

BETTER TRANSIT     **BETTER RHODE ISLAND**

A TRANSIT MASTER PLAN FOR RHODE ISLAND

State Planning Council
September 10, 2020

BETTER TRANSIT BETTER RHODE ISLAND

VISION & GOALS

Make transit attractive and compelling

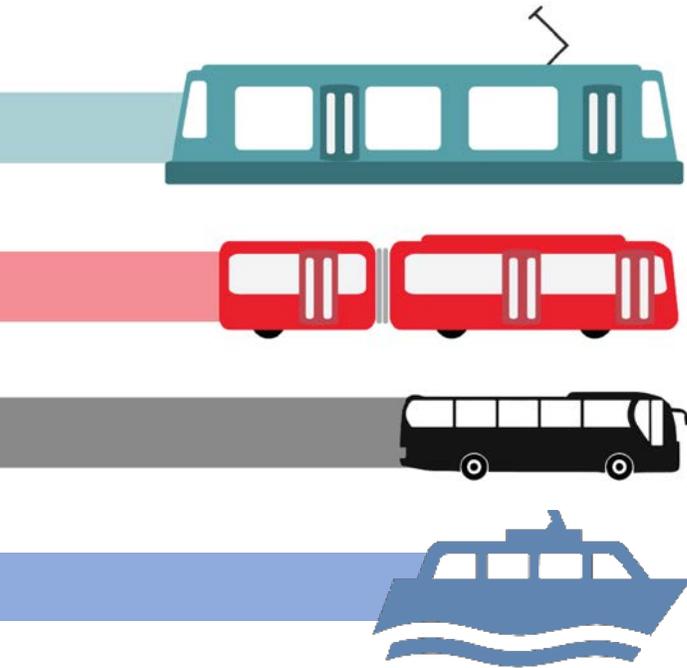
Connect people to life's activities

Grow the economy and improve quality of life

Ensure financial and environmental sustainability



WHY IS THIS PLAN IMPORTANT?



MOBILITY

Connecting Rhode Islanders to opportunity

EQUITY

Accessible transportation for all Rhode Islanders

SUSTAINABILITY

Green alternative to auto-dependence

PLANNING PROCESS TO DATE

2018

Vision and Goal Setting

State of the System Report

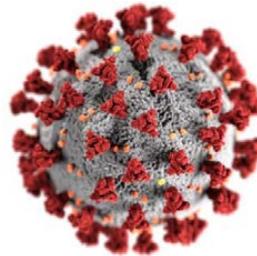
Strategy & Scenario Vetting

Draft Plan

Adoption into LRTP

2020

Coronavirus begins.

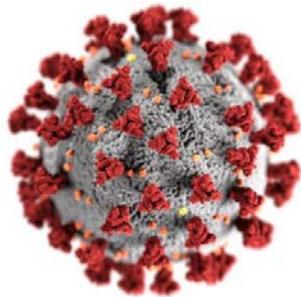


We are here.

TRANSIT & COVID-19

LOTS OF QUESTIONS...

- Is transit still relevant?
- Will ridership come back?
- Is the Transit Master Plan still valid?
- Will SOV travel expand?
- Will telework be the new normal?



IMPACT OF COVID-19 ON THE TRANSIT MASTER PLAN

TOP TAKE-AWAYS:

- Short term: Those who are still commuting are essential workers who must work on site.
- Mid term: The most significant impacts on transit will likely continue for at least 18 months – people are expected to return to work slowly.
- Long term: The economy will reopen and most travel demand will return.



