

BETTER TRANSIT     **BETTER RHODE ISLAND**

**A TRANSIT MASTER PLAN FOR
RHODE ISLAND**

Business & Civic Institutions Roundtable

June 25, 2019

WHY IS TRANSIT 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

Attracts 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

BETTER TRANSIT BETTER RHODE ISLAND

GOALS

Make transit attractive and compelling

Connect people to life's activities

Grow the economy and improve quality of life

Ensure financial and environmental sustainability

18 MILLION+ RIDERS/YEAR



53 RIPTA Routes
7 RIPTA Flex Zones



3 MBTA Commuter Rail Stations
(+ 1 in construction)
3 Amtrak Intercity Rail Stations



1 Seasonal Public Ferry Route



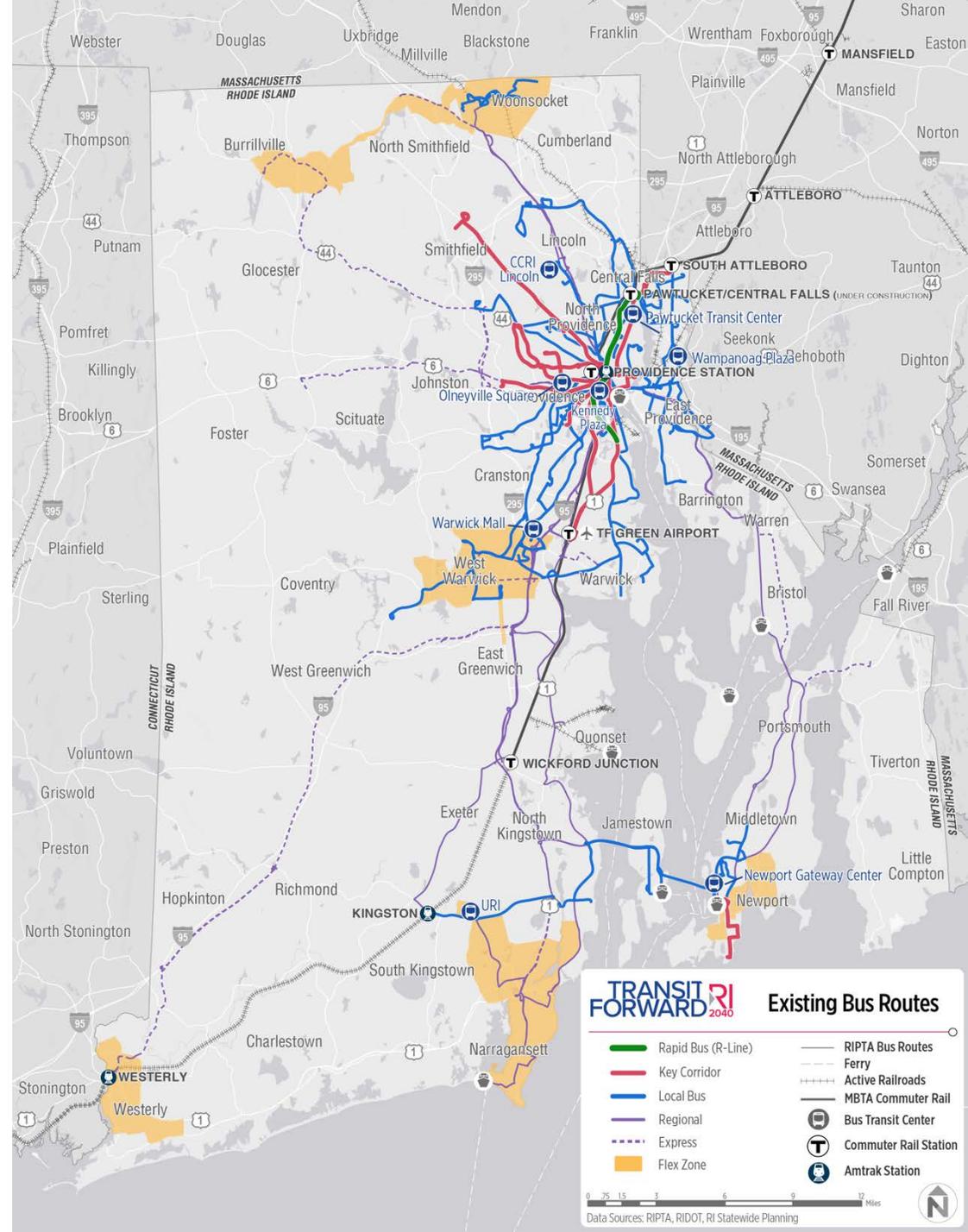
ADA Paratransit



3,100+ public park-ride spaces



Intercity Bus Connections



TRANSIT FORWARD RI 2040 Existing Bus Routes

- Rapid Bus (R-Line)
- Key Corridor
- Local Bus
- Regional
- Express
- Flex Zone
- RIPTA Bus Routes
- Ferry
- Active Railroads
- MBTA Commuter Rail
- Bus Transit Center
- Commuter Rail Station
- Amtrak Station

