



SUMMARY OF RECOMMENDED CHANGES

The following sections summarize changes recommended to improve RIPTA service. For more detail on these changes, see the detailed route-by-route descriptions that will soon be posted on RIPTA's web site (www.ripta.com), and the Metro Area and statewide maps of the proposed changes. Following public hearings in May and June of 2013, RIPTA will begin implementation. Changes will be phased into the system over a two-year period.

1 EDDY/GASPEE

Route 1 would be combined with Routes 42 Hope Street and 77 Benefit/Broadway, rebranded as Route 1 Hope/Eddy to better describe how the route actually operates, and designated a Key Corridor route. In addition:

- To make service faster and more direct, Route 1's Narragansett Parkway branch would be discontinued (and replaced with new Route 3 service along Narragansett Parkway) so that all service would operate along Post Road.
- Also to make service faster and more direct, between Norwood Avenue and Post Road in Warwick, Route 1 would be shifted from Broad Street to Post Road.
- To improve service to and from T.F. Green airport, the southern terminus of the route would be extended to the airport.
- In the short-term, the northern terminus will continue to be the same as existing Route 77 (Benefit Street). Once issues related to crossing the state line have been resolved, the northern end of the route will be shifted to South Attleboro Station to provide commuter rail connections.

During the day, service would operate with a combination of long and short-trips. Short-trips would operate between the Pawtucket Transit Center and Shaw's on Warwick Ave.. Long-trips will operate the full length of the line. By alternating long and short-trips, service would be provided consistently every 15 minutes between the Pawtucket Transit Center and Warwick Avenue in Warwick, and every 30 minutes along the outer ends of the route. Combined with Route 20 Elmwood Avenue, which would also be extended to the airport (see Route 20 section), service would be provided every 15 minutes between the airport and downtown.

3 WARWICK

In conjunction with the Route 1 changes described above, Route 3's Oakland Beach branch would be routed via Narragansett Parkway and Broad Street to replace Route 1 service that would be shifted to Warwick Avenue and Post Road. In addition:

- Route 3's schedule would be improved to provide service at regular frequencies (every 20 minutes peak and every 40 minutes off-peak) and service would be provided later (until 11:00 PM).
- To improve reliability and provide service at the above frequencies, Route 3 would be decoupled from Route 33 Riverside.



- To provide service at consistent frequencies, front door service to Rhode Island Hospital, which is provided on two trips, would be discontinued (but would be provided via Route 1).

6 PRAIRIE AVE/ROGER WILLIAMS ZOO

A number of changes would be made to improve service and better match service levels with demand:

- In the short-term, Route 6 would continue to operate along its existing alignment via CCRI. However, when CCRI's Blackstone Gate improvements have been completed, the alignment will be streamlined via the new entrance/exit.
- Service would be extended from Kennedy Plaza to Providence Station via Exchange Street.
- Service levels would be increased to every 30 minutes during peak periods but decreased to every 60 minutes during off-peak periods to better match service levels with demand.
- In downtown service would be realigned to operate via the Jewelry District., via Point, Richmond, Chestnut and Weybosset Streets.
- Service would only be provided to Colony House before and after zoo operating hours. When the zoo is open, service would bypass this deviation.

8 JEFFERSON BOULEVARD

Route 8 would be discontinued due to low ridership, with most service replaced by changes to Routes 14 West Bay and 29 Kent County Connector:

- Route 14 would be re-routed between Centerville Road and I-95 along Jefferson Boulevard.
- Route 29 Kent County Connector would be re-routed via Buttonwoods.

9 PASCOAG

Route 9 would be reconfigured so that all trips would operate along a consistent alignment along Putnam Pike/Route 44, with limited front door service into Stop & Shop and the Smithfield Crossings Shopping Center discontinued to speed service and improve consistency. The route would provide three AM inbound and three PM outbound trips, plus one mid-day round trip.

