Area Regional Transit

The site was visited by HART on January 30, 2006 and staff estimated that the lots were approximately 90% full at the time of the visit. The condition of the parking facilities was good and everything appeared to be well maintained.

Patterson

Patterson station is located at 1 Front Street and Center Street in Patterson, New York approximately four and a half miles west of the Connecticut border and 60 miles north of Grand Central Terminal. The parking capacity for this station is listed as 218 by Metro North.



Patterson, NY area map

There is meter and permit parking available along the platform and a large lot south of the platform and across the street.

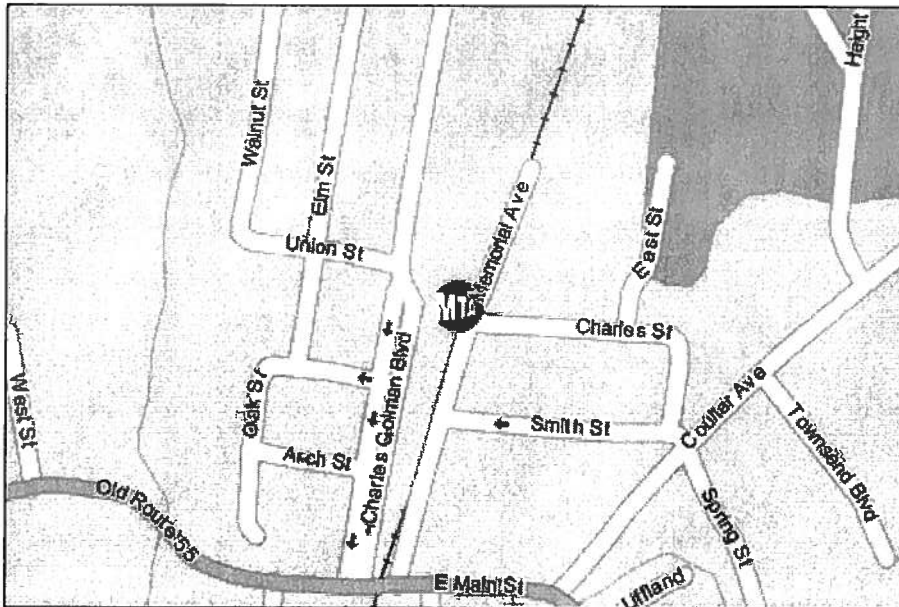
The site was visited by HART on February 1, 2006 and staff estimated that the parking was approximately 20% full at the time of the visit. The condition of the parking facilities was good and everything appeared to be well maintained. Patterson is served by PART's 3 Route.



Patterson Station

Pawling

Pawling Station is located at 1 Memorial Avenue, Pawling, New York approximately five miles west of the Connecticut border and 64 miles north of Grand Central Terminal. The parking capacity for this station is listed at 211 by Metro-North.



Pawling, NY area map



Pawling Station

The site was visited by HART on February 1, 2006 and staff estimated that the parking was approximately 40% full at the time of the visit. The condition of the parking facilities was good and everything appeared to be well maintained.

Pawling Station is served by Dutchess County LOOP bus routes 8 and 11.

Existing HART Harlem Line Shuttle Services

Danbury-Brewster Shuttle

The Danbury-Brewster shuttle originates in Danbury, Connecticut, and is designed to allow for a timed transfer with morning departures and afternoon arrivals at the MTA Metro-North Railroad station in Brewster, New York. The service began as a federal Congestion Mitigation and Air Quality (CMAQ) funding program pilot project through the New York State Department of Transportation (NYS DOT) in cooperation with the Connecticut Department of Transportation (ConnDOT) for three years. The total funding for this service is provided jointly by NYS DOT and ConnDOT.

A schedule for and map of this route is provided in the appendix.

Service Structure

The Danbury-Brewster shuttle has two distinct operating regimens, peak and off-peak. Peak service operates between 5:30 and 8:30 A.M., and 3:30 to 9:30 P.M. These periods provide service from park and ride lots off I-84 at Federal Road, White Turkey Road Extension, and park and ride lots at the ramps at I-84 exits 1 and 2. Buses express on I-84 west between exits 7 and 2, and travel locally on Route 6 into the village of Brewster via Main and Oak Street, with a stop in front of the station.

Off peak service is provided between 9 A.M. and 2:30 P.M. as an extension of the HART 3 Mill Plain route to the village of Brewster and does not provide service to the White Turkey or Federal road lots.

Passengers may use this service to transfer between HART and Putnam Area Rapid Transit (PART) both of which allow free intersystem transfers at the train station.

Current service provides connections to eight morning southbound trains to Grand Central Terminal and two northbound arrivals from New York City to Brewster. Afternoon-evening service provides connections to 13 northbound arrivals and 7 southbound departures.

Base cash fare is \$1.25. Monthly UniTicket price is \$27 over the cost of the Metro-North monthly pass. Approximately 60% of trips made on the shuttle are by UniTicket holders, who take advantage of this deeply discounted pass program.

MTA Metro-North Railroad provides a guaranteed ride home program for UniTicket holders. The guaranteed ride home program is a program in which UniTicket holders who have a mid-day emergency or are made to work overtime that causes the passenger to take a train home that is not met by a shuttle are provided with a free taxi ride from the station to their park and ride lot. Those eligible for this program, meaning those holding a UniTicket, may take advantage of it up to twice a month.

Housatonic Area Regional Transit

Service Chronology

A bi-state committee composed of the two state DOT's, CT TRANSIT, MetroPool, HART, Westchester County and others began discussing the need for increased inter state bus services in the early 1990's. Service proposals to NYS DOT and ConnDOT to implement a bi-state shuttle service were submitted by HART through the committee in late 1996. Proposals suggested a peak period only service designed around pick-ups at park and ride lots off exits 7, 2 and 1 of I-84. Later proposals incorporated the extension of HART's Mill Plain bus to Brewster village between 9:00 A.M. and 3:00 P.M. (not funded by NYSDOT) as well as reverse commute service between the Danbury Fair Mall and Brewster Village.

Service operation began in October 1998. Four round trips were made on the shuttle in the morning meeting Brewster departures between 6:12 A.M. and 7:38 A.M., and in the afternoon, meeting arrivals between 5:45 P.M. and 7:50 P.M. Three morning trips offered direct service to the HART Pulse Point (transfer station) from Brewster and a Danbury Fair Mall arrival for reverse commutes. In the afternoon, two trips originated at the Danbury Fair Mall and the Pulse Point for travel into Brewster.

The 3 Mill Plain bus service was extended from its endpoint at the I-84 exit 2 park and ride lot into Brewster during the mid-day, arriving in Brewster hourly between 9:30 P.M. and 3:30 P.M. This portion was not funded through federal CMAQ funds, but accomplished through reallocation of existing HART resources.

An additional P.M. trip was added in April 1999 to meet a 4:37 P.M. Metro-North arrival.

In October 2000, there was a substantial redesign of the schedule. Changes included an adjustment to meet a 6:00 A.M. express train to Grand Central Terminal, and the addition of a 5:15 P.M. shuttle trip to Brewster originating at the Danbury Fair Mall at 4:57 P.M. Other revisions included an improved timetable design, simplified text, and additional Metro-North schedule information. Also in October, HART replaced bus shelters at the park and ride lots at exits 1 and 2 and installed improved signage at the Brewster Village station.

Service additions in early 2002 provided two additional morning peak period trips, and four additional P.M. peak period trips, meeting trains until 9:10 P.M. Substantial Metro-North schedule changes in 2004 caused HART to revisit the shuttle schedule. One early afternoon trip with weak ridership was eliminated and an additional morning peak period trip was added.

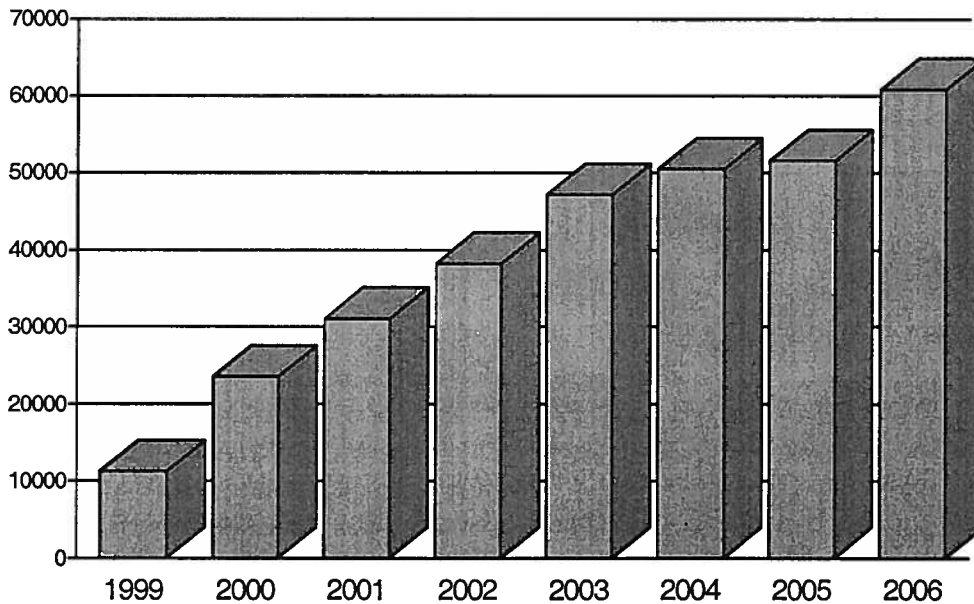
In January 2006, an additional morning trip was added to serve a new express train, bringing the total trains served in the morning peak to eight. Other changes at that time included the assignment of larger vehicles in the morning peak period to address overcrowding issues.

