

6. THE COMMISSION RECOMMENDS THAT THE STATE OF CONNECTICUT INSTITUTE STANDARDS FOR BUS STOP MARKINGS THAT WILL LEAD TO THEIR UNIFORMITY THROUGHOUT THE STATE. WE FURTHER RECOMMEND THAT AGGRESSIVE ENFORCEMENT OF SUCH STANDARDS BE PRACTICED WITHIN THE VARIOUS PUBLIC BUS SYSTEMS OF THE STATE.

The State of Connecticut generally accedes to local government the designation and final marking of bus stops. While few problems are encountered with this policy, there have been some. An example occurred several years ago in New Haven when Connecticut Transit wanted to upgrade its signs from the old blue on white to a far more attractive and definitive multi-colored sign that not only marked the bus stop, but also specified the routes served and designated the bus stop as a tow zone. The City refused to permit installation of the new signs. While an agreement was ultimately reached, it was not permissive of all the Connecticut Transit wanted. As a result, the bus stop signage in New Haven today is different than that of the surrounding communities.

Uniform signage is useful to the bus riding public because the bus rider knows what to look for and confusion is eliminated. Ease of use helps promote greater usage of the public transportation system.

The Capitol Region Council of Governments (CGCOG) has recently convened a task force operating under the auspices of the CROG Transportation Committee to consider issues which would improve the everyday operation of the Hartford bus system, also operated by Connecticut Transit. The marking, locations, and the maintenance of bus stops and shelters is the first topic the task force will consider. Responsibility for bus stop and shelter maintenance has been an issue in the Hartford area. The experience in the Capitol Region and the findings of this task force should be equally applicable in other regions of the state. We look forward to following the progress of this group and reading its recommendations.