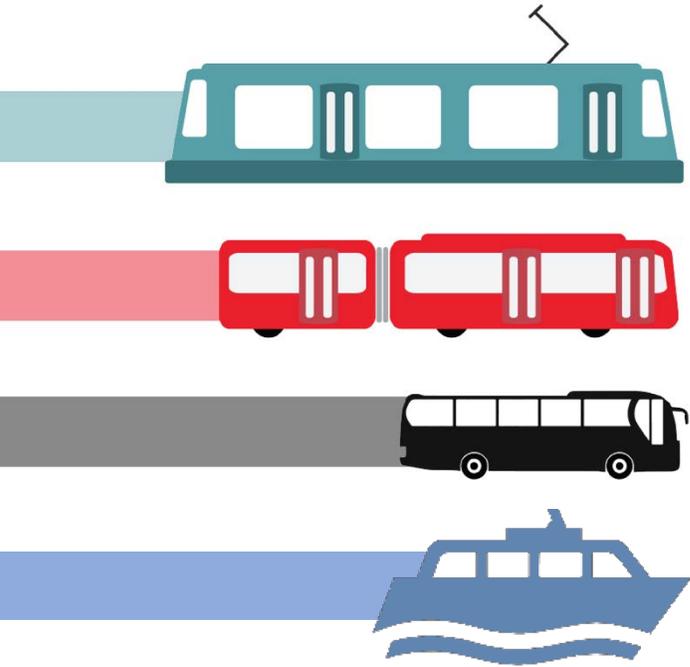


THINK BIG! CREATING A VISION FOR THE FUTURE OF TRANSIT IN RHODE ISLAND



GrowSmartRI
Sustainable Economic Growth
& Quality of Place

RHODE ISLAND TRANSIT MASTER PLAN



Transit vision for Rhode Island

Improvements to achieve the vision

Funding opportunities

Policy changes that could facilitate implementation and improve service delivery

RHODE ISLAND TRANSIT MASTER PLAN

What will be considered?

Starting without boundaries

Let's see where this takes us...



WHY IS THIS IMPORTANT?

To provide a better quality of life

To help Rhode Island prosper



HOW TRANSIT HELPS RI PROSPER

Makes RI more competitive

“Companies have lists of wants and needs. Transit has shifted from a want to a need.”

– Michael Flynn, CEO of the Economic Development Corporation of Utah

Proximity to population center, proximity to international airport, proximity to major highways and arterial roads, and access to transit.

– Site requirements for Amazon’s HQ2

Attract talent

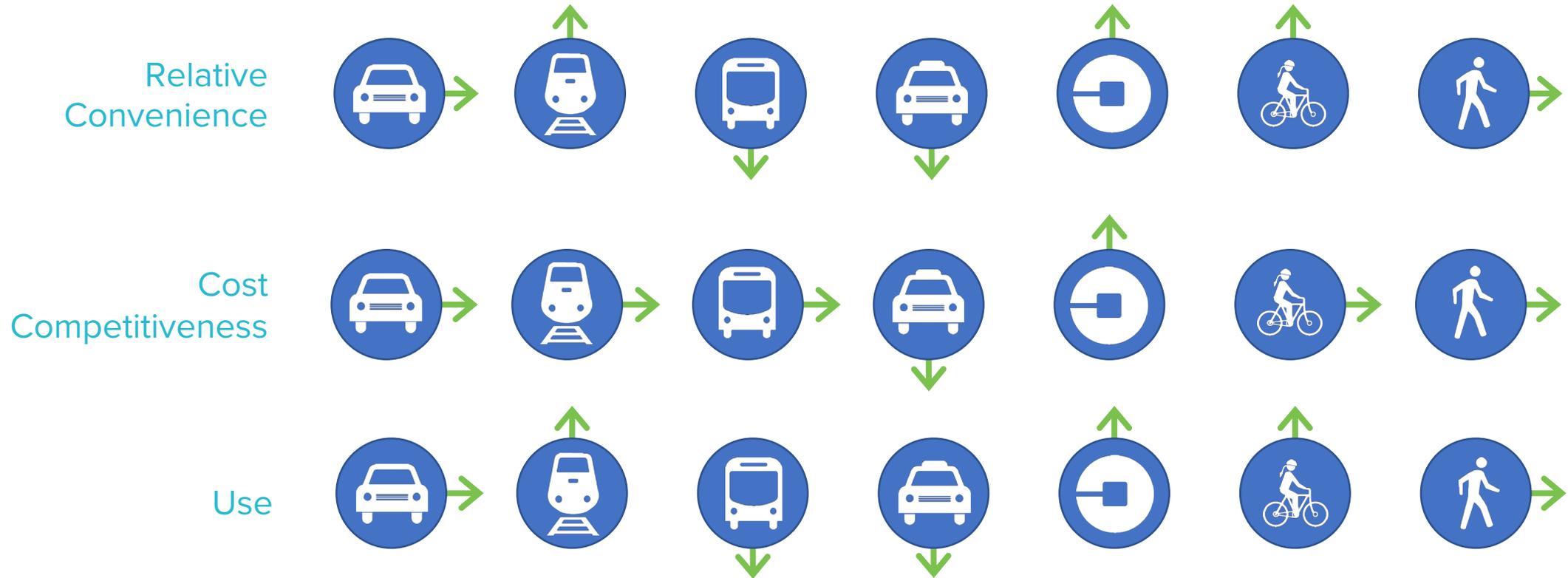
Mobile young workers prefer places with good transit