Ridership History

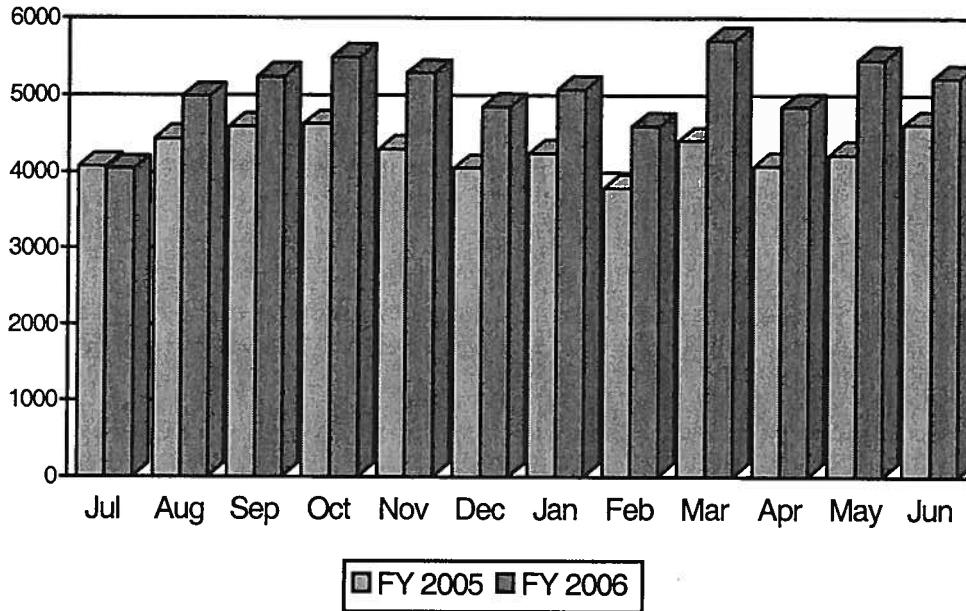
The history of ridership on the shuttle is illustrated in the graph and tables below. Ridership currently averages 250 trips per day and has increased by thousands of trips each year since its inception. A combination of small and large equipment is used to operate this service.

Based on survey data, the vast majority of riders use the Brewster service for daily commutation to Manhattan. Local traffic, particularly to Putnam Precision, a manufacturing facility on Route 6 in Brewster, is more prevalent in the late morning peak and off-peak periods.

***Danbury-Brewster Shuttle
Annual Passenger Trips vs. Fiscal Year***



Danbury-Brewster Shuttle
Trips per month, FY 05 and FY 06



Passenger loading is slowly requiring the replacement of small buses with full sized transit buses. For example, morning loading on outbound trips is near capacity with the 6:40 A.M. bus exceeding capacity for body on chassis buses often used on this route (this run is serviced by a 33 passenger bus and so does not exceed capacity).

Most peak period trips are served by HART bus service. Midday connectivity is not optimal, since midday service is provided as an extension of HART's urban fixed route system, which pulses on the hour and buses are not timed to meet trains. Other inconsistencies include a 1.5 hour gap in early afternoon when midday service ends and before afternoon/evening service begins.

For recommendations regarding future service changes please see Section 4: Recommendations.

Ridgefield-Katonah Shuttle

In response to requests from northern Westchester County communities as well as the Town of Ridgefield, CT seeking to reduce traffic along local roads and reduce the parking pressure at the Harlem Line station, the Ridgefield-Katonah Shuttle was launched as a pilot inter-regional service of the Connecticut Transportation Strategy Board in 2002.

Service development was accomplished with input from the communities of Ridgefield, Connecticut, and Lewisboro, New York; the DOT's of the respective states; Westchester County's DOT and Planning Department; and MTA Metro-North Railroad. Funding for the Ridgefield Katonah shuttle is provided jointly through ConnDOT and NYS DOT.

A schedule for and map of this route is provided in the appendix.

Service Structure

The Ridgefield-Katonah Shuttle is operated by HART between the Ridgefield central business district and the Katonah, Metro-North train station, Monday-Friday. Buses begin at the Jesse Lee Memorial Methodist Church in Ridgefield on Main Street and follow Route 35 through Lewisboro and Bedford to Route 117 to Katonah. The South Salem Municipal Lot just north of 35 on Spring Street is an additional stop. Flag stops along the route are permitted in New York State.

HART meets seven morning southbound trains and nine northbound evening trains. Free transfers are provided to the Bee-Line (Westchester County) bus route 19, which also serves Katonah.

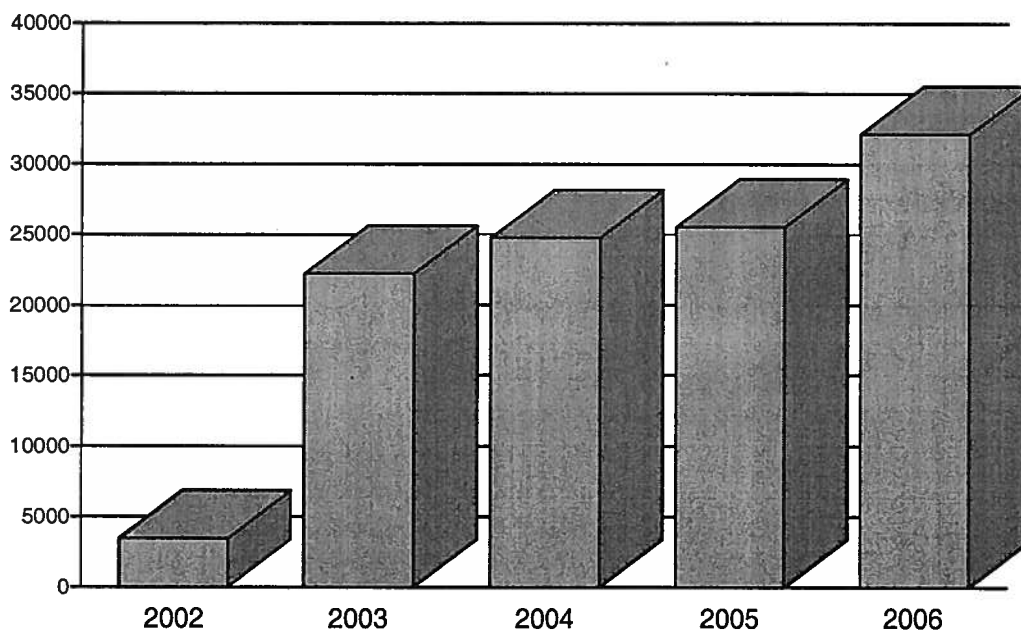
As in the case of the Danbury-Brewster service, cash fare is \$1.25 and monthly UniTicket price is \$27 over the cost of the Metro-North monthly pass. Ridgefield-Katonah shuttle riders use the UniTicket pass at a rate slightly less than that of the Danbury-Brewster riders, at about 55% of trips made.

MTA Metro-North Railroad provides a guaranteed ride home program for UniTicket holders on this service as well. The guaranteed ride home program is a program in which UniTicket holders who have a mid-day emergency or are made to work overtime that causes the passenger to take a train home that is not met by a shuttle are provided with a free taxi ride from the station to their park and ride lot. Those eligible for this program, meaning those holding a UniTicket, may take advantage of it up to twice a month.

Service Chronology

Ridgefield-Katonah Shuttle began operation in March 2002. The initial schedule met five morning southbound trains beginning from 6:28 A.M. to 8:29 A.M. and seven northbound trains arriving between 5:46 P.M. and 8:23 P.M. for a total of 19 platform hours. A peak period morning departure at 7:41 A.M. and 6:38 P.M. northbound arrival was not met. In October 2004, Metro-North made a substantial revision to the Harlem Line schedule, which provided the opportunity to re-examine the service design.

***Ridgefield-Katonah Shuttle
Annual Passenger Trips vs. Fiscal Year***



Deadheads and travel time scheduled for the service were generous in this first schedule. This schedule also allowed for a potential reverse trip, meeting a 7:06 A.M. arrival from New York. After almost two years of service, this trip was seldom used. Passenger surveys also indicated a desire for earlier connections for service to Manhattan.

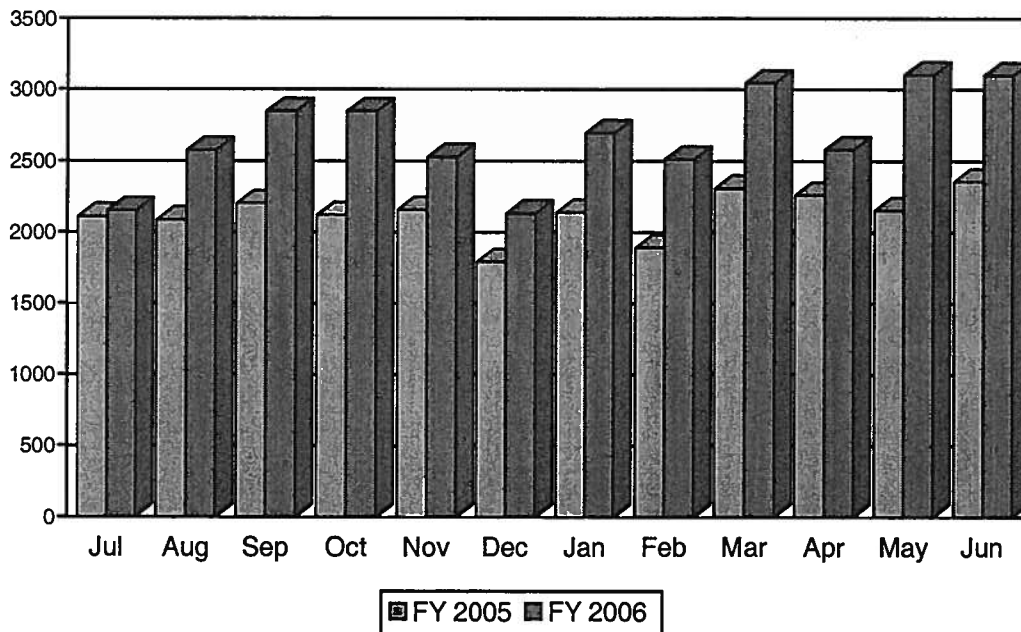
Trip time between Ridgefield and Katonah was tightened and deadhead time was reduced. The reverse commute trip was eliminated. The time savings allowed for a connection with an earlier A.M. departure at 6:20 A.M. and an earlier P.M. arrival at 5:27 P.M.

