Thinking Outside the Bus

CREATIVE IDEAS FOR RHODE ISLAND PUBLIC TRANSIT
Why Invest in Rhode Island Public Transit?

- Transit Ridership is Less than Half the National Average
- Rhode Island’s Urban Populations are Declining
- Regional Competitiveness is an Issue
- Cities Struggling to Attract and Retain the Most Productive Workers, Particularly Millennials
- Greater Mobility Leads to Greater Productivity and Opportunity
Kennedy Plaza

- 75% of All RI Bus Routes
- 60% of All RIPTA Riders
- At Capacity and a Drag on Area Development
- No Longer the Center of Providence Job Growth
Local Mobility
DMV to Post Road, Warwick: 2.8 Miles

- 4 Minutes by Car
- 20 Minutes by Bike
- 55 Minutes on Foot
- 80 Minutes by Bus via Kennedy Plaza
Regional Transit Hubs

- Shorter, More Direct Bus Routes
- More Frequent Service
- Dramatically Better Local Mobility
- Catalysts for TOD
- Bus Routes to Kennedy Plaza Drop by Nearly 60%
Connecting the Dots
Must Be Fast, Frequent & Reliable

- **Express Bus** –
  - Less Direct
  - Affected by Traffic Delays
  - Adds to Congestion

- **BRT** –
  - Dedicated Right of Ways Speed Travel
  - Takes Up Scarce Roadway Space
  - Can Be as Expensive as Light Rail

- **Light Rail** –
  - 70% of Route is “Off Road”
  - Fastest and Most Reliable Option
  - More Scalable
Express Bus
Serves East-West Corridor

- Connects Olneyville/Rte. 6 Corridor to Light Rail in Cranston and Kennedy Plaza
- Regional Transit Hub in East Providence Serves East Bay North
RI Commuter Rail
A Long-Term Strategy

- Woonsocket to Pawtucket/Providence in Planning Stage
- Replace MBTA Service past Warwick with RI Commuter Rail
- Extend Service to Kingston/URI
- Future Stop in East Greenwich - Connect to Quonset by Bus
Extend the Model

- Four Regional Networks
  - Woonsocket Area
  - Urban Core/East Bay North
  - East Bay South
  - South Coast
- Serves 93% of the State
- Each Region Interconnected by Rail or Express Bus
Next Stop: Making Transit Work for Rhode Island

Develop a Comprehensive, Long-Range Transit Plan – Engage All Stakeholders

- Develop an Integrated Network of Light Rail, Bus, BRT, Commuter Rail and Bike Paths
- Plan for Future Growth and New Technologies
- Maximize Transit Oriented Development
- Make Regional Competitiveness a Priority
- Stimulate Economic Development
Set Achievable Goals

Over the Next Decade -

- Generate $2 of TOD for Every $1 Invested in Public Transit

- Double the Number of Regular Users of Public Transit
  - About 100,000 Average Daily Riders
  - Still Below the National Average

- Double the Number of Transit Commuters to Providence
  - Still Less than Half of Boston, and about 70% of Hartford