Overview of Transit Improvement Scenarios
Draft 10.3.19

Prepared for:
Rhode Island Public Transit Authority
Rhode Island Department of Transportation
Rhode Island Department of Administration Statewide Planning
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1. Introduction

There are many ways to improve transit in Rhode Island. This document presents three potential scenarios that illustrate different approaches. Many of these can be thought of as "building blocks" (such as streamlined downtown circulation, first and last mile connections, and better information) that can be assessed and prioritized on their own merit, regardless of the comprehensiveness of a regional mass transit system. Others are strategic choices that Rhode Island will need to make (such as light rail or Bus Rapid Transit) to determine the best approach within a given location or context.

The scenarios do not represent recommendations; instead, they present options. The intent of the scenarios is to combine the different strategies developed in prior phases of Transit Forward RI in a manner that illustrates the impact they could have in various combinations. In this fashion, the public and other stakeholders can view what a comprehensive system might look like in Rhode Island. Furthermore, as opposed to "either or" plans, the three scenarios could be viewed on a continuum, with more modest improvements happening quickly as more comprehensive approaches are developed over a longer period. Rhode Island will need to determine how far and how fast it should move to meet its mobility needs over the next 20 years. Recommendations of a final system plan, as well as interim steps necessary to get there, will be included in the final plan recommendations that will be developed following the review of these scenarios.

The three scenarios are:

- **Scenario 1: Address Most Pressing Needs**, which focuses on addressing the largest gaps between the service that is provided and customer demand. Improvements are most heavily focused on the Providence Metro Area and other urbanized areas, but also include improvements throughout most of the state.

- **Scenario 2: Improve and Expand**, which includes most improvements in Scenario 1, plus significant capital expenditures in high demand corridors and the expansion of service to new areas.

- **Scenario 3: Comprehensive Statewide System**, which focuses on the development of robust transit services in all parts of the state where there is moderate or higher demand, plus lifeline services in areas where demand is very low.

Maps of each of the scenarios are presented at the end of this document.

Overview of Strategies

Each of the scenarios consists of a wide variety of strategies to improve service, which include:

- **Develop High Capacity Transit Services**
  - Light Rail Transit (LRT)
  - Bus Rapid Transit (BRT)
• Rapid Bus (similar to the R-Line)
• Regional Rapid Bus

**Improve Existing Services**
• Frequent Transit Network
• More Frequent Service for Longer Hours
• Transit Priority
• Express Bus/Bus-On-Shoulder Operations
• Transit Emphasis Corridors
• Improve Flex Service
• Faster Commuter Rail Service to Boston
• More Frequent Commuter Rail Service to Boston

**Expand Service to New Areas**
• New Local Fixed-Route Services
• Crosstown Service
• Expand Flex Service
• Special Event/Tourism Services
• Service Partnerships

**Improve Facilities and Amenities**
• Better Bus Stops and Facilities
• Mobility Hubs

**Improve Access to Transit**
• Walking
• Driving
• Biking, including bikeshare
• Rideshare partnerships

**Make Service Easier to Use**
• Fare Integration
• Mobility-as-a-Service

These strategies are incorporated into each scenario as summarized in Table 1 and described in the following chapters.
### Table 1 | Scenario Overview

<table>
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<tr>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
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<tbody>
<tr>
<td><strong>Develop High Capacity Transit Services</strong></td>
<td><strong>Develop Comprehensive Statewide System</strong></td>
<td><strong>Develop Most Pressing Needs</strong></td>
</tr>
<tr>
<td>Light Rail</td>
<td>Not included</td>
<td>Not included</td>
</tr>
<tr>
<td>BRT</td>
<td>Not included</td>
<td>2 lines</td>
</tr>
<tr>
<td>Rapid Bus</td>
<td>7 routes:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– R-Line extended to Central Falls</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– 1 Hope -Eddy</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– 20 Elmwood -TF Green</td>
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<tr>
<td></td>
<td>– 21 Reservoir -Garden City</td>
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<tr>
<td></td>
<td>– 28 Broadway -Hartford</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– 56 Chalkstone Ave</td>
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</tr>
<tr>
<td></td>
<td>– 78 Beverage Hill -E Providence</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3 lines</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– N2 Olneyville Square -East Providence</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– N3 Central Falls -TF Green via Eddy</td>
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<tr>
<td></td>
<td>– N4 Providence -TF Green via CCRI/Warwick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 line:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– N5 Providence Station-TF Green Airport via Eddy Street</td>
<td></td>
</tr>
<tr>
<td>Regional Rapid Bus</td>
<td>2 routes:</td>
<td>4 routes:</td>
</tr>
<tr>
<td></td>
<td>– 54 Providence -Woonsocket</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– 60 Providence -Newport</td>
<td></td>
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<tr>
<td></td>
<td>4 routes:</td>
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<tr>
<td></td>
<td>– 14 West Bay</td>
<td></td>
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<tr>
<td></td>
<td>– 54 Lincoln -Woonsocket</td>
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<tr>
<td></td>
<td>– 60 Providence -Newport</td>
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</tr>
<tr>
<td></td>
<td>– 66 URI -Galilee</td>
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<td>4 routes:</td>
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<td>– 14 West Bay</td>
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<td></td>
<td>– 60 Providence -Newport</td>
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<tr>
<td></td>
<td>– 66 URI -Galilee</td>
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<tr>
<td>Improve Existing Services</td>
<td>Scenario 1 Address Most Pressing Needs</td>
<td>Scenario 2 Improve and Expand</td>
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</tr>
<tr>
<td>Light Rail, BRT, Rapid Bus, Local Bus, and Flex Improvements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Frequent Transit Network | • 9 routes  
– 7 Rapid Bus routes  
– 2 Frequent Local routes | • 14 routes  
– 3 BRT lines  
– 7 Rapid Bus routes  
– 4 Frequent Local routes | • 21 routes  
– 2 LRT lines  
– 1 BRT lines  
– 11 Rapid Bus routes  
– 7 Frequent Local routes |
| More Frequent Service for Longer Hours | • Upgrade all routes to meet existing service guidelines | • Increase service on local routes:  
– Moderate increases in frequency  
– Moderate increase in spans  
– Weekend service on all local routes | • Increase service on local routes:  
– Major increases in frequency  
– Major increases in spans  
– Weekend service on all local routes |
| Transit Priority | • Along Rapid Bus and Regional Rapid Bus lines  
• In Transit Emphasis Corridors  
• At chokepoints | • Along BRT, Rapid Bus, and Regional Rapid Bus lines  
• At chokepoints | • Along light rail, Rapid Bus, and Regional Rapid Bus lines  
• At chokepoints |
| Express Bus | • Minimum of three AM inbound and three PM outbound trips  
• Bus on shoulder operations where possible with only minor roadway changes  
• New route: N14 Coventry-Providence | • Minimum of four AM inbound trips, four PM outbound trips, and one midday round trip  
• Bus on shoulder operations where possible with only moderate roadway changes  
• New route: N14 Coventry-Providence | • Minimum of five AM inbound trips, five PM outbound trips, and hourly midday service  
• Bus on shoulder operations along all highway segments identified in Bus on Shoulder Study, plus I-195  
• New route: N14 Coventry-Providence |
<p>| Transit Emphasis Corridors | • East-West DTC: Olneyville to East Providence with Rapid Bus infrastructure | • None (East-West DTC replaced by BRT corridor) | • None (East-West DTC replaced by LRT corridor) |
| Improve Flex Services | • Expand capacity of existing services to accommodate an increased number of trips | • Expand capacity of existing services to accommodate an increased number of trips | • Expand capacity of existing services to accommodate an increased number of trips |</p>
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<td>Improve and Expand</td>
<td>Develop Comprehensive Statewide System</td>
</tr>
<tr>
<td>• Add on-demand, app-based reservation and fare payment capabilities</td>
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<td>• Add on-demand, app-based reservation and fare payment capabilities</td>
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<tr>
<td></td>
<td>• Include Saturday service</td>
<td>• Include Saturday and Sunday service</td>
</tr>
</tbody>
</table>

**Commuter Rail and Amtrak**

**Faster Service to Boston**
- Combination of measures to reduce Providence-Boston travel times to less than 60 minutes. Could include:
  - High level platforms and level boarding
  - All door boarding and alighting
  - Use of DMUs or EMUs
  - Express trains

**More Frequent Commuter Rail Service to Boston**
- Weekday service:
  - Every 30 minutes peak/60 minutes off-peak to all stations except Wickford Junction
  - 10 round trips per day to Wickford Junction
- Weekend Service to TF Green
- Cross-honor fare with Amtrak to provide more frequent service
- New Amtrak Station at TF Green