Housatonic Area Regional Transit

Bus size has become an issue operationally for this service. At the start of operations some buses were used employing under 20 seats. Standees became a problem on morning trips. Eventually all buses operating on the service had a 20 seat capacity. Transit style buses are probably not feasible on this route due to the geometry of the street network in Katonah and community acceptance issues.

In early 2006, to help address overcrowding and meet a new express train, two additional morning trips were provided. One trip serves an additional southbound train, and the second provides additional capacity to an existing trip with very heavy ridership. A single afternoon trip was added to meet an afternoon peak period train arriving in Katonah from New York City at approximately 5 P.M.

**Ridgefield-Katonah Shuttle
Trips per month, FY 05 and FY 06**



HART is currently in negotiations with a South Salem church to lease additional parking spaces. Remaining capacity at the Jesse Lee Church lot is currently in the range of 30-35% of available spaces; the South Salem municipal lot is at capacity.

Ridership History

Since inception, ridership has grown steadily on this route and currently averages over 135 trips per day. Percent increases by month for Fiscal Year 2006 vs. Fiscal Year 2005 average in the mid twenties.

Housatonic Area Regional Transit

Ridership on Ridgefield-Katonah is dominated by rail commuters to Manhattan, with reverse commutes almost negligible. Unlike Danbury-Brewster, 35-40% riders are New York State residents taking the bus to connect with trains at Katonah. Local traffic is limited and comprised mostly of students using the service to access the Harvey School and Montfort Academy in Katonah.

Service is not provided outside the peak period; there are no bus arrivals in Katonah between 8:25 A.M and 4:50 P.M.

3. SHUTTLE EXPANSION ANALYSIS

Overview

HART staff examined six Harlem Line stations not currently served by shuttle buses including Goldens Bridge, Purdy's, Pawling, Southeast, Croton Falls and Patterson for service potential. These stations were chosen because of their proximity to the Housatonic Region and the likelihood that a high percentage of the commuters using the stations would be Connecticut residents. Purdy's, Goldens Bridge and Southeast were then selected for a higher level of analysis.

Previous Analysis

In 2001, Metro-North performed an in-house study to analyze different routes for shuttle service from Connecticut to the Harlem Line in addition to the existing Brewster Shuttle. This study helped determine the eventual selection of Ridgefield-Katonah as the second upper Harlem Line shuttle operated between Connecticut and New York in the region. Among the alternatives analyzed in this report were options to carry passengers to Purdy's, Goldens Bridge and Katonah from Ridgefield.

In this study, it was assumed that one or more of three specific park and ride lots would be used for a theoretical Ridgefield-Harlem Line service, two of which are in Ridgefield and the third in Lewisboro. Two of the lots identified are now used for HART's Ridgefield-Katonah service.

Two routes were suggested to Goldens Bridge, the first being Routes 35 to 131 to 138 to the station. The second suggested route to Goldens Bridge was via Route 35 to Route 22 to 138. When attempted, this first routing raised concerns because it was indirect and had frequent turns. Congestion at the Route 35 and Route 22 intersection was seen as a potential problem on the second option, possibly affecting the running times of the shuttle.

A service to Purdy's was also examined in that study. From the same park and ride lots, passengers were to be picked up and the bus would travel on 116 straight to Purdy's. This route was rejected because the right of way is winding, narrow and poorly lit at night. This routing would also require passing through heavily traveled sections of downtown Ridgefield.

The routing suggested to Katonah closely follows the currently operating Ridgefield-Katonah Shuttle route, which picks up at the Jesse Lee church parking lot in Ridgefield and travels along Route 35 to Katonah, with a stop in South Salem.

Parking Usage at Study Target Stations

As shown below, Metro-North reports that the majority of stations have waiting lists for parking. Only Patterson and Pawling have no waiting lists for long term parking permits. Goldens Bridge, Purdy's, Croton Falls and Southeast were essentially at or near capacity on the date sampled. Patterson and Pawling had the lowest overall number of cars parked at the stations examined. While partially attributable to having a relatively low number of available spaces, neither lot was full. The vast majority of spaces in Patterson were available the day of the field visit.

Harlem Line Parking Lot Survey

Location	Type of Parking	Date of Visit	Percentage Full	Total Number of Cars	Number of CT License Plates	Percentage of CT License Plates	Parking Lot Wait List
Goldens Bridge CT Side	Permit	1/30/2006	80	239	65	27	
Goldens Bridge NY Side	Permit	1/30/2006	100	535	103	19	
Goldens Bridge NY Side	Meter	1/30/2006	100	92	23	25	
TOTAL				866	191	22	207
Purdy's	Permit	1/30/2006	100	247	85	34	
	Meter	1/30/2006	100	90	49	54	
	Street	1/30/2006	N/A	46	18	39	
TOTAL				383	152	40	145
Croton Falls	Permit	1/30/2006	100	152	5	3	
Croton Falls	Street	1/30/2006	N/A	143	3	2	
TOTAL				295	8	3	160
Southeast	Permit	1/30/2006	100	506	138	27	
	Meter	1/30/2006	100	332	116	35	
TOTAL				838	254	30	338
Patterson	Permit	2/1/2006	80	53	10	19	
	Meter	2/1/2006	5	21	1	4	
TOTAL				74	11	15	0
Pawling	Permit	2/1/2006	90	98	7	7	
	Meter	2/1/2006	75	78	4	5	
TOTAL				176	11	6	0

As the chart indicates, Pawling, Patterson and Croton Falls had the lowest percentage of Connecticut-based patrons. Croton Falls had the lowest percentage of Connecticut-tagged cars parked at 3%, Patterson with 6% and Pawling with 15%.

Mail and Ride Data

In addition to field assessments, HART used information provided by Metro-North Railroad to perform geographic analysis with ArcView. These results are included in the appendix. ArcView images were plotted using the HVCEO base map and the Metro North mail and ride information. The black dots represent persons living in the HVCEO region who participate in Metro-North's Mail and Ride program at a particular Harlem Line station. The station for which they have a ticket is listed at the top of the map.

Rider Survey

In conjunction with the New York State Department of Transportation and Metro-North Railroad, HART conducted a survey of those parked in three stations. HART staff distributed the surveys at three stations, Goldens Bridge, Purdy's and Southeast, to cars parked carrying Connecticut license plates. The postage was provided on the surveys -- all that was required of the driver was to fill it out and drop it in a mail box. Respondents were asked to reply before April 20, 2006, giving them a ten day window to complete the survey.

Based on the January 2006 license plate survey, HART prepared and distributed 620 surveys. Surveys were placed on cars parked in station lots in both permit and metered sections of the lot and in the case of Purdy's, on the street.

Surveys were color coded by station to facilitate analysis.

The survey instrument is included on the following two pages.

Housatonic Area Regional Transit

The Housatonic Area Regional Transit District (HART) is conducting a study for the Housatonic Valley Council of Elected Officials of potential shuttle bus routes to the Southeast train station. **Please complete the following brief survey and return it to Richard Schreiner, HART, 62 Federal Road, Danbury, CT 06810 by April 20, 2006.**

As you may know, HART under contract to NYSDOT and ConnDOT and working closely with MTA Metro-North Railroad has successfully operated the Danbury-Brewster and Ridgefield-Katonah shuttles for several years. Each morning we carry close to 200 passengers to the train.

Consideration is being given to adding a shuttle to this location, to be operated by HART with fares, schedules and amenities similar to existing successful services. Other stations are being considered for service expansion. The surveys will help determine where it would be appropriate to start new service.

1) Please provide the nearest street intersection to your home and the name of the town or city in which you live. This information will allow us to develop a map of current users, and may suggest potential bus shuttle routes to the station. It is not necessary to include your name.

Nearest intersection to my home

Town/City

2) What time do you normally board the train for your morning commute?

_____AM

3) What time do you normally get off the train in Southeast at the end of the day?

_____PM

4) The combined bus/train fare (Metro-North UniTicket) is the regular monthly train fare plus \$27. There is a guaranteed ride home program for shuttle riders for emergencies and late-night returns. Parking lots served by the shuttles are free. Shuttles would be timed to meet southbound morning trains and northbound evening trains. On a scale of one to five, with five being the most likely, how likely would you be to use such a shuttle bus to the Southeast Station?

Not at all likely
likely

somewhat likely

very

1

2

3

4

5

Housatonic Area Regional Transit

5) How frequently do you use Metro-North service?

Daily 2-4 x/week 2-4x/Month Occasionally

6) Thank you for your cooperation. Please provide any additional comments you might have.



CT-NY RAIL BUS SHUTTLE SURVEY

Richard Schreiner
Housatonic Area Regional Transit
62 Federal Road
Danbury, CT 06810

Survey Results

Survey responses were logged according to the station from which they came. The complete survey results, sorted according to train station and respondent municipality, are provided in the appendix.

