



# The State of Mass Transit in Rhode Island ***RIPTA's Vision***



**CNU XIV**

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# RIPTA's Vision

**Transform RIPTA from being a limited service provider, to being a state resource to solve transportation problems, ie:**

**Rhode Island's Mobility Manager**



# RIPTA's Vision

## RI's Mobility Manager Includes:

- Fixed route
- Trolley service
- Flex bus service
- Paratransit
- Rail
- Water
- Air
- Coordinate Flex & Ride Program
- Intelligent transportation systems
- Intermodal Integration
- Support urban development
- Improve pedestrian connections/safety
- Street cars in Providence
- New Park and Ride Services



# Starting With the Basics

## ▶ **Bus Hub Development**

- Kennedy Plaza
- New Pawtucket Transit Center
- Renovations to Gateway Center in Newport
- New Transit Center at Woonsocket Depot
- Working on East Providence now

## ▶ **Maintenance**

- New Facilities
- Improving reliability of the fleet
- Clean Air



# Starting With the Basics

- ▶ **Fixing the Bus System through Restructuring and Reinvestment**
  - Newport
  - Providence Link Trolleys
  - Warwick, East Providence, Providence North Side, Woonsocket, UPASS
  
- ▶ **Driver Training**
  - Creating new Authority-wide training system and policies to empower drivers, reduce burnout, and facilitate customer service on the system



# RIPTA's Vision

## Current Challenges:

- ▶ **Eight Bus Routes at Capacity**
- ▶ **Service to New Areas**
  - Route 2 Warwick
  - Centre of New England (off Rt. 95 Coventry)
  - South County
  - Blackstone Valley
  - Westerly one round trip
  - West Warwick Casino



# RIPTA's Vision

## Other Modes

- ▶ **Ride – Demand Response**
- ▶ **Flex**
- ▶ **Ferry**
- ▶ **Bus Rapid Transit**
- ▶ **Streetcar**



# What is Flex Service?

## ▶ Accessible general public service

- Available for any trip purpose
- Vehicle does not leave defined zone

## ▶ Community circulator and bus feeder service

## ▶ Part of statewide transit system

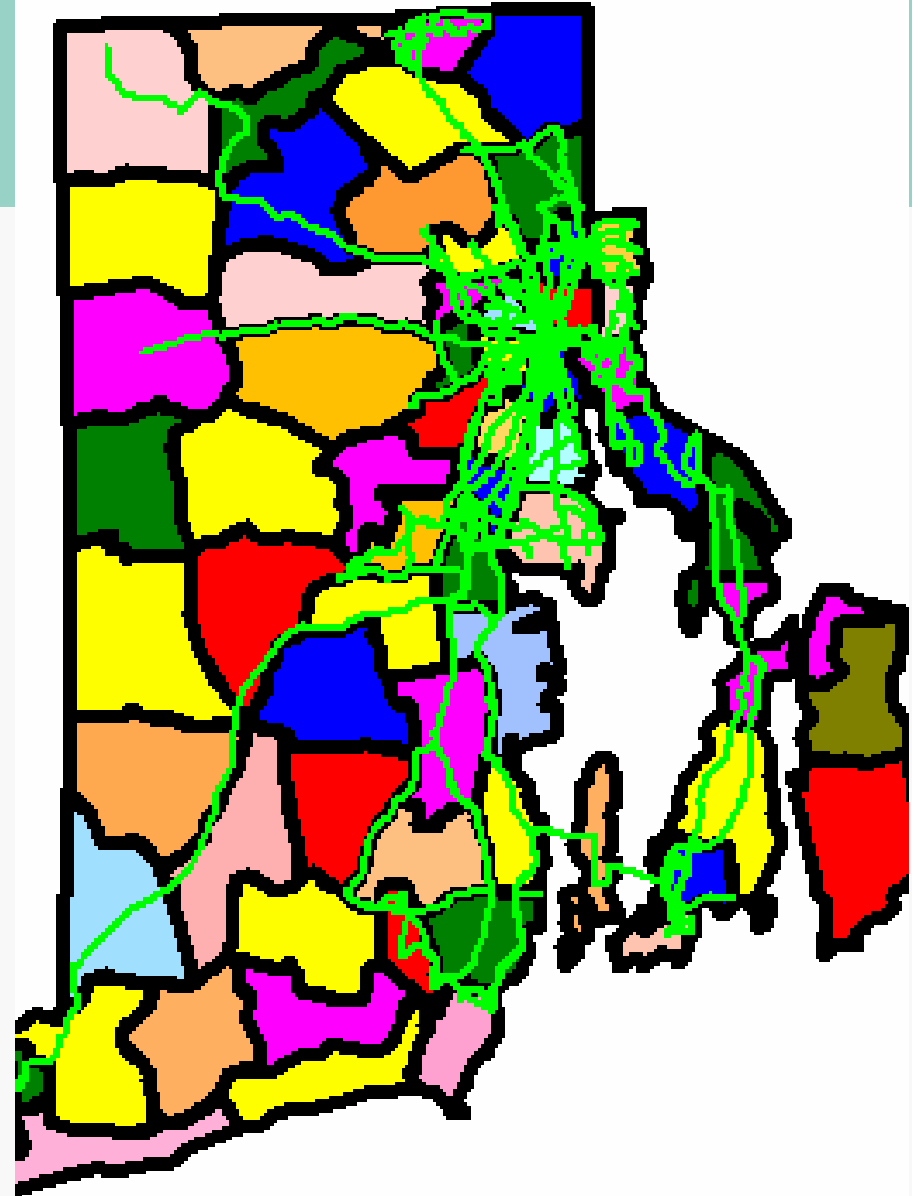
- Mobility options for underserved RI communities in areas where fixed route service is not feasible
  - ➔ Big buses do not fit everywhere
- Access to shopping, medical, and other services
- % of households without automobiles
- Transportation barriers to employment





