



# Kingston Station Mobility Hub

Public Meeting – Kingston Free Library

November 14, 2024

Ella Ackerman



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

# Agenda

- 1 Project Background
- 2 Feasibility Study Goals & Findings
- 3 Concept Design
- 4 Questions & Feedback





# How did we get here?

## **West Bay Service Redesign**

- RIPTA restructured service to increase frequencies, improve connections, and better serve underserved areas
- Addressed desire to establish additional regional transit hubs outside of Providence; identified CCRI Warwick and URI as hub sites

## **FTA's Grants for Bus and Bus Facilities Program**

- RIPTA was awarded an FY19 Bus and Bus Facilities grant to build these two mobility hubs

# Transit Forward RI 2040

## Rhode Island's Transit Master Plan

- A statewide network of community and regional mobility hubs to improve connections throughout RI
- High demand for new fixed-route transit services outside of the Providence Metro Area, specifically for connecting key destinations such as Kingston Station and URI to Newport and Providence.
- Better regional services to strengthen economic ties among Rhode Island's communities



# What is a *mobility hub*?

Mobility hubs are transit sites that bring together multiple travel modes with passenger information and public amenities; these can include shelters, restrooms, bike facilities, micromobility options, and parking.



# Feasibility Study

## Goals:

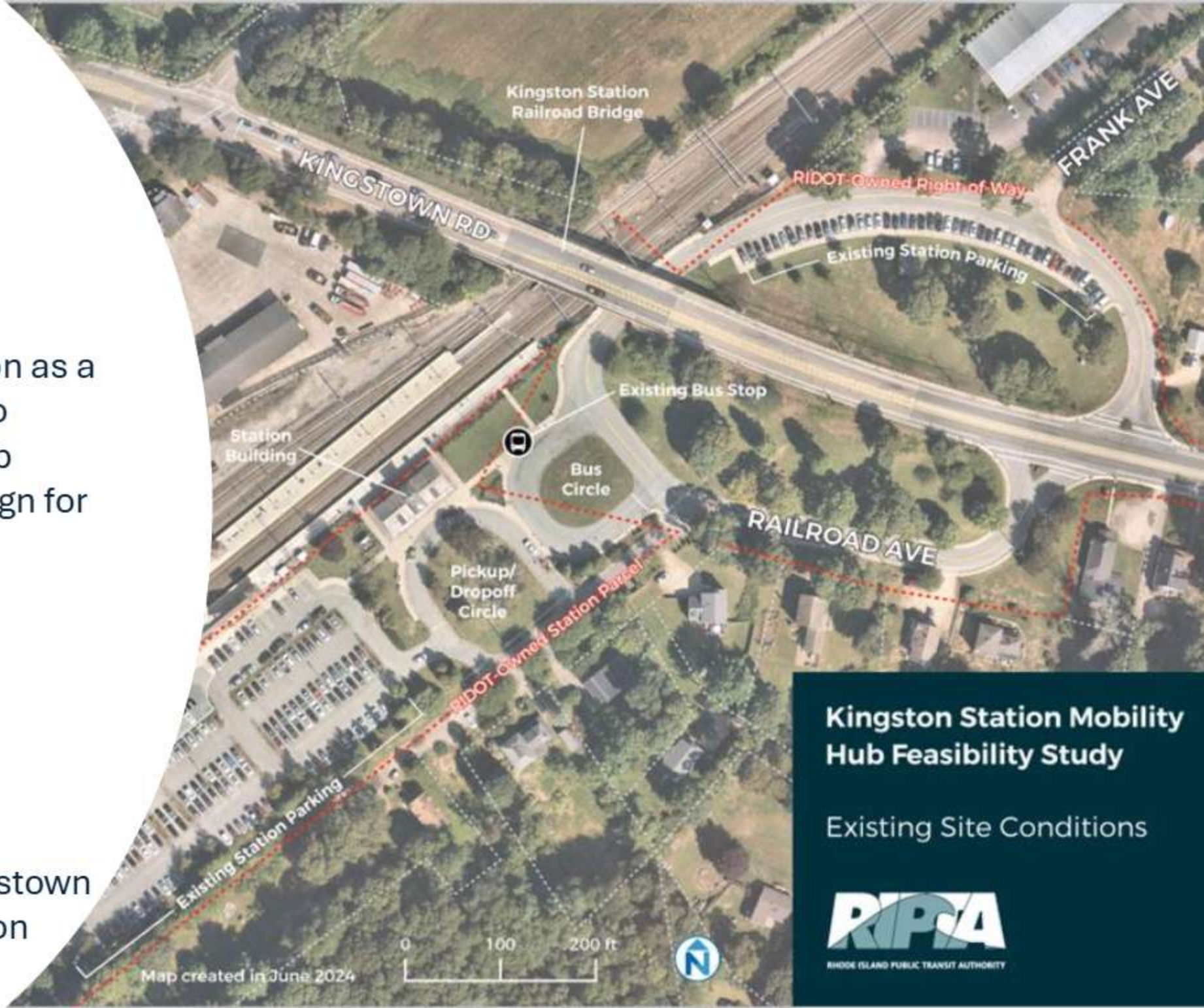
1. Confirm Kingston Station as a suitable site for RIPTA to construct a mobility hub
2. Develop a concept design for the site