BUILDING THE PLAN



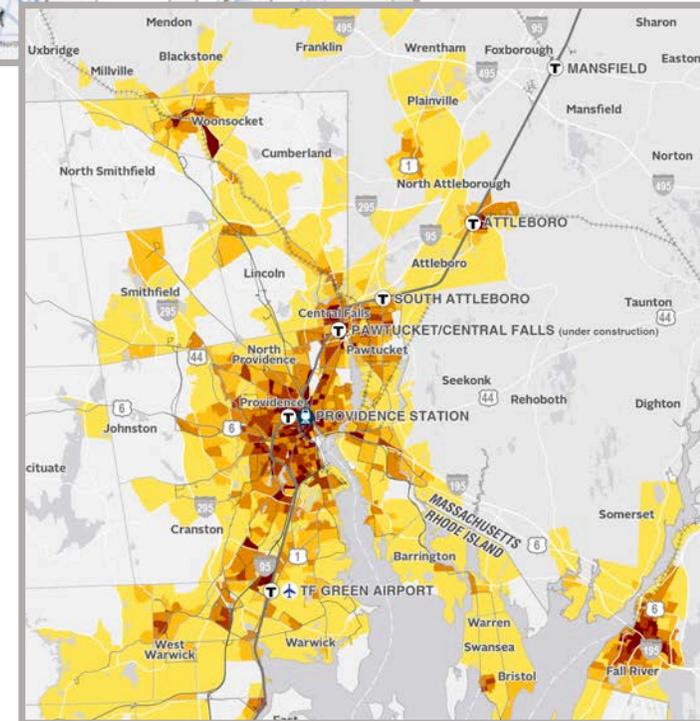
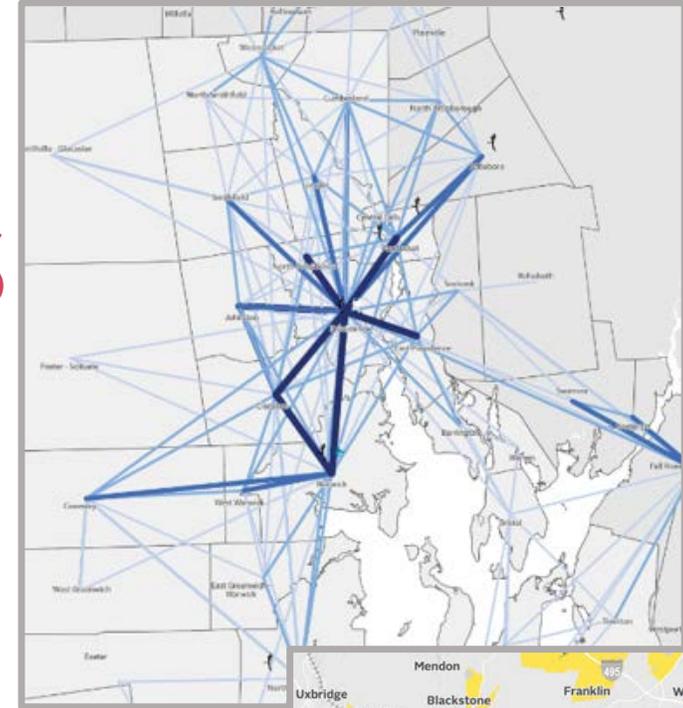
STATE OF THE SYSTEM ANALYSIS

WHAT'S WORKING:

- Strong multimodal foundation
- High ridership
- Excellent market share

WHERE ARE RHODE ISLANDERS TRAVELING?

- Most trips concentrated in Providence metro core
- Huge concentration of work trips within and between Providence, Warwick, and Cranston
- 12% of RI workforce commutes in from out of state (mostly MA)



STRATEGY IDENTIFICATION

- Rapid bus
- Bus rapid transit
- First mile/last mile access to transit
- Fare integration
- Light rail
- Transit priority
- On-demand microtransit
- Service buy-ups
- Expanded service hours
- Better bus stops and facilities
- Bus on shoulder
- Regional rapid bus
- Frequent transit network
- Enhanced rail service to Boston
- Crosstown service
- Mobility hubs
- Seasonal and special events service
- Service to smaller markets