Creates new opportunities for those who already live here

The better RI competes, the more opportunities there will be for everyone

WHY TRANSIT CAN'T STAY STILL

Transit needs to keep pace in a competitive landscape



STARTING FROM A GOOD PLACE

History of big bold
transformative projects

A strong and vibrant urban
core

A transit system that is
already very good

Partnerships with the MBTA
for rail service

Strong links to Boston



EXAMPLES FROM ELSEWHERE

Seattle

Boulder, CO

Little Rock

Fort Worth

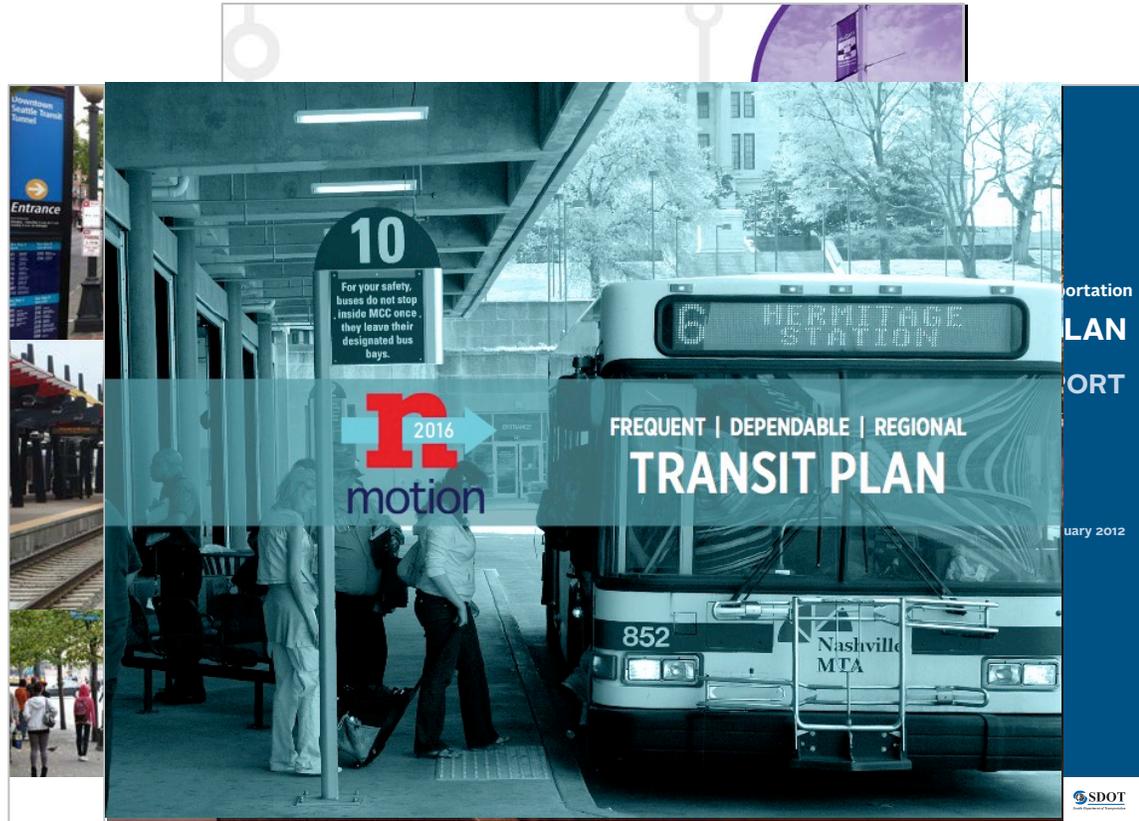
Orange County, CA

Salt Lake City

Denver

Las Vegas

Nashville



RESULTS: SEATTLE

TMP completed in 2012 (update in 2015) has:

- Grown SDOT transit capacity
- Inspired multimodal planning
- Guided successful funding initiatives
- Advanced nine corridor projects
- Enhanced agency partnerships
- Built advocacy

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SEATTLE in the NEXT FIFTY

Welcome to the year 2062! Over the last 50 years, Seattle has built a top rate transit system. One that reliably carries thousands of people every day, connects our unique neighborhoods and reduces greenhouse gases.

To here.
Always there. Buses come so often you don't even need a timetable.

How many ways can you get from here...

Bike to here.
Rent a bike at one of many Bike Share Stations.

seeing the BIG PICTURE
In Seattle, we expect our transportation system to do more than simply move vehicles. We want everyone – from our 5-year old kids to our 80-year old grandparents – to be comfortable moving about the city, whether on foot, by bike, riding a bus, or in a car.

To here.
Hop on board. Seattle's streetcar network connects neighborhoods.

A System for All
People of all ages and abilities are able to move around Seattle thanks to thoughtful policies, design standards and treatments like audible signals and bus stop landings.

To here.
Passengers step along 55 miles of light rail.

Meet up here.
Make the connection. All transit modes at Third Avenue.

To here.
Seattle's historic gateway acts as a main hub when entering the city.

How many ways can you get from here...

To here.
Link Regional Light Rail

Streetcar

Future Seattle High Capacity Transit Corridors

SDOT

RESULTS: SEATTLE

Projects now underway

- 2 LRT corridors
- 1 Streetcar line
- 7 BRT corridors
- Speed and reliability improvements
- Service buy-ups



