
# Providence Downtown Transit Connector
# PUBLIC MEETING

December 2016

RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

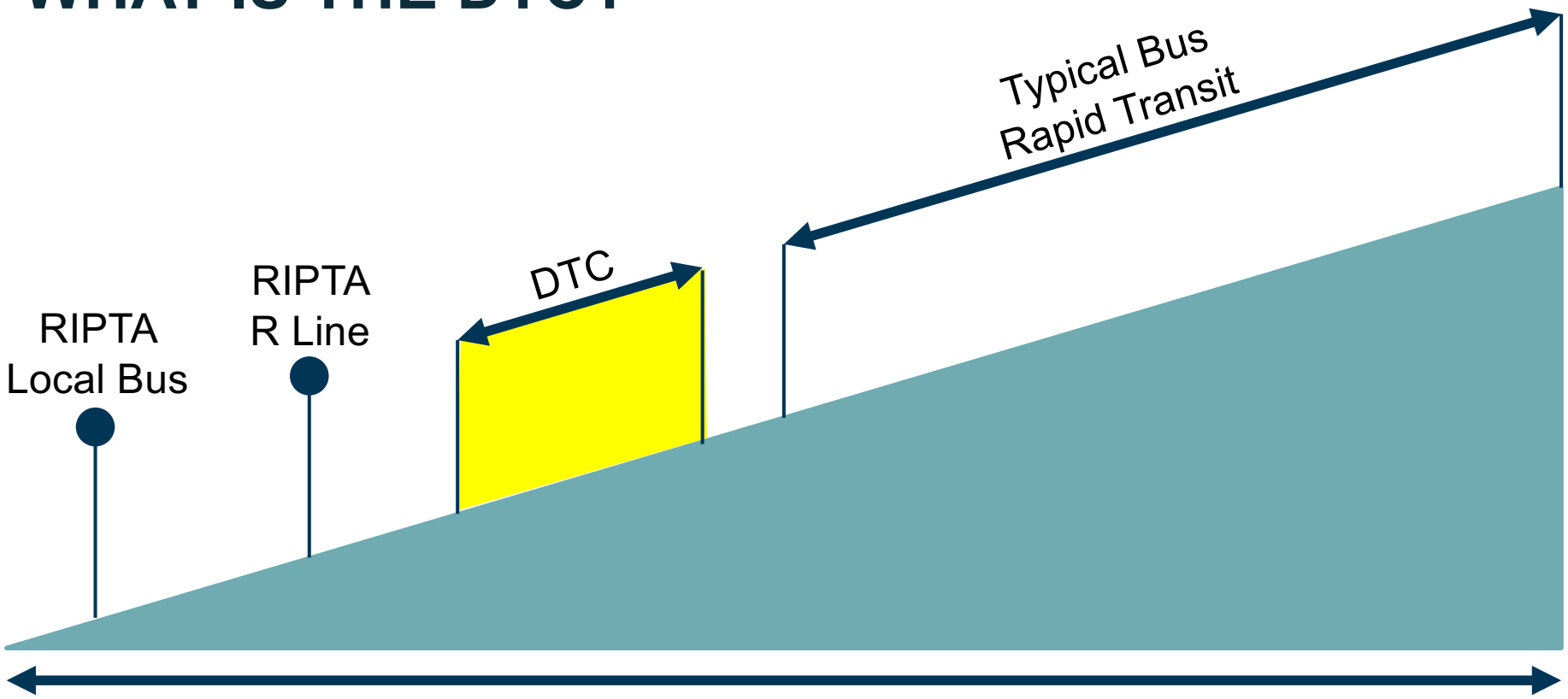
# WHAT IS THE DTC?