11 BROAD STREET

Route 11 Broad Street will be combined with Route 99 Pawtucket and upgraded to RIPTA's first Rapid Bus Line (the R-Line). This new route will provide faster and more frequent service with a high level of passenger amenities.

13 ARCTIC/WASHINGTON STREET

With the development of a new Warwick Mall Transit Center and the upgrading of Route 21 to Key Corridor service between Warwick and downtown Providence (see Route 21 section), Route 13 would be converted to a feeder route between Woodland Manor in Coventry and the new Warwick Mall Transit Center. In addition:

- All service would operate to and from the Woodland Apartments.
- Low ridership variant service to Hope Road/Route 116, Mishnock Road, and Phenix Square would be discontinued to simplify service, to operate service at consistent service frequencies, and to improve travel times.
- Service would be provided consistently every 30 minutes during peak periods and every 60 minutes during off-peak periods.



In addition, to preserve fast peak period service between Arctic Center and downtown Providence, Route 90 Arctic Center Park-n-Ride express service would be rebranded as Route 12X West Warwick Express and upgraded to three AM inbound and three PM outbound trips (see Route 90 section).

14 WEST BAY

Route 14 would be greatly simplified and new express service would be provided:

- All service would operate via the existing local alignment between Narragansett and Centerville Road just south of T.F. Green Airport. From there, service would operate via Jefferson Boulevard (to replace Route 8 Jefferson service) and then via I-95 to downtown Providence. To offset most of the additional time via Jefferson Boulevard, service would not operate in and out of the airport, but connections would instead be available at the InterLink station.
- Service would operate between downtown Providence and North Kingstown every 30 minutes during peak periods and every 60 minutes during off-peak periods. Service to and from Narragansett would operate every 60 minutes during peak periods and every 120 minutes during the off-peak.
- Service would begin earlier and end later.
- West Bay express service would be provided via Route 65X Wakefield Express (see Route 65 section), which would operate between Salt Pond Plaza in Narragansett and downtown Providence, with three AM inbound and three PM outbound trips.
- Express service between Newport and Providence would be provided with a new 68X Newport Express, which would operate via Route 138, Route 4, and I-95, with three AM inbound and three PM outbound trips. Combined with Route 60X Newport/East Bay express service (see Route 60X section), six AM inbound and six PM outbound express trips would be provided between Newport and Providence.

17 DYER/POCASSET

Route 17 would be extended via Dyer Avenue and Budlong Road to Garden City Shopping Center. Its schedule would be improved to provide service at consistent service frequencies (every 30 minutes during the day and 60 minutes during the evening). Route 17's schedule would also be coordinated with Route 19 Plainfield so that the two routes would alternate trips at regular intervals along Westminster Street in Providence to provide service there every 15 minutes during the day and every 30 minutes at night.

18 UNION AVENUE

Route 18 would be shortened to Dyer Avenue at Puritan Avenue in Cranston to enable the provision of service at clockface headways every 30 minutes during peak periods, and every 45 minutes during off-peak periods. The industrial area at the current outer end of the route would instead be served by Route 17 Dyer/Pocasset.

19 PLAINFIELD STREET/WESTMINSTER STREET

Route 19 would be reconfigured to provide better service to Walmart on Plainfield Street, where demand is much higher than on other variants. To do this, service to Route 19's Atwood Avenue branch would be discontinued. In addition, a combination of short and long trips would be provided, with service provided for most of the day to the Providence city line every 30 minutes and to Walmart every 60 minutes. Route 19's schedule would be coordinated with Route 17 Dyer Avenue/Pocasset Avenue so that the two routes would alternate trips at regular intervals along Westminster Street in Providence to provide service there every 15 minutes during the day and every 30 minutes at night.



20 ELMWOOD AVENUE/AIRPORT

Route 20 would be scheduled to provide more service along the inner end of the route where demand is highest and many trips are overcrowded. A combination of short and long trips would be provided. Short trips to and from the Price Rite on Post Road would operate every 15 minutes, and long trips to the airport would operate every 30 minutes. Combined with Route 1 Eddy/Hope (see Route 1 section), service would be provided every 15 minutes between the airport and downtown during the day and every 30 minutes at night. Finally, the low ridership variant service to Rolfe Square would be discontinued.

