

What is your Vision?

Grab a pen and help us improve our Long-range Transportation Plan vision.
Collaborate with others and make your edits here or leave us comments.

PUBLIC TRANSIT
ECOLOGICALLY
FRIENDLY
SAFE
ACCESSIBLE
AFFORDABLE

SAFE

Safe for Riders AND
Drivers AND
Pedestrians.

→ accessible
→ environmentally
friendly
→ people-focussed

Living Communities
An essential foundation
for economic growth

PUBLIC TRANSIT
CONNECTIVITY
TIME.

Sidewalks

~~"Provide more opportunities to connect people and~~

timely
(meaning allowing for
more time to get to desired
→ then jobs

accessible

Convenient

places in a safe, efficient, and sustainable manner. The

accessible

goals for Rhode Island's transportation system are

citizen-
driven -
responsive to
needs of
residents &
visitors

Employees need
more flex in
Routes. All busses
should NOT lead
to Providence.

Economic
Activity

achieved through innovation, forward-thinking policies,

and short and long-range funding strategies.

Use the word
environmental
or eco-friendly

Westerly/King
Prov.
commuter
rail option
increase
RIPTA frequency
& destinations

Implementing

We know the
demographic is
aging and what
transit we are
going to isolate
the elderly OR
force them into
nursing homes...

Increase Summer
Routes!
Galilee needs
fewer parking
lots, more transit.

Electric
Charging
Stations
State wide
make RI the first
state w/out range

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1-24-18
Prov

THE BEST
TRANSPORTATION
SYSTEMS NURTURE
VIBRANT
COMMUNITIES.

frequent
and late
night
public
transport

Support
multi-modal,
multi-hub, grid
(not wheel + spoke)
system. ✓

? More what? Which opportunities?

Connect affordable
housing to living wage jobs
more
of all ages
and abilities

"Provide more opportunities to connect people, and

places in a safe, ^{timely} efficient, and ^{resilient} sustainable manner. The

that helps restore or core cities + town
centers, protects ag and natural areas,
and reduces climate change impact

AFFORDABLE,
PUBLIC HEALTH
-SUPPORTING

in all RI cities + towns
- define the system is what?

Multi-modal *

goals for Rhode Island's transportation system are

CREATIVE

achieved through innovation, forward-thinking policies,

and short and long-range funding strategies."

Connect Downtown Providence
and Downtown Newport
directly by RTH

OR FALL RIVER

Vision should touch on
moving away from
fossil fuels.
Just "sustainable" is
too fuzzy/non-specific

COMPLETE
STREETS

Infrastructure +1
Safer Bike Ways +1
and Bike Shares
will increase usage
increase shift

Very important
Avenues
Preventing Gaps
in Area of These
Areas (Woods) Be
Connectable

How ABOUT
DEDICATED "BIKEWAYS"
FOR REAL COMMUTING TRAVEL?
could be MUCH SAFER THAN JUST LANES
AND "SHARES." -SDM

THE 1/25/18

MOVING
FORWARD RI
2040

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Transit that works so well
that it is the obvious choice
to use it.

make it a vision -
not a mandate. What does
transportation look like
in RI in 2040?

"Provide ~~more~~ opportunities to connect people and ~~to~~ places in a safe, efficient, and sustainable manner. The goals for Rhode Island's transportation system are achieved through ^{collaboration} innovation, forward-thinking policies, ^{research} and short and long-range funding strategies."

add
concept
of
resilience

Non-
traditional
partners

looking at
non-traditional
issues

- Active transportation
- Safe
- Dedicated ROW for transit + bike/ped - moving people, not cars
- Large transit / active transp. mode share

NEED + CONDITIONS
PRIORITIZED



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More cities
to develop ordinances
or adopt more complete &
Green Streets & make it mandatory
↑ agree

More bus routes (and frequency of stops)
for folks who
need access off
the island (Newport County)
More bus

environmentally
conscious
reducing congestion &
reliance on autos

...to enable ^{people, goods, services} to get where
they need/wish to go
in a safe - - -

connectivity
connectivity
connectivity
multi use pathways
(walk, bike, stroller)
Bus, light rail, heavy
rail
complete streets

Newport needs
bus routes
to the high school
for
community transportation for
these students

"Provide more opportunities to connect people and

OF ALL AGES &
ABILITIES

places in a safe, efficient, and sustainable manner. The

goals for Rhode Island's transportation system are

achieved through innovation, forward-thinking policies,

and short and long-range funding strategies."