- Enhanced transit corridor will provide fast, frequent connections through downtown Providence
- Align seven existing bus routes
- Range of enhanced bus features creates faster, more reliable, more appealing service
- Six stations at major nodes in downtown

# WHAT IS THE DTC?

| The DTC is… | The DTC is not… |
| --- | --- |
| ✓ Service enhancements to existing RIPTA routes | ✗ A new bus circulator route in downtown |
| ✓ Infrastructure improvements within the existing street network | ✗ A separate exclusive guideway for buses |
| ✓ A series of “stations” with enhanced passenger amenities | ✗ Large-scale hubs that do not fit the scale of the surrounding urban form |
| ✓ An opportunity to advance transit and placemaking goals together | ✗ A streetscape project with transit as a secondary consideration |

# WHAT IS THE DTC?



# WHY IS THE DTC NEEDED?

- A frequent and reliable transit connection is needed to increase the attractiveness of rail and circulate rail passengers through downtown.
- Traditional footprint of downtown continues to shift south, and a strong transit corridor is needed to bridge the gaps between activity centers.
- Increased RIPTA service will provide better mobility options for the Hospital District.
- Transit priority and enhanced stations provide better service for customers traveling beyond downtown.

# PROJECT EVOLUTION


**2006 — Transit 2020 group convened**
(Stakeholder-led initiative identified the need for better transit)

**2009 — Providence Metro Transit Study completed**
(included initial feasibility assessment of streetcar)

**2012 — Providence Core Connector Study completed**
(Streetcar project identified as preferred alternative)

**2014 — TIGER grant awarded**
($13M grant for streetcar project)

**2015 — Decision to seek enhanced bus project**
(funding plan for streetcar deemed to be unsustainable)

**2016 — Providence DTC project initiated**
(USDOT agrees to reallocate TIGER funds for bus-based project)

# PROJECT PARTNERS

**RIPTA**

- Project owner and operator
- TIGER grantee

**City**

- Provide space in public realm for transit infrastructure
- Provide design input