21 RESERVOIR/CCRI

Route 21 would be upgraded to a Key Corridor route and would provide frequent and faster service between CCRI-Warwick and downtown Providence via the Rhode Island Mall, the new Warwick Mall Transit Center, and Pastore Center. Service would operate later (until 11:00 PM) and much more frequently (every 15 minutes during the day and every 30 minutes at night).

22 PONTIAC AVENUE

With Route 21 Reservoir redesigned to provide Key Corridor service along Reservoir Avenue and via the Pastore Center, Route 22 would be straightened to bypass the Pastore Center and to operate between the new Warwick Mall Transit Center and downtown Providence. Service would also be rescheduled to provide regular headways of 30 minutes during the day, 60 minutes during the evening.

26 ATWELLS AVENUE/RHODE ISLAND COLLEGE

Route 26 would be combined with Route 92 Federal Hill/East Side to provide frequent service (every 20 minutes throughout the day) between Rhode Island College and the East Side Marketplace via Federal Hill, downtown Providence, and College Hill. As part of this combination, all service would operate via Mount Pleasant Avenue, and service along the Academy Avenue and Kinsley Avenue corridors would be discontinued. In addition, very low ridership variant service would be discontinued to provide consistent service throughout the day.

27 BROADWAY/MANTON

Service would be simplified so that it could operate in a simpler and consistent manner. Service to Smithfield Commons would be discontinued (and replaced by improved Route 58 Mineral Spring service), and schedules would be improved to provide service every 20 minutes during the day and every 60 minutes at night (with half as much service along the alternating branches). In addition, Route 27's schedule would be coordinated with Route 28 Broadway/Hartford so that the two routes would alternate trips at regular intervals along Broadway in Providence to provide service there every 10 minutes during the day and every 30 minutes at night. Low ridership variant service would be discontinued in order to enable these improvements.

28 BROADWAY/HARTFORD

Route 28's service would be improved to a consistent 20 minutes during the day and 60 minutes at night. In addition, Route 28's schedule would be coordinated with Route 27 Broadway/Manton so that the two routes would alternate trips at regular intervals along Broadway in Providence to provide service there every 10 minutes during the day and every 30 minutes at night. To enable these improvements, Route 28's variant service to Parenti Villa on Federal Hill, which serves no riders, would be discontinued, and Route 28 would no longer be through-routed with Route 50 Douglas.



29 KENT COUNTY

Route 29 would be reconfigured to make it more direct and to serve newly developed activity centers. Changes would consist of:

- The western end of the route would be reconfigured so that service would operate to and from Arctic Center. Service between there and Toll Gate Road would be shifted from Providence Street (where it duplicates Route 13 Arctic/Washington Street service) to Main Street, Legris Avenue/Centerville Road, and Bald Hill Road to serve new retail development along Bald Hill.
- The eastern end of the route would be realigned to operate through Buttonwoods (primarily along the current Route 8 Jefferson alignment) to replace service now provided by Route 8, which would be discontinued.

The route's schedule would also be improved to provide service every 60 minutes at clockface headways.

30 ARLINGTON/OAKLAWN AVENUE

To provide faster service with consistent headways, Route 30's very low ridership variant services to the Mashapaug Industrial Park and Gansett Park would be discontinued. With this change, service would be rescheduled to operate consistently every 45 minutes throughout the day.

31 CRANSTON STREET

Service frequencies would be improved to every 15 minutes during the day and every 30 minutes at night. To facilitate this change, service would no longer be through-routed with Route 56 Chalkstone.

32 WEST BARRINGTON

Route 32 would be reconfigured to operate between the Citizen's Bank call center in East Providence and downtown Providence via Wampanoag Trail to Pawtucket Avenue, Martin Street, South Broadway to Warren Avenue, and then the Washington Bridge to Kennedy Plaza. Service would be provided from 6:00 AM to 7:00 PM with consistent 60 minute frequencies, plus one additional evening trip to serve the last shift at Citizen's Bank.