RESULTS: SEATTLE

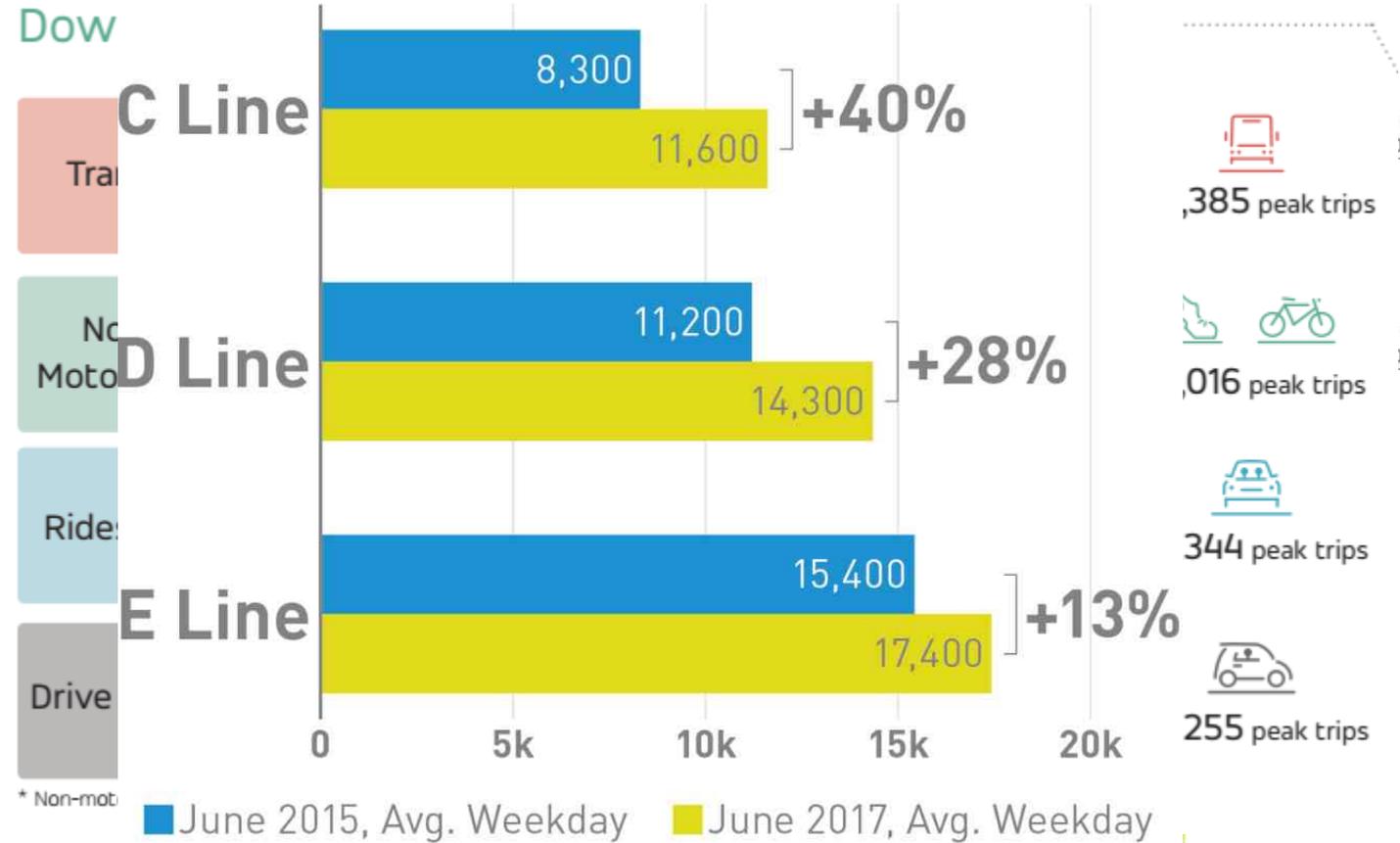
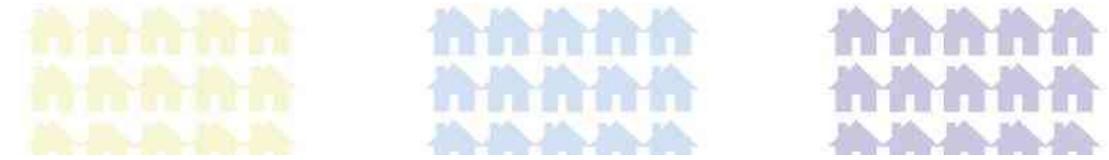
Translated to major transit funding measures

- \$50M annually for service buy-ups
- \$4M annually for speed and reliability improvements
- \$300M for RapidRide expansion