BROAD fairness,
reliable citizen services
stable and
consistent

RIPTA 60, 63, 67,
14,
and Flex 272

bring back
bus routes to the
beaches in Newport
& to parks +
outdoor recreation

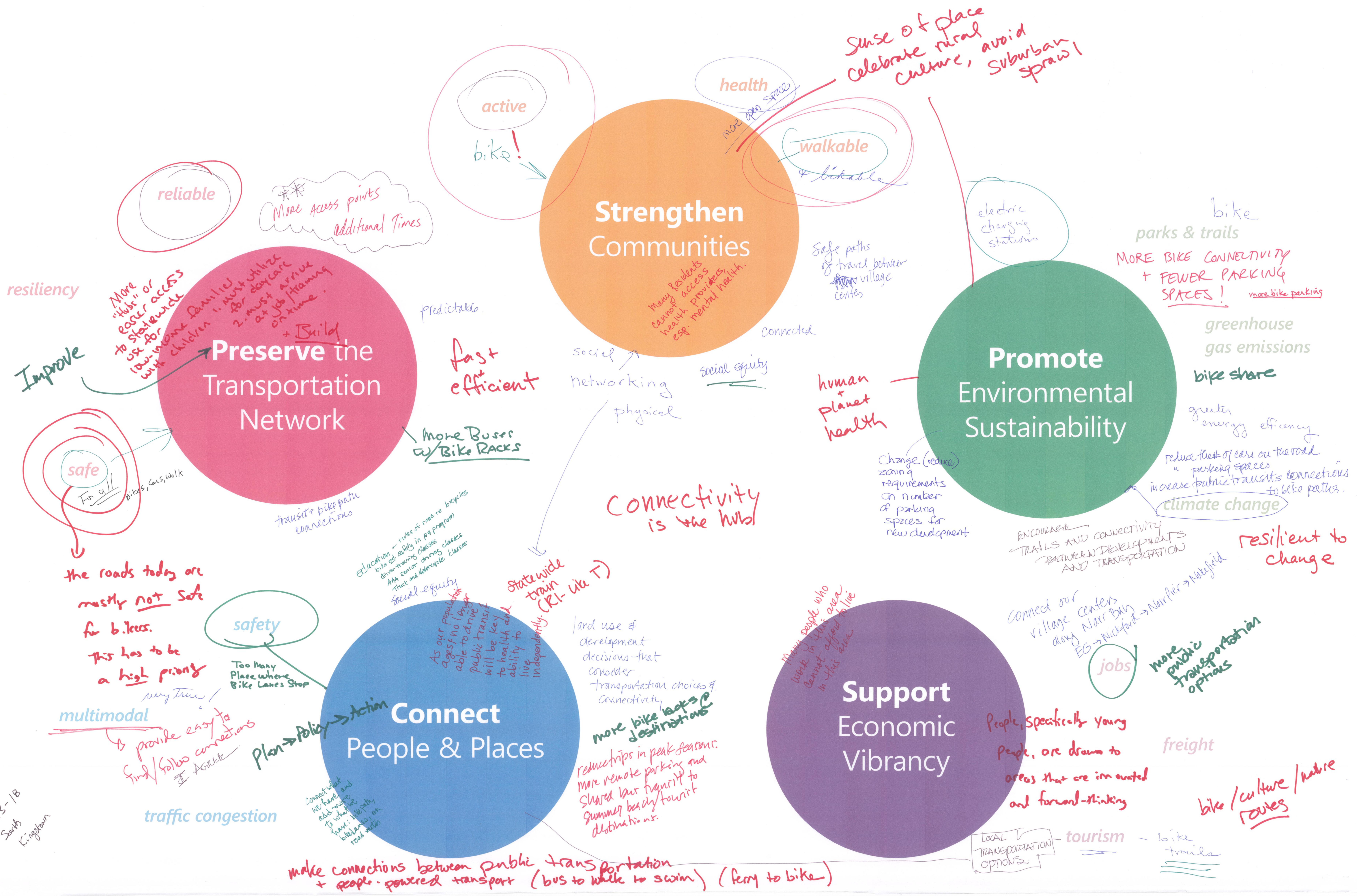
Much more
public education
about complete
streets, like in
diversified, notices
sent out in license
& driver's license renewals
about SHARE THE ROAD

