

FIXED ROUTE
**COMPREHENSIVE
OPERATIONAL ANALYSIS**
1994 OPERATING YEAR

FOURTH INSTALLMENT
ROUTE 3:
MILL RIDGE/MILL PLAIN ANALYSIS
MAY 1995

PREPARED BY:
HOUSATONIC AREA REGIONAL TRANSIT
SERVICE DEVELOPMENT DEPARTMENT

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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 3 Mill Ridge/Mill Plain Route serves Mill Plain Road, the public housing complexes on Mill Ridge Road and Beaver Streets, and the neighborhoods immediately northwest of Downtown Danbury. Like all other HART fixed routes, the 3 Route begins and ends at the Pulse Point, located at Kennedy Avenue, 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 service blocks, each with its own operational, demographic, or land use characteristics:

1) Spring/Beaver/Rose Hill/Franklin Streets. The 3 Route begins outbound trips and ends inbound trips by traveling the streets immediately west of the Pulse Point. Older private houses, many converted to multi-unit apartments, line Spring, Rose Hill, and Franklin Streets. Most residents would qualify as low to lower-middle income.

The same would apply to residents of Beaver Street, with the exception that public rather than private housing accommodates them. Putnam Towers is a large, multi-story apartment building operated by the Danbury Housing Authority for senior residents. One-half block to the north between Beaver Street's intersections with Elm and Rose Street is the Elm Street housing project, one of Danbury's four housing developments for low-income families. Beaver Street, which intersects West Street at its southern end, is the only one of the four streets in this segment which

Ridership generation on these streets is almost exclusively among residents of these streets as well as the intersecting streets of Hoyt, Highland, Grandview, and Rose, and Elm. The few commercial properties in the segment are concentrated on Beaver Street near its southern intersection with West Street. None, however, are traceable to significant ridership generation.

Inbound trips use Elm and Main Streets to access the Pulse Point. However, no Route 3 bus stops are located on either of these

streets because of their immediate proximity to the Pulse Point.

2) Davis Street and Myrtle Avenue From Franklin Street, the route serves the entire length of Davis Street and the length of Myrtle Avenue between Davis Street and Shannon Ridge Road. Like those streets in the previous segment, Davis Street and Myrtle Avenue are almost exclusively residential. A small restaurant, a service station, and the Morris Street Elementary School are the only exceptions to residential development. Most properties are single-unit whose residents are lower-middle to middle income. Assuming that apparent property value is a valid indicator of income or wealth, incomes rise within the segment as the route travels west.

Virtually all ridership within the segment is generated from the residents of these streets as well as those of the intersecting Highland, Roger, Westville, and Abbott Avenues, Hoyt Street, and Laurel and Shannon Ridge Roads.

3) Mill Ridge Road/Exit 4 All outbound and most inbound trips serve Mill Ridge Road, a circular street spurring north from Lake Avenue Extension near the Exit 4 interchange of I-84. The road was built for the public housing complexes surrounding the street. The Mill Ridge Apartments, a large development of over 70 individual two-unit houses for low-income families completely lines the loop formed by Mill Ridge Road. The office of the Danbury Housing Authority occupies a larger building at the road's entrance off of Lake Avenue Extension. At the northern portion of the loop are the dual intersections of High Ridge Road, another looping road along which multi-story public housing units (more similar in design to those within Laurel Gardens and Eden Drive) are located.

The office and the Mill Ridge Elementary School are the only non-residential facilities in the Mill Ridge complex. Therefore most ridership generation is residential. However, the portion of Lake Avenue Extension immediately in the area of I-84 Exit 4 contains several commercial addresses which generate some ridership. The largest is the Ethan Allen Inn, a large hotel and convention facility. Other ridership generators are a Super 8 Motel, a McDonald's, several service stations, and an office building and diner on the corners of Lake Avenue Extension and Mill Ridge Road. A pair of bus stops at the corners of Lake Avenue and Shannon Ridge Road provide access to the route from the westernmost portion of Lake Avenue.

4) Lake Avenue Extension From the Exit 4 area of I-84, the 3 Route continues west on Lake Avenue Extension. This completely commercial segment includes Super Stop & Shop and numerous commercial properties through its intersection with Kenosia Avenue. This segment is part of U.S. Routes 6 and 202 from the I-84, Exit 4 area to its intersection with Mill Plain Road.

Evaluated within this segment is a small portion of Kenosia Avenue between Lake Avenue Extension and Jensen Trailer Park to which service is available on an on-request basis.

5) WCSU Westside Campus Opposite Lake Avenue Extension from Super Stop & Shop is the entrance to the Western Connecticut State University's Westside Campus. The campus is situated on a mountaintop accessible from the two-thirds mile driveway. Buses serving the campus climb this driveway, circle the campus and return to Lake Avenue Extension.

6) Mill Plain Road
Mill Plain Road is that portion of U.S. Routes 6 and 202 from Lake Avenue Extension to the New York State border. The 3 Route serves most of this segment and ends within a mile of the border at the Connecticut Limousine terminal, the primary station for intercity bus service to and from the region. The terminal, located near Exit 2 of I-84, is the turnaround and layover point for the 3 Route, as well as two daily trips Putnam Area Rapid Transit operates from Brewster, New York.

Although lined with many commercial properties, Mill Plain Road is less densely-developed than Lake Avenue Extension. Other than the bus terminal, the only significant passenger generator within the segment is the Westwood Condominium complex, one of the largest of such complexes built in the region.

7) Old Ridgebury/Briar Ridge Roads Since 1990, most peak period 3 Route trips deviate to Old Ridgebury and Briar Ridge Roads upon reaching the end of the route. The largest service points within this deviation are the Union Carbide World Headquarters, located off Old Ridgebury Road, and Boehringer Ingelheim, which operates administrative, research, and production functions at its facility off Briar Ridge Road. Both facilities employ over 1,000 people, despite the fact that their employment levels have dropped significantly since the late 1980's, when HART provided both with direct shuttle service from the Pulse Point. Employment levels are expected to drop further during the next few years with Boehringer Ingelheim's planned shut-down of the production functions at this facility by 1997.

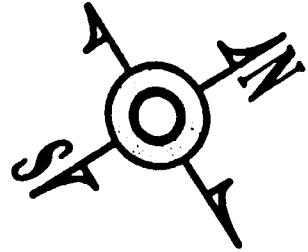
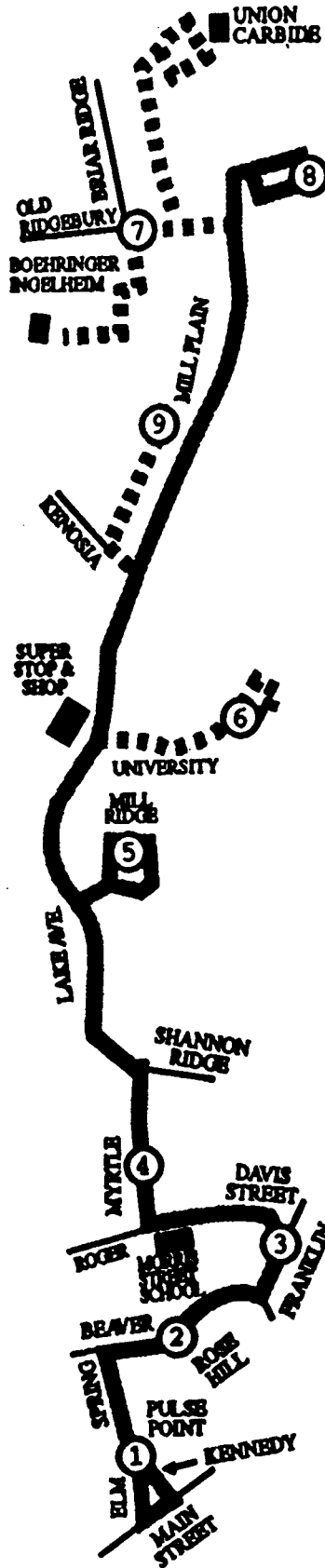
Among the other traffic generators within the segment are the Danbury Hilton and several office complexes which line Old Ridgebury Road.

A.M. peak period trips serve this segment before pulling into the Connecticut Limousine Terminal. P.M. peak trips serve the segment following the layover. The total distance of the deviation is 4.2 miles.

Exhibit 1 illustrates the route.

Exhibit 1

3 MILL RIDGE / MILL PLAIN ROUTE MAP



Frequency of Service

The 3 Mill Ridge/Mill Plain Route operates from 6:05 a.m. to 6:21 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 Mill Ridge/Mill Plain Route are scheduled to complete a round trip in 55 minutes. This running time allows two five-minute layovers; one is at the Pulse Point, and the other is at the Connecticut Limousine Terminal.

During the morning (all trips before noon), running times for outbound trips beginning at the Pulse Point and ending at Connecticut Limousine is 25 minutes. Inbound running time from the end of the route to the Pulse Point is likewise 25 minutes.

During the afternoon, when Westside Campus or Old Ridgebury service is scheduled after the layover, the outbound trip time is 21 minutes and the inbound 29 minutes.

No round trip serves the campus on both the outbound and inbound trips. The length of time needed to serve the Old Ridgebury/Briar Ridge segment requires service to be suspended to the Westside Campus and Jensen Park. In addition, inbound service to Mill Ridge Road is suspended for the last five trips (all afternoon trips and the morning trip) which serve the Old Ridgebury segment.

Exhibit 3 illustrates the running and layover times.

Run Cutting

Please refer to the first installment of the 1994 COA for a description of run cutting and page 5 of the fourth installment for a description of run cutting for the interlining 2 Berkshire Shopping Center and 3 Mill Ridge/Mill Plain Routes.

If it operated without interlining, the 3 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, in the same manner as the 2 Route.

2 BERKSHIRE SHOPPING CENTER ROUTE TIMETABLE

		1 2 3 4 5 6 7 8							
OUTBOUND	WEEKDAYS	6:05	6:07	6:09	6:12	6:16	----	----	6:25
		6:30	6:32	6:34	6:37	6:41	----	6:52	6:55
		7:00	7:02	7:04	7:07	7:11	----	7:22	7:25
		7:30	7:32	7:34	7:37	7:41	----	7:52	7:55
		8:00	8:02	8:04	8:07	----	+	8:22U	8:25
		8:30	8:32	8:34	8:37	8:41	8:48	----	8:55
		9:00	9:02	9:04	9:07	9:11	9:19	----	9:25
		10:00	10:05	10:04	10:07	10:11	10:19	----	10:25
		11:00	11:02	11:04	11:07	11:11	11:19	----	11:25
		12:00	12:02	12:04	12:07	12:11	----	----	12:21
		1:00	1:02	1:04	1:07	1:11	----	----	1:21
		2:00	2:02	2:04	2:07	2:11	----	----	2:21
		3:00	3:02	3:04	3:07	3:11	----	----	3:21
		3:30	3:32	3:34	3:37	3:41	----	----	3:51
4:00	4:02	4:04	4:07	4:11	----	----	4:21		
4:30	4:32	4:34	4:37	4:41	----	----	4:51		
OUTBOUND	SATURDAYS	5:00	5:02	5:04	5:07	5:11	----	5:21	
		5:30	5:32	5:04	5:37	5:41	----	5:51	
		6:00	6:02	6:04	6:07	6:11	----	6:21	
		8:00	8:02	8:05	8:08	8:13	----	8:23	
		9:00	9:02	9:05	9:08	9:13	----	9:23	
		10:00	10:02	10:05	10:08	10:13	----	10:23	
		11:00	11:02	11:05	11:08	11:13	----	11:23	
		12:00	12:02	12:05	12:08	12:13	----	12:23	
		1:00	1:02	1:05	1:08	1:13	----	1:23	
		2:00	2:02	2:05	2:08	2:13	----	2:23	
3:00	3:02	3:05	3:08	3:13	----	3:23			
4:00	4:02	4:05	4:08	4:13	----	4:23			
5:00	5:02	5:05	5:08	5:13	----	5:23			