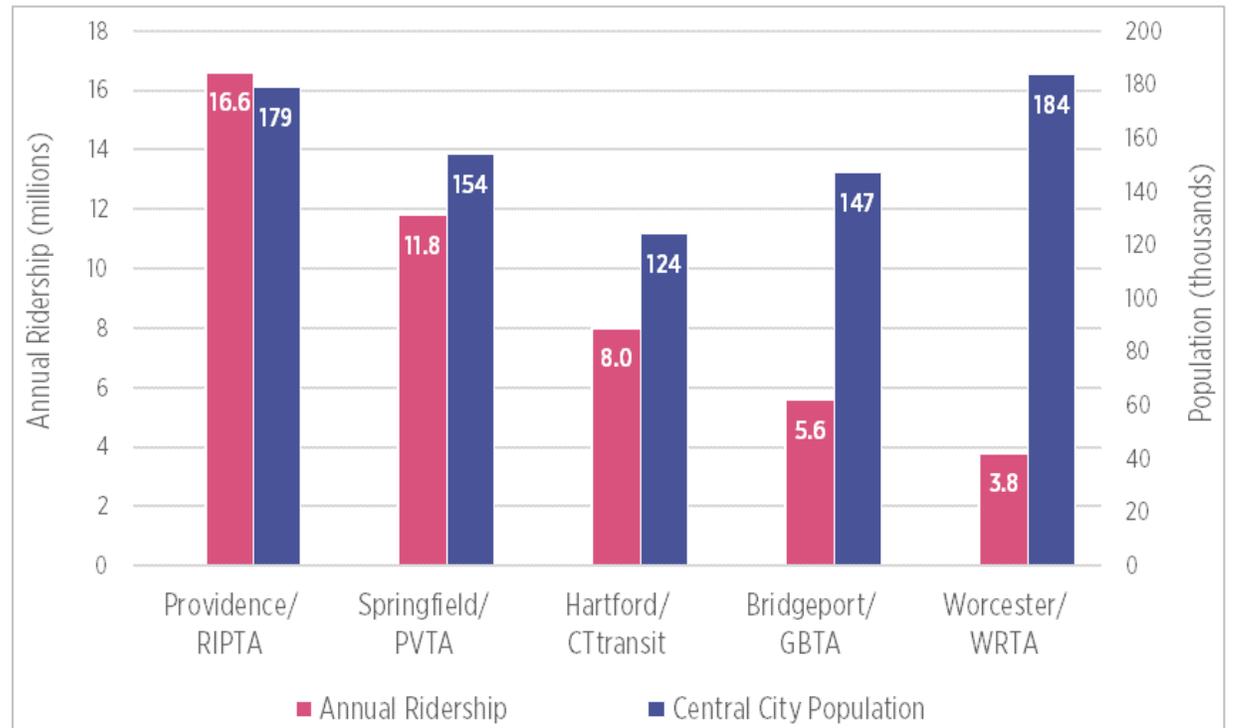
0 7.5 15 3 6 9 12 Miles

Data Sources: RIPTA, RIDOT, RI Statewide Planning

HIGHER BUS RIDERSHIP THAN IN OTHER CITIES

- RIPTA’s ridership much higher than in New England peer cities
- RIPTA also serves more riders than transit systems in many larger cities, including Kansas City, Nashville, and Indianapolis