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**Faster Service to Boston**
- Combination of measures to reduce Providence-Boston travel times to less than 60 minutes. Could include:
  - High level platforms and level boarding
  - All door boarding and alighting
  - Use of DMUs or EMUs
  - Express trains

**More Frequent Commuter Rail Service to Boston**
- Weekday service:
  - Every 15 mins all day to Providence Station (and key MA stations)
  - Every 30 minutes peak/60 minutes off-peak to all other stations except Wickford Junction
  - 10 round trips per day to Wickford Junction
- Weekend Service to TF Green
- Cross-honor fare with Amtrak to provide more frequent service
- New Amtrak Station at TF Green

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<td>Scenario 2 Improve and Expand</td>
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<tr>
<td><strong>Expand Service to New Areas</strong></td>
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<td></td>
</tr>
</tbody>
</table>
| Develop New Local Fixed-Route Services | • New fixed-route local services in Newport, Westerly, and Woonsocket  
• New service on Valley Street in Providence  
• New crosstown routes (see below) | • New fixed-route local services in Newport, Westerly, and Woonsocket  
• New service on Valley Street in Providence  
• New crosstown routes (see below) | • New fixed-route local services in Newport, Westerly, and Woonsocket  
• New service on Valley Street in Providence  
• New crosstown routes (see below) |
| Improve Crosstown Service | • N9 VA Hospital -Eddy St via Dean  
• N10 Mineral Spring Ave  
• N11 Cranston/Park Ave  
• N13 Olneyville Sq -Eddy Street  
• Connections at Mobility Hubs | • N9 VA Hospital -Eddy St via Dean  
• N10 Mineral Spring Ave  
• N11 Cranston/Park Ave  
• N13 Olneyville Sq -Eddy Street  
• Connections at Mobility Hubs | • N9 VA Hospital -Eddy St via Dean  
• N10 Mineral Spring Ave  
• N11 Cranston/Park Ave  
• N13 Olneyville Sq -Eddy Street  
• Connections at Mobility Hubs |
| Expand Flex Service to New Areas |  • *Not included*  | • Expand service to new areas where ridership would be at least four passengers per vehicle hour | • Expand service to new areas where ridership would be at least four passengers per vehicle hour  
• Develop funding program to support municipally operated services |
| Improve Special Event Services | • Include set asides in RIPTA budget for special event services | • Include set asides in RIPTA budget for special event services | • Include set asides in RIPTA budget for special event services |
| Service Partnerships | • Include set asides in RIPTA budget  
• Develop service partnership policies  
• RIPTA pays up to average cost per passenger for similar services, and partner pays the remainder | • Include set asides in RIPTA budget  
• Develop service partnership policies  
• RIPTA pays up to average cost per passenger for similar services, and partner pays the remainder | • Include set asides in RIPTA budget  
• Develop service partnership policies  
• RIPTA pays up to average cost per passenger for similar services, and partner pays the remainder |
<table>
<thead>
<tr>
<th>Improve Facilities and Amenities</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Improve Bus Stops and Amenities</strong></td>
<td>• Bring all stops and facilities up to guidelines set by the 2017 Bus Stop Design Guide, except for Mobility hubs and HCT stops, which have higher standards</td>
<td>• Create upgraded bus stop hierarchy guidelines based on ridership and increased amenities • Bring all stops and facilities up to these upgraded guidelines</td>
<td>• Created upgraded bus stop hierarchy guidelines based on ridership and increased amenities • Bring all stops and facilities up to these upgraded guidelines</td>
</tr>
<tr>
<td><strong>Develop Mobility Hubs as Focal Points for Transit</strong></td>
<td>• 13 mobility hubs – 8 regional hubs – 5 community hubs</td>
<td>• 20 mobility hubs – 8 regional hubs – 12 community hubs</td>
<td>• 48 mobility hubs – 9 regional hubs – 39 community hubs (in all municipalities)</td>
</tr>
</tbody>
</table>

### Improve Access to Transit/First Mile Last Mile Connections

<table>
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<th>Walking</th>
<th>Scenario 1</th>
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</thead>
<tbody>
<tr>
<td><strong>Pedestrian improvements around all:</strong></td>
<td>• Mobility hubs • Rapid Bus stops • Transit Emphasis Corridor stops • Urban commuter rail stations</td>
<td>• Pedestrian improvements around all: • Mobility hubs • BRT lines • Rapid Bus stops • Transit Emphasis Corridor stops • Urban commuter rail stations</td>
<td>• Pedestrian improvements around all: • Mobility hubs • BRT lines • Light rail lines • Rapid Bus stops • Transit Emphasis Corridor stops • Urban commuter rail stations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Driving</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New park-and-ride lots:</strong></td>
<td>• Coventry • I-295 and US Rt 6 in Johnston • Near CCRI and Twin Rivers in Lincoln • Pascoag • Portsmouth near the Ferry Rd and Boyd’s Ln in Portsmouth • At most outlying mobility hubs • At some outer Regional Rapid Bus stops and stations</td>
<td>• New park-and-ride lots: • Coventry • I-295 and US Rt 6 in Johnston • Near CCRI and Twin Rivers in Lincoln • Pascoag • Portsmouth near the Ferry Rd and Boyd’s Ln in Portsmouth • At most outlying mobility hubs • At many outlying BRT stations • At some outer Regional Rapid Bus stops and stations</td>
<td>• New park-and-ride lots: • Coventry • I-295 and US Rt 6 in Johnston • Near CCRI and Twin Rivers in Lincoln • Pascoag • Portsmouth near the Ferry Rd and Boyd’s Ln in Portsmouth • At most outlying mobility hubs • At many outlying LRT stations • At some outer Regional Rapid Bus stops and stations</td>
</tr>
</tbody>
</table>
## Scenario 1: Address Most Pressing Needs

<table>
<thead>
<tr>
<th>Biking</th>
<th>Scenario 2: Improve and Expand</th>
<th>Scenario 3: Develop Comprehensive Statewide System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bikeshare and bike storage at regional mobility hubs</td>
<td>Bikeshare and bike storage at regional mobility hubs</td>
<td>Bikeshare and bike storage at regional mobility hubs</td>
</tr>
<tr>
<td>Bikeshare and bike racks at urban rail stations and transit stops</td>
<td>Bikeshare and bike racks at urban rail stations and transit stops</td>
<td>Bikeshare and bike racks at urban rail stations and transit stops</td>
</tr>
</tbody>
</table>

### Make Service Easier to Use

<table>
<thead>
<tr>
<th>Fare Integration</th>
<th>Mobility-as-a-Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of MBTA Zone 8 passes on Amtrak trains (cross honor fare agreement)</td>
<td>Develop as technology allows, pursue MaaS with focus on the following areas:</td>
</tr>
<tr>
<td>Use of MBTA Zone 8 and Zone 8-10 intra-zone passes on RIPTA (publicize current de-factor practice)</td>
<td>Integration of transit and first mile/last mile connections</td>
</tr>
<tr>
<td>Use of SRTA passes on Newport-Fall River-Providence service</td>
<td>Transit schedule and real-time information</td>
</tr>
<tr>
<td>Use of MBTA Zone 8 passes on Amtrak trains (cross honor fare agreement)</td>
<td>Trip planning and booking</td>
</tr>
<tr>
<td>Use of MBTA Zone 8 and Zone 8-10 intra-zone passes on RIPTA (publicize current de-factor practice)</td>
<td>Fare payment</td>
</tr>
<tr>
<td>Use of SRTA passes on Newport-Fall River-Providence service</td>
<td>MaaS with focus on the following areas:</td>
</tr>
<tr>
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<td>Fare payment</td>
</tr>
<tr>
<td>Use of SRTA passes on Newport-Fall River-Providence service</td>
<td>Fare payment</td>
</tr>
</tbody>
</table>
2. Scenario 1: Address Most Pressing Needs

Develop High Capacity Premium Services

Rapid Bus

The R-Line is currently RIPTA’s only Rapid Bus service, with 10-minute frequency most of the day, high quality stations, more limited stops, queue jump lanes transit signal priority, and special branding. Scenario 1 would increase the number of Rapid Bus lines to seven:

- R-Line extended to Central Falls
- 1 Hope-Eddy
- 20 Elmwood Ave-T.F. Green Airport
- 21 Reservoir-Garden City
- 28 Broadway-Hartford
- 56 Chalkstone Avenue
- 78 Beverage Hill Ave-East Providence

Regional Rapid Bus

Regional Rapid Bus service would be similar to urban Rapid Bus service and would be designed to connect regional centers. As with urban Rapid Bus, Regional Rapid Bus would feature high quality stations, limited stops, the use of queue jump lanes and transit signal priority, and special branding. Regional Rapid Bus would also include the use of highway shoulders to bypass congestion. Finally, Regional Rapid would operate less frequently, at every 30 minutes throughout most of the day, with the less frequent service reflecting the lower demand in regional corridors. Scenario 1 would include two Regional Rapid Bus routes, converted from existing Regional routes:

- 60 Providence -Newport
- 54 Lincoln -Woonsocket

Improve Existing RIPTA Services

Develop a Frequent Transit Network

The most important way to improve transit service is to make it frequent. Frequent transit is typically defined as services that operates every 15 minutes or less. Frequent transit allows riders to use services without a schedule and connect areas of highest demand to one another. Networks of frequent transit
allow for short, convenient transfers, which greatly expand the reach of travel by transit in a shorter amount of time.