		8 7 6 5 4 3 2 1							
INBOUND	WEEKDAYS	6:05	----	----	6:10	6:16	6:19	6:21	6:25
		6:30	----	----	6:37	6:45	6:48	6:50	6:55
		7:00	----	----	7:07	7:15	7:18	7:20	7:25
		7:30	----	----	7:37	7:45	7:48	7:50	7:55
		8:00	----	----	8:07	8:15	8:18	8:20	8:25
		8:30	----	----	----	8:45	8:48	8:50	8:55
		9:30	----	----	9:37	9:45	9:48	9:50	9:55
		10:30	----	----	10:37	10:45	10:48	10:50	10:55
		11:30	----	----	11:37	11:45	11:48	11:50	11:55
		12:26	----	12:32	12:37	12:45	12:48	12:50	12:55
		1:26	----	1:32	1:37	1:45	1:48	1:50	1:55
		2:26	----	2:32	2:37	2:45	2:48	2:50	2:55
		3:00	----	----	3:07	3:15	3:18	3:20	3:25
		3:26	----	3:32	3:37	3:45	3:48	3:50	3:55
3:56	4:04	----	----	4:15	4:18	4:20	4:25		
4:26	4:34	----	----	4:45	4:48	4:50	4:55		
4:56	5:04	----	----	5:15	5:18	5:20	5:25		
5:26	5:34	----	----	5:45	5:48	5:50	5:55		
INBOUND	SATURDAYS	8:30	----	----	8:37	8:45	8:48	8:50	8:55
		9:30	----	----	9:37	9:45	9:48	9:50	9:55
		10:30	----	----	10:37	10:45	10:48	10:50	10:55
		11:30	----	----	11:37	11:45	11:48	11:50	11:55
		12:30	----	----	12:37	12:45	12:48	12:50	12:55
		1:30	----	----	1:37	1:45	1:48	1:50	1:55
		2:30	----	----	2:37	2:45	2:48	2:50	2:55
		3:30	----	----	3:37	3:45	3:48	3:50	3:55
4:30	----	----	4:37	4:45	4:48	4:50	4:55		

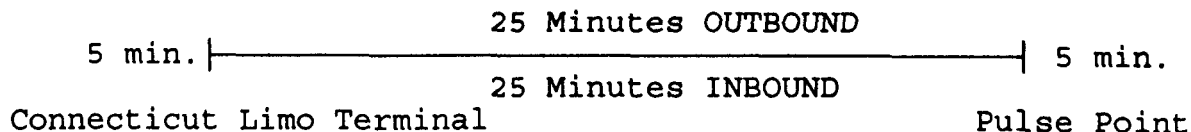
U - Trip serves Union Carbide. Service to Boehringer Ingelheim by request.
 + - Service by request. Further, all inbound trips before 4:00 p.m. will serve Jensen Trailer Park by request.

1. Pulse Point 2. Putnam Tower 3. Franklin/Davis Streets
 4. Myrtle/Westville Avenues 5. Mill Ridge Road
 6. WCSU Westside Campus 7. Old Ridgebury/Briar Ridge
 8. Connecticut Limousine Terminal

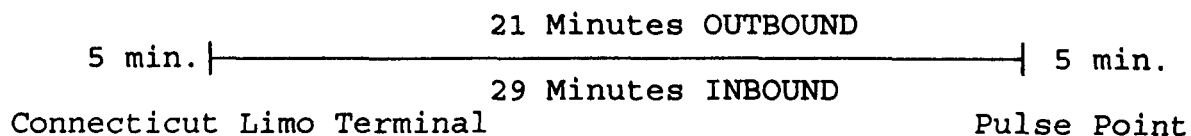
Exhibit 3

Route 3 Mill Ridge/Mill Plain
Route Running Times

A.M. SCHEDULED SERVICE



P.M. SCHEDULED SERVICE



Mileage

The various deviations and their scheduling before and after noon vary the trip distances of individual inbound and outbound trips. The various combination of service points and trip distances are summarized in Exhibit 4.

Exhibit 4

3 MILL RIDGE/MILL PLAIN ROUTE
Weekday Route Mileage by Deviation

OUTBOUND TRIPS		Mileage
Deviations	# Trips	per Trip
Mill Ridge	11	5.7
Mill Ridge, Old Ridgebury	3	9.9
Mill Ridge, WestConn	4	7.4
Old Ridgebury (Union Carbide only)	1	7.4

INBOUND TRIPS		Mileage
Deviations	# Trips	per Trip
Mill Ridge	9	5.9
Old Ridgebury	4	9.4
Mill Ridge, WestConn	4	7.6
None	1	5.2

Saturday trips have no scheduled variability. All outbound trips have a distance of 5.7 miles. All inbound trips have a distance of 5.9 miles.

This amounts to 255.7 scheduled revenue service miles per weekday and 110.1 scheduled revenue service miles on Saturday. The weekday speed is 14.2 m.p.h. and the Saturday speed is 11.8 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 3 Route would require two buses for operation at the current schedule.

Ridership History

The 3 Mill Ridge/Mill Plain Route had been altered recurrently until the 1990 service upgrade. In the early 1980's, the route serviced points as far west as Mill Ridge Road. It bypassed most of its present routing on Franklin Street to serve Hillcroft Apartments, located north of I-84 between Starr and Kohanza Streets. The route concentrated service on Westville Avenue and Laurel Street rather than Myrtle Avenue. At this time, the 6 Lake Avenue Route covered service to Mill Plain Road as far west as Westwood Village.

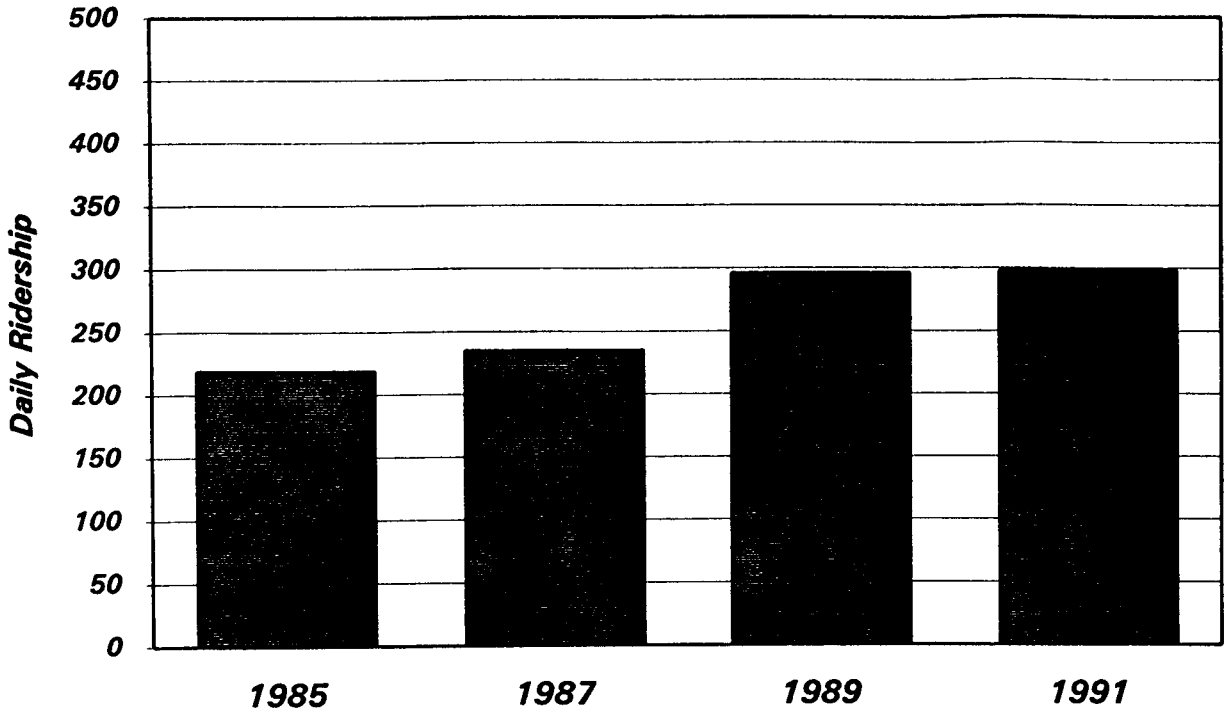
The current routing took effect in September, 1986, when the 6 Route began serving the newly-constructed Danbury Fair Mall and the 3 Route extended to Mill Plain Road and the Connecticut Limousine Terminal. The route began its present routing on Franklin Street and Myrtle Avenue at this time. The Old Ridgebury Road segment was served not by the 3 Route but a commuter shuttle which provided one morning and one afternoon trip. The 3 Route began scheduled service to this segment, as well as the WCSU Westside Campus, in July of 1990 with the system service upgrade.

The route has regularly ranked among the three lowest of all HART routes in average daily ridership. As illustrated in Exhibit 5, from 1985 to 1987, average weekday ridership was less than 240 passengers per day. Ridership on the 3 Route grew with system ridership and, by the 1989 and 1991 COA's, approached 300 daily passengers. However, by 1991, with the elimination of the 4 Town

Park Route, the 3 Route had the lowest daily ridership in the HART system with 298 passengers per weekday.

Exhibit 5

**ROUTE 3 MILL RIDGE/MILL PLAIN
Ridership History
1985 thru 1991**



PART 2 - ROUTE ANALYSIS

Measures and Standards

Like the previous two chapters for route evaluations, the analysis of the Mill Ridge/Mill Plain 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 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 Mill Ridge/Mill Plain Route has fallen sharply since 1991. AM Peak, midday, and PM Peak ridership totaled 58, 84, and 81 (total: 223) passengers respectively. The 1991 figures of 90, 103, and 105 (total: 298) were significantly higher.

Exhibit 6 illustrates the extent of ridership decreases within each time period. The 1991 sample recorded daily ridership from a low of 283 passengers to a high of 312, both figures significantly greater than the 1994 figure of 223. The decrease in ridership within the midday period was the least severe. The 1994 figure of 84 fell within 10 percent of the 1991 sample's low figure of 93 but was over 25 percent short of the high figure of 114.

The differences within the peak periods are more significant. The 1991 survey recorded 78 to 95 passengers during the A.M. Peak and 100 to 112 passengers during the P.M. Peak. The 1994 ridership during both peak periods fell significantly (26 and 15