Annual Bus Ridership and City Size



VERY HIGH RAIL RIDERSHIP

Providence Line: highest ridership in Boston's commuter rail system

Providence Station: 3,800 weekday passenger trips

Highest ridership MBTA station outside of Boston

11th busiest Amtrak station (out of 532 in U.S.) in 2017

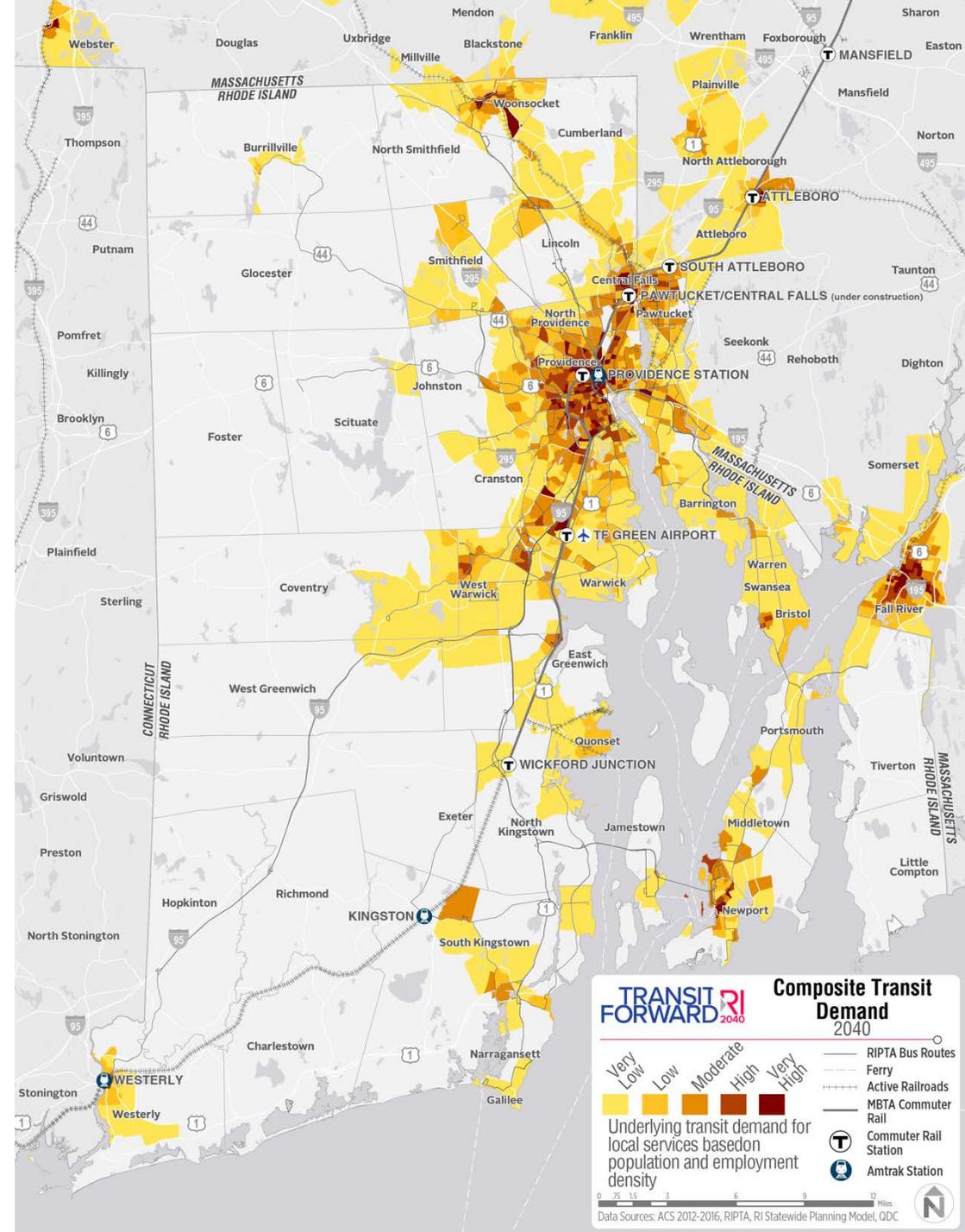


DEMAND FOR LOCAL SERVICE VARIES GREATLY ACROSS RI

Very high in Metro Area

Extremely low in rural areas

Some growth, but similar patterns of demand over next 20 years



SERVICES NEED TO BE MATCHED WITH DEMAND

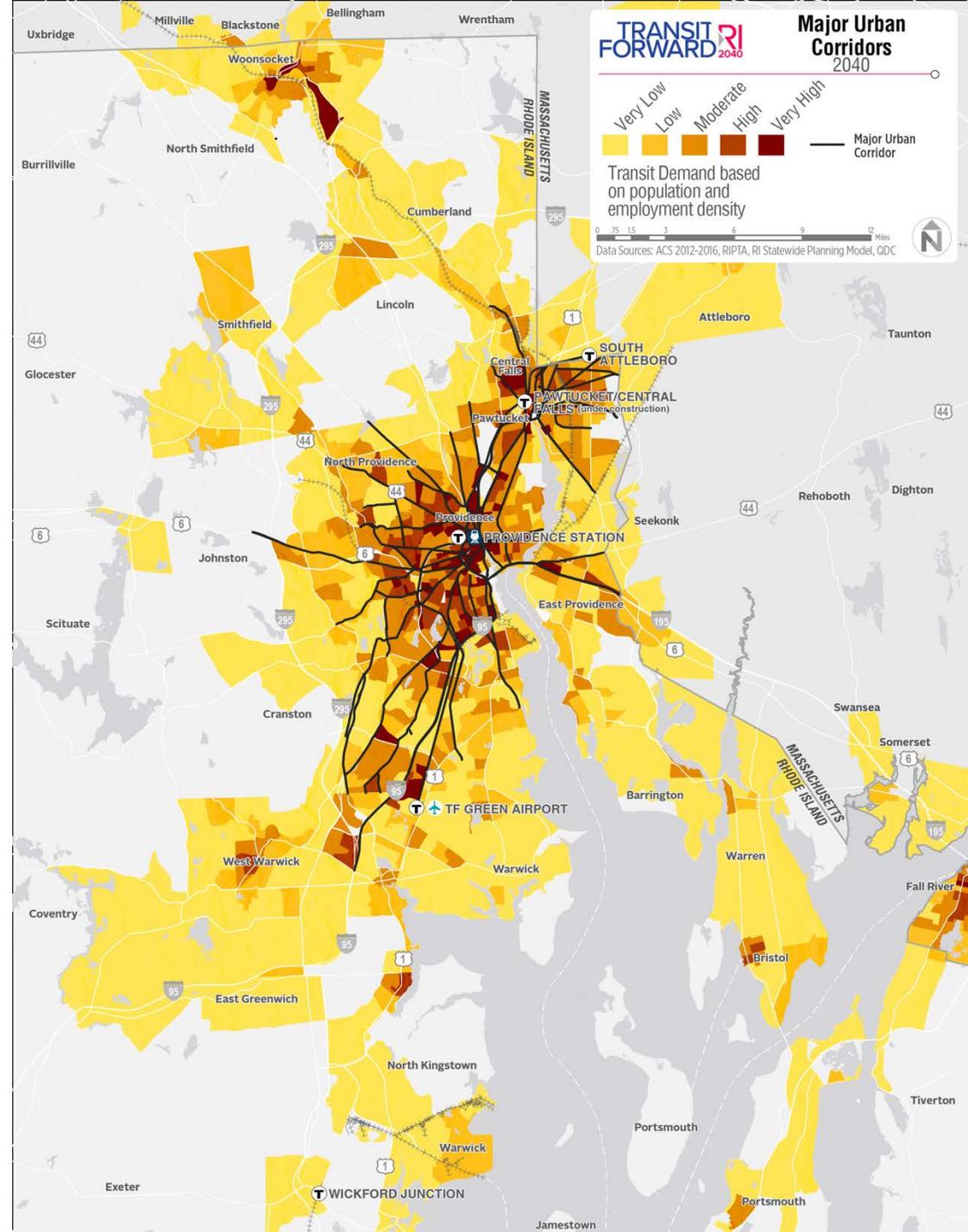
One size does not fit all

Large variations in demand require different solutions in different places

| LAND USE | | | TRANSIT | |
|---------------------------------------------------------------------------------------------------------------------------|--------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Land Use Type | Residents per Acre | Jobs per Acre | Appropriate Types of Transit | Frequency of Service |
|  Downtowns & High Density Corridors | >45 | >25 |  Light Rail  BRT  Rapid Bus  Local Bus |  10 mins or better |
|  Urban Mixed-Use | 30-45 | 15-25 |  BRT  Rapid Bus  Local Bus |  10-15 minutes |
|  Neighborhood & Suburban Mixed-Use | 15-30 | 10-15 |  Local Bus |  15-30 minutes |
|  Mixed Neighborhoods | 10-15 | 5-10 |  Local Bus  Micro-transit |  30-60 minutes |
|  Low Density | 2-10 | 2-5 |  Micro-transit  Rideshare  Volunteer Driver Pgm |  60 mins or less or On Demand |
|  Rural | <2 | <2 |  Rideshare  Volunteer Driver Pgm |  On Demand |

