Initiative 3

Develop High Capacity Transit Services

High Capacity Transit services are those that serve high volume markets with fast and frequent high-quality service. Recommended urban services include Rapid Bus, Bus Rapid Transit, and/or Light Rail, which are summarized below. The R-Line is an example of Rapid Bus service. At a statewide level, Regional Rapid Bus services are also recommended.

Rhode Island can make incremental advances to High Capacity Transit in the short-term through investments in transit priority infrastructure and reallocation of right-of-way.

LIGHT RAIL

TYPICAL FEATURES
- Two car trains
- Service in exclusive rights-of-way
  - Center running in urban arterials
  - In own right-of-way
  - Aerial and undergroud sections
- High quality stations with level boarding
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information

Salt Lake City TRAX light rail service

BUS RAPID TRANSIT (BRT)

TYPICAL FEATURES
- 60' articulated buses
- Center or side-running on urban arterials
- High quality stations
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Limited stops
- Simple service design
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information

Cleveland Healthline BRT service

RAPID BUS

TYPICAL FEATURES
- Similar to BRT but without exclusive lanes, or only limited exclusive lanes
- 40' or 60' articulated coaches
- More limited forms of transit priority:
  - Transit signal priority
  - Queue jump lanes
- Frequent service, but less frequent than light rail or BRT
- Service from early morning to late night, but often shorter span than light rail or BRT

Los Angeles Metro Rapid service

REGIONAL RAPID BUS

TYPICAL FEATURES
- Similar to urban Rapid Bus but serves regional corridors with limited stops
- Commuter coaches
- Similar forms of transit priority as urban RApid Bus plus:
  - Bus-only aceess to and from station
  - Bus on shoulder operations
- Less frequent service, but at least every 30 minutes during peak periods
- Service from early morning to late night, but often shorter span than urban Rapid Bus

Denver RTD Flatiron Flyer service

Rapid Bus Will Extend R Line-type Service Throughout the Metro Area

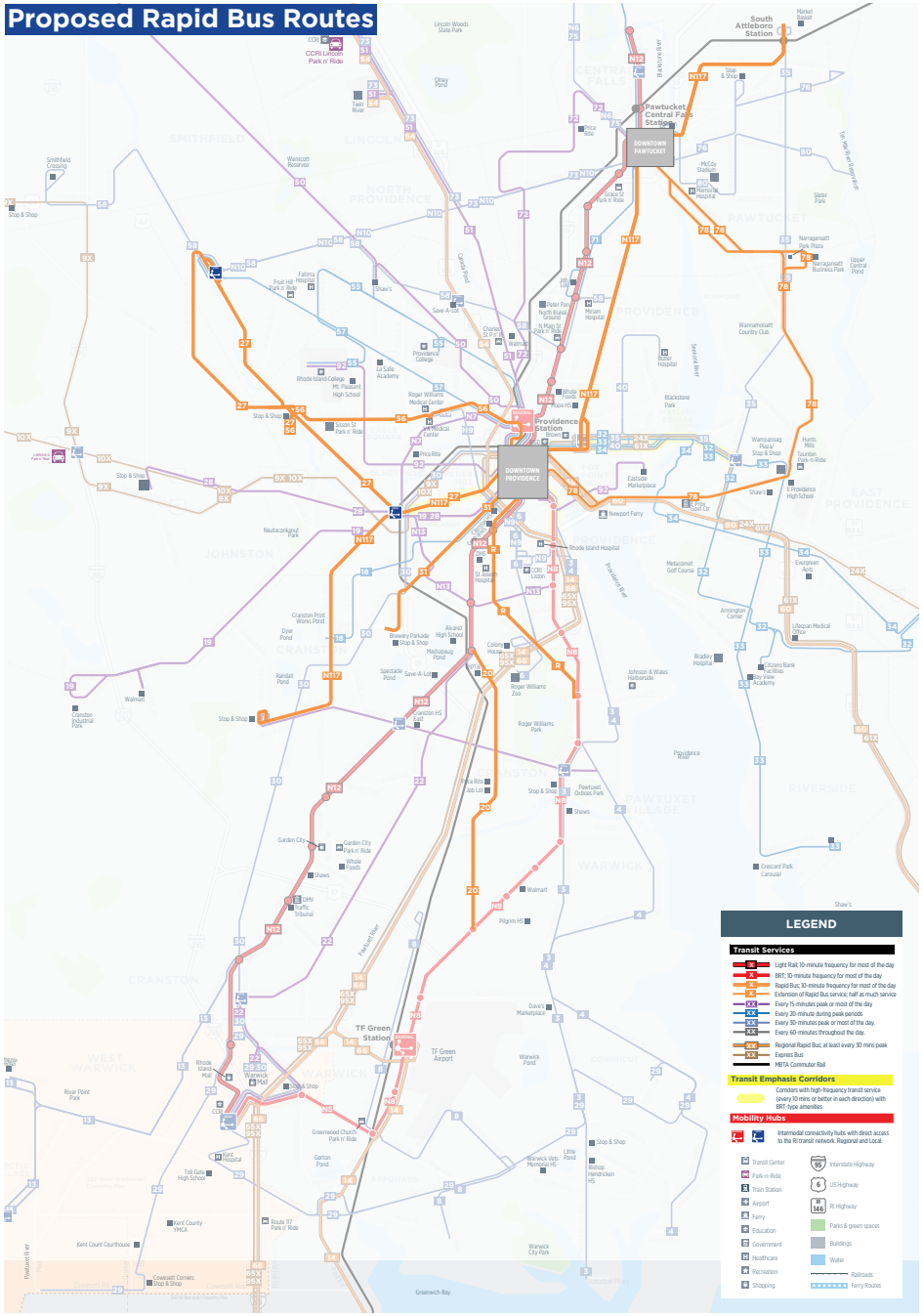
Rapid Bus services have many of the same features as Bus Rapid Transit (BRT) services but operate in mixed traffic rather than dedicated bus lanes. They require fewer resources than BRT systems but provide higher-quality service than local buses.