Exhibit 6

**ROUTE 3 MILL RIDGE/MILL PLAIN
Weekday Ridership Comparisons
1991 and 1994**

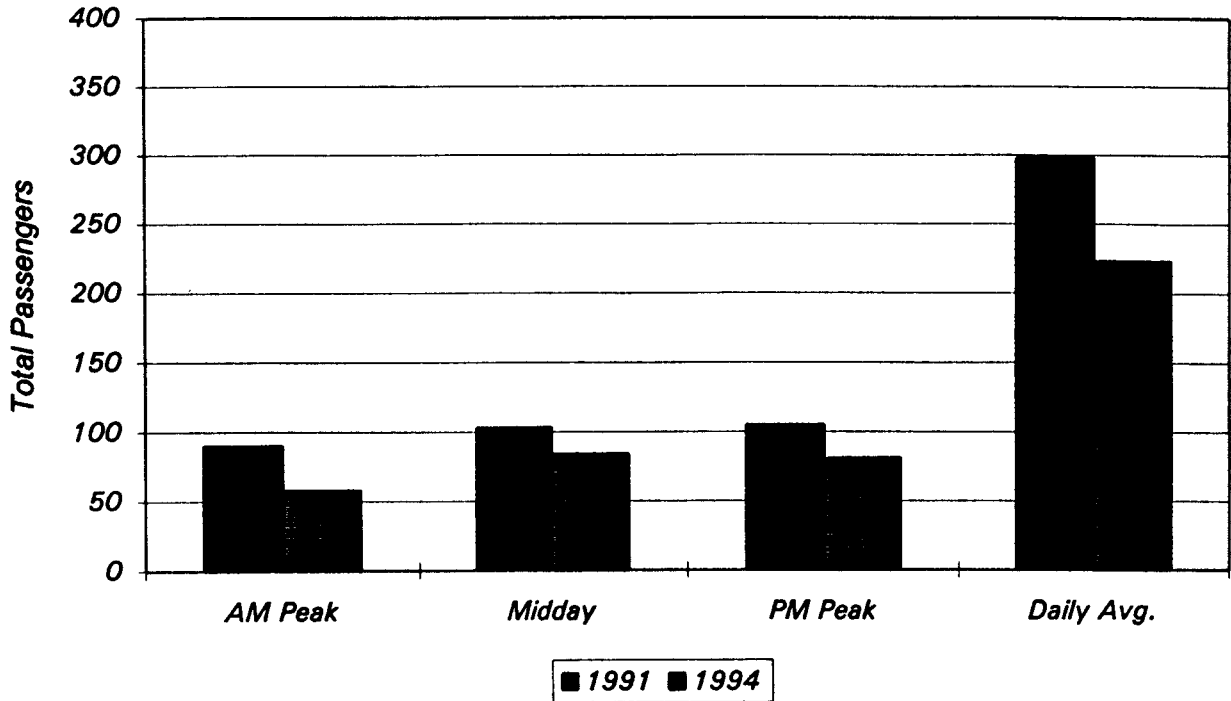
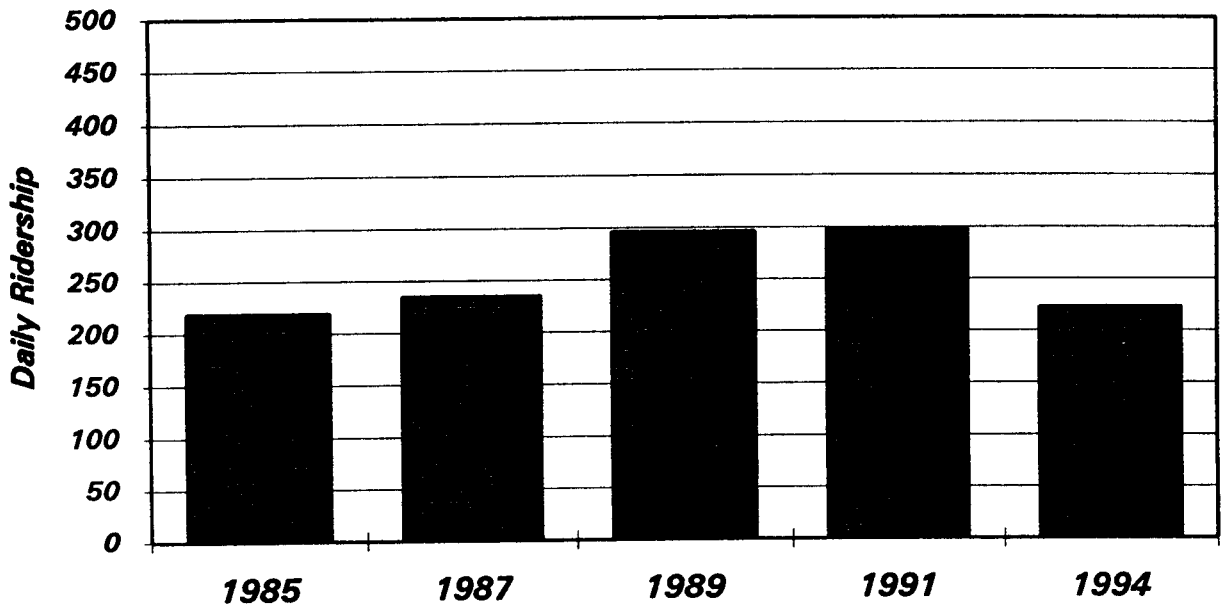


Exhibit 7

**ROUTE 3 MILL RIDGE/MILL PLAIN
Ridership History
1985 thru 1994**



percent) below the lower figure of each respective Hi-Lo range from the 1991 survey. Exhibit 7 shows 1994 ridership relative to the route's nine-year trend. The current daily ridership is similar to that generated on the route during the mid-1980's, when the route operated with significantly less service hours. Therefore, productivity is at an all-time low.

Exhibit 8 illustrates that most segments have experienced a decrease during each time period. The most significant decrease appears to be about 15 fewer trips from the Pulse Point to Mill Ridge Road during the P.M. peak period. All segments during the P.M. peak period experienced fewer alightings. Similarly, all segments during the A.M. peak experienced fewer boardings. This correlation indicates that fewer passengers living along the route use it for daily commuting.

Exhibit 8

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Recorded Boarding and Alighting Activity per Route Segment
Route 3 Mill Ridge/Mill Plain
1994 Weekday Trip Sampling

Route Segment	AM Peak		Midday		PM Peak		Total	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Pulse Point*	23	28	34	34	35	42	92	104
Spring/Beaver/Rose Hill/Franklin	5	3	11	10	5	10	21	23
Davis/Myrtle	8	0	8	5	4	7	20	12
Mill Ridge/Exit 4	16	4	17	13	12	9	45	26
Lake Avenue Extension	1	5	3	8	8	3	12	16
WCSU Westside Campus	0	0	1	2	0	1	1	3
Mill Plain Road	5	9	10	12	11	9	26	30
Old Ridgebury/Briar Ridge	0	9	--	--	6	0	6	9
Totals	58	58	84	84	81	81	223	223

* Includes ride-thru transfers

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Recorded Boarding and Alighting Activity per Route Segment
Route 3 Mill Plain/Mill Ridge
1991 Weekday Trip Sampling**

Route Segment	AM Peak		Midday		PM Peak		Total	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Pulse Point*	35	45	48	44	59	34	142	123
Spring/Beaver/Rose Hill/Franklin	11	3	11	14	3	13	25	30
Davis/Myrtle	9	3	12	11	3	13	23	26
Mill Ridge/Exit 4	22	8	20	19	7	25	49	52
Lake Avenue Extension	2	3	4	3	6	4	11	10
WCSU Westside Campus	0	0	0	3	0	1	0	3
Mill Plain Road	11	8	9	10	8	14	28	32
Old Ridgebury/Briar Ridge	0	20	--	--	19	0	19	20
Totals	90	90	103	103	105	105	298	298

* Includes ride-thru transfers

** Average of three sampled weekdays

Lay-offs at Union Carbide and Boehringer Ingelheim have likely led to the loss of over half of the Old Ridgebury segment's ridership since 1991. The 1994 survey recorded 11 fewer alightings during the A.M. peak and 13 fewer boardings during the P.M. peak. All of the route's other segments (except the Pulse Point) experienced negligible change to 1991's counts in A.M. peak alightings and small increases in P.M. peak boardings. Despite the commercial development on Lake Avenue Extension and Mill Plain Road, these segments do not generate work trips.

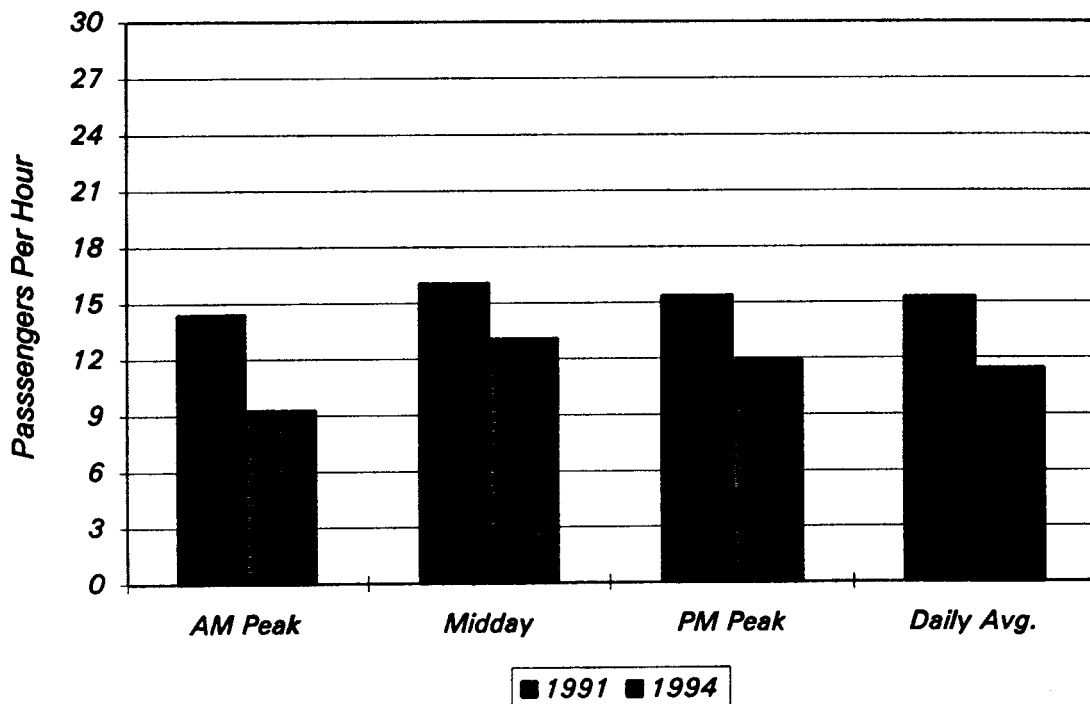
The midday period experienced more uniform and significantly smaller losses within all segments. No segment is generating significantly fewer trips during this period, but the total of the losses results in a reduction of 14 boardings and 10 alightings at the Pulse Point.

Mill Plain Road is the only segment to retain levels of passenger activity since the 1991 survey. Ridership within this segment has remained fairly steady, with slightly greater ridership generated from the Connecticut Limousine Terminal balanced by a slight loss along Mill Plain Road.

Weekday Passengers Per Hour. The rate of weekday passengers per hour fell from 15.28 in 1991 to 11.44 in 1994, as illustrated in Exhibit 9. The rate of passengers per hour during the midday period fell from 16.05 to 13.09. The peak period rates decreased more severely from 14.40 to 9.28 during the A.M. peak and from 15.37 to 11.44 during the P.M. peak.

Exhibit 9

ROUTE 3 MILL RIDGE/MILL PLAIN
Weekday Passengers Per Hour Comparisons
1991 and 1994



Weekday Loading. Ridership on the Mill Ridge/Mill Plain Route is dispersed throughout the service day, and loads therefore are low. The maximum weekday outbound load was 10 passengers, and the maximum inbound load was 15 passengers. No sampled trip required standees. Exhibit 10 illustrates the highest-recorded load per trip.

Outbound trips experienced their greatest loads during three short periods. The three trips from 6:30 to 7:30 a.m., the three trips from 1:00 to 3:00 p.m., and the trips at 5:00 and 5:30 p.m. all experienced maximum loads of at least seven passengers. Only two outbound trips outside these time ranges had maximum loads greater than five passengers.

The highest loading on inbound trips occurs on the trips arriving at the 3:00 and 4:00 p.m. pulses. The service day's highest load of 15 passengers was recorded on both the 2:30 and 3:00 p.m. trips. The 3:30 p.m. inbound trip carried 11 passengers as it reached Beaver Street. Nine of the remaining sixteen inbound trips carried five or fewer passengers during their maximum loading.

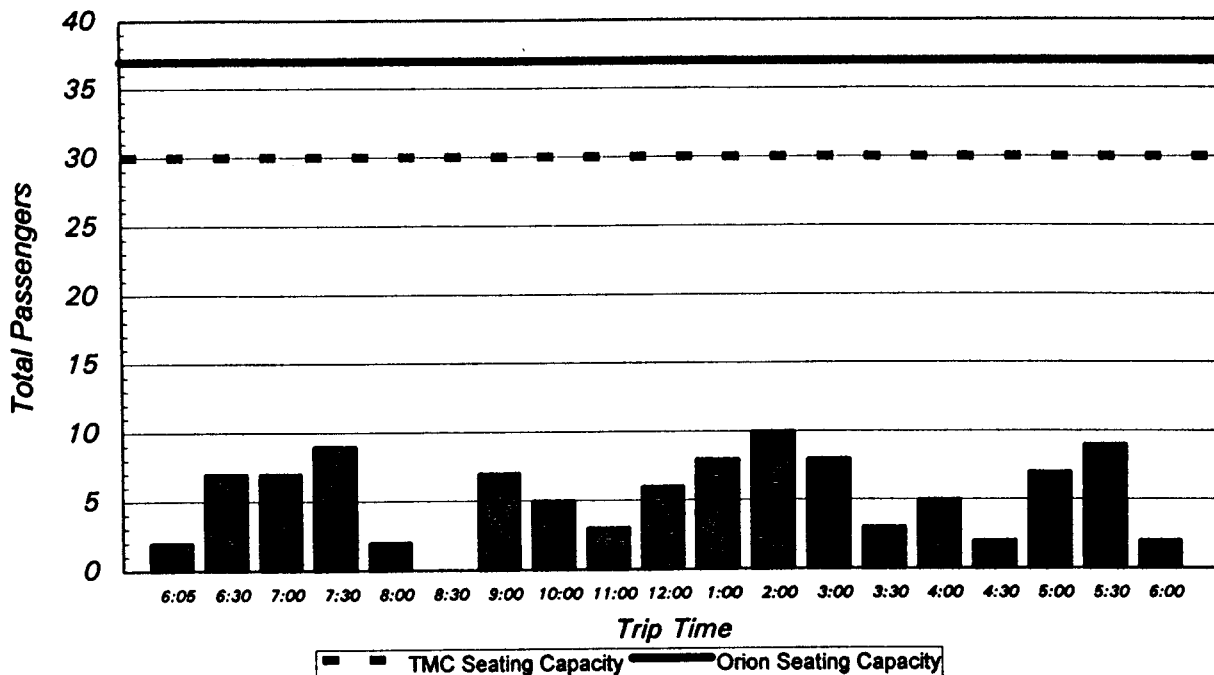
During the P.M. peak period, inbound trips to pulses departing on the hour experience higher loading than those arriving for the pulses departing 30 minutes after the hour. The 2:30, 3:30, 4:30, and 5:30 p.m. inbound trips experienced maximum loading of 15, 11, 7, and 7 passengers. The 3:00, 4:00, and 5:00 p.m. inbound trips had maximum loads of 15, 4, and 1. This disparity is not evident during the A.M. peak.