The Scenario 1 Frequent Transit Network would consist of:

- The six Rapid Bus Lines
- Combined services operating in the Downtown Transit Connector (DTC)
- Combined services operating in a new east-west Transit Emphasis Corridor between Olneyville Square and East Providence via downtown Providence
- Two local bus routes:
  - 31 Cranston Street
  - N11 Cranston/Park Avenue

Provide More Frequent Service for Longer Hours

At present, due to funding constraints, many RIPTA routes do not operate frequently enough or long enough to meet RIPTA service guidelines. In Scenario 1, all routes would be improved to meet existing service guidelines, which are summarized in Table 2. In addition, new service classifications would be developed to reflect the new types of services included in the three scenarios. These classifications and the associated service frequencies and spans are shown in Table 3.

### Table 2 | Existing Service Frequency and Span Guidelines

<table>
<thead>
<tr>
<th>Route Classification</th>
<th>Minimum Service Frequency (mins)</th>
<th>Minimum Span of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Peak Periods</td>
<td>Midday</td>
</tr>
<tr>
<td>Rapid Bus</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Key Corridor</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Urban Radial</td>
<td>30</td>
<td>60</td>
</tr>
<tr>
<td>Non-Urban/Suburban/Crosstown</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Regional</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Express/Commuter</td>
<td>3 AM In</td>
<td>-</td>
</tr>
<tr>
<td>Flex</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

*Weekend service may be provided, if warranted, but is not required.*

### Table 3 | Scenario 1 Route Classifications, Frequencies, and Spans

<table>
<thead>
<tr>
<th>Route Class</th>
<th>Routes</th>
<th>Minimum Service Frequency (mins)</th>
<th>Minimum Span of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Midday</td>
</tr>
<tr>
<td>Rapid Bus</td>
<td>R Broad St-N Main St</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>1 Hope-Eddy</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20 Elmwood Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>21 Reservoir-Garden City</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>28 Broadway-Hartford</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>56 Chalkstone Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>78 Beverage Hill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 All Day</td>
<td>31 Cranston St</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>N11 Cranston/Park Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route Class</td>
<td>Routes</td>
<td>Minimum Service Freq (mins)</td>
<td>Minimum Span of Service</td>
</tr>
<tr>
<td>-------------</td>
<td>--------</td>
<td>----------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Mid-day</td>
</tr>
</tbody>
</table>
| 20 Peak     | 27 Broadway-Manton
50 Douglas Avenue
92 RI College—East Side | 20 30 60 60 | 6 AM-11 PM 7 AM-11 PM 7 AM-9 PM |
| 30 All Day  | 17 Dyer-Pocasset
19 Plainfield-Westminster
22 Pontiac Avenue
33 Riverside
51 Charles Street
55 Admiral
57 Smith Street
63 Broadway-Middletown
67 Bellevue-Salve Regina
72 Weeden-Central Falls
N7 Valley Street | 30 30 60 60 | 6 AM-9 PM 6 AM-9 PM 6 AM-7 PM |
| 30 Peak     | 3 Warwick Ave
4 Pawtuxet Village
6 Prairie Ave
13 Coventry-Warwick Mall
14 West Bay
18 Union Avenue
30 Arlington-Oaklawn
32 East Prov-Wampanoag
34 East Providence
35 Rumford-Newport
40 Butler-Elmwood
58 Mineral Spring-N Prov
62 URI
66 URI-Galilee
71 Broad St-Pawtucket Ave
73 Mineral Spring-CCRI
75 Dexter Street
76 Central Avenue
80 Armistice Blvd
87 Fairmount-Walnut Hill
N9 VA Hospital- Eddy Street
N10 Mineral Spring
N13 Olneyville Sq- Eddy St | 30 60 60 60 | 6 AM-7 PM 6 AM-7 PM 6 AM-7 PM |
| 60 All Day  | 29 Coweset-Kent County
64 Newport-URI Kingston
N16 Bellingham-Manville
N18 Hillside/Valley
N19 Westerly | 60 60 60 | 6 AM-7 PM 6 AM-9 PM 6 AM-7 PM |
| Regional Rapid Bus | 54 Prov-Woonsocket
60 Providence-Newport | 30 30 60 60 | 6 AM-9 PM 6 AM-9 PM 6 AM-9 PM |
### Minimum Service Freq (mins)

<table>
<thead>
<tr>
<th>Route Class</th>
<th>Routes</th>
<th>Peak</th>
<th>Mid-day</th>
<th>Early/ Late</th>
<th>Weekends</th>
<th>Weekdays</th>
<th>Saturdays</th>
<th>Sundays</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express/ Commuter</td>
<td>8X Jefferson Blvd e 9X Pascoag Park-n-Ride 10X North Scituate 12X Arctic / 117 24X Newport -FR -Prov 61X Tiverton-East Bay 65X Wakefield Park-n-Ride 95X Westerly Park-n-Ride N14 Coventry -Providenc</td>
<td>3 AM In 3 PM Out</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Peak Periods</td>
<td>No Minimum</td>
<td>No Minimum</td>
</tr>
<tr>
<td>Flex</td>
<td>203 Narragansett 204 Westerly 210 Kingston 231 South Aquidneck 242 W Warwick-Coventry 281 Woonsocket 282 Pascoag-Slatersville</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>8 AM-5 PM</td>
<td>No Minimum</td>
<td>No Minimum</td>
<td>No Minimum</td>
</tr>
</tbody>
</table>
Develop Transit Emphasis Corridors to Make Service Faster

RIPTA is now constructing Rhode Island’s first Transit Emphasis Corridor, which is the Downtown Transit Connector (DTC) between Rhode Island Hospital and Providence Station via Kennedy Plaza. This will be a BRT-like facility with high quality stations, dedicated bus lanes, and transit signal priority that will be served by 10 routes that will provide service approximately every five minutes. A Transit Emphasis Corridor will also be constructed in Pawtucket as a part of the Pawtucket commuter rail station project.

In Scenario 1, a similar east-west Transit Emphasis Corridor would be developed between Olneyville Square and East Providence via Broadway and the Washington Street Bus Tunnel.

<table>
<thead>
<tr>
<th>Location</th>
<th>Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-95/Route 4 to Providence</td>
<td>14 West Bay</td>
</tr>
<tr>
<td></td>
<td>62 URI</td>
</tr>
<tr>
<td></td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>66 URI -Galilee</td>
</tr>
<tr>
<td></td>
<td>95X URI -Galilee</td>
</tr>
<tr>
<td>US 10 Cranston Street to US 6</td>
<td>21 Reservoir -Garden City</td>
</tr>
<tr>
<td></td>
<td>30 Arlington -Oaklawn</td>
</tr>
<tr>
<td>US 6/10 Merge to Downtown</td>
<td>9X Pascoag Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>21 Reservoir -Garden City</td>
</tr>
<tr>
<td></td>
<td>30 Arlington -Oaklawn</td>
</tr>
<tr>
<td>RI 146</td>
<td>54 Lincoln -Woonsocket</td>
</tr>
<tr>
<td>I-295/Route 6 to Route 44</td>
<td>9X Pascoag Park-n-Ride</td>
</tr>
<tr>
<td>RI 4 (Limited Access)</td>
<td>62 URI</td>
</tr>
<tr>
<td></td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>66 URI -Galilee</td>
</tr>
</tbody>
</table>

Improve Flex Service

RIPTA’s Flex services require 24-hour advance-reservations by phone and sometimes deny rides because the service is full. Scenario 1 would expand the capacity of the existing services and implement on-demand, app-based booking and fare payment.

Improve Commuter Rail Service

Provide Faster Commuter Rail Service to Boston

There are many ways that commuter rail service to Boston could be made faster, and these include:

- Level boarding
- All door boarding and alighting
- Use of Electrified Equipment
- Use of DMUs
- Express service

These improvements would need to be undertaken in conjunction with the MBTA and Amtrak. Scenario 1 (and all scenarios) envisions that some combination of the above improvements would be implemented to reduced one-way travel times between Providence and Boston to less than 60 minutes.

