



Kennedy Plaza and Providence Downtown Transit Connector PUBLIC MEETING

May 2017



WHAT IS THE DTC?

- 1.5 mile corridor between Providence Station and the Hospital District
- High frequency RIPTA service (~ 4-5 minutes) during peak periods
- Six paired stations with passenger amenities
- Bus-only lanes along Exchange Street, and parts of Dorrance, Dyer, and Eddy streets, by repurposing on-street parking
- Traffic signal optimization and extended green lights for buses (“transit signal priority”)
- Opportunities for place-making and project branding at stations and along the corridor as a whole



Grand Rapids, MI



Santa Monica, CA

WHY THE DTC?

- Extending 7 RIPTA routes (1, 3, 6, 51, 55, 58, 72) for the length of the corridor will provide frequent, direct (one-seat) rides between the train station and Hospital District
- Transit priority treatments will mean faster, more reliable RIPTA service
- Increased mobility for an estimated 2,000 new residents and 1,500 new employees expected to move into corridor over next three years
- Passenger amenities, distinctly branded stations and intuitive service will also attract new riders



Boston (Washington St.)



New York City

BENEFITS OF INFRASTRUCTURE ELEMENTS

- Achieving the expected DTC benefits requires a suite of bus priority design features:

	More reliable travel times	Faster travel times	Capacity to provide more frequent service	Better visibility	Better passenger waiting environment	Improved mobility for emergency vehicles
Bus-only lanes	✓	✓	✓	✓		✓
Stations				✓	✓	
Transit signal priority		✓	✓			*

** Would require emergency vehicles to be outfitted with appropriate equipment.*

DTC BENEFITS

- Reduce travel times for buses and autos
 - Afternoon peak travel time reductions for buses (20-30% savings) and for autos (5-7% savings).
- Not only faster, but also more reliable travel times for bus passengers
- Improved mobility for emergency vehicles, which are allowed to use the lanes to bypass traffic
- Better waiting environment for passengers and increased visibility of transit