With continued light loading, trips are at minimal risk to require standees. If separated from its interlining with the 2 Route, the 3 Route could be served throughout the day by a smaller vehicle.

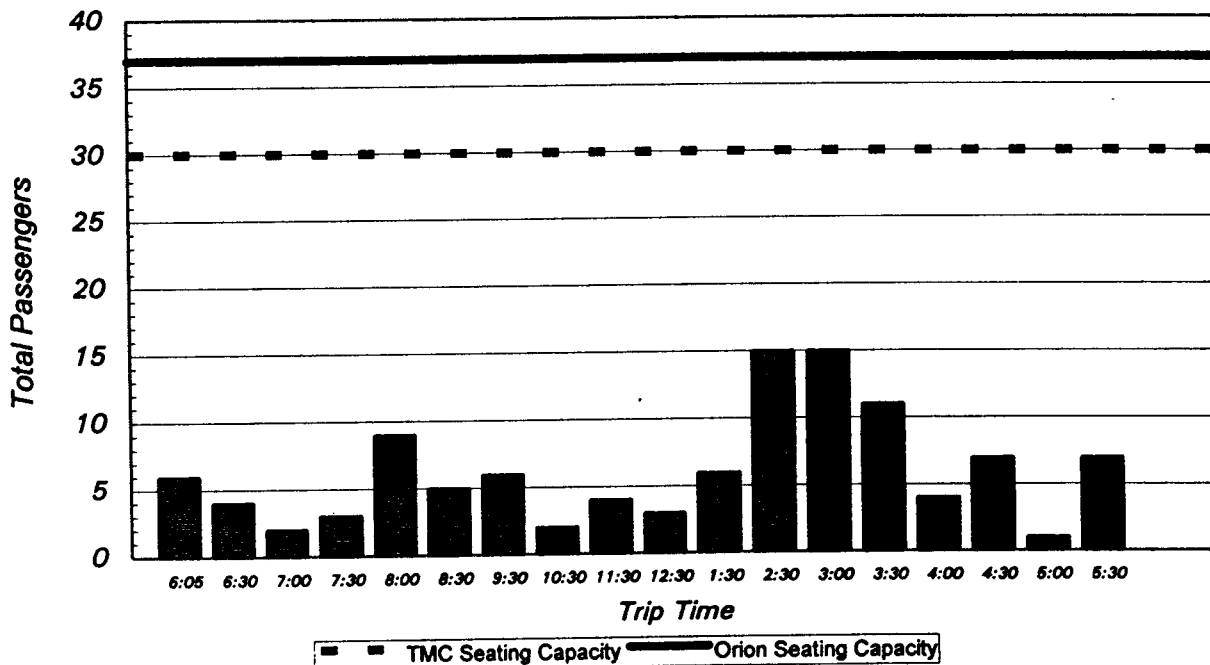
Weekday Passenger Activity per Segment Hour. Exhibit 11 illustrates the productivity of service within each segment by measuring the number of boardings and alightings within each segment per hour of scheduled running service to that segment. All but two segments produce less than 20 boardings and alightings per hour of direct service. Of particular note are the figures of 13.13 and 10.38 ons and offs within the two segments from Spring Street through Myrtle Avenue. Passenger activity at this rate appears much lower than would be expected for low-to-middle-income neighborhoods located in close proximity to Downtown Danbury.

The 22.70 rate for the Exit 4/Mill Ridge segment is lower than its relatively high ridership levels would suggest, but this number is negatively affected by the occasionally long amount of time required to make turns and wait for traffic lights in the congested Exit 4 area. The 71 ons and offs occurring within or near Mill Ridge Road override concerns about length of time needed for service.

**ROUTE 3 MILL RIDGE/MILL PLAIN
Maximum Load Per Outbound Trip
1994 Sampled Trips**



**ROUTE 3 MILL RIDGE/MILL PLAIN
Maximum Load Per Inbound Trip
1994 Sampled Trips**



Contrarily, the higher speed of traffic flow and the existence of only a single traffic light greatly improves productivity within the Mill Plain segment. The 54 ons and offs within this segment raise the rate of passenger activity to 25.12.

The Old Ridgebury/Briar Ridge segment's hourly activity rate of 12.50 is due to the falling ridership within the segment and the exceptional amount of time (about 10 minutes per trip) required to directly serve the Boehringer Ingelheim and Union Carbide complexes. Because of the immense size of both facilities and their distance from Old Ridgebury Road, ridership generation within this segment is dependent on HART's ability to provide direct service. Since little opportunity exists to reduce travel time without cutting service, productivity will continue to be low as long as ridership is low.

The service to the WCSU Westside Campus, largely limited to the midday period, generates the route's lowest activity rate at 7.50. Each trip to the campus requires at least four minutes, and one boarding and three alightings occurred on the eight scheduled trips to the campus. The university's provision of shuttle bus service running directly between the two campuses at no charge is an obvious disincentive to students' using public transit. The three-quarter-mile distance from Lake Avenue to the campus prevents HART from providing convenient service from Lake Avenue Extension rather than direct service to the campus.

Exhibit 11

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
 Passenger Activity Per Segment Hour
 Route 3 Mill Ridge/Mill Plain
 1994 Weekday Trip Sampling

Route Segment	Running Hours Served per Weekday	Total Boardings & Alightings	Hourly Activity (Bdg-Altg/Hr)
Spring/Beaver/Rose Hill/Franklin	3.35	44	13.13
Davis/Myrtle	3.08	32	10.38
Mill Ridge/Exit 4	3.58	71	19.81
Lake Avenue Extension	1.23	28	22.70
WCSU Westside Campus	.53	4	7.50
Mill Plain Road	2.15	56	26.05
Old Ridgebury/Briar Ridge	1.20	15	12.50
Totals	15.13	250	16.52

Saturday Route and Segment Ridership. Despite the sharp decrease in weekday ridership, Saturday ridership actually rose slightly. The 1994 survey recorded 144 passenger trips, six more than were averaged in the 1991 survey. As Exhibit 12 illustrates, the ridership generated from a greater number of boardings with the Exit 4/Mill Ridge and the Mill Plain Road segments. Boardings within the Mill Plain Road segment more than doubled from 12 in 1991 to 27 in 1994. Mill Ridge Road boardings rose from 26 to

38. Correspondingly, the greater boarding activity within these segments increased activity at the Pulse Point; alightings rose from 57 in 1991 to 83 in 1994.

The ridership increase, however, was completely concentrated to the inbound trips within the two segments. Ridership on outbound trips was unchanged within the Mill Plain segment and lower within the Exit 4/Mill Ridge segment. The other three segments served on Saturday all showed slight declines from 1991 to 1994, and boardings at the Pulse Point decreased from 65 to 54.

Exhibit 12

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Recorded Boarding and Alighting Activity per Route Segment
Route 3 Mill Ridge/Mill Plain
1994 Saturday Trip Sampling

Route Segment	1991**		1994	
	Dns	Offs	Ons	Offs
Pulse Point*	65	57	54	83
Spring/Beaver/Rose Hill/Franklin	12	11	8	11
Davis/Myrtle	13	11	12	8
Mill Ridge/Exit 4	26	28	38	20
Lake Avenue Extension	10	12	5	3
Mill Plain Road	12	19	27	19
Totals	138	138	144	144

Saturday Passengers Per Hour. Saturday passengers per platform hour rose from 14.04 to 14.74, a 5.0 percent increase. The increase resulted primarily from the higher Saturday ridership, but a four-minute per Saturday decrease in platform hours since 1991 further, if only slightly, raised the productivity.

Saturday Loading. Among outbound trips, only the 11:00 a.m. trip had maximum loading greater than 10 passengers. This trip was the only exception in the period from 8:00 a.m. through 2:00 p.m. when the maximum load for an outbound trip was greater than five passengers. The 3:00, 4:00 and 5:00 p.m. outbound trip (the last three) had slightly higher maximum loads of seven, eight, and eight passengers, respectively.

Inbound loading was significantly higher. Four of the five inbound trips from 11:30 to 3:30 had maximum loading greater than 10 passengers. The 11:30 inbound trip carried 21 passengers as it arrived at the Pulse point at 11:55. The 12:30, 1:30, and 3:30 inbound trips has maximum loads of 11, 15, and 12 passengers. Four trips had maximum loading of five or less.

Because of the higher loading on Saturday, the use of smaller vehicles with seating for 16 or fewer passengers is not recommended.

Saturday Passenger Activity per Segment Hour. Exhibit 13 indicates the increased productivity of service to the Mill Ridge segment. On Saturday, passenger activity increases from the weekday rate of 19.81 ons and offs per segment hour to 26.17.

The other segments receiving Saturday service experience rates of passenger activity equal to or lesser than those of weekdays. Mill Pain Road maintains the route's greatest rate at 26.54 boardings and alightings per segment hour, which is virtually identical to the weekday rate. The activity rate within the Lake Avenue Extension segment fell by one-third from weekdays to Saturday to 12.63. The two segments from Myrtle Avenue to Spring Street had low rates: 10.09 for the Spring to Franklin Street segment (down from 13.13 on weekdays) and 10.53 for the Davis/Myrtle Avenue segment (up insignificantly from 10.38 on weekdays).

Exhibit 13

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
 Passenger Activity Per Segment Hour
 Route 3 Mill Ridge/Mill Plain
 1994 Saturday Trip Sampling

Route Segment	Running Hours Served per Saturday	Total Boardings & Alightings	Hourly Activity (Bdg-Altg/Hr)
Spring/Beaver/Rose Hill/Franklin	1.88	19	10.09
Davis/Myrtle	1.90	20	10.53
Mill Ridge/Exit 4	2.22	58	26.17
Lake Avenue Extension	.63	8	12.63
Mill Plain Road	1.73	46	26.54
Totals	8.37	151	18.05

Alternatives Analysis and Recommendations

Segment Evaluations. Since the Mill Ridge/Mill Plain Route has lost much of its weekday ridership over the last three years, the route needs continual monitoring to trace whether the trend continues, stabilizes, or reverses. At this point, the data suggests the route is capable of efficiently generating passengers only to the extent that it serves Mill Ridge Road and Mill Plain Road. Lake Avenue Extension, which connects the two most productive segments, additionally generates a fair number of weekday riders.

All trips serve the Mill Plain Road and Lake Avenue Extension segments. Several inbound trips, including all those after 4:00 p.m. on weekdays, do not serve Mill Ridge Road. The Saturday surveys indicate that passenger activity within the Mill Ridge loop increases as the day progresses on inbound trips. The recording of nine passengers using the 3:07 and 3:37 inbound trips through Mill Ridge Road suggests that this trend applies to Saturday weekday service. The best opportunity, then, for generating additional ridership is scheduling the most convenient service which the schedule permits to Mill Ridge Road.

Spring Street to Myrtle Avenue

The low ridership generation of the Spring to Franklin Street and the Davis Street/Myrtle Avenue segments is particularly noteworthy given their lower-income population, denser development, and short distance from Downtown Danbury, all characteristics which are typically favorable to transit use. Because the two segments together generate about 40 daily passengers and this ridership is evenly distributed across the service day, the elimination of service to the area is not recommended. A reduction of time dedicated to serve the segments, either through increasing headways or shortening the route through the area, is beneficial only to the extent that service can be provided to other areas or the number of required buses can be reduced. Neither opportunity exists. Therefore, under the current service schedule, no changes are recommended for this segment.