Transportation to get 50+ folks
to the King House and senior activities.

More transportation
for folks who cars to get to
doctor's appointments, food
shopping etc.

What does each goal mean to you?

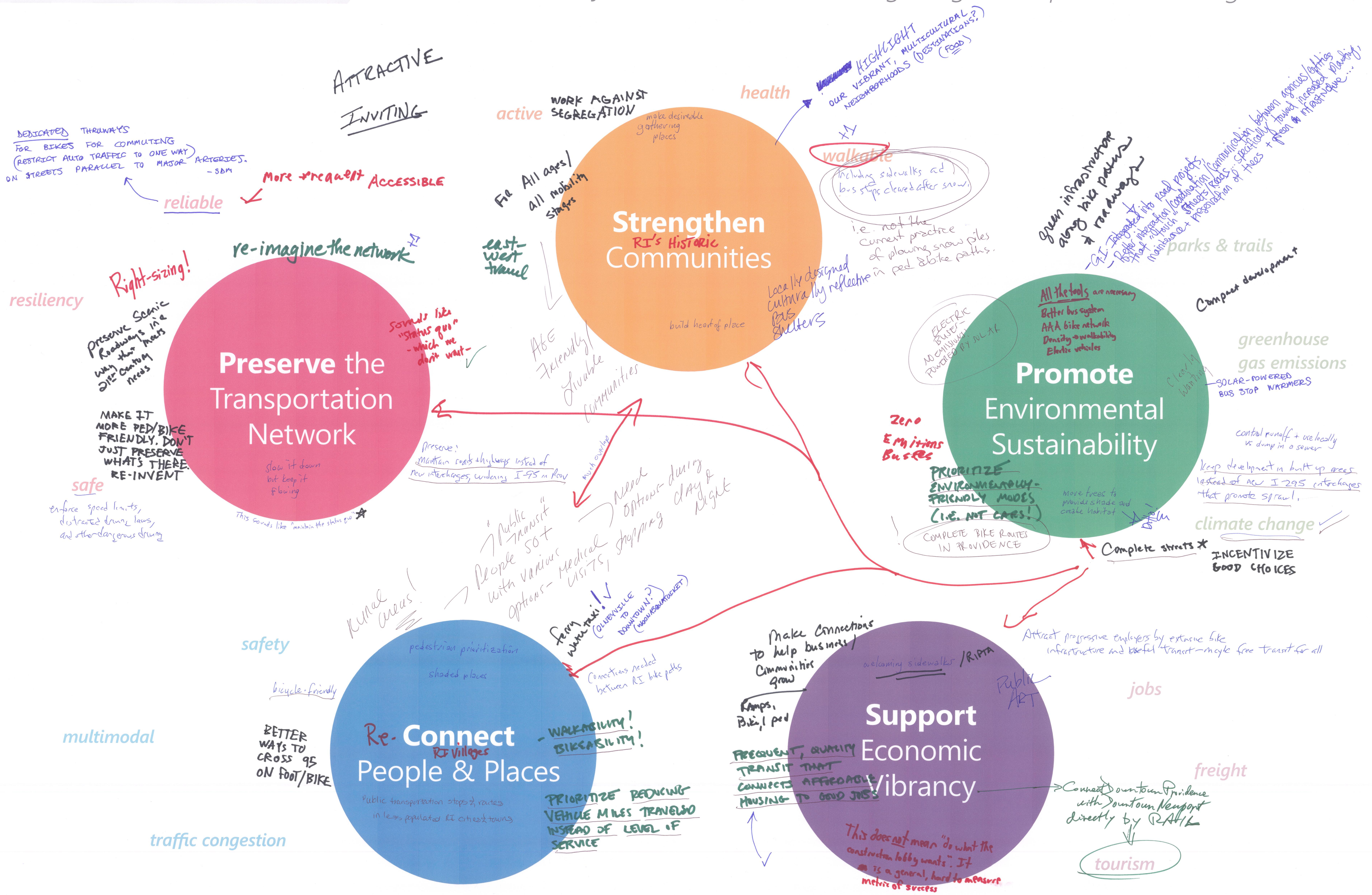
Write a word you think of for each Long-range Transportation Plan goal.