HART distributed 260 surveys in Southeast, 143 in Purdy's and 190 at Goldens Bridge.

Response rates by station were mixed. HART received 59 completed surveys from Southeast, 16 from Purdy's and 40 from Goldens Bridge. Expressed as a percent of surveys distributed, Southeast had a 22.6% return, Purdy's had a 10.0% return and Goldens Bridge had a 20.0% return.

The municipalities with the highest number of respondents were Danbury, New Fairfield and Ridgefield. Survey results show 25 respondents from Danbury, 17 respondents from New Fairfield and 31 respondents from Ridgefield. The majority of the Danbury respondents, 20 out of 25, were responding to the Southeast survey. The same is true for the New Fairfield residents, with 14 out of 17 responding to the Southeast survey. Most of the respondents from Ridgefield, 25 out of 31, were responding to the Goldens Bridge survey.

The rate of return on the surveys suggests a low interest level in shuttles for the Purdy's station riders. Of the 16 respondents, only five stated that they would be interested in the shuttle service and of those, only three indicated a high level of interest.

4. RESULTS AND RECOMMENDATIONS

Recommended Enhancements to Existing Shuttle Services

Danbury-Brewster Shuttle

HART currently serves this station with shuttle service from four park and ride locations around Danbury. As discussed in the introduction of this document, this service has been growing each year. However, according to the responses from our survey the profile of these shuttle services may not be as high as it could be, especially on the existing Brewster shuttle.

In response to personal conversations HART employees have had with Danbury area residents during outreach programs and survey responses, HART recommends that the marketing of the Danbury-Brewster shuttle be increased. Periodic Metro-North marketing campaigns by means of advertisements in the *Danbury News-Times* and other local papers have been successful in increasing shuttle ridership. HART believes that the efforts currently employed could be increased, and that seat drop flyers, signs at the train stations, internet marketing and/or advertisements on the train or in a newspaper with larger circulation would be beneficial.

It would be desirable to provide additional service to eliminate the gap in the schedule between 2:30 and 4:00 P.M.

Summary of Recommendations

- **Improved service marketing.**
- **Provide larger equipment as dictated by capacity needs.**
- **Provide additional service to meet the 3:09 P.M. northbound arrival in Brewster.**

Ridgefield Katonah Shuttle

Ridgefield-Katonah service is growing in ridership but faces several limiting factors, including parking capacity, bus passenger capacity and lack of midday service.

Expansion of park and ride lots for this service is a significant long term limitation to HART Katonah Shuttle service expansion. Unlike Danbury-Brewster, where large public parking lots are present off I-84, parking opportunities along the route 35 corridor are limited. As discussed in this report, there are two park and ride lots for the Katonah shuttle, one at the Jesse Lee church in Ridgefield and one in South Salem, NY.

Housatonic Area Regional Transit

Parking locations have been historically difficult to obtain along this route. Prior to the start of service, negotiations with two churches in downtown Ridgefield failed before a successful agreement was completed with Jesse Lee Church. In New York, HART is in negotiations with a church in South Salem to provide a small amount of additional parking. Lots along the route at the Lewisboro town park and South Salem fire house were investigated before negotiations began, but ruled out. Low parking capacity on this route has inhibited marketing efforts.

As the service has been up and running well for four years, HART feels that Ridgefield-based locations that were initially hesitant to allow parking may have a better understanding of the program and now be willing to allow the use of their parking lots. The churches that HART could approach in Ridgefield include: St. Mary's, St. Stephen's, First Congregational and the Christian Scientists. On the New York side, HART could examine the possibility of using lots near Ward Pound Ridge reservation in Cross River, NY.

It may be possible to operate a smaller transit-style vehicle in this service to enhance seating capacity. 30' transit buses are made by a variety of manufacturers and may have the ability to operate on this route. Testing representative vehicles on this route would be prudent – operating a large bus now in the morning peak would allow for the elimination of a tripper bus that could be rescheduled elsewhere or eliminated as a cost savings.

Reducing the size of the service gap in the midday should be a priority. Passengers have only the Metro-North guaranteed ride program or local taxi service to rely on if they board a train at Grand Central Terminal headed home to Katonah from 7:30 AM to nearly 4 P.M.

Summary of Recommendations

- **Explore the potential for small transit buses on this route to enhance seating capacity.**
- **Revisit Ridgefield-based locations for additional park and ride lots.**
- **As opportunities for expansion arise, reduce the very large gap in midday service.**
- **Enhanced marketing of the service after parking capacity is increased.**

Service Potential to Stations Not Served

Stations Not Recommended for Service Expansion

Detailed exploration of service to Croton Falls, Patterson and Pawling were ruled out early on as having limited potential for ridership, as well as being difficult to serve by HART from an operational standpoint. Service to all three stations would require excessive deadhead travel, likely in excess of 40-45 minutes in areas with low capacity arterials, narrow rural roads, and limited radio and cell phone coverage.

All three stations have low usage by Connecticut residents, suggesting a low demand. A total of 30 cars with Connecticut plates were observed at all three stations combined.

Finally, station surveys at Patterson and Pawling indicated ample parking capacity. Lack of parking is a significant factor in the success of the existing shuttle services.

Purdy's Station and Goldens Bridge

The number of advantages of service to Purdy's seem to be small for HART. As Purdy's is close to 684, the headways for such a service would be similar enough to that of our Katonah service to be acceptable. Also, the service would be most convenient for Ridgefield residents, a population that seems to have an ever growing market for shuttle services.

The disadvantages for HART service to Purdy's far outweigh the advantages. First, although the population served would be a known market, service already exists to this population via the Ridgefield-Katonah Shuttle. Second, there are very few potential park and ride locations. Third, the route to and from Purdy's and downtown Ridgefield is not optimal for even small buses. The road most likely to be part of the route is narrow and potentially difficult to negotiate in the dark and in bad weather. Last, the percentage of survey respondents from this location was the lowest of any surveyed, showing that the interest level in a shuttle service may not be present.

The advantages and disadvantages to HART shuttle service to Goldens Bridge are similar to those of Purdy's. The advantages include the high level of interest from the respondents from Ridgefield and deadhead travel time on I-684 similar to that of experienced on the Ridgefield-Katonah service.

Again, disadvantages outweigh the advantages in this case. First, as in Purdy's, similar service already exists for residents in Ridgefield and secondly, park and ride possibilities are limited. The roadways between Goldens Bridge and Ridgefield are not optimal for bus travel, and the geometry of the parking area at the station is unusual – the lot is divided into small sections, and access roads are narrow and winding.

Summary of Recommendation:

- **Distance from HART facilities, difficult access and low interest levels from Connecticut residents limit the potential success of a cross border bus service to the Harlem Line at Croton Falls, Pawling, Patterson, Goldens Bridge and Purdy's.**

**Recommended Expansion Service
New Fairfield-Southeast**

After examining service expansion opportunities to a third Harlem Line rail station, HART recommends shuttle service from New Fairfield to Southeast.

The advantages to HART shuttle service to Southeast are many. First, running time would be low, approximately 22 minutes, which is equivalent to the Brewster shuttle now running. Secondly, Southeast is a station used by many Connecticut residents, with a cluster in New Fairfield and Northern Danbury. Residents of these areas are not likely to travel the distance required to access existing shuttle services. Southeast showed the greatest survey response rate and had the highest number of Connecticut cars parked at 254.

When examining ArcView data for the Southeast, parking permits and the mail-in survey results from Connecticut commuters, it becomes apparent that an attractive option would be a service between New Fairfield and Southeast. There are ample possibilities for parking in the center of New Fairfield and many riders already make the drive from that area to Southeast daily. A park and ride location in New Fairfield would also serve those in Northern Danbury.

HART staff timed a preliminary route from downtown New Fairfield to the Southeast Station parking lot at 20 minutes. There are also options for park and ride lots in New York State along Route 22, thereby creating a shuttle service available to Connecticut and New York residents.

New Fairfield has multiple potential sites for park and ride locations, including three churches and two schools around the intersection of Route 39 and Gillotti Road. The survey response rate from residents of New Fairfield currently driving and parking at Southeast was high. Also, HART does not currently service this town with fixed route service and an expansion to this town would provide more overall coverage for the residents of the Greater Danbury area.

Recommended Routing

Service would begin at a park and ride lot to be determined near the intersection of Gillotti Road and Route 39 and continue west to Ball Pond Road. Buses would travel south on Ball Pond Road, and then south and west on Milltown Road, and on into New York State. The route continues south on Route 22 to the Hamlet of Milltown, NY -- a second park and ride location in this location would be desirable. There is a small commercial area here and a synagogue that may provide opportunities. From this location, buses would continue south to Route 22, then to I-684 to its intersection with I-84, and following I-84 west to exit 19, and terminate at Southeast Station.

A draft schedule for the New Fairfield to Southeast service is provided below.