33 RIVERSIDE

Service would be rescheduled to provide consistent headways every 30 minutes throughout the day and 60 minutes at night. To enable this, service would no longer be through-routed with Route 3 Warwick.

34 EAST PROVIDENCE

Service would be realigned to be faster and more direct. The reconfigured route would operate between the Evergreen Apartments and downtown via the existing alignment to Wampanoag Plaza, but then via a more direct route to downtown Providence along Taunton Avenue and Interstate 95. Service to the Citizen's Bank call center and along Warren Avenue would instead be provided by Route 32 West Barrington (see Route 32 section). The route would provide consistent service every 60 minutes from 6 AM to 10:00 PM.

35 RUMFORD/NEWPORT AVENUE

Once issues related to crossing the state line have been resolved, Route 35's northern end will be shifted to South Attleboro Station to improve commuter rail connections, and service would operate consistently every 60 minutes.



40 BUTLER HOSPITAL/ELMGROVE AVENUE

To make service faster and more direct, Route 40's very low ridership one-way out and back deviation along Blackstone Boulevard would be discontinued. With this changes, service would also be reschedule to provide service consistently every 60 minutes.

42 HOPE STREET

Route 42 would be combined with Routes 1 Eddy Street and 77 Benefit/Broadway, rebranded as Route 1 Hope/Eddy to better describe how the route actually operates, and designated as a Key Corridor route. In addition:

- To make service faster and more direct, Route 1's Narragansett Parkway branch would be discontinued (and replaced with new Route 3 service along Narragansett Parkway) so that all service would operate along Post Road.
- Also to make service faster and more direct, between Norwood Avenue and Post Road in Warwick, Route 1 would be shifted from Broad Street to Post Road.
- To improve service to and from T.F. Green airport, southern end service would be extended to the airport.
- In the short-term, northern end service will continue to operate along Benefit Street in Pawtucket to Route 77's current terminus. Once issues related to crossing the state line have been resolved, the northern end of the route will be shifted to South Attleboro Station to provide commuter rail connections.

During the day, service would operate with a combination of long and short-trips. Short-trips would operate between the Pawtucket Transit Center and Warwick Avenue in Warwick. Long-trips will operate the full length of the line. By alternating long and short-trips, service would be provided consistently every 15 minutes between the Pawtucket Transit Center and Warwick Avenue, and every 30 minutes along the outer ends of the route. Combined with Route 20 Elmwood Avenue, service would be provided every 15 minutes between the airport and downtown.

49 CAMP STREET/MIRIAM HOSPITAL

Because ridership is very low and riders are also served by frequent service along Pawtucket Avenue (soon to be implemented R-Line service) and Route 42 Hope Street, Route 49 would be discontinued.

50 DOUGLAS AVENUE

To reduce duplication and provide more consistent service, Route 50 would be combined with Route 52 Branch Avenue/Bryant University and extended to Bryant University via Douglas Pike, with a combination of short trip service to the North Providence Shaw's and long trip service to Bryant University. Service to Shaw's would operate every 22/23 minutes and service to Bryant would operate every 45 minutes. Select AM and PM trips would serve the main entrance of Fidelity Investments in Smithfield. Finally, to provide service consistently, through-routed service with Route 28 Broadway/Harford would be discontinued.

51 CHARLES STREET

Route 51 would be reconfigured to operate between CCRI-Lincoln and downtown Providence via Louisquisset Pike and Charles Street. Route 51 would also be rescheduled to provide service every 30 minutes during the day and every 60 minutes at night, and inbound service from CCRI would be provided until 10:15 PM.



