

## Methodology for prioritizing missing links in Connecticut's transit network:

RPA analyzed vehicular travel to and from 78 locations in Connecticut cities and towns that have concentrations of employment or population that might support transit use. Data on vehicle trips came from Connecticut's Department of Transportation and reported travel between Transportation Analysis Zones (TAZ), geographies used for transportation planning that are roughly equivalent to the size of census tracts. Trip counts are generated by Department of Transportation traffic models.

In order to determine which places in Connecticut might best support transit use, a map of the state was created which overlaid data on population density, job density, and density of trip origins and destinations. Street networks and bus maps were then overlaid onto this data to identify a point within each cluster of moderate to high density TAZs that represented the downtown or bus hub, or center point of employment. Each cluster was then ranked by its densest TAZ for population, employment, and trip starts. We analyzed travel for those places for which at least one characteristic (population, identified employment, trip density) ranked it among the top 1/3 of CT places.

This method produced 78 places in Connecticut for which we analyzed travel. Most of the places were downtowns, but several towns contained a second point of activity that represented high employment areas outside of their downtowns. The 78 places can be seen as dots on the map.

Trips beginning and ending in TAZs located within 1/2 mile of each key location were ranked according to their frequency. The analysis also considered Connecticut travel to and from jobs in downtown and midtown Manhattan. Top origin/destination pairs were then assessed for existing transit service using GIS route information and transit agency maps and schedules. Links were considered transit-served if one-seat rides or convenient transfers were available to connecting routes.

For those links not served by transit, RPA developed proposals for new or extended routes that could capture vehicular traffic and better connect riders to existing routes. This study did not assess the frequency of service on existing transit routes or where transit might foster new economic links.