1. Overview of July 2020 Multi-Hub System
2. Stakeholder Outreach
3. Transfer Analysis
4. Benefits
5. Schedule
Innovation District Bus Hub

- 8 Bus Berths on National Grid Site located on Dyer Street
- Renovate existing historical structure to be used for RIPTA amenities and National Grid innovation hub/office space on other floors
- Will be built in phases.

Kennedy Plaza Bus Hub

- 6 Bus Berths with stops on Dorrance and Exchange Streets
- Washington Street with cars only eastbound/buses only westbound
- Traffic improvements in the surrounding area to accommodate the change in traffic patterns.
- Open space opportunities available for the City of Providence
Providence Train Station Bus Hub

- 8 Bus Berths with stops on Exchange and Railroad Streets
- New and improved bus and rail passenger amenities in the renovated train station
Stakeholder Outreach

• Multi-hub plan presented to stakeholders, received feedback and made adjustments

• Presented revised plan to the public and began stakeholder engagement:
  • Providence Chamber of Commerce, RI Foundation, Providence Foundation, GrowSmart RI, 195 Commission, GSA and Judge McConnell, Brown, JWU, Riders Alliance, Jewelry District Neighborhood Association, Press, Amtrak, Providence City Council and others

• Continue dialogue with National Grid

• Took public comment at RIPTA Board meeting

• Took comment and spoke with stakeholders

• RIDOT spoke at a Providence City Council Committee hearing

• RIDOT & RIPTA presenting at another RIPTA Board Meeting and attending the Providence City Council Committee hearing
  • Public comment expected at both meetings
Garrahy Courthouse Parking Garage Facility:
- Location of 8 bus berths and amenities are limited by available space
- First floor of parking garage was created with structural wall that would require renovation to existing structure
- Parking garage structure itself has a base slab to accommodate passenger cars and not the load from buses
- Would need additional property such as 101 Friendship Street parking lot, on street parking for additional berths, and displacement of first floor parking spots in the garage
- Traffic safety concerns from having bus and car use the garage
- Traffic safety concerns on Friendship & Clifford Streets

Mixed Use Proposal at Dorrance Street and Clifford Street:
- Proposed mixed use building has an estimated cost of over $60 million dollars and the proposal did not include a viable funding source
- Proposal on property not owned by the proposing parties
- Property owner was not supportive of the proposal and unwilling to participate in its construction
- No private sector partner interest was identified in the proposal
- RI Commerce assessment of the market for uses identified in this proposal are not viable in the current economic climate
In 2018, RIPTA bus routes serving downtown Providence served 48,009 passengers per weekday. Of those, 41,061 (85%) do not transfer. For the 15% who do:

<table>
<thead>
<tr>
<th>Transfer Type</th>
<th>Existing (pax. trips)</th>
<th>Proposed (pax. trips)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-seat ride</td>
<td>85% 41,061 (&lt;small&gt;includes 11 on 31-56 interline&lt;/small&gt;)</td>
<td>85% 40,984 (&lt;small&gt;Includes 27 on 20-56 and 32-57 interlines&lt;/small&gt;)</td>
</tr>
<tr>
<td>2-seat ride</td>
<td>15% 6,948</td>
<td>14% 6,578</td>
</tr>
<tr>
<td>3-seat ride</td>
<td>0% 0</td>
<td>1% 447</td>
</tr>
</tbody>
</table>

Note: Transfer rates presented here are based on RIPTA’s transfer tickets. When all transfers are included, such as those made by pass users, the transfer rates are approximately 29%
Providence Multi-Hub System Benefits Summary

• Bring employees closer to jobs while eliminating crowding experienced by having one hub
  • Lessons learned from COVID-19 regarding having high concentrations of people at one location mitigated by having a 3-hub system.
• The system will link major existing and future employment and residential centers such as:
  • Wexford, Garrahy Courthouse, Johnson and Wales University, Brown School of Professional Studies, City Hall, Convention Center, Federal courthouses, Financial district, Capitol Hill employees, Commuters to Boston, Providence Place Mall, and area restaurants.
• Lays the groundwork for transit-oriented development opportunities within the Innovation District.
• Creates the opportunity for the City of Providence to reimagine the central park system and recreate Kennedy Plaza, Burnside Park, and Biltmore Park into a centerpiece for pedestrian activity in the City of Providence.
• Opens up pedestrian linkages to the river walks, East Side, and Newport/Bristol ferry.
• The hubs will be designed to provide amenities including restrooms, indoor waiting areas with real time boards, benches, ticket vending machines, bike racks, and bike/scooter share areas at Innovation District and Providence Train Station hubs.
• Direct bus to rail connections linking downtown employment centers.
• It is not feasible to provide the necessary charging infrastructure needed for a modern electric bus fleet at one central location like Kennedy Plaza. The Multi-Hub system layout provides the ability to accommodate adequate bus charging stations distributed among the three hubs.
## Providence Multi-Hub Bus System Schedule