One of few cities where transit ridership is increasing

- Ridership up 60% since 2002
- Center City transit mode share ~50%

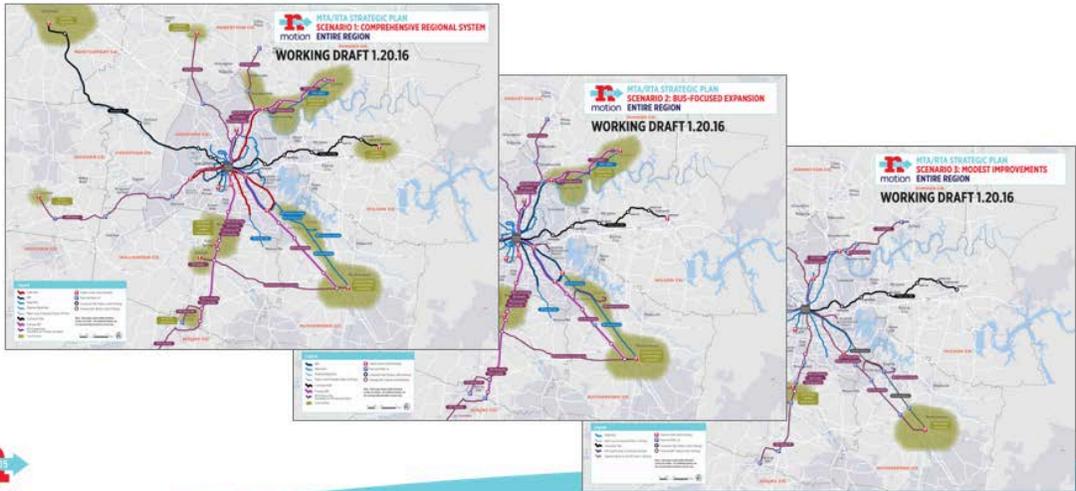
Percent of Households within a 10-minute