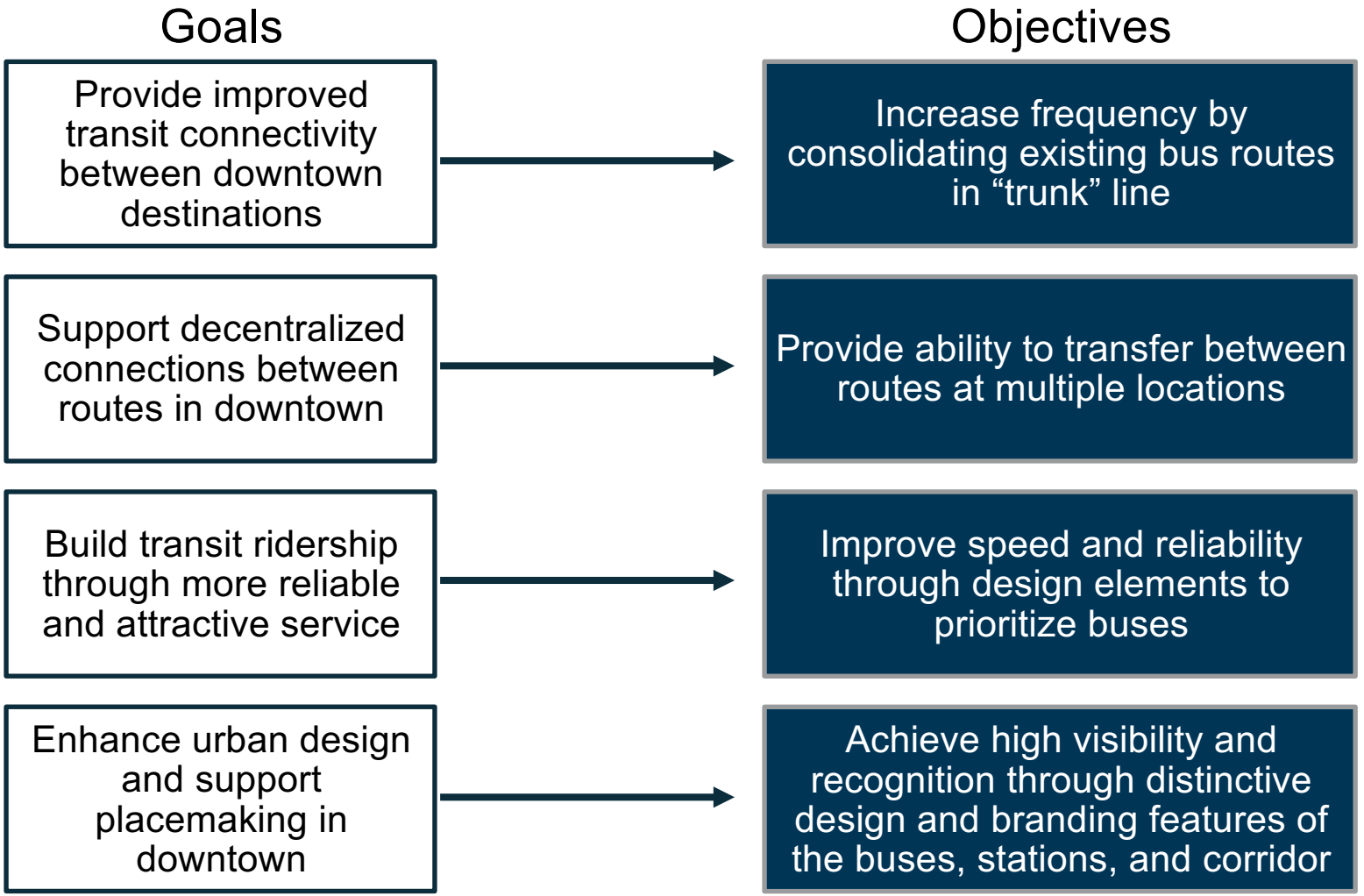
**RIDOT**

- Coordination at Providence Station Transit Center and RI Hospital station
- Provide construction management input

