

Concept 4 Summary: Non-Highway Option

DESCRIPTION

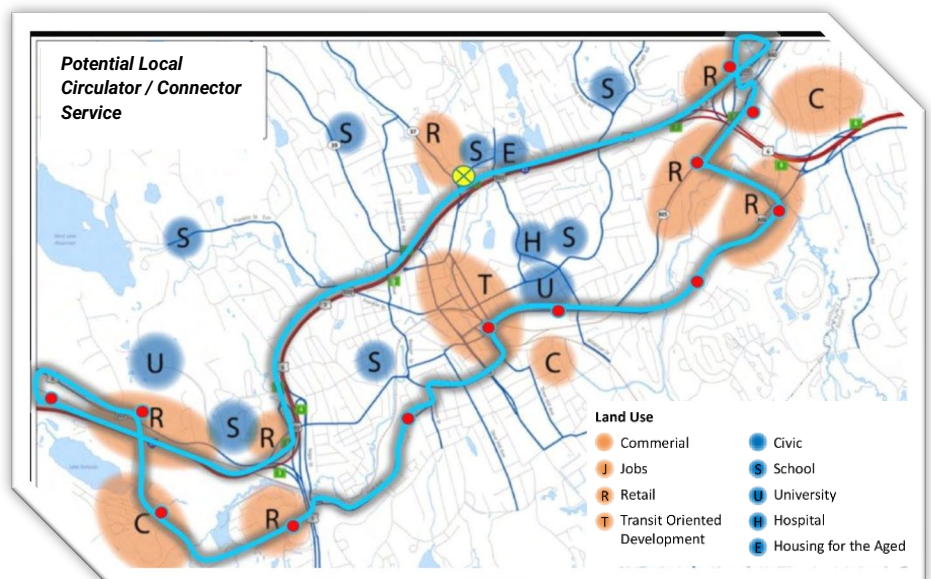
Concept 4 seeks to identify potential transit options that would improve mobility and increase transportation options for the traveling public in the I-84/Route 7 corridor in Danbury and its neighboring towns. This analysis provides a broad regional view of the mobility needs that affect traffic patterns in the Danbury area and evaluates transit options that have potential to serve the key transit markets.

Transit options were explored and evaluated for their ability to:

- Reduce vehicular congestion on highway and local roads.
- Improve mobility along the corridor and in the region.
- Provide better access for transit dependent communities.
- Complement existing transit services.
- Support economic and transit-oriented development opportunities.

Regional and local transit options were identified via travel through Danbury to create an opportunity for connections between these options. These options include:

- **New Milford – Danbury Park-and-Ride (P&R) - Norwalk Express Bus** - Provides a north-south regional peak express service.
- **Southbury – Danbury P&R - Brewster Rail Station Shuttle Bus** - Provides an east-west inter-town express service and access to the Metro North Harlem Line.
- **Danbury Circulator Shuttle Bus** - Provides a local circulator shuttle route offering regional bus/shuttle riders access to major attractions in Danbury. The graphic below displays potential local circulator / connector service.
- **Danbury P&R / Express Connector** - Provides a connection between the new Express Bus stop/Park-and-Ride and the existing Pulse Point, which allow access to more locations in Danbury. Minor changes to HART Route 1 headways could be required.
- **Maybrook Line Rail Shuttle** - Provides connection between Danbury and Metro-North's Southeast Station in Brewster, NY using the unutilized railroad.



PROS

- New transit options have the potential to offer regional and local mobility choices. They could be implemented individually, however, the benefits are maximized if these options are implemented together as a system.
- Highway improvements could facilitate and enhance new bus transit options.
- Bus transit options could complement any highway concepts.
- Bus transit options could be implemented before any highway construction and would provide long term alternative travel options.
- Requires minimal infrastructure improvements.

CONS

- Transit options would not significantly reduce congestion on I-84 and Route 7.

RECOMMENDATION

This concept improves mobility, both regional and local, and addresses needs of transit dependent users. Concept 4 would not significantly reduce the congestion on I-84. This concept could complement any of the highway concepts.

It is recommended that these transit strategies be considered as early action/breakout projects.