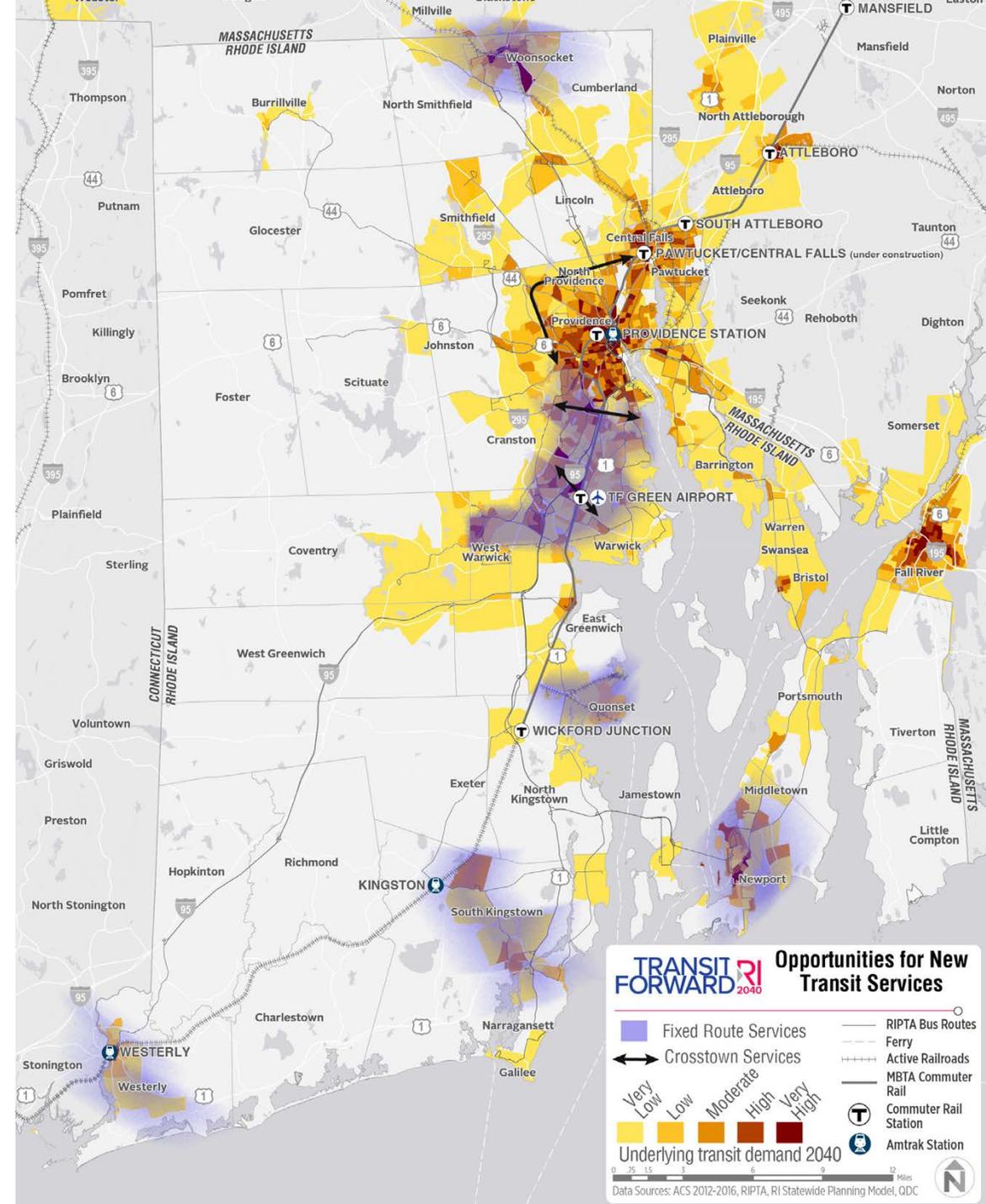
THERE IS DEMAND FOR MUCH BETTER SERVICE WITHIN THE URBAN CORE

- Within Providence
- Within Pawtucket
- Pawtucket-Providence
- Central Falls-Pawtucket
- Smithfield-North Providence-Providence
- North Providence-Providence
- Johnston-Providence
- Cranston-Providence
- Warwick-Providence
- East Providence-Providence



ALSO DEMAND FOR BETTER SERVICES IN MANY OUTER AREAS

- Connections between Quonset and regional routes
- Between, Narraganset, Wakefield, and Kingston/URI
- Within Newport and Middletown
- Within Woonsocket
- Within Westerly



SPECIALIZED SERVICES MOST APPROPRIATE IN SMALLER AREAS

Transportation Management Associations (TMAs)

Microtransit

Ridesharing

Volunteer Drivers

Partnerships with employers



DEMAND FOR COMMUTER SERVICE IS MUCH HIGHER TO BOSTON THAN TO PROVIDENCE

Primarily for two reasons:



