How can materials be used to help transform this space?

- Distinctive, hardwearing pavement
- Flexible, resilient furniture
- Contemporary, well-performing shelters
- Smart branding, signage and wayfinding
- Trees to frame space
infill materials - concrete
structured tree planting; use of stone dust
signage, branding, wayfinding
a flexible shelter family
re-purposing of existing shelters
proposed Kennedy Plaza schematic
proposed Kennedy Plaza schematic
Operational (COA) Considerations

• COA scheduling efficiencies will allow us to drop from 18 to 15 berths at KP
• **But ridership is growing!**
• # of buses serving KP will remain similar to today and potentially grow
• Like many other mid-sized US cities, Providence may be growing too big to effectively terminate all downtown bus service at one location
# Study to Consider Additional Downtown Hubs

## Goals & Objectives of Study

<table>
<thead>
<tr>
<th>1. Improve Service for Existing Riders and Attract New Riders</th>
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<tbody>
<tr>
<td>▪ Improve access throughout downtown</td>
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<tr>
<td>▪ Provide comfortable facilities</td>
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<tr>
<td>▪ Reduce travel times</td>
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<tr>
<td>▪ Minimize transfers</td>
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<tr>
<td>▪ Improve connections</td>
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<tr>
<th>2. Address Operational Concerns at Kennedy Plaza</th>
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<tbody>
<tr>
<td>▪ Provide a safe and secure environment</td>
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<tr>
<td>▪ Reduce passenger volumes at KP</td>
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<tr>
<td>▪ Reduce passenger waiting space requirements at KP</td>
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<tr>
<td>▪ Reduce berth requirements at KP and around Burnside Park</td>
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<tr>
<td>▪ Reduce bus volumes at KP</td>
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<th>3. Develop a Fundable Project</th>
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<td>▪ Minimize operating cost increases</td>
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<td>▪ Ensure reasonable capital costs</td>
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<td>▪ Provide opportunity for funding partnerships</td>
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<th>4. Support Local Development Goals</th>
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Alternatives & Actions being considered

Multiple transit centers:
Alt 1: KP and Providence Station
Alt 2: KP and Jewelry District
Alt 3: KP, Providence Station and Jewelry District

Supplement with:
• Easy access to transit at other locations
• Attractive downtown superstops
• Transit emphasis corridors
  • Frequent service
  • Fast service (TSP and limited stops)
  • Convenient transfers
Downtown Service with 2 or 3 Transit Centers

- Buses pass through KP and extend to:
  - Providence Station; or
  - Garrahay Courthouse

- If **one** new terminal introduced, some buses would continue to terminate/layover at KP

- With **two** new terminals, all routes would serve KP, but none would terminate there
Benefits/Costs of Additional Downtown Hubs

• Passenger benefits include:
  – Riders have more direct service to more downtown locations
  – Improved intermodal connections
  – Increased transit service in the Jewelry District

• Operational benefits include:
  – Reduced passenger volumes at KP
  – Reduced berth requirements at KP
  – Reduced bus presence (total time) at KP

• How/why?
  – Many who now walk from KP (or transfer buses) to reach different downtown destinations would shift to the new hubs
  – Buses operating beyond KP would spend much less time at KP

RIPTA operating costs would increase with extended service to new hubs.