

P TRANSPORTATION CORRIDORS TO LIVABLE COMMUNITIES

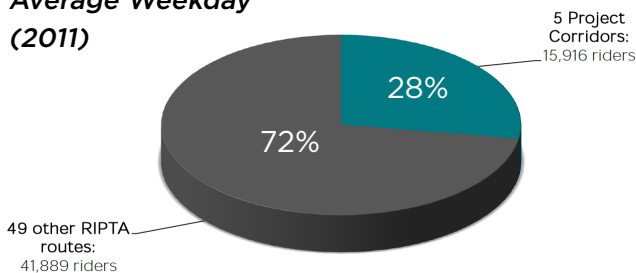
Project Fact Sheet #1

What is the Transportation Corridors to Livable Communities project?

The City of Providence has been awarded a Community Planning Challenge Grant through HUD's Office of Sustainable Housing and Communities to conduct the Transportation Corridors to Livable Communities study. The project will focus on the highest ridership bus routes in the city— Broad Street, Chalkstone Avenue, Elmwood Avenue, Manton Avenue, and North Main Street.

Over the next 18 months, the City and RIPTA will be working together to conduct corridor studies to improve transit service, enhance bus stops and other pedestrian amenities, and encourage the development of mixed-income housing and opportunities for jobs and the arts near transit. Once the corridor studies are complete, the City will update and revise the Providence Zoning Ordinance so that it will be an effective tool to implement the corridor plans and the City's overall livability and sustainability goals.

Statewide RIPTA Ridership, Average Weekday (2011)



Nearly one-third of RIPTA's statewide ridership base is comprised of the five bus routes that operate along the project corridors— Route 11 on Broad Street, Route 99 on North Main Street, Route 20 on Elmwood Avenue, Route 27 on Manton Avenue, and Route 56 on Chalkstone Avenue.

stops should be removed or relocated along the five project corridors. A long-term outcome of the Transportation Corridors to Livable Communities project will be the reduction of vehicle miles traveled for households in the selected areas, as well as increased transit ridership on the five selected routes. Another important long-term outcome of the project will be a reduction in household transportation costs for residents in these areas.

In addition to being the highest use bus routes in Providence, the five corridors of Broad Street, North Main Street, Elmwood Avenue, Manton Avenue and Chalkstone Avenue were also selected because of the availability of developable land for housing and new businesses to create hubs of activity near transit stops. Linking development directly to transit will connect residents to jobs and employment centers, and create jobs and investment in areas that are most in need.

Linking transit and land use to the arts

Providence is rich in cultural diversity and artistic and creative expression, yet for many of its residents, limited money and transportation prevent them from fully accessing and participating in arts and cultural opportunities (*Creative Providence Cultural Assessment*, 2008). Through the Transportation Corridors to Livable Communities project, the City will work to integrate arts and cultural opportunities into neighborhood-based community hubs, build community and foster neighborhood

Project Goals

- Provide frequent, reliable transit service.
- Improve access to employment centers, arts and cultural opportunities, and healthy food choices.
- Encourage development that is concentrated around transit stops and offers a range of housing choices serving a variety of household types and income levels.
- Encourage the creation of community hubs, unique to the character of the neighborhoods where they are located.

Improvements to these corridors are an opportunity to build upon the place-making role of transit and to capitalize on other investments along the corridors, building upon the unique identity of individual neighborhoods. Increasing the effectiveness and efficiency of transit service will result in changes to the way residents move around the City. In order to improve on-time performance and ensure that bus stops are in ideal locations for passengers, local businesses, and residents, RIPTA will conduct a thorough analysis to determine which

vitality through increased access and diversified cultural participation, and increase access to art, culture, and creativity at the street-level in order to catalyze social and physical change in the neighborhoods located along the key corridors.

