

FIXED ROUTE COMPREHENSIVE OPERATIONAL ANALYSIS 1994 OPERATING YEAR

FOURTH INSTALLMENT Route 2: Berkshire Shopping Center Analysis MARCH 1995

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INTRODUCTION

Please see page 1 of the first installment (Route 1 - Golden Hill/Medical Center) of the 1994 Fixed Route Comprehensive Operational Analysis for introductory comments concerning this report.

PART 1 - ROUTE AND OPERATION DESCRIPTION

Service Area

The 2 Berkshire Shopping Center Route serves Stony Hill and Newtown Roads, Triangle Street, and the densely-populated neighborhoods southeast of Downtown Danbury. Like all other HART fixed routes, the 6 Route begins and ends at the Pulse Point, located at Kennedy Avenue in Downtown Danbury, where transfers are facilitated as all routes arrive and depart simultaneously in a "pulse" mode.

For the purposes of this study, the route will be segmented, excluding the Pulse Point, into the following five service blocks, each with its own operational, demographic, or land use characteristics:

1) <u>Southwest Downtown Danbury</u>. The 2 Route begins outbound trips by traveling Main, Keeler, and Liberty Streets in Downtown Danbury. All three streets are lined with two and three story apartment and office buildings, many with storefronts. The area of Main and West Streets, which includes the Danbury Library and CVS, is the segment's primary traffic generator, although it is served by two other routes. The small shops and many residencies on Keeler and Liberty Streets and the northern section of Town Hill Avenue generate the remainder of the ridership from this segment.

2) <u>Cottage/Casper/Triangle Streets</u> All trips, both outbound and inbound, serve the length of Cottage and Casper Streets. Both streets pass through primarily middle-income residential neighborhoods. The only non-residential facilities are the Davis and Geck Division of American Cyanamid on Casper Street, Sacred Heart School on Cottage Street, and light industry on Taylor Street, a short segment of which connects Casper and Triangle Streets. After turning from Taylor Street, the route follows Triangle Street to its intersection with White Street and Newtown Road. This section of Triangle Street includes the Lion's Gate Condominiums and many other multi-unit houses.

3) Newtown Road/Berkshire Shopping Center

Midday and Saturday trips serve the entire length of Newtown Road, from the intersection with Triangle Street to the Bethel Town line. This segment was part of U.S. Route 6 prior to the construction of I-84. Now Connecticut Route 806, the road is densely developed, and land use is primarily commercial. The road has two lanes from Triangle Street to Old Newtown Road and widens to four lanes from Old Newtown Road to the Bethel town line.

Most trips, including all midday and Saturday trips, provide outbound service to the largest traffic generator within this segment, the Berkshire Shopping Center, anchored by Bradlees, Service Merchandise, McCrory's, and Marshall's. Inbound trips serve the Nutmeg Square Shopping Plaza, located opposite Newtown Road from the Berkshire Shopping Center and anchored by Super Stop-N-Shop. Among the other major traffic generators within this segment are Pathmark Super Drug Store, Ramada Inn, Quality Inn, the Riverbend condominium complex, and Plumtrees Plaza, a small shopping center adjacent to the Berkshire Shopping Center.

4) Eden Drive Loop All outbound trips and alternating inbound trips serve the Eden Drive loop. This loop is comprised of Woodside Avenue, Woodside Avenue Extension, Eden Drive, and Hager Street. All streets are lined with low-to-middle income houses, but the primary traffic generator is the low-income housing project on Eden Drive.

5) <u>Commerce Park</u> Eight peak period outbound trips and all peak period inbound trips bypass Newtown Road between Old Newtown and Eagle Roads to serve Commerce Park, an industrial park located to the north of the commercial properties on the northern side of Newtown Road. The route serves Old Newtown Road, Augusta Drive, Finance Drive, and Eagle Road. These roads are lined by nearly 20 medium-to-large-sized industrial facilities.

6) Stony Hill Road

East of the intersection of Newtown Road and I-84 Exit 8, U.S. Route 6 resumes its traditional path on Stony Hill Road. This segment, which begins where Newtown Road ends - at the Bethel town line, is noted by the narrowing of the road from four to two lanes and significantly less roadside development. The route follows Stony Hill Road virtually the entire distance through Bethel and ends at Mountain Laurel Plaza, a small shopping center located one-quarter mile west of the Newtown town line. The segment's largest traffic generators are Mountain Laurel Plaza, the adjacent Stony Hill Inn, and several motels near I-84 Exit 8.

7) <u>Berkshire Corporate Park</u> Five peak period trips per day serve the Berkshire Corporate Park, located west of Garella Road near its intersection with Stony Hill Road. This industrial park's primary tenant has been the Duracel headquarters, a huge nine-building layout which covers most of the park. Trips that serve the corporate park use the park as a layover point and do not serve Stony Hill Road east of Garella Road.

Exhibit 1 illustrates the route.

2



Exhibit 2

2 BERKSHIRE SHOPPING CENTER ROUTE TIMETABLE

INBOUND

INBOUND

		\sim	<u> </u>	<u>-</u>	\sim			
		2	3	4	5	6	\bigcirc	l (b)
	6:05	6:09	6:11	6:15	6:17			6:25
	6:30	6:35	6:37	6:43	6:45		6:55	
	7:00	7:05	7:07	7:12	7:14		7:25	*
	7:30	7:35	7:37	7:42	7:44			7:55
	8:00	8:05	8:07	8:12	8:14		8:25	
0 0	8:30	8:35	8:37	8:42		8:49		8:55
Ξ×	9:00	9:05	9:07	9:12		9:17		9:25
D V	10:00	10:05	10:07	10:12	****	10:17		10:25
	11:00	11:05	11:07	11:12		11:17		11:25
	12:00	12:05	12:07	12:12	****	12:17		12:25
59	1:00	1:05	1:07	1:12		1:17		1:25
ō≩	2:00	2:05	2:07	2:12		2:17	****	2:28
•	3:00	3:05	3:07	3:12		3:17		3:25
	3:30	3:35	3:37	3:42	3:44	****		3:55
	4:00	4:05	4:11	4:12		4:19	4:25	
	4:30	4:35	4:07	4:42	4:44			4:55
	5:00	5:05	5:07	5:12		5:19	5:25	****
	5:30	5:35	5:07	5:42	5:44			5:55
	6:00	6:05	6:07	6:12		6:19	****	6:25
•	8:00	8:05	8:07	8:12		8:18		8:25
O S	9:00	9:05	9:07	9:12		9:18		9:25
ZZ	10:00	10:05	10:07	10:12		10:18		10:25
	11:00	11:05	11:07	11:12	+	11:18		11:25
$\infty \Sigma$	12:00	12:05	12:07	12:12		12:18		12:25
	1:00	1:05	1:07	1:12		1:18		1:25
51	2:00	2:05	2:07	2:12		2:18		2:25
S O	3:00	3:05	3:07	3:12		3:18		3:25
- 4	4:00	4:05	4:07	4:12		4:18	844a	4:25
	5:00	5:05	5:07	5:12		5:18	****	5:25

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1 Q Y	77	16	Y 0 Y		2 2	1 9 1	
			J	44	J J		
			\smile			\smile	$\mathbf{\nabla}$

	6:05		6:11			6:18	6:21	6:25
	6:30		6:37		6:43	6:46	6:50	6:55
		7:00	7:07			7:15	7:19	7:25
		7:30	7:37		7:42	7:45	7:49	7:55
	8:00		8:07			8:15	8:19	8:25
S		8:30	8:37		8:42	8:45	8:49	8:55
X	9:30			9:37		9:45	9:49	9:55
V	10:30		****	10:37	10:42	10:45	10:49	10:55
T	11:30			11:37		11:45	11:49	11:55
EI	12:30			12:37	12:42	12:45	12:49	12:55
E	1:30			1:37		1:45	1:49	1:55
M	2:30	****		2:37	2:42	2:45	2:49	2:55
	3:00		3:07			3:15	3:19	3:25
	3:30		3:37		3:42	3:45	3:49	3:55
	4:00		4:07			4:15	4:19	4:25
		4:30	4:37		4:42	4:45	4:49	4:55
	5:00		5:07			5:15	5:19	5:25
		5:30	5:37		5:42	5:45	5:49	5:55
	8.30			8.37		8.46	8.40	8.22
S	9.30			9.37	9.43	9.46	Q·40	9.55
V	10.30			10.37		10.46	10.49	10.55
D	11.30			11.37	11.43	11.46	11.49	11.55
R	12.30			12:37		12:46	12.49	12.55
D.	1.30			1.37	1.43	1.46	1.49	1.55
	2:30			2.37		2.46	2.49	2:55
Š	3.30			3.37	3.43	3.46	3.49	3.55
	4.30			4.37		4.46	4.49	4.55
								4.55

1. Pulse Point 2. Casper/Taylor Sts. 3. Triangle/White Sts.

4. Eden Drive 5. Commerce Park

6. Berkshire Shopping Center 7. Berkshire Corporate Park 8. Mountain Laurel Plaza 9. Nutmeg Square

Frequency of Service

The 2 Berkshire Shopping Center Route operates from 6:05 a.m. to 6:25 p.m. on weekdays and 8:00 a.m. to 5:25 p.m. on Saturdays. On weekdays, the first outbound trip departs the Pulse Point at 6:05 a.m., and departures continue thereafter with 30 minute headways during the early-morning and late-afternoon peak periods and 60 minute headways from 9:00 a.m. to 3:00 p.m. On Saturdays, headways remain at 60 minutes throughout the service day.

A timetable is included in Exhibit 2.

Running Time

All trips of the Berkshire Shopping Center Route are scheduled to complete a round trip in 55 minutes. This running time allows two five-minute layovers to enable an efficient timed-transfer system; one is at the Pulse Point, and the other is at either the Mountain Laurel Plaza or the Berkshire Corporate Park.

Running times for outbound trips beginning at the Pulse Point and ending at Mountain Laurel Plaza or the Berkshire Corporate Park are 25 minutes. Inbound running time from the end of the route to the Pulse Point is likewise 25 minutes. Exhibit 3 illustrates the running and layover times.

Exhibit 3

Route 2 Berkshire Shopping Center Route Running Times

ALL TRIPS

25 Minutes OUTBOUND

5 min. |-----

25 Minutes INBOUND

Pulse Point

-| 5 min.

Mountain Laurel Plaza OR Berkshire Corporate Park

Run Cutting

Please refer to the first installment of the 1994 COA for a description of run cutting. In a manner identical to the interlining of the 1 and 5 Routes, the 2 Berkshire Shopping Center Route is interlined with the 3 Mill Ridge/Mill Plain Route. Likewise, runs used to serve these two routes are cut and combined in the same manner.

Ten individual operator runs are combined into six run assignments to provide service to the 2 Route and the interlining 3 Route. On weekdays, the routes together require four runs to cover the trips departing the Pulse Point on the hour and four runs to cover peak period trips pulsing on the half-hour. On Saturday, two runs cover all trips. Runs departing hourly pulses are cut to create two straight runs operating Monday through Friday and two shorter runs, each paired with a Saturday run for a six-day work assignment. The four runs covering the trips which pulse on the half-hour are paired to create two split-run assignments operating on weekdays.

If it operated without interlining, the 2 Route would require five operating runs combined into three run assignments: one weekday-straight-run, one weekday/Saturday run combination, and one weekday split run combination.

Report time, travel time, and run-cutting procedures for the runs covering the 2 and 3 Routes is the same as those provided in on page 8 of the Route 1 installment of the 1994 COA.

Exhibit 4 lists the runs currently assigned to Routes 2 and 3 and provides a breakdown of vehicle requirements by service period for interlining combinations.

Exhibit 4

[Daily				
		Report	End	Platform	Daily Pay	Wkly Run	Wkly Pay	Relief
Run	Days	Time	Time	Hours	Hours	Hours	Hours	Point
202	M-F	5:40	1:10	7:00	7:30	37:30	37:30	Pulse
302	M-F	5:40	1:10	7:00	7:30	37;30	37:30	Pulse
2020	M-F	12:40	6:40	5:45	6:00	30:00	40:00	Pulse
211	S	7:35	5:35	9:45	10:00	10:00		
302p	M-F	12:40	6:36	5:41	5:56	29:40	39:45	Pulse
311	S	7:35	5:40	9:50	10:05	10:05		
201	M-F	5:35	9:10	3:20	3:35	17:55	35:55	
203	M-F	2:30	6:10	3:21	3:36	18:00		
301	M-F	5:40	9:10	3:15	3:30	17:55	36:15	
303	M•F	2:30	6:10	3:25	3:40	18:20		•

Berkshire Shopping Center - Mill Ridge/Mill Plain Run Assignments

2 Berkshire Shopping Center Route Run Combinations Required as Unlinked Route

	Weekday	Saturday
Straight Runs	1	0
Split Runs	2	0
Weekday/Sat. Combinations	1	1

2 Berkshire Shopping Center - 3 Mill Ridge/Mill Plain Routes Run Breakdown for Existing Route Link

	Weekday	Saturday
Straight Runs	2	0
Split Runs	4	0
Weekday/Sat. Combinations	2	2

The different end points (Stony Hill and the Berkshire Corporate Park) and deviations (Commerce Park, Eden Drive, and the Nutmeg Square and Berkshire Shopping Centers) vary the one-way and round trip distances on weekdays. The various combination of service points and trip distances are summarized in Exhibit 5.

Exhibit 5

2 BERKSHIRE SHOPPING CENTER ROUTE Weekday Route Mileage by Deviation

OUTBOUND TRIPS		Mileage
Deviations #	Trips p	er Trip
Mountain Laurel Plaza, Commerce Park	5	7.2
Mountain Laurel Plaza, Berkshire Shopping Center	9	6.9
Berkshire Corporate Park, Commerce Park	3	6.7
Berkshire Corporate Park, Berk. Shopping Center	2	6.4

INBOUND TRIPS		Mileage
Deviations #	Trips j	per Trip
Mountain Laurel Plaza, Commerce Park	5	6.1
Mountain Laurel Plaza, Commerce Park, Eden Drive	2	6.9
Mountain Laurel Plaza, Nutmeg Square	3	5.6
Mountain Laurel Plaza, Nutmeg Square, Eden Drive	3	6.4
Berkshire Corporate Park, Commerce Park	1	5.6
Berkshire Corp. Park, Commerce Park, Eden Drive	4	6.4

Saturday trips are less variable since all trips serve Mountain Laurel Plaza and the full length of Newtown Road and no trip serves Commerce Park or the Berkshire Corporate Park. All outbound trips have a distance of 6.9 miles. The four inbound trips serving Eden Drive are each 6.4 miles, and each of the five inbound trips bypassing Eden Drive are 5.6 miles.

This amounts to 242.5 scheduled revenue service miles per weekday and 122.6 scheduled revenue service miles on Saturday. The weekday speed is 13.4 m.p.h. and the Saturday speed is 13.0 m.p.h.

Fare Structure

Please refer to pages 8 and 9 of the first installment of the 1994 COA for information on HART's fixed route fare structure.

Vehicles

The first installment of the 1994 COA provides information on HART's fixed route vehicle fleet on page 9. Current runcutting requires four buses for the operation of the 2 and 3 Routes

during the peak periods and two buses during the midday period and on Saturday. If it did not interline with any other route, the 2 Route would require two buses for operation at the current schedule.

Ridership History

The 2 Berkshire Shopping Center Route has continually ranked as one of the top three HART routes in generating ridership. As illustrated in Exhibit 6, from 1985 to 1989, average weekday ridership increased from 273 to 396 daily passengers, an increase proportional to that of the 6 Lake Avenue/Danbury Fair Mall Route. This increase was particularly significant given that, unlike the 6 Route, the Berkshire Shopping Center Route was operating in the same manner as it had in the early 1980's without the addition of a major traffic generator to add new riders.

The 1990 service upgrade brought minimal changes. The most significant for the route was the change in service frequency. The 2 Route had been one of the system's stronger peak-period performers, and the service upgrade's reduction in peak-period frequencies made travel more convenient for daily commuters. The route expanded into the Stony Hill section of Bethel and provided several more destinations, most notably the Stony Hill Inn, for daily commuters. By 1991, the 2 Route was the most productive in the system during both peak periods.

Daily ridership had fallen about three percent from 1989 to 1991 to 384 daily passengers. Like the 6 Route, the 2 Route relies on shopping trips to generate its midday-period ridership. The increase in midday frequencies from 45 to 60 minutes significantly decreased 6 Route ridership. The 2 Route, however, experienced a lesser midday decrease, much of which was offset by greater peak-period patronage. The 2 Route had the HART system's second highest average daily ridership in 1991.

Exhibit 6



ROUTE 2 - BERKSHIRE SHOPPING CENTER Ridership History 1985 thru 1991

9

PART 2 - ROUTE ANALYSIS

Measures and Standards

Like the previous two chapters for route evaluations, the analysis of the Berkshire Shopping Center route will use the following measures: total ridership, passengers per hour, loading, and passenger activity per segment-hour.

Please refer to pages 12 and 13 of the first installment for a detailed description of each measure and the rationale for its use.

Data Analysis

The data for this section was collected on various days throughout a nine month period of 1994. An on-board checker recorded all boarding and alighting locations, passenger counts and fares paid for all scheduled trips. Boarding and alighting counts for all locations are included in a table in the Appendix. Current analysis will include comparisons of current route data with that of the 1991 operation analysis to determine operating changes which have occurred over the three year period. The data will be further evaluated relative to current data for other routes and system averages in a system summary which will be published upon the completion of all individual route analyses.

The 1991 data collection consisted of 100% trip sample performed on-board over three weekdays and two Saturdays in October, 1991. This data will be presented both in a daily average and Hi-Lo range.

Weekday Route and Segment Ridership. Weekday ridership, defined as the number of boardings, on the Berkshire Shopping Center Route is 374 passengers. AM Peak, midday, and PM Peak ridership totaled 86, 172, and 116 passengers respectively.

Compared to 1991 data, weekday ridership has fallen slightly, but the distribution of passenger trips during the service day has experienced more significant changes. The 1991 sample recorded an average of 384 passengers per day with a high of 402 and a low of The 1994 sample meets the lower end of this range. 374. Ridership within the midday period for 1994 greatly exceeded the 1991 sample's Hi-Lo range of 128 to 142 passengers. However, as Exhibit 7 illustrates, the ridership gain during the midday period was offset by losses during the peak periods. The 1991 survey recorded 107 to 125 passengers during the A.M. Peak and 134 to 138 passengers during the P.M. Peak. The 1994 ridership during both peak periods fell significantly (20 and 13 percent) below the lower figure of each respective Hi-Lo range from the Exhibit 8 shows 1994 ridership relative to the 1991 survey. route's nine-year trend.