52 BRANCH AVENUE/BRYANT UNIVERSITY

To reduce duplication and provide more consistent service, Route 52 would be combined with Route 50 Douglas Avenue and extended to Bryant University via Douglas Pike, with a combination of short trip service to the North Providence Shaw's and long trip service to Bryant College. Service to Shaw's would operate every 22/23 minutes and service to Bryant would operate every 45 minutes and evening service would be extended from 8:40 PM to 10:30 PM. Select AM and PM trips would continue to serve Fidelity Investments in Smithfield.

53 SMITHFIELD AVENUE

To reduce duplication and provide more consistent service, Route 53 would be consolidated with Route 72 Weeden Street/Central Falls (and operated as Route 72). To consolidate the two routes, Route 53's low ridership service to the Saylesville Industrial Park would be discontinued, and the consolidated route would operate between the Pawtucket Transit Center and downtown Providence. Through Pawtucket and Central Falls, the route would operate between the Pawtucket Transit Center and Smithfield Avenue in the same manner as Route 72. It would then operate along Power Road, and then into downtown Providence and Kennedy Plaza along Route 53's current alignment. Service would be provided consistently every 30 minutes during peak periods and every 45 minutes during off-peak periods.

54 LINCOLN/WOONSOCKET

Route 54 would be reconfigured to provide faster and more frequent service. From Woonsocket, service would operate along South Main Street, Providence Street, and Eddie Dowling Highway and then express via Dowling Village/Walmart and Route 146 to the Lincoln Mall. From there, it would then operate via Route 146 to Break Neck Hill Road to serve CCRI-Lincoln and Twin River Casino. It would then operate express to Providence via Route 146. Service frequencies would be improved to every 30 minutes during the day and every 60 minutes at night. Local service along Charles Street would instead be provided through improvements to Routes 51 Charles Street.

In addition, new Route 54X Woonsocket Express service would be implemented (see Route 54X section, below).

54X WOONSOCKET EXPRESS

This new express service would operate between a new park and ride lot at Brigido's Market (900 Victory Highway) in North Smithfield and downtown Providence. From the Brigido's Market park and ride lot, service would operate to the Lincoln Mall Park-n-Ride lot, and then express to Kennedy Plaza (bypassing CCRI and Twin Rivers). A total of three AM inbound and three PM outbound trips would be provided.

55 ADMIRAL STREET/PROVIDENCE COLLEGE

With the development of greatly improved seven day a week service to Rhode Island College, Route 55 would be shortened and reconfigured so that all service would operate between the Fatima Hospital and downtown Providence via Providence College. With the shorter alignment, service frequencies would be improved to every 30 minutes during the day and every 60 minutes at night.

56 CHALKSTONE AVE

All service (rather than just alternating trips) would operate via the VA Hospital. In addition, service frequencies would be at a consistent level, every 20 minutes throughout the day. Finally Route 56's through-route with Route 31 Cranston Street would be discontinued in order to provide more frequent service on Route 31.



57 SMITH STREET

Very low ridership variant service to Georgiaville Manor would be discontinued in order to provide consistent service frequencies (and Georgiaville Manor would continue to be served by Route 58 Mineral Springs Avenue/North Providence): every 30 minutes throughout the day. In addition, to better match service levels with demand, Route 57's through-route with Route 17 Dyer would also be discontinued.

58 MINERAL SPRING AVENUE/NORTH PROVIDENCE

Route 58 would be combined with Route 73 Providence/Fairlawn and reconfigured to operate between Georgiaville Manor and the Pawtucket Transit Center (rather than Kennedy Plaza) via Smithfield Commons. This change would improve crosstown service to Pawtucket, and reduce duplication along Charles Street. In addition, to provide service consistently every 60 minutes throughout the day, low ridership variant services in and out of the Esmond Village and Sunset Terraces apartments would be discontinued. The combined route would operate as Route 73 Mineral Spring/North Providence.