What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.

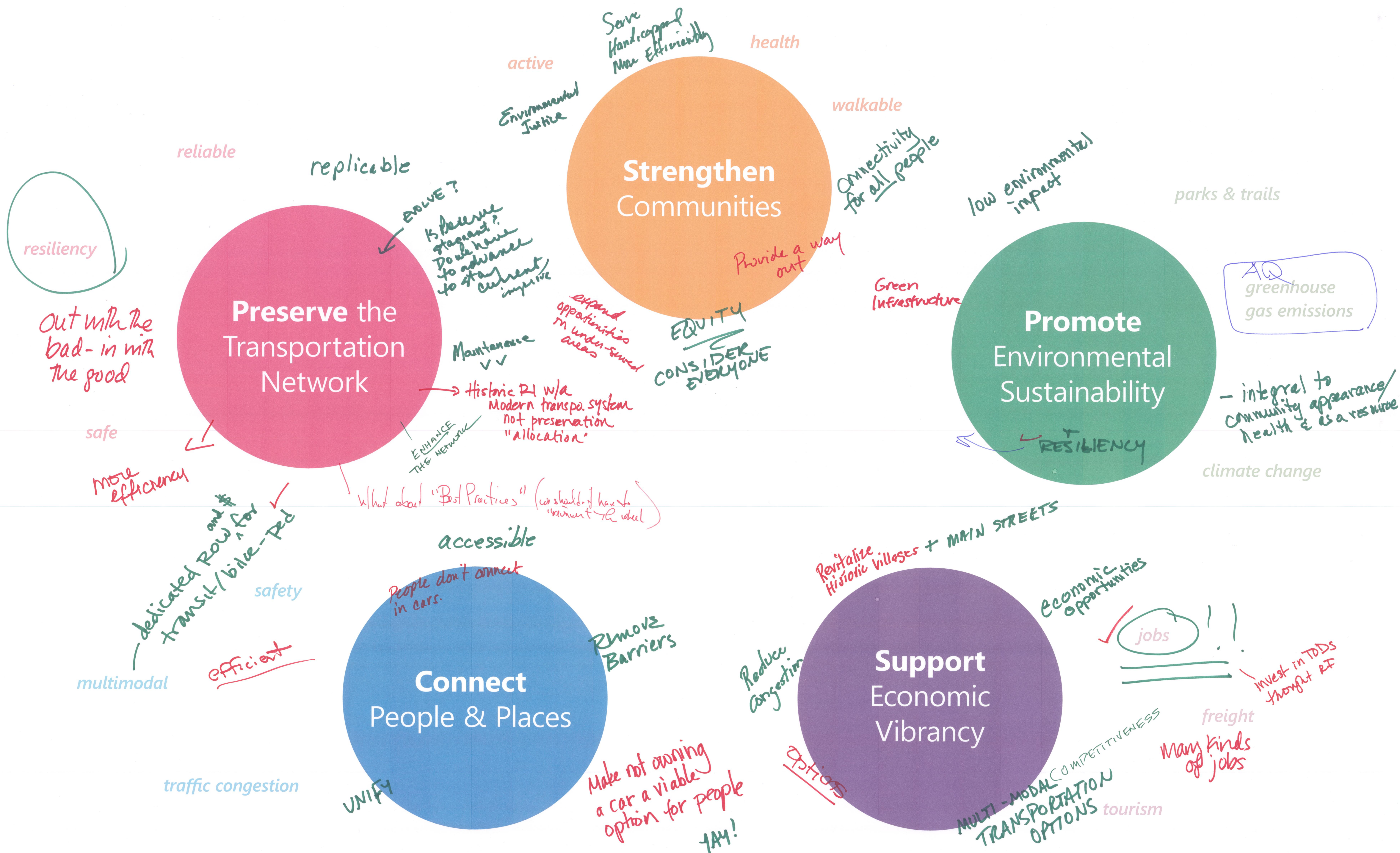
1-24-18
P. White



TAC
1/25/18

What does each goal mean to you?

Write a word you think of for each Long-range Transportation Plan goal.



What should we do to...

It's time
to take
action!



...improve health (through transportation)

Integrate transportation and health via public policy, i.e. complete streets + walk to school, etc.

pass law to include driver education re bikers in state licensing process

safer bike lanes!
✓ Riders have to yield too + obey the laws.

Buses with capacity for more than 2 bikes.

→ Fully developed bike lanes/paths would get bikes off roads

better breakdown lanes / signage / slower speed limits to Shave the Road

• Cheaper to increase heart health, clean air + water + than what we are doing each day to our own bodies + long-term effect to our homeland

What about
Rails to Trails?
alot of unused easements in RI

...expand transportation choices

make legislators use the bus to get to work! → yes and get rid of their parking lot at the state house → more bus routes

Cross RTI by bike safely in S.K.

take train to Wickford station → ride bike to beach

- summer trolleys btw "hot spots" for tourism!
and share summer holiday desire with UCI student trips.

- more bus frequency + weekend options into evening (Wickfield to Newport)
- more ferry routes! - Wickford Junction - PVD Weekend Schedule
- open the bridges to bikes + pedestrians.

...reduce car travel (number of trips, length of trips)

keep the car tax
raise the gas tax or Δ to vehicle miles traveled tax
reduce speed limits

EDUCATION EARLY w/ CHILDREN.

also Driver Ed
AAA Senior classes
Motorcycle and Truck training

- car pool APP for commuters