SCENARIO DEVELOPMENT

Scenario 1: Address Most Pressing Needs

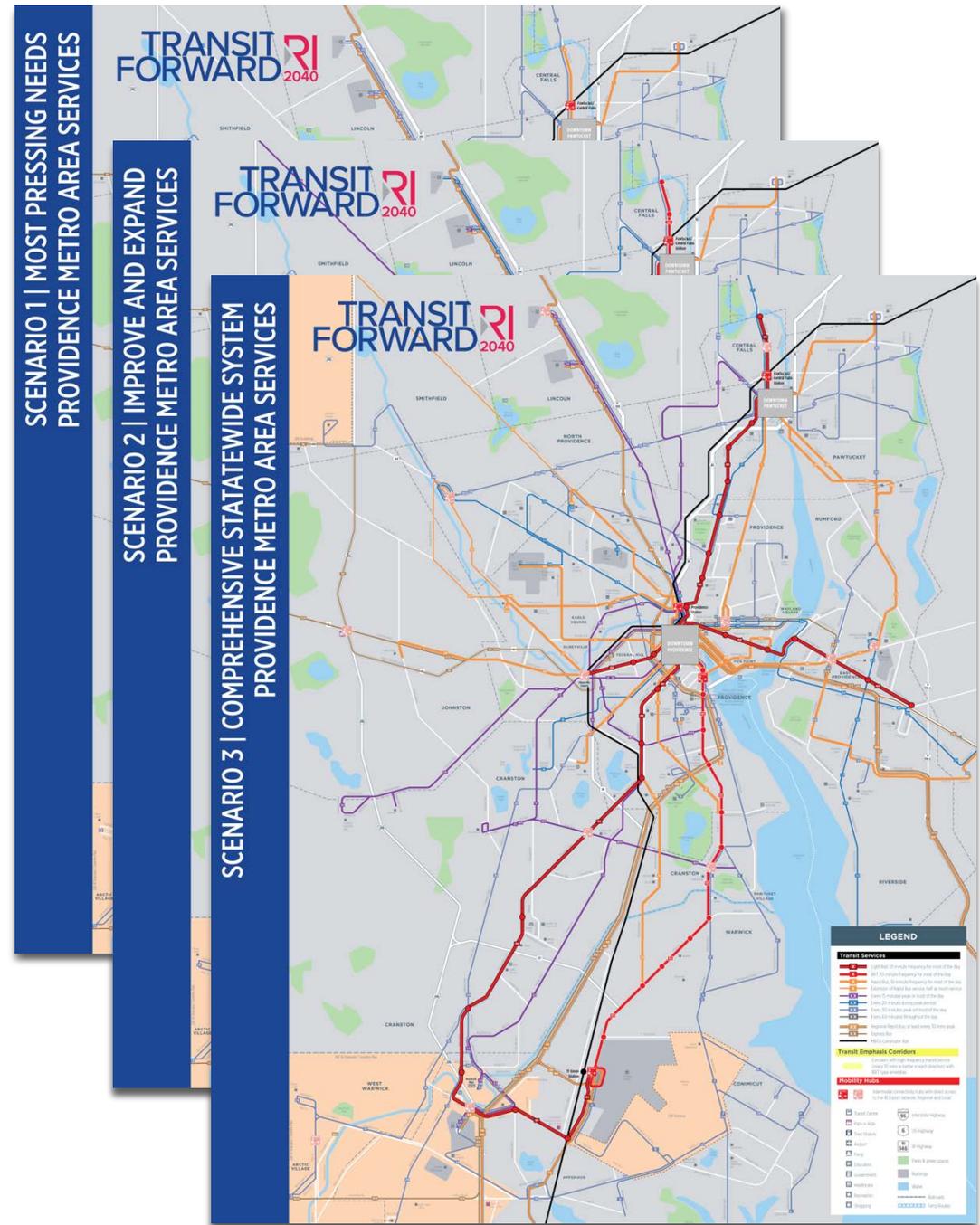
Focused on addressing largest gaps between provided service and customer demand

Scenario 2: Improve & Expand Transit

Take transit steps further to make it more compelling

Scenario 3: Comprehensive Statewide Network

Develops a robust transit services in all parts of the state where there is transit demand



STAKEHOLDER ENGAGEMENT

1,000 interactions at **25** popup events

400 popup comments and ideas

90 online comments

20 transit talks, municipal and stakeholder meetings

7 workshops



STAKEHOLDER PRIORITIES

TOP STAKEHOLDER REQUESTS:

- Increased service span and frequency
- Frequent transit network
- High capacity transit
- Faster, more frequent rail service between Providence and Boston
- MBTA/Amtrak fare integration
- Crosstown service
- Better bus stops