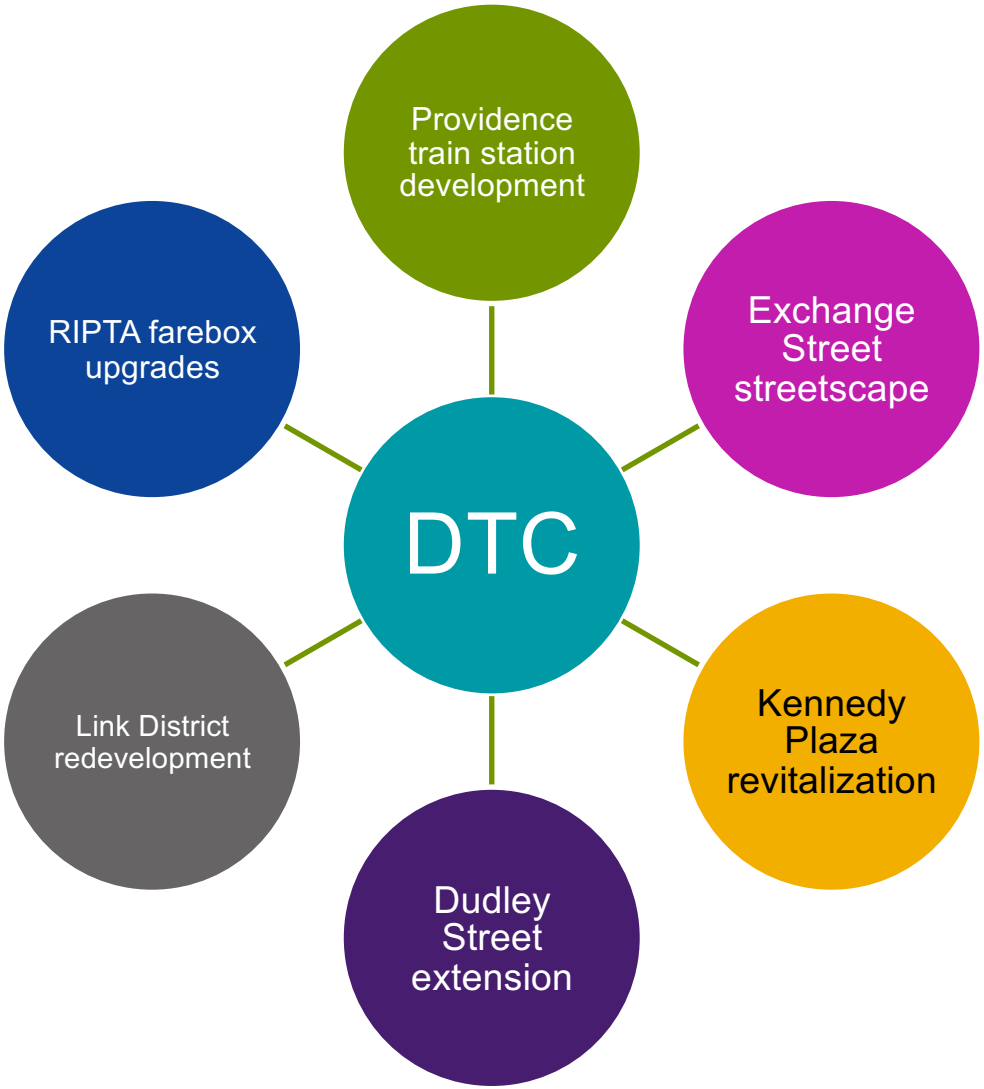
# DTC PROJECT BUDGET

| CATEGORY | DESCRIPTION | COST ($2016) |
|---|---|---|
| Roadway Infrastructure | • Exclusive bus lanes within existing profile<br>• Portions of the corridor | $3,200,000 |
| Sitework & Geometric Improvements | • Modify some existing cross-sections<br>• Ped/Bike/ADA safety and access improvements | $1,000,000 |
| Bus Stations & Related Infrastructure | • Sheltered seating with lighting and signage<br>• WiFi and real-time arrival information<br>• Off-board fare collection vending machines<br>• Integrated bike share stations | $2,800,000 |
| Systems | • Implement Transit Signal Priority and modify signals | $1,500,000 |
| | *CONSTRUCTION SUBTOTAL* | *$8,500,000* |
| Vehicles | • 6 new buses | $4,400,000 |
| Professional Services | • 30% of Construction Cost | $2,550,000 |
| Unallocated Contingency | • 10% of all costs | $1,545,000 |
| | *NON-CONSTRUCTION SUBTOTAL* | *$8,495,000* |
| | **TOTAL COST** | **$16,995,000** |

# OVERALL PROJECT GOALS AND OBJECTIVES



# INTEGRATION WITH OTHER PROJECTS



# DTC DESIGN CHALLENGES

- Narrow roadways
- Narrow sidewalks along corridor with buildings to back-of-sidewalk
- Limited opportunities to repurpose street space
- Traffic congestion during peak periods

Dorrance Street

# DTC DESIGN CHALLENGES

Eddy Street

# DTC PROJECT COMPONENTS

Infrastructure Elements

- Stations
- Streetscape
- Signals
- Vehicles

Operations Elements

- Service Plan
- Fare Policy
- Layover Sites
- Branding

# INFRASTRUCTURE ELEMENTS - STATIONS

- Six stations at major nodes
- Paired stations – one in each direction on opposite sides of the street
- Spacing balances travel time and access to destinations

# INFRASTRUCTURE ELEMENTS - STATIONS

- Provide amenities and ample waiting room
- Consider fare policy to enable faster boarding
- Facilitate efficient transfers
- Enhance pedestrian and bicycle connections
- Minimize conflicts between buses and other traffic
- Integrate with adjacent development (if possible)
- Provide for future service expansion and layovers


