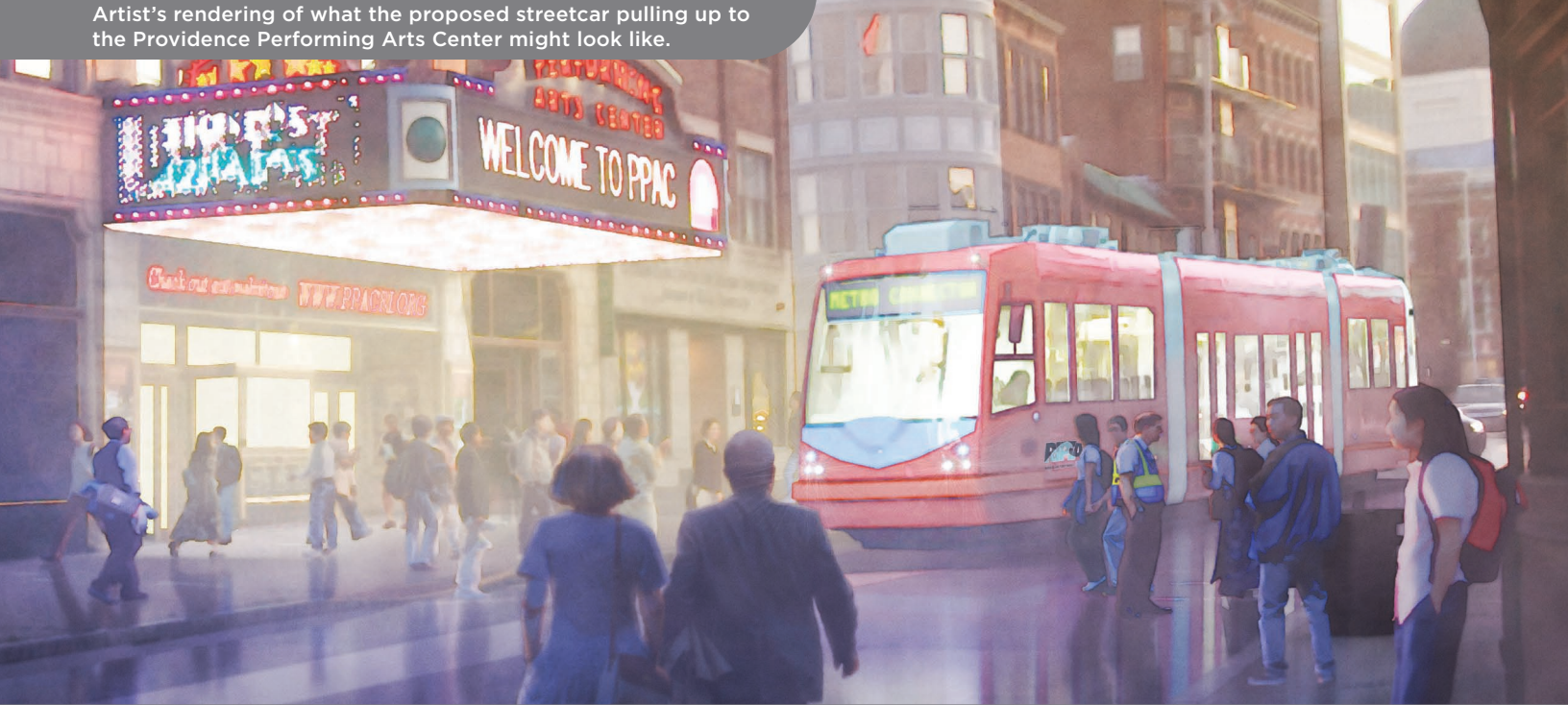


GREATER METRO TRANSIT STUDY – GROWING OUR TRANSIT SYSTEM

BUILD A PROVIDENCE STREETCAR SYSTEM

Artist's rendering of what the proposed streetcar pulling up to the Providence Performing Arts Center might look like.



Providence offers an ideal setting for streetcars, and RIPTA and the City of Providence hope to offer them. A new streetcar system would provide reliable, frequent and comfortable transit service that promotes walkable urbanism and is a catalyst for economic development.

RIDING THE RAILS PROMOTES WALKING THE CITY

Streetcars are designed to operate over relatively short distances in mixed traffic and provide urban circulation. A feasibility analysis has concluded that the concentration of activities within the center of Providence makes our city an excellent candidate for a streetcar system and planning will continue towards its development.