***New Fairfield – Southeast Shuttle
HART Service with Metro North***

Run	New Fairfield Parking Lot	Milltown N.Y. Parking Lot	Southeast	<i>MN dep</i>	<i>MN arr</i>	Southeast	Milltown N.Y. Parking Lot	New Fairfield Parking Lot	Garage	Run
				<i>To NYC</i>	<i>From NYC</i>					
Bus 1	5:46	5:58	6:08	6:13		6:13	---	6:32	---	Bus 1
Bus 2	6:15	6:27	6:37	6:42		6:37	---	6:59	---	Bus 2
Bus 1	6:42	6:57	7:07	7:12		7:07	---	---	7:37	Bus 1
Bus 2	7:04	7:16	7:25	7:30	7:08	7:26	---	---	7:55	Bus 2
Bus 3	+	---	5:55		5:57	6:02	6:12	6:27	---	Bus 3
Bus 4	+	---	6:31		6:33	6:35	6:45	6:57	---	Bus 4
Bus 3	6:30	6:42	6:52	7:09	6:56	7:00	7:12	7:25	---	Bus 3
Bus 4	6:59	---	7:21		7:18	7:23	+	7:48	8:03	Bus 4
Bus 3	7:30	---	7:52	8:01	8:14	8:17	+	8:39	8:54	Bus 3

+ - Service By Request

Housatonic Area Regional Transit

Service Expansion Time Table

Based on service planning and funding needs, October 2007 would be the earliest possible start date for such a new shuttle service.

Phase	Begin	End
Planning Study	Winter 2005	August 2006
Refine proposal	October 2006	December 2006
Plan Implementation (depending on funding availability)	January 2007	October 2007

Summary of Recommendation:

- **Operate a peak period service between New Fairfield and Southeast Station with two A.M. and two P.M. buses. Initial service provided would be Monday-Friday with a service span of 6 hours and for approximately 10 platform hours per day.**

5. APPENDIX

2006 Survey Results for Southeast Train Station

Town	Intersection	Time Board	Time Alight	How often	Likelihood of Riding Shuttle
Bethel	Route 6	6:42 AM	5:47 PM	Daily	4
Bridgewater	Brookfield Center	6:00 AM	7:00 PM	Daily	5
Brookfield	Long Meadow & Signal Hill	6:42 AM	6:25 PM	Daily	5
Brookfield	Kellogg & Lakeview	7:12 AM	12:30 PM	Occasionally	3
Danbury	Rt 39 & Stuart	5:51 AM	6:31 PM	Daily	3
Danbury	Exit 5 & I-84	5:52 AM	5:30 PM	Daily	4
Danbury	Main & Library Place	6:30 AM	6:30 PM	2-4 x Month	3
Danbury	Jeanette & Padanaram	7:12 AM	7:30 PM	2-4 x Week	3
Danbury	Shelter Rock & Crows Nest	7:12 AM	7:04 PM	Daily	5
Danbury	Plumtrees & Newtown	7:12 AM	6:31 PM	Daily	5
Danbury	Federal Road	8:30 AM	6:30 PM	2-4 x Week	4
Danbury	Heritage & Middle River	6:43 AM	6:30 PM	Daily	3
Danbury	West King & River Road	6:42 AM	7:04 PM	Daily	5
Danbury	37 & Jeanette	5:50 AM	6:30 PM	Daily	3
Danbury	Shelter Rock & Plumtrees	7:12 AM	6:30 PM	Daily	4
Danbury	Centennial & Heritage	7:17 AM	7:00 PM	2-4 x Week	4
Danbury	Cally & e Pembroke	6:56 AM	6:33 PM	Daily	5
Danbury	Westville & Chelsea	6:56 AM	6:30 PM	2-4 x Week	2
Danbury	Middle River & Heritage	6:40 AM	8:00 PM	Daily	5
Danbury	Padanaram Rd	5:30 AM	8:30 PM	Daily	5
Danbury	Newtown & Pocono Lane	4:30 AM	5:00 PM	Daily	5
Danbury	Triangle & White	4:30 AM	6:00 PM	Daily	5
Danbury	Padanaram & Jeanville	7:00 AM	6:30 PM	Daily	5
Danbury	Westville & Chelsea	7:49 AM	9:00 PM	Daily	3
Gaylordsville	7 & 55	6:42 AM	6:35 PM	Daily	3
New Fairfield	Knollcrest - Millway	6:13 AM	6:30 PM	Daily	4
New Fairfield	Rt 39 & Bigelow	5:50 AM	5:05 PM	Daily	2
New Fairfield	Old Farm & Barnum	5:15 AM	4:40 PM	Daily	5
New Fairfield	Old Farm & Pondfield	7:12 AM	7:20 PM	Daily	5
New Fairfield	Columbia & Princeton	6:42 AM	7:04 PM	Daily	3
New Fairfield	Fairfield & 39	7:30 AM	6:30 PM	Daily	3
New Fairfield	37 & Pine Street	6:42 AM	6:30 PM	Daily	5
New Fairfield	Dick Finn & Rock Ridge	7:12 AM	6:56 PM	Daily	5
New Fairfield	37 & Pine Hill	6:20 AM	4:30 PM	Daily	2
New Fairfield	39 & Gillotti	5:15 AM	5:05 PM	Daily	5
New Fairfield	Hillside & 37	7:12 AM	6:30 PM	Daily	5
New Fairfield	39 & Gilotti	7:00 AM	6:30 PM	Daily	3
New Fairfield	Princeton Lane	7:00 AM	7:00 PM	Daily	5
New Fairfield	39 & Rita Drive	7:49 AM	8:20 PM	Daily	5
New Milford	Pickett District & Still River	4:54 AM	6:33 PM	Daily	4

Housatonic Area Regional Transit

2006 Survey Results for Southeast Train Station (continued)

New Milford	202 & 109	7:15	5:00 PM	Daily	3
New Milford	Rt 7 Near Bridge	5:30 AM	6:00 PM	Daily	3
New Milford	7 & 37	10:07 AM	4:30 PM	Occasionally	3
New Milford	37 & 7	7:12 AM	6:00 PM	Daily	2
New Milford	Adams Lane & Cornwall	5:30 AM	7:00 PM	Daily	4
Newtown	Flagpole & Church Hill	5:51 AM	6:30 PM	Daily	4
Newtown	Churchill & Main	6:42 AM	7:03 PM	Daily	5
Patterson NY	Route 292/ Holmes Rd	8:36 AM	8:00 PM	2-4 week	4
Pawling, NY	Birch Hill & Quaker Hill	5:15 AM	5:10 PM	Daily	1
Ridgefield	Linden & Poplar	n/a	n/a		
Roxbury	New Milford Ct.	8:06 AM	4:10 PM	2-4 week	1
Sandy Hook	Glen Rd & Walnut Tree	6:30 AM	6:30 PM	Daily	3
Sherman	37 & Timberlake	7:12 AM	6:33 PM	Daily	3
Sherman	55	4:54 AM	6:00PM	Daily	1
Sherman	39 & 37	6:42 AM	5:50 PM	Daily	2
Sherman	Candle Hill & Wazner	6:13 AM	6:30 PM	Daily	5
Southbury	67 & 112	6:58 AM	5:51 PM	Daily	1
Southbury	Main & Bucks Hill	6:30 AM	6:30 PM	Daily	4
Southbury	Exit 14 on 84	6:13 AM	7:45 PM	2-4 x Week	3
Southbury	Purchase Brook & Flat Hill	n/a	n/a		1

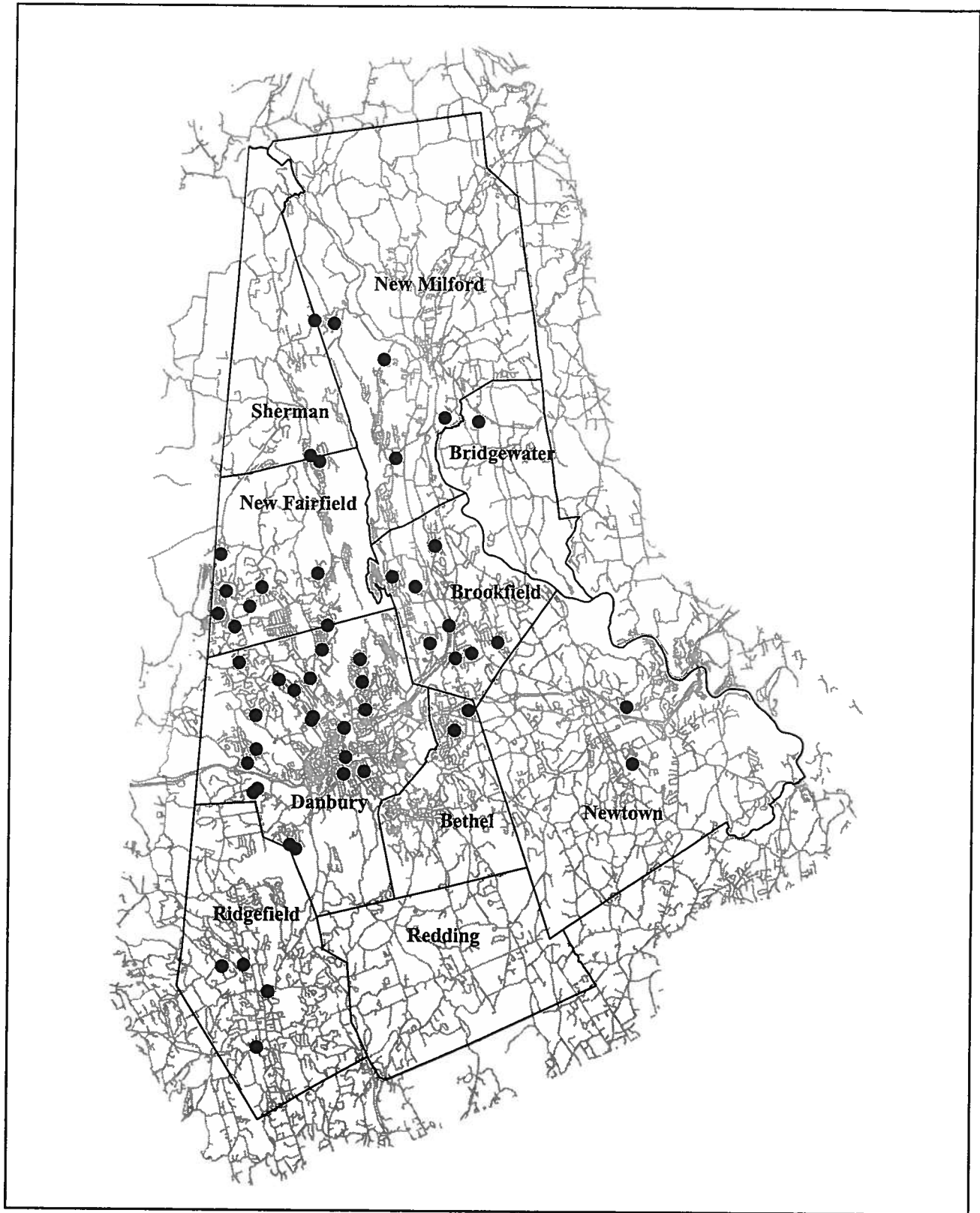
2006 Parking Lot Survey Results for Purdy's