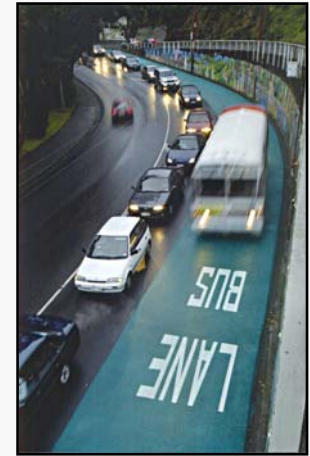
## Statewide Flex

- Place Flex service in every community
- Reduce dependence on RIDE
- Seniors age in place
- Affordable housing locations
- Persons who don't drive



# Components of Bus Rapid Transit (BRT)

- Running Ways – Dedicated Transitways
- Stations
- Vehicles – High Capacity, Clean Fuels
- Service – High Frequency
- Route Structure – Multiple Destinations
- Fare Collection – Pre-pay
- Intelligent Transportation System



# BRT Performance Characteristics

- Highly Productive At Moving Transit Passengers
- Can Be High Capacity
  - Ottawa Transitway: 10,000 per hour
- Similar Performance to LRV
- Questionable as Development Spur



# Streetcar Characteristics

- Not A System Spine
- Operates In Common Roadbed
- Single Or Double Cars
- Streetcar Lines Usually 3 Miles In Length
- Proven To Encourage Development



# Transportation Cost Comparisons

- BRT: \$5 to \$50 million per mile
- Streetcar: \$30 million per mile
- LRV: \$70 million per mile
- Highway: \$100 million per mile