In addition, cross-honored fares with Amtrak to provide access to faster Amtrak trains. This is described in more detail below in the fare integration section.
Provide More Frequent Commuter Rail Service to Boston

The Massachusetts Department of Transportation is currently examining a wide range of commuter rail service improvements as part of its Commuter Rail Vision project. Scenario 1 reflects one of the lower-but still significant-improvement alternatives (Alternative 1). In this alternative:

- Weekday service would operate to Pawtucket/Central Falls, Providence, and TF Green Stations every 30 minutes during peak periods and every 60 minutes during off-peak periods
- Service to Wickford Junction would remain at 10 round trips per weekday
- All weekend service would operate to and from TF Green Airport and all trips would serve Pawtucket/Central Falls, Providence, and TF Green Stations

Scenario 1, and all scenarios, includes building a new Amtrak station at TF Green Airport. In addition, cross-honored fares with Amtrak to provide access to additional service. This is described in more detail below in the fare integration section.

Expand Service to New Areas and Markets

Expand Local Fixed-Route Services to New Areas

Scenario 1 would develop new local fixed-route services in areas where there is moderate to high demand but are either unserved or underserved. These routes would be:

- **Providence**
  - N7 Valley Street
- **Woonsocket**:  
  - N16 Bellingham-Manville
- **Newport**
  - N18 Hillside/Valley
- **Westerly**
  - N19 Westerly
- **New crosstown routes** in the Providence Metro area (see below)

Develop New Crosstown Services

Most of RIPTA's services operate to and from downtown Providence, while large numbers of people make “crosstown” trips to other places. A major impediment to providing more crosstown service is that there are few crosstown roads. Still, there are a number of opportunities, and Scenario 1 includes four new crosstown routes:

- N9 VA Hospital -Eddy Street via Dean St
- N10 Minderal Spring Ave
- N11 Cranston/Park Ave
- N13 Olneyville Square -Eddy Street

Crosstown service would also be improved through the development of mobility hubs and more frequent service for longer hours at those locations.

Expand Special Event Services

RIDOT currently provides special event commuter rail service to Patriots games and the Quonset Air Show, and RIPTA provides seasonal services to Newport and select beaches. Each scenario will include a budget set-aside to support expanded tourism-related services, such as summer service in beachfront communities, service to special events attracting substantial audiences, service to key tourist destinations, enhanced connections from T.F. Green Airport and train stations, and partnerships associated with conventions and other large gatherings. Funding and marketing partnerships will be
essential to the success of these services. Therefore, each scenario will recommend that a policy be developed detailing match requirements for these funds, as well as guidelines for appropriately marketing seasonal and special event services. The funding set-aside will be lowest in Scenario 1.

**Develop Service Partnership Program**

Due to financial constraints, RIPTA will never able to provide as much service as all constituents want. To provide additional services beyond what could otherwise be provided, several transit agencies have developed programs that enable local governments, businesses, and other entities a way to directly fund specific transit service improvements—a process known “service partnerships.” These programs provide a way for stakeholders to obtain additional service to meet specific needs. They also provide transit agencies the financial means to satisfy requests for new or expanded services that they would not otherwise be able to provide, such as transit service outside of traditional hours or geographic areas.

In a similar manner as for special event services, RIPTA would include budget set asides for service partnerships. It would also publicize the availability of service partnerships to communities, business interests, and other stakeholders and create parameters for implementation. RIPTA would also fund up to its average cost per passenger for similar services, and the partner would pay the remainder. RIPTA would then work with those parties to determine specific services and costs.

**Improve Facilities and Amenities**

**Improve Bus Stops and Amenities**

In 2017, RIPTA developed a Bus Stop Design Guide, which sets thresholds for amenities based on ridership levels. Similar to the Service Guidelines, due to financial constraints, RIPTA has not been able to bring all of its stops up to its standards. In Scenario 1, all stops would be improved to levels that would be, at a minimum, consistent with the Bus Stop Design Guide:

- **<100 Boardings:** Seating on hard surface; bike rack; route information panel with instructions on accessing real time arrival data
- **100 to 149 Boardings:** Small shelter with bench; bike rack; trash receptacle; current bus schedule; route information panel with instructions on accessing real-time arrival data
- **150 to 199 Boardings:** Medium-size shelter with bench; bike rack; trash receptacle; current bus schedule; real time bus data; landscaping within 10’ of primary bus stop feature
- **≥200 Boardings:** Large/custom shelter with bench; bike rack; trash receptacle; current bus schedule; real time bus data; landscaping within 10’ of primary bus stop feature

In addition, many stops, such as along Rapid Bus routes, in Transit Emphasis Corridors, and other key locations, would be upgraded to higher levels.

**Develop Network of Mobility Hubs**

Mobility hubs are an extension of traditional bus and/or rail transfer points, providing transportation services beyond the range of fixed-route transit and often including other modes that make connections to transit easier. From the community perspective, mobility hubs are focal points for a variety of well-organized transportation options. Mobility hubs can vary in size and function.

Large **regional mobility hubs** such as Kennedy Plaza, Providence Station, and the Newport Visitors Center typically include services and amenities such as indoor shelter, restrooms, bicycle facilities, and staffed or technology-enhanced information kiosks. Regional mobility hubs are located at the ends of major transit lines and in downtowns and major regional activity centers.

Smaller **community mobility hubs** provide mobility services for their immediate surrounding neighborhoods and are generally located in village centers and other activity centers in lower density
suburban areas. Community mobility hubs typically include bus stops, outdoor shelters, real-time signage, bike/car share, and park and ride lots (see Table 5).

Scenario 1 includes nine regional mobility hubs and five community mobility hubs:

**Regional Mobility Hubs:**
- Providence/Kennedy Plaza
- Providence/Providence Station
- Providence/Jewelry District
- Pawtucket/Downtown

Table 5 | Mobility Hub Features

<table>
<thead>
<tr>
<th></th>
<th>Regional Mobility Hubs</th>
<th>Community Mobility Hubs</th>
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</thead>
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<tr>
<td>Schedule Information</td>
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<td>✓</td>
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<tr>
<td>Transit System Maps</td>
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<td>✓</td>
</tr>
<tr>
<td>Real-Time Information</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Local Maps and Info</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Shelters</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Landscaping</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Bicycle Parking/Storage</td>
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<td>✓</td>
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<tr>
<td>Passenger Drop-Off Area</td>
<td>✓</td>
<td>Possible</td>
</tr>
<tr>
<td>Bikeshare/Scootershare</td>
<td>✓</td>
<td>Possible</td>
</tr>
<tr>
<td>Scootershare Corrals</td>
<td>✓</td>
<td>Possible</td>
</tr>
<tr>
<td>Public Art</td>
<td>Possible</td>
<td>Possible</td>
</tr>
<tr>
<td>Enclosed Waiting Area</td>
<td>Possible</td>
<td>Possible</td>
</tr>
<tr>
<td>Restrooms</td>
<td>Possible</td>
<td>Possible</td>
</tr>
<tr>
<td>Carshare</td>
<td>Possible</td>
<td>Possible</td>
</tr>
<tr>
<td>Retail and Services</td>
<td>Possible</td>
<td>Possible</td>
</tr>
</tbody>
</table>

- Newport/Gateway Center
- Woonsocket/Downtown
- Warwick/CCRI
- North Kingstown/Wickford Junction
- University of Rhode Island

**Community Mobility Hubs:**
- Providence/College Hill
- Providence/Olneyville
- Cranston/Pawtuxet
- Wampanoag Plaza
- North Kingstown/Quonset Gateway

Additionally, to serve Rhode Island’s rural communities, RIPTA will partner with any municipality interested in expanding or enhancing the town’s local van services through vehicle cost-sharing and procurement assistance, driver training, or other mutually-agreed assistance. Through RIPTA’s Statewide Mobility program, additional commuter and human services transportation services can be provided, such as volunteer driver program facilitation and carpool/vanpool matching.
Improve Access to Transit

For people to be able to use transit, they must be able to get to it and then get to where they are going after they leave it.

Walking

Over 90% of transit riders walk to and from transit. As a general rule, the average transit rider is willing to walk a quarter-mile to access fixed-route bus service and up to a half-mile for high capacity services (such as light rail and bus rapid transit) that operate with higher frequencies and over longer distances.

