

**Bus Stop Improvement Program**

**Project Description**

RIPTA bus stops should provide a comfortable waiting environment and other conveniences, so people will be more likely to use transit. Rather than determine which amenities should be provided at which stop on a stop-by-stop basis, a more systematic approach is proposed. All existing bus stops within the metropolitan area have been categorized depending on average daily passenger boardings, as follows:

- Regional Transit Centers (500+ daily boardings)
- Key Downtown Stops & Local Hubs (200-500 daily boardings)
- High Volume Stops (100-200 daily boardings)
- Medium Volume Stops (50-100 daily boardings)
- Low Volume Stops (<50 daily boardings)

The two regional transit centers in the study area (Kennedy Plaza and the Pawtucket Transit Center) already meet the identified criteria, as do most low volume stops. Therefore, this Bus Stop Improvement Program provides estimates to bring the remaining three categories (Key Downtown Stops/Local Hubs, High Volume Stops & Medium Volume Stops) in line with the recommended standards, as shown in the table to the right.

**Capital and Operating Cost Implications**

**Capital Costs:** \$4 m. total (OR \$1 m/year over 4 years)

- Key Downtown Stops & Local Hubs: 9 stops @ \$79K = \$0.7 m.
- High Volume Stops: 33 stops @ \$33K = \$1.1 m.
- Medium Volume Stops: 70 stops @ \$31K = \$2.2 m.

**Operating Costs:**

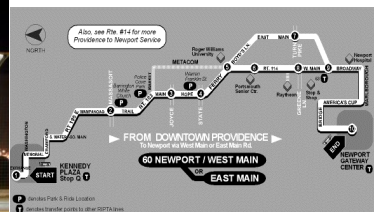
- Estimated Annual O&M costs for stop maintenance: TBD
- Operational responsibility TBD [City, RIPTA, Private Sponsor?]

**Project Benefits**

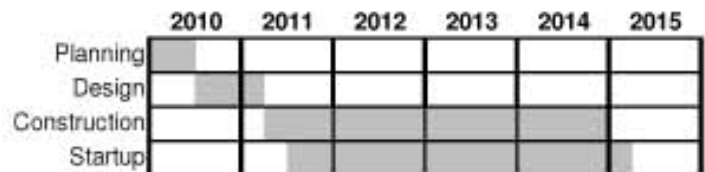
People are more likely to use transit if bus stops provide a safe and comfortable waiting environment. The availability of information about the transit system and the surrounding area further enhances this experience. Conversely, if bus stops do not provide a safe and comfortable environment, people will be less likely to use transit. As the overall experience of waiting for a bus is improved, customers are more likely to be satisfied with the transit trip and more likely to ride again. The cost of providing bus stop amenities, particularly at key locations and higher volume stops, is likely to attract and retain new transit riders.

**Existing Service Enhancements**

	Medium Volume Stops	High Volume Stops	Local Hubs
Avg. Wkday Boardings	50-100	100-200	200-500
# Stops in Metro Area	70	33	9
RIPTA Bus Stop Sign	√	√	√
Lighting	√	√	√
Sign with Route ID/ Map	√	√	√
Paved/Accessible Area	√	√	√
Shelter/Seating	√	√	√
Trash Can	√	√	√
Current system map		√	√
Current schedule info		√	√
Bike rack		√	√
Real-time schedule info			√
Ticket machines			√
Local area info/maps			√
Unique design elements			√
Landscaping			√
Public art			√



**Project Timeline**



**Next Steps**

1. Initiate 4-year program, with priority being implementation at the 9 identified Key Downtown Stops/Local Hubs.
2. Inventory/survey stops to identify any amenities that may already be in place.
3. Implement Local Arts Program.
4. Determine daily/weekly/periodic maintenance procedures. Work to develop Private Sponsor hub maintenance program.
5. Design shelter and hub concept. Identify local area info to be displayed at each stop. Purchase street furniture and other equipment.
6. Configure required electrical/communications equipment and wiring at Key Stops/Local Hubs. Install equipment.