walk of 10-minute or better Transit Service



RESULTS: NASHVILLE

Three Scenarios

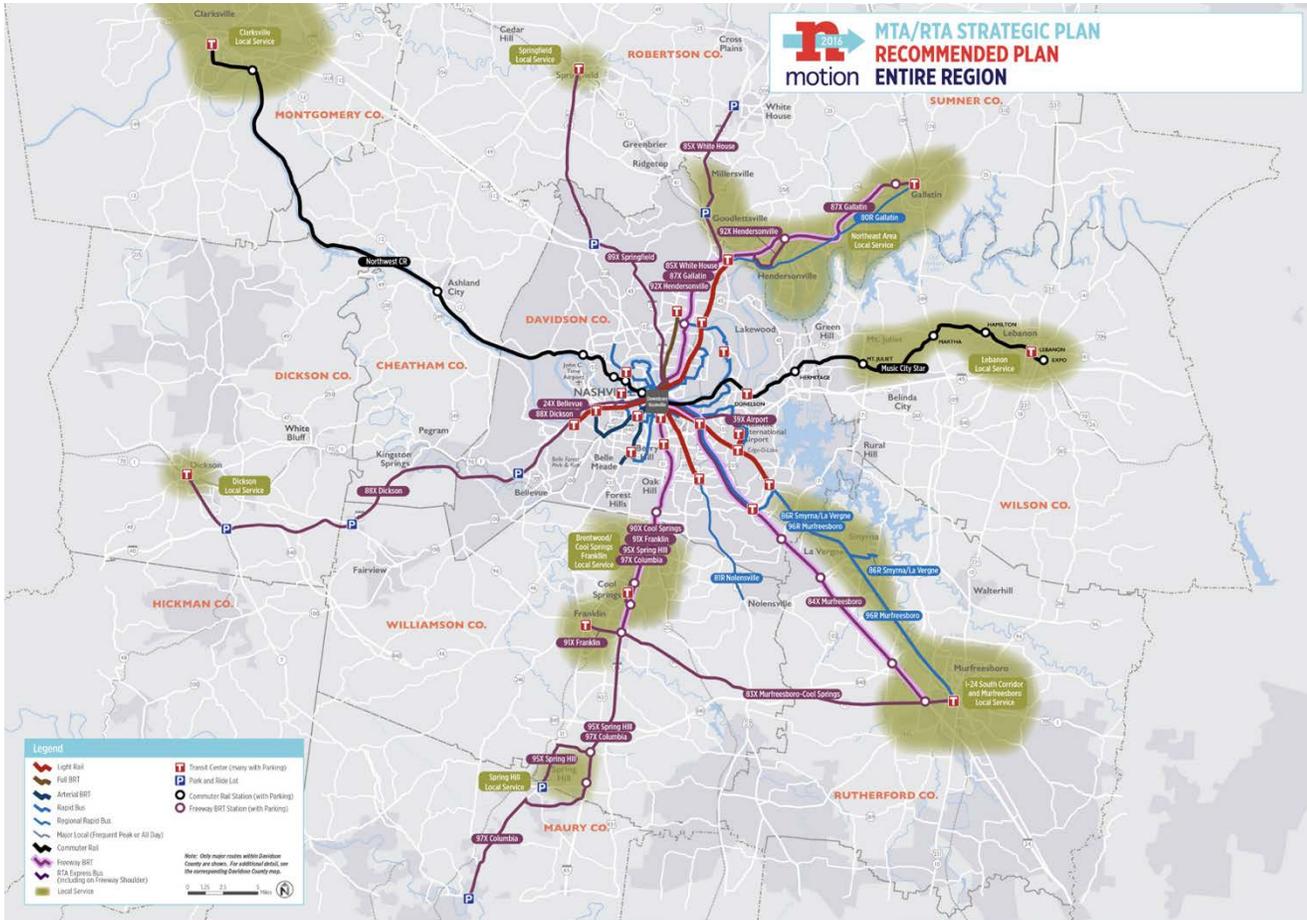
1. Comprehensive Regional System
2. Bus-Focused Expansion
3. Modest Improvements