In Scenario 1, pedestrian improvements would be implemented at and around:

- Mobility hubs
- Rapid Bus stops
- Transit Emphasis Corridor stops
- Providence Metro area commuter rail stations

Driving

The second most important way that people get to and from transit is by driving. This is especially the case with commuter rail and express bus routes.

Scenario 1 includes the development of five new park-and-ride lots along express routes:

- Coventry at the end of the new Route N14 Coventry Express route
- Johnston at the intersection of I-295 and US Route 6 to serve Route 9X Pascoag Park-n-Ride and 10X North Scituate
- Lincoln in the vicinity of the CCRI and Twin Rivers to serve Route 54 Woonsocket -Providence Regional Rapid Bus
- Pascoag near the outer end of Route 9X Pascoag Park-n-Ride
- Portsmouth near the intersection of Ferry Rod and Boyd’s Lane to serve both Route 60 Newport-Providence via East Bay and new Newport-Fall River-Providence routes

Parking would also be provided at outer area mobility hubs and at some outer area Regional Rapid Bus stops and stations.

Biking

Scenario 1 improves bicycle accommodations in several ways:

- Sharing of bus lanes with bicycles
- Bikeshare and bike storage at regional mobility hubs
- Bikeshare and bike racks at urban rail stations and transit stops

Rideshare Partnerships

Rideshare partnerships with companies like Uber and Lyft can be an effective, but costly, way to extend the reach of transit. In Scenario 1, RIPTA and RIDOT would develop a rideshare partnership policy and potentially enter into first mile/last mile partnerships on a cost-sharing basis with others who would benefit from the service, whether they be individual users, cities and town, companies, or others. This would include partnerships in which RIPTA and/or RIDOT's costs did not exceed RIPTA's average cost per passenger in similar markets. To the extent that the cost would be higher, the additional costs would be covered by individual users or a third-party partner.
Make Service Easier to Use

Fare Integration

At present, MBTA commuter rail and Amtrak operate as two separate systems. RIPTA accepts MBTA Zone 8 fares, but this use is unpublished. RIPTA’s upcoming Newport-Fall River-Providence service will add the Southeast Regional Transit Authority’s passengers into the mix. Fare integration that is included in Scenario 1 (and all scenarios) includes:

- The use of MBTA Zone 8 fares on Amtrak Northeast Regional service between Providence and Boston. This would provide rail riders with more service and the equivalent of express service, as Amtrak trains are much faster than MBTA trains.
- Advertising the use of MBTA Zone 8 fares on RIPTA service.
- An agreement with SRTA to allow the use of SRTA passes on Newport-Fall River-Providence service.

Mobility-as-a-Service

Mobility-as-a-Service is a longer-term initiative as it is very much an emerging concept. As technology allows, MaaS would be pursued with an initial focus on the following areas:

- Integration of transit and first mile/last mile connections
- Transit schedule and real-time information
- Trip planning and booking
- Fare payment
3. Scenario 2: Improve and Expand

Develop High Capacity Premium Services

Bus Rapid Transit

Scenario 2 includes three BRT Lines:

- N2 Olneyville Square - East Providence
- N3 Central Falls - TF Green via Eddy Street
- N4 Providence - TF Green via CCRI/Warwick

Rapid Bus

Scenario 2 would develop seven Rapid Bus lines:

- Southern part of R-Line to Eddy Street
- 1 Hope - Eddy
- 17 Dyer - Pocasset, which would operate as a western extension of N2 Olneyville Square - East Providence BRT service
- 20 Elmwood Ave
- 28 Broadway - Hartford, which would operate as a western extension of N2 Olneyville Square - East Providence BRT service
- 56 Chalkstone Avenue
- 78 Beverage Hill-East Providence

Regional Rapid Bus

Scenario 2 includes four Regional Rapid Bus routes:

- 54 Providence - Woonsocket
- 60 Providence - Newport
- 14 West Bay
- 66 URI - Galilee

Improve Existing RIPTA Services

Develop a Frequent Transit Network

The Scenario 2 Frequent Transit Network would consist of:

- The three Bus Rapid Transit lines
• The seven Rapid Bus Lines
• Combined services operating in the Downtown Transit Connector (DTC)
• Four local bus routes:
  - 31 Cranston Street
  - 50 Douglas Avenue
  - 92 RI College - Federal Hill
  - N11 Cranston/Park Ave

Provide More Frequent Service for Longer Hours

Under Scenario 2, RIPTA’s service guidelines would be revised to increase the minimum standards for service frequencies and service spans for both weekdays and weekends. Many routes would also be re-classified to higher classifications. These changes are shown in Table 6.

Table 6 | Scenario 2 Route Classifications, Frequencies, and Spans

<table>
<thead>
<tr>
<th>Route Class</th>
<th>Routes</th>
<th>Minimum Service Freq (mins)</th>
<th>Minimum Span of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Mid-day</td>
</tr>
<tr>
<td>BRT</td>
<td>N2 Olneyville Sq-East Prov</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>N3 Central Falls-TF Green</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N4 Providence-TF Green</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapid Bus</td>
<td>Southern part of R-Line</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>1 Hope-Eddy</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>17 Dyer-Pocasset</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20 Elmwood Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>28 Broadway-Hartford</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>56 Chalkstone Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7B Beverage Hill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 All Day</td>
<td>31 Cranston Str</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>50 Douglas Av</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>92 RI College-East Side</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>N11 Cranston/Park Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Peak</td>
<td>N7 Valley St</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>N13 Olneyville Sq- Eddy St</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>19 Plainfield-Westminster</td>
<td></td>
<td></td>
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<td>22 Pontiac Ave</td>
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</tr>
<tr>
<td></td>
<td>27 Broadway-Manton</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>33 Riverside</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>51 Charles St</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>72 Weeden-Central Falls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 All Day</td>
<td>3 Warwick Ave</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>4 Pawtuxet Village</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>13 Coventry-Warwick</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18 Union Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>32 E Prov-Wampanoag</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>34 East Providence</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>40 Butler-Elmgrove</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>55 Admiral-Prov College</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>57 Smith Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>63 Broadway-Middletown</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>67 Bellevue-Salve Regina</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>71 Broad-Pawtucket</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>73 Mineral Spring-CCRI</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>75 Dexter Street</td>
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<td>Route Class</td>
<td>Routes</td>
<td>Minimum Service Freq (mins)</td>
<td>Minimum Span of Service</td>
</tr>
<tr>
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<td>----------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Mid-day</td>
</tr>
<tr>
<td>30 All Day (Cont.)</td>
<td>76 Central Avenue 80 Armistice Blvd 87 Fairmount - Walnut Hill</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>30 Peak</td>
<td>6 Prairie Ave\ 8X Jefferson Blvd 29 Cowesset-Kent County 30 Arlington-Oaklawn 35 Rumford-Newport 58 Mineral Spring-N Prov 64 Newport-URI Kingston N9 VA Hospital- Eddy St N10 Pawtucket -N Prov N16 Manville/Bellingham N18 Hillside/Valley N19 Westerly Bradford N20 Newport-Narragansett</td>
<td>30</td>
<td>60</td>
</tr>
<tr>
<td>Regional Rapid Bus</td>
<td>14 West Bay 54 Lincoln-Woonsocket 60 Providence-Newport 66 URI-Galilee</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Express/Commuter</td>
<td>9X Pascoag Park-n-Ride 10X North Scituate 24X Newport-FR-Prov 61X Tiverton-East Bay 65X Wakefield Park-n-Ride 95X Westerly Park-n-Ride N14 Coventry-Providence</td>
<td>4 AM In 4 PM Out</td>
<td>1 round trip</td>
</tr>
<tr>
<td>Flex</td>
<td>203 Narragansett 204 Westerly 210 Kingston 231 South Aquidneck 242 West Warwick-Coventry 281 Woonsocket 282 Pascoag-Slatersville N283 South Kingston, N284 Barrington N285 Smithfield N286 Cumberland N287 West Warwick/I-195 N288 Warwick N289 Quonset N290 East Greenwich</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

**Implement Transit Priority to Make Transit Faster**

In Scenario 2, queue jump lanes and transit signal priority would be implemented along all BRT, Rapid Bus, and Regional Rapid Bus routes.

**Improve Express Bus Service**

In Scenario 2, all routes would provide at least four AM inbound and four PM outbound trips, plus one midday round trip. These routes would include:
• 9X Pascoag Park-n-Ride
• 10X North Scituate
• 24X Newport -Fall River -Providence Service
• 61X Tiverton -East Bay Park-n-Ride
• 65X Wakefield Park-n-Ride
• 95X Westerly Park-n-Ride
• N14 Coventry -Providence via Warwick

Implement Bus on Shoulder Operations to Make Service Faster

In Scenario 2, bus on shoulder service would be implemented on Regional Rapid Bus and express routes in cases where only moderate roadway changes (such as changes to travel lanes) would be needed. These locations and routes would be the same as in Scenario 1 and are presented in Table 7.