## Timeline:

April to Fall 2024

## Stakeholders:

RIDOT, Amtrak, South Kingstown Planning, URI Transportation



**Kingston Station Mobility Hub Feasibility Study**

Existing Site Conditions



# Kingston Station



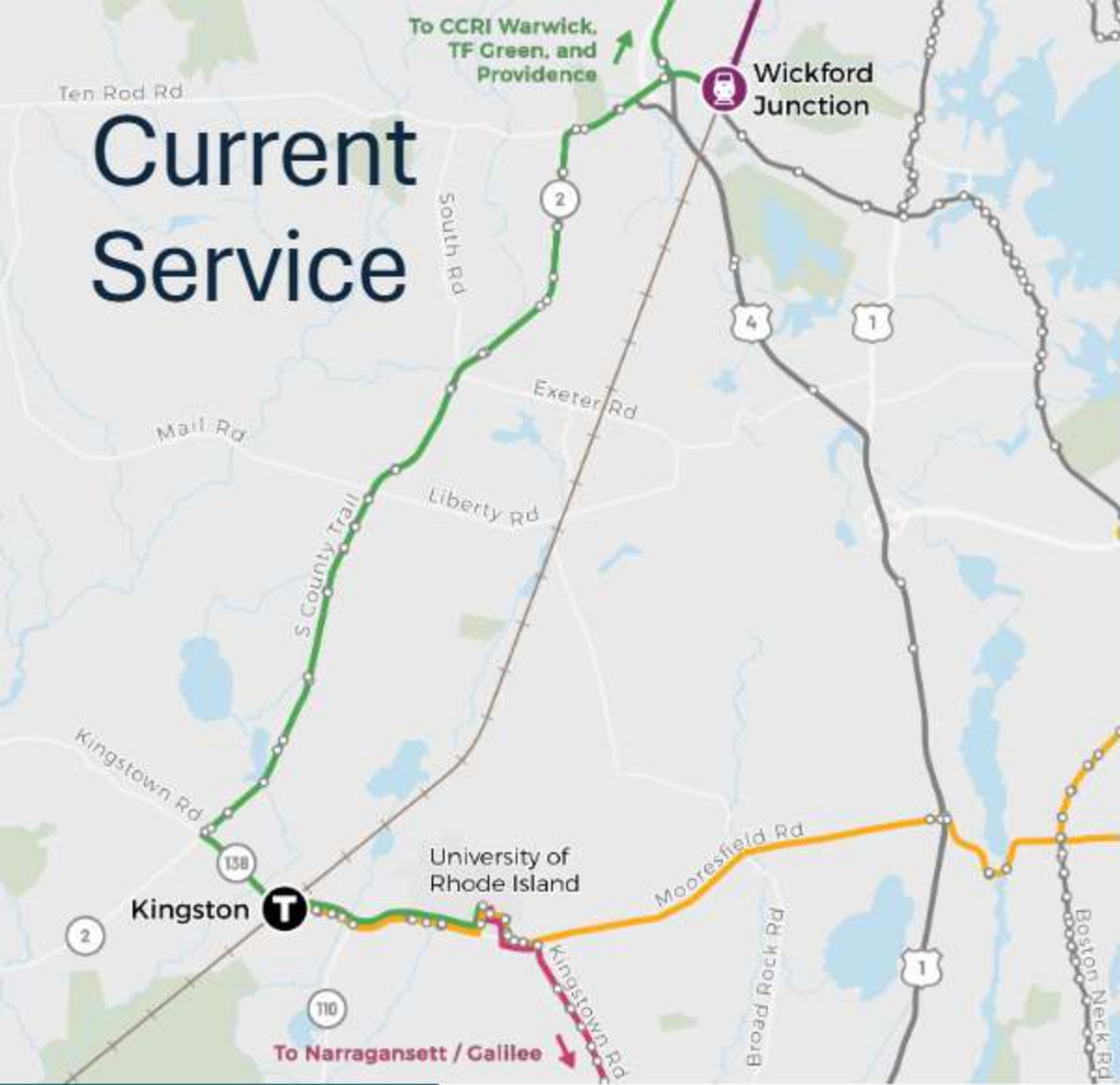
- Located on Railroad Ave in the West Kingston Village of the Town of South Kingstown
- Constructed in 1875
- Station headhouse listed on the National Register of Historic Places in 1977
- Served by Amtrak Northeast Regional service and RIPTA
- Trailhead of William C. O'Neill South County Bike Path
- Station building includes several passenger amenities