New York City



Unique station design, Paris

DTC BENEFITS



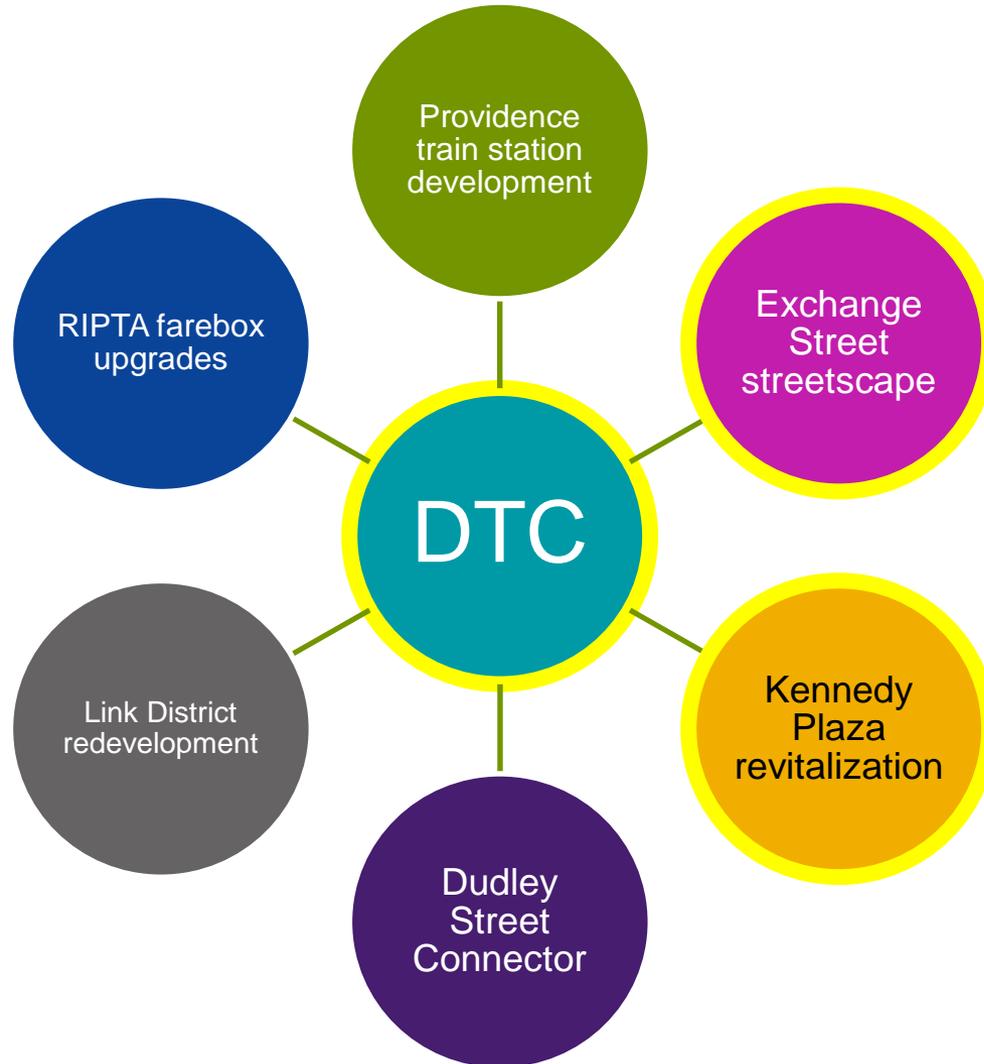
Santa Monica, CA



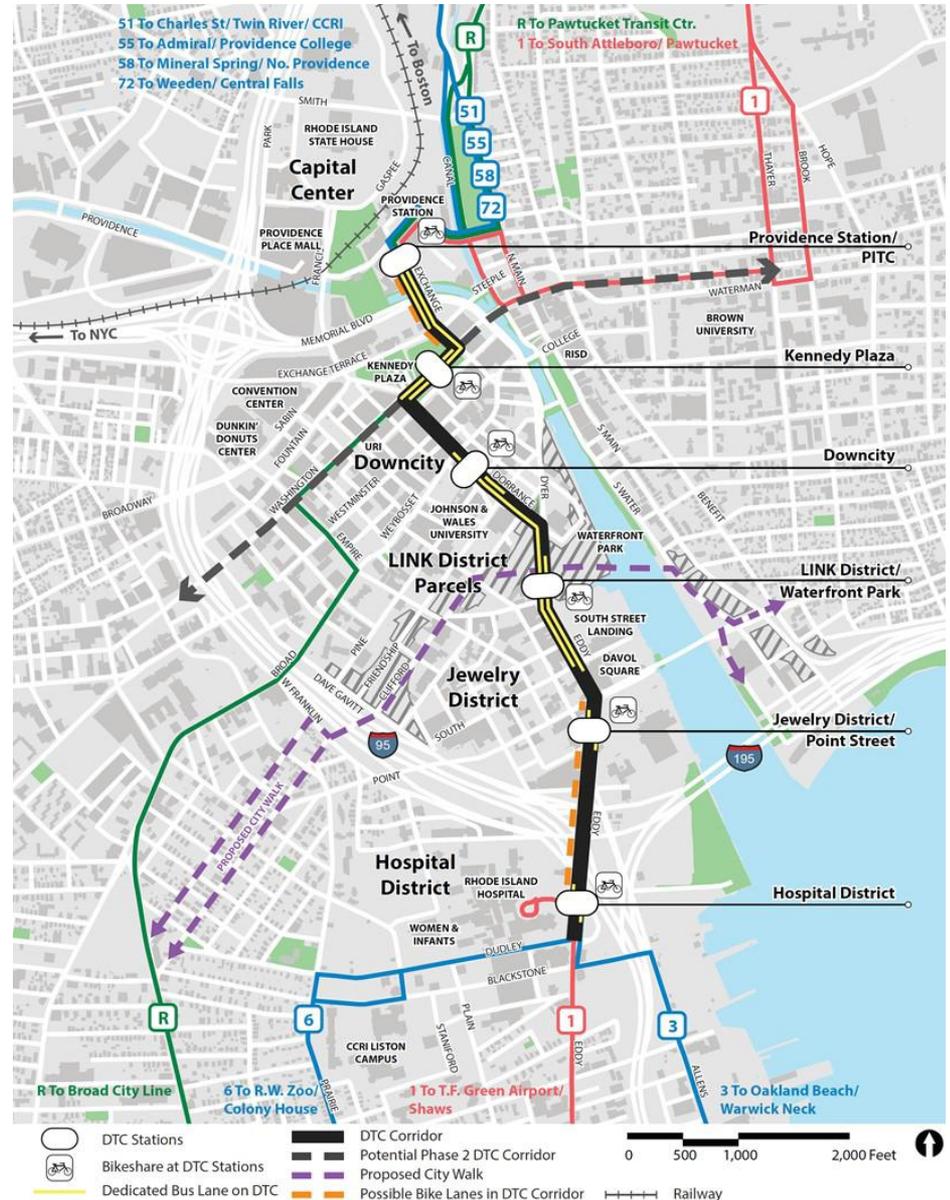
Kansas City

- Bikeshare docks at DTC stations will enhance “first mile/last mile” connectivity for people using transit for a portion of their trip.
- Opportunities to enhance environmental resilience, such as the use of electric buses (being investigated)
- Unique canvas for public art opportunities
- A technology-enabled corridor can provide information on mobility options, parking availability, and nearby attractions

INTEGRATION WITH OTHER PROJECTS



WHERE IS THE DTC?