...improve connections to jobs, services, necessities



Improve bus connections to CBO's - more frequent, shorter laps. Agreed

...reduce traffic congestion

tax gas increase, ditto

enhance ride sharing, car sharing, (yes +?)

sequence traffic signals for efficient vehicular movement.

Radically increase RIPTA routes AND TRIPS
- Reduce Fares

more bike parking

...grow tourism (through transportation)

→ Chaplin: signage of bike paths describing the local businesses nearby

- trolleys or vans btw tourism hot spots!
Consider new and unanticipated ferry trips - NYC/Galilee.

- Watch Hill / Westerly / Newport tours

✓ Promote Bike Tourism - cyclists want routes to cross the state N-S and E-W
popular routes for cyclists!
Cross state bike routes - on road, use of bike paths when needed.

bike-ferry - beach routes

CONNECTIVITY BETWEEN TRANSPORTATION HUBS.



- Best way to see experience the beauty of our state while reducing negative impact footprint to our home

Be able to ride from Taylor Swift in W.H → Coastguard house Management

...support social equity

• local low cost bikes and bike clinics
• low cost public transit

- bicycle service stations

- snow, ordinance enforcement removal

Follow model of Bike Newport

- Build communities connections that cannot happen in a car.
- See what we are working to protect + build / experience our home

1-23-18
South
K. Robinson

What should we do to...

It's time
to take
action!



MAKE SIDEWALKS PLACES PEOPLE WANT TO BE. ADD TREES & OTHER PLANTINGS.

...improve health (through transportation)

WALKABILITY

- A SIDE WALK ON EVERY STREET
- EXCEPTIONAL SNOW REMOVAL

REPAIR STREETS TO BE SAFE AND PLEASANT TO WALK AND BIKE

Cycling & walking can be the answer to this, but not if you get run over or doored.

