

Initiative 2 Expand Service to New Areas



Transit Forward RI will provide a variety of new services:

- **Bus services to new areas**
- **New crosstown bus routes**
- **Wickford/Quonset Flex service**
- **Network of mobility hubs**
- **Amtrak station at TF Green Airport**
- **Expanded seasonal and special event services**
- **A Service Partnership program to encourage public-private partnerships to expand transit service**



New Local Fixed-Route Services Will Bring Transit to More People

New local fixed-route services would be developed in areas where there is moderate to high demand, but are currently either unserved or underserved.

These routes would be:

- **Providence**
 - N7 Valley Street
- **Woonsocket**
 - N16 Bellingham-Manville
- **Newport**
 - N18 Hillside/Valley
 - N20 Newport-Narragansett
- **Narragansett**
 - N20 Newport-Narragansett
- **Westerly**
 - N19 Westerly-Bradford
- **New crosstown routes in the Providence Metro Area (see following page)**

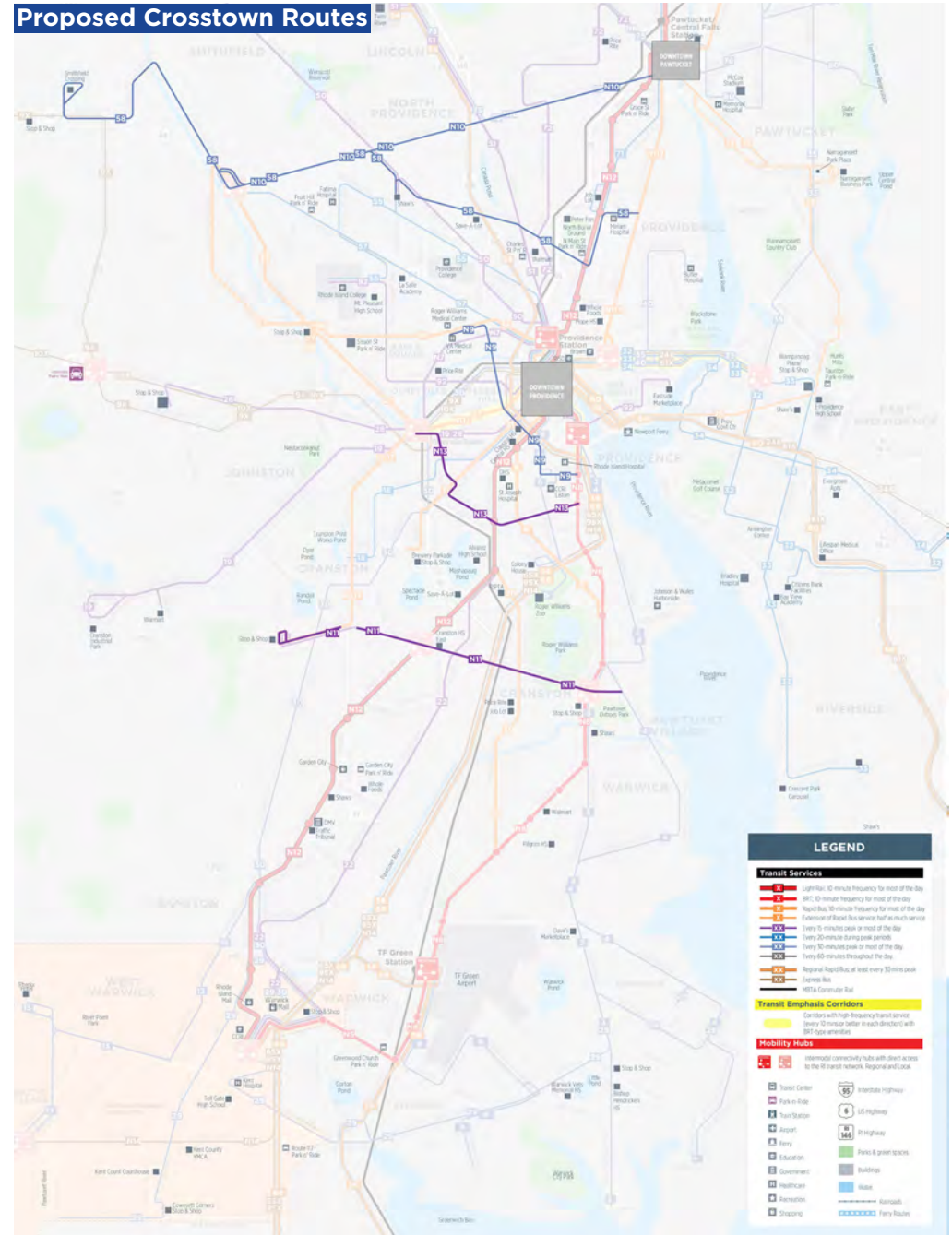


New Crosstown Services Will Make Non-Downtown Trips Faster

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 few crosstown roads exist in the Providence Metro Area. Still, a number of opportunities exist, and four new crosstown routes are recommended:

- **N9 VA Hospital - Eddy Street via Dean Street**
- **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. Crosstown service would also be improved through the development of mobility hubs and more frequent service for longer hours at those locations.



Wickford/Quonset Flex Service Will Improve Service to an Important Job Site

New Flex service would be developed in Wickford and the Quonset Industrial Park to enhance employee access to Quonset. The new service would provide connections between Regional Rapid Bus services and commuter rail.

With longer spans of service on regional bus routes, connections would be available to Quonset for long hours from Providence, South County, Newport, and points in between.



Amtrak Service to TF Green Airport Will Improve Interstate Connections

The Federal Railroad Administration (FRA) recently awarded a grant to RIDOT to undertake preliminary engineering and environmental review for the development of an Amtrak stop at TF Green Airport. Based on a favorable outcome of this phase, funding for construction, and the agreement of Amtrak, some or all Northeast Regional trains would stop at TF Green Station, providing one of the closest air to intercity rail connections in the country.



A Network of Mobility Hubs Will Improve Connections Throughout Rhode Island

Mobility hubs are sites where multimodal transportation options, information resources, placemaking features, and traveler amenities are brought together in a well-designed, publicly accessible space to support a variety of different types of trips.

Transit Forward RI will develop a network of mobility hubs throughout the state. They will be the first point of entry into the regional public transportation network for many travelers, and connecting points for others. They will provide an enjoyable user experience and build a strong relationship between the community and transportation providers.

Mobility hubs vary in size and function based on the types of options available and volumes:

- 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** that provide mobility services for their immediate surrounding neighborhoods 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.