Total Passengers

Daily Ridership

ROUTE 2 BERKSHIRE SHOPPING CENTER Weekday Ridership Comparisons 1991 and 1994

Exhibit 8

ROUTE 2 - BERKSHIRE SHOPPING CENTER Ridership History 1985 thru 1994



Exhibit 9 indicates some of causes for changing patterns from 1991 to 1994. The loss of 18 boardings at the Pulse Point during the A.M. peak period and the corresponding reduction in passenger alightings within other segments alludes to a decrease in passenger work trips during this period. A review of the 1991 survey's data tables reveals that the route is no longer serving eight daily passengers to Davis and Geck on Casper Street and daily ridership to Grolier and a small factory on Garella Road has decreased by four and six passengers, respectively. These losses explain the decrease in Pulse Point boardings and most of the A.M. peak period ridership loss. Since these passengers usually did not use transit for their return trip, the losses do not explain the decrease in P.M. peak ridership.

Exhibit 9

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Recorded Boarding and Alighting Activity per Route Segment Route 2 Berkshire Shopping Center 1994 Weekday Trip Sampling

	AM Peak	Mid	iday	PM Peak	To	tal
Route Segment	Ons Offs	Ons	Offs	Ons Offs	Ons	Offs
Pulse Point*	47 26	49	66	43 42	139	134
Southwest Downtown	14 1	33	20	17 20	64	41
Cottage/Casper/Triangle Streets	9 3	15	4	9 10	33	17
Neutown Road/Berkshire Shopping Cntr	9 15	58	68	26 21	93	104
Eden Drive Loop	3 1	11	8	4 2	18	11
Commerce Park	0 26			12 13	12	39
Stopy Hill	3 9	6	7	58	14	24
Berkshire Corporate Park	1 5			0 0	1	5
Totals	86 86	172	173	116 116	374	375

* Includes ride-thru transfers

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Recorded Boarding and Alighting Activity per Route Segment Route 2 Berkshire Shopping Center 1991 Weekday Trip Sampling**

	AM Peak	Mic	iday	PM Peak	To	tal
Route Segment	Ons Offs	Ons	Offs	Ons Offs	Ons	Offs
Pulse Point*	65 29	54	48	46 48	165	124
Southwest Downtown	17 3	17	15	12 19	47	37
Cottage/Casper/Triangle Streets	10 10	8	12	4 18	21	40
Neutour Road	13 29	41	47	30 23	84	99
Eden Drive Loop	4 4	6	8	59	16	21
Commerce Park	1 26		••	29 7	30	33
Stopy Will	5 14	7	3	9 10	21	27
Stony Hill Packabice Corporate Park	ñ 2			0 1	0	3
Totala	115 115	133	133	136 136	384	384
iviais						

* Includes ride-thru transfers

** Average of three sampled weekdays

The loss of P.M. peak ridership and about half the gain in midday period ridership likely correspond, with 15 to 20 passengers who formerly rode during the P.M. peak now riding during the midday period for service access from the area of the Berkshire Shopping Center.

Changes in work shifts may contribute to the shift in trips from the one period to the other. However, passenger convenience is The Berkshire Shopping Center is by far the the likely cause. greatest traffic generator on the route. Sixty percent of alightings within the Newtown Road segment occurred at this location's four bus stops. However, despite the size and popularity of the shopping center, the 55 minute round trip time Passengers who need inbound allows outbound service only. service must either cross Newtown Road or board the outbound trip and ride through the end of the route. The latter option, which represents 27 percent of boardings within the Newtown Road segment, lengthens the passenger's total trip time by 18 minutes. The former requires them to board at Super Stop & Shop during the midday period or Newtown Road's intersection with either Eagle Road or Old Newtown Road during the peak period. Since the walk from the Berkshire Shopping Center for access to the nearest inbound bus stop is much shorter during the midday period, passengers may be foregoing travel after 3:00 p.m. to take advantage of easier inbound trips. The reduction of boardings within Commerce Park by 18 during the P.M. Peak corresponds with an increase in 15 boardings at Super Stop & Shop during the midday period.

The remaining increase in midday period ridership is being generated from a similar but smaller shift in passenger trips to the Berkshire Shopping Center from the A.M. peak to the midday period. Increased demand, measured as 10 additional passenger trips per day, is evident for service to the Berkshire Shopping Center. The additional midday ridership has not generated additional return trips during the P.M. peak. In addition, about five passengers, all boarding in the Eden Drive segment, have shifted from the peak periods to the midday period.

The only significant change from 1991 to 1994 which is inexplicable is the ridership generated from Cottage, Casper, and Triangle Streets. With the loss of the aforementioned Davis & Geck employees considered, the current ridership pattern during the A.M. peak is consistent with that of 1991. During the other two periods, however, boarding activity within the segment increased by 12 passengers, but alighting activity decreased by 16. Because these trips do not share common bus stops or direction, no pattern for these trips is evident. Future sampling will indicate if consistent and identifiable travel patterns exist within this segment or if transit use continues to appear to be random.

Of additional interest is the breakdown of Commerce Park ridership by bus stop (tables are included in the Appendix). During the peak periods, 43 of 51 ons or offs within the Commerce Park segment occurred at the Risdon and Holiday Inn bus stops, the two stops nearest to intersections with Newtown Road. This indicates that more peak period outbound trips may need to serve the Berkshire Shopping Center rather than Commerce Park.

Weekday Passengers Per Hour. The rate of weekday passengers per hour fell from 19.69 in 1991 to 19.18 in 1994, as illustrated in The rate of passengers per hour during the Midday Exhibit 10. period rose substantially from 20.73 to 26.81. The peak period rates decreased from 18.40 to 13.76 during the A.M. Peak and from 19.90 to 16.98 during the P.M. Peak.



ROUTE 2 - BERKSHIRE SHOPPING CENTER

Exhibit 10

The maximum weekday outbound load was Weekday Loading. 22 passengers, and the maximum inbound load was 27 passengers. No sampled trip required standees. Exhibit 11 illustrates the highest-recorded load per trip.

Outbound trips experience moderate to heavy loads throughout the service day. Loads greater than 10 were recorded in the morning on the 6:30, 8:00, 8:30, 10:00, and 11:00 a.m. trips. Afternoon trips experienced such loading from the 12:00, 1:00, 2:00, and 4:30 p.m. pulses. Only two outbound morning trips and one outbound afternoon trip had maximum loads less than five.



ROUTE 2 - BERKSHIRE SHOPPING CENTER Maximum Load per Outbound Trip 1994 Sampled Trips

ROUTE 2 - BERKSHIRE SHOPPING CENTER Maximum Load per inbound Trip 1994 Sampled Trips



Total Passengers

Total Passengers

Higher loading on inbound trips is greatly skewed toward the afternoon. From 11:30 a.m. to 4:00 p.m., maximum loads ranged from a low of 8 passengers to a high of 27 passengers (the latter recorded on the 1:30 p.m. inbound trip from Stony Hill). The highest load recorded on the first eight morning trips was eight passengers for the incoming trip to the 8:00 a.m. pulse.

Since the highest loading occurs when the 35-seat Orions are exclusively in service on the route, no trip experiences standees. Thirty-seat vehicles, which provide fill-in service during scheduled maintenance, may occasionally have passenger loads exceeding seating capacity. Therefore, the Orions should be placed on the 2 Route's straight runs whenever possible.

All inbound trips to the half-hour pulses in the morning (6:30, 7:30, and 8:30 a.m. pulse times) carried maximum loads no greater than three passengers. Likewise, loading was lower on afternoon trips inbounding to half-hour pulses. Inbound trips from Stony Hill at 3:00, 4:00, and 5:00 p.m. (arriving at the 3:30, 4:30, and 5:30 pulses) experienced maximum loads ranging from one to eight passengers. Trips departing Stony Hill at 3:30, 4:30, and 5:30 p.m. and inbounding to top-of-the-hour pulses experienced maximum loads ranging from eight to eighteen passengers. The disparity in during the P.M. peak can be attributed to whether the trip serves the Berkshire Shopping Center on the outbound. As stated previously, many passengers use outbound trips and ride to the end of the route for inbound service back to the Pulse During the P.M. peak period, trips departing the Pulse Point. Point on the half-hour serve Commerce Park on both the inbound and outbound trips. This routing bypasses the Berkshire Shopping Center on the outbound and denies passengers needing inbound service from the shopping center the opportunity to use the outbound trip for direct (to-the-door) service back to the Pulse Point.

Weekday Passenger Activity per Segment Hour. Exhibit 12 illustrates the productivity of service within each segment by measuring the number of boardings and alightings within each segment per hour of scheduled running service to that segment. The most productive segments comprise southwest downtown, Newtown Road (including the Berkshire Shopping Center, and Commerce Park. All segments are moderately to highly productive based on the service received.

The route's lowest productivity is realized within the Eden Drive segment, which generates 14.38 boardings or alightings for each hour of service. This number, however, is not unreasonably low and therefore is not of great concern.

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Outbound Trips Summary

Stop			A.M.	Peak	Ni	dday	P.M.	Peak	Ťc	tals
No.	Street Location	Location Description	On	Off	On	Off	On	Off	On	Off
000	Kennedy Avenue	Pulse Point *	43	•••	38	•••	33	•••	114	
001	Main Street	Front of Danbury Library	4	1	14	3	3	2	21	6
002	Keeler Street	500 feet east of Main Street	2	0	3	1	3	2	8	3
003	Liberty Street	80 feet west of Townhill Ave.	4	0	9	1	2	5	15	6
004	Cottage Street	50 feet east of Townhill Ave.	0	0	0	0	4	2	4	2
005	Cottage Street	Front of Sacred Heart Church	0	1	0	0	0	0	0	1
006	Casper Street	40 feet east of Sheridan St.	1	1	0	0	0	1	· 1	2
007	Casper Street	Front of Cyanamid complex	0	0	0	0	0	0	0	0
800	Taylor Street	Front of 92 Taylor Street	1	0	1	1	0	0	2	1
009	Triangle Street	Opposite Lions Condos	1	0	1	1	0	0	2	1
010	Triangle Street	15 feet south of Triangle Ter.	0	1	0	1	Ó	1	õ	3
011	Triangle Street	Front of 166 Triangle Street	Ó	0	0	0	Ō	Ó	Ō	Ō
012	Triangle Street	80 feet south of Cross Street	Ō	Ō	1	6	1	7	2	13
013	Newtown Road	Front of 11 Newtown Road	Ó	Ô.	1	Ō	Ó	0	1	
014	Newtown Road	At corner/Opposite Monro Muff.	Ō	Ō	Ó	0	Ō	1	ò	1
015	Woodside Avenue	75 feet south of Newtown Rd.	Ô	Ō	Ő	1	ů.	1	ŏ	2
016	Voodside Avenue	50 feet south of driveway	Õ	Õ	Ō	Ó	0	Ó	ň	- 0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.	Ō	Ō	Ō	Ō	0	ů.	ň	ň
018	Voodside Ave. Ext.	15 feet west of Eden Drive	ō	1	3	6	1	1	L L	8
019	Haner Street	25 feet east of Woodside Avenue	0	ò	1	ñ	, 0	'n	1	0
020	Voodside Avenue	50 feet south of Newtown Road	Ő	ŏ	ò	1	ň	ň	'n	1
021	Newtown Road	Opposite VV dealer	õ	Ő	ů ů	'n	ň	ň	ñ	, ,
022	Newtown Road	Front of Plumtrees Plaza	Ő	õ	2	ñ	ň	ň	2	ň
023	None	Nobauk Tice Berk Shopping Ctr	ñ	Å	1	15	Õ	Å	1	27
023	None	NcCrocy/s Berk Shopping Center	ň	ñ	7	12	2	1	0	17
024	None	Bradless Berk Shopping Center	ň	र	10	10	5	1	15	1/
025	None	Warshall/s Bark Shopping Ctr	ň	7	0	5	ő	0	0	14
020	Ald Neutour Road	120 feat parth of Neutour Pd	ő	17			0	11	0	2/
027	Finance Daive	Econt of Podeukian complex	ň	15			0	0	0	24
020	Finance Drive	Front of Dupont visitor/s lot	ň	2			0	0	0	2
027	Findance Derve	Front of Comptel complex	ñ	2			0	0	0	2
030	Eagle Road	150 feet porth of Neutour Pood	0	<u>د</u>			0	4	0	10
031	Eagle Koad	A feet west of Industrial Plaza	0	7	0	5	0		0	10
032	Newtown Road	40 feet west of industrial flaza	ñ	4	1	7	7	2	0 /	10
033		40 feet east of intersection	ň	5		۰ ۲	0	0		0 F
034	Stony Hill Road		0	4	0	0	0	0	0	2
033		Front of fankeeyas	ő	7		•	ő	0	0	1
030	Garella Koad Deekshine Divd	Front of 4 Garetta Road	0	5			0	0	0	2
037	Berksnire Blvd.	tot de sac at end of road	ő	2			0	0	0	0
030	Garella Koad	The rest north of Newtown Road	0	2		•••	0	0	U	2
039	Stony Hill Road	40 TEET EAST OT IEFFACE	0	1	2	4	U	2	2	10
040	STONY HILL ROad	FRONT OF LA FORTUNATA KEST.	U C	U	Ű	U C	Ų	U	U	0
041	STONY HILL ROAD	Front of DS Newtown Road	0	U	Ű	U	U	0	0	0
042	STONY HILL ROAD	Front of Stony Hill Fire Dept.	0	0	Ų		0	1	U	2
045	NOR	Mountain Laurel Plaza	U	2	U	2	U	2	0	6
Tota	ls		56	60	95	79	57	56	208	195

* 25 additional passengers on board as ride-thru transfers from the 3 Mill Ridge/Mill Plain Route.

Exhibit 12

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Passenger Activity Per Segment Hour Route 2 Berkshire Shopping Center 1994 Weekday Trip Sampling

Route Segment	Running Hours Served per Weekday	Total Boardings & Alightings	Hourly Activity (Bdg-Altg/Hr)
Southwest Downtown	2.43	105	43.15
Cottage/Casper/Triangle Streets	2.45	50	20.41
Newtown Road/Rerkshire Shopping Cntr	5.18	197	38.01
Eden Drive	2.02	29	14.38
Commerce Park	1.33	51	38.25
Stopy Hill	1.50	38	25.33
Berkshire Corporate Park	.33	6	18.00
Totals	15.25	476	31.21

Saturday Route and Segment Ridership. Saturday ridership rose to 305 passengers trips, a substantial increase over the 1991 range of 257 to 274. As Exhibit 13 illustrates, the ridership generated from the Newtown Road/Berkshire Shopping Center segment on Saturday is equal to the combined weekday ridership of the Newtown Road/Berkshire Shopping Center and Commerce Park segments. Saturday activity within this segment is 20 percent higher in 1994 than in 1991. Likewise, passenger activity at the Pulse Point has increased by about 20 percent since 1991. The only segment experiencing substantially less ridership activity since 1991 is the Cottage/Casper/Triangle Street segment, which has fallen about 30 percent. Like on weekdays, there is no obvious reason for the decrease.

Exhibit 13

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Recorded Boarding and Alighting Activity per Route Segment Route 2 Berkshire Shopping Center 1994 Saturday Trip Sampling

	1991**	1	994
Route Segment	Ons Offs	Ons	Offs
Pulce Point*	110 80	124	105
southuset Downtown	31 33	37	24
cottage/Casper/Triangle Streets	13 17	11	11
Noutour Boad/Berkshire Shopping Cntr	92 107	112	139
New Low I Roday Der Ramme Chopping and	13 10	10	8
Eden Drive	8 20	11	18
	266 266	305	305
101818			

Saturday Passengers Per Hour. Saturday passengers per platform hour rose from 27.06 to 31.02, a 14.7 percent increase. Since no change in platform hours had occurred since 1991, this increase is exactly that of the percentage increase in total Saturday ridership.

Among outbound trips, only the first and last Saturday Loading. trips had maximum loading less than 10 passengers. From 9:00 a.m. to 4:00 p.m. the *lowest* recorded maximum load was 17 passengers. The four outbound trips departing the Pulse Point from 10:00 a.m. to 1:00 p.m. experienced a maximum load of at least 23 passengers. The 12:00 p.m. pulse carried 27 passengers, the highest recorded load of the service day. The 1:00, 3:00, and 4:00 p.m. outbound trips experienced their greatest loading after making outbound pick-ups at the Berkshire Shopping Center. Upon reaching the end of the route, these trips carried a respective 18, 18, and 14 passengers through the layover and inbound trip.

The greatest inbound loading of 26 passengers was experienced both on the 1:30 and 3:30 inbound trips. Loads were significantly lower for the first five inbound trips, of which only the 10:30 a.m. trip experienced a load greater than 10 passengers. Each of the last four inbound trips, however, experienced a maximum load no less than 16 passengers.

As during the midday period on weekdays, Saturday patronage of the 2 Route will regularly provide loading which approaches the seating capacity of the 30-seat TMC's. Therefore, Orions should be placed into Saturday 2 Route service whenever possible.

Saturday Passenger Activity per Segment Hour. Exhibit 14 shows that the productivity of most segments on Saturday is very similar to that on weekdays. The only significant differences are a nearly 50 percent rise in the rate of passengers per hour within the southern Greenwood/Milwaukee Avenue segment and a significant drop in productivity along South Street in Danbury, which generated only two passengers for all sampled trips.