Rapid Bus lines have a combination of the following elements:

- Unique identity and Branding
- Premium Stations
- Real-Time Passenger Information
- Intelligent Transportation System (ITS) Technologies
- Effective Connections
- Transit Signal Priority

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. The southern portion of the R-Line, as well as six other rapid Rapid Bus lines would be developed:

- **Southern part of R-Line**
- **20 Elmwood Ave**
- **27 Broadway-Manton**
- **31 Cranston St**
- **56 Chalkstone Ave**
- **78 Beverage Hill-East Providence**
- **N117 Hope/Dyer-Pocasset (which would replace the northern end of Route 1 Hope/Eddy and Route 17 Dyer-Pocasset)**

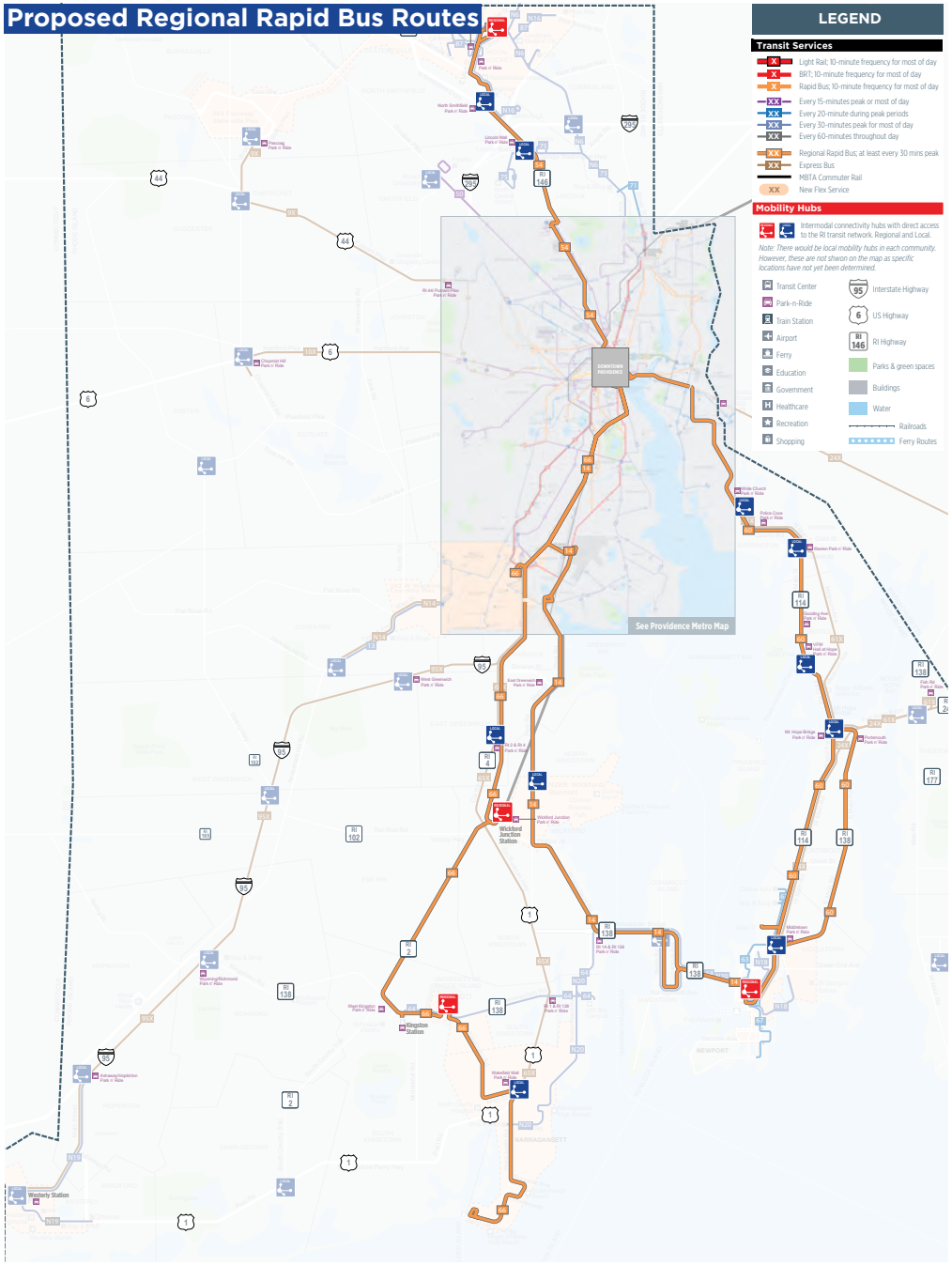


Regional Rapid Bus Will Provide Fast, High Quality Service to Connect Rhode Island's Regional Centers

One of the most effective ways to encourage transit use is to increase travel speed by implementing transit priority strategies. Highway bus routes are often slowed by congestion, and the development of transit priority for these routes and better circulation in and out of a station can make service faster and more convenient.

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. Four existing routes would be upgraded to Regional Rapid Bus:

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



Light Rail and/or Bus Rapid Transit Will Provide Much Higher Quality Service