HOSPITAL DISTRICT TO POINT STREET

Dedicated bus lanes

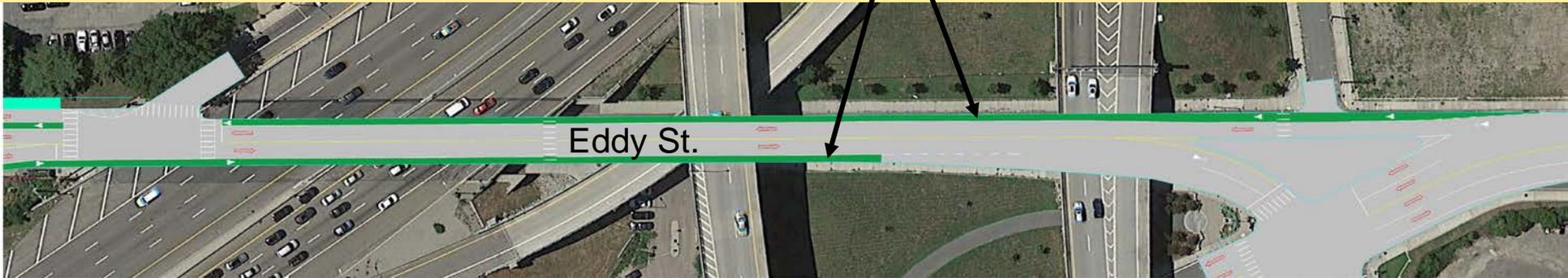
DTC station

Bicycle lanes



HOSPITAL DISTRICT TO POINT STREET

Bicycle lanes

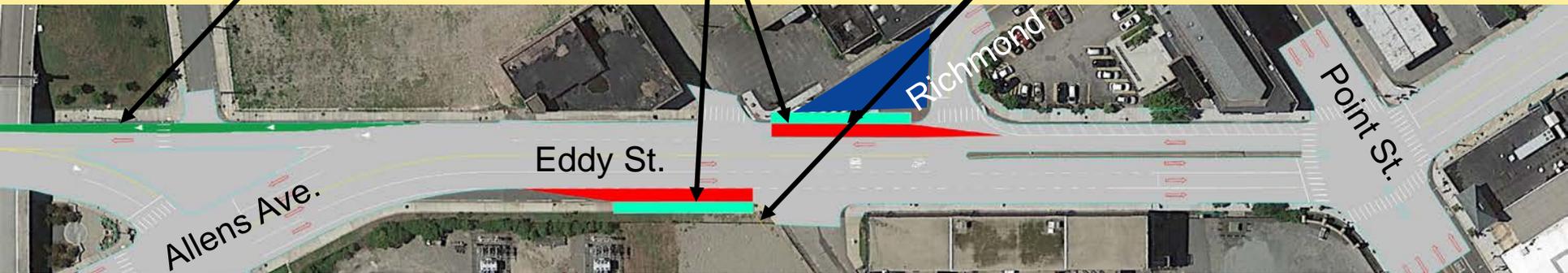


HOSPITAL DISTRICT TO POINT STREET

Bicycle lanes

Dedicated bus lanes

DTC station



POINT STREET TO DORRANCE STREET

Dedicated bus lanes



POINT STREET TO DORRANCE STREET

DTC station

Dedicated bus lanes



DYER STREET TO WASHINGTON STREET

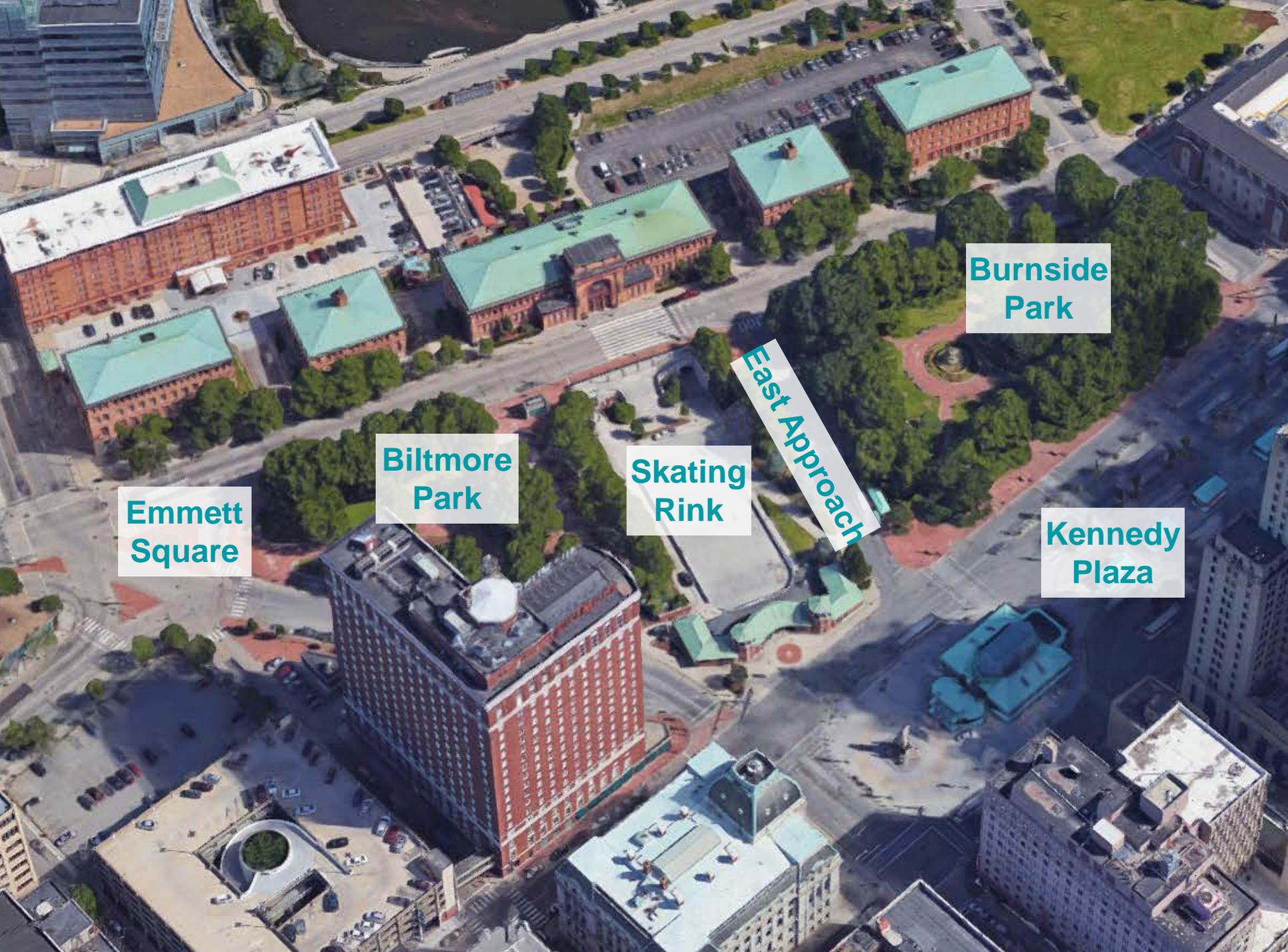
Dedicated bus lanes

DTC station





KENNEDY PLAZA



Emmett Square

Biltmore Park

Skating Rink

East Approach

Burnside Park

Kennedy Plaza