KINGSTON STATION



# Current Service



# Planned RIPTA Service to Kingston Station

- **Extend Route 16** to URI Narragansett Bay Campus, URI Kingston, and Kingston Station with a layover at Kingston Station. RIPTA plans for 16 to operate every 30 minutes, all day.
- **Improve Route 64** service to every 30 minutes on weekdays, all day.
- **Combine routes 66 and 69 into a new, longer Route 66.** This route will operate every 30 minutes in each direction during peak frequency.
- **Expand the URI/Narragansett/South Kingstown Flex zone** to include Kingston Station and increase service levels.

# Current RIPTA Service

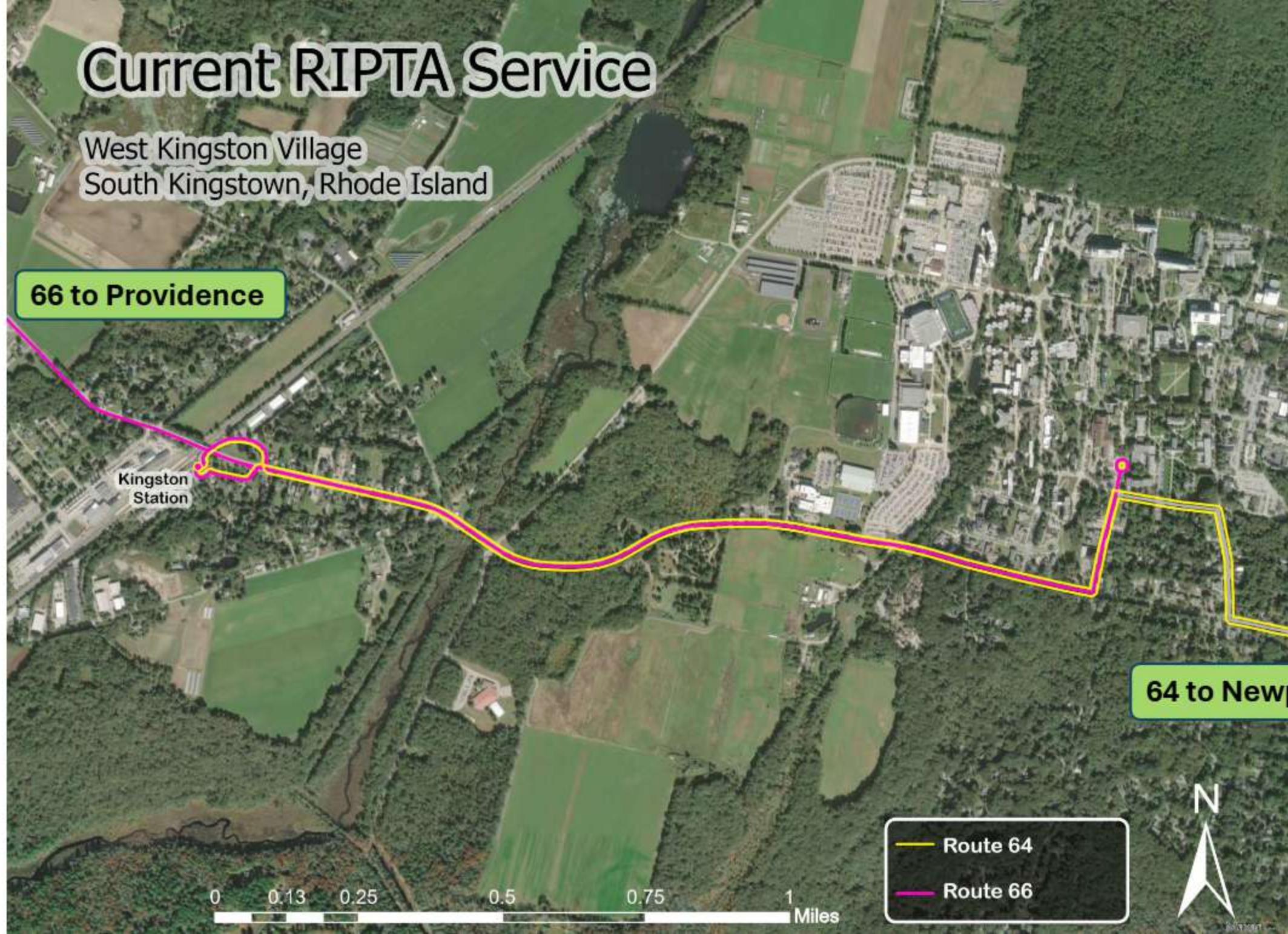
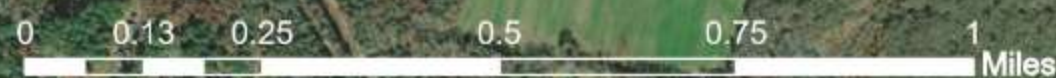
West Kingston Village  
South Kingstown, Rhode Island