Transit Travel Time Compared to Auto Travel Time



Parking Costs at Destination

Transit faster to Boston
Transit slower to Providence

Parking costs are very high in Boston
Parking costs are low/free in Providence

A RANGE OF STRATEGIES ARE BEING PURSUED

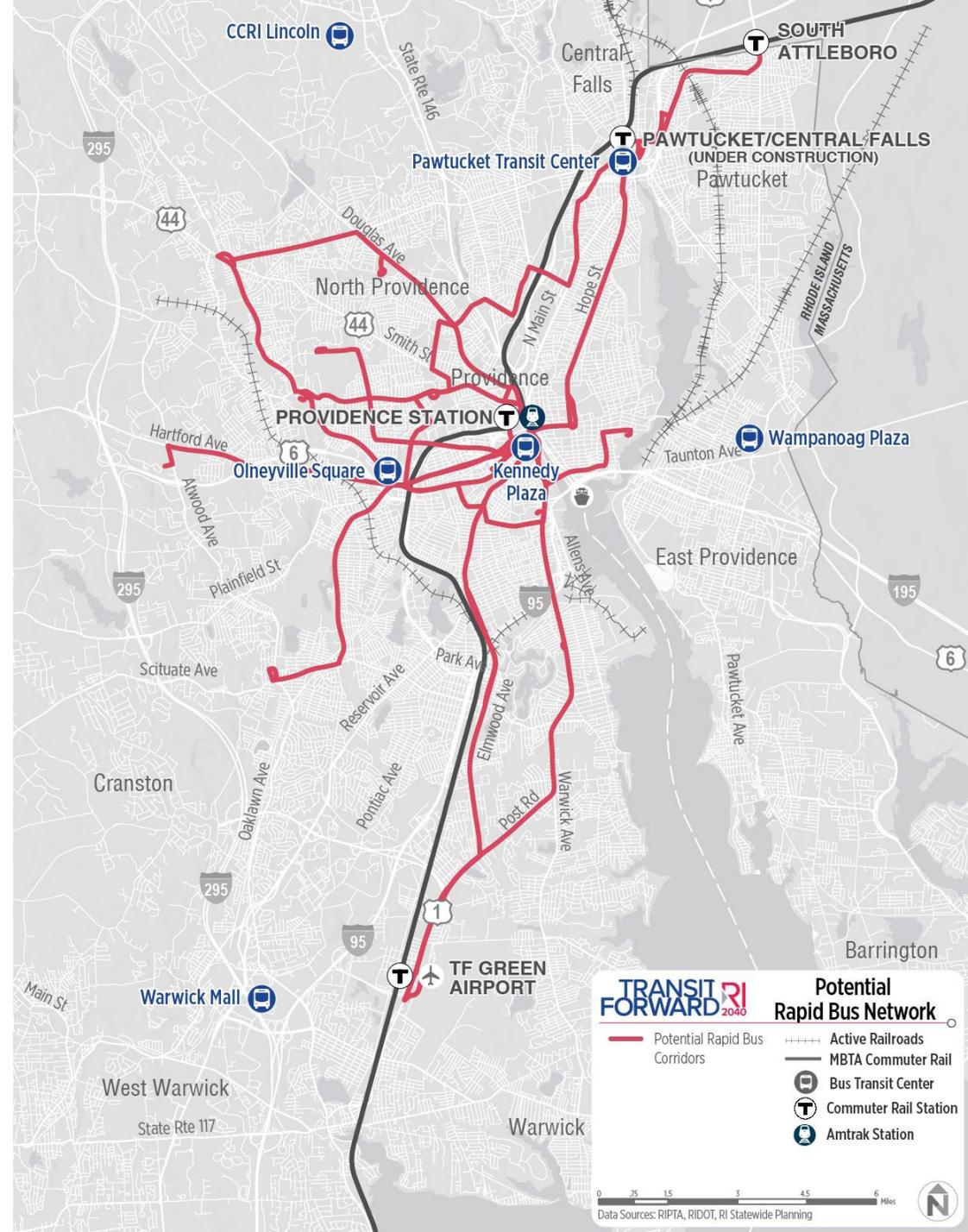
FREQUENT TRANSIT NETWORK

Frequent transit – every 15 minutes or better for long hours – to make transit much more convenient

Few services currently provide frequent service all day

R-Line is best, at 10 mins. for most of day

Most major metro area corridors could support frequent service



LIGHT RAIL, BRT, & RAPID BUS

LIGHT RAIL

TYPICAL FEATURES

- Two car trains
- Service in exclusive rights-of-way
 - Center running in urban arterials
 - In own right-of-way
 - Aerial and underground sections
- High quality stations with level boarding
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information



Salt Lake City TRAX light rail service

BUS RAPID TRANSIT (BRT)

TYPICAL FEATURES

- 60' articulated buses
- Center or side-running on urban arterials
- High quality stations
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Limited stops
- Simple service design
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information



Cleveland Healthline BRT service

RAPID BUS

TYPICAL FEATURES

- Similar to BRT but without exclusive lanes, or only limited exclusive lanes
- 40' or 60' articulated coaches
- More limited forms of transit priority:
 - Transit signal priority
 - Queue jump lanes
- Frequent service, but less frequent than light rail or BRT
- Service from early morning to late night, but often shorter span than light rail or BRT



Los Angeles Metro Rapid service

FASTER AND MORE FREQUENT RAIL SERVICE

Faster service

- Use of electric locomotives/EMUs
- High level platforms at all stations
- Express trains

More frequent service

- Up to every 15 minutes

More service to TF Green Airport

MBTA/Amtrak cross-honored fares



REGIONAL RAPID BUS SERVICE

Potential Routes

Woonsocket – Providence

Newport – Providence

Via both East Bay & West Bay

Narragansett – Providence

URI – Providence

Features

More comfortable buses

Transit priority and bus on shoulder service

Attractive and comfortable stations

Off-board fare collection

And more...