STREET

main | 2 avenue





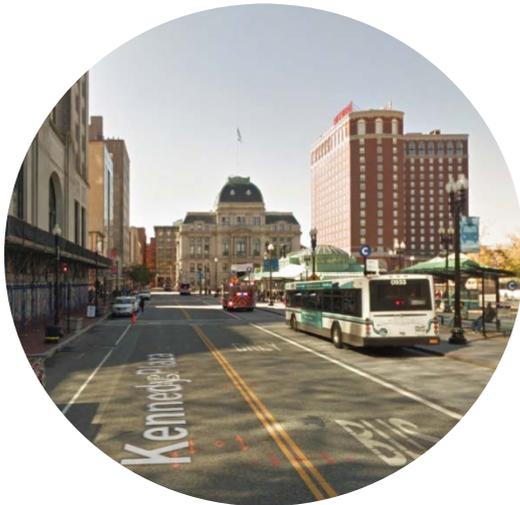
Kennedy Plaza Public Meeting, February 2017

Goals for the next phase of Greater Kennedy Plaza



- **Transform Greater Kennedy Plaza into an active, vibrant, safe and attractive city center.**

- Improve connectivity between Burnside Park, the Skating Rink, and Biltmore Park.
- Improve pedestrian safety.
- Better balance the benefits and impacts of bus activity.
- Create space for programming and revenue generating activities.
- Create a more welcoming front door to the Industrial Trust building across Fulton Street.
- Maintain a transit-rich environment in GKP.