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>July – October 2020</td>
<td>Complete Stakeholder Outreach</td>
</tr>
<tr>
<td>July – December 2020</td>
<td>Finalize Site Details with National Grid</td>
</tr>
<tr>
<td>October 2020</td>
<td>Issue SOW for Design Services</td>
</tr>
<tr>
<td>October 2020</td>
<td>Begin Title VI Analysis for Bus Operations</td>
</tr>
<tr>
<td>November 2020</td>
<td>Design Services Begins</td>
</tr>
<tr>
<td>Winter 2020 / Spring 2021</td>
<td>Public Meetings for Title VI and RIGL Requirements</td>
</tr>
<tr>
<td>Spring 2021</td>
<td>Design Services Complete Construction Contract Advertised</td>
</tr>
<tr>
<td>Summer 2021</td>
<td>Construction Start Innovation District Site</td>
</tr>
<tr>
<td>Fall 2021</td>
<td>Construction Start Kennedy Plaza</td>
</tr>
<tr>
<td>Spring 2022</td>
<td>Construction Start PVD Station</td>
</tr>
<tr>
<td>Summer 2023</td>
<td>Construction Complete All 3 Sites</td>
</tr>
</tbody>
</table>
Immediate Next Steps

- Finalized operations planning on the minor bus shifts/rerouting
- Initiate Title VI Analysis
- Conduct public hearings on bus route alterations in accordance with state law
- Continue coordination with City and its consultant on Kennedy Plaza planning, as part of the Unified Vision for Downtown Public Spaces
- Issue scope of work to begin engineering design
Innovation District Bus Hub
Working assumptions:
1. National Grid substation and adjacent cabinet to remain in place
2. Design vehicle for maneuverability is 40-foot city bus turning template
Interim Concept A Innovation District Bus Hub
Interim Concept C Innovation District Bus Hub
Innovation District Bus Hub – proximity to multi-transit options

- **Innovation Hub site**
- **Pedestrian Bridge**
- **Newport Ferry Site**
- **East Side**
## Innovation District Bus Hub

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td># Passenger Bus Berths</td>
<td>8</td>
</tr>
<tr>
<td># Layover Berths</td>
<td>6</td>
</tr>
<tr>
<td># Routes Served</td>
<td>22 to 24 + 9 Express</td>
</tr>
<tr>
<td>Percent Trips/Day</td>
<td>47%</td>
</tr>
</tbody>
</table>

- Portions of site available that will create a space for both National Grid needs and the bus hub.
- The larger building is a historical building currently owned by National Grid and will be redeveloped for RIPTA amenities, possible retail, and for National Grid Innovation Hub/offices.
Kennedy Plaza Bus Hub
Kennedy Plaza Bus Hub

Note: Traffic signal improvements proposed along Dorrance Street and Exchange Street

Dorrance Street: Proposed Bus Berths (4 total)

Exchange Street: Proposed Bus Berths (2 total)

Washington Street: - Bus Only Westbound - General Traffic Eastbound
Traffic Enhancements: Kennedy Plaza Bus Hub

4. Mitigate NB queue at Emmet Square
   - 2 lane approach/1 lane departure
   - Timing adjustments with Memorial @ Francis
   - Feasibility of queue jump

5. Dorrance at Washington / Dorrance at Fulton
   - Signal modification for 2-way Washington Street
   - Queue management
Traffic Enhancements: Kennedy Plaza Bus Hub
City of Providence issued Unified Vision for Downtown Public Spaces RFP due May 26, 2020 that includes Kennedy Plaza
# Kennedy Plaza Bus Hub

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>New Kennedy Plaza Bus Hub</strong></td>
<td></td>
</tr>
<tr>
<td># Passenger Bus Berths</td>
<td>6</td>
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<tr>
<td># Layover Berths</td>
<td>0</td>
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<tr>
<td># Routes Served</td>
<td>17</td>
</tr>
<tr>
<td>Percent Trips/Day</td>
<td>28%</td>
</tr>
</tbody>
</table>
Providence Train Station Bus Hub
Providence Train Station Bus Hub

Two (2) Proposed Bus Berths (Gaspee Street)
Impacts seven (7) general parking spaces and five (5) taxi layover spaces

Two (2) Proposed Double Bus Berths (Exchange Street)

Three (3) Proposed Bus Berths (Railroad Street)
Providence Station State of Good Repair (SOGR) & Expansion

- New and expanded restrooms and café area
- Expanded passenger waiting/seating area for train and bus passengers with real time information and complete interior renovation
- Potential for future expansion up a level
- Better connection from bus to train, along with improved pedestrian connections
- Design Scope advertised July 2020
<table>
<thead>
<tr>
<th>Providence Station Bus Hub</th>
</tr>
</thead>
<tbody>
<tr>
<td># Passenger Bus Berths</td>
</tr>
<tr>
<td># Layover Berths</td>
</tr>
<tr>
<td># Routes Served</td>
</tr>
<tr>
<td>Percent Trips/Day</td>
</tr>
</tbody>
</table>
Multi-Hub System Operation
Passenger Transfers

- Reviewed passenger transfers to identify added transfers or new connections needed as a result of the multi-hub system.

- Transfer impacts would be mitigated by making minor shifts/re-routing to several buses.

- DTC provides faster and more frequent bus service, making transfers convenient.
  - Bus every 4 minutes on DTC corridor.
## Providence Multi-Hub System Operation Summary

<table>
<thead>
<tr>
<th></th>
<th>Existing Current Kennedy Plaza</th>
<th>Proposed Multi-Hub Stations</th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td># Passenger Bus Berths</td>
<td>12</td>
<td>8</td>
<td>6</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td># Layover Berths</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td># Routes Served</td>
<td>35 + 9 Express</td>
<td>8 to 10</td>
<td>17</td>
<td>22 to 24 + 9 Express</td>
<td></td>
</tr>
<tr>
<td>Percent Trips/Day</td>
<td>100%</td>
<td>25%</td>
<td>28%</td>
<td>47%</td>
<td></td>
</tr>
</tbody>
</table>