Table 7 | Scenario 2 Bus on Shoulder Operation

<table>
<thead>
<tr>
<th>Location</th>
<th>Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-95/Route 4 to Providence:</td>
<td>14 West Bay</td>
</tr>
<tr>
<td></td>
<td>62 URI</td>
</tr>
<tr>
<td></td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>66 URI -Galilee</td>
</tr>
<tr>
<td></td>
<td>95X URI -Galilee</td>
</tr>
<tr>
<td>US 10 Cranston Street to US 6:</td>
<td>21 Reservoir -Garden City</td>
</tr>
<tr>
<td></td>
<td>30 Arlington -Oaklawn</td>
</tr>
<tr>
<td>US 6/10 Merge to Downtown</td>
<td>9X Pascoag Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>21 Reservoir -Garden City</td>
</tr>
<tr>
<td></td>
<td>30 Arlington -Oaklawn</td>
</tr>
<tr>
<td>RI 146</td>
<td>54 Lincoln -Woonsocket</td>
</tr>
<tr>
<td>I-295/Route 6 to Route 44</td>
<td>9X Pascoag Park-n-Ride</td>
</tr>
<tr>
<td>RI 4 (Limited Access)</td>
<td>62 URI</td>
</tr>
<tr>
<td></td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>66 URI -Galilee</td>
</tr>
</tbody>
</table>

Improve Flex Service

As in Scenario 1, Scenario 2 would expand the capacity of the existing services and implement app-based booking and fare payment. Hours of service would also be increased to 7 AM to 7 PM, with added Saturday service. New areas well suited to receive Flex Service are added in Scenario 2, with new flex routes added in the following areas:

• N283 South Kingston
• N284 Barrington
• N285 Smithfield
• N286 Cumberland
• N287 West Warwick/i-95
• N288 Warwick
• N289 Quonset
• N290 East Greenwich

Improve Commuter Rail Service

Provide Faster Commuter Rail Service to Boston

Scenario 2 includes the same improvements as Scenario 1 to reduce one-way travel times between Providence and Boston to less than 60 minutes.
Provide More Frequent Commuter Rail Service to Boston

Scenario 2 reflects one of the moderate improvement alternatives in MassDOT’s Commuter Rail Vision project (Alternative 3). In this alternative:

- Weekday service would operate to Providence Station and key Massachusetts stations every 15 minutes all day
- Weekday service would operate to Pawtucket/Central Falls and TF Green Stations every 30 minutes during peak periods and every 60 minutes during off-peak periods
- Service to Wickford Junction would remain at 10 round trips per weekday
- All weekend service would operate to and from TF Green Airport and all trips would serve Pawtucket/Central Falls, Providence, and TF Green Stations

In addition, as in Scenario 1, there would be cross-honored fares with Amtrak to provide access to additional service and a new Amtrak station at TF Green Airport.

Expand Service to New Areas and Markets

Develop New Local Fixed-Route Services

Scenario 2 would develop new local fixed-route services in areas where there is moderate to high demand but are either unserved or underserved. These would include the same new routes as in Scenario 1, which include:

- Providence
  - N7 Valley Street
- Woonsocket:
  - N16 Bellingham-Manville/Bellingham
- Newport
  - N18 Hillside/Valley
  - N20 Newport-Narragansett
- Westerly
  - N19 Westerly
- New crosstown routes in the Providence Metro area (see below)

Develop New Crosstown Services

Most of RIPTA’s services operate to and from downtown Providence, while large numbers of people make “crosstown” trips to other places. A major impediment to providing more crosstown service is that there are few crosstown roads. Still, there are several opportunities, and Scenario 2 includes four new crosstown routes:

- N9 VA Hospital -Eddy Street via Dean
- N10 Mineral Spring Ave
- N11 Cranston/Park Ave
- N13 Olneyville Square -Eddy Street

In addition, Route 58 Branch Ave would be converted to a crosstown route and Route 29 Kent County would continue to provide crosstown service across Warwick.

Expand Flex Service to New Areas

RIPTA’s Flex service currently provides service in seven zones. Scenario 2 would expand Flex service to underserved areas that can support minimal levels of fixed-route service. The following zones will be expanded or added to the existing zones:
• N283 South Kingston, south of URI
• N284 Barrington
• N285 Smithfield
• N286 Cumberland, along RI 122
• N287 West Warwick, I-195
• N288 Warwick
• N289 Quonset

Expand Special Event and Seasonal Services

As with Scenario 1, Scenario 2 would include annual budget set-asides for the operation of tourism-related services. The budget is higher for Scenario 2 than scenario 1.

Develop Service Partnership Program

As in Scenario 1, RIPTA would develop a service partnership policy and would potentially provide the option to communities, business interests, and other stakeholders, and create parameters for implementation.

Improve Facilities and Amenities

Improve Bus Stops and Amenities

In Scenario 2, RIPTA’s bus stop guidelines would be upgraded, and all stops would be improved to levels summarized in Table 8. In addition, Scenario 2 would use the following thresholds for high, medium, and low volume stops:

- **Low Volume**: fewer than 25 daily boardings (around 3000 stops)
- **Regular Stops**: between 25 and 200 daily boardings (around 350 stops)
- **High Volume Stops**: greater than 200 daily boardings (around 50 stops)

<table>
<thead>
<tr>
<th>Schedule Information</th>
<th>High Volume Stops</th>
<th>Regular Stops</th>
<th>Low Volume Stops</th>
<th>Park-and-Ride Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit System Maps</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Real-Time Information</td>
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<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Local Maps and Info</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
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<td>Paved Waiting Area</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Seating</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Lighting</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Shelters</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Landscaping</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Bikeshare</td>
<td>Possible</td>
<td>Possible</td>
<td></td>
<td>Possible</td>
</tr>
<tr>
<td>Passenger Drop-Off Area</td>
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<td>✓</td>
</tr>
<tr>
<td>Public Art</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 8 | Scenario 2 Stop Amenities

Develop Network of Mobility Hubs

Scenario 2 includes nine regional mobility hubs and 12 community mobility hubs:
Regional Mobility Hubs:
- Providence/Kennedy Plaza
- Providence/Providence Station
- Providence/Jewelry District
- Pawtucket/Downtown
- Newport/Gateway Center
- Woonsocket/Downtown
- Warwick/TF Green
- North Kingstown/Wickford Junction
- University of Rhode Island

Community Mobility Hubs:
- Providence/Olneyville
- Providence/College Hill
- Bristol
- Cranston/Pawtuxet
- Cranston/Knightsville
- East Providence
- Wampanoag Plaza
- Lincoln
- North Providence
- South Kingstown/URI
- Wakefield
- Warwick/CCRI

In addition, to serve Rhode Island’s rural communities, RIPTA will expand its Rural Ride services to provide a base level of service to every municipality. Base level of service includes a weekly circulator service designed in partnership with local stakeholders and connecting at least three key destinations within the town or adjacent municipalities.

Improve Access to Transit

Walking
In Scenario 2, pedestrian improvements would be implemented at and around
- Mobility hubs
- BRT lines
- Rapid Bus stops
- Transit Emphasis Corridor stops
- Providence Metro area commuter rail stations

Driving
Scenario 2 includes the development of the same five park-and-ride lots as Scenario 1:
- Coventry at the end of the new Route N14 Coventry Express route
- Johnston at the intersection of I-295 and US Route 6 to serve Route 9X Pascoag Park-n-Ride and 10X North Scituate
- Lincoln in the vicinity of the CCRI and Twin Rivers to serve Route 54 Woonsocket -Providence Regional Rapid Bus
- Pascoag near the outer end of Route 9X Pascoag Park-n-Ride
- Portsmouth near the intersection of Ferry Rod and Boyd’s Lane to serve both Route 60 Newport-Providence via East Bay and new Newport-Fall River-Providence routes
In addition, parking would be provided at some outer area LRT stations, many Regional Rapid Bus stops, and outer area mobility hubs.

**Bicycling/Bikeshare**

Scenario 2 would improve bicycle accommodation in several ways:

- Sharing of bus lanes with bicycles
- Bikeshare and bike storage at regional mobility hubs
- Bikeshare and bike racks at urban rail stations and transit stops

**Rideshare Partnerships**

As in Scenario 1, RIPTA and RIDOT would develop ridershare partnership policies.

**Make Service Easier to Use**

**Fare Integration**

Fare integration in Scenario 2 would be the same as in Scenario 1.