To enhance the transit system and economic vitality of the metropolitan area, a streetcar concept has been proposed to serve as a circulator within a roughly two-mile corridor in downtown Providence. A streetcar “Meds to Eds” line within this corridor would connect with existing bus routes and the train station and create connections between the Hospital District and College Hill. This would help people not only get to and from work, school and home, but also offer an easy way to get to events, restaurants, museums, performing arts centers, medical facilities, and key destinations, like the Convention Center, the Amtrak Station, and the Dunkin Donuts Center. The proposed starter line includes plans for points of connection in the future to other neighborhoods and nearby communities.

ECONOMIC BENEFITS TO A STREETCAR SYSTEM

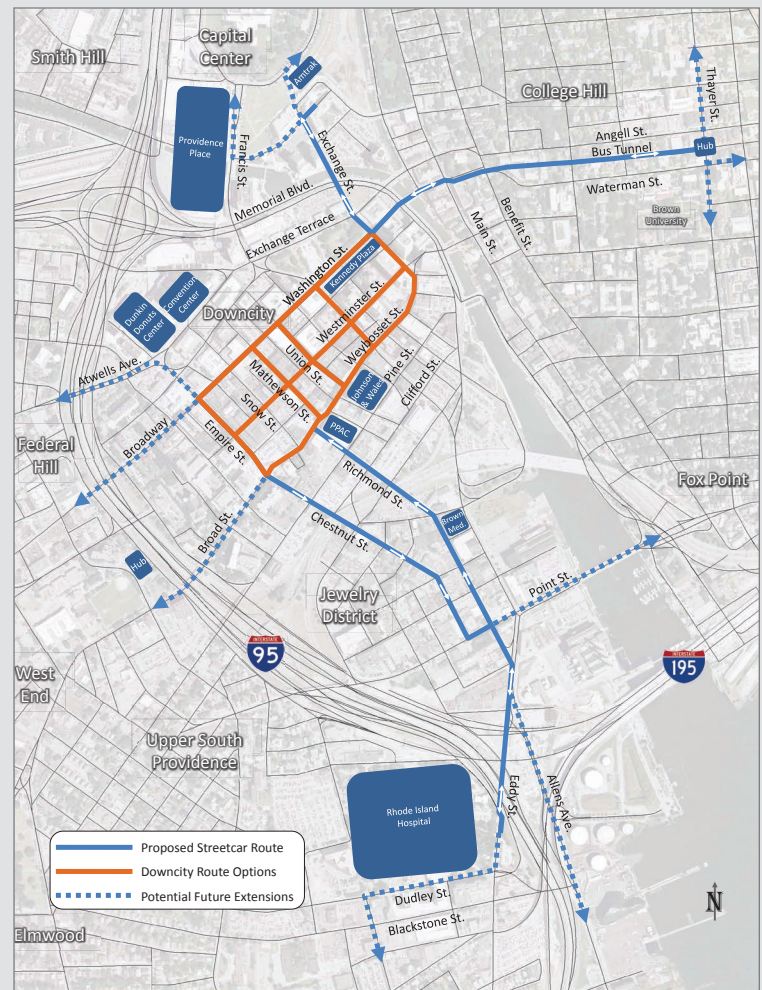
Building responsible infrastructure promotes sustainable development. There is enormous opportunity for economic development to result from the creation of a streetcar system, as witnessed in other communities. Streetcars are often catalysts for new development, revitalizing existing neighborhoods and promoting public transit use by new riders. A preliminary assessment of the development

potential related to the proposed streetcar project estimates 3.0 million square feet of development (but could range from 1.5 – 6.0 million square feet) of vacant and underutilized properties. A significant amount of this development is projected to occur in currently redeveloping areas of the Jewelry District and Downcity. Development is expected primarily in residential, office and retail uses, with estimated job creation of over 3,400 and a population boost to the downtown area of over 2,200.

Building a streetcar system in Providence would generate near-term economic stimulus from construction activity as well as sustained mixed-use development opportunities in areas targeted for economic growth by the City. The construction of the streetcar is estimated to provide 230 new jobs in Rhode Island, over \$17 million in sales for local businesses and \$10.7 million in additional wages to Rhode Island residents.



Above: Rendering of the view north on Richmond Street across from the planned Brown Medical School, by Kliment + Halsband.



Meds to Eds, proposed routes that would link key destinations in Providence.

New streetcars would help people get around, reinforce pedestrian-friendly Providence, and promote economic development.



Conduct Advanced Planning

Select Preferred Route and Develop Financial Plan



Initiate Preliminary Engineering

Finalize Alignment and Station Stop Locations



Commence Final Design

Produce Detailed Construction Documents



Construct Streetcar Project

Build Streetcar Infrastructure and Purchase Vehicles



Begin Streetcar Service

Open Initial Segment in Downtown Providence