66 to Providence

Kingston Station

64 to Newport

— Route 64  
— Route 66



# Future RIPTA Service

West Kingston Village  
South Kingstown, Rhode Island

66 to Providence

Kingston Station

64 to Newport  
16 to Bay Campus  
& CCRI Warwick  
66 to Narragansett

- Route 64
- Future Route 16
- Future Route 66

0 0.13 0.25 0.5 0.75 1 Miles



# Current RIPTA Service

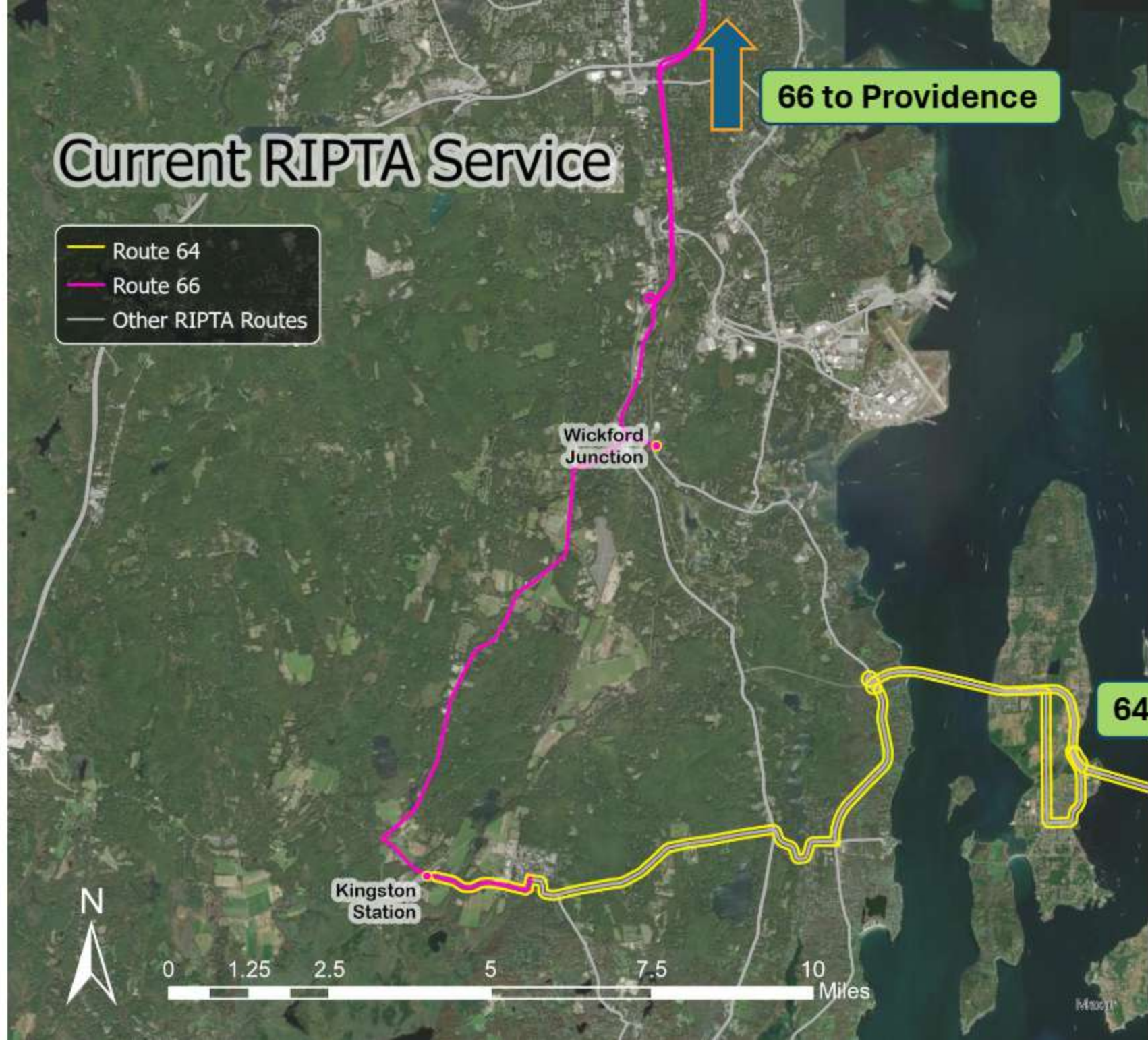
- Route 64
- Route 66
- Other RIPTA Routes

Wickford Junction

Kingston Station

66 to Providence

64 to Newport



# Future RIPTA Service

- Future Route 16
- Future Route 66
- Route 64
- Other RIPTA Routes

Wickford Junction

Kingston Station

66 to Providence  
16 to CCRI Warwick

64 to Newport

66/69 to Narragansett & Galilee



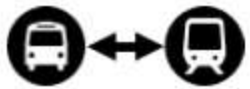
# Kingston Station Mobility Hub Goals



- Improve RIPTA rider comfort, convenience, accessibility, and safety.



- Increase station user awareness of bus transit options serving Kingston Station.



- Improve multimodal relationships among bus, rail, and bicycle modes.



- Increase RIPTA and Amtrak ridership.



- Improve bus operations for operators and vehicles.