Exhibit 14

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Passenger Activity Per Segment Hour Route 2 Berkshire Shopping Center 1994 Saturday Trip Sampling

Route Segment	Running Hours Served per Saturday	Total Boardings & Alightings	Hourly Activity (Bdg-Altg/Hr)
Southwest Downtown	1.27	61	48.16
Cottage/Casper/Triangle Streets	1.27	22	17.37
Newtown Road/Berkshire Shopping Cntr	3.43	251	73.11
Eden Drive	1.00	18	18.00
Stony Hill	.95	29	30.53
Totals	7.92	381	48.13

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Inbound Trip Summary

Stop			۸.	M Peak	Mi	dday	P.M.	Peak	To	otals
No.	Street Location	Location Description	Ûn	Off	On	Off	On	Off	On	Off
043	None	Mountain Laurel Plaza	2	0	1	0	2	0	5	0
044	Stony Hill Road	Front of Stony Hill Inn	0	0	2	0	0	0	2	0
045	Stony Hill Road	Front of The Lamp Post	0	0	0	0	0	0	0	0
046	Stony Hill Road	80 feet west of Vail Road	0	0	0	0	1	0	1	0
037	Berkshire Blvd.	Col de sac at end of road	0	0		•••	0	0	0	0
038	Garell a Road	100 feet north of Newtown Road	1	0			0	0	1	0
047	Stony Hill Road	Front of Scalzo Realty	1	0	1	0	2	0	. 4	0
048	Stony Hill Road	Front of Mobil/Ramada	0	0	0	2	2	.0 .	2	2
049	Newtown Road	Front of Italian Bistro	0	0	3	1	5	0	8	1
050	Eagle Road	Opposite Holiday Inn	0	0		•••	0	1	0	1
051	Finance Drive	100 feet west of Eagle Road	0	0	•••	•••	2	0	2	0
052	Finance Drive	Opposite Dupont	0	0			0	0	0	0
053	Finance Drive	Front of Danbury Plumbing	0	0	•••	•••	0	0	0	0
054	Old Newtown Road	Front of 11 Old Newtown Rd.	0	0		•••	2	0	2	0
055	Old Newtown Road	120 feet north of Newtown Rd.	0	0	•••		8	0	8	0
056	None	Super Stop N Shop	0	•••	27	8	0	0	27	8
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza	0		0	0	0	0	0	0
059	Newtown Road	Front of 52 Newtown Road	0	0	0	.0	0	0	0	0
015	Woodside Avenue	75 feet south of Newtown Rd.	0	0	0	0	0	0	0	0
016	Woodside Avenue	50 feet south of driveway	1	0	0	0	0	0	1	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.	0	0	0	0	0	0	0	0
018	Woodside Ave. Ext.	15 feet west of Eden Drive	2	0	3	0	2	0	7	0
019	Hager Street	25 feet east of Woodside Avenue	0	0	1	0	0	0	1	0
020	Woodside Avenue	50 feet south of Newtown Road	0	0	3	0	1	0	4	0
060	Newtown Road	Front of Monro Muffler	4	0	5	0	5	0	14	0
061	Newtown Road	Riverbend Condos	0	0	0	1	0	0	0	1
062	Triangle Street	At Citgo Station	5	0	4	0	3	0	12	0
063	Triangle Street	60 feet north of Byron	0	0	1	0	0	0	1	0
064	Triangle Street	Opposite American Legion	2	. 0	0	0	0	0	2	0
065	Triangle Street	Front of 127 Triangle Street	1	0	4	0	0	0	5	0
066	Taylor Street	Front of J&R Deli	0	0	0	0	0	1	0	1
067	Casper Street	Front of Cyanamid complex	1	0	0	0	3	0	4	0
068	Casper Street	At corner Sheridan/Casper	0	0	1	0	0	2	1	2
069	Cottage Street	80 feet west of McDermott St.	0	0	0	1	0	2	0	3
070	Cottage Street	60 feet east of Townhill Ave.	2	0	3	0	2	1	7	1
071	Townhill Avenue	50 feet south of Liberty St.	1	0	1	1	2	1	4	2
072	Liberty Street	Front of Liberty Auto Repair	0	0	0	1	0	2	0	3
073	Main Street	Front of CVS	3	0	6	13	7	8	16	21
000	Kennedy Avenue	Pulse Point*		22	•••	43		29	0	94
Tota	ls		26	22	66	71	49	47	141	140

* 40 additional passengers remained on board as ride-thru transfers to the 3 Mill Ridge/Mill Plain Route.

Alternatives Analysis and Recommendations

The Berkshire Shopping Center Route has maintained its ridership levels since 1991 despite a fare increase and a loss in peakperiod demand among commuters. The 15 percent increase in Saturday ridership offsets the marginal loss in weekday ridership when total annual ridership is evaluated. The route is currently generating about 111,600 passenger-trips per year, about 500 (or 0.5%) less than indicated in the 1991 survey.

No route segment is particularly inefficient, and, with the exception of inbound trips during the A.M. peak and the instance noted below, no series of trips is unproductive.

The only recommended fine tuning of the route concerns the shifting of service during the P.M. peak period from Commerce Drive to the Berkshire Shopping Center. The outbound trips from the Pulse Point at 3:30, 4:30, and 5:30 p.m. are proposed to serve the Berkshire Shopping Center at 3:49, 4:49, and 5:49 p.m., respectively. These changes will improve access to the Berkshire Shopping Center for an estimated 11 daily passengers currently riding. Further, the additional direct service to the Berkshire Shopping Center allows more frequent return trips for passengers, particularly those who are elderly, who rely on boarding outbound buses at the shopping center for impediment-free inbound service back to the Pulse Point.

APPENDIX

Ridership Sampling Summaries

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HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center A.M. Peak Period Outbound Trips

.

Stop				6:05			6:30		7	7:00			7:30		1	8:00		:	8:30		T	otal
No.	Street Location	Location Description	0n	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	2	0	2	10	0	10	4	0	4	7	0	8	8	0	11	12	0	12	43	0
001	Main Street	Front of Danbury Library	0	0	2	3	0	13	0	0	4	0	0	8	0	0	11	1	1	12	4	1
002	Keeler Street	50 feet east of Main Street	0	0	2	1	0	14	1	0	5	0	0	8	0	0	11	0	0	12	2	0
003	Liberty Street	80 feet west of Townhill Ave.	1	0	3	1	0	15	0	0	5	0	0	8	1	0	12	1	0	13	4	0
004	Cottage Street	50 feet east of Townhill Ave.	0	0	3	0	0	15	0	0	5	0	0	8	0	0	12	0	0	13	0	0
005	Cottage Street	Front of Sacred Heart Church	0	0	3	0	0	15	0	0	5	0	0	8	0	0	12	0	0	13	0	0
006	Casper Street	40 feet east of Sheridan St.	0	0	3	0	1	14	0	0	5	0	0	8	1	0	13	0	0	13	1	1
007	Casper Street	Front of Cyanamid complex	0	0	3	0	1	13	0	0	5	0	0	8	0	0	13	0	0	13	0	1
008	Tavlor Street	Front of 92 Taylor Street	1	0	4	0	0	13	0	0	5	0	0	8	0	0	13	0	0	13	1	0
009	Triangle Street	Opposite Lions Condos	0	0	4	0	0	13	0	0	5	0	0	8	1	0	14	0	0	13	1	0
010	Triangle Street	15 feet south of Triangle Ter.	Ó	0	4	0	0	13	0	0	5	0	0	8	0	0	14	0	0	13	0	0
011	Triangle Street	Front of 166 Triangle Street	0	0	4	0	0	13	0	0	5	0	0	8	0	1	13	0	0	13	0	1
012	Triangle Street	80 feet south of Cross Street	Ō	Ō	4	Ō	Ō	13	Ō	Ó	5	0	0	8	0	0	13	0	0	13	0	0
013	Neutown Poed	Front of 11 Newtown Road	Ō	Ő	4	Ō	0	13	Ó	0	5	0	0	8	0	0	13	0	0	13	0	0
012	Neutour Road	At corper/Opposite Monro Muff	ŏ	ō	, L	ŏ	Ō	13	õ	Ō	5	Ō	0	8	Ó	Ō	13	0	0	13	0	0
015	Hentowil Koou	75 feet couth of Neutown Rd	ň	ň	4	ň	ň	13	0	Ň	5	Ō	0	8	Ō	Ō	13	Ō	Ó	13	0	0
015	Noodside Avenue	50 feet south of driveyay	ň	ň	ž	ň	ñ	13	ň	Ň	5	ŏ	ō	8	Ō	ō	13	ŏ	ŏ	13	Ō	Ō
010	Woodside Avenue	20 ft posth of Woodside Ave Ext	ň	ň	4	ŏ	ň	13	ň	ň	ś	ő	ŏ	8	ŏ	ŏ	13	ō	Ō	13	Ō	Ō
017	Woodside Avenue	15 feat wast of Edge Drive	ŏ	ň	4	ň	ň	13	ň	ň	5	ň	ň	8	ŏ	1	12	ō	ō	13	Õ	1
010	WOODSTDE AVE. EXT.	25 feat east of Woodside Avenue	0	ő		0	ň	13	ň	ň	ś	ň	ŏ	8	ň	n	12	ŏ	Ő	13	Ō	Ó
019	Nager Street	50 feet east of woodstde Avenue	ň	0	7	0	0	13	ő	ň	Š	ň	ň	8	ň	ň	12	ň	ň	13	ő	ŏ
020	Woodside Avenue	Su reet south of Newtown Road	0	0	7	Ň	0	17	ő	ň	5	ő	ň	8	ŏ	ň	12	ň	ň	13	ň	ō
021	Newtown Koad	Opposite vw deater																ň	ň	13	ň	ň
022	Newtown Koad	Front of Flumtrees Flaza																ň	6	0	ň	ž
025	None	Monawk IIre, Berk. Shopping Ctr																ŏ		ó	ň	
024	None	Mcurory's, Berk. Snopping Lenter																Ň	7	4	ň	र
025	None	Bradlees, Berk. Snopping Center			•••													0	2	7	Ň	7
026	None	Marshall's, Berk. Shopping Ctr					,						,	,			40	U	3	3	Š	47
027	Old Newtown Road	120 feet north of Newtown Rd.	U	1	2	0	0		U	U	2	0	4	4	0	2	10				0	13
028	Finance Drive	Front of Bedoukian complex	0	0	5	0	0	<u> </u>	0	0	2	0	U	4	U	0	10				U	0
029	Finance Drive	Front of Dupont visitor's lot	0	0	3	0	2	2	0	0	2	0	0	4	0	U O	10			•••	0	2
030	Eagle Road	Front of Comatel complex	0	0	3	0	0	5	0	0	5	0	0	4	0	2	8				0	2
031	Eagle Road	150 feet north of Newtown Road	0	1	2	0	0	5	0	1	4	0	2	2	0	5	3		•••		0	9
032	Newtown Road	40 feet west of Industrial Plaza	0	0	2	0	0	5	0	0	4	0	0	2	0	3	0	0	1	2	0	4
033	Newtown Road	Champ's Rest./HART Bus. Office	0	0	2	0	0	5	0	1	3	0	· 0	2	0	0	0	0	0	2	0	1
034	Stony Hill Road	60 feet east of intersection	0	2	0	0	3	2	0	0	3	0	0	2	0	0	0	0	0	2	0	5
035	Stony Hill Road	Front of Yankeegas	0	0	0	0	0	2	0	0	3	0	Ð	2	0	0	0	0	1	1	0	1
036	Garella Road	Front of 4 Garella Road				0	0	2	0	3	0				0	0	0				0	3
037	Berkshire Blvd.	Col de sac at end of road	÷	•••		0	0	2	0	0	0				0	0	0				0	0
038	Garella Road	100 feet north of Newtown Road				0	2	0	0	0	0			••-	0	- 0	0				0	2
039	Stony Hill Road	40 feet east of Terrace	0	0	0					•••		0	0	2		·•••		0	1	0	0	1
040	Stony Hill Road	Front of La Fortunata Rest.	0	0	0			•••				0	0	2				0	0	0	0	0
041	Stony Hill Road	Front of 53 Newtown Road	0	0	0							0	0	2				0	0	0	0	0
042	Stony Hill Road	Front of Stony Hill Fire Dept.	0	0	0							0	0	2				0	0	0	0	0
043	None	Mountain Laurel Plaza	0	0	0					•••		0	2	0				0	0	0	0	2
					<u> </u>			•														
Tota	.8		4	4		15	15		5	5		7	8		11	14		14	14		56	60

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center A.M. Peak Period Inbound Trips

Stop				6:05			6:30			7:00		7	7:30			8:00			8:30		٦	ſotal
No.	Street Location	Location Description	On	Off	Load	0n	Off	Load	On	Off	Load	0n	Off	Load	On	Off	Load	On	Off	Load	On	Off
043	None	Mountain Laurel Plaza	0	0	0	1	0	1							1	0	1		•••		2	0
044	Stony Hill Road	Front of Stony Hill Inn	0	0	0	0	0	1							0	0	1				0	0
045	Stony Hill Road	Front of The Lamp Post	0	0	0	0	0	1							0	0	1				0	0
046	Stony Hill Road	80 feet west of Vail Road	0	0	0	0	0	1					•		0	0	1	• • •			0	0
	Berkshire Blvd.	Col de sac at end of road							0	0	0	0	0	0				0	0	0	0	0
037	Garella Road	75 feet north of Newtown Rd							0	0	0	1	0	1				0	0	0	1	0
047	Stony Hill Road	Front of Scalzo Realty	1	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0
048	Stony Hill Road	Front of Mobil/Ramada	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
049	Newtown Road	Front of Italian Bistro	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
050	Eagle Road	Opposite Holiday Inn	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
051	Finance Drive	100 feet west of Eagle Road	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
052	Finance Drive	Opposite Dupont	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
053	Finance Drive	Front of Danbury Plumbing	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
054	Old Newtown Road	Front of 11 Old Newtown Rd.	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
055	Old Newtown Road	120 feet north of Newtown Rd.	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
056	None	Super Stop N Shop		•••		• • •	• • •											0	0	0	0	0
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza											•••					0	0	0	0	0
059	Newtown Road	Front of 52 Newtown Road	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
015	Woodside Avenue	75 feet south of Newtown Rd.		•••		0	0	1		•		0	0	1		• • •		0	0	0	0	0
016	Woodside Avenue	50 feet south of driveway				0	0	1				0	0	1				1	0	1	1	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.				0	0	1		• • •		0	0	1				0	0	1	0	0
018	Woodside Ave. Ext.	15 feet west of Eden Drive				0	0	1				0	0	1		• • •	•••	2	0	3	2	0
019	Hager Street	25 feet east of Woodside Avenue			• • •	0	0	1				0	0	1				0	0	3	Ō	0
020	Woodside Avenue	50 feet south of Newtown Road				0	0	1				Ó	Ó	1				Ó	Ō	3	Ō	Ō
060	Newtown Road	Front of Monro Muffler	1	0	2	0	Ó	1	0	0	0	3	Ō	4	0	0	1	Ó	Ō	3	4	Ō
061	Newtown Road	15 feet east of entrance drive	0	0	2	0	0	1	0	0	0	Ō	Ō	4	0	Ō	1	Ō	Ō	3	Ó	Ō
062	Triangle Street	At Citgo Station	0	0	2	2	0	3	2	0	2	0	0	4	1	0	2	0	Ó	3	5	Ō
063	Triangle Street	60 feet north of Byron	0	0	2	0	0	3	0	Ó	2	Ó	Ō	4	Ó	Ó	2	Ō	Ō	3	Ō	Õ
064	Triangle Street	Opposite American Legion	0	0	2	0	0	3	Ó	0	2	2	Ō	6	Ō	Ō	2	Ō	Ō	3	2	Ō
065	Triangle Street	Front of 127 Triangle Street	0	0	2	1	Ó	4	Ó	Ō	2	Õ	Ō	6	Ō	Ō	2	Ō	Ō	3	1	ŏ
066	Taylor Street	Front of J&R Deli	0	0	2	0	0	4	0	0	2	Ó	Ó	6	Ō	0	2	Ō	Ō	3	Ō	ŏ
067	Casper Street	Front of Cyanamid complex	0	0	2	0	Ó	4	Ó	Ō	2	1	Ō	7	Ō	Ō	2	Ō	Ō	3	1	ŏ
068	Casper Street	At corner Sheridan/Casper	0	0	2	0	0	4	Ó	Ó	2	Ó	0	7	Ō	0	2	Ō	Ď	3	, U	Ō
069	Cottage Street	80 feet west of McDermott St.	0	Ó	2	Ō	Ó	4	Ō	Ō	2	Ŏ	ŏ	7	Ō	Ō	2	ñ	ň	3	ň	ň
070	Cottage Street	60 feet east of Townhill Ave.	Ō	0	2	Ő	0	4	1	Ō	3	Ő	ō	.7	ő	ň	2	1	ň	4	2	ň
071	Townhill Avenue	50 feet south of Liberty St.	Ō	Ō	2	Ŏ	Ō	Ĺ	0	Ő	3	õ	Ő	.7	ő	ñ	2	1	ñ	Š	1	ň
072	Liberty Street	Front of Liberty Auto Repair	Ō	ō	2	Ő	ō	4	ŏ	Ő	3	ň	ñ	7	ň	ň	2		ň	5	0	۰ ۱
073	Main Street	Front of CVS	Ő	Ō	2	1	ň	5	ň	ñ		1	ő	8	n N	ំ	2	1	ň	~	7	٠ ٢
000	Kennedy Avenue	Pulse Point	Õ	Ő	2	, o	5	Ő	Ő	3	Ő	, 0	7	1	0	2	Ō	0	5	1	0	22
Total	S		2	0		5	5		3	3		8	7		2	2		6	5		26	

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Midday Period Outbound Trips