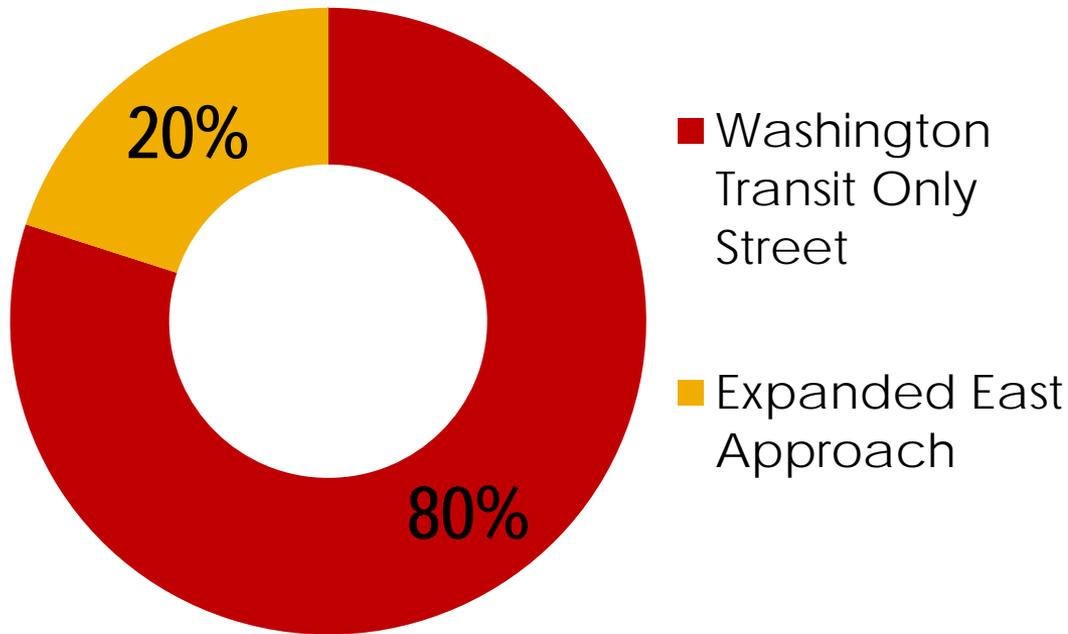
Design Considerations

- Must accommodate 3-4 bus berths in each direction (6-8 total)
- Burnside Park is considered a historic resource
- Building in the Plaza, Skating Rink, and Monument – fixed assets?
- Build upon recent investments
- Size and configuration of public spaces
- Minimize capital and operational costs