Safe biking + walking help more find sidewalks + bike lanes

Ensure sidewalks are cleared so people can walk after snowstorms

...expand transportation choice

Ferry ✓

ACTUALLY FIND TRANSIT, BIKE, WALKING SO THAT THEY BECOME MODES OF CHOICE RATHER THAN A LAST RESORT

See below

There is a desperate need for connection between existing bike infrastructure in Providence.

bring back street car connection to inner burbs (agreed)

Joint fare-cards (like EZ Pass) that can be used on RIPTA, MBTA, Amtrak ...
INCREASE FUNDING FOR ALTERNATIVE TRANSPORT (BIKE, BIKES, BUSTRAIN) TO 30-40% OF THE BUDGET. ✓

END SHARROWS. GIVE BICYCLES THEIR OWN, SEPARATED LANE.

Improve crosswalks and crossing buttons for wheel chairs

Connect disconnected bike paths from Pawtucket to South

...reduce car travel (number of trips, length of trips)

MAKE PUBLIC TRANSIT THE MOST DESIRABLE METHOD, NOT A LAST RESORT

Convenient frequent transit connections between RI's historic villages + to PVD

encourage live/work village centers multi-use zoning

In order to achieve this you have to build infrastructure for viable alternatives. RIPTA is not achieving that for many in its current state, & bike infrastructure in PVD is incomplete.

more incentives for RIDOT & municipalities to build all-ages-and-abilities bike facilities
MORE BUS SERVICE STOPS - MORE FREQUENCY - BUS/BIKE ONLY ROUTES
NO CARS INSIDE DOWNTOWN PVD.

REMOVE 6/10.

land use policies that encourage density → walkability

Encourage development in built areas instead of building sprawl interchanges ✓
Keep state agencies located where there is good transit access
Capemat law requiring efforts to reduce state employee commute miles

Expand Woonasquatucket bike path beyond Smithfield

...improve connections to jobs, services, necessities

build facilities where there is infrastructure, services within walking distance, transit

Make connections between jobs, services, necessities, transit

Support employers bus system (MA example in Concord, pick up @ Alewife)

Statewide rail service
Cranston → Pawtucket

Raise \$ for Transit through "Value capture" T.O.D.

Use RIDER FEEDBACK in PROPOSALS (MA example) of (consulting)

...reduce traffic congestion

DO THIS BY DEMAND MANAGEMENT AND REDUCTION OF VEHICLE MILES TRAVEL (INSTEAD OF WIDENING HWYS)

Change hub-and-spoke bus system would speed up trips & make RIPTA more useful

traffic signal improvement - co-ordination, remove un-needed signals

More car infrastru. will not solve this.

DEDICATED BUS LANES
BETTER BUS CONNECTIONS
CONGESTION TAXES (REVENUE)

use mini-buses & vans as alternative options to buses as a public transportation option in less populated RI cities/towns

congestion charging

...grow tourism (through transportation)

Good connections, signage needed
Clearly designate scenic roadways/mapping as tourism draw (like CT coast + wine tours)
- Specific buses/tours for visitors - Convention center - to parts of RI - tourist places.

Market non-auto visitation by promoting bike paths, bus system, Amtrak + MBTA, ride-sharing, walkable places like PVD, Airport, and ferry!

Rhode Island's excellent network of existing bike paths should be recognized & promoted as a means to encourage tourism.

DENSER, PED/BIKE-SCALE DEVELOPMENT

PROMOTE BIKE NETWORK MBTA SERVICE SOUTH OF PVD ON WEEKENDS!

...support social equity

Mural to urban connections
Address shut-ins

grid RIPTA system not get all in/out Kennedy Plaza (agreed)

AFFORDABLE HOUSING NEAR KEY ECONOMIC CENTERS

Lower bus fares that are largely paid by low income working people + students (except for long distance express)
Build facilities that can be easily reached by folks who don't drive or don't have cars
FUND RIPTA WELL.

PRACTICAL RIVER/BAY TAXI BOATS (YEAR-ROUND?) WOULD DRAW TOURIST INTRIGUE.