**Mobility as a Service**

Mobility as a Service in Scenario 2 would be the same as in Scenario 1.
4. Scenario 3: Comprehensive Statewide System

Develop High Capacity Premium Services

Light Rail
Light rail is designed to serve corridors of high demand areas, due to its high capacity and high frequency. Scenario 3 includes two lines:
- N1 Central Falls-TF Green via Main Street, Providence Station, Elmwood Avenue, Reservoir Avenue, and CCRI/Warwick
- N2 Olneyville to East Providence via downtown Providence

Bus Rapid Transit
Scenario 3 includes one BRT Line:
- N5 Providence Station-TF Green via Broad Street and Post Road

Rapid Bus
Scenario 3 includes eleven Rapid Bus lines:
- Southern part of R-Line to city limits (Northern part replaced by N1 Light Rail)
- 1 Hope St
- 20 Elmwood Ave
- 27 Broadway -Manton
- 28 Broadway -Hartford
- 31 Cranston St
- 50 Douglas St
- 56 Chalkstone Avenue
- 78 Beverage Hill Ave-East Providence
- 92 RI College -Eastside
- N11 Cranston/Park Ave

Regional Rapid Bus
Scenario 3 includes the same four Regional Rapid Bus routes as Scenario 2:
• 14 West Bay
• 54 Lincoln -Woonsocket
• 60 Providence -Newport
• 66 URI -Galilee

**Improve Existing RIPTA Services**

**Develop a Frequent Transit Network**

The Scenario 3 Frequent Transit Network would consist of:

• The two Light Rail lines
• The one Bus Rapid Transit lines
• The nine Rapid Bus Lines
• Combined services operating in the Downtown Transit Connector (DTC)
• Seven local bus routes:
  - 17 Dyer-Pocasset
  - 19 Plainfield -Westminster
  - 22 Pontiac Avenue
  - 51 Charles Street
  - 72 Weeden -Central Falls
  - N7 Valley Street
  - N13 Olneyville Square-Eddy St

**Provide More Frequent Service for Longer Hours**

Under Scenario 3, RIPTA’s service guidelines would be improved through major increases in service frequencies and spans. Weekend service will also be greatly expanded (see Table 9).

**Table 9 | Scenario 3 Route Classifications, Frequencies, and Spans**

<table>
<thead>
<tr>
<th>Route Class</th>
<th>Routes</th>
<th>Minimum Service Freq (mins)</th>
<th>Minimum Span of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Mid-day</td>
</tr>
<tr>
<td>LRT</td>
<td>N1 Central Falls -TF Green N2 Olneyville Sq -East Prov</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>BRT</td>
<td>N5 Providence-TF Green</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Rapid Bus</td>
<td>R-Line Southern End 1 Hope-Eddy 20 Elmwood Ave 27 Broadway-Manton 28 Broadway-Hartford 31 Cranston Street 50 Douglas Avenue 56 Chalkstone Avenue 78 Beverage Hill 92 RI College- -East Side N11 Cranston/Park Ave</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>15 All Day</td>
<td>17 Dyer-Pocasset 19 Plainfield-Westminster 22 Pontiac Avenue 51 Charles Street 72 Weeden-Central Falls N13 Olneyville Sq- Eddy St</td>
<td>15</td>
<td>15</td>
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<tr>
<td>Route Class</td>
<td>Routes</td>
<td>Minimum Service Freq (mins)</td>
<td>Minimum Span of Service</td>
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<td>-----------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Mid-day</td>
</tr>
<tr>
<td>N7 Valley Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Peak</td>
<td>18 Union Avenue 32 East Provi-Wampanoag 33 Riverside 34 East Providence 55 Admiral-Prov College 57 Smith Street 63 Broadway-Middletown 67 Bellevue-Salve Regina 71 Broad St-Pawtucket Ave</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>30 All Day</td>
<td>3 Warwick Ave 4 Pawtuxet Village 13 Coventry- Warwick Mall 30 Arlington-Oaklawn 35 Rumford-Newport 40 Butler-Elmgrove 58 Mineral Spring-N Prov 64 Newport-URI Kingston 73 Mineral Spring 75 Dexter Street 76 Central Avenue 87 Fairmount-Walnut Hill N10 Pawtucket-N Prov N9 VA Hospital- Eddy</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>30 Peak</td>
<td>6 Prairie Ave 29 Cowesset-Kent County 80 Armistice Blvd 8X Jefferson Blvd N6 Woonsocket-Pawtucket N16 Manville/Bellingham N18 Hillside/Valley N19 Westerly Bradford N20 Newport-Naragansett</td>
<td>30</td>
<td>60</td>
</tr>
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<td>Regional Rapid Bus</td>
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<td>30</td>
</tr>
<tr>
<td>Express/Commuter</td>
<td>10X North Scituate 61X Tiverton-East Bay 65X Wakefield Park-n-Ride 95X Westerly Park-n-Ride 9X Pascoag Park-n-Ride 24X Newport-FR-Prov N14 Coventry-Providence</td>
<td>5 AM In 5 PM Out</td>
<td>60</td>
</tr>
<tr>
<td>Route Class</td>
<td>Routes</td>
<td>Minimum Service Freq (mins)</td>
<td>Minimum Span of Service</td>
</tr>
<tr>
<td>------------</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Mid-day</td>
</tr>
<tr>
<td>Flex</td>
<td>203 Narragansett, 204 Westerly, 210 Kingston, 231 South Aquidneck, 242 West Warwick-Coventry, 281 Woonsocket, 282 Pascoag-Slatersville, N283 South Kingston, N284 Barrington, N285 Smithfield, N286 Cumberland, N287 West Warwick/I-195, N288 Warwick, N289 Quonset, N290 East Greenwich</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

**Implement Transit Priority to Make Transit Faster**

In Scenario 3, queue jump lanes and transit signal priority would be implemented along all Light Rail, BRT, Rapid Bus, and Regional Rapid Bus routes.

**Improve Express Bus Service**

In Scenario 3, all routes would provide at least five AM inbound and five PM outbound trips and hourly midday service. These routes would include:

- 10X North Scituate
- 61X Tiverton-East Bay
- 65X Wakefield Park-n-Ride
- 95X Westerly Park-n-Ride
- 9X Pascoag Park-n-Ride
- 24X Newport-FR-Prov
- N14 Coventry-Providence via Warwick

**Implement Bus on Shoulder Operations to Make Service Faster**

In about 20 states, buses are permitted to use highway shoulders when general traffic is congested. In all scenarios, this practice would be brought to Rhode Island. In Scenario 3, it would be implemented on all corridors identified in RIPTA’s Bus on Shoulder Study findings plus I-195. These locations and routes are presented in Table 10.

**Improve Flex Service**

RIPTA’s Flex services require 24-hour advance reservations by phone and sometimes deny rides because the service is full. Scenario 3 would expand the capacity of the existing services and implement app-based booking and fare payment. Hours of service would also be increased to 7 AM to 7 PM seven days a week, including weekends. Scenario 3 also includes the same additional flex services as in Scenario 2:

- N283 South Kingston
- N284 Barrington
- N285 Smithfield
- N286 Cumberland
- N287 West Warwick/i-95
• N288  Warwick
• N289  Quonset
• N290  East Greenwich

<table>
<thead>
<tr>
<th>Location</th>
<th>Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-95/Route 4 to Providence:</td>
<td>14 West Bay</td>
</tr>
<tr>
<td></td>
<td>62 URI</td>
</tr>
<tr>
<td></td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>66 URI -Galilee</td>
</tr>
<tr>
<td></td>
<td>95X URI -Galilee</td>
</tr>
<tr>
<td>US 10 Cranston Street to US 6:</td>
<td>21 Reservoir -Garden City</td>
</tr>
<tr>
<td></td>
<td>30 Arlington -Oaklawn</td>
</tr>
<tr>
<td>US 6/10 Merge to Downtown</td>
<td>9X Pascoag Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>21 Reservoir -Garden City</td>
</tr>
<tr>
<td></td>
<td>30 Arlington -Oaklawn</td>
</tr>
<tr>
<td>RI 146</td>
<td>54 Lincoln -Woonsocket</td>
</tr>
<tr>
<td>I-295/Route 6 to Route 44</td>
<td>9X Pascoag Park-n-Ride</td>
</tr>
<tr>
<td>RI 4 (Limited Access)</td>
<td>62 URI</td>
</tr>
<tr>
<td></td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td></td>
<td>66 URI -Galilee</td>
</tr>
<tr>
<td>US 1 (RI 108 to RI 4)</td>
<td>65X Wakefield Park-n-Ride</td>
</tr>
<tr>
<td>i-195</td>
<td>60 Newport -Providence via East Bay</td>
</tr>
<tr>
<td></td>
<td>N15 New Newport -Fall River -Providence</td>
</tr>
</tbody>
</table>

**Improve Commuter Rail Service**

**Provide Faster Commuter Rail Service to Boston**

Scenario 3 includes the same improvements as Scenarios 1 and 2 to reduce one-way travel times between Providence and Boston to less than 60 minutes.

