



RIPTA is working to improve the efficiency of our transit services

COMPREHENSIVE OPERATIONAL ANALYSIS SUGGESTS ROUTE CHANGES

WHY ARE CHANGES BEING CONSIDERED?

Cities are always changing, and this has especially been the case in Providence, which has undergone one of the most successful transformations of a small American City. Across Rhode Island, the places that residents, workers, and visitors travel to and from have changed, as well as the number of people who travel between these areas. Similarly, the days and hours that people work and shop have also changed.

As these changes occur, RIPTA reviews our transit network to make sure we are providing the best service to meet customer needs. As part of this process, RIPTA is performing a “Comprehensive Operational Analysis,” or “COA,” to determine how service might be improved. To date, the study has consisted of a market review, stakeholder outreach, surveys, the development of service guidelines, and a detailed evaluation of existing services. Based on this work, RIPTA has developed a wide range of potential service changes that are now being presented for public comment.



WHAT TYPES OF CHANGES WOULD YOU LIKE TO SEE?

Potential changes to RIPTA’s bus network have been packaged into two **Service Scenarios**, each of which presents a wide variety of improvements that would work together to build a stronger and more effective system. RIPTA would like customer input on these ideas, which include:

SUGGESTED CHANGES TO IMPROVE BUS ROUTES

- **Orient the RIPTA system around a “family of services” to better match specific needs**
- **Develop a Frequent Service Network**
 - Rapid Bus (R-Line)
 - Frequent Service Routes
 - Transit Emphasis Corridors
- **Simplify service**
 - Make service faster and more direct
 - Operate service consistently/eliminate variants from the primary route
- **Improve hubs and develop new “super-stops” where routes come together**
- **Expand service to new areas**
- **Better integrate RIPTA and commuter rail service**
- **Improve express service**
- **Consolidate stops to speed service**
- **Consolidate routes that duplicate services**
- **Discontinue some very poorly utilized services**

SUGGESTED CHANGES TO IMPROVE BUS SCHEDULING

- **Operate service with regular/clockface headways (e.g. every 15, 20, 30 or 60 minutes)**
- **Coordinate schedules when buses operate in the same corridor**
- **Have buses run more or less often, based on actual ridership demand**
- **Introduce all day scheduled Flex/fixed-route connections**

IMPROVEMENTS TO BRANDING AND PUBLIC INFORMATION

- **Renumber and rename some routes to improve legibility/avoid confusion**
- **Highlight the Frequent Service Network – or routes that operate every 10-20 minutes**