BETTER LOCAL BUS SERVICE

More frequent service for longer hours

Upgrades to meet RIPTA's service standards
Earlier and later service to better serve jobs

New services in underserved areas

Better crosstown service in metro area

Woonsocket

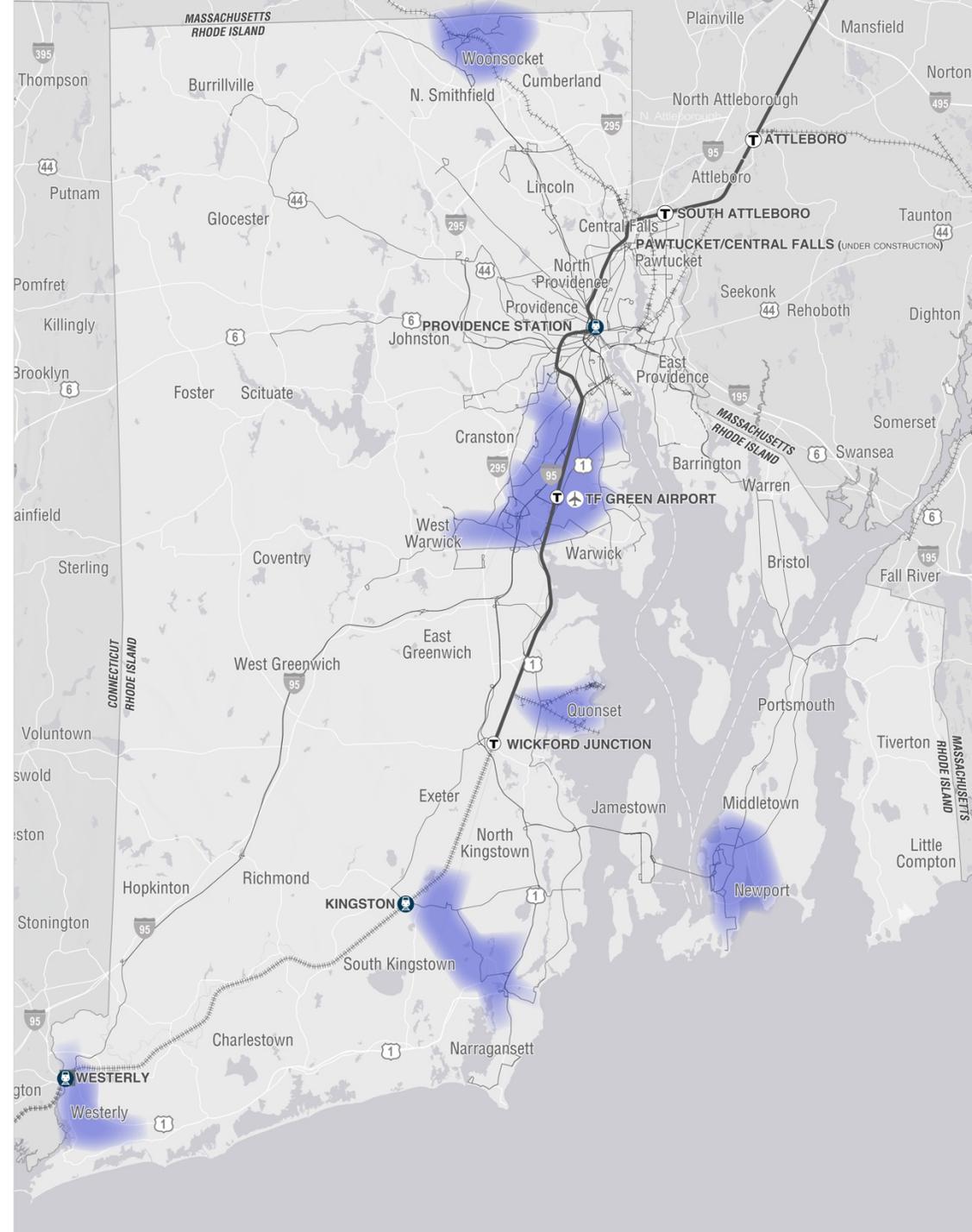
Warwick

Quonset

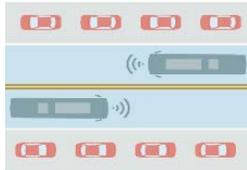
South Kingstown

Westerly

Newport



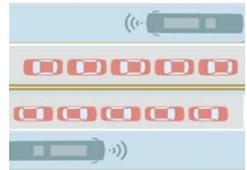
INFRASTRUCTURE AND TECHNOLOGY IMPROVEMENTS TO MAKE BUS SERVICE FASTER



Full-Time Bus Lanes



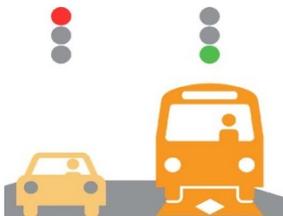
Off-board Fare Payment



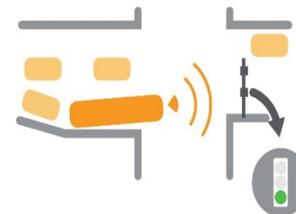
Part-Time Bus Lanes