Stan			(7:00			10:00		1	11:00		1	2:00			1:00			2:00		T	otal
No.	Street Location	Location Description	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	0n	Off	Load	0n	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	4	0	4	9	0	9	7	0	12	6	0	9	7	0	7	5	0	8	38	
001	Main Street	Front of Danbury Library	0	1	3	2	0	11	7	0	19	3	1	11	2	1	8	0	0	8	14	5
002	Keeler Street	50 feet east of Main Street	0	0	3	0	0	11	0	0	19	2	0	13	1	1	8	0	0	8	3	1
003	Liberty Street	80 feet west of Townhill Ave.	0	0	3	1	0	12	3	0	22	3	0	16	0	1	7	2	0	10	9	1
004	Cottage Street	50 feet east of Townhill Ave.	0	0	3	0	0	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
005	Cottage Street	Front of Sacred Heart Church	0	0	3	0	0	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
006	Casper Street	40 feet east of Sheridan St.	0	0	3	0	0	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
007	Casper Street	Front of Cyanamid complex	0	0	3	0	0	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
008	Taylor Street	Front of 92 Taylor Street	1	0	4	0	1	11	0	0	22	0	0	16	0	0	7	0	0	10	1	1
000	Triangle Street	Opposite Lions Condos	0	0	4	0	0	11	0	0	22	0	1	15	0	0	7	1	0	11	1	1
010	Triangle Street	15 feet south of Triangle Ter.	0	0	4	0	0	11	0	0	22	0	0	15	0	1	6	0	0	11	0	1
011	Triangle Street	Front of 166 Triangle Street	Ó	0	4	0	0	11	0	0	22	0	0	15	0	0	6	0	0	11	0	0
012	Triangle Street	80 feet south of Cross Street	0	0	4	0	1	10	0	3	19	0	2	13	1	0	7	0	0	11	1	6
013	Newtown Road	Front of 11 Newtown Road	1	0	5	0	0	10	0	0	19	0	0	13	0	0	7	0	0	11	1	0
014	Newtown Road	At corner/Opposite Monro Huff.	Ó	Ō	5	0	0	10	0	0	19	0	0	13	0	0	7	0	0	11	0	0
015	Hoode i de Avenue	75 feet south of Newtown Rd.	0	0	5	0	0	10	0	1	18	0	0	13	0	0	7	0	0	11	0	1
016	Voodside Avenue	50 feet south of driveway	Ó	Ō	5	0	0	10	0	0	18	0	0	13	0	0	7	0	0	11	0	0
017	Voodside Avenue	20 ft north of Woodside Ave Ext.	Ō	Ō	5	0	Ó	10	0	0	18	0	0	13	0	0	7	0	0	11	0	0
018	Voodside Ave. Ext.	15 feet west of Eden Drive	1	Ō	6	Ō	Ó	10	0	2	16	0	0	13	2	2	7	0	2	9	3	6
010	Hogen Street	25 feet east of Woodside Avenue	1	0	7	0	Ō	10	0	0	16	0	0	13	0	0	7	0	0	9	1	0
017	Nager Street	50 feet south of Newtown Road	0	ŏ	7	Ō	Ō	10	Ŏ	Ō	16	Ō	0	13	0	1	6	0	0	9	0	1
020	Neutous Road	Opposite VI dealer	ŏ	Ō	7	Ō	Ō	10	ŏ	Ō	16	Ō	Ō	13	Ō	Ó	6	0	0	9	0	0
021	Newtown Road	Front of Plumtrees Plaza	õ	Ō	.7	ŏ	Ō	10	ŏ	Ō	16	Ō	Ō	13	Ō	Ō	6	2	0	11	2	0
022	New COWIT ROad	Nobeyk Tirk Berk, Shooping Ctr	Ō	1	6	1	4	7	Ō	2	14	Ō	Ō	13	0	0	6	0	8	3	1	15
023	None	NcCrory's Berk, Shooping Center	Ō	Ó	6	1	1	7	2	7	9	1	3	11	1	1	6	2	0	5	7	12
025	None	Bradless Back Shonoing Center	ň	2	4	1	Ó	8	ō	4	5	Ó	4	7	6	0	12	3	0	8	10	10
025	None	Warshall/s Rerk. Shopping Ctr	ŏ	ō	4	ò	1	7	Ō	Ó	5	Ō	1	6	Ō	2	10	0	1	7	0	5
020	Nule Old Neutour Road	120 feet porth of Neutoun Rd																			0	0
020	Since Drive	Front of Redoukian complex																			0	0
020	Finance Drive	Front of Dupont visitor's lot																			Ō	0
029	Finance Drive	Front of Cometel complex																			Ō	Ō
030	Eagle Road	150 feet parth of Neutown Pard																			Ō	0
077	Eagle Road	A feet uset of Industrial Plaza	0	1	7	0	٦	6	0	0	5	n	0	6	0	1	9	0	٥	7	Ō	5
032	Newtown Road	Chample Best /HADT Bug Office	ň	;	2	ŏ	1	- - -	ň	ň	ś	1	1	6	Ō	Ó	, o	Ō	Ő	7	1	3
033	Story Hill Bond	An feet east of intersection	ň	0	2	ŏ		र	ň	ň	ś		0	6	ŏ	ŏ	ý	Ő	ō	7	Ó	Ō
034	Stony Hill Road	Epost of Vankaage	ň	ň	2	ň	ň		ň	ň	5	ň	ň	6	õ	- ñ	ó	ň	Ő	.7	0	ŏ
035		Front of 6 Carella Road																			ŏ	Ō
030		Col de sec et end of road																			ň	Ō
037	Genelle Road	100 feet porth of Neutown Road																			ŏ	ŏ
030	Story Hill Poed	AD feet east of Terrace	•	0	2	٥	1	2	٥	1	4	1	2	5	٥	. n	0	1	0	8	ž	۲ ۲
040	Stony Hill Road	Front of is Fortunata Past	ň	ň	2	ň	'n	2	ň	0			ō	Ś	ŏ	ŏ	ó	0	ŏ	Ř	ō	Ō
041	Stony Hill Road	Front of 53 Newtown Road	0 0	ñ	2	n n	õ	2	ň	ŏ	Ā	ň	ŏ	5	0	ŏ	ó	0	ñ	ě	õ	Ő
042	Stony Hill Road	Front of Story Will Fire Dept	ň	1	1	ñ	õ	2	ň	ŏ	4	ň	ō	5	Ď	Ō	ý	Ő	Ō	8	0	1
043	None	Mountain Laurel Plaza	Ő	ò	1	Ő	ŏ	2	Ő	Ő	4	Ő	ŏ	5	Ō	2	7	ō	ŏ	8	Ő	2
Totel			p	7		15	17		10	20		17	15		20	17		16	11		20	70
ivial			5	'					17										••			

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Hidday Period Inbound Trips

Stop				9:30			10:30)		11:30	I		12:30			1:30			2:30		•	Total
No.	Street Location	Location Description	On	Off	Load	0n	Off	Load	On	Off	Load	On	Off	Load	On	0ff	Load	0n	Off	Load	0n	Off
043	None	Mountain Laurel Plaza	1	0	2	0	0	3	0	0	4	0	0	5	0	0	7	0	0	8	1	0
044	Stony Hill Road	Front of Stony Hill Inn	1	0	3	0	0	3	0	0	4	0	0	5	0	0	7	1	0	9	2	0
045	Stony Hill Road	Front of The Lamp Post	0	0	3	0	0	3	0	0	4	0	0	5	0	0	7	0	0	9	0	0
046	Stony Hill Road	80 feet west of Vail Road	0	0	3	0	0	3	0	0	4	0	0	5	0	0	7	0	0	9	0	0
047	Stony Hill Road	Front of Scalzo Realty	0	0	3	0	0	3	1	0	5	0	0	5	0	0	7	0	0	9	1	0
048	Stony Hill Road	Front of Mobil/Ramada	0	0	3	0	1	2	0	0	5	0	1	4	0	0	7	0	0	9	0	2
049	Newtown Road	Front of Italian Bistro	0	0	3	0	1	1	2	0	7	0	0	4	0	0	7	1	0	10	3	1
050	Eagle Road	Opposite Holiday Inn																			0	0
051	Finance Drive	100 feet west of Eagle Road																			0	0
052	Finance Drive	Opposite Dupont																			Ó	Ō
053	Finance Drive	Front of Danbury Plumbing																			Ō	Ō
054	Old Newtown Road	Front of 11 Old Newtown Rd.																			0	Ō
055	Old Newtown Road	120 feet north of Newtown Rd.																			Ő	Ō
056	None	Super Stop N Shop	1	3	1	0	1	0	6	2	11	0	2	2	18	0	25	2	0	12	27	8
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza	Ó	Ō	1	Ō	Ó	Ō	Ō	0	11	Ō	0	2	0	Ō	25	0	Ō	12		ō
059	Newtown Road	Front of 52 Newtown Road	Ō	Ō	1	Ō	Ō	Ō	Ō	Ō	11	Ō	Ō	2	ŏ	Ō	25	Ō	Ō	12	Ō	Ō
015	Woodside Avenue	75 feet south of Newtown Rd.				Ō	Ō	Ō				Ō	Ō	2				Ō	ŏ	12	ŏ	ŏ
016	Woodside Avenue	50 feet south of driveway				Ō	Ō	Ō				Ō	Ō	2				Ō	ō	12	Ō	Ō
017	Woodside Avenue	20 ft north of Woodside Ave Ext.				Ó	Ō	0				Ō	Ō	2				0	Ō	12	0	ň
018	Woodside Ave. Ext.	15 feet west of Eden Drive				Ō	Ō	Ō				1	Ō	· 3				ž	õ	14	3	ŏ
019	Hager Street	25 feet east of Woodside Avenue				ŏ	Ō	Ō				ò	Ő	3				1	ň	15	1	ŏ
020	Woodside Avenue	50 feet south of Newtown Road				3	Ō	3				Ō	Õ	3				n	ŏ	15	3	ŏ
060	Newtown Road	Front of Monro Muffler	0	0	1	1	Ō	4	0	0	11	Å	ō	7	٥	٥	25	ň	ň	15	Š	ň
061	Newtown Road	15 feet east of entrance drive	Ő	Ō	1	0	Ō	Ĺ	ō	ō	11	ň	õ	7	ň	ň	25	ň	1	14	ñ	1
062	Triangle Street	At Citgo Station	Ō	Ó	1	Ő	Ō	4	ŏ	Ō	11	3	ō	10	1	Ň	26	ŏ	, U	14	Å.	ò
063	Triangle Street	60 feet north of Byron	Ō	Ō	1	Ō	Ō	ż	ō	Ő	11	0	ň	10	1	ň	27	ň	ň	14	1	ň
064	Triangle Street	Opposite American Legion	Ō	0	1	ō	ŏ	4	ō	Ő	11	ŏ	ň	10		ň	27	ő	ň	14		ň
065	Triangle Street	Front of 127 Triangle Street	3	ō	Ĺ	ñ	ň	4	1	ň	12	ŏ	ň	10	ŏ	ň	27	0	ň	14	6	ŏ
066	Taylor Street	Front of J&R Deli	ō	ŏ	4	ŏ	ŏ	2	, 0	ň	11	ő	ŏ	10	ň	ň	27	ň	ň	14	-	ň
067	Casper Street	Front of Cyanamid complex	Ō	ō	4	ō	ŏ	4	ŏ	ő	11	ő	ň	10	ň	ň	27	ň	ň	14	ŏ	ň
068	Casper Street	At corner Sheridan/Casper	Ő	Õ	4	Ő	ň	4	1	ň	13	ň	ň	10	ň	ň	27	ő	0	14	1	ő
069	Cottage Street	80 feet west of McDermott St.	ō	Ő	4	ő	ň	Å		ñ	13	ő	ň	10	ŏ	ő	27	ő	1	17		•
070	Cottage Street	60 feet east of Townhill Ave.	1	õ	5	ĩ	ň	5	ĩ	ň	14	ň	ñ	10	0	ň	27	0	0	17	7	
071	Townhill Avenue	50 feet south of Liberty St.	ò	ŏ	ś	0	ň	5		ň	14	ň	ň	10	0	0	27	1	1	12		1
072	Liberty Street	Front of Liberty Auto Repair	ñ	õ	5	ň	ő	5	ň	0	14	ň	ň	10	0	1	24			13		
073	Main Street	Front of CVS	2	2	5	ĭ	4	2	ñ	र	11	0	1	,0	1	-	20	2	2	13	4	1 17
000	Kennedy Avenue	Pulse Point	ō	ō	5	0	2	ō	Ő	9	2	õ	5	4	0	21	5	0	6	7	0	43
Total	s		9			6	9		12	14		8	9		21	23		10	11		66	71
						-	-					-	-						••		~~	••

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HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center P.M. Peak Period Outbound Trips

Stop			•	3:00			3:30			4:00			4:30		9	5:00			5:30		6	:00		٦	ſota
No.	Street Location	Location Description	0n	Off	Load	0n	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	01
000	Kennedy Avenue	Pulse Point	5	0	8	4	0	5	3	0	6	10	0	10	5	0	7	1	0	1	5	0	6	33	
001	Main Street	Front of Danbury Library	1	1	8	0	0	5	0	0	6	1	0	11	0	0	7	1	0	2	0	1	5	3	
002	Keeler Street	500 feet east of Main Street	0	1	7	0	0	5	1	0	7	1	0	12	1	0	8	0	0	2	0	1	4	3	
003	Liberty Street	80 feet west of Townhill Ave.	0	0	7	1	2	4	0	2	5	0	0	12	0	1	7	1	0	3	0	0	4	2	
004	Cottage Street	50 feet east of Townhill Ave.	0	0	7	1	0	5	0	0	5	3	0	15	0	2	5	0	0	3	0	0	4	4	
005	Cottage Street	Front of Sacred Heart Church	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	4	0	
006	Casper Street	40 feet east of Sheridan St.	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	1	3	0	
007	Casper Street	Front of Cyanamid complex	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	
008	Taylor Street	Front of 92 Taylor Street	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	
009	Triangle Street	Opposite Lions Condos	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	
010	Triangle Street	15 feet south of Triangle Ter.	0	1	6	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	
011	Triangle Street	Front of 166 Triangle Street	0	0	6	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	
012	Triangle Street	80 feet south of Cross Street	Ō	1	5	Ō	2	3	Ó	Ō	5	1	1	15	Ó	1	4	0	1	2	0	1	2	1	
013	Newtown Road	Front of 11 Newtown Road	Ō	Ó	5	Ō	ō	3	Ō	Ó	5	0	0	15	0	0	4	0	0	2	0	0	2	0	
014	Newtown Road	At corner/Opposite Monro Muff.	Ō	1	4	Ō	Ō	3	Ō	Ó	5	Ō	Ō	15	Ō	Ó	4	Ó	0	2	Ó	Ó	2	0	
015	Voodside Avenue	75 feet south of Newtown Rd.	Ō	Ó	4	Ó	Ō	3	0	Ō	5	Ó	Ó	15	0	0	4	0	1	1	0	0	2	0	
016	Woodside Avenue	50 feet south of driveway	Ō	ō	4	ŏ	Ō	3	Ő	Ō	5	Ō	Ō	15	Ō	Ő	4	Ō	Ó	1	Ó	Ō	2	Ō	
017	Voodside Avenue	20 ft north of Woodside Ave Ext.	ň	ŏ	Å	ŏ	ŏ	3	ŏ	0	5	ō	Ō	15	ō	ŏ	i.	Ō	Ō	1	ŏ	ō	2	ŏ	
018	Hoodside Ave Frt.	15 feet west of Eden Drive	1	ň	5	õ	Ň	3	ŏ	0	5	ō	ō	15	ŏ	ŏ	Ĺ.	Ō	1	0	Ō	ō	2	1	
010	Hanar Street	25 feet east of Woodside Avenue	'n	ň	5	ň	ň	3	ŏ	ň	5	ň	ŏ	15	ŏ	ň	4	ň	0	ň	ň	ō	2	'n	
020	Hager Street Loodeide Avenue	50 feet south of Newtown Poed	ň	ň	5	ň	ň	ž	ň	ň	5	ň	ň	15	ň	ň	4	ň	ň	ő	ŏ	ň	2	ŏ	
020	Neutoun Road	Opposite VU dealer	ň	ň	5	ň	ň	7	ŏ	ň	ś	ň	ň	15	ň	ň	Å	ň	ň	ő	ň	ň	2	ň	
021	Newtown Road	Sport of Diamtroop Diam	Ň	ň	5				Ň	ň	Š				ň	ň	-				ň	ň	2	ň	
022	Newtown Koad	Nebeuk Tine Deek Cheming Ctr	0	~	2				0		•				Ň		-				Å	Ň	2	ŏ	
023	None	Monawk Hire, Berk. Shopping Cir	1	•	2				v	4					4	-	1				0	0	2	2	
024	None	Mcurory's, Berk. Shopping Center	י ר		2				4	1					ו כ	0	7				0	0	2	2 E	
025	None	Bradlees, Berk. Shopping Lenter	2	0	7										2	0	2				0	0	2	2	
020	None Ald Number David	Marshall's, Berk. Shopping Ctr	U	U					U	U	l	••••		;	U	U	2				U	U	۲	U O	
027	Uld Newtown Koad	120 teet north of Newtown Kd.		•••		0	2	1				U O	y y	, ,				0	0	0				0	
028	Finance Drive	Front of Begoukian complex	•••	•••		0	0	1				0	0	Ŷ	•••			0	0	U				Ŭ	
029	Finance Drive	Front of Dupont Visitor's Lot				0	0	1				0	U	0				0	0	0	•••		•••	U	
030	Eagle Road	Front of Comatel complex	•••	•••		0	0	1	• • •	•••		U	0	0		•••		0	0	U				0	
051	Eagle Road	150 feet north of Newtown Road				0	0	1				0	1	>				0	0	0				U	
032	Newtown Road	40 Teet West of Industrial Plaza	0	0		U	0	1	U	U	1	0	1	4	0	0	5	0	0	0	0	0	2	Ŭ	
035	Newtown Road	Champ's Rest./HART Bus. Office	2	1	8	0	1	0	1	0	2	0	0	4	0	0	3	0	0	0	0	0	2	3	
034	Stony Hill Road	60 feet east of intersection	0	0	8	0	0	0	0	0	2	0	0	4	0	0	- 3	0	0	0	0	0	2	0	
035	Stony Hill Road	Front of Yankeegas	0	0	8	0	0	0	0	0	2	0	0	4	0	0	3	0	0	0	0	0	2	0	
036	Garella Road	Front of 4 Garella Road							0	0	2	••-	•••		0	0	3							0	
037	Berkshire Blvd.	Col de sac at end of road	•••	•••					0	0	2	• • • •			0	0	3	•••	•••					0	
038	Garella Road	100 feet north of Newtown Road						•••	0	0	2		•••		0	0	3			•••				0	
039	Stony Hill Road	40 feet east of Terrace	0	2	6	0	0	0				0	1	3				0	0	0	0	2	0	0	
040	Stony Hill Road	Front of La Fortunata Rest.	0	0	6	0	0	0				0	0	3	•••			0	0	0	0	0	0	0	
041	Stony Hill Road	Front of 53 Newtown Road	0	0	6	0	0	0		•••		0	0	3				0	0	0	0	0	0	0	
042	Stony Hill Road	Front of Stony Hill Fire Dept.	0	0	6	0	0	0				0	1	2				0	0	0	0	0	0	0	
043	None	Mountain Laurel Plaza	0	0	6	0	0	0				0	2	0				0	0	0	0	0	0	0	
Total	.8		12	9		6	7		6	7		16	16		9	8		3	3		5	6		57	

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center P.M. Peak Period Inbound Trips