Community and Regional Mobility Hubs

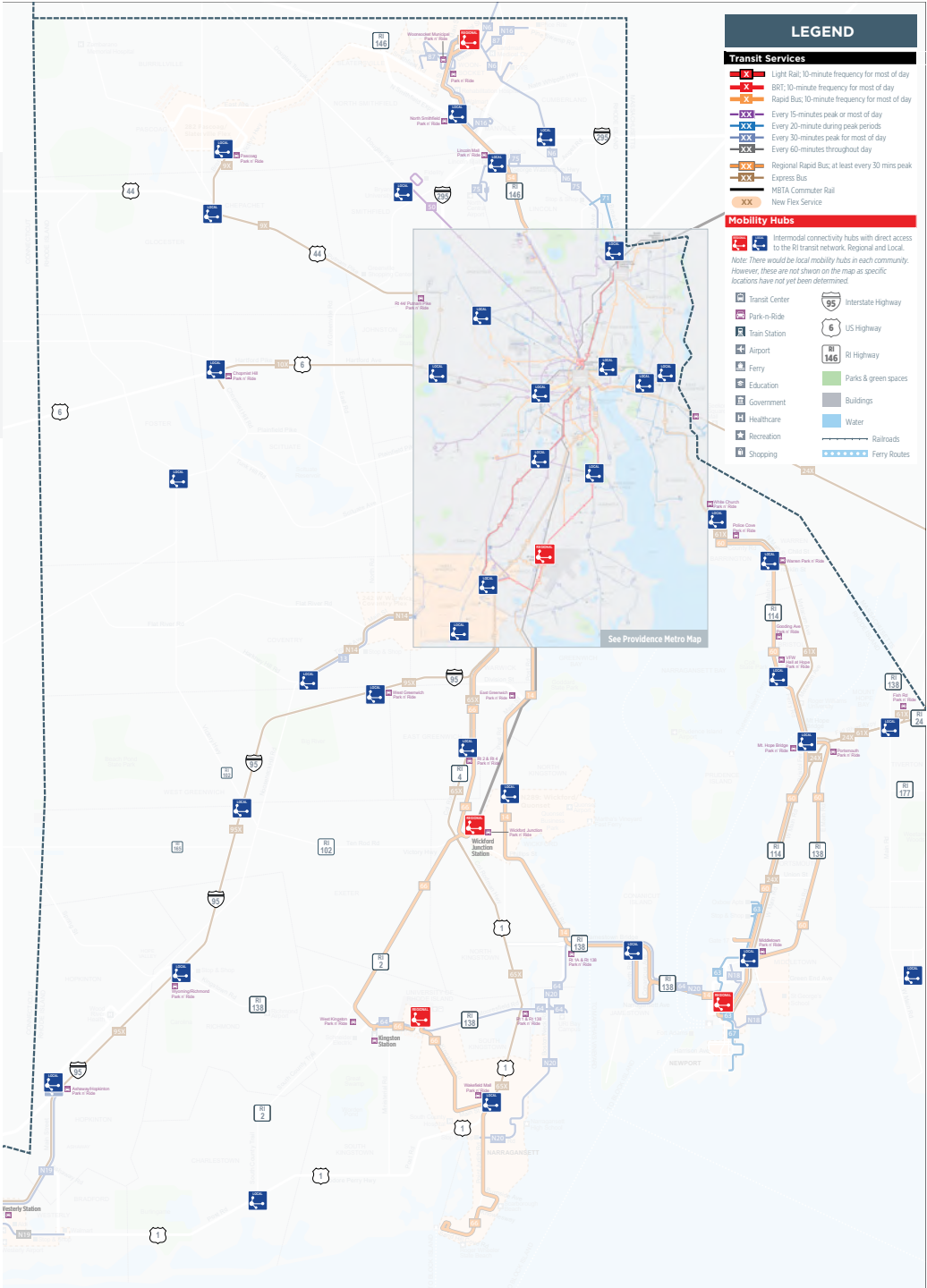
There will be nine regional mobility hubs and at least one community mobility hub in each community.

Regional Mobility Hubs

- Providence/Kennedy Plaza
- Providence/Providence Station
- Providence/Jewelry District
- Pawtucket/Central Falls
- Newport Visitors Center
- Woonsocket/Downtown
- Warwick/TF Green Airport Station
- 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
- Wampanoag Plaza
- Exeter
- Foster
- Glocester
- Hopkinton
- Jamestown
- Johnston
- Lincoln
- Little Compton
- Middletown
- Narragansett
- New Shoreham
- North Kingstown/Quonset Gateway
- North Providence
- North Smithfield
- Portsmouth
- Providence/Olneyville
- Richmond
- Scituate
- Smithfield/Bryant University
- Tiverton
- Warren
- Warwick/Arctic
- Warwick/CCRI
- Westerly
- West Greenwich



Additional Service Will Better Serve Special Event and Seasonal Demands

RIDOT currently provides seasonal ferry service to Newport and Bristol. RIPTA provides seasonal services to beaches and in Newport, as well as shuttle services from Providence Station and Downtown to the ferry terminal on India Street

To better support tourist-related businesses and residents and visitors, RIPTA and RIDOT will include annual budget set-asides for the operation of special event services.



Service Partnerships Will Engender Public-Private Partnerships

Due to financial constraints, transit systems can never 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 enable stakeholders to purchase additional services while providing transit agencies the financial means to satisfy requests for new or expanded services. In other parts of the country, service partnerships have been used to enhance transit services in a wide range of scopes and contexts. These have included:

- A \$40 million-dollar annual contribution from the City of Seattle to King County Metro for expanded bus service.
- Direct investments Amazon and Microsoft to provide more frequent service for longer hours on public transit routes that serve their corporate campuses.
- Purchasing of specific bus trips or routes that enable shift workers to access suburban office buildings in cities like Rochester, NY and Cincinnati, OH.
- The funding of additional service by many communities in the Phoenix area.

RIPTA can develop a Service Partnership program that can specify how outside organizations can partner with RIPTA to provide additional service. As described above, these service partnerships could include the expansion of traditional transit services, as well as new rideshare, microtransit, Flex, shuttle, or other services.