Level Boarding



Queue Jump Lanes



Transit Signal Priority

BETTER FIRST MILE/LAST MILE CONNECTIONS

Pedestrian

Bicycle/Bikeshare

Rideshare/Rideshare partnerships

Scooter-share

Carshare

Park and ride

Private shuttles

Microtransit



CURRENT WORK AND NEXT STEPS

NEXT STEPS

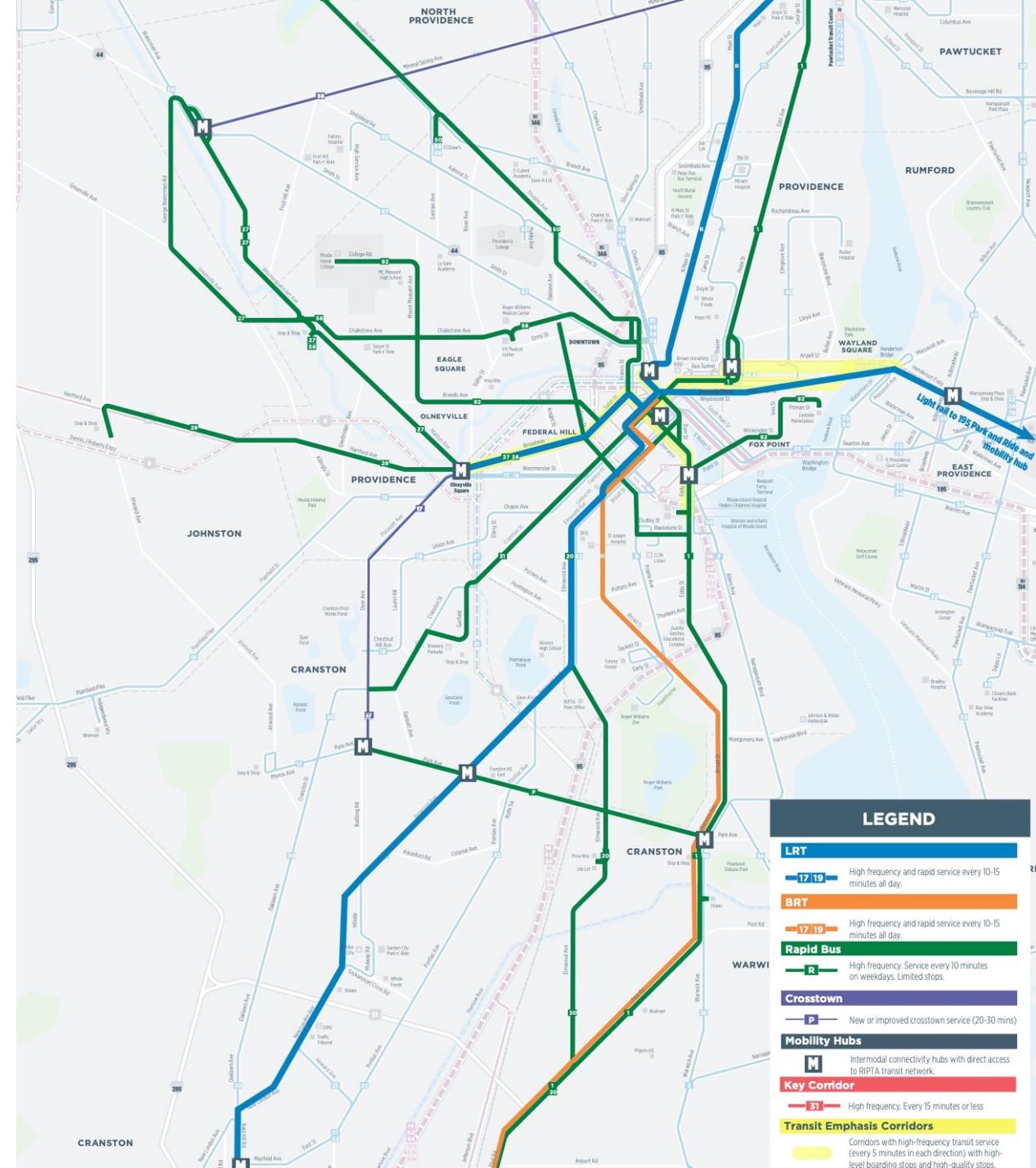
Current Work

- Fleshing out strategies
- Developing scenarios

- Comprehensive statewide transit system (highest cost)
- Address most pressing needs (lowest cost)
- Middle ground (medium cost)

Upcoming Work

- Evaluate and vet scenarios
- Identify funding opportunities
- Develop recommended plan



THANK YOU