WCSU Westside Campus

The eight scheduled trips and one "on-request" trip to the WCSU Westside Campus generated four passenger-trips. Because student schedules change every four months, ridership patterns vary throughout the year, and creating a consistent yet efficient schedule for the small number of people using this service will continue to be difficult. In fact, in 1991, a different schedule of service to the campus alternated between outbound and inbound trips generated an average of only three daily passengers to the campus. The data collected for this report is already somewhat outdated. The 8:00 a.m. trip, which carried no one to the campus at the time of the survey, now carries one passenger there on an "on-request" basis every weekday. However, HART has rarely

received passenger requests for alternate campus scheduling.

Since no trip to the campus interferes with service to Mill Ridge Road, the advantages of eliminating campus service or reducing it to "on-request" status are minimal. The most obvious is not wasting time and fuel to serve the campus when no demand exists. But since most trips are during the midday period, such a reduction will extend layover periods by about five minutes with the possible loss of those few passengers using the service. Because midday service correlates with shift times at neither Union Carbide nor Boehringer Ingelheim, shifting midday service from the campus to the Old Ridgebury segment is not likely to be productive. Therefore no change is recommended.

Old Ridgebury/Briar Ridge

The great number of lay-offs from Union Carbide and Boehringer Ingelheim has been the cause of the ridership decline within this segment. Trips are experiencing the same ridership patterns as in 1991, but there are fewer riders on all trips. As in 1991, morning ridership is concentrated on the 6:30, 7:00 and 7:30 a.m. trips.

The 8:00 a.m. trip generated one passenger in 1991 and none in 1994. Since this trip eliminates inbound service to Mill Ridge Road (the only inbound trip before 4:00 p.m. that does so), service to Old Ridgebury Road at this time should be eliminated or reduced to "on-request" status. The danger with an "on-request" status is that bidirectional service to Mill Ridge Road in addition to requested service to both the Westside Campus and Old Ridgebury Road will both eliminate the layover and cause the trip to be late.

All but one of the inbound trips serving Old Ridgebury Road generated ridership within that segment during the P.M. peak. Only the 5:00 p.m. inbound trip generated no riders.

Oddly, Boehringer Ingelheim generates the majority of trips to this segment during the A.M. peak, but Union Carbide generated all recorded ridership within the segment during the P.M. peak.

Route Evaluation. Following the significant ridership loss on the 3 Route, it would seem improper to not respond with any meaningful change to either increase ridership or cut service. When evaluating each segment independently, no options exist which allow the route to operate more efficiently while retaining the system's 30-minute-peak/60-minute-midday frequencies. That is, no efficiencies can be realized through the rescheduling or complete elimination of any one segment.

Alternatives which affect the route as a whole include extending peak period headways to 60 minutes or restructuring the route, particularly during the peak period, in other ways which will reduce the number of buses. The former option is difficult given

that some trips departing the Pulse Point on the half-hour generate acceptable ridership levels: most notably, the 6:30 and 7:30 a.m. and 5:30 p.m. outbound trips and the 6:05 and 8:00 a.m. and 3:00 p.m. inbound trips

The option of restructuring the route is less desirable, since significant change can confuse passengers and make them fear that the service is too volatile to be relied upon. However, the Third Installment of the 1994 COA detected the 6 Lake Avenue/Danbury Fair Mall Route's decreasing productivity, particularly during the peak periods. Similar trends are apparent in these parallel routes, both serving the west side of Danbury. Further analysis for the final installment (which will analyze the entire fixed route system) of the 1994 COA may be able to generate service options which may improve the productivity of one or both routes.

APPENDIX

Ridership Sampling Summaries

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
Weekday Outbound Trip Summary

Stop No.	Street Location	Location Description	A.M. Peak		Midday		P.M. Peak		Total	
			On	Off	On	Off	On	Off	On	Off
000	Kennedy Avenue	Pulse Point	23	0	29	0	33	0	85	0
001	Spring Street	Front of 27 Spring Street	0	0	0	0	0	0	0	0
002	Beaver Street	Front of Putnum Tower	0	1	1	1	0	0	1	2
003	Beaver Street	80 feet north of Elm Street	0	0	0	0	1	2	1	2
004	Rose Hill Avenue	Opposite Grandview	0	0	0	0	0	0	0	0
005	Rose Hill Avenue	20 feet south of Hoyt Street	2	0	2	3	0	3	4	6
006	Franklin Street	Front of 83 Franklin Street	0	0	0	1	0	2	0	3
007	Davis Street	150 feet south of Franklin St.	1	0	1	0	0	0	2	0
008	Davis Street	40 feet north of Highland Ave.	1	0	1	1	0	4	2	5
010	Davis Street	40 feet north of Myrtle Avenue	0	0	0	1	1	0	1	1
011	Myrtle Avenue	50 feet east of Westville Ave.	0	0	0	0	0	3	0	3
013	Myrtle Avenue	100 feet west of Abbott Avenue	0	0	0	3	0	0	0	3
014	Shannon Ridge Road	70 feet north of Lake Avenue	1	0	0	0	0	0	1	0
015	Mill Ridge Road	Front of 17 Mill Ridge Road	0	4	1	6	0	2	1	12
016	Mill Ridge Road	Front of 35 High Ridge	0	0	0	1	0	1	0	2
017	Mill Ridge Road	Front of 71 Mill Ridge Road	0	0	2	4	0	1	2	5
018	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	0	0	0	4	0	4
019	Mill Ridge Road	Front of 2 Mill Ridge Road	0	0	0	0	0	0	0	0
020	Lake Avenue Ext.	Front of Ethan Allen Inn,	0	2	0	0	0	0	0	2
021	Lake Avenue Ext.	40 ft west of Ives Ctr entrance	0	0	0	0	0	0	0	0
022	Lake Avenue Ext.	Front of Monro Muffler	0	3	0	7	0	3	0	13
	WCSU Campus	Flag Stops throughout campus	0	0	0	2	0	1	0	3
023	Lake Avenue Ext.	125 feet east of Crestdale Rd.	0	0	1	0	0	0	1	0
024	Mill Plain Road	25 feet east of Amity	0	0	1	1	0	0	1	1
025	Mill Plain Road	80 feet west of Elmbrook	0	2	0	1	0	1	0	4
026	Mill Plain Road	Opposite Union Trust	0	0	0	0	0	0	0	0
027	Mill Plain Road	Westwood Village	0	0	0	0	0	3	0	3
028	Mill Plain Road	Front of 85 Mill Plain Road	0	0	0	2	0	0	0	2
029	Mill Plain Road	40 feet east of Aunt Hack Road	0	0	0	0	0	0	0	0
030	Mill Plain Road	15 feet west of Prindle Lane	0	4	0	1	0	0	0	5
032	Old Ridgebury Road	Opposite Danbury Hilton	0	2	—	—	—	—	0	2
033	None	Union Carbide	0	2	—	—	—	—	0	2
034	Old Ridgebury Road	Opposite 30 Old Ridgebury Rd.	0	0	—	—	—	—	0	0
035	Briar Ridge Road	Alongside 44 Old Ridgebury Road	0	0	—	—	—	—	0	0
036	None	Designated stop at Boehringer	0	5	—	—	—	—	0	5
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	0	0	—	—	—	—	0	0
038	Old Ridgebury Road	Opposite 30 Old Ridgebury Rd.	0	0	—	—	—	—	0	0
036	None	Designated stop at Boehringer	0	0	—	—	—	—	0	0
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	0	0	—	—	—	—	0	0
038	Old Ridgebury Road	Opposite 30 Old Ridgebury Rd.	0	0	—	—	—	—	0	0
039	Old Ridgebury Road	Front of Danbury Hilton,	0	0	—	—	—	—	0	0
031	None	Connecticut Limo. Terminal	0	3	0	8	0	5	0	16
Totals			28	28	39	43	35	35	102	106

Note: 7 additional passengers remained on board at Pulse Point as ride-thru transfers from the 2 Route to the 3 Route.

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
Weekday Inbound Trip Summary

Stop No.	Street Location	Location Description	A.M. Peak		Midday		P.M. Peak		Total	
			On	Off	On	Off	On	Off	On	Off
031	None	Connecticut Limo. Terminal	2	0	6	0	5	0	13	0
036	None	Designated stop at Boehringer	—	—	—	—	0	0	0	0
032	Old Ridgebury Rd	Opposite Danbury Hilton	—	—	—	—	0	0	0	0
033	None	Union Carbide	—	—	—	—	6	0	6	0
034	Old Ridgebury Rd	Opposite 30 Old Ridgebury Rd.	—	—	—	—	0	0	0	0
035	Briar Ridge Road	Alongside 44 Old Ridgebury Road	—	—	—	—	0	0	0	0
036	None	Designated stop at Boehringer	—	—	—	—	0	0	0	0
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	—	—	—	—	0	0	0	0
038	Old Ridgebury Rd	Opposite 30 Old Ridgebury Rd.	—	—	—	—	0	0	0	0
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	—	—	—	—	0	0	0	0
038	Old Ridgebury Rd	Opposite 30 Old Ridgebury Rd.	—	—	—	—	0	0	0	0
039	Old Ridgebury Rd	Front of Danbury Hilton,	—	—	—	—	0	0	0	0
040	Mill Plain Road	Front of Barrett Roofing	0	0	0	0	1	0	1	0
041	Mill Plain Road	Front of Moffa's Roadside	0	0	0	0	2	0	2	0
042	Mill Plain Road	Front of Wickes/Jewelry Design	0	0	0	0	3	0	3	0
043	Mill Plain Road	Opposite Westwood Village	3	0	3	0	0	0	6	0
044	Mill Plain Road	Front of Union Trust	0	0	1	0	0	0	1	0
045	Mill Plain Road	Front of Gold's Gym	0	0	0	0	0	0	0	0
046	Mill Plain Road	Adjacent to Windmill Diner	1	0	0	0	0	0	1	0
	WCSU Campus	Flag stops throughout campus	0	0	1	0	1	0	2	0
047	Lake Avenue Ext.	Front Super Stop & Shop	0	0	1	0	7	0	8	0
048	Lake Avenue Ext.	Front of 40 Lake Avenue Ext.	0	0	0	0	0	0	0	0
049	Lake Avenue Ext.	Front of Amoco service station	0	0	0	1	2	0	2	1
015	Mill Ridge Road	Front of 17 Mill Ridge Road	6	0	0	0	0	0	6	0
016	Mill Ridge Road	Front of 35 High Ridge	0	0	0	0	0	1	0	1
017	Mill Ridge Road	Front of 71 Mill Ridge Road	6	0	1	0	0	0	7	0
018	Mill Ridge Road	Front of 123 Mill Ridge Road	2	0	3	0	2	0	7	0
019	Mill Ridge Road	Front of 2 Mill Ridge Road	1	0	1	0	7	0	9	0
050	Lake Avenue	125 feet east of Mill Ridge	0	0	6	0	1	0	7	0
	Lake Avenue	200 feet north of Mill Ridge Road	0	0	2	0	0	0	2	0
051	Shannon Ridge Rd	80 feet north of Lake Avenue	0	0	0	1	0	0	0	1
052	Myrtle Avenue	20 feet west of Lawncrest Road	2	0	4	0	0	0	6	0
053	Myrtle Avenue	40 feet east of Westville Ave.	1	0	1	0	0	0	2	0
054	Davis Street	Front of Morris Street School	0	0	0	0	0	0	0	0
055	Davis Street	40 feet north of Highland Ave.	2	0	0	0	3	0	5	0
056	Davis Street	30 feet west of Franklin Street	1	0	1	0	0	0	2	0
057	Franklin Street	40 feet east of Henry Street	0	0	1	0	1	0	2	0
058	Rose Hill Avenue	35 feet south of Hoyt Street	1	0	4	1	0	1	5	2
059	Rose Hill Avenue	125 feet south of Grandview Dr.	0	1	0	0	0	0	0	1
060	Beaver Street	40 feet south of Elm Street	1	1	0	0	3	0	4	1
061	Beaver Street	Opposite Putnum Tower	0	0	2	2	0	1	2	3
062	Spring Street	Front of 16 Spring Street	1	0	1	2	0	1	2	3
000	Kennedy Avenue	Pulse Point	0	24	0	28	0	33	0	85
Totals			30	26	39	35	44	37	113	98

Note: 19 additional passengers remained on board upon arrival at Pulse Point as ride-thru transfers from the 3 Route to the 2 Route.