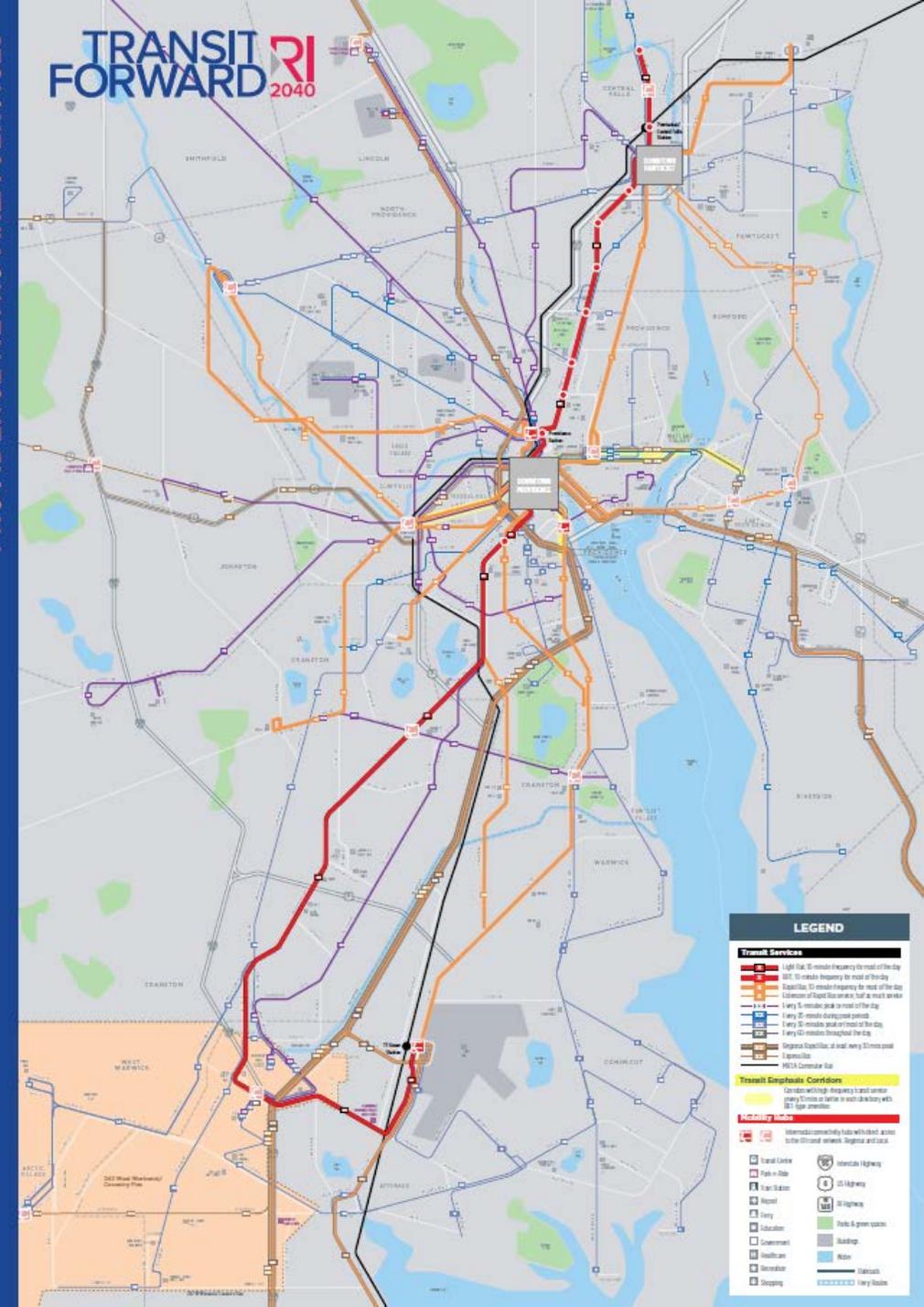
THE PLAN



METRO CORE

HIGHLIGHTS:

- Frequent Transit Network: 20 routes
- Light Rail or Bus Rapid Transit from Central Falls to CCRI Warwick and T.F. Green Airport
- MBTA Commuter Rail service to Providence and T.F. Green Airport every 15-30 minutes
- New crosstown routes