60 PROVIDENCE/NEWPORT

Route 60 service would be improved to operate consistently between Newport and Providence every 15 minutes during peak periods and every 30 minutes during off-peak hours, and timed transfers would be provided with all other Newport routes at Gateway Center at least once an hour. To enable this more frequent, consistent, and coordinated service:

- Limited variant service into Raytheon, the Naval Underwater Warfare Center (NUWC), and into the Warren Park and Ride lot would be discontinued (Route 64 URI-Newport would continue to serve NUWC, the Warren Park and Ride lot would still be served, but buses would stay on the street directly in front of it, and service would continue to operate through Bayview Apartments).
- Through-routed service to and from Rhode Island Hospital would be discontinued, as frequent connections with Routes 1 and 3 would be available at Kennedy Plaza.
- Regular Route 60 service along Metacom Avenue would be discontinued and this area would instead be served by new Route 60X Newport service between Newport and Providence.

Finally, as indicated above, new Route 60X express service would be implemented to provide limited stop/express service between Newport and Providence via Route 114 (see Route 60X section, below).

60X NEWPORT EXPRESS VIA EAST BAY

New Route 60X express service would be implemented to provide limited stop/express service between Newport and Providence via West Main Road and Metacom Avenue. Three AM inbound and three PM outbound trips would be provided. Combined with Route 68X Newport/West Bay express service (see Route 14 and Route 68X sections), six AM inbound and six PM outbound express trips would be provided between Newport and Providence.

63 BROADWAY/MIDDLETOWN SHOP

Route 63 would be streamlined to provide faster and more direct service (although the route would continue to be circuitous in order to service high ridership locations). Alignment changes would include:

- Service via the Middletown Shopping Center in both directions.
- The discontinuation of out and back service to the former location of the Department of Human Services, and to NUWC (which would instead be served by Route 64 URI-Newport).



Schedule improvements would also be made. Service would operate consistently every 30 minutes, and timed-transfers would be provided with all other Newport routes at Gateway Center at least once an hour.

64 NEWPORT/URI

Route 64 service would be reconfigured to provide more convenient and more consistent all day service. The route's span of service would be extended from 5:30 PM to 6:30 PM and service would operate every 60 minutes during peak periods and every 90 minutes during the midday. All service would operate via Jamestown and the first two and last two trips of the day would operate to and from NUWC. The route would also be realigned to operate via West Main Street and Broadway to improve service within Newport. Timed-transfers would be provided with all other Newport routes at Gateway Center.

65 WAKEFIELD/NARRAGANSETT EXPRESS

In January 2013, RIPTA rebranded Route 66 express trips as Route 65 Wakefield Express. Route 65 would be consolidated with Route 14 express trips between Narragansett and Providence and rebranded as Route 65X Narragansett/Wakefield Express. All trips would also operate via Wickford Junction Station so that transit riders could take commuter rail in one direction and Route 65X in the other.

66 URI/GALILEE

Route 66 would be reconfigured so that all service would operate consistently between Galilee, URI, the Kingston Amtrak Station, CCRI-Warwick, and the new Warwick Mall Transit Center. In addition, to better balance service with loads, a combination of short and long trips would be provided. Service between Providence and URI would be increased to every 30 minutes to relieve crowding, and long trip service to Galilee would operate every 60 minutes.

(Note also as described in the Route 65 section, in January 2013, RIPTA rebranded Route 66 express trips as Route 65X Wakefield Express, and these trips would be combined with Route 14 express trips and rebranded as Route 65X Narragansett/Wakefield Express.)

67 BELLEVUE AVENUE/MANSIONS

Route 67 would continue to operate along its existing summer and winter alignments, and with the same service spans and with the same service frequencies. However, schedule times would be adjusted to provide timed-transfers with all other Newport routes at Gateway Center once per hour.

68X NEWPORT EXPRESS VIA WEST BAY

Express service between Newport and Providence would be provided with a new 68X Newport Express, which would operate via Route 138, Route 4, and I-95, with three AM inbound and three PM outbound trips. Combined with Route 60X Newport/East Bay express service (see Route 60X section), six AM inbound and six PM outbound express trips would be provided between Newport and Providence.