# Existing Condition Review Key Findings

## What should this mobility hub include?

### Passenger Facilities

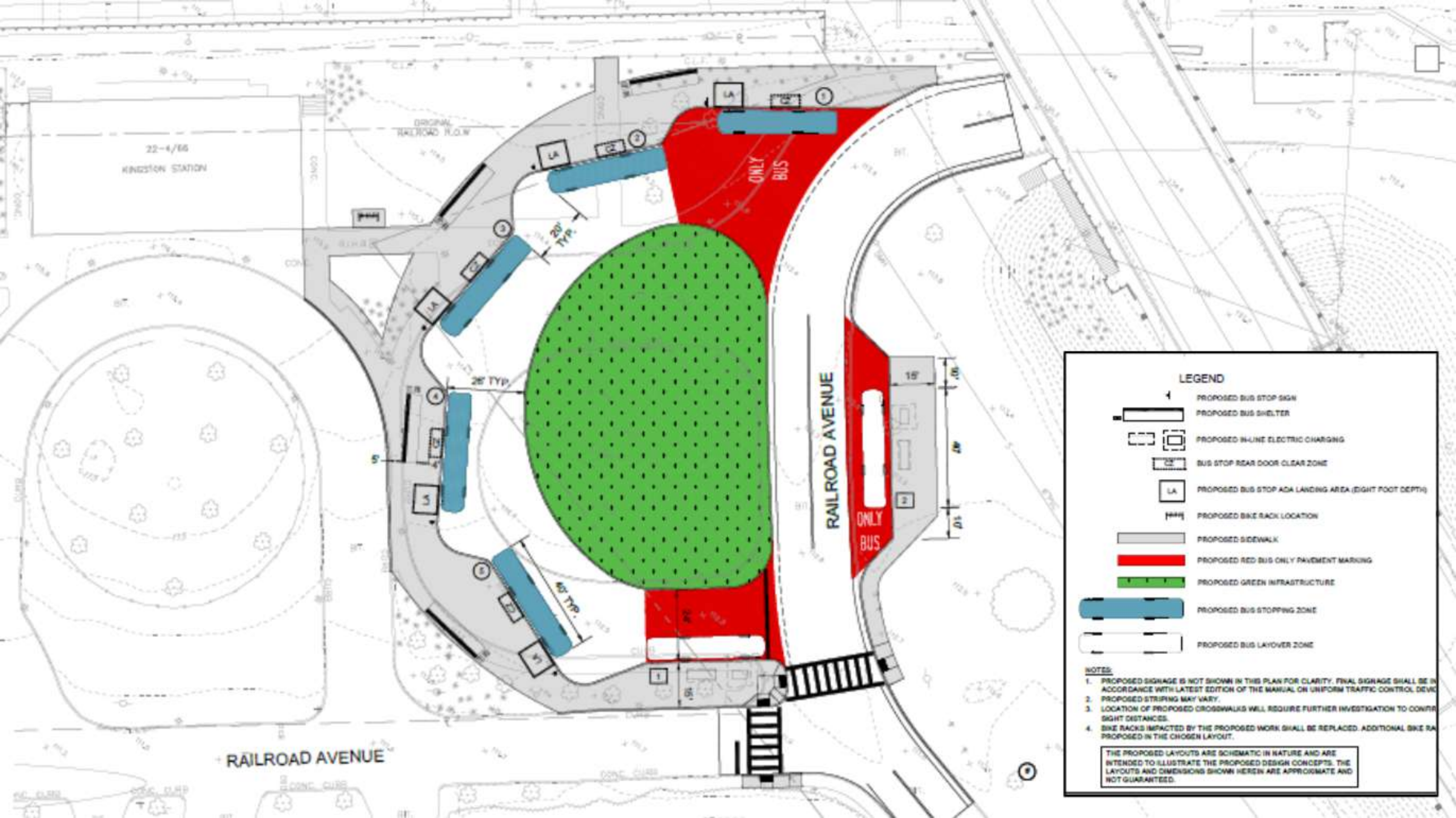
- Bus stop signs, shelters with solar lighting, benches, waste receptacles, real-time bus information, bike racks, and ADA accessible connections to and under Route 138
- Approximately 500 square-feet of waiting area and approximately 500 square-feet of boarding and alighting area.

