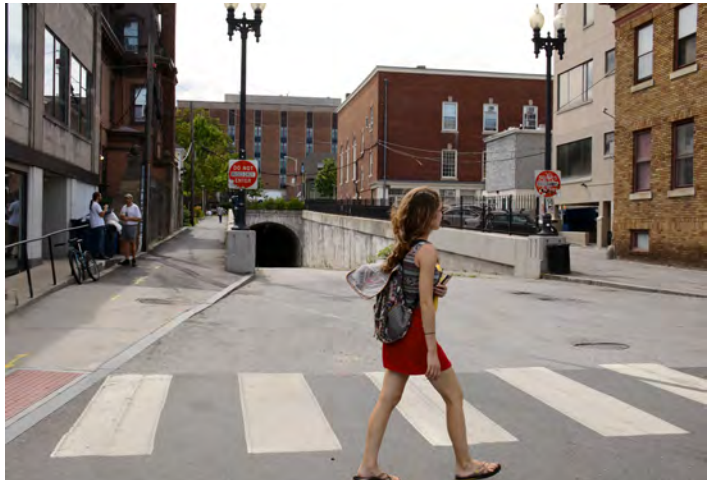
Initiative 4

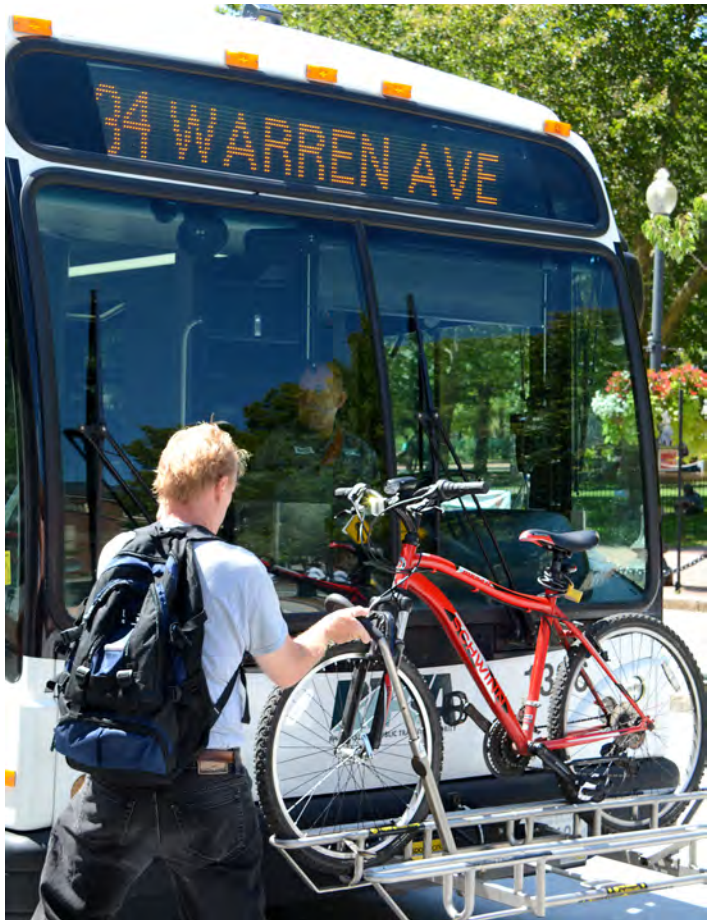
Improve Access to Transit

For people to be able to use transit, they must be able to get to it and then get to where they are going after they leave it. The overwhelming majority of transit riders walk to and from local transit services, a very large proportion drive to regional services, and a much smaller, but increasing number of people bike to and from transit services. In addition, newer options, such as scooters, are becoming increasingly popular. Transit Forward RI includes a wide variety of first mile/last mile improvements:

- Walking/Pedestrian Improvements
- Driving/Park and Ride Lots and Passenger Drop-Off and Pick-up Areas
- Bicycling Improvements
- Other improvements including
    - TMA/Employer Shuttles
    - Rideshare Partnerships
    - Microtransit

In addition, a key to making first mile/last mile connections work will be to ensure that connections can be made at convenient and comfortable locations. The development of mobility hubs is one way in which this will be done. Connections will also be facilitated at transit stations and major stops.





Pedestrian Improvements Will Extend the Reach of Transit

Over 90% of transit riders walk to and from transit. As a result, **pedestrian improvements provide greater first mile/last mile benefits than all other approaches combined.** In places where pedestrian conditions are good, people will walk farther to transit; where they are bad, people will not walk as far. Pedestrian improvements thus extend the reach of transit and increase ridership.