Overwhelming support for highest cost scenario:

- Four light rail lines (since expanded to five)
- Bus Rapid Transit
- Major increases in local bus service
- Community transit centers
- Mobility as a Service pilots
- Freeway BRT
- Express bus on shoulder
- New local services in outlying areas
- And more...

RESULTS: NASHVILLE



\$5.9 billion transit program with associated tax increases going to voters on May 1

Requires significant increases in spending and funding

Small percentage comes from growth

Most comes from large increases in per capita spending: from \$67 in 2016 to over \$225

LESSONS LEARNED

Transit can be a catalyst to a better future

Better quality of life

More jobs

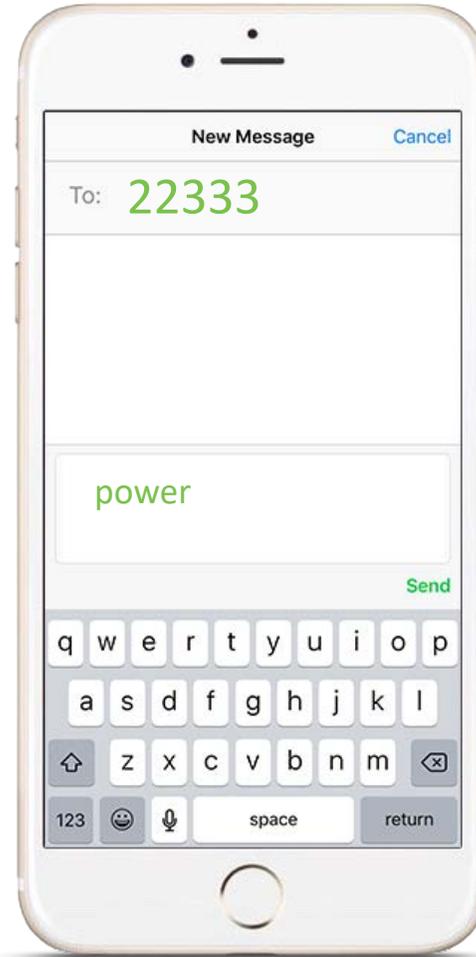
When transit gets better, more people will use it – usually a lot more

The public will support compelling plans

Nashville is currently leading in the polls

Nationwide, 70% of funding initiatives pass

Text the message
POWER
to **22333**



WHAT IS YOUR FAVORITE TEAM?

Red Sox

Patriots

Bruins

Celtics

WHAT ARE OUR BIGGEST CHALLENGES TO THINKING BIG?

Funding

Political leadership

Education/awareness

Public support

Business support

Other

WHAT DO YOU WANT TRANSIT TO BE MOST?

Convenient

Dependable

Frequent

Safe

Efficient

Affordable

Other

SHOULD RI USE TRANSIT TO STIMULATE DEVELOPMENT?

Yes **1**

No **2**

Not
Sure **3**



HOW IMPORTANT IS TRANSIT TO RI'S QUALITY OF LIFE?

Very Important **1**

Important **2**

Neutral **3**

Not that important **4**

Not at all important **5**

HOW IMPORTANT IS TRANSIT TO ECONOMIC DEVELOPMENT?

Very Important

Important

Neutral

Not that important

Not at all important