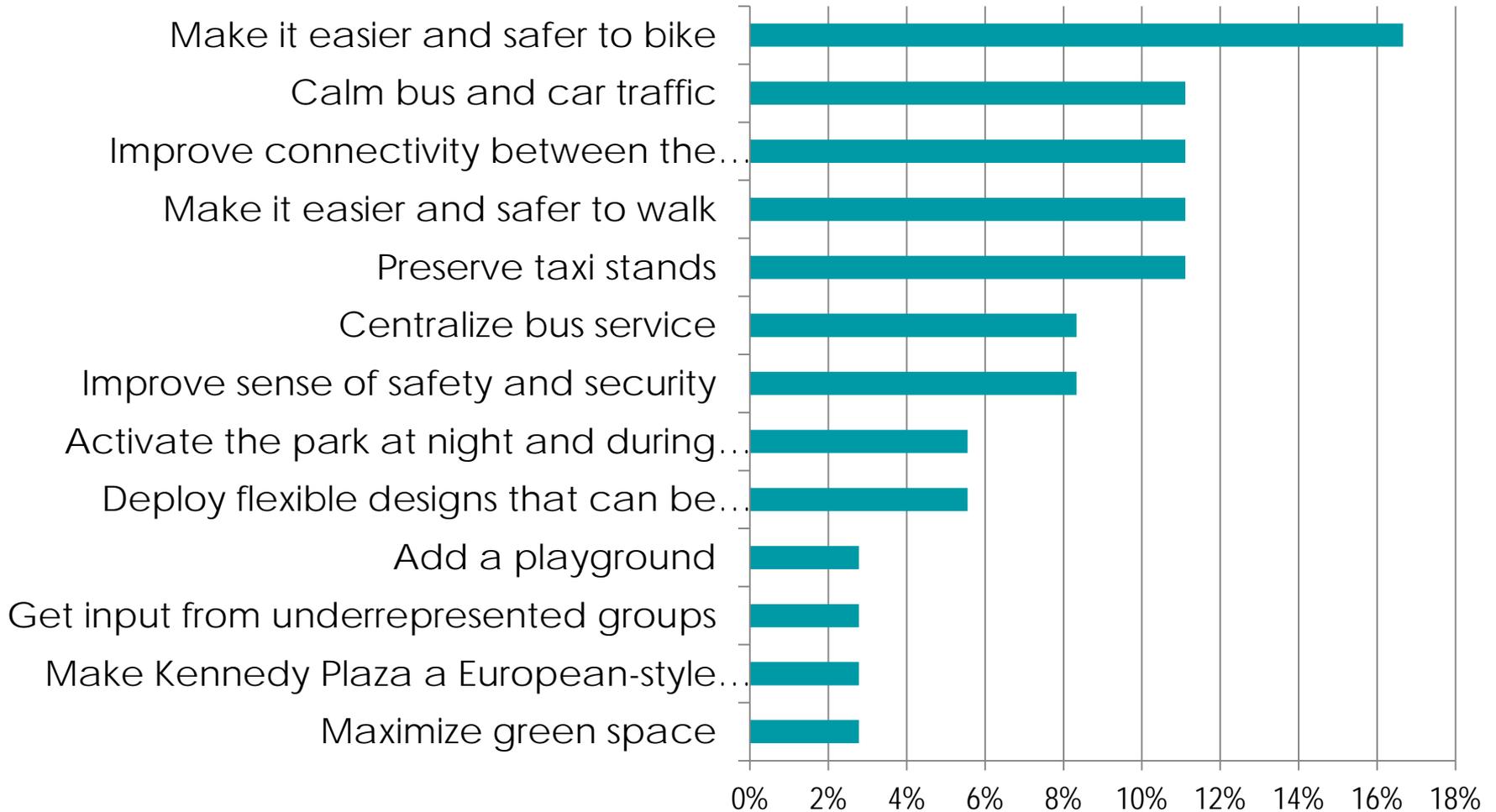
What we heard

Preferred Design Concept



What we heard

Recurring Themes

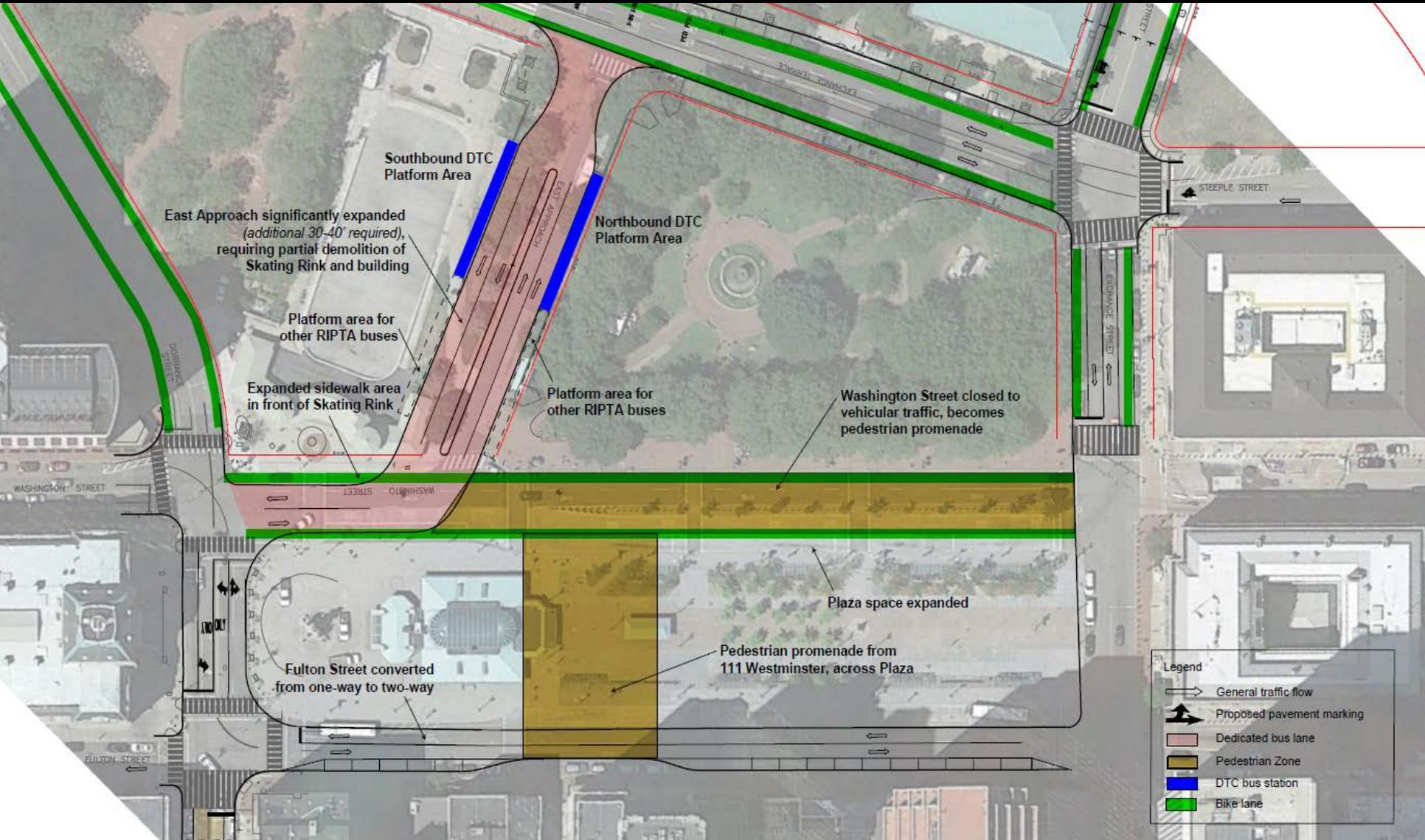


“Expanded East Approach”

- Minimizes bus activity near Fulton Street
- Allows part of Washington to be closed, connects the Plaza to Burnside Park
- Easy transfers for bus riders
- Heavy bus activity on Exchange Terrace
- Requires construction of new, much wider road at East Approach
- Requires relocation of Skating Rink, cannot expand into historic Burnside Park



"Expanded East Approach"