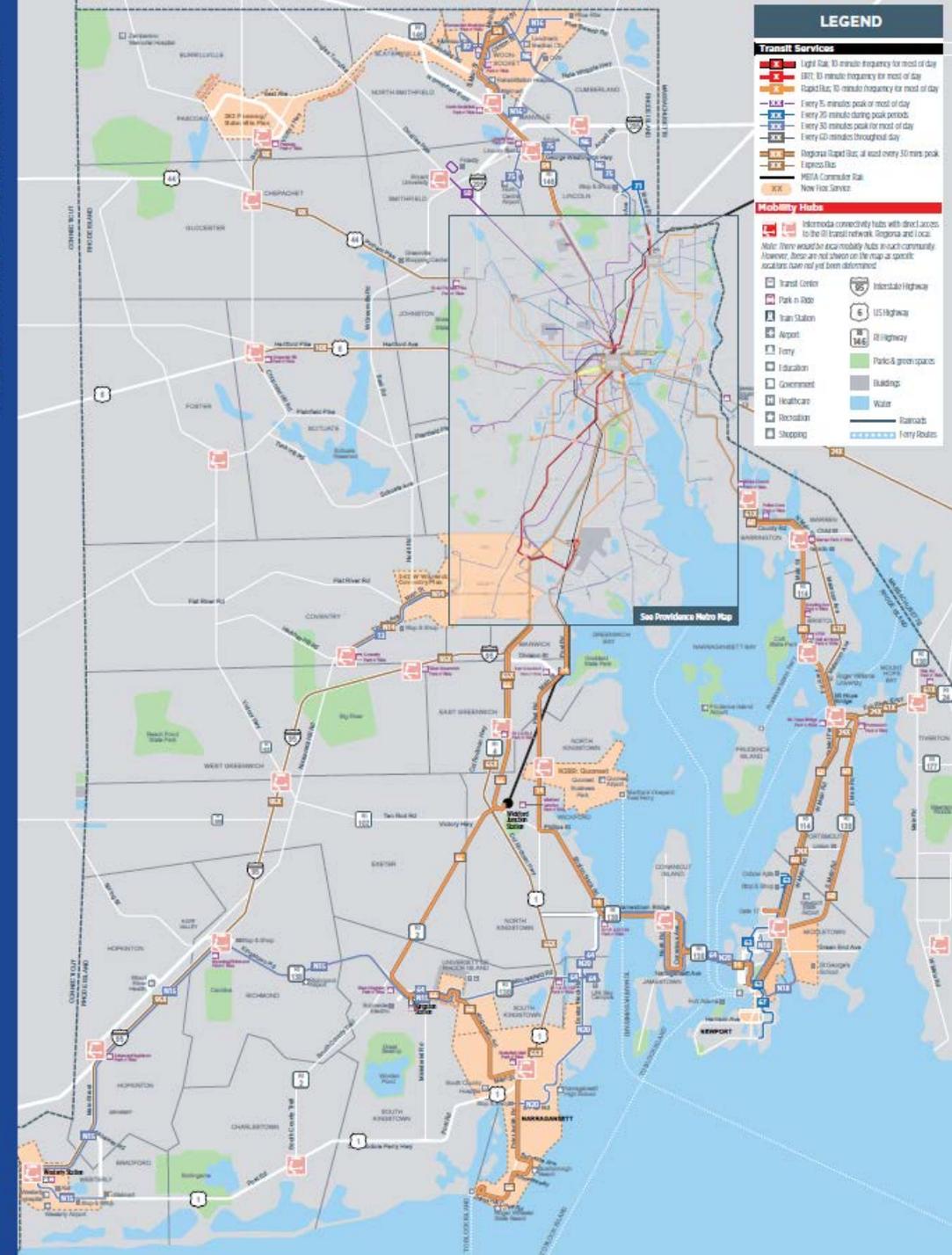


STATEWIDE

HIGHLIGHTS:

- Regional Rapid Bus on 4 routes
- Statewide service partnerships
- On-Demand Flex/Microtransit Service in select suburban communities
- Enhanced bus stops systemwide
- 39+ Mobility Hubs statewide

RECOMMENDED SCENARIO
STATEWIDE SERVICES



BENEFITS

SERVICE FREQUENCY:

- Average bus frequency increases from 30 to 20 minutes (40% improvement)
- Rail frequency increases from 60 to 15 minutes (300% improvement)

TRANSIT ACCESS:

- Rhode Islanders within ½ mile of frequent transit: from 8% to 50%
- Low income residents within ½ mile of frequent transit: from 22% to 86%

JOB ACCESS:

- Jobs within ½ mile of transit: from 86% to 90%
- Jobs within ½ mile of frequent transit: from 20% to 59%

ADDITIONAL BENEFITS:

- Increased ridership
- Increased non-SOV travel share
- GHG emissions reduction
- Transit-oriented development

BY THE NUMBERS

Olneyville to East Providence:

- Transit Emphasis Corridor
- 37% faster, 2x the off-peak frequency

Newport Visitors Center to TF Green:

- Regional Rapid Bus
- From 7 round trips to 30 minutes all

Newport Visitors Center to TF Green:

- Regional Rapid Bus
- From 7 daily RTs to 30 minutes all day

Central Falls to CCRI Warwick:

- BRT or Light Rail
- 54% faster, 10 minutes all day



FUNDING PLAN

- A funding plan is now in development, to identify potential funding sources and strategies



Funding Options

Introduction

Transit Forward RI is examining a large number of ways to improve transit throughout Rhode Island. Section 5307 provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, and job access and reverse commute projects. Funding is allocated through a formula based on fixed guideway vehicle revenue miles, fixed guideway passenger miles, bus vehicle revenue miles, bus passenger miles, population, and population density. This is Rhode Island's primary source of annual federal capital funds; in FY 2019

