

DOWNTOWN TRANSIT CONNECTOR (DTC)... coming soon

More Bus Service

A bus every 5 minutes or better in each direction between the Hospital District, Jewelry District, DOWNCITY, Kennedy Plaza and the Providence MBTA/Amtrak Station.

8 RIPTA routes will be extended to serve the DTC:

- 3 Warwick Ave.
- 6 Prairie Ave/R.W. Zoo
- 50 Douglas Ave/Bryant U.
- 51 Charles St/CCRI Lincoln
- 55 Admiral St/PC
- 58 Mineral Spring Avenue
- 62 URI/South Kingston
- 72 Weeden St/Central Falls

Routes 1 and 92 will also serve some DTC stops.

Bus trips to the Hospital and Jewelry Districts will more than double by 2019.

Innovation and Education

9 colleges and universities will have one seat rides to Providence's innovation and medical districts once the DTC opens: URI, Bryant, PC, Brown, JWU, RIC and CCRI campuses in Lincoln, Warwick and Providence.

Fewer Transfers

Hospital District employees will have one-seat rides to work from Smithfield, Lincoln, Central Falls, Pawtucket, Cranston, North Providence, South Providence, Warwick and South Kingston.

Visitors to Roger Williams Park and residents of South Providence will have one-seat rides to and from the Providence MBTA/Amtrak Station.

Offering more frequent and reliable bus transit service
Serving 6 stops with shelters, seating and digital displays

Buses every 5 minutes or better between Providence Station and RI Hospital (weekdays)



The DTC is part of a shared RIPTA and City vision for better transit service through Downtown Providence. It is funded in part through a \$13 million federal grant.

DOWNTOWN TRANSIT CONNECTOR (DTC)... coming soon

DTC Stops

- Providence Train Station
- Kennedy Plaza
- Dorrance Street
- Dyer/Ship Street
- Eddy/South Street
- Hospital District

Most stops will have shelters. All will have seating and real time digital displays.

At Kennedy Plaza and the train station, the DTC shelters will be integrated with other planned transit center improvements.

Transit Priority

Dedicated bus lanes along certain segments and extended green lights for buses (as used on the R-Line today) will increase the reliability of service. Some parking spots will be removed.

Bike and Pedestrian Features

Separated bike lanes will be added along Exchange Street. The City of Providence will be installing bike share stations near DTC shelters and throughout downtown.

New crosswalks, curb bump-outs and wider sidewalks will improve safety near DTC stops. The Ship Street stop will be adjacent to the Providence River pedestrian bridge opening in 2018 and will intersect with City Walk, a planned 8+ mile recreational pathway connecting Providence neighborhoods.



Rendering of planned DTC stops on Dyer Street at Ship Street, near Wexford and the future waterfront park