### Bus Facilities

- Five bus bays and two layover bays.
- Space for future installation of battery-electric bus chargers.

### Other Key Considerations

- Green infrastructure to compensate for any additional paving
- Design should prevent—to the extent possible—non-transit vehicles from using bus infrastructure.



22-4/66  
KINGSTON STATION

ORIGINAL  
RAILROAD H.O.W.

RAILROAD AVENUE

RAILROAD AVENUE

### LEGEND

|  |   |
|--|---|
|  | PROPOSED BUS STOP SIGN                                |
|  | PROPOSED BUS SHELTER                                  |
|  | PROPOSED IN-LINE ELECTRIC CHARGING                    |
|  | BUS STOP REAR DOOR CLEAR ZONE                         |
|  | PROPOSED BUS STOP ADA LANDING AREA (EIGHT FOOT DEPTH) |
|  | PROPOSED BIKE RACK LOCATION                           |
|  | PROPOSED SIDEWALK                                     |
|  | PROPOSED RED BUS ONLY PAVEMENT MARKING                |
|  | PROPOSED GREEN INFRASTRUCTURE                         |
|  | PROPOSED BUS STOPPING ZONE                            |
|  | PROPOSED BUS LAYOVER ZONE                             |

**NOTES:**

1. PROPOSED SIGNAGE IS NOT SHOWN IN THIS PLAN FOR CLARITY. FINAL SIGNAGE SHALL BE IN ACCORDANCE WITH LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. PROPOSED STRIPING MAY VARY.
3. LOCATION OF PROPOSED CROSSWALKS WILL REQUIRE FURTHER INVESTIGATION TO CONFIRM SIGHT DISTANCES.
4. BIKE RACKS IMPACTED BY THE PROPOSED WORK SHALL BE REPLACED. ADDITIONAL BIKE RACKS PROPOSED IN THE CHOSEN LAYOUT.

THE PROPOSED LAYOUTS ARE SCHEMATIC IN NATURE AND ARE INTENDED TO ILLUSTRATE THE PROPOSED DESIGN CONCEPTS. THE LAYOUTS AND DIMENSIONS SHOWN HEREIN ARE APPROXIMATE AND NOT GUARANTEED.



# South Kingstown Bicycle and Pedestrian Master Plan

July 2022

**DRAFT**



- Identifies safety issues for cyclists and pedestrians at Kingston Rd and Railroad Ave
- Recognizes the benefits of and need for enhancing bike and pedestrian activity, safety, and mobility
- Recommends education strategies that promote active transportation and safety
- Calls for bike and pedestrian improvements on 138 and Railroad Ave, especially for making connections to URI campuses
- Improving bike path crossings

