Identifying Potential Areas of Transit-Oriented Development in Rhode Island
Population, Housing, and Employment Density, Block Group Level

GIS Multi-criteria Evaluation

- High Potential for TOD
- Low Potential for TOD
- ■ MBTA Rail Stations
- ● Amtrak Stations
- ┼┼┼ Existing Amtrak Rail

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Burrillville

North Smithfield

Cumberland

Woonsocket

Glocester

Smithfield

Lincoln

Central Falls

Pawtucket

North Providence

Johnston

Providence

East Providence

Foster

Scituate

Cranston

Barrington

Warren

West Warwick

Warwick

Bristol

Coventry

East Greenwich

Tiverton

West Greenwich

Portsmouth

Exeter

North Kingstown

Little Compton

Middletown

Richmond

Jamestown

Newport

Hopkinton

South Kingstown

Charlestown

Narragansett

Westerly

Woonsocket

North Smithfield

Cumberland

Smithfield

Lincoln

Central Falls

0   0.75   1.5   3 Miles

New Shoreham

Evaluation Criteria: Established using median density of block groups.
High Potential = 3 crieteria; Low Potential = 1 criteria.
   Population density of at least 4,044 people per square mile
   Housing density of at least 1,680 units per square mile
   Employment density of at least 2,010 people per square mile

Data Sources: 2012 - 2016 American Community Survey (ACS) 5-Year Estimates
   2017 TIGER/Line Shapefiles, U.S. Census Bureau
   Bureau of Transportation Statistics, U.S. Department of Transportation
   Rhode Island Geographic Information System (RIGIS)
   MassGIS (Bureau of Geographic Information)

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0   1.25   2.5   5 Miles

GrowSmartRI
Sustainable Economic Growth
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