Town	Intersection	Time Board	Time Alight	How often	Likelihood of Riding Shuttle
Bethel	Plumtrees Road	6:57 AM	7:03 PM	Daily	1
Bridgewater	67 & Old Town Highway	6:05 AM	7:05 PM	Daily	4
Brookfield		6:03 AM	7:00 PM	Daily	2
Danbury	Lake & Ridge rd	6:24 AM	6:00 PM	Daily	2
Danbury	Mill Plain & Ridgebury	7:09 AM	6:59 PM	Daily	3
New Fairfield	Warwick & 39	5:55 AM	7:00 PM	Daily	3
New Fairfield	Rita Drive & 39	7:00 AM	7:00 PM	2-4 x week	5
New Milford	Route 202 & Route 7	7:42 AM	6:30 PM	2-4 per week	1
Ridgefield	84 Exit 1	7:30 AM	6:05 PM	Daily	3
Ridgefield	35 & Grove Street	7:09 AM	9:30 PM	Daily	4
Ridgefield	116 & O'Neil Ct	7:40 AM	7:05 PM	Daily	3
Ridgefield	116 & O'Neil	7:00 AM	6:30 PM	Occasionally	
Ridgefield	116 & Barlow	7:09 AM	7:30 PM	Daily	5
Roxbury	67 & Wellers Bridge	7:09 AM	6:06 PM		3
Southbury	6 & 67	5:53 AM	7:00 PM	Daily	3
Woodbury	317 & Transylvania Rd	6:57 AM	6:30 PM	Daily	5

2006 Parking Lot Survey Results for Goldens Bridge

Town	Intersection	Time Board	Time Alight	How often	Likelihood of Riding Shuttle
Brookfield	Rt 133	7:26 AM	7:00 PM	Daily	5
Brookfield	Hanover Ridge & Fleetwood	6:50 AM	7:00 PM	Daily	3
Brookfield	Huckleberry & YMCA	7:20 AM	6:30 PM	Daily	4
Brookfield	Mist Hill & Main	6:30 AM	8:00 PM	Daily	3
Danbury	84 & Airport	7:46 AM	7:00 PM	2-4 per week	5
Danbury	Stadley & Hawley	6:50 AM	6:30 PM	2-4 x week	4
Danbury	E Hayestown Rd	7:48 AM	7:00 PM	Daily	5
New Fairfield	Gillotti & 39	6:30 AM	7:00 PM	2-4 x month	3
New Milford	Pumpkin Hill & Boxwood	6:50 AM	7:00 PM	2-4 x month	5
Newtown	25 & Sawmill Rd	7:35 AM	8:15 PM	Daily	5
Newtown	25 exit 9	6:28 AM	6:59 PM	Daily	5
Redding	7 & Pickets Ridge	8:30 AM	8:00 PM	Daily	4
Ridgefield	Rock Road & Old Sib	6:50 AM	7:30 PM	2-4 per week	1
Ridgefield	Barry Ave & Kiln Hill Road	6:10 AM	5:45 PM		3
Ridgefield	Rock Road	7:26 AM	6:59 PM	Daily	2
Ridgefield	116	8:29 AM	10:00 PM	Daily	5
Ridgefield	Barry Avenue	5:50 AM	5:30 PM	Daily	4
Ridgefield	Scott Ridge & Rock	7:26 AM	6:42 PM	Daily	4
Ridgefield	Copps Hill & Rochambeau	7:49 AM	6:25 PM	Daily	5
Ridgefield	North St. & 116	6:28 AM	7:00 PM	Daily	4
Ridgefield	O'Neill & 116	7:13 AM	6:24 PM	Daily	4
Ridgefield	116	6:50 AM	5:38 PM	Daily	2
Ridgefield	116	6:50 AM	5:38 PM	Daily	2
Ridgefield	Shadow Lake & Beaverbrook	6:50 AM	7:30 PM	Daily	4
Ridgefield	Ridgebury & George W	6:50 AM	7:30 PM	Daily	1
Ridgefield	Mamasasco & Ninth	6:50 AM	6:30 PM	Daily	2
Ridgefield	116 & Ridgebury	7:33 AM	7:00 PM	Daily	1
Ridgefield	Branchville Rd	4:44 AM	4:46 PM	Daily	5
Ridgefield	116 & Tackora Trail	7:49 AM	6:55 PM	Daily	5
Ridgefield	35 & Farmingville	6:10 AM	6:30 PM	Daily	3
Ridgefield	Flat Rock & West Lane	5:29 AM	7:30 PM	Daily	5
Ridgefield	Olmstead & St. John	6:00 AM	8:00 PM	2-4 x week	5
Ridgefield	Armand Road	7:30 AM	6:00 PM	Daily	5
Ridgefield	35 & Grove	7:34 AM	7:00 PM	Daily	4
Ridgefield	84 & Exit 1	6:10 AM	7:10 PM	Daily	3
Ridgefield	High Ridge & Barry	6:30 AM	9:00 PM	Daily	5
Ridgefield	Prospect & East Ridge	5:56 AM	8:00 PM	Daily	5
Somers	Warren St	7:13 AM	7:30 PM	Daily	5
Southbury	67 & 172	6:30 AM	6:30 PM	Daily	3
Yorktown Heights	Saw Mill River & 35	7:15 AM	6:00 PM	Daily	5

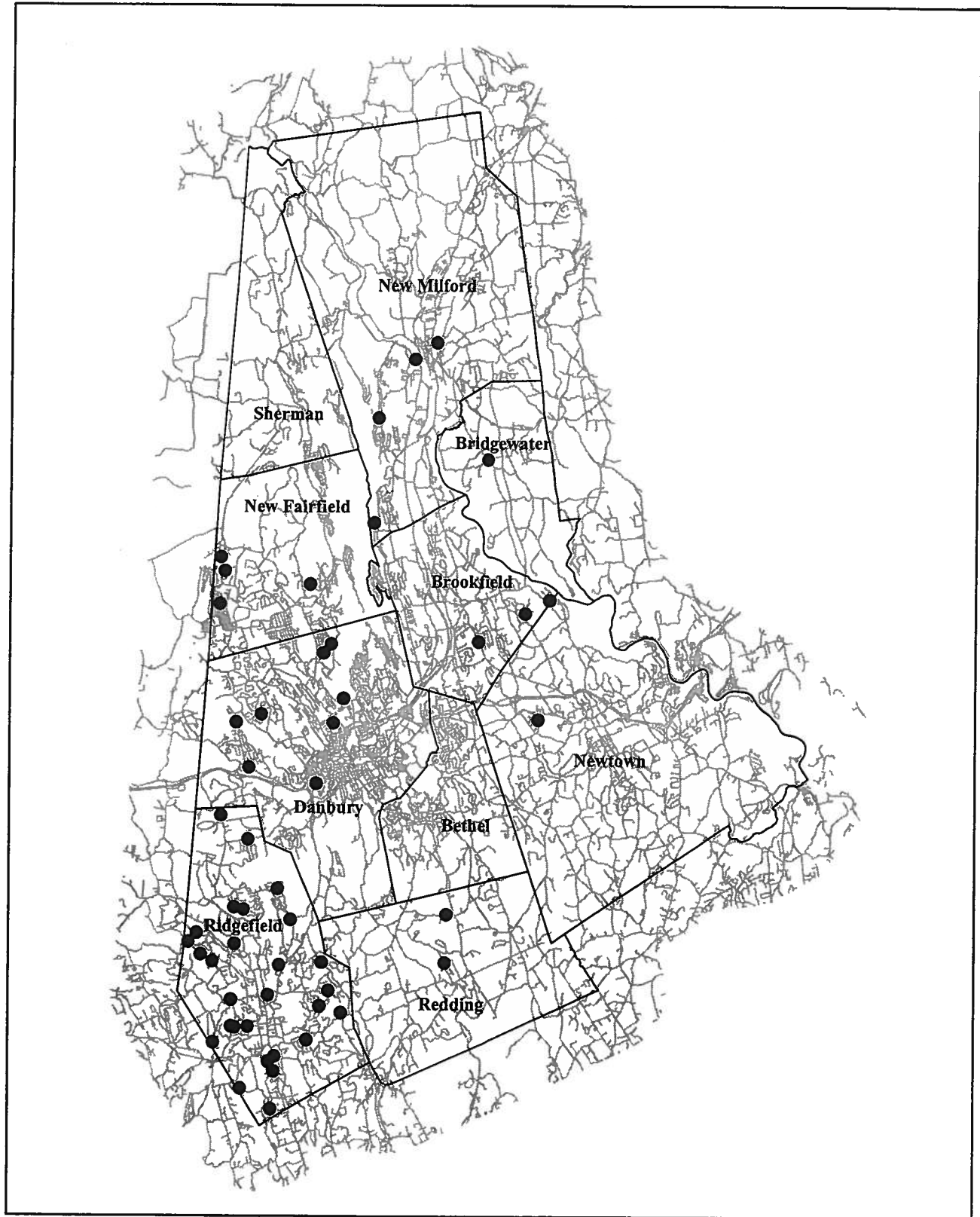
Southeast Station Mail and Ride Ticket Addresses