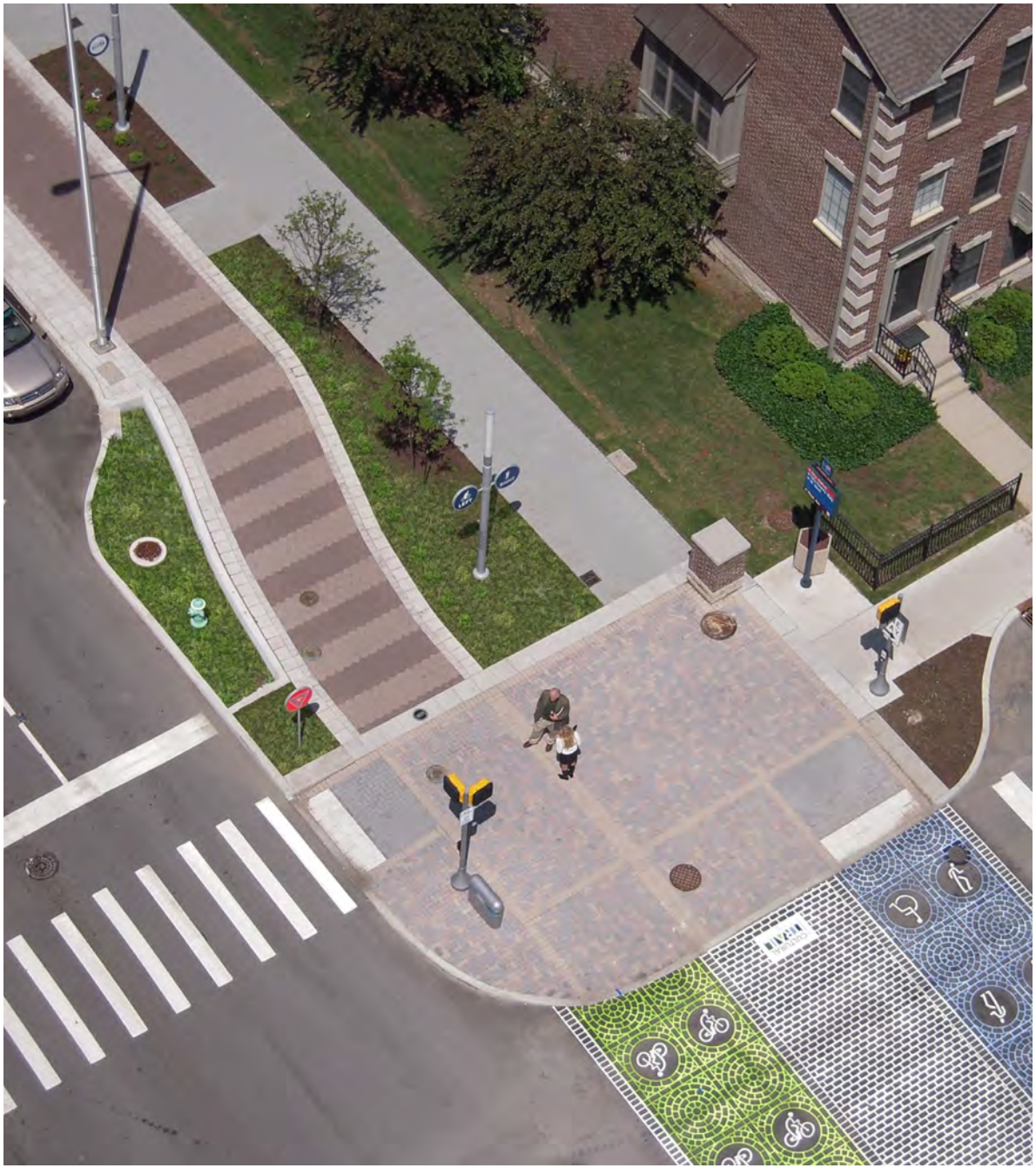
Pedestrian improvements will be implemented at and around:

- **Mobility Hubs**
- **Rapid Bus stops**
- **Transit Emphasis Corridor stops**
- **Commuter rail stations**
- **LRT/BRT Stations**

These improvements will include:

- **Better sidewalks around transit stops and in neighborhoods, that meet ADA standards**
- **New pedestrian crossings around transit stops and stations can improve access as well as rider safety and comfort**
- **Wayfinding, including signs pointing to transit services (and pedestrian network maps at transit stations and major stops)**

Local communities can assist these efforts significantly. For example, the City of Providence's Great Streets plan focuses on pedestrian and bicycle improvements, and includes a large number of improvements that would ease access to and from transit. This plan can also provide guidance to other communities.