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
A.M. Peak Period Outbound Trips

Stop No.	Street Location	Location Description	6:05			6:30			7:00			7:30			8:00			8:30			Total	
			On	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	7	0	7	5	0	5	8	0	8	1	0	1	0	0	0	23	0
001	Spring Street	Front of 27 Spring Street	0	0	2	0	0	7	0	0	5	0	0	8	0	0	1	0	0	0	0	0
002	Beaver Street	Front of Putnum Tower	0	0	2	0	0	7	0	1	4	0	0	8	0	0	1	0	0	0	0	1
003	Beaver Street	80 feet north of Elm Street	0	0	2	0	0	7	0	0	4	0	0	8	0	0	1	0	0	0	0	0
004	Rose Hill Avenue	Opposite Grandview	0	0	2	0	0	7	0	0	4	0	0	8	0	0	1	0	0	0	0	0
005	Rose Hill Avenue	20 feet south of Hoyt Street	0	0	2	0	0	7	2	0	6	0	0	8	0	0	1	0	0	0	2	0
006	Franklin Street	Front of 83 Franklin Street	0	0	2	0	0	7	0	0	6	0	0	8	0	0	1	0	0	0	0	0
007	Davis Street	150 feet south of Franklin St.	0	0	2	0	0	7	1	0	7	0	0	8	0	0	1	0	0	0	1	0
008	Davis Street	40 feet north of Highland Ave.	0	0	2	0	0	7	0	0	7	1	0	9	0	0	1	0	0	0	1	0
010	Davis Street	40 feet north of Myrtle Avenue	0	0	2	0	0	7	0	0	7	0	0	9	0	0	1	0	0	0	0	0
011	Myrtle Avenue	50 feet east of Westville Ave.	0	0	2	0	0	7	0	0	7	0	0	9	0	0	1	0	0	0	0	0
013	Myrtle Avenue	100 feet east of Abbott Avenue	0	0	2	0	0	7	0	0	7	0	0	9	0	0	1	0	0	0	0	0
014	Shannon Ridge Road	70 feet north of Lake Avenue	0	0	2	0	0	7	0	0	7	0	0	9	1	0	2	0	0	0	1	0
015	Mill Ridge Road	Front of 17 Mill Ridge Road	0	1	1	0	0	7	0	0	7	0	3	8	0	0	2	0	0	0	0	4
016	Mill Ridge Road	Front of 35 High Ridge	0	0	1	0	0	7	0	0	7	0	0	8	0	0	2	0	0	0	0	0
017	Mill Ridge Road	Front of 71 Mill Ridge Road	0	0	1	0	0	7	0	0	7	0	0	8	0	0	2	0	0	0	0	0
018	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	1	0	0	7	0	0	7	0	0	8	0	0	2	0	0	0	0	0
019	Mill Ridge Road	Front of 2 Mill Ridge Road	0	0	1	0	0	7	0	0	7	0	0	8	0	0	2	0	0	0	0	0
020	Lake Avenue Ext.	Front of Ethan Allen Inn,	0	0	1	0	0	7	0	2	5	0	0	6	0	0	2	0	0	0	0	2
021	Lake Avenue Ext.	40 ft west of Ives Ctr entrance	0	0	1	0	0	7	0	0	5	0	0	6	0	0	2	0	0	0	0	0
022	Lake Avenue Ext.	Front of Monro Muffler	0	0	1	0	0	7	0	1	4	0	1	5	0	1	1	0	0	0	0	3
	WCSU Campus	Flag Stops throughout campus	0	0	1	0	0	7	0	0	4	0	0	5	0	0	1	0	0	0	0	0
023	Lake Avenue Ext.	125 feet east of Crestdale Rd.	0	0	1	0	0	7	0	0	4	0	0	5	0	0	1	0	0	0	0	0
024	Mill Plain Road	25 feet east of Amity	0	0	1	0	0	7	0	0	4	0	0	5	0	0	1	0	0	0	0	0
025	Mill Plain Road	80 feet west of Elmbrook	0	0	1	0	2	5	0	0	4	0	0	5	0	0	1	0	0	0	0	2
026	Mill Plain Road	Opposite Union Trust	0	0	1	0	0	5	0	0	4	0	0	5	0	0	1	0	0	0	0	0
027	Mill Plain Road	Westwood Village	0	0	1	0	0	5	0	0	4	0	0	5	0	0	1	0	0	0	0	0
028	Mill Plain Road	Front of 85 Mill Plain Road	0	0	1	0	0	5	0	0	4	0	0	5	0	0	1	0	0	0	0	0
029	Mill Plain Road	40 feet east of Aunt Hack Road	0	0	1	0	0	5	0	0	4	0	0	5	0	0	1	0	0	0	0	0
030	Mill Plain Road	15 feet west of Prindle Lane	0	0	1	0	2	3	0	1	3	0	0	5	0	1	0	0	0	0	0	4
032	Old Ridgebury Road	Opposite Danbury Hilton	---	---	---	0	0	3	0	1	2	0	1	4	0	0	0	---	---	---	0	2
033	None	Union Carbide	---	---	---	0	0	3	0	0	2	0	2	2	0	0	0	---	---	---	0	2
034	Old Ridgebury Road	Opposite 30 Old Ridgebury Rd.	---	---	---	0	0	3	0	0	2	0	0	2	---	---	---	---	---	---	0	0
035	Briar Ridge Road	Alongside 44 Old Ridgebury Road	---	---	---	0	0	3	0	0	2	0	0	2	---	---	---	---	---	---	0	0
036	None	Designated stop at Boehringer	---	---	---	0	2	1	0	2	0	0	1	1	---	---	---	---	---	---	0	5
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	---	---	---	0	0	1	0	0	0	0	0	1	---	---	---	---	---	---	0	0
038	Old Ridgebury Road	Opposite 30 Old Ridgebury Rd.	---	---	---	0	0	1	0	0	0	0	0	1	---	---	---	---	---	---	0	0
036	None	Designated stop at Boehringer	---	---	---	0	0	1	0	0	0	0	0	1	---	---	---	---	---	---	0	0
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	---	---	---	0	0	1	0	0	0	0	0	1	---	---	---	---	---	---	0	0
038	Old Ridgebury Road	Opposite 30 Old Ridgebury Rd.	---	---	---	0	0	1	0	0	0	0	0	1	---	---	---	---	---	---	0	0
039	Old Ridgebury Road	Front of Danbury Hilton,	---	---	---	0	0	1	0	0	0	0	0	1	0	0	0	---	---	---	0	0
031	None	Connecticut Limo. Terminal	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Totals			2	2		7	7		8	8		9	9		2	2		0	0		28	28

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
A.M. Peak Period Inbound Trips

Stop No.	Street Location	Location Description	6:05			6:30			7:00			7:30			8:00			8:30			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
031	None	Connecticut Limo. Terminal	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2	0
040	Mill Plain Road	Front of Barrett Roofing	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
041	Mill Plain Road	Front of Moffa's Roadside	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
042	Mill Plain Road	Front of Wickes/Jewelry Design	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
043	Mill Plain Road	Opposite Westwood Village	0	0	0	0	0	0	0	0	0	1	0	2	2	0	2	0	0	1	3	0
044	Mill Plain Road	Front of Union Trust	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0
045	Mill Plain Road	Front of Gold's Gym	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0
046	Mill Plain Road	Adjacent to Windmill Diner	0	0	0	0	0	0	0	0	0	1	0	3	0	0	2	0	0	1	1	0
047	Lake Avenue Ext.	Front Super Stop & Shop	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	1	0	0	0
048	Lake Avenue Ext.	Front of 40 Lake Avenue Ext.	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	1	0	0	0
049	Lake Avenue Ext.	Front of Amoco service station	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	1	0	0	0
050	Lake Avenue	125 feet east of Mill Ridge	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	1	0	0	0
015	Mill Ridge Road	Front of 17 Mill Ridge Road	2	0	2	0	0	0	0	0	0	0	3	3	0	5	1	0	2	6	0	0
016	Mill Ridge Road	Front of 35 High Ridge	0	0	2	0	0	0	0	0	0	0	3	0	0	5	0	0	2	0	0	0
017	Mill Ridge Road	Front of 71 Mill Ridge Road	1	0	3	3	0	3	0	0	0	0	3	2	0	7	0	0	2	6	0	0
018	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	3	0	0	3	2	0	2	0	3	0	0	7	0	0	2	2	0	0
019	Mill Ridge Road	Front of 2 Mill Ridge Road	1	0	4	0	0	3	0	0	2	0	3	0	0	7	0	0	2	1	0	0
051	Shannon Ridge Road	80 feet north of Lake Avenue	0	0	4	0	0	3	0	0	2	0	3	0	0	7	0	0	2	0	0	0
052	Myrtle Avenue	20 feet west of Lawncrest Road	1	0	5	0	0	3	0	0	2	0	3	1	0	8	0	0	2	2	0	0
053	Myrtle Avenue	40 feet east of Westville Ave.	0	0	5	1	0	4	0	0	2	0	3	0	0	8	0	0	2	1	0	0
054	Davis Street	Front of Morris Street School	0	0	5	0	0	4	0	0	2	0	3	0	0	8	0	0	2	0	0	0
055	Davis Street	40 feet north of Highland Ave.	0	0	5	0	0	4	0	0	2	0	3	1	0	9	1	0	3	2	0	0
056	Davis Street	30 feet west of Franklin Street	0	0	5	0	0	4	0	0	2	0	3	0	0	9	1	0	4	1	0	0
057	Franklin Street	40 feet east of Henry Street	0	0	5	0	0	4	0	0	2	0	3	0	0	9	0	0	4	0	0	0
058	Rose Hill Avenue	35 feet south of Hoyt Street	1	0	6	0	0	4	0	0	2	0	3	0	0	9	0	0	4	1	0	0
059	Rose Hill Avenue	125 feet south of Grandview Dr.	0	0	6	0	1	3	0	0	2	0	3	0	0	9	0	0	4	0	1	1
060	Beaver Street	40 feet south of Elm Street	0	0	6	0	0	3	0	1	1	0	3	0	0	9	1	0	5	1	1	1
061	Beaver Street	Opposite Putnum Tower	0	0	6	0	0	3	0	0	1	0	3	0	0	9	0	0	5	0	0	0
062	Spring Street	Front of 16 Spring Street	0	0	6	0	0	3	1	0	2	0	3	0	0	9	0	0	5	1	0	0
000	Kennedy Avenue	Pulse Point	0	6	0	0	3	0	2	0	3	0	3	0	5	4	0	5	0	0	24	0
Totals			6	6		4	4		3	3		3	3		9	5		5	5		30	26

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
 Comprehensive Operational Analysis Trip Summary
 Route 3 - Mill Ridge/Mill Plain
 Midday Period Outbound Trips