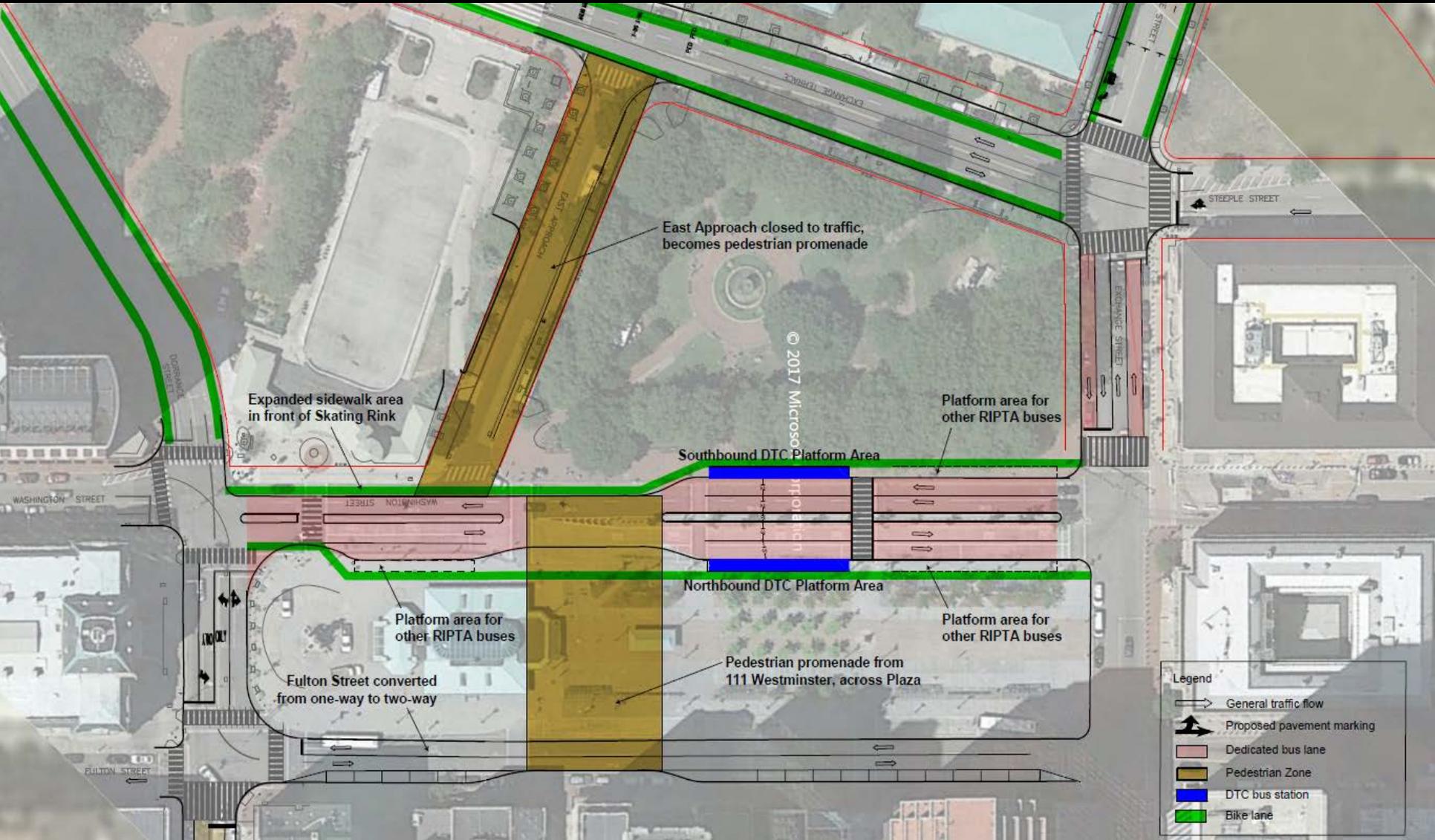


“Transit Only Washington”

- Minimizes bus activity on Fulton and Exchange Terrace
- Allows East Approach to be closed, creates contiguous public space between Biltmore Park, Rink, Burnside Park
- Creates a transit-only space for buses (no vehicular traffic)
- Easy transfers for bus riders
- Aligns RIPTA operations for efficient East-West and North-South service
- Minimal capital cost
- Builds upon recent investments



"Transit Only Washington"



Next steps for Kennedy Plaza

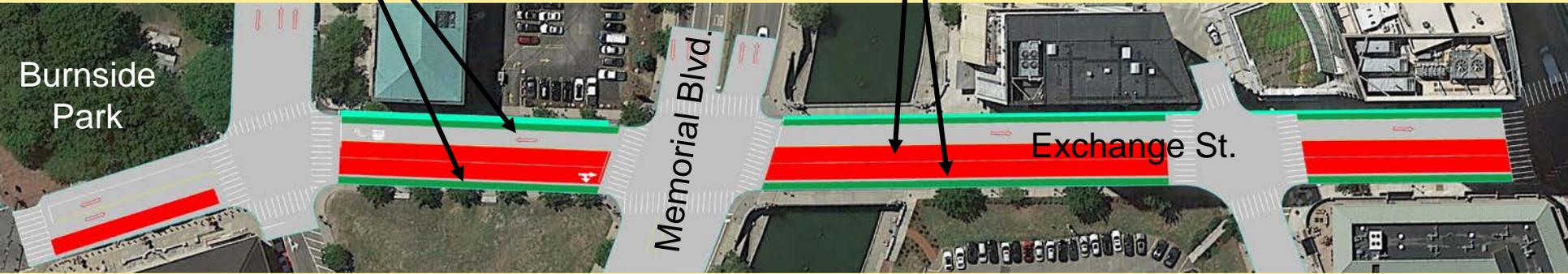
- Let us know what you think!
- What are the pros and cons of the two remaining options?
 - Pedestrian and bike safety
 - Aesthetics
 - Accommodates transit
 - Park space
 - Traffic circulation
 - Impact on surrounding properties
- City will announce final design in June 2017