What is social equity? Socioeconomic?

TAC 12/5/18

What should we do to...



...improve health (through transportation)

Provide accessible affordable public transportation to health care services; healthy food, park & rec, jobs, schools for low income communities

well done Ditto!

encourage/support active transportation all possible w/o car

TRANSIT improvements

Active transportation - Row for bike, ped, transit

Provide incentive to use public transportation ✓

Great sidewalks, safe bikepaths

maintain safe well lit side walks & bike paths ✓

...expand transportation choices

Invest in & promote TOD

CONSIDER STAKEHOLDERS WHEN DOING SO

More transit options - routes, schedules, stops
Close gaps in location served by transit
Improve comfort, safety for bicycling

Better integrate land use with transportation ✓
→ Provide improved transit between historic villages + to/from PVD

...reduce car travel (number of trips, length of trips)

Dedicated transit lanes

Working from home flexibility

Ride Share - add incentives for those who ride share

More convenient public transport
Yes!!! ↑↑

incentivize use of public transit by improving availability of services
CONNECTED BIKE INFRASTRUCTURE - separated on-road

...improve connections to jobs, services, necessities for all people

YES!!
Agree!

...reduce traffic congestion

AUTONOMOUS VEHICLES (I disagree = autonomous = MORE congestion because longer trips)

Promote RITA to the public more effectively - perception is length of trip; access is difficult

Deprioritize cars! make space for bikes & buses! YES YES YES!

...grow tourism (through transportation)

Investments that bring joy!

CONNECTED NETWORKS FOR TOURIST MULTI MODAL OPTS!

Ferry → shuttle → Bike share → Bus...

Need Good Single for "Attraction" also "consistent & replicable" around state

...support social equity

See health

access for low income user

Invest in low-income urban communities (bike lanes, bus infrastructure etc.)

CONSIDER EVERYONE Identify underserved communities + improve transit, bike share, shuttle, & other mass options

Note that transit with ~~no~~ disability w/ compromised transportation options

AFFORDABILITY is most people's most important transportation concern ##

What should we do to...

THINK LOGICALLY + OUTSIDE THE BOX



It's time
to take
action!

...improve health (through transportation)

connect folks to public spaces
Connect folks to health related services that include human services and recreation
walkable places

access to: LIBRARIES, CIVIC SCHOOL, CHURCH, RETAIL, MEDICAL CARE: preserve the bus routes for low income and disabled riders for living well.

...expand transportation choices

provide more individual/small transportation services to take home bound folks to senior centers, doctors, grocery stores
Dedicated pathways to overcome vehicular gridlock.
more shared rentals at affordable prices like zipcar concept
- We have many international guests (we do house exchanges) who ~~per~~ spend a lot in the community & elsewhere in RI, but many potential guests decline to come because of the poor public transport options from airports, etc. need better rail + bus connections

...reduce car travel (number of trips, length of trips)

make it easy to park and walk

consider the large population of folks who cannot or "should not" drive

Tax incentives for bike/walk/public transport commuters

MAKE CAR TRAVEL "LESS CONVENIENT" BY PRIORITIZING OTHER MODES OF TRANSPORTATION. yes!!

- maybe have a ~~thru~~ taxi & groups
- "mixer" cab ride theme - where folks get a car ride and a chance to socialize/network

...improve connections to jobs, services, necessities

Realize some people lose or cannot apply for jobs because no bus route takes them to job
connectivity

make public transportation the center of the plan - make the public an offer they can't refuse

make deals w/ businesses to offer small bus transportation

RIPTA: ① CAN THERE BE A ROUTE FROM NEWPORT TO TIVERTON, DIRET. ② INCREASED ROUTES NEWPORT TO JAMESTOWN.

...reduce traffic congestion

By and use small buses
when there is serious congestion create a system where people can get out & stretch
encourage use of T from Wickford Junction - increase # of trains per day - add trains on weekends
continue free parking at

Create in-State Rail Service

...grow tourism (through transportation)

Increase the quality of life
people will come
biking, etc

Stop on/stop off services in major tourist locations
provide park/ride services that would reduce congestion

- Party bus tours
- Scavenger hunts utilizing all forms of transportation

PARKING & TOURING, retail district trolley service from Visitor's center in Newport.