71 BROAD ST

Route 71 would be extended southward along Pawtucket Boulevard in Pawtucket to the Ocean State Job Lot to replace Route 99 service along Pawtucket Avenue that will be discontinued with the implementation of R-Line service. In addition, service frequencies will be adjusted to better match service with demand—service would operate every 30 minutes through the day, which would be less service during peak periods but more service during the midday and evenings. The span of service would also be shortened by one trip in the morning and one trip in the evening due to very low ridership on those trips. Finally, the Lincoln Manor variant service, which has no ridership, would be discontinued.



72 WEEDEN STREET/CENTRAL FALLS

To reduce duplication and provide more consistent service, Route 72 would be consolidated with Route 53 Smithfield Avenue (and operated as Route 72). Through Pawtucket and Central Falls, service on the consolidated route would operate between the Pawtucket Transit Center and Smithfield Avenue along Route 72's existing alignment. It would then operate along Power Road, and then into downtown Providence and Kennedy Plaza along Route 53's current alignment. Service would be provided consistently every 30 minutes during peak periods and every 45 minutes during off-peak periods. To provide for the operation of consistent service frequencies, the very low ridership variant services to the front doors of Wilfred and Coats Manors would be discontinued.

73 PROVIDENCE/FAIRLAWN

Route 73 would be combined with Route 58 Mineral Spring/North Providence and reconfigured to operate between Georgiaville Manor and the Pawtucket Transit Center (rather than Kennedy Plaza) via Smithfield Commons. This change would improve crosstown service to Pawtucket, and reduce duplication along Charles Street. In addition, to provide service consistently every 60 minutes throughout the day, low ridership variant services in and out of the Esmond Village and Sunset Terraces apartments would be discontinued. The combined Route would operate as Route 73 Mineral Spring/North Providence.

75 DEXTER STREET/LINCOLN MALL

Route 75 would be extended to Bryant University via George Washington Highway, to improve service between Pawtucket and Bryant College. To enable the provision of consistent service, the very low ridership variant service to North Central Industrial Park would be discontinued. Service would be provided every 45 minutes throughout the day.

76 CENTRAL AVENUE

Route 76 would continue to operate along its existing alignment, plus in and out of the Stop & Shop on Cottage Street, and schedules would be improved so that service would operate every 40 minutes throughout the day (but with a slightly shorter span of service due to very low ridership on the first and last trips on existing service).

77 BENEFIT STREET/BROADWAY

Route 77 would be combined with Routes 1 Eddy/Gaspee and 42 Hope Street and rebranded as Route 1 Hope/Eddy to better describe how the service actually operates. In addition:

- To make service faster and more direct, Route 1's Narragansett Parkway branch would be discontinued (and replaced with new Route 3 service along Narragansett Parkway) so that all service would operate along Post Road.
- Also to make service faster and more direct, between Norwood Avenue and Post Road in Warwick, Route 1 would be shifted from Broad Street to Post Road.
- To improve service to and from T.F. Green airport, southern end service would be extended to the airport.
- In the short-term, northern end service will continue to operate along Benefit Street in Pawtucket to Route 77's current terminus. Once issues related to crossing the state line have been resolved, the northern end of the route will be shifted to South Attleboro Station to provide commuter rail connections.



During the day, service would operate with a combination of long and short-trips. Short-trips would operate between the Pawtucket Transit Center and Warwick Avenue in Warwick. Long-trips will operate the full length of the line. By alternating long and short-trips, service would be provided consistently every 15 minutes between the Pawtucket Transit Center and Warwick Avenue, and every 30 minutes along the outer ends of the route. Combined with Route 20 Elmwood Avenue, which would also be extended to the airport (see Route 20 section), service would be provided every 15 minutes between the airport and downtown.

78 BEVERAGE HILL AVENUE/NEWPORT AVENUE

Route 78 would continue to operate along a similar alignment as at present, but with changes to streamline and operate service consistently. To achieve this, very low ridership variant services to the front door service to Rumford Towers, along Pleasant Street to the Massachusetts State Line, and along New Road would be discontinued. Service would also be configured to enter and exit Wampanoag Plaza more efficiently. Schedules would also be revised to provide clockface headways every 60 minutes throughout the day.