Planned DTC stop in Kennedy Plaza



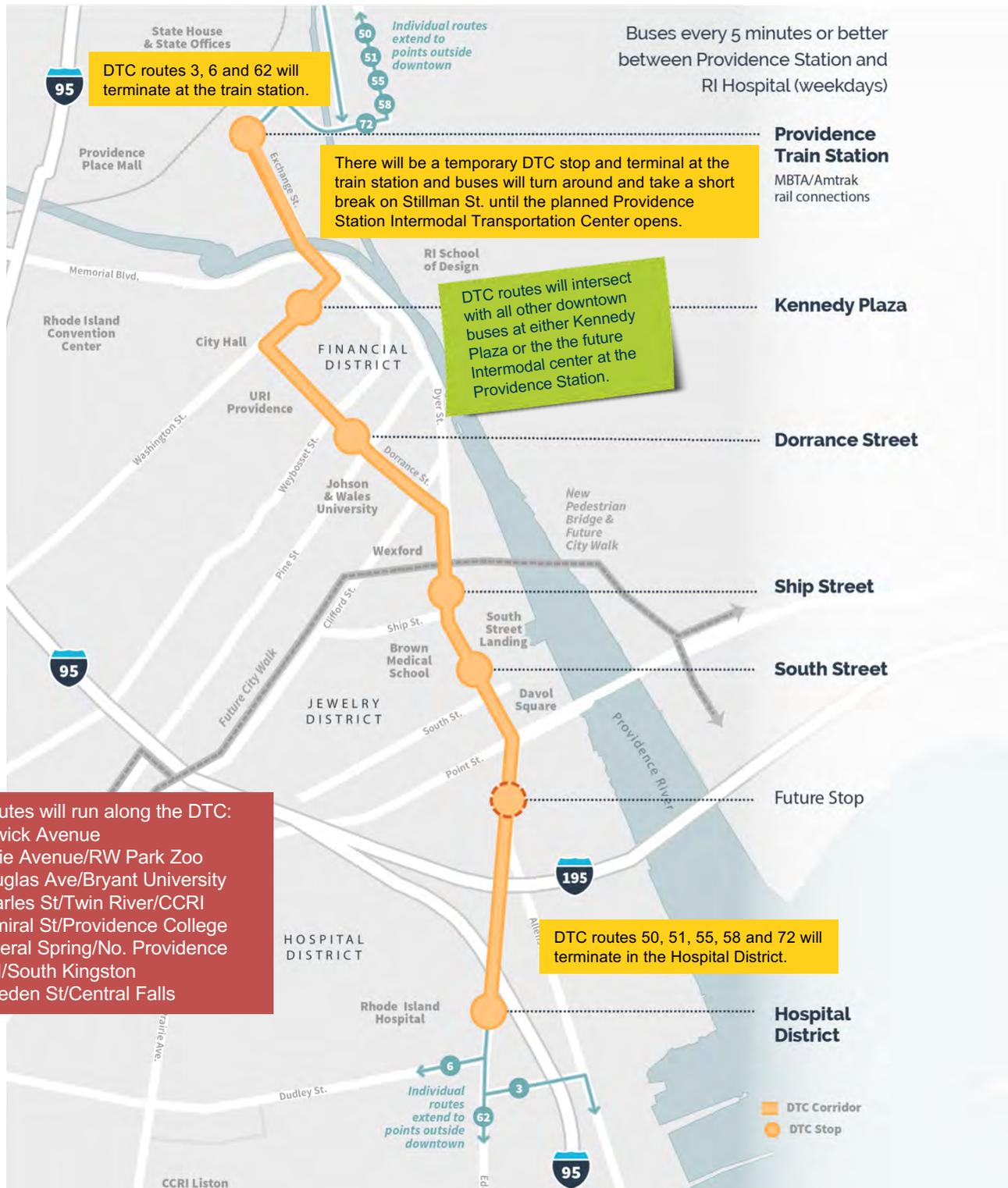
DTC stop by South Street Landing on Eddy Street

Dorrance Street stop by Johnson & Wales — at night

JOIN OUR MAILING LIST

Visit www.RIPTA-DTC.com for more information and to sign up for construction updates and other announcements.

FREQUENT BUS SERVICE



There will be a temporary DTC stop and terminal at the train station and buses will turn around and take a short break on Stillman St. until the planned Providence Station Intermodal Transportation Center opens.

DTC routes will intersect with all other downtown buses at either Kennedy Plaza or the the future Intermodal center at the Providence Station.

- 8 RIPTA routes will run along the DTC:
- 3 Warwick Avenue
 - 6 Prairie Avenue/RW Park Zoo
 - 50 Douglas Ave/Bryant University
 - 51 Charles St/Twin River/CCRI
 - 55 Admiral St/Providence College
 - 58 Mineral Spring/No. Providence
 - 62 URI/South Kingston
 - 72 Weeden St/Central Falls

Service Benefits

5 Minute Frequency

- Buses will run every 5 minutes or better between RI Hospital and the Providence Train Station.
- Those traveling to and from destinations along the corridor have short waits and no need to consult a schedule.

More Reliability

- Transit signal priority and bus lanes will help keep buses on schedule.

Fewer Transfers

- Residents of So. Providence will have one-seat rides to the train station.
- Hospital workers from N. Providence, Central Falls, Lincoln and other points north will have direct rides to work.
- Tourists arriving at the train station have convenient service to RWP Zoo.

More Service to Employment Areas

- Service to the Hospital and Jewelry Districts will more than double over today's levels.

Innovation & Education

- With the DTC, 9 colleges and universities will have direct transit links to Providence's innovation and medical districts.

HOSPITAL DISTRICT

**What about...
Emergency Vehicles?**

Ambulances and other emergency vehicles will be able to use dedicated transit lanes at any time.

Private vehicles will not be allowed in bus lanes unless they are making the next available right turn.