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Stop				3:00			3:30			4:00			4:30			5:00			5:30		Tot
No.	Street Location	Location Description	On	Off	Load	0n	Off	Load	0n	Off	Load	On	Off	Load	0n	Off	Load	0n	Off	Load	0n 0
043	None	Mountain Laurel Plaza	0	0	0	0	0	6	0	0	0				2	0	2				2
044	Stony Hill Road	Front of Stony Hill Inn	0	0	0	0	0	6	0	0	0		•••		0	0	2	•••			0
045	Stony Hill Road	Front of The Lamp Post	0	0	0	0	0	6	0	0	0			•••	0	0	2				0
046	Stony Hill Road	80 feet west of Vail Road	0	0	0	1	0	7	0	0	0				0	0	2		• • •		1
037	Berkshire Blvd.	Col de sac at end of road										0	0	2				0	0	3	0
038	Garella Road	100 feet north of Newtown Road										0	0	2	•••		•••	0	0	3	0
047	Stony Hill Road	Front of Scalzo Realty	0	0	0	0	0	7	0	0	0	0	0	2	0	0	2	2	0	5	2
048	Stony Hill Road	Front of Mobil/Ramada	1	0	1	1	0	8	0	0	0	0	0	2	0	0	2	0	0	5	2
049	Newtown Road	Front of Italian Bistro	2	0	3	0	0	8	0	0	0	1	0	3	0	0	2	2	0	7	5
050	Eagle Road	Opposite Holiday Inn	0	1	2	0	0	8	0	0	0	0	0	3	0	0	2	0	0	7	0
051	Finance Drive	100 feet west of Eagle Road	0	0	2	0	0	8	0	0	0	2	0	4	0	0	2	0	0	7	2
052	Finance Drive	Opposite Dupont	0	0	2	0	0	8	0	0	0	0	0	4	0	0	2	0	0	7	0
053	Finance Drive	Front of Danbury Plumbing	0	0	2	0	0	8	0	0	0	0	0	4	0	0	2	0	0	7	0
054	Old Newtown Road	Front of 11 Old Newtown Rd.	0	0	2	0	0	8	1	0	1	1	0	6	0	0	2	0	0	7	- 2
055	Old Newtown Road	120 feet north of Newtown Rd.	1	0	3	6	0	14	0	0	1	0	0	6	0	0	2	1	0	8	8
056	None	Super Stop N Shop			•••	•••	•••								•••	•••	•••				0
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza							• • •				•••		•••						0
059	Newtown Road	Front of 52 Newtown Road	0	0	3	0	0	14	0	0	1	0	0	6	0	0	2	0	0	8	0
015	Woodside Avenue	75 feet south of Newtown Rd.	• • •			0	0	14		•••		0	0	6		•••		0	0	8	0
016	Woodside Avenue	50 feet south of driveway	•			0	0	14				0	0	6				0	0	8	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.				0	0	14				0	0	6				0	0	8	0
018	Woodside Ave. Ext.	15 feet west of Eden Drive				2	0	16				0	0	6				0	0	8	2
019	Hager Street	25 feet east of Woodside Avenue				0	0	16				0	0	6				0	0	8	0
020	Woodside Avenue	50 feet south of Newtown Road			•	0	0	16				1	0	7				0	0	8	1
060	Newtown Road	Front of Monro Muffler	0	0	3	0	0	16	0	0	1	2	0	9	3	0	5	0	0	8	5
061	Newtown Road	Riverbend Condos	0	0	3	0	0	16	0	0	1	0	0	9	0	0	5	0	0	8	0
062	Triangle Street	At Citgo Station	1	0	4	0	0	16	0	0	1	0	0	9	2	0	7	0	0 0	8	3
063	Triangle Street	60 feet north of Byron	0	0	4	0	0	16	0	0	1	0	0	9	0	0	7	0	0	8	0
064	Triangle Street	Opposite American Legion	0	0	4	0	0	16	0	0	1	0	0	9	0	0	7	0	0	8	0
065	Triangle Street	Front of 127 Triangle Street	0	0	4	0	0	16	0	0	1	0	0	9	0	0	7	0	0	8	0
066	Tavlor Street	Front of J&R Deli	0	0	4	0	0	16	0	0	1	0	1	8	0	0	7	0	0	8	0
067	Casper Street	Front of Cyanamid complex	0	0	4	1	0	17	0	0	1	2	0	10	0	0	7	0	0	8	3
068	Casper Street	At corner Sheridan/Casper	0	0	4	0	0	17	0	1	0	0	0	10	0	0	7	0) 1	7	0
069	Cottage Street	80 feet west of McDermott St.	0	0	4	0	0	17	0	0	0	0	2	8	0	0	7	0) 0	7	0
070	Cottage Street	60 feet east of Townhill Ave.	0	0	4	0	1	16	0	0	0	2	0	10	0	0	7	0	0 0	7	2
071	Townhill Avenue	50 feet south of Liberty St.	0	1	3	2	0	18	0	0	0	0	0	10	0	0	7	0	0	7	2
072	Liberty Street	Front of Liberty Auto Repair	Ó	0	3	0	Ó	18	Ó	0	0	0	0	10	0	2	5	Ó 0	0	7	0
073	Main Street	Front of CVS	2	1	4	2	3	17	Ó	Ō	0	0	2	8	3	Ō	8	0	2	5	7
000	Kennedy Avenue	Pulse Point	Ō	4	0	Ō	7	10	0	0	0	0	6	2	Ő	7	1	0	5	Ő	0
Tota	ls		7	7		15	11		1	1		11	11		10	9		5	8		49

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summery Route 2 - Berkshire Shopping Center Saturday Outbound Trips

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Stop			8	:00		S	P:00			10:00		1	1:00			12:00			1:00			2:00		٦	•00		٤.	00		5	-00			
No.	Street Location	Location Description	On	off I	Load	On	Off	Load	On	Off	Loed	On	011	Load	0n	Off	Load	On	Off	Loed	On	Off	Lond	On	Off i	Load	0n 0	ff	Load	ິທ	Off	Load	On '	off
000	Kennedy Avenue	Pulse Point	6	0	6	11	0	12	9	0	10	24	0	24	19	0	24	12	0	12	11	0	- 16	6	0	-		0	- 11				111	<u> </u>
001	Nain Street	Front of Danbury Library	1	0	7	1	0	13	7	0	17	1	Ó	25	2	ŏ	26	0	ō	12	1	ō	18	ž	õ	ŏ	ĭ	ŏ	12	á	ň	ŝ	20	Ň
002	Keeler Street	50 feet east of Main Street	0	0	7	2	0	15	4	0	21	Ó	Ō	25	ō	õ	26	ŏ	ŏ	12	0	ň	18	ő	ň	ó	2	ĩ	17	Ň	ŏ	÷.		Ň
003	Liberty Street	80 feet west of Townhill Ave.	1	0	8	0	0	15	0	0	21	0	0	25	1	Ó	27	ō	2	10	1	ō	10	ŏ	ñ	ó	-	2	13	Ň	Ň	é	Ĕ	
004	Cottage Street	50 feet east of Tounhill Ave.	0	0	8	0	0	15	z	0	23	Ō	Ō	25	ò	1	26	ŏ	ā	10		ž	17	ň	ň	ő	1	5	14	Ň	ŏ		2	
005	Cottage Street	Front of Secred Heart Church	0	0	8	3	0	18	0	0	23	Ö	Ō	25	ŏ	ò	26	ŏ	ō	10	ŏ	0	17	ň	ŏ	ó	ò	ň	14	ŏ	Ň	ŝ		<u>،</u>
006	Casper Street	40 feet east of Sheridan St.	0	0	8	0	0	18	0	0	23	Ó	0	25	Ō	ō	26	ō	i õ	10	ō	ň	17	ň	ň	ó	ň	ň	14	Ň	Å	ć	2	Š
007	Casper Street	Front of Cyanamid complex	0	0	8	0	Ó	18	ō	Ó	23	ŏ	ō	25	ō	ŏ	26	ň	ň	10	ň	Ň	17	Ň	~	~	Ň	~		Ň	Š	7	Ň	v
800	Taylor Street	Front of 92 Taylor Street	Ó	Ó	8	Ō	1	17	ō	ò	23	ŏ	ō	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ň	ĩ	- 25	ň	ň	10	Ň	~	47	Š	•		Š	~			Š	2		U.
009	Triangle Street	Opposite Lions Condos	Ö	0	8	Ö	à	17	1	ŏ	26	ŏ	ň	25	ŏ	1	24	ň	ň	10	Ň	Ň	47	Ň		•	Š	~			, v	2		د
010	Triangle Street	15 feet south of Triangle Ter.	Ó	Ó	Ā	ŏ	ŏ	17	ò	ō	24	ň	ŏ	25	ň	ò	24	Ň	Ň		~	~				•			14	, v	0	2	1	1
011	Triangle Street	Front of 166 Triangle Street	0	ŏ	8	ŏ	ō	17	ň	ň	24	ň	ň	25	Ň	Ň	34	Ň	Ň	10			17	0	0	8	U O	U	14	0	1		0	1
012	Triangle Street	80 feet south of Cross Street	ŏ	ō		ŏ	1	16	ň	ŏ	24	ň	ž	27		Ň	24	Ň		10				0	0	8	0	1	15	0	0	4	0	_ 1
013	Newtown Road	Front of 11 Newtown Road	ŏ	ō	Ř	ň	ò	16	ň	ň	24	ň	2	27	Ň		24			ž	, v	2	15	0	1		0	0	13	0	0	- 4	0	7
014	Newtown Road	At corner/Opposite Honro Huff.	ň	ŏ	Ň	ŏ	ň	16	Ň	ň	74	Ň	Ň	25		Ň	24		0	ž	0	1	14	0	0	7	0	0	13	0	0	4	0	1
015	Woodside Avenue	75 feet south of Newtown Rd.	ŏ	ŏ	ž	ŏ	ň	16	ň	ň	24	Ň	Ň	22		Š	24			ý			14	0	0	7	0	0	13	a	0	- 4	0	0
016	Woodside Avenue	50 feet south of driveway	ŏ	õ	Ř	ň	ň	16	ŏ	ň	24	Ň		22	v		24			ž	1	0	15	0	1	6	0	0	13	0	0	4	1	2
017	Woodside Avenue	20 ft north of Woodside Ave Ext	ň	ō	ž	ň	ň	14	Ň	Ň	27	Ň	Ň	22	Ň		- 24			, y	0	0	15	0	0	6	0	0	13	0	1	3	0	1
018	Woodside Ave. Ext.	15 feet west of Edeo Drive	1	ŏ	ŏ	ň	1	15	Ň	ň	24	Ň		22	0		24	0	0	y	0	0	15	0	0	6	0	0	13	0	0	3	0	0
019	Heger Street	25 feet east of Woodside Avenue	ò	ň	ó	ŏ		10	Ň	Ň	24	š		22	v		24	0	0	y		0	19	0	0	6	1	3	11	0	0	3	6	- 4
020	Voodside Avenue	50 feet south of Newtown Road	ő	õ	á	ň	ň	15	Ň	0	24	Ň		22	v		24	0	0	9	0	0	19	0	0	6	0	0	11	0	0	- 3	0	0
021	Next out, Road	Constite Wideslar	ň	ň	ć	Ň	Ň	15	Ň	Š				~~~		U	24	U	0	9	0	0	19	0	0	6	0	0	11	0	0	3	0	0
022	Newtown Road	Econt of Rightsone Blaza	Ň	Ň	, 0	Ň		13	Ű	2	24		0	22	0	0	- 24	0	0	9	0	0	19	0	0	6	0	0	11	0	0	3	0	0
023	None	Nobesk Tice Back Shooping Con	Å	Ň	,	Ň		14		~	~~~~	0	0	22	0	0	24	0	3	6	0	0	19	0	0	6	0	0	11	0	1	2	0	7
024	None	Holonyis Back Shopping Contac	0	Š		~	ý	14	ů,	2	11	0	<u></u>	16	0	13	11	0	0	6	0	9	10	1	1	6	1	3	9	1	1	2	3	38
025	None	Readings Bask Shapping Center	Š	č .				10		-	13	U	2	11	0	1	10	8	2	12	- 4	2	12	7	0	13	1	0	10	0	0	2	20	20
026	None	Norshailfe Book Shopping Conter	v	1	0	ů	<u> </u>		2	đ	10	1	7	5	3	6	7	13	2	23	- 4	5	11	9	0	22	6	0	16	0	0	2	41	35
032	Neutour Road	AD fast uset of industrial plane		Š	,	v		-	0	0	10	0	3	z	0	1	6	0	0	23	0	0	11	0	1	21	1	0	17	0	0	2	1	5
033	Newtown Road	Chempia Best /HART Sup Office		č	2	v	~	4	0	2		0	0	2	0	0	6	0	0	23	0	1	10	0	1	20	0	0	17	0	0	2	0	9
034	Story Hill Bood	AD foot cost of intercention	Ň	Ň	2	Ň			0	U	<u>'</u>	0	0	2	0	0	6	0	0	23	0	0	10	0	0	20	0	1	16	0	0	2	0	1
035	Stony Hill Board	Front of Yorkesson		v v		, U	U		0	0	<u> </u>	0	0	2	0	0	6	0	0	23	0	0	10	0	0	20	0	0	16	0	0	2	0	0
030	Stony Hill Bood	And and at the second		0		0	v	۷	0	0	<u> </u>	0	0	2	0	0	6	0	0	23	0	0	10	0	1	19	0	0	16	0	0	2	0	1
0.00		AU THEE EAST OF TEFFACE	U	1	5	0	0	2	0	0	7	0	0	2	0	0	6	0	- 5	18	0	0	10	0	0	19	0	1	15	0	1	1	0	8
04.5	Stany Hill Road	Front of La Portunata Rest.	0	0	2	0	0	2	0	0	7	0	0	2	0	0	6	0	0	18	0	0	10	0	0	19	0	0	15	0	0	1	0	Ó
041	Stony Hill Road	Front of 55 Newtown Road	0	0	3	0	0	2	0	0	7	0	0	2	0	G	6	0	0	18	0	0	10	0	0	19	0	0	15	0	Ō	1	ŏ	ŏ
VAZ	STORY HILL ROOD	Front of Stony Hill Fire Dept.	0	0	3	0	0	2	0	0	7	0	0	2	0	0	6	0	0	18	0	0	10	0	0	19	ò	ò	15	ō	ō	1	ō	ő
043	None	Mountain Laurel Plaza	0	0	3	0	0	2	0	1	6	0	0	2	0	1	5	0	0	18	0	Ó	10	Ō	1	18	Ō	1	14	ŏ	1	ò	ŏ	5
Total	la		9	6		17	16	_	28	23		26	24		25	25	<u>-</u>	11	15		20	22		74	_			17				_		
																•••					6.7	~~		20	0		64	13		0	•		ZZ5	158

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Saturday Inbound Trips

Stop				8:30			9:30			10:3	0		11:30)		12:3	50		1:30)		2:3	D		3.30		4	. 10		•.	
No.	Street Location	Location Description	On	Off	Load	0n	Off	Load	On	Off	Load	On	Off	Loe	d Or	of	f Low	d Or	off	- Los	d	On Of	F Load	On	011	Load	0n "	Off	Load	0n 16	Off
043	None	Nountain Laurel Plaza	0	0	3	1	0	3	0	0	6	1	0		3 1	-		<u> </u>	<u> </u>	<u>,</u>		0	10							 	<u> </u>
044	Stony Hill Road	Front of Stony Hill Inn	0	0	3	0	0	3	Ő	Ō	6	Ó	ŏ		3 0			5 0				ň	10			10		0	14	3	0
045	Stony Hill Road	Front of The Lamp Post	0	Ó	3	ŏ	ŏ	3	ō	ō	6	ŏ	ň		ž								, 10 , 10		U	18	0	0	14	0	0
046	Stony Hill Road	80 feet west of Vail Road	0	0	3	1	Ó	4	ō	Ō	6	ŏ	1		2 0								10			18	Ű	0	14	0	1
047	Stony Hill Road	Front of Scalzo Realty	0	Ō	3	0	Ó	6	ō	Ď	6		'n		è è										1		0	0	14	1	3
048	Newtown Road	Front of Mobil/Remede	Ó	3	ō	ō	Ō	, i	1	ŏ	7		ň		ś						0	2	10		0	19	2	0	16	7	0
049	Newtown Road	Front of Italian Bistro	Ō	ō	õ	ň	3	1		0	7	ň	ň								Y	2	12	0	0	19	0	0	16	- 4	3
056	None	Super Stop N Shop	ō	ō	ŏ	5	1	2	ž	1	6	ž	ĭ		~ U								12		0	22	1	1	16	5	- 4
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza	ō	ŏ	ŏ	ñ	ò	- 0			ó		à		4 4					2	.0	2	10	0	0	22	3	3	16	24	8
059	Newtown Road	Front of 52 Newtown Road	Ō	ō	ň	1	ň	ž	ž	ň	11		Ň								0		16	0	0	22	1	0	17	1	0
015	Noodside Avenue	75 feet south of Newtown Rd.				ò	ň	ĩ				Ň						b u				0 1	16	1	0	23	0	0	17	4	0
016	Woodside Avenue	50 feet south of driveway				ň	ŏ	ĩ				Ň	~		2	•••		- 0		, z			• •••	0	0	23		•••		0 (0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.				ň	ň	1					Ň		7			- 0		, z			• •••	0	0	23	•••			1	0
018	Woodside Ave. Ext.	15 feet west of Eden Drive				ň	ň					Ň	Ň					· ·		2	· •		• •••	0	0	23			•••	0	0
019	Høger Street	25 feet east of Woodside Avenue		•••		ŏ	ŏ	ĩ	•						4								• •••	2	0	25				2	1
020	Woodside Avenue	50 feet south of Newtown Road	• • •			ň	ň	ž					Ň		4					2	- 0	••• •••	• •••	0	0	25			•••	0	0
060	Newtown Road	Front of Monro Muffler	0	۵	0	1	ŏ		•	•	12		Š		<u> </u>			- 0		2	- 0			0	0	25		• • •		0	0
061	Newtown Road	15 feet east of entrance drive	ō	ŏ	ŏ	ò	ŏ		'n	ŏ	12	Ň	~									0 1	16	0	0	25	0	0	17	2	0
062	Triangle Street	At Citgo Station	2	ŏ	2	ž	ň		ň	ň	12									2		0 0	16	0	0	25	0	0	17	0	0
063	Triangle Street	60 feet north of Byron	ō	ō	0		ň	ž	۰ ۱	ň	12	Ň	Ň		6 I					2		0	15	0	0	- 25	0	0	17	7	1
064	Triangle Street	Opposite American Legion	Ō	ŏ	ō	ŏ	ŏ	Ř	Ň	ň	12	Ň	Ň									0 1	15	0	0	25	0	0	17	0	0
065	Triangle Street	Front of 127 Triangle Street	ō	ō	2	ŏ	ŏ	Ř	ŏ	ň	12	ő	ŏ		4						0	0 0	15	0	0	25	0	0	17	0	0
066	Taylor Street	Front of J&R Deli	ō	Ō	2	ŏ	ō	Ā	ŏ	ŏ	12	ň	ŏ							2	0	0 1	15	0	0	25	0	0	17	1	0
067	Casper Street	Front of Cyanamid complex	Ö	ŏ	2	ō	ō		ŏ	ň	12	ŏ	ň								0	0 1	15	1	0	26	0	0	17	1	0
860	Casper Street	At corner Sheriden/Casper	2	ō	4	ŏ	ŏ	ā	ŏ	ŏ	12	ň	ň								0	0 1	15	0	0	26	0	0	17	0	0
069	Cottage Street	80 feet west of McDermott St.	0	ō	4	ō	ō	8	ŏ	ŏ	12	ŏ	ŏ							2		0 0	10	0	0	26	0	0	17	2	0
070	Cottage Street	60 feet east of Tounhill Ave.	0	Ó	4	Ō	ō	8	ŏ	ō	12	ō	0				Ś				о с		1	0	0	Z6	0	0	17	0	1
071	Tounhill Avenue	50 feet south of Liberty St.	0	Ō	4	1	Ő	9	ŏ	ō	12	ŏ	ŏ					5 U		2	2	1 1	y 14	0	0	26	0	0	17	0	1
072	Liberty Street	Front of Liberty Auto Repair	0	Ō	4	ò	1		ŏ	ő	12	ň	ŏ							2	0		14	0	0	26	0	0	17	3	1
073	Hain Street	Front of CVS	Ó	ŏ	i i	ō	'n		ŏ	š	7	ň	2							2	2	0 0	14	0	0	26	0	2	15	0	3
000	Kennedy Avenue	Pulse Point	0	4	Ó	Ō	6	2	ŏ	ŝ	4	ŏ	4	i	0 0		5 2	2 0	21		э 4	0 10	2 12 2	0	2 20	24	0	2	13	1	15
Total	8			7		11	11		- 7	0			-																<u>د</u>	 U	ಶು
			-	•		••			'	,		'	y		0	· `	,	10	24)		8 16	•	9	23		7	19		 69	127