Legend

- Southeast Station Mail and Ride Ticket Addresses
- HVCEO Region Town Borders
- HVCEO Region Road Network

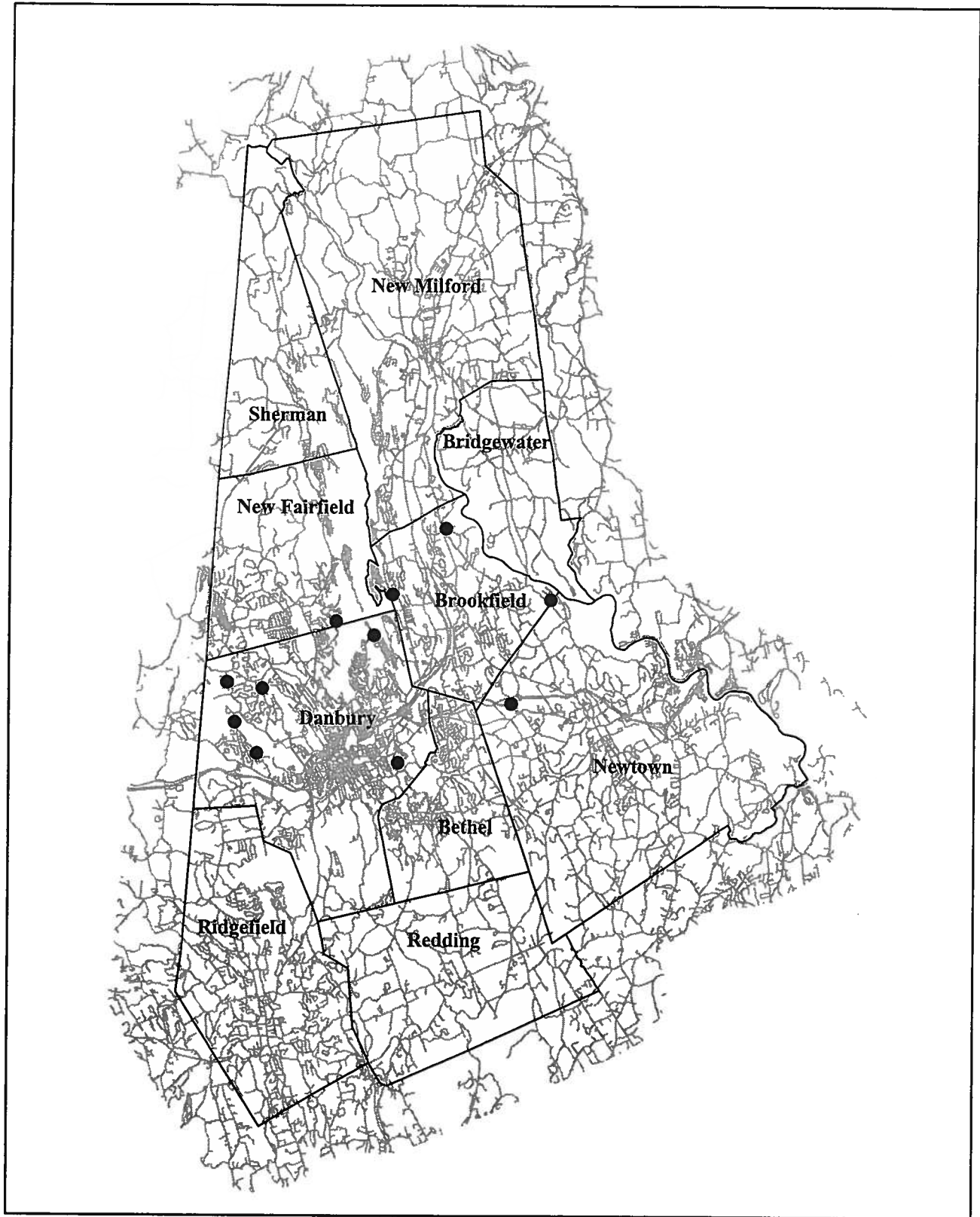
Goldens Bridge Station Mail and Ride Ticket Addresses



Legend

- Goldens Bridge Station Mail and Ride Ticket Addresses
- HVCEO Region Town Borders
- HVCEO Region Road Network

Purdy's Station Mail and Ride Ticket Addresses



Legend

- Purdy's Station Mail and Ride Ticket Addresses
- HVCEO Region Town Borders
- HVCEO Region Road Network