This represents the long term plan for DTC stops in the Hospital District. Temporary stops may be needed. RIPTA is currently considering several options for construction phasing.

- Transit lane
- Bicycle lane



Existing access to parking lot relocated

Northbound transit lane

**What about...
Snow removal?**

During major snow events, it is acknowledged that general traffic lanes receive top priority and that snow may need to be stored in the bus lane and parking lanes. During these periods, the bus lane may be temporarily impassable and buses will use the general traffic lanes. At a minimum, snow will be cleared from the areas around bus stops.

EDDY STREET AT SOUTH STREET



Sidewalks along Eddy Street by South Street Landing are too narrow to accommodate bus shelters.

Upgraded traffic signal to improve traffic flow

Existing, discontinuous bicycle lanes removed from Eddy Street.

Transit lane



What about ... traffic in this area?
Point Street handles much traffic during peak travel hours, with cars coming to and from the Hospital and Jewelry Districts. Signals will be upgraded and retimed to help the flow of traffic. Dedicated bus lanes will stop north of this intersection in order to preserve existing turning movements and the capacity of existing driving lanes.

Northbound transit lane



Southbound transit lane

Why is ... this DTC stop so close to the one on Eddy Street at Ship Street?
The stops will be about 600' apart, which is typical for urban bus stops. Originally, a second Jewelry District stop was planned south of Point Street, on Eddy near Allens Avenue. But, due to the lack of development and activity in that area, RIPTA and the City decided it would be more effective to place the stop near the Nursing Education Center, Davol Square other active destinations.

DYER STREET AT SHIP STREET



Northbound DTC stop and transit lane

Transit lane

Southbound transit lane



A new pedestrian signal will be installed to serve the DTC stops and City Walk.

12 parking spaces removed (both directions) between Dorrance and Ship; 26 spaces retained

Northbound buses operate in mixed traffic approaching Dorrance

Upgraded traffic signal to improve traffic flow

What about...
A shared bus-bike lane?

Shared bus-bike lanes along the DTC are not recommended due to safety concerns; the frequency of bus service will exceed guidelines for shared lanes.

DTC will include bikeshare stations near the bus stops and bike racks at stops. Additionally, bicycle lanes are proposed on Eddy St. south of Allens Ave. and on Exchange St.

DORRANCE STREET

 Transit lane

5 parking spaces removed (southbound only) between Clifford and Dyer (would be removed anyway for proposed hotel); 4 northbound spaces retained

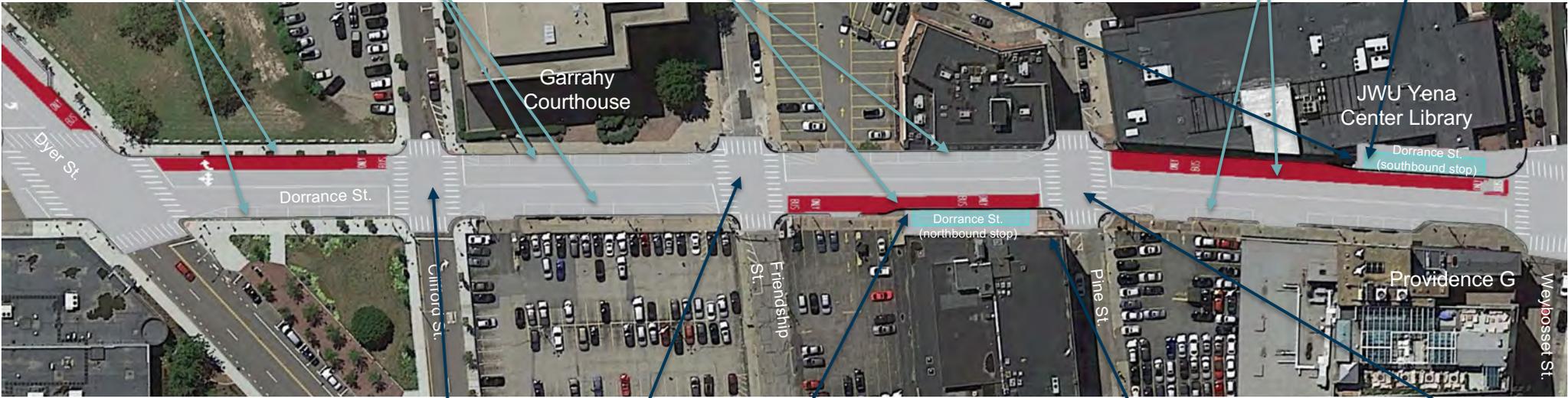
7 southbound parking spaces and 6 northbound spaces retained between Friendship and Clifford

6 southbound parking spaces retained between Pine and Friendship; 4 northbound parking spaces removed



7 parking spaces removed (southbound only) between Weybosset and Pine; 5 northbound spaces retained

Widened sidewalk



What about...
Parking removal near Garrahy Courthouse?