Light Rail Transit (LRT) is electrified rail service that operates in a variety of urban environments including completely exclusive rights-of-way, in exclusive lanes on roadways, and in some cases in mixed traffic. It serves high volume corridors at higher speeds than local bus services.

Bus Rapid Transit (BRT) is similar to light rail, except that service is provided with buses rather than rail vehicles. Since the late 1990s, nearly 200 cities around the world have developed Bus Rapid Transit (BRT) services that can provide Light Rail-like service without the high costs associated with rail infrastructure. BRT typically has lower capital and operating costs than Light Rail Transit and faster, more reliable, and more easily identifiable service than typical buses.

Common characteristics of both include:

- Frequent service, typically every 10 minutes or less
- Long span of service, often 18 hours a day or more
- Dedicated lanes

The development of light rail and/or BRT would make transit in the highest demand areas much more attractive by making it frequent, fast, and reliable. Light rail or BRT – with the choice to be determined based on more detailed project development work –would be developed in Rhode Island's key north-south corridor between Central Falls and CCRI Warwick via Pawtucket and Providence. BRT would also be developed between Providence and CCRI Warwick via TF Green Airport:

- **LRT or BRT:** N12 Central Falls and CCRI Warwick via Pawtucket and Providence Station
- **BRT:** N8 Providence and CCRI Warwick via TF Green Airport

Proposed Light Rail and BRT Routes