**1
TO
4
YEARS**

IMPROVE AND EXPAND SERVICES AND LAY GROUNDWORK FOR BIGGER IMPROVEMENTS

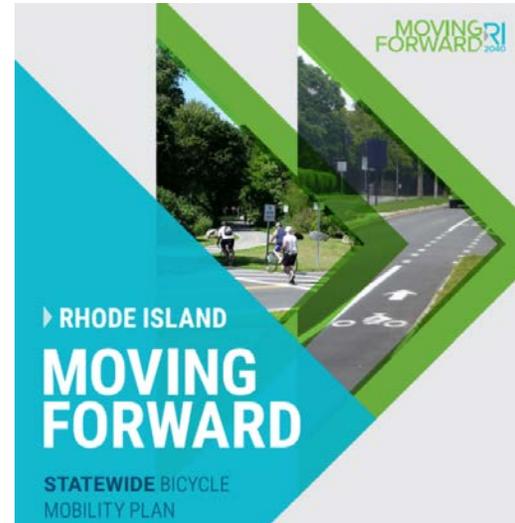
- Develop a funding plan and strategy to leverage existing and new funding sources with broad-based public support**
- Develop a Frequent Transit Network developed by increasing service on existing local routes**
- Provide more frequent service for longer hours on other local routes, with an emphasis on improving midday and evening services in high need areas**
- Use of MBTA Commuter Rail passes on Amtrak trains**
- Complete Pawtucket/Central Falls commuter rail station**
- Introduce app-based reservations, fare payment, and vehicle tracking for Flex service**
- Implement bus stop improvements at high volume stops**
- Initiate project development for highest priority LRT and/or BRT lines and Rapid Bus lines**
- Develop bus lanes and Transit Signal Priority in LRT/BRT and Rapid Bus corridors and Transit Emphasis Corridors**
- Extend the R-Line to Central Falls as precursor to LRT/BRT development**
- Begin to implement bus on shoulder improvements**
- Provide additional services to special events**
- Implement a Service Partnership Program to encourage third-party funding for transit expansion**
- Begin making pedestrian improvements to and from major transit locations**
- Implement joint MBTA, RIPTA, SRTA, and GATRA fares**
- Implement the first services to new areas**

<p>5 TO 10 YEARS</p>	<p>FOCUS ON HIGH CAPACITY TRANSIT</p> <ul style="list-style-type: none"> Construct the first High Capacity Transit lines Continue to implement frequency and span improvements Continue to expand service to new areas Implement transit priority at traffic chokepoints Develop new park and ride lots Develop an east-west Transit Emphasis Corridor Improve rail service to TF Green Airport, including development of an Amtrak Station Make bus stop improvements at more stops Develop new regional and community transit hubs Continue to improve pedestrian and bicycle conditions at and around major transit facilities Develop new Mobility-as-a-Service options
<p>11 TO 20 YEARS</p>	<p>A COMPREHENSIVE STATEWIDE SYSTEM</p> <ul style="list-style-type: none"> Frequent rail service between Providence and Boston Additional High Capacity Transit lines Continued development of mobility hubs Pedestrian improvements at and around major transit facilities Continued development of Mobility-as-a-Service options

IMPLEMENTATION NOW UNDER WAY

- Rail and intermodal stations – Pawtucket/Central Falls, Providence, T.F. Green
- Regional rail – Providence to Boston planning underway
- New transit hubs – CCRI, URI
- Mobility on Demand – pilot planning underway
- Transit Emphasis Corridors – striping of DTC, Pawtucket/Central Falls bus lanes
- Route 146 bus-on-shoulder
- Transit signal priority – expansion & technology upgrades underway
- Fare system upgrade including Earn-as-You-Go – WAVE implementation underway
- Fare integration – RIDOT/Amtrak/MBTA cross-honoring agreement

CONTEXT OF THE TRANSIT MASTER PLAN



Component of a suite of transportation plans including Long Range Transportation Plan, Congestion Management Plan, Bicycle Mobility Plan, and State Rail Plan



TIMELINE MOVING FORWARD



- September 10 SPC – TMP & State Rail Plan
- September 24 TAC – Full LRTP presentation
- October 8 SPC – Authorize public hearing
- October 9 – Open public comment
- October 29 TAC – Public hearing
- November 9 – Close public comment
- November 19 TAC – Review comments
- December 10 SPC – LRTP adoption

THANK YOU!