The state is building a large parking garage behind the courthouse, which will increase parking capacity in the area. Parking between Clifford and Dyer Streets was proposed for removal prior to DTC planning in order to accommodate driveway access for a new hotel on this block.

Upgraded traffic signal to improve traffic flow

Upgraded traffic signal to improve traffic flow

Widened sidewalk



Upgraded traffic signal to improve traffic flow

DORRANCE STREET

Upgraded traffic signal to improve traffic flow

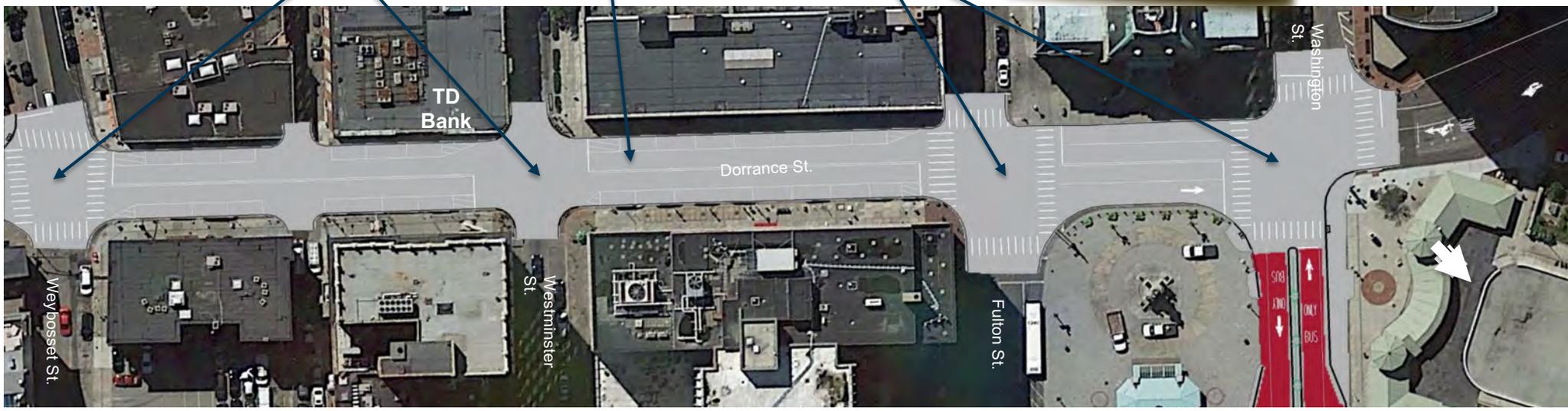
Buses operate in mixed traffic through this segment

Upgraded traffic signals to improve traffic flow

What about..... Traffic?

Transit signal priority, a technology used along the R-Line today, will extend green lights for buses. This will make transit more reliable and help the flow of traffic throughout the corridor.

No parking spaces will be removed along this section of Dorrance Street.



What about...
Bus lanes on Dorrance Street?

Transit lanes are not included on the most narrow portions of the corridor, retaining on-street parking as a buffer between vehicles and pedestrians. Several segments of the corridor include widened sidewalks to create more space between pedestrians and buses.

KENNEDY PLAZA



East Approach will be closed to bus traffic as part of the City's long term vision for Kennedy Plaza.

 Transit lane



Why are.....

buses shown running both directions through Kennedy Plaza?

As part of the City's long term vision for a more vibrant, active Kennedy Plaza, all RIPTA service will eventually run on Washington Street in a two-way, bus-only transitway. This transformation will not be complete until a new Providence Station Intermodal Transportation Center is built.

The Kennedy Plaza DTC stops will be located to the west of a widened central crosswalk



What about.....

Other bus service in Kennedy Plaza?