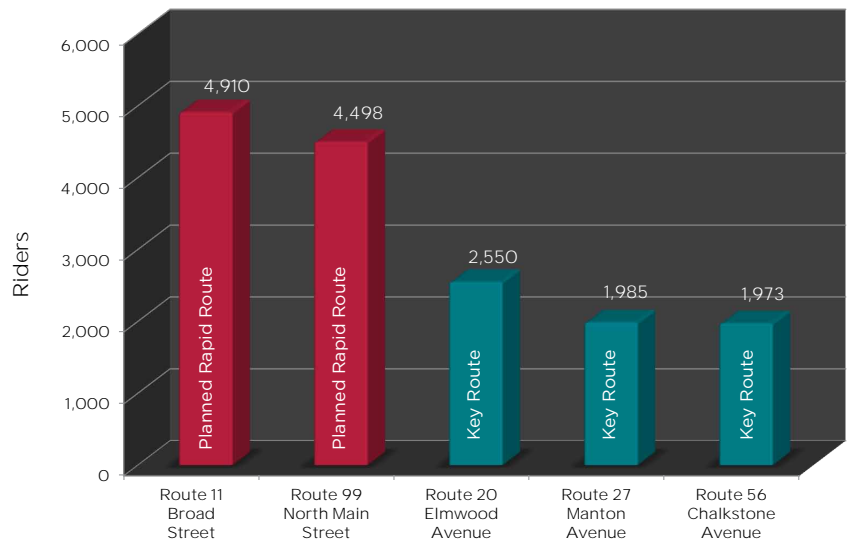
Related projects

RIPTA's first **Rapid Bus** line will soon begin running on the two highest use bus routes in the state— routes 11 and 99— that run along North Main and Broad streets, connecting both Pawtucket and Cranston to downtown Providence. RIPTA is using federal funds to convert these two routes to a single Rapid Bus route. This new service will begin running on the Broad/North Main corridor in Fall 2012. Rapid Bus is similar to Bus Rapid Transit (BRT) systems seen in many other cities, but without the addition of a dedicated bus lane. Buses travelling along the route will have signal priority at intersections and bus stops will have unique branding with real time arrival information available.

After Broad and North Main streets, the highest ridership routes in Providence run along Elmwood Avenue, Chalkstone Avenue, and Manton Avenue. RIPTA has classified these routes as "Key Bus Routes" and is working with the City and RIDOT to ensure that these routes are "rapid ready". In the future, these routes will have priority for conversion to Rapid Bus routes.

RIPTA and the City have also partnered together to initiate the **Commercial Corridor Art and Amenities Program** to implement bus stop, pedestrian amenity, and public art enhancements along Providence's commercial corridors. The program will initially focus on the City's highest use transit corridors: Broad, North Main, Elmwood, Chalkstone, and Manton. Transit and pedestrian amenities along each corridor will have a cohesive look that will reflect local culture, history, and heritage and help create a clear identity for each corridor. New bus shelters will be installed at medium and high volume stops along the corridors, and local artists will be enlisted to contribute to the design of the shelters and other pedestrian amenities including bike racks, trash cans, seating, and public art.

Average Weekday Ridership on RIPTA Routes (2011)



Average weekday ridership on routes 11 and 99, which are soon to be combined into one Rapid Bus Route, is significantly higher than other bus routes in RIPTA's system.

Project schedule

Transit and Land Use Studies: Fall 2011-Summer 2013

February 2012: Public hearing for Elmwood Avenue bus stop removal/relocation

Spring 2012: Public meetings to gather input North Main, Broad, and Elmwood corridor studies; Public hearing for Broad and North Main bus stop removal/relocation

Summer 2012: Public meetings to gather input for Chalkstone and Manton corridor studies

Fall 2012: Public hearing for Chalkstone and Manton bus stop removal/relocation

Spring-Summer 2013: Public meetings to present draft transit and land use studies for all five project corridors

Summer 2013: Final transit and land use studies completed

Zoning: Summer 2013-December 2014

**For more information,
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