**Provide More Frequent Commuter Rail Service to Boston**

Scenario 3 reflects one of major improvement alternatives in MassDOT’s Commuter Rail Vision project (Alternative 6). In this alternative:

- Weekday service would operate to Providence Station and key Massachusetts stations every 15 minutes all day
- Weekday service would operate to Pawtucket/Central Falls and TF Green stations every 15 minutes during peak periods and every 30 minutes during off-peak periods
- Service to Wickford Junction would remain at 10 round trips per weekday
- All weekend service would operate to TF Green Airport

In addition, as in Scenarios 1 and 2, cross-honored fares with Amtrak to provide access to additional service.

**Expand Service to New Areas and Markets**

**Develop New Local Fixed-Route Services**

Scenario 3 would develop new local fixed-route services in areas where there is moderate to high demand but are either unserved or underserved. These would include the same new routes as in Scenarios 1 and 2:
• Providence
  – N7 Valley Street
• Woonsocket:
  – N16 Bellingham-Manville
• Newport
  – N18 Hillside/Valley
  – N20 Newport-Narragansett
• Westerly
  – N19 Westerly Bradford
• New crosstown routes in the Providence Metro area (see below)

Develop New Crosstown Services
Scenario 3 includes the same crosstown service improvements as Scenario 2. These include four new crosstown routes plus modifications to existing routes. The four new routes would be:

- N9 VA Hospital - Eddy Street via Dean
- N10 Mineral Spring Ave
- N11 Cranston/Park Ave
- N13 Olneyville Square - Eddy Street

In addition, Route 58 Branch Ave would be converted to a crosstown route and Route 29 Kent County would continue to provide crosstown service across Warwick.

Expand Flex Service to New Areas
RIPTA’s Flex service currently operates in seven zones. Scenario 3 would the same seven new Flex zones as in Scenario 2, plus one additional zone in East Greenwich. In addition, RIPTA would set aside part of its annual budget (at levels to be determined) to provide funding for communities to operate their own services.

Expand Special Event and Seasonal Services
As with Scenarios 1 and 2, Scenario 3 would include annual budget set-asides for the operation of tourism-related services. The budget is highest for Scenario 3.

Develop Service Partnership Program
As in Scenarios 1 and 2, RIPTA would develop a service partnership program and would publicize the potential service partnerships to communities, business interests, and other stakeholders, and create parameters for implementation.

Improve Facilities and Amenities

Improve Bus Stops and Amenities
In Scenario 3, RIPTA’s bus stop guidelines would be upgraded, and all stops would be improved to levels summarized in Error! Reference source not found. Scenario 3 would use the same thresholds for high, medium, and low volume stops, which would be:

- **Low Volume:** fewer than 25 daily boardings (around 3000 stops)
- **Regular Stops:** between 25 and 200 daily boardings (around 350 stops)
- **High Volume Stops:** greater than 200 daily boardings (around 50 stops)

Scenario 3 would make the same improvements as in Scenario 2.
Develop Network of Mobility Hubs

Scenario 3 includes nine regional mobility hubs and 39 community mobility hubs:

**Regional Mobility Hubs:**
- Providence/Kennedy Plaza
- Providence/Providence Station
- Providence/Jewelry District
- Pawtucket/Downtown
- Newport/Gateway Center
- Woonsocket/Downtown
- Warwick/TF Green
- North Kingstown/Wickford Junction
- University of Rhode Island

**Community Mobility Hubs:**
- Barrington
- Bristol
- Burrillville
- Central Falls
- Charlestown
- College Hill
- Coventry
- Cranston/Knightsville
- Cranston/Pawtuxet
- Cumberland
- East Greenwich
- East Providence
- Wamponoag Plaza
- Exeter
- Foster
- Glocester
- Hopkinton
- Jamestown
- Johnston
- Lincoln
- Little Compton
- Middletown
- Narragansett
- New Shoreham
- North Kingstown/Quonset Gateway
- North Kingstown/Wickford Junction
- North Providence
- North Smithfield
- Portsmouth
- Providence/Olneyville
- Richmond
- Scituate
- Smithfield/Bryant University
- Tiverton
- Warren
- Warwick/Arctic
• Warwick/CCRI
• Westerly
• West Greenwich

In addition, to serve Rhode Island’s rural communities, RIPTA will establish a statewide flexible transportation program ensuring that residents of communities without fixed route transportation have daily access to transit services. Depending on community needs, services may be provided through expanded Rural Ride service or through a zone-based Flex or microtransit service.

**Improve Access to Transit**

For people to be able to use transit, they must be able to get to it and get where they are going after they leave it.

**Walking**

In Scenario 3, pedestrian improvements would be implemented at and around

• Mobility hubs
• Light rail lines
• BRT lines
• Rapid Bus stops
• Transit Emphasis Corridor stops
• Providence Metro area commuter rail stations

**Driving**

Scenario 3 includes the development of the same five park-and-ride lots as Scenarios 1 and 2:

• Coventry at the end of the new Route N14 Coventry Express route
• Johnston at the intersection of I-295 and US Route 6 to serve Route 9X Pascoag Park-n-Ride and 10X North Scituate
• Lincoln in the vicinity of the CCRI and Twin Rivers to serve Route 54 Woonsocket -Providence Regional Rapid Bus
• Pascoag near the outer end of Route 9X Pascoag Park-n-Ride
• Portsmouth near the intersection of Ferry Rod and Boyd’s Lane to serve both Route 60 Newport-Providence via East Bay and new Newport-Fall River-Providence routes

In addition, parking would be provided at some outer area LRT stations, many Regional Rapid Bus stops, and outer area mobility hubs.

**Bicycling/Bikeshare**

Scenario 3 would improve bicycle accommodation in a similar manner as Scenario 2:

• Sharing of bus lanes with bicycles
• Bikeshare and bike lockers at regional mobility hubs
• Bikeshare and bike racks at urban rail stations and transit stops

**Rideshare Partnerships**

As in Scenarios 1 and 2, RIPTA and RIDOT would enter into first mile/last mile partnerships on a cost-sharing basis with others who would benefit from the service, whether they be individual users, cities and town, companies, or others. The structure of the program would be the same as in Scenarios 1 and 2, but RIPTA would fund a higher proportion of program costs (with that proportion still to be determined).
Make Service Easier to Use

Fare Integration

Fare integration in Scenario 3 would be the same as in Scenarios 1 and 2.

Mobility as a Service

Mobility as a Service in Scenario 3 would be the same as in Scenarios 1 and 2.
5. Strategies Not Included in Any Scenarios

Several strategies were reviewed while compiling the scenarios and determined not to be optimally suited for the transit markets in Rhode Island.

Commuter Ferry Service

Although Rhode Island is characterized by coasts, there is a limited market for commuter ferry. While there is high demand for different types of commuter service in Rhode Island, they are best served by the other commuter services described above. This is because

- Only three of Rhode Island’s major population and job centers are located along the coast
- Most other coastal and job sites are too small to support point-to-point service
- Providence’s India Point ferry terminal does not provide convenient access to downtown Providence
- Too many trips would require two transfers
- Travel by boat does not offer time savings over land travel

Intra-State Commuter Rail

Scenarios 2 and 3 consider major improvements to north-south transit service in the Metro Providence area: light rail in Scenario 3 and BRT in Scenario 2. These would serve similar but stronger markets as intra-state commuter rail. In addition, there would be many challenges related to implement intra-state commuter rail, largely involved fitting new service between Boston commuter rail service and Amtrak service. For these reasons, the scenarios consider light rail and BRT but not intra-state commuter rail.

Intra-State Commuter Rail is envisioned to continue to be operated as part of the MBTA commuter rail system. Potential improvements suggested are consistent with those being evaluated as part of the MBTA Rail Vision study, which is considering a wide range of enhancements to upgrade service to operate at least every 30 minutes to all stations.

The State of RI is supportive of these MBTA alternatives and the operation of higher frequency service to Providence, T.F. Green and Pawtucket/Central Falls Station, along with weekend service to all three stations. Such enhancements will help better serve the significant demand for frequent transit from Warwick north to Central Falls. In addition, this plan is proposing to add higher frequency Rapid Bus, BRT, and/or LRT services in corridors that are parallel and complementary to the commuter rail line.
6. Scenario Maps