RIPTA will operate the DTC and other bus routes through Kennedy Plaza. The consolidation of bus berths onto Washington Street will be enabled by the shifting of driver layover to the future Providence Station Intermodal Transportation Center — but Kennedy Plaza will still be served and DTC riders will be able to connect to other bus routes.

EXCHANGE STREET

Permanent DTC station location to be determined by Providence Intermodal Transit Center (PITC) project

Temporary layover for 3 DTC routes will occur on Stillman Street until the Providence Station Intermodal Transportation Center is built.

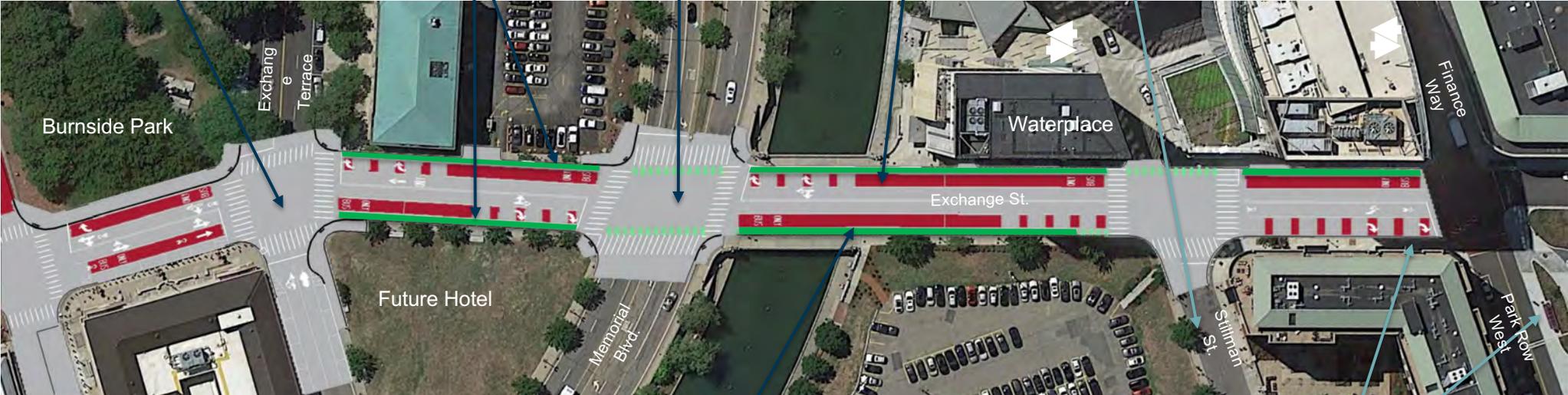
█ Transit lane
█ Bicycle lane

Upgraded traffic signal with bicycle phase to improve traffic flow

Bicycle lanes added

Upgraded traffic signal with bicycle phase to improve traffic flow

Southbound transit lane



Northbound transit lane

Where will.....
Bike share stations be located?

The DTC project has contributed funding to support the City's electric-bike share system, launching in 2018. Bike share docking locations are not yet finalized, but will likely include Providence Station and others near other DTC stops.



What about.....
Maintaining DTC service during Waterfire?

RIPTA and the City are working to ensure DTC service can operate on Waterfire nights and during other special events.

DTC buses will use the R-Line stop on Park Row West and layover on Stillman Street. Once the Providence Station Intermodal Transportation Center is built, DTC operations will move into the new facility.

SHELTERS & OTHER STOP AMENITIES

DTC stops will have unique shelters to “brand” the service as frequent and reliable. Other features will help create a safe, welcoming space for riders.

Mid-sized shelter — Dorrance Street



Shelters

- Most DTC stops will include a shelter with seating
- Some sidewalks are too narrow for a shelter:
 - Dorrance Street (northbound stop)
 - South Street (both directions)
- Shelters at Ship Street will be larger and have leaning rail with counter

Shelter lighting — Dorrance Street



Stop with totem, display screen, trash bin and bike rack — South Street



Other Features

- All stops will have:
 - Seating
 - Large totems with information display screens
 - Trash bins
 - Lighting at night
- Many stops will have:
 - Bike racks
 - Bike share stations in the vicinity

Example of a bike station (to be located near DTC stops)



Larger station with leaning rail and counter — Ship St.