Chicago


Grand Rapids, MI

New York City


San Francisco


Boston

# INFRASTRUCTURE ELEMENTS - STREETSCAPE

- Dedicated space for buses where feasible, especially along the most congested segments
- Safe and convenient access both along AND across the corridor for pedestrians and bicyclists
- Minimize conflicts between buses and pedestrians, especially for turns
- Consider on-street parking needs and re-allocating space for buses


Santa Monica, CA


RIGHT LANE
BUSES
RIGHT TURNS
ONLY
7AM-9AM
4PM-7PM
MON-FRI
BIKES OK

Los Angeles

# INFRASTRUCTURE ELEMENTS - SIGNALS

- Modify signal phasing to provide operational advantage for buses
- Use advanced signal equipment to provide maximum flexibility and responsiveness for buses
- Maximize operational efficiency of signals in the corridor
- Maximize travel speeds for all corridor traffic to minimize congestion for buses

# INFRASTRUCTURE ELEMENTS - VEHICLES

- Size
- Power Source
- Wraps
- Colors
- Lighting


Seattle

# OPERATIONS ELEMENTS – SERVICE PLAN

- Routes Affected
  - 1, 3, 6, 51, 55, 58 & 72
- Number of loading areas required per station?
- Transfer activity anticipated?

# OPERATIONS ELEMENTS – FARE PAYMENT

- Desire to provide reduced fare for short trips
- Desire to facilitate all-door boarding
  - To reduce dwell time at stations
- Fare payment options to enable all-door boarding
  - Prepaid boarding area
  - Proof of payment
  - Pay upon exit
  - Fare-free zone

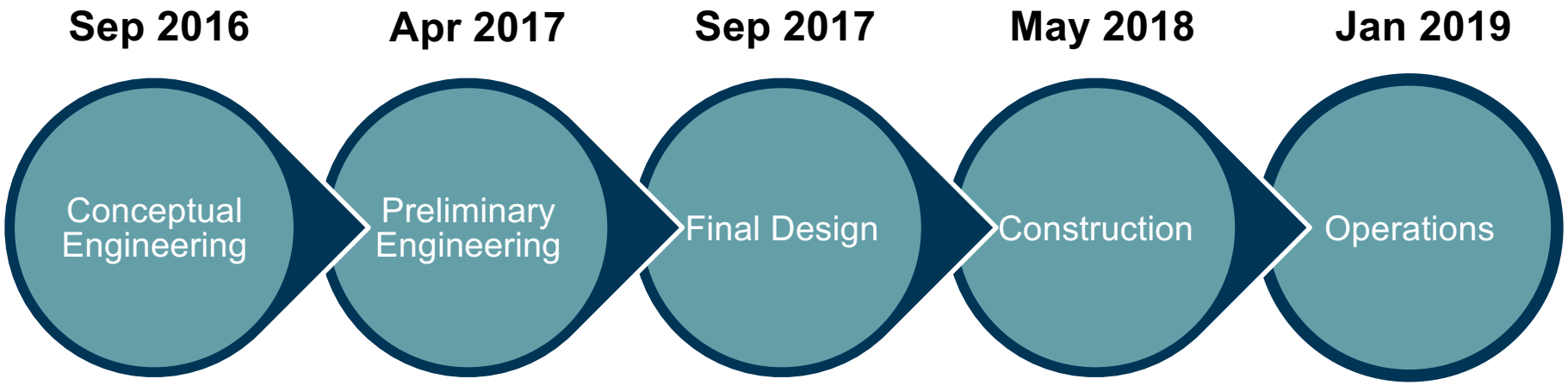

# OPERATIONS ELEMENTS – BRANDING

- Primary issue: what are we branding?
  - Service? Infrastructure?
  - DTC is not a stand-alone transit service; the routes serving the DTC also serve areas beyond the DTC
  - How should branding relate to the rest of the RIPTA system?

York Region, ON

Everett, WA

# PROJECT DEVELOPMENT SCHEDULE



# KEEP IN TOUCH WITH US!

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