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HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Saturday Inbound Trips

Stop				8:30			9:30			10:30)		11:30)		12	:30		1	:30		:	2:30		3	:30		4	:30		Ta	stal
No.	Street Location	Location Description	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Lon	d O	n 0	ff L	oed	On	Off	Load	0n	off	Loed	On (off	Loed	On	Off	Loed	0n i	Off
043	None	Nountain Laurel Plaza	0	0	3	1	0	3	0	0	6	1	0		3	1	0	6	0	0	18	0	0	10	0	0	18	0	0	14	3	0
044	Stony Hill Road	Front of Stony Hill Inn	0	0	3	0	0	3	0	0	6	0	0	1	5	0	0	6	0	0	18	0	0	10	0	0	18	0	0	14	0	0
045	Stony Hill Road	Front of The Lamp Post	0	0	3	0	0	3	0	0	6	0	0	3	3	0	1	5	0	0	18	0	0	10	0	0	18	0	0	14	0	1
046	Stony Hill Road	80 feet west of Vail Road	0	0	3	1	0	- 4	0	0	6	0	1		2	0	1	4	0	0	18	0	0	10	0	1	17	0	0	14	1	3
047	Stony Hill Road	Front of Scalzo Realty	0	0	3	0	0	- 4	0	0	6	3	0		5	0	0	4	0	0	18	0	0	10	2	0	19	2	0	16	7	0
048	Newtown Road	Front of Mobil/Ramada	0	3	0	0	0	- 4	1	0	7	0	0		5	0	0	- 4	1	0	19	2	0	12	0	0	19	0	0	16	4	- 3
049	Newtown Road	Front of Italian Bistro	0	0	0	0	3	1	0	0	7	0	0		5	0	0	- 4	1	0	20	0	0	12	3	0	22	1	1	16	5	- 4
056	None	Super Stop X Shop	0	0	0	2	1	2	3	1	9	2	1		6	3	1	6	6	0	26	5	1	16	0	0	22	3	3	16	24	8
058	Newtown Road	Guif sta./Opp. Plumtrees Plaza	0	0	0	0	0	0	0	0	9	0	0		6	0	0	6	0	0	26	0	0	16	0	0	22	1	0	17	1	0
059	Newtown Road	Front of 52 Newtown Road	0	0	0	1	0	3	2	0	11	0	0		6	0	0	6	0	0	26	0	0	16	1	0	23	0	0	17	4	0
015	Voodside Avenue	75 feet south of Newtown Rd.				0	0	3	•••			0	0		6				0	0	26			•••	0	0	23	•••			0	0
016	Noodside Avenue	50 feet south of driveway				0	0	3				1	0	:	7				0	Û	26		•••		0	0	23	•••	• • •		1	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.				0	0	3				0	0		7				0	0	26		•••		0	0	23	•••			0	0
018	Woodside Ave. Ext.	15 feet west of Eden Drive				0	0	3	•••	•••	•••	0	1		6			•••	0	0	26				2	0	25			•••	2	1
019	Hager Street	25 feet east of Woodside Avenue				0	0	3	•••	•••		0	0		6		••		0	0	26		•••		0	0	25			•••	0	0
020	Woodside Avenue	50 feet south of Newtown Road	•••			0	0	3	•••	•		0	0		6			•••	0	0	26		•••	•••	0	0	25	•••			0	0
060	Newtourn Road	Front of Honro Huffler	0	0	0	1	0	4	1	0	12	0	0		6	0	0	6	0	0	26	0	0	16	0	0	25	0	0	17	2	0
061	Newtown Road	15 feet east of entrance drive	0	0	0	0	0	- 4	0	0	12	0	0		6	0	0	6	0	0	26	0	0	16	0	0	25	0	0	17	0	0
062	Triangle Street	At Citgo Station	2	0	2	- 4	0	8	0	0	12	0	0		6	1	0	7	0.	0	26	0	1	15	0	0	25	0	0	17	7	1
063	Triangle Street	60 feet north of Byron	0	0	0	0	0	8	0	0	12	0	0		6	0	0	7	0	0	26	0	0	15	0	0	25	0	0	17	0	0
064	Triangle Street	Opposite American Legion	0	0	0	0	0	8	0	0	12	0	0		6	0	0	7	0	0	26	0	0	15	0	0	25	0	0	17	0	0
065	Triangle Street	Front of 127 Triangle Street	0	0	2	0	0	8	0	0	12	0	0		6	1	0	8	0	0	26	0	0	15	0	0	25	0	0	17	3	0
066	Taylor Street	Front of JLR Deli	0	0	2	0	0	8	0	0	12	0	0		6	0	0	8	0	0	26	0	0	15	1	0	26	0	0	17	1	0
067	Casper Street	Front of Cyanamid complex	0	0	Z	0	0	8	0	0	12	0	0		6	0	0	8	0	0	26	0	0	15	0	0	26	0	0	17	0	0
668	Casper Street	At corner Sheridan/Casper	2	0	4	0	0	8	0	0	12	0	0		6	0	0	8	0	0	26	0	0	15	0	0	26	0	0	17	2	0
069	Cottage Street	80 feet west of HcDermott St.	0	0	4	0	0	8	0	0	12	0	0		6	0	0	8	0	0	26	0	1	14	0	0	26	0	0	17	0	1
070	Cottage Street	60 feet east of Townhill Ave.	0	0	4	0	0	8	0	0	12	0	0		6	0	0	8	0	1	25	0	0	14	0	0	26	0	0	17	0	1
071	Tounhill Avenue	50 feet south of Liberty St.	0	0	4	1	0	9	0	0	12	0	0		6	0	0	8	1	0	26	1	1	14	0	0	26	0	0	17	3	1
072	Liberty Street	Front of Liberty Auto Renair	Ó) 0	4	0	1	8	0	0	12	Ó	0		6	0	0	8	Ó	0	25	0	0	14	ō	Ó	26	Ō	2	15	Ō	3
073	Hain Street	Front of CVS	Ō	Ō	4	Ō	Ó	8	0	5	7	0	2		4	0	Ō	8	1	2	25	Ó	2	12	ò	2	24	0	2	13	1	15
000	Kennedy Avenue	Pulse Point	Ō	4	Ó	Ō	6	2	Ó	3	4	Ő	4		Ó	Ó	6	2	0	21	4	Ō	10	2	Ō	20	4	Ō	11	2	Ó	85
Tota				7		11	11		7	9		7	9			6	9		10	24			16		9	23		7	19		 69	127

HOUSATOWIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Saturday Outbound Trips

No. Stree			8:	:00		9	:00		1	0:00		1	1:00		1	2:00		1	:00			2:00		3	:00		- 4:	:00		5:	:00		T.	otal
000 Kenne 001 Nain	et Location	Location Description	On (off L	,oad	0n	011	Loed	0n -	0ff	Load	0n	off	Loed	On	off I	Loed	0n (off	Loed	On	011	Load	On	011	Load	On () 1 1	Load	On	off 1	.ced	On	011
001 Nain	edy Avenue	Pulse Point	6	0	6	11	0	12	9	0	10	24	0	24	19	0	24	12	0	12	11	0	14	6	0	6	8	0	11	5	0	5	111	0
	Street	Front of Danbury Library	1	0	7	1	0	13	7	0	17	1	0	25	2	0	26	0	0	12	- 4	0	18	3	0	9	1	0	12	0	0	5	20	0
002 Keele	er Street	50 feet east of Main Street	0	0	7	2	0	15	4	0	21	0	0	25	0	0	26	0	0	12	0	0	18	0	0	9	2	1	13	0	0	5	8	1
003 Liber	rty Street	80 feet west of Townhill Ave.	1	0	8	0	0	15	0	0	21	0	0	25	1	0	27	0	5	10	1	0	19	0	0	9	2	2	13	0	0	5	5	4
004 Cotta	age Street	50 feet east of Tounhill Ave.	0	0	8	0	0	15	2	0	23	0	0	25	0	1	26	0	0	10	0	2	17	0	0	9	1	0	14	0	0	5	3	3
005 Cotte	age Street	Front of Sacred Heart Church	0	0	8	3	0	18	0	0	23	0	0	25	0	0	26	0	0	10	0	0	17	0	0	9	0	0	14	0	0	5	3	0
006 Casp	er Street	40 feet east of Sheridan St.	0	0	8	0	0	18	0	0	23	0	0	25	0	0	26	0	0	10	0	0	17	Û	0	9	0	0	- 14	0	0	5	0	0
007 Caspe	er Street	Front of Cyanamid complex	0	0	8	0	0	18	0	0	23	0	0	25	0	0	26	0	0	10	0	0	17	0	0	9	0	0	14	0	0	5	0	0
006 Taylo	or Street	Front of 92 Taylor Street	0	0	8	0	1	17	0	0	23	0	0	25	0	1	25	0	0	10	0	0	17	0	1	8	0	0	14	0	0	5	0	3
009 Tria	ngle Street	Opposite Lions Condos	0	0	8	0	0	17	1	0	24	0	0	25	0	1	24	0	0	10	0	0	17	0	0	8	0	0	14	0	0	5	1	1
010 Tria	ngle Street	15 feet south of Triangle Ter.	0	0	8	0	0	17	0	0	24	0	0	25	0	0	24	0	0	10	0	0	17	0	0	8	0	0	14	0	1	4	0	1
011 Trim	ngle Street	Front of 166 Triangle Street	0	0	8	0	0	17	0	0	24	0	0	25	0	0	24	0	0	10	0	0	17	0	0	8	0	1	13	0	0	- 4	0	1
012 Trim	ngle Street	80 feet south of Cross Street	Ó	0	8	0	1	16	0	0	24	0	2	23	0	0	24	0	1	9	0	2	15	0	1	7	0	0	13	0	0	- 4	0	7
013 Newto	own Road	Front of 11 Newtown Road	0	0	8	0	0	16	0	0	24	0	0	23	0	0	24	0	0	9	0	1	14	0	0	7	0	0	13	0	0	- 4	0	1
014 Newt	own Road	At corner/Opposite Honro Huff.	0	0	8	0	0	16	0	0	24	0	0	23	0	0	24	0	0	9	0	0	- 14	0	0	7	0	0	13	0	0	4	0	0
015 Woods	side Avenue	75 feet south of Newtown Rd.	0	0	8	0	0	16	0	0	24	0	1	22	0	0	24	0	0	9	1	0	15	0	1	6	0	0	13	0	0	- 4	1	2
016 Woods	iside Avenue	50 feet south of driveway	0	0	8	0	0	16	0	0	24	0	0	22	0	0	24	0	0	9	0	0	15	0	0	6	0	0	13	0	1	3	0	1
017 Wood	side Avenue	20 ft north of Woodside Ave Ext.	0	0	8	0	0	16	0	0	24	0	0	22	0	0	24	0	0	9	0	0	15	0	0	6	0	0	13	0	0	3	0	0
018 Woods	side Ave. Ext.	15 feet west of Eden Drive	1	0	9	0	1	15	0	0	24	0	0	22	0	0	24	0	0	9	- 4	0	19	0	0	6	1	3	11	0	0	3	6	
019 Nage	r Street	25 feet east of Woodside Avenue	0	0	9	0	0	15	0	0	24	0	0	22	0	0	24	0	0	9	0	0	19	0	0	6	0	0	11	0	0	3	0	0
020 Wood	aide Avenue	50 feet south of Newtown Road	0	Ó	9	0	0	15	0	0	24	0	0	22	0	0	24	0	0	9	0	0	19	0	0	6	0	0	11	0	0	3	0	0
021 Newt	own Road	Opposite VV dealer	0	0	9	0	0	15	0	0	24	0	0	22	0	0	24	0	0	9	0	0	19	0	0	6	0	0	- 11	0	0	3	0	0
022 Newt	own Road	Front of Plumtrees Plaza	0	0	9	0	1	14	0	2	22	0	0	22	0	0	24	0	3	6	0	0	19	0	0	6	0	0	11	0	1	2	0	7
023 None	•	Nohawk Tire, Berk. Shopping Ctr	0	0	9	0	0	14	0	5	17	0	6	16	0	13	11	0	0	6	0	9	10	1	1	6	1	3	9	1	1	2	3	38
024 None	1	NcCrory's, Berk. Shopping Center	0	2	7	0	4	10	0	4	13	0	5	11	0	1	10	8	2	12	- 4	2	12	7	0	13	1	0	10	0	0	2	20	20
025 None	1	Bradlees, Berk. Shopping Center	0	1	6	0	6	- 4	5	8	10	1	7	5	3	6	7	13	2	23	- 4	5	11	9	0	22	6	0	16	0	0	2	41	35
026 None	1	Marshall's, Berk. Shopping Ctr	0	0	6	0	0	4	0	0	10	0	3	2	0	1	6	0	0	23	0	0	11	0	1	21	1	0	17	0	0	2	1	5
032 Newt	own Road	40 feet west of Industrial Plaza	0	2	- 4	0	2	2	0	3	7	0	0	2	0	0	6	0	0	23	0	1	10	0	1	20	0	0	17	0	0	2	0	9
033 Newt	own Road	Champ's Rest./HART Bus. Office	0	0	- 4	0	0	2	0	0	7	0	0	2	0	0	6	0	0	23	0	0	10	0	0	20	0	1	16	0	0	2	0	1
034 Stor	w Will Road	60 feet east of intersection	0	0	- 4	0	0	2	0	0	7	0	0	2	0	0	6	0	0	23	0	0	10	0	0	20	0	0	16	0	0	2	0	0
035 Story	w Will Road	Front of Yankeegas	0	0	4	0	0	2	0	0	7	0	0	2	0	0	6	0	0	23	0	0	10	0	1	19	0	0	16	0	0	2	0	1
039 Stor	w Hill Road	40 feet east of Terrace	0	1	3	0	0	2	0	0	7	0	0	2	0	0	6	0	5	18	0	0	10	0	0	19	0	1	15	0	1	1	0	8
040 Stor	w Hill Road	Front of La Fortunata Rest.	0	0	3	0	0	2	0	0	7	0	0	2	0	0	6	0	0	18	0	0	10	0	0	19	0	0	15	0	0	1	0	0
041 Story	w Hill Road	Front of 53 Newtown Road	0	0	3	0	0	2	0	0	7	0	0	2	0	0	6	0	0	18	0	0	10	0	0	19	0	0	15	0	0	1	0	0
042 Store	w Hill Road	Front of Stony Hill Fire Dept.	0	0	3	0	0	2	0	0	7	0	0	2	0	0	6	0	0	18	Ó	0	10	0	0	19	0	0	15	0	0	1	0	0
043 None	•	Hountain Laurel Plaza	Ō	0	3	0	0	2	0	1	6	0	0	2	0	1	5	0	0	18	0	0	10	0	1	18	0	1	14	0	1	0	0	5
Totals			9	6		17	16		28	23	<u> </u>	26	24		25	25		33	15		29	22		26	8		24	13		6	6		223	158

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center P.M. Peak Period Inbound Trips

