THE FUTURE OF TRANSIT IN RHODE ISLAND

Power of Place Summit
May 11, 2012
Imagine a future in which a wide range of multi-modal, convenient, and attractive transportation choices help promote growth, and support thriving, livable communities throughout Rhode Island.

As Rhode Island’s Mobility Manager, we aim to achieve this vision in a fiscally responsible manner, working with federal, state, local and private partners to realize the benefits a modern transit system can provide and to improve the overall quality of life in Rhode Island.
Executive Summary

A VISION FOR THE FUTURE OF TRANSIT IN RHODE ISLAND

RIPTA's Five Year Strategic Plan to Keep Rhode Island Moving

Around the country, people are talking about creating stronger, communities that offer a range of transportation choices, access to jobs, healthy air, and a safe, attractive walking environment.

Public transit can play a critical role in helping to achieve these goals: transit takes cars off the road and improves air quality; transit encourages walking and promotes public health; and, transit provides an alternative to owning a car, reducing household expenses while preserving the ability to get where you need to go. Finally, transit investments are proven to attract private investment and promote economic development.

RIPTA has brought positive change to our statewide transit network over the past two decades, making the system more reliable and introducing many new services. As a result, ridership has increased to record levels, reducing traffic congestion and wear and tear on our roads while helping our state realize significant economic benefits. Yet, we face our sixth year of declining revenues and have been “doing more with less” for far too long. Our five year Strategic Plan commits to maintaining a strong bus system and improving the passenger experience for our riders. It further establishes a new way of thinking for RIPTA, describing our vision of a more modern transit network for the entire state of Rhode Island.

March 2011

Five Main Goals

Serve as Rhode Island’s Mobility Manager

Attract More Riders

Grow Our Network to Expand Mobility and Support Economic Growth

Realize the Environmental, Economic, and Quality of Life Benefits of Transit

Identify a Sustainable Funding Strategy
Develop a Multi-Modal, Regional, and Accessible Transit System.

Serve as Rhode Island’s Mobility Manager
Bike To Work Day: May 18

ECO-PASS

RIPTA
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

COMMUTER RESOURCE RI
• Station Area Planning
• Coordinated Schedules

Future: Fare Integration
Attract More Riders

Make Transit Convenient, Attractive and Easy to Use

Automatic Vehicle Location

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Transit Vehicle

MDT

Mobile Data Terminal (MDT)

Dispatch Center

MOBILE INFO CENTER

1. Service Alerts and Advisories
2. Schedules
3. Fares and Passes
4. Special Services
5. News and Events
6. Customer Support

View full RIPTA.com
• New Website
• Mobile Tools
• Social Media
• Rider Campaign
54 routes

- 4 Trolley Routes
  - 2 Providence (92, 6)
  - 1 Pawtucket (71)
  - 1 Newport (67)
- 8 Routes With Some Express Service (4 90’s, 14, 66, 6, 54)
- 35 Park and Ride Lots
Expand RI’s Transit Network to Support and Promote Economic Growth

Key Hubs
- Woonsocket
- Pawtucket
- Providence
- Newport
RIPTA is moving forward with the design and development of Rhode Island’s first Rapid Bus corridor— the R-Line.

The Broad/North Main corridor is currently served by RIPTA routes 11 and 99, the two highest ridership routes in RIPTA’s statewide system.

12 Routes with Over 2,000 Riders per Day
4 Routes with Over 3,000 Riders per Day
Rapid Bus Elements

Technology
- Traffic Signal Prioritization
- Real-Time Integration
- Enhanced Fare Collection

Enhanced Passenger Experience
- Improved Amenities
  - Shelters
  - Benches
  - Trash Receptacles
  - Public Art
- Unique Branding
  - Differentiated Buses
  - Separate Logo
  - Unique Marketing Campaign

Service Improvements
- Frequent, Reliable Service
  - High Frequency Limited-Stop Service
  - Reduced Local Service
  - Increased On-Time Performance
  - Regular On-Street Supervision
- Routing
  - Fewer Bus Stops
  - Deliberate Spacing
  - Simple Route Layout
  - Queue Jumping at Signals
  - Dedicated Right-Of-Way
ENHANCED PASSENGER EXPERIENCE

R LINE
BROAD-NORTH MAIN

Pawtucket / Kennedy Plaza / Roger Williams Park
Weekdays: 5:10 am – 12:21 am. Every 10 minutes.
Saturdays: 5:10 am – 12:17 am. Every 10 minutes.
Sundays and Holidays: 6:46 am – 11:40 pm. Every 20 minutes.

(401)-781-9400
www.RIPTA.COM
SERVICE IMPROVEMENTS

Current Stops

Proposed Local Stops

Proposed R-Line Stations

- Northbound Bus Stop - 74 Total
- Southbound Bus Stop - 75 Total

- Northbound Bus Stop - 59 Total
- Southbound Bus Stop - 57 Total

- R-Line Stations - 20 Tentative
• Bus and streetcar provide similar mobility benefits
• Streetcar is an economic development engine and placemaking tool to enhance a community’s vitality and livability
• Streetcar provides a more appealing passenger experience and attracts new customers

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45% of the jobs in Providence are within walking distance of the proposed streetcar route.
Recognize Transit’s Ability to Support Livable Communities and a Green Economy
KENNEDY PLAZA
Identify a Sustainable Funding Strategy

RIPTA Operating Budget Sources

- 43% Federal Programs
- 24% Gas Tax Subsidy
- 20% Passenger Revenues
- 13% Misc. Revenues

Gas consumption going down
Rising Fuel Prices
Fuel Efficient Cars
Environmental Awareness
Poor Economy

RIPTA Operating Budget Sources:

RIPTA tries to provide more service with less revenue.
“...expanded, modern transit systems are absolutely essential to job creation and the long-term health and prosperity of our nation’s cities.”

U.S. Transportation Secretary Ray LaHood
Partnerships

- CTC
- RIPTA Riders
- Transit 2020
- Greater Kennedy Plaza