DANBURY-BREWSTER SHUTTLE

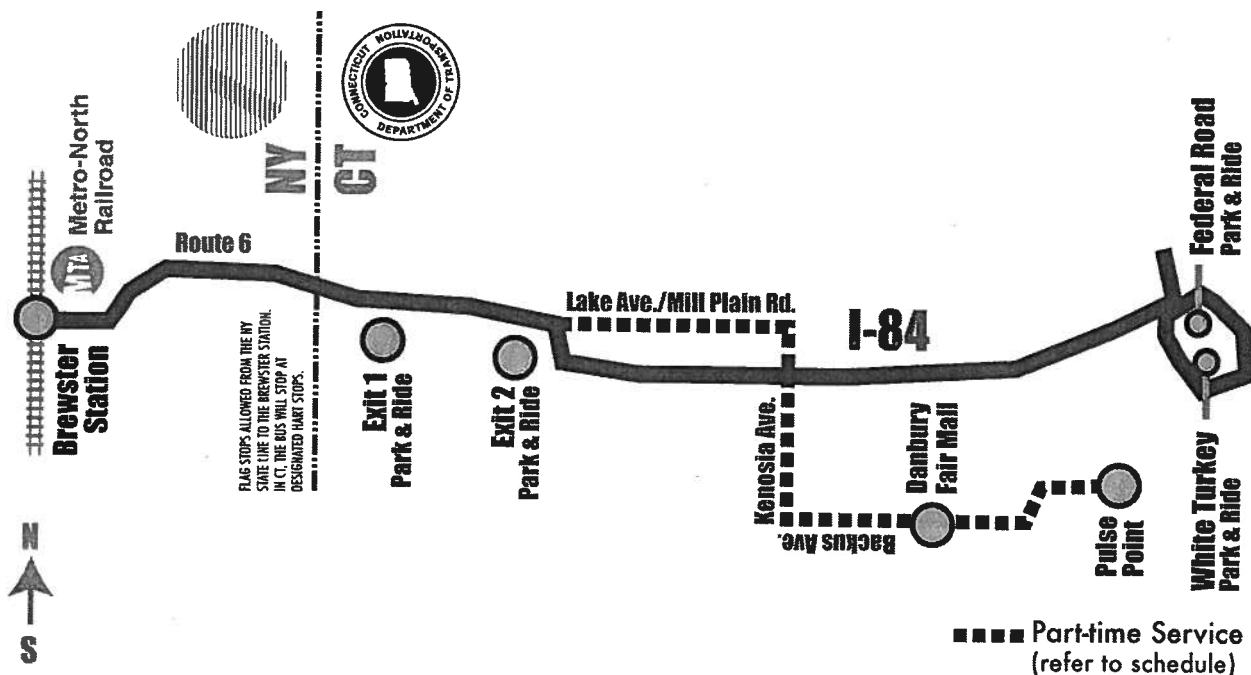
Danbury-Brewster-Shuttle

Danbury		Brewster										Danbury														
PEAK AM	White Turkey Park & Ride	Federal Rd Park & Ride	Pulse Point	Danbury Fair Mall	EXIT 2 Park & Ride	EXIT 1 Park & Ride	Brewster Village	METRO-NORTH Southbound Trains			PART Departures to		PART Arrivals from		METRO-NORTH Northbound Trains			Brewster Village	EXIT 1 Park & Ride	EXIT 2 Park & Ride	Mill Plain Rd. Lake Ave. Ext.	Pulse Point	White Turkey Park & Ride	Federal Rd Park & Ride		
	5:22	5:25	-	-	5:35	5:38	5:48	5:55	6:37	7:11	6:32	6:38	5:32	5:38	-	-	-	5:50	-	6:00	-	-	-	-	-	-
	5:40	5:43	-	-	5:55	5:58	6:08	6:16	-	7:32	6:32	-	6:08	-	-	-	6:08	-	6:18	-	-	-	-	6:30	-	
6:10	6:13	-	-	6:25	6:28	6:38	6:46	7:27	8:03	-	-	6:32	6:38	-	-	-	6:40	-	6:50	-	-	-	-	-	-	
6:25	6:28	-	-	6:40	6:43	6:53	7:01	7:45	8:24	-	-	-	-	-	-	-	6:54	-	7:04	-	-	7:14	7:24	-	-	
6:40	6:43	-	-	6:55	6:58	7:08	7:16	7:51	8:27	-	-	-	-	-	-	-	7:08	-	7:18	-	-	-	7:30	-	-	
6:47	6:50	-	-	7:02	7:05	7:15	7:23	8:08	8:44	-	-	-	7:23	5:46	6:36	7:25	7:30	-	7:40	-	-	7:50	-	-	-	
7:16	7:19	-	-	7:31	7:34	7:44	7:52	8:34	9:10	7:32	7:23	7:32	-	-	-	-	7:44	-	7:54	-	-	-	-	-	-	
7:42	7:45	-	-	7:57	8:00	8:10	8:18	8:59	9:33	8:32	8:23	8:32	8:23	6:46	7:26	8:16	8:21	-	8:31	-	-	8:35	-	-	-	
-	-	9:00	-	9:15	9:17	9:27	10:10	10:59	11:32	10:32	10:23	9:32	9:23	7:50	8:29	9:18	9:30	9:39	9:41	-	-	9:55	-	-	-	
-	-	10:00	-	10:15	10:17	10:27	11:10	11:59	12:32	11:32	11:23	10:32	10:23	8:50	9:25	10:14	10:30	10:39	10:41	-	-	10:55	-	-	-	
-	-	11:00	-	11:15	11:17	11:27	12:10	12:59	1:33	12:32	12:23	11:32	11:23	9:48	10:19	11:10	11:30	11:39	11:41	-	-	11:55	-	-	-	
-	-	12:00	-	12:15	12:17	12:27	1:10	1:59	2:32	1:32	1:23	12:32	12:23	10:48	11:19	12:09	12:30	12:39	12:41	-	-	12:55	-	-	-	
-	-	1:00	-	1:15	1:17	1:27	2:10	2:59	3:32	2:32	2:23	1:32	1:23	11:48	12:19	1:09	1:30	1:39	1:41	-	-	1:55	-	-	-	
-	-	2:00	-	2:15	2:17	2:27	3:10	3:59	4:34	3:32	3:23	2:32	2:23	12:48	1:19	2:09	2:30	2:39	2:41	-	-	2:55	-	-	-	
-	3:41	-	-	3:53	3:54	4:06	4:10	4:58	5:35	4:32	4:23	3:32	3:23	2:48	3:19	4:09	4:14	4:23	4:25	-	-	4:35	4:38	-	-	
-	4:39	-	-	5:28	-	5:38	5:12	5:58	6:36	5:32	-	4:32	4:23	3:17	3:48	4:38	5:06	5:15	5:17	-	-	5:32	5:34	-	-	
-	5:16	-	-	6:01	-	6:10	6:05	6:51	7:27	-	-	5:32	5:23	4:20	4:51	5:40	5:45	5:55	5:57	†	-	6:12	6:14	-	-	
-	-	5:30	-	6:17	-	6:27	-	-	-	-	-	-	-	4:38	5:14	5:52	6:06	6:15	6:17	†	-	6:32	6:34	-	-	
-	-	5:47	6:00	-	-	6:10	-	-	-	-	-	-	-	4:58	5:29	6:12	6:17	6:26	6:28	†	-	6:43	6:45	-	-	
-	-	6:00	6:21	-	-	6:31	-	-	-	-	-	6:32	6:23	5:19	5:52	6:28	6:32	6:41	6:43	†	-	6:58	7:00	-	-	
-	6:27	-	6:37	6:45	-	6:55	7:12	7:58	8:32	-	-	7:32	7:23	5:27	-	6:49	7:00	7:09	7:11	†	-	7:26	7:28	-	-	
-	6:53	-	7:05	-	-	7:15	-	-	-	-	-	-	-	5:59	6:32	7:13	7:18	7:27	7:29	†	-	7:44	7:46	-	-	
-	7:23	-	7:35	-	-	7:45	-	-	-	-	-	8:32	8:23	6:06	7:01	7:23	7:48	7:57	7:59	†	-	8:14	8:16	-	-	
-	7:43	-	7:55	-	-	8:05	8:12	8:58	9:32	8:32	-	-	-	6:54	7:25	8:08	8:12	8:21	8:23	†	-	8:38	8:40	-	-	
-	8:48	-	9:00	-	-	9:10	9:12	9:58	10:32	-	-	-	-	7:52	8:23	9:11	9:15	9:24	9:26	-	-	9:41	9:43	-	-	

- No Service. • Bus does not serve lot directly. Wait at bus stop on Mill Plain Road. † Stops by request only. ∞ Stops at the Mall by request only.

‡ Route 3 continues servicing Brewster after its route ends at exit 2. § Route 6 continues servicing Brewster after its route ends at the Danbury Mall/Square Mall.

To Danbury: Buses may depart Brewster Village earlier than specified, once connecting train arrives. Not all Metro-North train trips are listed in this schedule. Call 1-800-METRO-INFO, or visit www.mta.info/mnr. When Metro-North operates a holiday schedule, HART will adjust shuttle trips to facilitate timely transfers. Announcements will be posted on buses.





RIDGEFIELD-KATONAH SHUTTLE

Ridgefield			Katonah				Ridgefield		
HART Shuttle Arrives Katonah			SOUTHBOUND TRAINS		NORTHBOUND TRAINS		HART Shuttle Departs Katonah		
Jesse Lee Church	South Salem Munic. Lot		KATONAH Departures	GRAND CENTRAL Arrivals	Departures	KATONAH Arrivals		South Salem Munic. Lot	Jesse Lee Church
5:46am	5:57	6:12	6:20	7:28	-	-	6:12	-	6:37
6:05	6:16	6:31	6:39	7:49	-	-	6:31	-	6:56
6:20	6:31	6:46	6:54	7:58	-	-	6:46	-	7:11
6:43	6:54	7:09°	7:17	8:24	5:46	7:08	7:19°	†	7:44
7:05	7:16	7:31	7:39	8:44	-	-	7:31∞	-	-
7:28	7:39	7:59°	8:07	9:10	6:46	7:59	7:59∞	-	-
7:59	8:10	8:25	8:33	9:33	7:15	8:28	8:25∞	-	-
-	-	4:51°	-	-	3:51	4:54	5:01° pm	†	5:26
-	-	5:18°	5:28	6:36	4:20	5:23	5:28°	†	5:53
5:26	-	5:51	-	-	4:58	5:55	6:00	†	6:25
-	-	6:20	6:21	7:27	5:25	6:25	6:30	†	6:55
6:08	-	6:33	-	-	5:43	6:38	6:43	†	7:08
6:35	-	7:00	-	-	6:06	7:05	7:10	†	7:35
6:58	7:08	7:23	7:27	8:32	6:30	7:28	7:33	†	7:58•
7:24	-	7:49	-	-	6:54	7:51	7:56	†	8:21•
7:54	8:04	8:19	8:27	9:32	7:22	8:24	8:29	†	8:54•

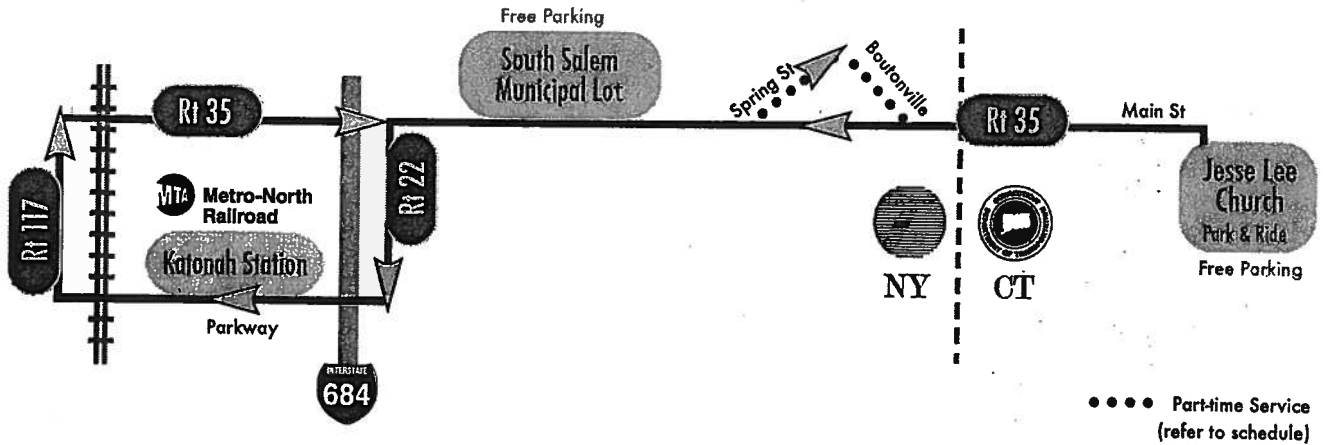
60¢ Seniors (over 60yrs) /Disabled* \$1.25 Adults 90¢ Students (K-12)

All HART's vehicles are wheelchair-accessible. Please inform the driver if you need assistance boarding. Flag stops are available on this route.

* Must present a Medicare, SweetHART, or CT elderly/disabled identification card to receive this discount.

- Stops by request at the Danbury Pulse Point.
- † Stops by request only.
- Bus skips this location.

Additional train arrivals and departures at www.mta.info or 1-800-METRO-INFO
 • Bee-line service to Mount Kisco and Ossining.
 ∞ Bus returns to Garage at 62 Federal Rd, Danbury, via 684.



PROPOSED ROUTE DESCRIPTIONS

To Southeast:

Service would begin at the church located near the intersection of Gillotti Road and Route 39. It will continue West on Gillotti to Ball Pond. The buses would travel South on Ball Pond, and then South/West on Milltown Road, and on into New York State. The route continues South on Route 22. To the end of Milltown (A second Park & Ride location in this area would be desirable with opportunities at the small commercial area and a Synagogue at that intersection). From this location, buses would continue South to Route 22, then to I-684 to its intersection with I-84, and following I-84 West to Exit 19, and terminate at the Southeast Station.

To Brewster:

Routing to this location would be modified by following the description above, with the exception of the use of local roads between Route 22 and Route 6, and then on into the Village of Brewster. Travel time has been tested to be the same between New Fairfield - Brewster and New Fairfield - Southeast.