# Street Cars Coming Back To Providence

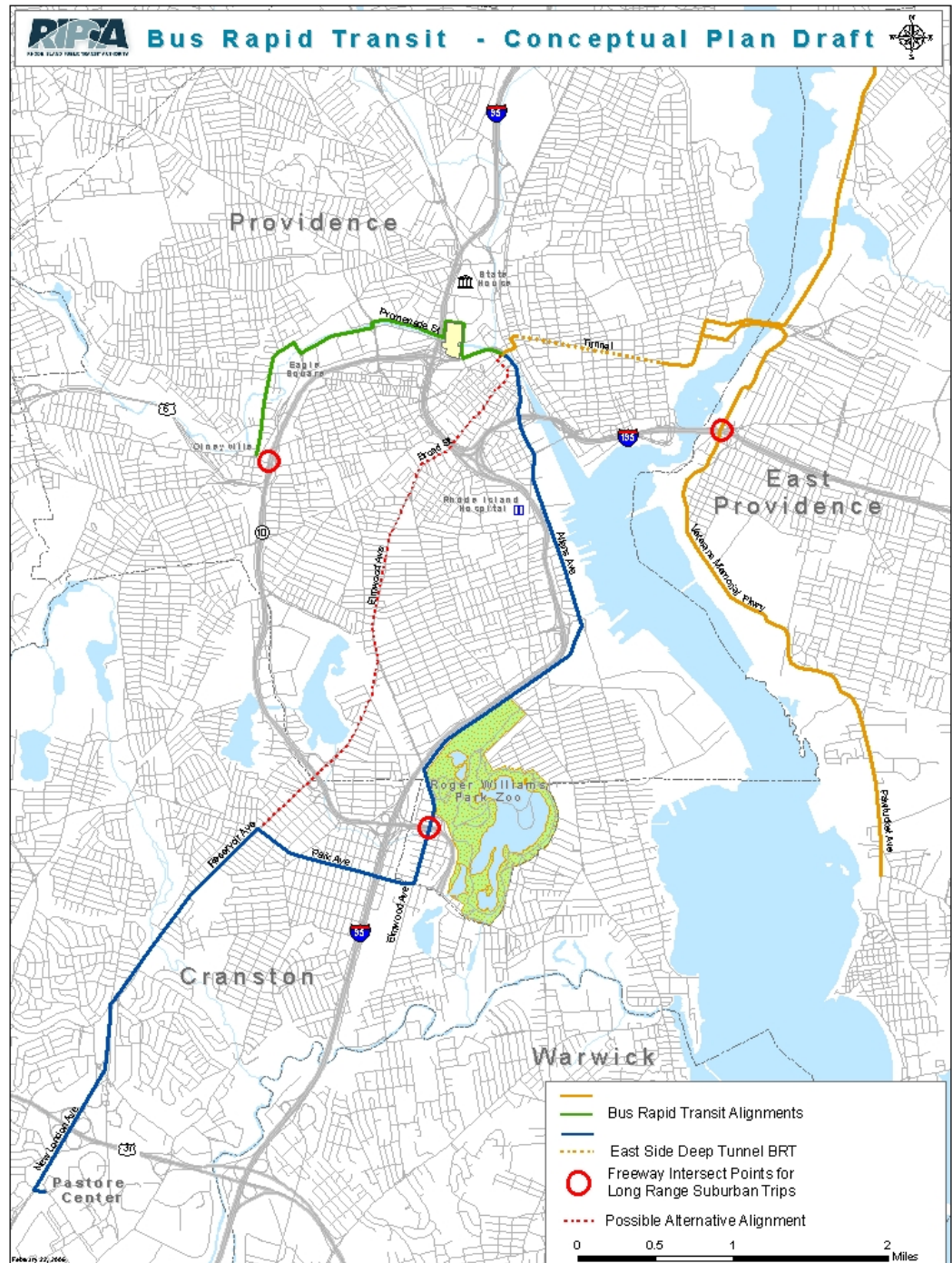
## ▶ 3 Possible Areas For Streetcar Service:

- Allens Ave
- Valley Street
- East Providence Waterfront



# Support Urban Development

Partner with communities and the private sector to build innovative transit such as bus rapid transit and street car lines in high density development areas (Providence, Pawtucket, E. Providence, waterfront & brownfields)



# The Future – Improving Mobility in Rhode Island

## ► Highlights:

- Make transit part of Providence's plan for the future (Street Cars)
- Meet increasing demand
- Expand to underserved developing areas
- Create Partnerships
- Coordinate Flex and Ride Programs
- Build Pedestrian Connections