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				z. 00		-	5. 30			4:00			4:30		5	:00			5:30		Te	otal
Stop			<u></u>	0011	Lood	00	0ff	had	0n	off	Load	On	Off	Load	0n	Off	Load	0n	Off	Load	On	Off
No.	Street Location	Location Description	UN	UTT	LONG	UTI	011	"nan	011	511											 	
		A state to a state of the state	0	0	n	0	0	6	0	0	0				2	0	2				 2	0
043	None	Mountain Laurel Plaza	ñ	ň	ŏ	ō	ŏ	6	Ō	0	0				0	0	2				0	0
044	Stony Hill Road	Front of Stony Hill Im	ő	ň	ň	ŏ	Ő	6	Ó	0	0				0	0	2				0	0
045	Stony Hill Road	Front of the Lamp Post	Ň	ň	ň	1	ň	7	0	Ō	Ō				0	0	2				1	0
046	Stony Hill Road	80 feet west of vall Road										0	0	2				0	0	3	0	0
037	Berkshire Blvd.	Col de sac at end of road										0	Ó	2	• • •			0	0	3	0	0
038	Garella Road	100 feet north of Newtown Road				•	•	7	٥	٥	n	Ō	Ō	2	0	0	2	2	0	5	2	0
047	Stony Hill Road	Front of Scalzo Realty	0	0	1	4	0	, 8	ň	ň	ŏ	ō	ō	2	Ō	Ó	2	0	0	5	2	0
048	Stony Hill Road	Front of Mobil/Ramada	1	U	1		0	0	ň	ň	ň	1	ŏ	3	Ō	Ō	2	2	0	7	5	. 0
049	Newtown Road	Front of Italian Bistro	2	0	2	0	0	0	Ň	Ň	ň		ň	3	Ō	Õ	2	0	0	7	0	1
050	Eagle Road	Opposite Holiday Inn	0	1	2	0	0	0	۰ ۵	~ ^	Ň	2	ň	4	Ō	Ō	2	Ō	Ó	7	2	0
051	Finance Drive	100 feet west of Eagle Road	0	0	2	0	U	8	0	0	0	4	0	7	ň	ň	2	ō	Ō	7	0	0
052	Finance Drive	Opposite Dupont	0	0	2	0	0	8	U	0	0	0	0		ň	ň	2	ň	Ō	7	0	0
053	Finance Drive	Front of Danbury Plumbing	0	0	2	0	U	8	U.	0	0	1	Ň		ň	ň	2	ō	Ō	7	2	0
054	Old Newtown Road	Front of 11 Old Newtown Rd.	0	0	2	0	0	8	1	0			ŏ	<u>د</u>	Ň	ň	2	1	ň	8	8	0
055	Old Newtown Road	120 feet north of Newtown Rd.	1	0	3	6	0	14	U	U	1	U	v								Ō	0
056	None	Super Stop N Shop											•••	•••							Ō	Ō
058	Neutown Road	Guif sta./Opp. Plumtrees Plaza																		9	ñ	ñ
050	Neutoun Road	Front of 52 Newtown Road	0	0	3	0	0	14	0	0	1	0	U	0	U	U	2	0			Ň	0
015	Voodeide Avenue	75 feet south of Newtown Rd.				0	0	14	•••	•••		0	0	6				0		0	Ň	ň
012	Hoodside Avenue	50 feet south of driveway				0	0	14	•••			0	0	6	•••		•••	0		0	Ň	
010	Woodside Avenue	20 ft north of Woodside Ave Ext.		•••		0	0	14		•••		0	0	6				0	0 0	Ö	2	0
017	Woodside Avenue	15 feet west of Eden Drive		•		2	0	16				0	0	6				0	0	8	2	0
010	WOODSTDE AVE. EAL.	25 feet east of Woodside Avenue				0	0	16				0	0	6				0) 0	8	U	0
019	Hager Street	50 foot south of Newtown Road				0	0	16				1	0	7				0) 0	8	1	0
020	Woodside Avenue	South of Monro Muffler	0	0	3	0	0	16	0	0	1	2	2 0	9	- 3	0	5	0) 0	8	5	0
060	Newtown Road	Piverband Condos	Ō	Ō	3	0	0	16	0	0	1	0	0	9	0	0	5	C) 0	8	0	0
061	Newtown Koad	Riverbein Condos	1	0	4	0	0	16	0	0	1	0	0	9	2	0	7	C) 0	8	3	0
062	Iriangle Street	At Cityo Station	Ó	Ő	4	0	0	16	0	0	1	0) 0	9	0	0	7	C) 0	8	0	0
063	Triangle Street	ou reet north of by on	õ	ō	4	Ō	Ó	16	0	0	1	0) 0	9	0	0	7	C) 0	8	0	0
064	Triangle Street	upposite American Legion	ň	ň	Ĺ	Ő	Ó	16	0	0	1	0) 0	9	0	0	7	() 0	8	0	0
065	Triangle Street	Front of 127 Intangle Street	ő	ň	4	0	Ő	16	0	0	1	0) 1	8	0	0	7	<u> </u>) (8 (0	1
066	Taylor Street	Front of J&R Dell	ő	ň	7	1	ñ	17	Ő	Ō	1	2	2 0	10	0	0	7	· () () 8	3	0
067	Casper Street	Front of Cyanamic complex	0	0	7		ň	17	ň	1	C) (0	10	0	0	7	' () 1	7	0	2
068	Casper Street	At corner Sheridan/Casper	0		,	ň		17	ň	n	Ċ		2	8	0	0	7	' () () 7	0	2
069	Cottage Street	80 feet west of McDermott St.	0	0	,	0	•	14	ň	ň	Ċ	2		10	0	0	7	· () 0) 7	2	1
070	Cottage Street	60 feet east of Townhill Ave.	0	0	4	2		10	۰ ۱	ň		, - , -	n n	10	Ō	Ō	7	Ċ	0) 7	2	1
071	Townhill Avenue	50 feet south of Liberty St.	0	1	د -	2	0	10	0	0			, ŭ	10	ň	2	5	Ċ	n a	7	0	2
072	Liberty Street	Front of Liberty Auto Repair	0	0	5	0	U 	18	0	, ,		, U	, U) D	10 R	7	- -	Ŕ	Ċ) 2	5	7	8
073	Main Street	Front of CVS	2	1	4	2	<u>د</u>	17	0	0			, <u> </u>	2	ر م	7	1	Ì	5	0	0	29
000	Kennedy Avenue	Pulse Point	0	4	0	0	7	10	U	U	U	, ,	, 0	2	0	'	•	``		•	-	
	• 									-		4.4	11		10	0			5 8		 49	47
Tota	ls		7	7		15	11		1	1		11			10	7		-		•		

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center P.M. Peak Period Outbound Trips

			3	:00		3	5:30		4	4:00		4	÷:30		5	5:00			5:30			6:00		T	fotal
No.	Street Location	Location Description	0n (Dff	Load	0n	Off	Load	On	Off	Load	On	Off	Load	0n	Off	Load	On	Off	Load	On	Off	Load	Ûn	Off
000	Kennedy Avenue	Pulse Point	5	0	8	4	0	5	3	0	6	10	0	10	5	0	7	1	0	1	5	0	6	33	0
001	Main Street	Front of Danbury Library	1	1	8	0	0	5	0	0	6	1	0	11	0	0	7	1	0	Z	0	1	2	5	2
002	Keeler Street	500 feet east of Main Street	0	1	7	0	0	5	1	0	7	1	0	12	1	0	8	0	0	2	0	1	4	5	2
003	Liberty Street	80 feet west of Townhill Ave.	0	0	7	1	2	4	0	2	5	0	0	12	0	1	7	1	0	3	0	0	4	2	5
400	Cottage Street	50 feet east of Townhill Ave.	0	0	7	1	0	5	0	0	5	3	0	15	0	2	5	0	0	3	0	0	4	4	2
005	Cottage Street	Front of Sacred Heart Church	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	4	0	0
006	Casper Street	40 feet east of Sheridan St.	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	1	3	0	1
007	Casper Street	Front of Cvanamid complex	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	0
007	Tavior Street	Front of 92 Taylor Street	0	0	7	0	0	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	0
000	Triangle Street	Opposite Lions Condos	Ō	Ō	7	Ō	Ó	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	0
007	Triangle Street	15 feet south of Triangle Ter.	Ō	1	6	Ó	Ó	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	1
010	Triangle Street	Front of 166 Triangle Street	ō	ò	6	Ō	Ō	5	0	0	5	0	0	15	0	0	5	0	0	3	0	0	3	0	0
017	Triangle Street	80 feet couth of Cross Street	, n	1	5	Ő	ž	3	Ó	0	5	1	1	15	0	1	4	0	1	2	0	1	2	1	7
012	Iriangle Street	Erept of 11 Neutour Road	ň	ò	5	Ō	ō	3	Ō	Ō	Ś	0	0	15	0	0	4	0	0	2	0	0	2	0	0
015	Newtown Road	At company (Opposite Monro Muff	ň	1	Ĩ	Ō	ō	3	ŏ	Ō	5	Ó	0	15	0	0	4	0	0	2	0	0	2	0	1
014	Newtown Koad	75 feet couth of Neutown Rd	ň		4	ñ	ň	- - 	Ō	ň	5	Ō	Ō	15	Ó	Ō	4	0	1	1	0	0	2	0	1
015	WOODSTOR AVENUE	73 feet south of deivevery	ŏ	ň		ň	ň	3	ŏ	ň	5	ō	Ō	15	Ō	Ō	4	Ō	Ó	1	0	0	2	0	0
016	Woodside Avenue	20 feet south of Unederide Ave Ext	õ	ň	7	ň	ŏ	र	ň	ň	5	ň	ō	15	Ō	0	4	Ó	Ō	1	0	Ō	2	0	0
017	Woodside Avenue	20 TT NORTH OT WOODSIDE AVE EXC.	1	Ň	-	0	ŏ	7	ň	ň	Ś	ň	ň	15	ň	ň	4	ō	1	Ō	Ō	Ō	2	1	1
018	Woodside Ave. Ext.	15 feet west of Eden Drive	1	Š	5	0	0		0	ő	5	ň	ň	15	ň	ň	ž	ō	n	Ō	Ō	Ō	2	Ó	Ó
019	Hager Street	25 feet east of Woodside Avenue	U	0	2	U	0	3	0	Ň	5	0	0	15	Ň	ň	7	ň	ň	ň	ň	Ň	2	ň	ñ
020	Woodside Avenue	50 feet south of Newtown Road	0	0	2	0	0	2	0	0	2	0	0	15	0	۰ ۱	7	ň	ň	ő	ň	ň	2	ň	Ň
021	Newtown Road	Opposite VW dealer	0	U	2	Ų	U	3	0	0	2	U	U	15	~	Ň					ň	ň	2	ň	ñ
022	Newtown Road	Front of Plumtrees Plaza	0	0	2				0	U	2		•••	•••	U O	,	-				0	0	2	Ň	8
023	None	Mohawk Tire, Berk. Shopping Ctr	0	0	5	•••			0	4	1		•••		0	4			*		0	0	2	Š	1
024	None	McCrory's, Berk. Shopping Center	1	1	5				0	0	1			+	1	U	1	•••		•••	0	U A	2	2	
025	None	Bradlees, Berk. Shopping Center	2	0	7				1	1	1		•••		2	U	5				U	U	4	2	
026	None	Marshall's, Berk. Shopping Ctr	0	0	7				0	0	1		•••		0	U	5				U	Ų	2	0	
027	Old Newtown Road	120 feet north of Newtown Rd.				0	2	1				0	9	6			•••	0	0	0		•••		0	11
028	Finance Drive	Front of Bedoukian complex		•••		0	0	1				0	0	6				0	0	0	•••	***		0	0
029	Finance Drive	Front of Dupont visitor's lot				0	0	1				0	0	6				0	0	0				U	0
030	Eagle Road	Front of Comatel complex				0	0	1	•••			0	0	6				0	0	0	•••	•••		0	0
031	Eagle Road	150 feet north of Newtown Road				0	0	1				0	1	5				0	0	0	•••			0	1
032	Newtown Road	40 feet west of Industrial Plaza	0	0	7	0	0	1	0	0	1	0	1	4	0	0	3	0	0	0	0	0	2	0	1
033	Newtown Road	Champ's Rest./HART Bus. Office	2	1	8	0	1	0	1	0	2	0	0	4	0	0	3	0	0	0	0	0	2	3	2
034	Stony Hill Road	60 feet east of intersection	0	0	8	0	0	0	0	0	2	0	0	- 4	0	0	3	0	0	0	0	0	2	0	0
035	Stony Hill Road	Front of Yankeegas	0	0	8	0	0	0	0	0	2	0	· 0	- 4	0	0	3	0	0	0	0	0	2	0	C
036	Garella Road	Front of 4 Garella Road						•••	0	0	2		•••		0	0	3			•••				0	C
037	Berkehire Blyd.	Col de sac at end of road							0	0	2				0	0	3			•••				0	C
038	Garella Road	100 feet north of Newtown Road							0	0	2		•••		0	0	3			•••				0	C
039	Stony Hill Road	40 feet east of Terrace	0	2	6	0	0	0		•••		0	1	3		•		0	0	0	0	2	0	0	5
040	Story Hill Posd	Front of La Fortunata Rest.	Ō	Ō	6	Ó	0	0				0	0	3	•		• • • •	0	0	0	0	0	0	0	C
041	Stony Hill Doud	Front of 53 Newtown Road	Ō	Ő	6	Ó	Ó	Ô				0	0	3		•••		0	0	0	0	0	0	0	C
041	Stony Hill Bood	Front of Stony Hill Fire Dest	ň	ő		Ő	Ő	Ō		• • •		Ő	1	2				0	0	0	0	0	0	0	1
042	STORTY HILL KONG	Front of Stony nitt fire vept.	ň	ň	~	ň	ň	ň		•••		Ő	2	ō				Ó	Ó	Ō	Ó	Ó	0	0	2
043	NONÉ	Mountain Lauret Flaza	Ŭ	J	0	J	J	v																	
Tota	ls		12	9		6	7		6	7		16	16		9	8		3	3		5	6		57	5ć

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Midday Period Inbound Trips

****				9:30			10:30)		11:30	1		12:30			1:30			2:30			fotal
No.	Street Location	Location Description	On	Off	Load	0n	Off	Load	0n	Off	Load	0n	0ff	Load	On	Off	Load	On	Off	Load	On	Off
043	None	Nountain Laurel Plaza	1	0	2	0	0	3	0	0	4	0	0	5	0	0	7	0	0	8	1	0
044	Stony Hill Road	Front of Stony Hill Inn	1	0	3	0	0	3	0	0	4	0	0	5	0	0	7	1	0	9	2	0
045	Stony Hill Road	Front of The Lamp Post	0	0	3	0	0	3	0	0	4	0	0	5	0	0	7	0	0	9	0	0
046	Stony Hill Road	80 feet west of Vail Road	0	0	3	0	0	3	0	0	4	0	0	5	0	0	7	0	0	9	0	0
047	Stony Hill Road	Front of Scalzo Realty	0	0	3	0	0	3	1	0	5	0	0	5	0	0	7	0	0	9	1	0
048	Stony Hill Road	Front of Mobil/Ramada	0	0	3	0	1	2	0	0	5	0	1	4	0	0	7	0	0	9	0	2
049	Newtown Road	Front of Italian Bistro	0	0	3	0	1	1	2	0	7	0	0	4	0	0	7	1	0	10	3	1
050	Eagle Road	Opposite Holiday Inn	• • •				•••									• • •	• • •				0	0
051	Finance Drive	100 feet west of Eagle Road																	•••		0	0
052	Finance Drive	Opposite Dupont					•••														0	0
053	Finance Drive	Front of Danbury Plumbing						• • •		•••			•••			•••					0	0
054	Old Newtown Road	Front of 11 Old Newtown Rd.															•		•••		0	0
055	Old Newtown Road	120 feet north of Newtown Rd.																•••			0	0
056	None	Super Stop N Shop	1	3	1	0	1	0	6	2	11	0	2	2	18	0	25	2	0	12	27	8
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza	0	0	1	0	0	0	0	0	11	0	0	2	0	0	25	0	0	12	0	0
059	Newtown Road	Front of 52 Newtown Road	0	0	1	0	0	0	0	0	11	0	0	2	0	0	25	0	0	12	0	0
015	Woodside Avenue	75 feet south of Newtown Rd.				0	0	0				0	0	2				0	0	12	0	0
016	Woodside Avenue	50 feet south of driveway				0	0	0			•••	0	0	2				0	0	12	0	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.				0	0	0				0	0	2				0	0	12	0	0
018	Woodside Ave. Ext.	15 feet west of Eden Drive				0	0	0				1	0	3				2	0	14	3	0
019	Hager Street	25 feet east of Woodside Avenue				0	0	0			•••	0	0	3				1	0	15	1	0
020	Woodside Avenue	50 feet south of Newtown Road				3	0	3				0	0	3				0	0	15	3	0
060	Newtown Road	Front of Monro Muffler	0	0	1	1	0	4	0	0	11	4	0	7	0	0	25	0	0	15	5	0
061	Newtown Road	15 feet east of entrance drive	0	0	1	0	0	4	0	0	11	0	0	7	0	0	25	0	1	14	0	1
062	Triangle Street	At Citgo Station	0	0	1	0	0	4	0	0	11	3	0	10	1	0	26	0	0	14	4	0
063	Triangle Street	60 feet north of Byron	0	0	1	0	0	4	0	0	11	0	0	10	1	0	27	0	0	14	1	0
064	Triangle Street	Opposite American Legion	0	0	1	0	0	4	0	0	11	0	0	10	0	0	27	0	0	14	0	0
065	Triangle Street	Front of 127 Triangle Street	3	0	4	0	0	4	1	0	12	0	0	10	0	0	27	0	0	14	4	0
066	Tavlor Street	Front of J&R Deli	0	0	4	0	0	4	0	0	11	0	0	10	0	0	27	0	0	14	0	0
067	Casper Street	Front of Cyanamid complex	0	0	4	0	0	4	0	0	11	0	0	10	0	0	27	0	0	14	0	0
068	Casper Street	At corner Sheridan/Casper	0	0	4	0	0	4	1	0	13	0	0	10	0	0	27	0	0	14	1	0
069	Cottage Street	80 feet west of McDermott St.	0	0	4	0	0	4	0	0	13	0	0	10	0	0	27	0	1	13	0	1
070	Cottage Street	60 feet east of Townhill Ave.	1	0	5	1	0	5	1	0	14	0	0	10	0	0	27	0	0	13	3	0
071	Townhill Avenue	50 feet south of Liberty St.	0	0	5	0	0	5	0	0	14	0	0	10	0	0	27	1	1	13	1	1
072	Liberty Street	Front of Liberty Auto Repair	0	0	5	0	0	5	0	0	14	0	0	10	0	1	26	0	0	13	0	1
073	Main Street	Front of CVS	2	2	5	1	4	2	0	3	11	0	1	9	1	1	26	2	2	13	6	13
000	Kennedy Avenue	Pulse Point	0	0	5	0	2	0	0	9	2	0	5	4	0	21	5	0	6	7	0	43
Tota	s		9	5		6	9		12	14		8	9		21	23		10	11		66	71

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center Nidday Period Outbourd Trips