Pedestrian Safety Enhancements

- Curb bump outs
- Wider sidewalks
- Improved crosswalks
- Updated pedestrian crossing signals

Not a DTC stop — but an example of a curb bump out at a bus stop



Digital information displays will be available at each DTC stop.
 Post a sticky note to tell us: **What type of information would be most helpful to you?**

Digital information displays

- Providing bus schedules and real time arrival data
- “Non-transit” information can also be shared
- Easily changed/updated for special events
- Embedded and inset within totems to limit damage



What information would you like to see displayed?

Examples include:

- Weather updates or local news?
- Service alerts / safety information?
- Community events and activities?
- Wayfinding information?



Community Events & Activities



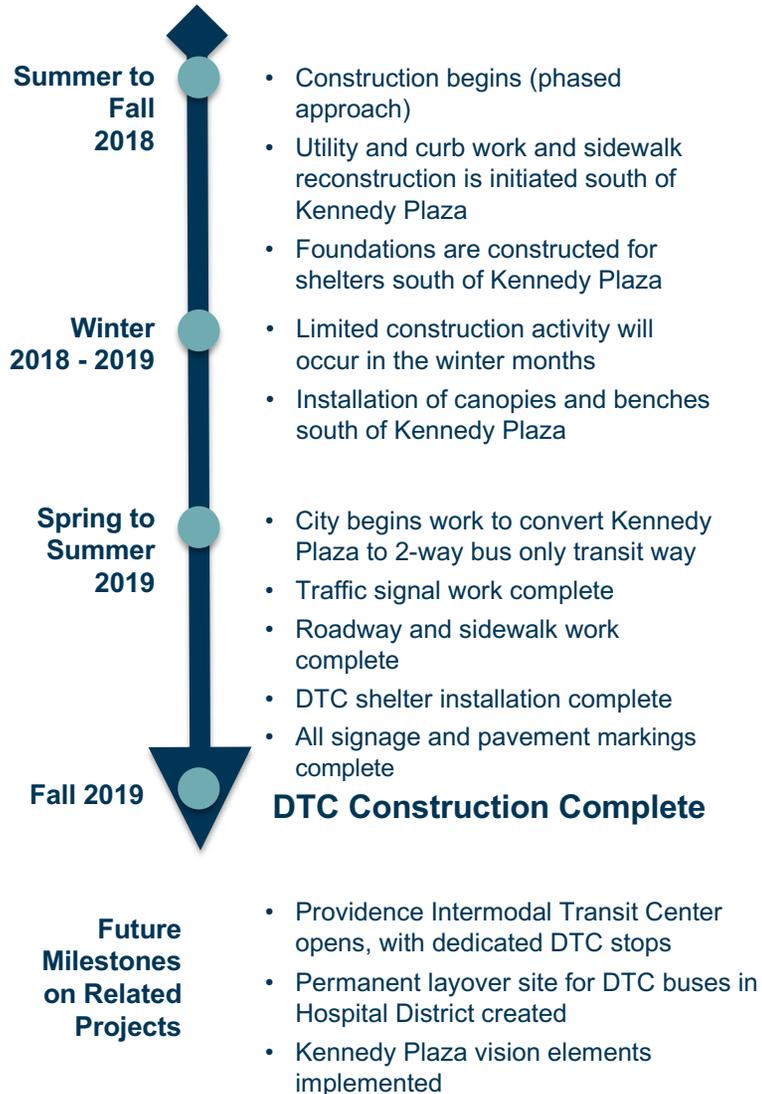
Weather Updates



Service Alerts

Anticipated Construction Timeline

(subject to change based on actual bids received and contract award)



Sign up for periodic construction updates at:
www.RIPTA-DTC.com

Will the project be constructed all at once?

A phased approach is intended for construction, to allow for resolution of design details near the southern end of the project in the Hospital District.

Will bus stops be closed during construction?

There may be temporary minor service detours and shifts in bus stop locations. All RIPTA routes will continue to operate.

Will sidewalks be closed?

Temporary sidewalk closures may be needed on one side of the street at a time to allow for shelter installation, utility work, sidewalk widening, etc.

How will local traffic be affected?

Construction activities in the street and sidewalk will be accommodated primarily through temporary parking restrictions and lane use modifications. Some temporary detours may be required.

How will businesses be affected?

Construction contractors will be required to maintain access to all local businesses during construction.