Stop No.	Street Location	Location Description	9:00			10:00			11:00			12:00			1:00			2:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	4	0	5	3	0	3	2	0	3	3	0	6	8	0	8	9	0	9	29	0
001	Spring Street	Front of 27 Spring Street	0	0	5	0	0	3	0	0	3	0	0	6	0	0	8	0	0	9	0	0
002	Beaver Street	Front of Putnum Tower	0	0	5	0	0	3	0	0	3	0	0	6	0	1	7	1	0	10	1	1
003	Beaver Street	80 feet north of Elm Street	0	0	5	0	0	3	0	0	3	0	0	6	0	0	7	0	0	10	0	0
004	Rose Hill Avenue	Opposite Grandview	0	0	5	0	0	3	0	0	3	0	0	6	0	0	7	0	0	10	0	0
005	Rose Hill Avenue	20 feet south of Hoyt Street	2	0	7	0	0	3	0	1	2	0	0	6	0	1	6	0	1	9	2	3
006	Franklin Street	Front of 83 Franklin Street	0	0	7	0	0	3	0	0	2	0	0	6	0	1	5	0	0	9	0	1
007	Davis Street	150 feet south of Franklin St.	0	0	7	0	0	3	1	0	3	0	0	6	0	0	5	0	0	9	1	0
008	Davis Street	40 feet north of Highland Ave.	0	0	7	1	0	4	0	0	3	0	1	5	0	0	5	0	0	9	1	1
010	Davis Street	40 feet north of Myrtle Avenue	0	0	7	0	0	4	0	0	3	0	0	5	0	1	4	0	0	9	0	1
011	Myrtle Avenue	50 feet east of Westville Ave.	0	0	7	0	0	4	0	0	3	0	0	5	0	0	4	0	0	9	0	0
013	Myrtle Avenue	100 feet west of Abbott Avenue	0	0	7	0	0	4	0	0	3	0	0	5	0	2	2	0	1	8	0	3
014	Shannon Ridge Road	70 feet north of Lake Avenue	0	0	7	0	0	4	0	0	3	0	0	5	0	0	2	0	0	8	0	0
015	Mill Ridge Road	Front of 17 Mill Ridge Road	0	2	5	1	0	5	0	0	3	0	0	5	0	0	2	0	4	4	1	6
016	Mill Ridge Road	Front of 35 High Ridge	0	0	5	0	0	5	0	1	2	0	0	5	0	0	2	0	0	4	0	1
017	Mill Ridge Road	Front of 71 Mill Ridge Road	2	0	7	0	0	5	0	0	2	0	2	3	0	1	1	0	1	3	2	4
018	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	7	0	0	5	0	0	2	0	0	3	0	0	1	0	0	3	0	0
019	Mill Ridge Road	Front of 2 Mill Ridge Road	0	0	7	0	0	5	0	0	2	0	0	3	0	0	1	0	0	3	0	0
020	Lake Avenue Ext.	Front of Ethan Allen Inn,	0	0	7	0	0	5	0	0	2	0	0	3	0	0	1	0	0	3	0	0
021	Lake Avenue Ext.	40 ft west of Ives Ctr entrance	0	0	7	0	0	5	0	0	2	0	0	3	0	0	1	0	0	3	0	0
022	Lake Avenue Ext.	Front of Monro Muffler	0	5	2	0	1	4	0	0	2	0	0	3	0	0	1	0	1	2	0	7
	WCSU Campus	Flag Stops throughout campus	0	1	1	0	0	4	0	0	2	0	1	2	0	0	1	0	0	2	0	2
023	Lake Avenue Ext.	125 feet east of Crestdale Rd.	0	0	1	1	0	5	0	0	2	0	0	2	0	0	1	0	0	2	1	0
024	Mill Plain Road	25 feet east of Amity	0	0	1	0	1	4	0	0	2	0	0	2	1	0	2	0	0	2	1	1
025	Mill Plain Road	80 feet west of Elmbrook	0	0	1	0	1	3	0	0	2	0	0	2	0	0	2	0	0	2	0	1
026	Mill Plain Road	Opposite Union Trust	0	0	1	0	0	3	0	0	2	0	0	2	0	0	2	0	0	2	0	0
027	Mill Plain Road	Westwood Village	0	0	1	0	0	3	0	0	2	0	0	2	0	0	2	0	0	2	0	0
028	Mill Plain Road	Front of 85 Mill Plain Road	0	0	1	0	1	2	0	0	2	0	0	2	0	0	2	0	1	1	0	2
029	Mill Plain Road	40 feet east of Aunt Hack Road	0	0	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	1	0	0
030	Mill Plain Road	15 feet west of Prindle Lane	0	0	1	0	0	2	0	1	1	0	0	2	0	0	2	0	0	1	0	1
031	None	Connecticut Limo. Terminal	0	1	0	0	1	1	0	1	0	2	0	2	0	0	2	0	1	0	0	8
Totals			8	9		6	5		3	4		3	6		9	9		10	10		39	43

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
Midday Period Inbound Trips

Stop No.	Street Location	Location Description	9:30			10:30			11:30			12:26			1:26			2:26			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
031	None	Connecticut Limo. Terminal	2	0	2	1	0	2	0	0	0	0	0	0	1	0	1	2	0	2	6	0
040	Mill Plain Road	Front of Barrett Roofing	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0
041	Mill Plain Road	Front of Moffa's Roadside	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0
042	Mill Plain Road	Front of Wickes/Jewelry Design	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0
043	Mill Plain Road	Opposite Westwood Village	0	0	2	0	0	2	1	0	1	0	0	0	0	0	1	2	0	4	3	0
044	Mill Plain Road	Front of Union Trust	0	0	2	0	0	2	0	0	1	0	0	0	1	0	2	0	0	4	1	0
045	Mill Plain Road	Front of Gold's Gym	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	0	0	4	0	0
046	Mill Plain Road	Adjacent to Windmill Diner	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	0	0	4	0	0
	WCSU Campus	Flag Stops throughout campus	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	1	0	5	1	0
047	Lake Avenue Ext.	Front Super Stop & Shop	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	1	0	6	1	0
048	Lake Avenue Ext.	Front of 40 Lake Avenue Ext.	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	0	0	6	0	0
049	Lake Avenue Ext.	Front of Amoco service station	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	0	0	6	0	0
050	Lake Avenue	250 feet east of Mill Ridge	0	0	2	0	1	1	0	0	1	0	0	0	0	0	2	0	0	6	0	1
015	Mill Ridge Road	Front of 17 Mill Ridge Road	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	0	0	6	0	0
016	Mill Ridge Road	Front of 35 High Ridge	0	0	2	0	0	1	1	0	2	0	0	0	0	0	2	0	0	6	1	0
017	Mill Ridge Road	Front of 71 Mill Ridge Road	1	0	3	0	0	1	0	0	2	0	0	0	2	0	4	0	0	6	3	0
018	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	3	0	0	1	0	0	2	1	0	1	0	0	4	0	0	6	1	0
019	Mill Ridge Road	Front of 2 Mill Ridge Road	0	0	3	0	0	1	0	0	2	0	0	1	0	0	4	6	0	12	6	0
	Lake Avenue	200 feet north of Mill Ridge	0	0	3	0	0	1	0	0	2	1	0	3	1	0	5	0	0	12	2	0
051	Shannon Ridge Road	80 feet north of Lake Avenue	0	1	2	0	0	1	0	0	2	0	0	3	0	0	5	0	0	12	0	1
052	Myrtle Avenue	20 feet west of Lawncrest Road	0	0	2	1	0	2	1	0	3	0	0	3	0	0	5	2	0	14	4	0
053	Myrtle Avenue	40 feet east of Westville Ave.	0	0	2	0	0	2	0	0	3	0	0	3	1	0	6	0	0	14	1	0
054	Davis Street	Front of Morris Street School	0	0	2	0	0	2	0	0	3	0	0	3	0	0	6	0	0	14	0	0
055	Davis Street	40 feet north of Highland Ave.	0	0	2	0	0	2	0	0	3	0	0	3	0	0	6	0	0	14	0	0
056	Davis Street	30 feet west of Franklin Street	1	0	3	0	0	2	0	0	3	0	0	3	0	0	6	0	0	14	1	0
057	Franklin Street	40 feet east of Henry Street	1	0	4	0	0	2	0	0	3	0	0	3	0	0	6	0	0	14	1	0
058	Rose Hill Avenue	35 feet south of Hoyt Street	2	0	6	0	0	2	1	0	4	0	0	3	0	0	6	1	1	14	4	1
059	Rose Hill Avenue	125 feet south of Grandview Dr.	0	0	6	0	0	2	0	0	4	0	0	3	0	0	6	0	0	14	0	0
060	Beaver Street	40 feet south of Elm Street	0	0	6	0	0	2	0	0	4	0	0	3	0	0	6	0	0	14	0	0
061	Beaver Street	Opposite Putnum Tower	0	0	6	0	0	2	0	0	4	0	0	3	0	1	5	2	1	15	2	2
062	Spring Street	Front of 16 Spring Street	0	0	6	0	0	2	0	0	4	0	0	3	0	0	5	1	2	14	1	2
000	Kennedy Avenue	Pulse Point	0	6	0	0	1	1	0	2	2	0	3	0	5	0	0	11	3	0	28	0
Totals			7	7		2	2		4	2		2	3		6	6		18	15		39	35

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
P.M. Peak Period Outbound Trips

Stop No.	Street Location	Location Description	3:00			3:30			4:00			4:30			5:00			5:30			6:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	6	0	8	3	0	3	5	0	5	2	0	2	7	0	7	8	0	8	2	0	2	33	0
001	Spring Street	Front of 27 Spring Street	0	0	8	0	0	3	0	0	5	0	0	2	0	0	7	0	0	8	0	0	2	0	0
002	Beaver Street	Front of Putnum Tower	0	0	8	0	0	3	0	0	5	0	0	2	0	0	7	0	0	8	0	0	2	0	0
003	Beaver Street	80 feet north of Elm Street	0	1	7	0	1	2	0	0	5	0	0	2	0	0	7	1	0	9	0	0	2	1	2
004	Rose Hill Avenue	Opposite Grandview	0	0	7	0	0	2	0	0	5	0	0	2	0	0	7	0	0	9	0	0	2	0	0
005	Rose Hill Avenue	20 feet south of Hoyt Street	0	1	6	0	0	2	0	0	5	0	0	2	0	0	7	0	2	7	0	0	2	0	3
006	Franklin Street	Front of 83 Franklin Street	0	0	6	0	0	2	0	1	4	0	0	2	0	1	6	0	0	7	0	0	2	0	2
007	Davis Street	150 feet south of Franklin St.	0	0	6	0	0	2	0	0	4	0	0	2	0	0	6	0	0	2	0	0	2	0	0
008	Davis Street	40 feet north of Highland Ave.	0	0	6	0	0	2	0	0	4	0	0	2	0	0	6	0	3	4	0	1	1	0	4
010	Davis Street	40 feet north of Myrtle Avenue	0	0	6	1	0	3	0	0	4	0	0	2	0	0	6	0	0	4	0	0	1	1	0
011	Myrtle Avenue	50 feet east of Westville Ave.	0	1	5	0	0	3	0	0	4	0	0	2	0	2	4	0	0	4	0	0	1	0	3
013	Myrtle Avenue	100 feet west of Abbott Avenue	0	0	5	0	0	3	0	0	4	0	0	2	0	0	4	0	0	4	0	0	1	0	0
014	Shannon Ridge	70 feet north of Lake Avenue	0	0	5	0	0	3	0	0	4	0	0	2	0	0	4	0	0	4	0	0	1	0	0
015	Mill Ridge Road	Front of 17 Mill Ridge Road	0	1	4	0	0	3	0	0	4	0	1	1	0	0	4	0	0	4	0	0	1	0	2
016	Mill Ridge Road	Front of 35 High Ridge	0	1	3	0	0	3	0	0	4	0	0	1	0	0	4	0	0	4	0	0	1	0	1
017	Mill Ridge Road	Front of 71 Mill Ridge Road	0	0	3	0	0	3	0	0	4	0	0	1	0	1	3	0	0	4	0	0	1	0	1
018	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	3	0	0	3	0	0	4	0	0	1	0	0	3	0	3	1	0	1	0	0	4
019	Mill Ridge Road	Front of 2 Mill Ridge Road	0	0	3	0	0	3	0	0	4	0	0	1	0	0	3	0	0	1	0	0	0	0	0
020	Lake Avenue Ext.	Front of Ethan Allen Inn,	0	0	3	0	0	3	0	0	4	0	0	1	0	0	3	0	0	1	0	0	0	0	0
021	Lake Avenue Ext.	40 ft west of Ives Ctr entrance	0	0	3	0	0	3	0	0	4	0	0	1	0	0	3	0	0	1	0	0	0	0	0
022	Lake Avenue Ext.	Front of Monro Muffler	0	0	3	0	1	2	0	0	4	0	0	1	0	2	1	0	0	1	0	0	0	0	3
	WCSU Campus	Flag Stops throughout campus	0	0	3	0	0	2	0	0	4	0	0	1	0	0	1	0	1	0	0	0	0	0	1
023	Lake Avenue Ext.	125 feet east of Crestdale Rd.	0	0	3	0	0	2	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0
024	Mill Plain Road	25 feet east of Amity	0	0	3	0	0	2	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0
025	Mill Plain Road	80 feet west of Elmbrook	0	1	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	1
026	Mill Plain Road	Opposite Union Trust	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0
027	Mill Plain Road	Westwood Village	0	0	2	0	0	2	0	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
028	Mill Plain Road	Front of 85 Mill Plain Road	0	0	2	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
029	Mill Plain Road	40 feet east of Aunt Hack Road	0	0	2	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
030	Mill Plain Road	15 feet west of Prindle Lane	0	0	2	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
031	None	Connecticut Limo. Terminal	0	1	1	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5
Totals			6	7		4	4		5	5		2	2		7	6		9	9		2	2		35	35

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
 Comprehensive Operational Analysis Trip Summary
 Route 3 - Mill Ridge/Mill Plain
 P.M. Peak Period Inbound Trips