KENNEDY PLAZA TO TRAIN STATION

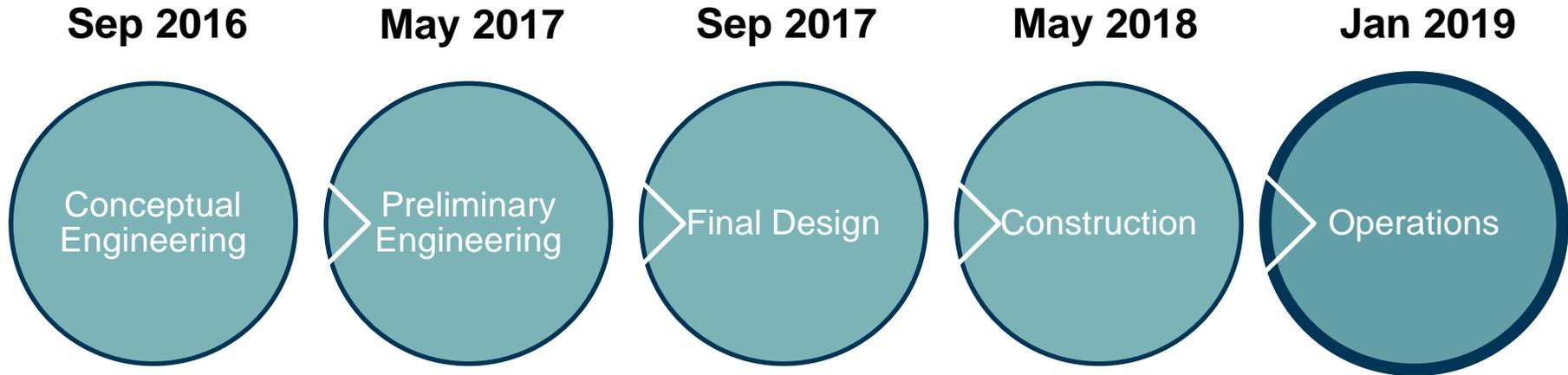
Bicycle lanes

Dedicated bus lanes

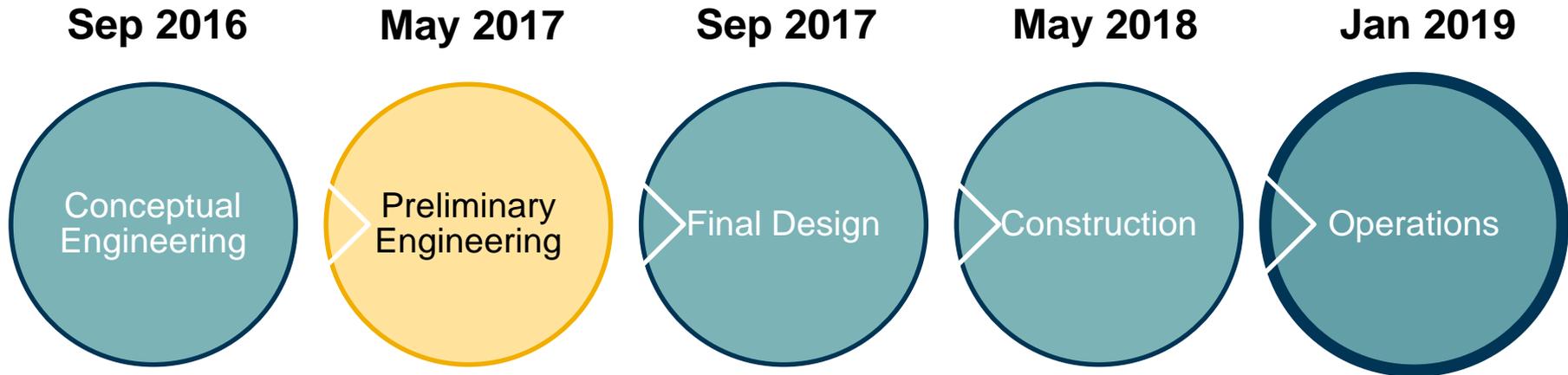
DTC station



PROJECT DEVELOPMENT SCHEDULE



PROJECT DEVELOPMENT SCHEDULE



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VISIT OUR STATIONS TO ASK QUESTIONS AND LEARN MORE!