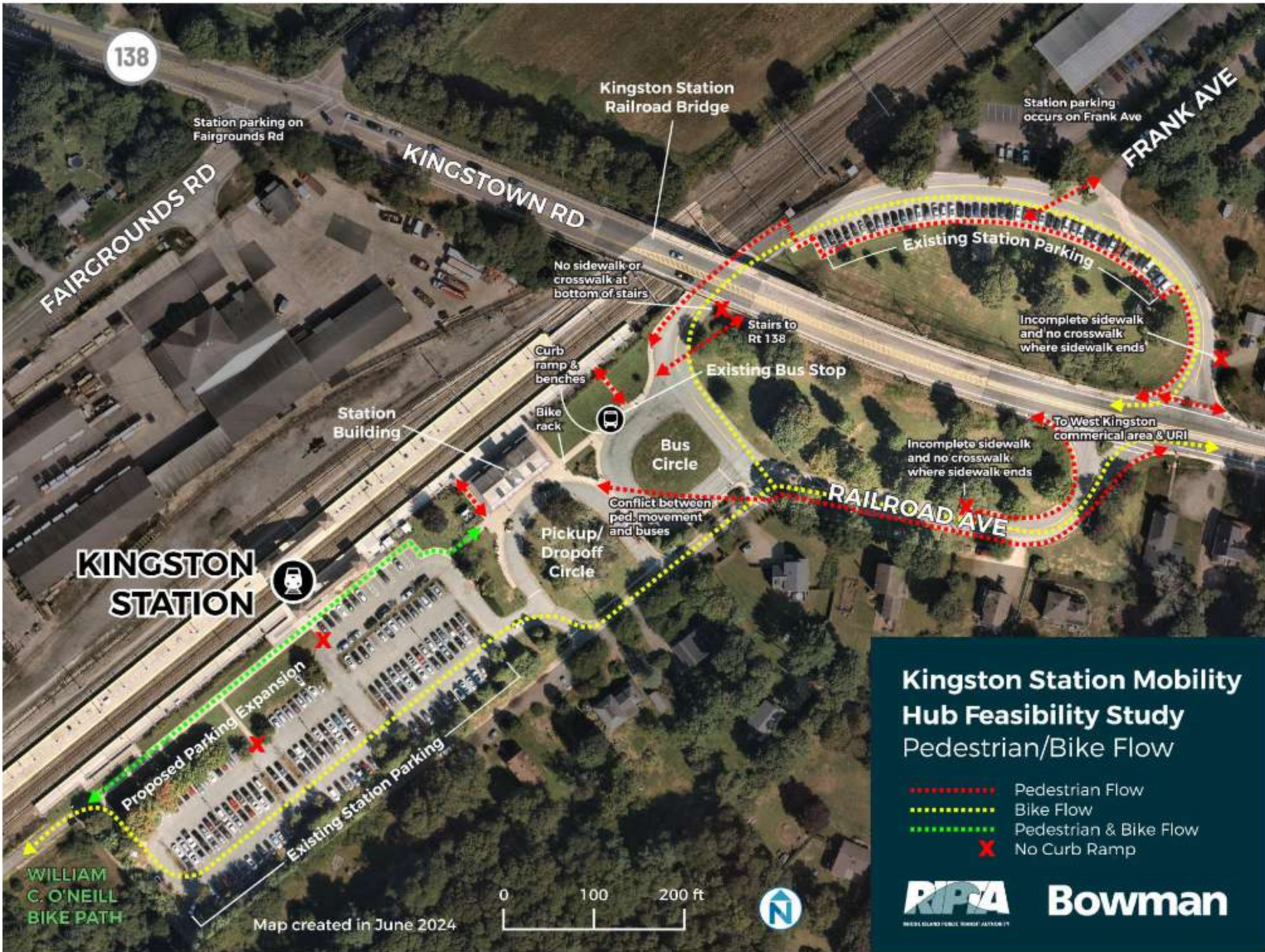


### Legend

#### Statewide Greenway Network

- █ Existing Trail
- ▤ Planned/Funded Trail
- Candidate Connection
- Endpoint at State Beach





138

FAIRGROUNDS RD

KINGSTOWN RD

FRANK AVE

**KINGSTON STATION**

Existing Station Parking

Kingston Station Railroad Bridge

Station parking occurs on Frank Ave

No sidewalk or crosswalk at bottom of stairs

Stairs to Rt 138

Incomplete sidewalk and no crosswalk where sidewalk ends

Curb ramp & benches

Existing Bus Stop

Station Building

Bike rack

Bus Circle

Incomplete sidewalk and no crosswalk where sidewalk ends

To West Kingston commercial area & URI

Conflict between ped. movement and buses

Pickup/Dropoff Circle

RAILROAD AVE

Proposed Parking Expansion

Existing Station Parking

WILLIAM C. O'NEILL BIKE PATH

Map created in June 2024



### Kingston Station Mobility Hub Feasibility Study Pedestrian/Bike Flow

- ⋯ Pedestrian Flow
- ⋯ Bike Flow
- ⋯ Pedestrian & Bike Flow
- X No Curb Ramp



**Bowman**

**Thank you!**

**Survey**  
  
**Closes**  
**11/30**



**Please share any questions or feedback with  
Ella Ackerman at [eackerman@ripta.com](mailto:eackerman@ripta.com) or  
(401) 784-9500 x1289**