			G			1	0:00		1	1:00		1	2:00		1	:00		2	2:00		T	otal
Stop		Leastion Description	0n 9	off	Load	0n '	Off	Load	0n (off i	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
No.	Street Location	Location vescription		.		<u> </u>																
	Manage Angele	Pulse Point	4	0	4	9	0	9	7	0	12	6	0	9	7	0	7	5	0	8	58	0
000	Kennedy Avenue	Front of Denbury Library	0	1	3	2	0	11	7	0	19	3	1	11	2	1	8	0	0	8	14	3
001	Main Street	ED feat east of Main Street	Ō	Ó	3	0	0	11	0	0	19	2	0	13	1	1	8	0	0	8	2	
002	Keeler Street	30 feet east of Tourhill Ave	Ō	Ō	3	1	0	12	3	0	22	3	0	16	0	1	7	2	0	10	y y	1
003	Liberty Street	50 feet west of Townshill Ave	ŏ	ŏ	3	0	0	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
004	Cottage Street	Survey of Sooned Heart Church	ŏ	ō	3	Ó	0	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
005	Cottage Street	Front of Sacred Heart Church	ň	Õ	3	Õ	Ŏ	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
006	Casper Street	40 Teet east of Sheridan St.	ň	ň	3	0	Ó	12	0	0	22	0	0	16	0	0	7	0	0	10	0	0
007	Casper Street	Front of Cyanamid complex	1	ŏ	ž	ŏ	1	11	Ó	0	22	0	0	16	0	0	7	0	0	10	1	1
800	Taylor Street	Front of 92 laylor street		ň	4	ō	Ó	11	Ō	0	22	0	1	15	0	0	7	1	0	11	1	1
009	Triangle Street	Opposite Lions Condos	ň	ň	6	õ	Ō	11	Ō	Ó	22	0	0	15	0	1	6	0	0	11	0	1
010	Triangle Street	15 feet south of Irlangle lef.	ŏ	ő	4	ň	ŏ	11	Ō	0	22	0	0	15	0	0	6	0	0	11	0	0
011	Triangle Street	Front of 100 Intangle Street	ő	Ň	4	ň	1	10	Õ	3	19	0	2	13	1	0	7	0	0	11	1	6
012	Triangle Street	80 feet south of cross Street	1	ň	5	õ	0	10	Ō	Ō	19	0	0	13	0	0	7	0	0	11	1	0
013	Newtown Road	Front of 11 Newtown Road		ň	5	ň	ň	10	Ő	Ō	19	0	0	13	0	0	7	0	0	11	0	0
014	Newtown Road	At corner/Opposite Monro Mutt.	0	0	5	ň	ň	10	Ō	1	18	0	0	13	0	0	7	0	0	11	0	1
015	Woodside Avenue	75 feet south of Newtown KG.	Ň	Ň	5	ň	ň	10	0	Ô	18	Ō	0	13	0	0	7	0	0	11	0	0
016	Woodside Avenue	50 feet south of driveway	0	Ň	5	0	ň	10	ŏ	ň	18	Ō	Ō	13	0	0	7	0	0	11	0	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.	U	0	, j	Ň	0	10	ň	2	16	Ō	Õ	13	2	2	7	0	2	9	3	6
018	Woodside Ave. Ext.	15 feet west of Eden Drive	1	0	0		Ň	10	ň	0	16	ň	ŏ	13	ō	0	7	0	0	9	1	0
019	Hager Street	25 feet east of Woodside Avenue	1	U	<u> </u>	0	0	10	Ň	Ň	16	ň	ň	13	ŏ	1	6	Ō	0	9	0	1
020	Woodside Avenue	50 feet south of Newtown Road	0	0	<u> </u>	0	0	10	0	~	14	ň	Ň	13	ň	Ó	6	Ō	Ó	9	0	0
021	Newtown Road	Opposite VW dealer	0	0	<u>′</u>	0	0	10	0	0	10	Ň	Ň	13	ŏ	0	6	2	Ō	11	2	0
022	Newtown Road	Front of Plumtrees Plaza	0	0	7	0	U	10	0	0	10	ů	Ň	13	ň	ŏ	6	ō	8	3	1	15
023	None	Mohawk Tire, Berk. Shopping Ctr	0	1	6	1	4	<u>'</u>	0	2	14	1	7	11	1	1	Ă	2	Ō	5	7	12
024	None	McCrory's, Berk. Shopping Center	0	0	6	1	1		2		y E		2	7	Å		12	3	ō	8	10	10
025	None	Bradlees, Berk. Shopping Center	0	2	4	1	0	8	0	4	2	0	-	4	0	ž	10	ō	1	7	0	5
026	None	Marshall's, Berk. Shopping Ctr	0	0	4	0	1	(U	U	2	U							••••		Ő	0
027	Old Newtown Road	120 feet north of Newtown Rd.						•••													Ō	0
028	Finance Drive	Front of Bedoukian complex			•••																Ō	Ő
029	Finance Drive	Front of Dupont visitor's lot						•••													ŏ	Ō
030	Eagle Road	Front of Commatel complex										•••									Ō	Ō
031	Fagle Road	150 feet north of Newtown Road													0	4	0	0	٥	7	ō	5
032	Newtown Road	40 feet west of Industrial Plaza	0	1	3	0	3	4	0	0	2	0		0 4	0		,	ň	ň	7	1	3
033	Newtown Road	Champ's Rest./HART Bus. Office	0	1	2	0	1	3	0	U	2	1	1	0 4	0	۰ ۱	, 0	ň	ň	. 7	ò	Ō
034	Stony Hill Road	60 feet east of intersection	0	0	2	0	0	3	0	0	2	U	U	0	0	0		ŏ		7	ň	ň
035	Story Hill Road	Front of Yankeegas	0	0	2	0	0	3	0	0	5	0	U	0	U	U	y	U			0	ň
036	Garalla Road	Front of 4 Garella Road		•••	•						•••					•••		•			0	ň
037		Col de sac at end of road							•••										•••	•••	0	0
037	Capalla Road	100 feet north of Newtown Road								•••							••••					4
030	Story Will Road	40 feet east of Terrace	0	0	2	0	1	2	0	1	4	1	2	5	0	0	9	1	U	6	2	-
0/.0	Stony Hill Doord	Front of La Fortunata Rest.	0	0	2	0	0	2	0	0	4	0	0	5	0	0	9	0	0	. đ	0	0
040	Story Hill Doed	Front of 53 Newtown Road	0	0	2	0	0	2	0	0	4	0	0	5	0	0	9	0	0	5	0	•
047	Story Hill Poed	Front of Stony Hill Fire Dept.	0	1	1	0	0	2	0	0	4	0	0	5	0	0	9	0	0	5	U	1
042	None	Nountain Laurel Plaza	0	0	1	0	0	2	0	0	4	0	0	5	0	2	7	0	0	8	U	2
043			-																		<u></u>	
Toto	1.0		8	7		15	13		19	20		17	15		20	13		16	11		Ś	19
1018	1.0		-																			

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center A.M. Peak Period Inbound Trips

				5-05		6	5:30		-	7:00		-	7:30			8:00			8:30		٦	iotal
Stop No.	Street Location	Location Description	0n	Off	Load	0n	Off	Load	On	Off	Load	On	Off _.	Load	On	Off	Load	On	Off	Load	On	Off
043	None	Mountain Laurel Plaza	0	0	0	1	0	1					•••		1	0	1		•••		2	0
044	Stony Hill Road	Front of Stony Hill Inn	0	0	0	0	0	1					•••		U	0	1				ő	0
045	Stony Hill Road	Front of The Lamp Post	0	0	0	0	0	1	• • •						0	0	1	•••			0	0
046	Stony Hill Road	80 feet west of Vail Road	0	0	0	0	0	1			•				0	U	1				0	0
•••	Berkshire Blvd.	Col de sac at end of road							0	0	0	0	0	0			• •	0	0	0	1	0
037	Garella Road	75 feet north of Newtown Rd							0	0	0	1	0	1				0	0	0		0
047	Stony Hill Road	Front of Scalzo Realty	1	0	1	0	0	1	0	0	0	0	0	1	0	U	1	0	0	0		0
048	Stony Hill Road	Front of Mobil/Ramada	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	Ű	0	0	0	0
049	Newtown Road	Front of Italian Bistro	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
050	Eagle Road	Opposite Holiday Inn	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	U	U	0	0	0
051	Finance Drive	100 feet west of Eagle Road	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	U	U	U	0	0
052	Finance Drive	Opposite Dupont	0	0	1	0	0	1	0	0	0	0	0	1	0	U	1	0	0	0	0	0
053	Finance Drive	Front of Danbury Plumbing	0	0	1	0	0	1	0	0	0	0	0	1	0	U	1	0	0	Ŭ	0	0
054	Old Newtown Road	Front of 11 Old Newtown Rd.	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0
055	Old Newtown Road	120 feet north of Newtown Rd.	0	0	1	0	0	1	0	0	0	0	0	1	0	U	1	0	0	0	0	0
056	None	Super Stop N Shop																0	U	U	0	0
058	Newtown Road	Gulf sta./Opp. Plumtrees Plaza																0	U	0	0	0
059	Newtown Road	Front of 52 Newtown Road	0	0	1	0	0	1	0	0	0	0	0	1	0	U	1	0	U	U	0	0
015	Voodside Avenue	75 feet south of Newtown Rd.				0	0	1	• • •			0	0	1		•••	•••	0	0	0	0	0
016	Voodside Avenue	50 feet south of driveway				0	0	1				0	0	1				1	0	1	1	U
017	Voodside Avenue	20 ft north of Woodside Ave Ext.				0	0	1				0	0	1				0	0	1	U	U
018	Woodside Ave. Ext.	15 feet west of Eden Drive				0	0	1		•••		0	0	1				2	0	3	2	0
010	Hager Street	25 feet east of Woodside Avenue				0	0	1				0	0	1		•••		0	0	3	0	0
020	Woodside Avenue	50 feet south of Newtown Road				0	0	1			•••	0	0	1				0	0	3	0	0
060	Neutoun Road	Front of Monro Muffler	1	0	2	0	0	1	0	0	0	3	0	4	0	0	1	0	0	3	4	0
061	Newtown Road	15 feet east of entrance drive	0	0	2	0	0	1	0	0	0	0	0	4	0	0	1	0	0	3	0	U
062	Triangle Street	At Citgo Station	0	0	2	2	0	3	2	0	2	0	0	4	1	0	2	0	0	3	5	U
063	Triangle Street	60 feet north of Byron	0	0	2	0	0	3	0	0	2	0	0	4	0	0	2	0	0	3	0	0
066	Triangle Street	Opposite American Legion	0	0	2	0	0	3	0	0	2	2	0	6	0	0	2	0	0	3	2	U
065	Triangle Street	Front of 127 Triangle Street	0	0	2	1	0	4	0	0	2	0	0	6	0	0	2	0	0	3	1	0
066	Tavior Street	Front of J&R Deli	0	0	2	0	0	4	0	0	2	0	0	6	0	0	2	0	0	3	0	0
067	Casper Street	Front of Cyanamid complex	0	0	2	0	0	4	0	0	2	1	0	7	0	0	2	0	0	3	1	0
830	Casper Street	At corner Sheridan/Casper	0	0	2	0	0	4	0	0	2	0	0	7	0	0	2	0	0	3	0	0
060	Cottage Street	80 feet west of McDermott St.	0	0	2	0	0	4	0	0	2	0	0	7	0	0	2	0	0	3	0	0
070		60 feet east of Townhill Ave.	0	0	2	0	0	4	1	0	3	0	0	7	0	0	2	1	0	4	2	0
071	Townhill Avenue	50 feet south of Liberty St.	0	0	2	0	0	4	0	0	3	0	0	7	0	0	2	1	0	5	1	0
072	Liberty Street	Front of Liberty Auto Repair	0	0	2	0	0	4	0	0	3	0	0	7	0	0	2	0	0	5	0	0
073	Main Street	Front of CVS	0	0	2	1	0	5	0	0	3	1	0	8	0	0	2	1	0	6	3	0
000	Kennedy Avenue	Pulse Point	0	0	2	0	5	0	0	3	0	0	7	1	0	2	0	0	5	1	0	22
Tota	ls		2	0		5	5		3	3		8	7		2	2		6	5		26	22

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT Comprehensive Operational Analysis Trip Summary Route 2 - Berkshire Shopping Center A.M. Peak Period Outbound Trips

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Stop No.	Street Location	Location Description	0n	off	Load	0n (Dff	Load	0n (off	Load	On	Off	Load	On	Off	Load	On	0ff	Load	On	Off
			2	0	2	10	0	10	4	0	4	7	0	8	8	0	11	12	0	12	43	0
000	Kennedy Avenue	Pulse Point	ō	ŏ	2	3	0	13	0	0	4	0	0	8	0	0	11	1	1	12	4	,
001	Main Street	Front of Danbury Library	ň	ŏ	2	1	Ō	14	1	0	5	0	0	8	0	0	11	0	0	12	2	0
002	Keeler Street	50 feet east of Hain Street	ĭ	ň		1	Ō	15	0	0	5	0	0	8	1	0	12	1	0	13	4	U
003	Liberty Street	80 feet west of lownhill Ave.		ň	3	ò	Õ	15	0	0	5	0	0	8	0	0	12	0	0	13	0	0
004	Cottage Street	50 feet east of lownhill Ave.	ŏ	ň	3	Ō	ŏ	15	Ó	0	5	0	0	8	0	0	12	0	0	13	0	U
005	Cottage Street	Front of Sacred Heart Church	ő	ň	3	ŏ	1	14	Ö	0	5	0	0	- 8	1	0	13	0	0	13	1	1
006	Casper Street	40 feet east of Sheridan St.	Ň	ň	ž	ů.	1	13	0	0	5	0	0	8	0	0	13	0	0	13	0	1
007	Casper Street	Front of Cyanamid Complex	1	ň	۲ ۲	Ō	Ó	13	0	0	5	0	0	8	0	0	13	0	0	13	1	U
800	Taylor Street	Front of 92 Taylor Street		ň	2	ŏ	Ō	13	Ō	0	5	0	0	8	1	0	14	0	0	13	1	0
009	Triangle Street	Opposite Lions Condos	0	Ň	4	ñ	ŏ	13	Ó	Ō	5	0	0	8	0	0	14	0	0	13	0	0
010	Triangle Street	15 feet south of Triangle ler.	0	~		ň	ň	13	Ō	Ō	5	0	0	8	0	1	13	0	0	13	0	1
011	Triangle Street	Front of 166 Triangle Street	0	0	7	0	ň	13	ň	ō	5	0	0	8	0	0	13	0	0	13	0	0
012	Triangle Street	80 feet south of Cross Street	U	U	4	Ň	0	13	ő	ő	5	Ō	Ō	8	0	0	13	0	0	13	0	0
013	Newtown Road	Front of 11 Newtown Road	0	U	4	0	0	17	ň	ň	5	Ō	Ō	8	Ó	0	13	0	0	13	0	0
014	Newtown Road	At corner/Opposite Monro Muff.	0	0	4	0	0	13	0	ň	5	ň	ň	8	Ó	0	13	0	0	13	0	0
015	Woodside Avenue	75 feet south of Newtown Rd.	0	0	4	0	0	13	ő	ň	ś	ő	0	8	Ó	0	13	0	0	13	0	0
016	Woodside Avenue	50 feet south of driveway	0	0	4	0	0	17	ő	ň	5	ň	ō	8	Ō	0	13	0	0	13	0	0
017	Woodside Avenue	20 ft north of Woodside Ave Ext.	0	0	4	0	0	17	0	ň	5	ŏ	ŏ	8	Ō	1	12	0	0	13	0	1
018	Woodside Ave. Ext.	15 feet west of Eden Drive	0	0	4	0	0	13	ő	ő	ś	0	Ō	8	0	0	12	0	0	13	0	0
019	Hager Street	25 feet east of Woodside Avenue	0	0	4	0	0	17	ň	ň	5	ŏ	Ō	8	Ō	0	12	0	0	13	0	0
020	Woodside Avenue	50 feet south of Newtown Road	0	U	4	0	0	17	ň	ň	ś	Ō	Ō	8	Ó	0	12	0	0	13	0	0
021	Newtown Road	Opposite VW dealer	0	0	4	U	v											0	0	13	0	0
022	Newtown Road	Front of Plumtrees Plaza		• • • •			••••											0	4	9	0	4
023	None	Mohawk Tire, Berk. Shopping Ctr													•			0	0	9	0	0
024	None	McCrory's, Berk. Shopping Center																0	3	6	0	3
025	None	Bradlees, Berk. Shopping Center					•••											Ő	3	3	0	3
026	None	Marshall's, Berk. Shopping Ctr												6	0	2	10				0	13
027	Old Newtown Road	120 feet north of Newtown Rd.	0	1	3	0	6	7	0	0	2	U	, 4		0		40				Ō	0
021	Sinance Drive	Front of Bedoukian complex	0	0	3	0	0	7	0	0	2	0	0	4	0		10				ō	2
020		Front of Dupont visitor's lot	0	0	3	0	2	5	0	0	2	U		4	0						Ō	2
027	Fillence bille	Front of Comatel complex	0	0	3	0	0	5	0	0	5	0	0 0	4	0		. 0				ň	-
030	Eagle Road	150 feet north of Newtown Road	0	1	2	0	0	5	0	1	4	0) 2	2	U				4	2	ň	í.
070	Eagle Koau	40 feet west of Industrial Plaza	0	0	2	0	0	5	0	0	4	C	0 0	2	U					2	ň	1
077	Newtown Road	Champ's Rest. /HART Bus. Office	0	0	2	0	0	5	0	1	3	C C) 0	2	U			0	0	, <u> </u>	0 0	Ś
033	Newtown Koad	An feet east of intersection	0	2	0	0	- 3	2	0	0	3	C) 0	2	U			0	4		0	1
034	Stony Hill Road	Front of Yankeegas	0	0	0	0	0	2	0	0	3	(0 0	2	0			U			0	, z
032	Stony Hill Road	Front of 4 Garella Road				0	0	2	0	3	6 0			• • •	0						0	
020	Garella Koad	Col de sec at end of road				0	0	2	0	0	0				0						0	2
03/	BerKSnire Biva.	100 feet north of Newtown Road				0	2	0	0	0	0	•••			0	, (, 0				0	<u>د</u>
058	Garella Koad	10 feet east of Terrace	0	0	0							() (2		• • • •		0	1		U A	
039	Stony Hill Road	AU TEEL EAST UN TENTATE Past	Ő	Ō	i Ő							() (2				0	Q	, U	Ű	
040	Stony Hill Road	Front of 53 Neutour Doad	Ő	a a) Ő							(0 0	2	•••			0	9	J 0	0	
041	Stony Hill Road	Front of Stony Hill Fire Dent	Ő	Ō	Ō							(0 0	2	•••	• •••		0	0	0	0	U D
042	Stony Hill Road	Front of atomy nitt fire bepts	n	0	ı Ö							(02	2 0				0	C	1 O	0	2
043	None	Rountain Lauret Flaza	Ŭ		•																	
	-1-		4	. 4	, ,	15	15		5	5			7 8	6	11	1 14	4	14	14	•	20	00