Facility Improvements Will Make It Easier to Drive to Transit

The second most common way that people get to and from transit is by driving or being dropped off or picked up. This is especially the case with commuter rail and express bus routes, where large volumes of commuters park at stations and stops and are dropped-off and picked-up. Serving this demand requires parking spaces and curb space for private pick-ups and drop-offs and rideshare and taxi pick-ups and drop-offs.

A variety of improvements can be implemented. These include:

- **New park-and-ride lots along express routes:**
  - **Johnston at the intersection of I-295 and US Route 6 to serve Route 9X Pascoag Park-n-Ride and 10X North Scituate**
  - **Lincoln in the vicinity of the CCRI and Twin Rivers to serve Route 54 Woonsocket -Providence Regional Rapid Bus**
  - **Pascoag near the outer end of Route 9X Pascoag Park-n-Ride**
  - **Portsmouth near the intersection of Ferry Road and Boyd's Lane to serve both Route 60 Newport-Providence via East Bay and the new Route 24 Newport-Fall River-Providence**
- **Parking and passenger drop-off and pick-up areas at some outer area light rail and BRT stations**
- **Upgrades at existing stations and stops**

Park-and-Ride Lot in Barrington

Bikes Will be Better Accommodated

Bicycling, whether by a personal or shared bicycle, is another important way to make short trips and connect with transit.

Three types of transit-related bicycling improvements will be implemented:

- **Sharing of bus lanes with bicycles**
- **Bikeshare and bike storage at regional mobility hubs**
- **Bikeshare and bike racks at urban rail stations and transit stops**

Other Improvements Will Also Be Made

A number of other improvements will also be made, mostly through the Service Partnerships program described in Initiative 2.

TMA/Employer Shuttles

As part of the Service Partnerships program, RIPTA and RIDOT can create incentives for the development of TMAs or employer shuttles. These incentives could include financial incentives that could be less expensive than new publicly funded rideshare partnership and microtransit services. With the development of mobility hubs throughout the state, TMA or employer shuttles could provide connections between mobility hubs and more isolated worksites. The shuttles could be traditional shuttle services or Flex-like microtransit services.

Transportation Management Associations

Transportation Management Associations (TMAs) are member-controlled, member-funded organizations that provide transportation services for a particular area, such as an industrial park, medical center, commercial district, or mall. Employment areas that lack concentrated density but still form a congregation of employees are prime targets for TMAs, which can partner with transit agencies to provide transportation services. Many TMAs run shuttles to and from major activity centers and transit stops.

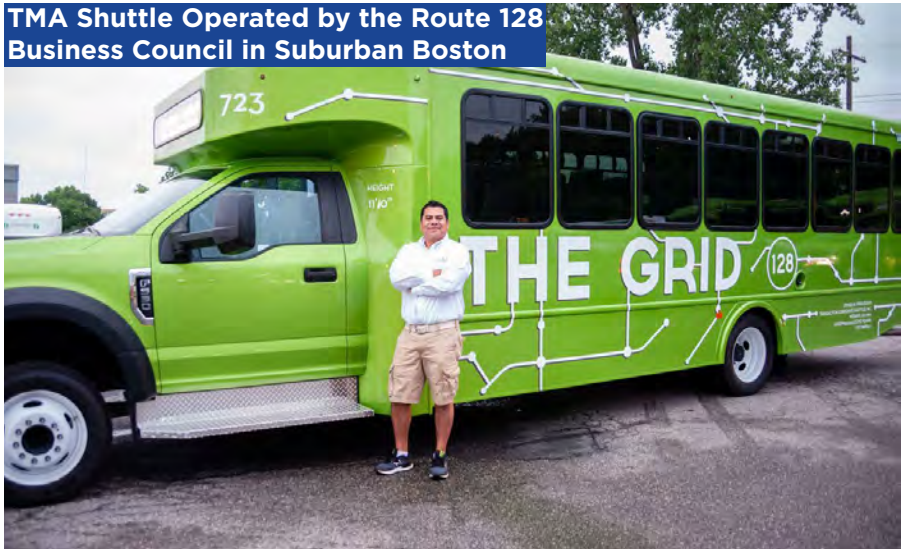
Rideshare Partnerships

Many areas have developed rideshare partnerships with Uber, Lyft, and other competitors. Through these partnerships, subsidized rides are provided to and from mainline transit services. Rideshare partnerships would be developed through the Service Partnership program.

Scooters

Scooters will also be accommodated at mobility hubs and transit stations and stops, as permitted by local ordinances.

TMA Shuttle Operated by the Route 128 Business Council in Suburban Boston



Scooter Parking at Providence Station