79 COLUMBUS AVENUE

Route 79 largely duplicates Routes 35 Rumford/Newport Avenue and 80 Armistice Boulevard, and would be discontinued. Existing Route 79 riders would instead be served by Routes 35 and 80.

80 ARMISTICE BOULEVARD

Route 80 would continue to operate along its existing alignment, and schedules would be improved so that service would operate every 40 minutes throughout the day (but with a slightly shorter span of service due to very low ridership on the first and last trips on existing service).

87 FAIRMOUNT/WALNUT HILL

In the short-term, Route 87 would continue to operate its same regular alignment as at present. However, once Woonsocket changes some one-way streets to two-way, Route 87's alignment would be revised as possible to operate service in both directions along the same streets. Schedules would be improved to operate service consistently every 30 minutes throughout the day and every 60 minutes at night, with timed-transfers Route 54 Woonsocket/Providence in the predominant direction of travel. To enable the consistent service and coordination with Route 54, the low ridership Railroad Street variant would be discontinued.

In addition, a new Route 88 Woonsocket /Highland Corporate Drive would provide new service to the eastern half of Woonsocket (see Route 88 below).

88 WOONSOCKET DEPOT TO HIGHLAND CORPORATE DRIVE

This new route would expand service coverage in Woonsocket and operate between the Super Stop & Shop on Smithfield Road in Smithfield and CVS Headquarters in Woonsocket via Woonsocket Depot. The route would operate every 30 minutes during the day, and be scheduled to facilitate transfers with Routes 54 and 87. From Stop and Shop, it would operate via Smithfield Road, Providence Street, Main Street, Hamlet Avenue, Cumberland Hill Road, Park East Drive and Highland Corporate Drive to CVS headquarters.



ROUTE 90 PARK AND RIDE

RIPTA operates four different express routes as “Route 90 Park-n-Ride.” Internally, these routes are designated as:

- 90A West Warwick
- 90C Cumberland
- 90S Scituate
- 90W Westerly

To improve clarity, these routes would be designated with unique numbers and names. In addition:

90A Arctic Park-Ride

Route 90A and Route 13 Arctic Center/Washington Street express trips would be consolidated and rebranded as Route 12X Arctic Express. All service would operate between Arctic Center and Kennedy Plaza along Route 90A’s existing alignment between those two points. The southern end of the route between I-95 Exit 7 and Arctic Center would be discontinued due to very low ridership (and the Exit 7 Park and Ride lot would continue to be served by Route 90W, and service levels would be increased to three AM inbound trips and three PM outbound trips.

90C Cumberland Park-Ride

Route 90C would be discontinued and replaced by new Route 54X Woonsocket Express service between Woonsocket and downtown Providence. Route 54X would provide three AM inbound and three PM outbound trips, compared to only a single AM inbound and single PM outbound trip.

90S Scituate Express

Route 90S Scituate Park-Ride would be rebranded as Route 10X to differentiate it from other Route 90 park and ride routes, and would be re-routed between Route 10 and Route 6 via Hartford Avenue to serve that area.

90W Westerly Park-Ride/95X Westerly Express

Route 90W service would be increased to three AM inbound and three PM outbound trips, and the route would be rebranded as Route 95X Westerly Express.

92 FEDERAL HILL – EAST SIDE

Route 92 would be combined with Route 26 Atwells Avenue/RI College to provide frequent through service (every 20 minutes throughout the day) between Rhode Island College and the East Side Marketplace via Federal Hill and College Hill. Very low ridership variant service would also be discontinued to provide consistent service throughout the day.

99 PAWTUCKET

Route 11 Broad Street will be combined with Route 99 Pawtucket and upgraded to RIPTA’s first Rapid Bus Line (the R-Line). This new route will provide faster and more frequent service with a high level of passenger amenities.