Stop No.	Street Location	Location Description	3:00			3:30			4:00			4:30			5:00			5:30			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
031	None	Connecticut Limo. Terminal	1	0	1	0	0	1	1	0	1	0	0	0	0	0	3	0	4	5	0	
036	None	Designated stop at Boehringer	---	---	---	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	
032	Old Ridgebury Rd	Opposite Danbury Hilton	---	---	---	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	
033	None	Union Carbide	---	---	---	0	0	1	1	0	2	4	0	4	0	0	1	0	5	6	0	
034	Old Ridgebury Rd	Opposite 30 Old Ridgebury Rd.	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
035	Briar Ridge Road	Alongside 44 Old Ridgebury Road	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
036	None	Designated stop at Boehringer	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
038	Old Ridgebury Rd	Opposite 30 Old Ridgebury Rd.	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
037	Briar Ridge Road	Alongside 44 Old Ridgebury Road	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
038	Old Ridgebury Rd	Opposite 30 Old Ridgebury Rd.	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
039	Old Ridgebury Rd	Front of Danbury Hilton,	---	---	---	0	0	1	0	0	2	0	0	4	0	0	0	0	5	0	0	
040	Mill Plain Road	Front of Barrett Roofing	1	0	2	0	0	1	0	0	2	0	0	4	0	0	0	0	5	1	0	
041	Mill Plain Road	Front of Moffa's Roadside	0	0	2	1	0	2	0	0	2	0	0	4	1	0	1	0	5	2	0	
042	Mill Plain Road	Front of Wickes/Jewelry Design	0	0	2	2	0	4	0	0	2	1	0	5	0	0	1	0	5	3	0	
043	Mill Plain Road	Opposite Westwood Village	0	0	2	0	0	4	0	0	2	0	0	5	0	0	1	0	5	0	0	
044	Mill Plain Road	Front of Union Trust	0	0	2	0	0	4	0	0	2	0	0	5	0	0	1	0	5	0	0	
045	Mill Plain Road	Front of Gold's Gym	0	0	2	0	0	4	0	0	2	0	0	5	0	0	1	0	5	0	0	
046	Mill Plain Road	Adjacent to Windmill Diner	1	0	3	0	0	4	0	0	2	0	0	5	0	0	1	0	5	1	0	
047	Lake Avenue Ext.	Front Super Stop & Shop	4	0	7	0	0	4	1	0	3	1	0	6	0	0	1	1	6	7	0	
048	Lake Avenue Ext.	Front of 40 Lake Avenue Ext.	0	0	7	0	0	4	0	0	3	0	0	6	0	0	1	0	6	0	0	
049	Lake Avenue Ext.	Front of Amoco service station	2	0	9	0	0	4	0	0	3	0	0	6	0	0	1	0	6	2	0	
015	Mill Ridge Road	Front of 17 Mill Ridge Road	0	0	9	0	0	4	0	0	3	0	0	6	0	0	1	0	6	0	0	
016	Mill Ridge Road	Front of 35 High Ridge	0	1	8	0	0	4	0	0	3	0	0	6	0	0	1	0	6	0	1	
017	Mill Ridge Road	Front of 71 Mill Ridge Road	0	0	8	0	0	4	0	0	3	0	0	6	0	0	1	0	6	0	0	
018	Mill Ridge Road	Front of 123 Mill Ridge Road	2	0	10	0	0	4	0	0	3	0	0	6	0	0	1	0	6	2	0	
019	Mill Ridge Road	Front of 2 Mill Ridge Road	3	0	13	3	0	7	0	0	3	0	0	6	0	0	1	1	7	7	0	
050	Lake Avenue	125 feet east of Mill Ridge	1	0	14	0	0	7	0	0	3	0	0	6	0	0	1	0	7	1	0	
051	Shannon Ridge Rd	80 feet north of Lake Avenue	0	0	14	0	0	7	0	0	3	0	0	6	0	0	1	0	7	0	0	
052	Myrtle Avenue	20 feet west of Lawncrest Road	0	0	14	0	0	7	0	0	3	0	0	6	0	0	1	0	7	0	0	
053	Myrtle Avenue	40 feet east of Westville Ave.	0	0	14	0	0	7	0	0	3	0	0	6	0	0	1	0	7	0	0	
054	Davis Street	Front of Morris Street School	0	0	14	0	0	7	0	0	3	0	0	6	0	0	1	0	7	0	0	
055	Davis Street	40 feet north of Highland Ave.	0	0	14	2	0	9	1	0	4	0	0	6	0	0	1	0	7	3	0	
056	Davis Street	30 feet west of Franklin Street	0	0	14	0	0	9	0	0	4	0	0	6	0	0	1	0	7	0	0	
057	Franklin Street	40 feet east of Henry Street	1	0	15	0	0	9	0	0	4	0	0	6	0	0	1	0	7	1	0	
058	Rose Hill Avenue	35 feet south of Hoyt Street	0	0	15	0	0	9	0	0	4	0	0	6	0	0	1	0	6	0	1	
059	Rose Hill Avenue	125 feet south of Grandview Dr.	0	0	15	0	0	9	0	0	4	0	0	6	0	0	1	0	6	0	0	
060	Beaver Street	40 feet south of Elm Street	0	0	15	2	0	11	0	0	4	1	0	7	0	0	1	0	6	3	0	
061	Beaver Street	Opposite Putnum Tower	0	0	15	0	1	10	0	0	4	0	0	7	0	0	1	0	6	0	1	
062	Spring Street	Front of 16 Spring Street	0	1	14	0	0	10	0	0	4	0	0	7	0	0	1	0	6	0	1	
000	Kennedy Avenue	Pulse Point	0	12	2	0	7	3	0	3	1	0	5	2	0	1	0	5	1	0	33	
Totals			16	14	10	8	4	3	7	5	1	1	6	6			44	37				

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 3 - Mill Ridge/Mill Plain
Saturday Inbound Trips

Stop No.	Street Location	Location Description	8:30			9:30			10:30			11:30			12:30			1:30			2:30			3:30			4:30			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
031	None	Connecticut Limo. Terminal	0	0	0	3	0	4	2	0	2	0	0	2	1	0	1	3	0	3	3	0	3	2	0	3	1	0	3	15	0
040	Mill Plain Road	Front of Barnett Roofing	0	0	0	0	0	4	0	0	2	0	0	2	0	0	1	0	0	3	0	0	3	3	0	6	0	0	3	3	0
041	Mill Plain Road	Front of Moffa's Roadside	0	0	0	0	0	4	0	0	2	0	0	2	0	0	1	0	0	3	0	0	3	0	0	6	0	0	3	0	0
042	Mill Plain Road	Front of Wickes/Jewelry Design	0	0	0	0	0	4	0	0	2	0	0	2	0	0	1	0	0	3	0	0	3	0	0	6	0	0	3	0	0
043	Mill Plain Road	Opposite Westwood Village	0	0	0	0	0	4	0	0	2	4	0	6	2	0	3	0	0	3	0	0	3	1	0	7	0	0	3	7	0
044	Mill Plain Road	Front of Union Trust	0	0	0	0	0	4	0	0	2	0	0	6	1	0	4	0	0	3	0	0	3	0	0	7	0	0	3	1	0
045	Mill Plain Road	Front of Gold's Gym	0	0	0	0	0	4	0	0	2	2	0	8	2	0	6	0	0	3	0	0	3	0	0	7	0	0	3	4	0
046	Mill Plain Road	Adjacent to Windmill Diner	0	0	0	0	0	4	0	0	2	0	0	8	0	0	6	0	0	3	0	0	3	0	0	8	0	0	3	1	0
	WCSU Campus	Flag Stops throughout campus	0	0	0	0	0	4	0	0	2	0	0	8	0	0	6	0	0	3	0	0	3	0	0	8	0	0	3	0	0
047	Lake Avenue Ext.	Front Super Stop & Shop	0	0	0	0	0	4	0	0	2	0	0	8	0	0	6	1	0	4	0	0	3	0	0	8	0	0	3	1	0
048	Lake Avenue Ext.	Front of 40 Lake Avenue Ext.	0	0	0	0	0	4	0	0	2	0	0	8	0	0	6	0	0	4	0	0	3	0	0	8	0	0	3	0	0
049	Lake Avenue Ext.	Front of Amoco service station	0	0	0	0	0	4	0	0	2	0	0	8	0	0	6	0	0	4	0	0	3	0	0	8	0	0	3	0	0
050	Lake Avenue	250 feet east of Mill Ridge	0	0	0	0	0	4	0	0	2	0	0	8	0	0	6	0	0	4	0	0	3	0	0	8	0	0	3	0	0
051	Mill Ridge Road	Front of 17 Mill Ridge Road	0	0	0	1	0	5	0	0	2	6	0	14	0	0	6	0	0	4	0	1	2	0	0	8	1	0	4	8	1
052	Mill Ridge Road	Front of 35 High Ridge	1	0	1	0	0	5	0	0	2	0	0	14	1	0	7	0	0	4	0	0	2	0	0	8	0	0	4	2	0
053	Mill Ridge Road	Front of 71 Mill Ridge Road	0	0	1	0	0	5	0	0	2	5	0	19	1	0	8	4	1	7	0	0	2	1	0	9	0	1	3	11	2
054	Mill Ridge Road	Front of 123 Mill Ridge Road	0	0	1	0	0	5	0	0	2	0	0	19	0	0	8	0	0	7	0	0	2	0	0	9	1	0	4	1	0
055	Mill Ridge Road	Front of 2 Mill Ridge Road	0	0	1	0	0	5	0	0	2	0	0	19	0	0	8	6	0	13	0	0	2	2	0	11	1	0	5	9	0
056	Lake Avenue	200 feet north of Mill Ridge	0	0	1	0	0	5	0	0	2	0	0	19	2	0	10	1	0	14	0	0	2	0	0	11	0	0	5	3	0
057	Shannon Ridge Road	80 feet north of Lake Avenue	0	0	1	0	0	5	0	0	2	0	0	19	0	0	10	0	0	14	0	0	2	0	0	11	0	0	5	0	0
058	Myrtle Avenue	20 feet west of Lawncrest Road	0	0	1	0	0	5	1	0	3	0	0	19	0	0	10	0	0	14	0	0	2	0	0	11	0	0	5	1	0
059	Myrtle Avenue	10 feet west of Abbott Avenue	1	0	2	0	0	5	0	0	3	0	0	19	0	0	10	1	0	15	0	0	2	0	0	11	0	0	5	2	0
060	Myrtle Avenue	40 feet east of Westville Ave.	0	0	2	1	0	6	0	0	3	0	0	19	0	0	10	0	0	15	0	0	2	0	0	11	0	0	5	1	0
061	Davis Street	Front of Morris Street School	0	0	2	1	0	7	0	0	3	1	0	20	0	0	10	0	0	15	0	0	2	0	0	11	0	0	5	2	0
062	Davis Street	40 feet north of Highland Ave.	0	0	2	0	0	7	1	0	4	0	0	20	0	0	10	0	0	15	0	0	2	0	0	11	0	0	5	1	0
063	Davis Street	30 feet west of Franklin Street	1	0	3	2	0	9	0	0	4	0	0	20	0	0	10	0	0	15	0	0	2	1	0	12	0	0	5	4	0
064	Franklin Street	40 feet east of Henry Street	0	0	3	0	0	9	0	0	4	0	0	20	0	0	10	0	0	15	0	0	2	0	0	12	0	0	5	0	0
065	Rose Hill Avenue	35 feet south of Hoyt Street	0	0	3	0	0	9	0	0	4	0	0	20	0	0	10	0	0	15	0	0	2	0	0	12	0	0	5	0	0
066	Rose Hill Avenue	125 feet south of Grandview Dr.	0	0	3	0	0	9	0	0	4	0	0	20	0	0	10	0	0	15	0	0	2	0	0	12	0	0	5	0	0
067	Beaver Street	40 feet south of Elm Street	0	0	3	0	0	9	0	0	4	1	0	21	0	0	10	0	0	15	0	0	2	0	0	12	0	0	5	1	0
068	Beaver Street	Opposite Putnam Tower	1	0	4	0	0	9	1	1	4	0	0	21	2	1	11	0	0	15	0	0	2	0	0	12	0	0	5	4	2
069	Spring Street	Front of 16 Spring Street	0	0	4	0	0	9	0	0	4	0	0	21	0	0	11	0	0	15	0	0	2	0	0	12	0	0	5	0	0
070	Kennedy Avenue	Pulse Point	0	3	1	0	8	1	0	4	0	0	16	5	0	9	2	0	12	3	0	2	0	0	9	3	0	5	0	0	68
Totals			4	3		8	8		5	5		19	16		12	10		16	13		3	3		11	9		4	6		62	73