...support social equity

make public transportation available to all

Bus stops several blocks away from grocery stores
don't work - a 65 yr old can't walk safely and carry groceries

Where do we begin?

✓ Advances Goals — No Change ! Hinders Goals

Help us prioritize the objectives of the LRTP by selecting your **top 2** and **bottom 2** objectives.

**Strengthen
Communities**

**Connect
People &
Places**

**Preserve the
Transportation
Network**

**Promote
Environmental
Sustainability**

**Support
Economic
Vibrancy**

		Fix it First	Transportation Choice	Get Moving	Tech-ready
Improve individual and community health	● ● ● ● ●	—	✓	✓	!
Foster social equity	● ● ● ● ●	!	✓	✓	✓
Support compact and connected communities	● ● ● ● ● ●	!	✓	✓	!
Reduce Travel Congestion		✓	✓	!	✓
Expand connectivity through car-free options	●	!	✓	✓	!
Improve regional connectivity	● ● ● ● ●	—	✓	✓	—
Achieve a state of good repair	● ● ● ● ● ●	✓	!	!	✓
Enhance transportation network resiliency	● ●	✓	—	—	✓
Enhance transportation safety	● ●	—	—	—	✓
Reduce vehicle miles traveled	● ● ● ● ● ●	!	✓	✓	!
Reduce transportation greenhouse gas emissions	●	!	✓	✓	!
Create a network of open space, trails, and paths	● ● ● ● ●	!	✓	✓	!
Expand connections to jobs and growth centers	● ● ● ● ● ● ●	✓	✓	✓	✓
Improve access to national/global freight markets	● ● ● ● ● ● ●	✓	!	!	✓
Make investments supportive of tourism	● ● ● ● ● ● ●	✓	✓	✓	✓
Reduce transportation costs for people and goods	● ● ● ● ● ● ● ●	—	✓	✓	!

1-23-18
South
Kingstown

1-24-18
Providence

Where do we begin?

✓ Advances Goals ○ No Change ! Hinders Goals

Help us prioritize the objectives of the L RTP by selecting your **top 2** and **bottom 2** objectives.

SPILL OUT
LONG-RANGE
TRANSPORTATION
PLAN

Strengthen
Communities

Connect
People &
Places

Preserve the
Transportation
Network

Promote
Environmental
Sustainability

Support
Economic
Vibrancy

		Fix it First	Transportation Choice	Get Moving	Tech-ready
Improve individual and community health		○	✓	✓	!
Foster social equity	● ● ● ● ●	!	✓	✓	✓
Support compact and connected communities	● ● ● ● ● ● ● ● ● ● ●	!	✓	✓	!
Reduce Travel Congestion	● ●	✓	✓	!	✓
Expand connectivity through car-free options	● ● ● ● ● ● ● ● ● ● ●	!	✓	✓	!
Improve regional connectivity	● ●	○	✓	✓	○
Achieve a state of good repair	● ● ●	✓	!	!	✓
Enhance transportation network resiliency	● ● ● ● ●	✓	○	○	✓
Enhance transportation safety	●	○	○	○	✓
Reduce vehicle miles traveled	● ● ● ●	!	✓	✓	!
Reduce transportation greenhouse gas emissions	● ● ● ● ● ●	!	✓	✓	!
Create a network of open space, trails, and paths	● ● ● ● ●	!	✓	✓	!
Expand connections to jobs and growth centers	● ● ●	✓	✓	✓	✓
Improve access to national/global freight markets	● ● ● ● ● ● ● ● ● ● ●	✓	!	!	✓
Make investments supportive of tourism	● ● ● ● ● ● ●	✓	✓	✓	✓
Reduce transportation costs for people and goods	● ● ● ● ● ● ● ●	○	✓	✓	!

Economic

WHAT MODES?

TAC
1/25/18

Where do we begin?

✓ Advances Goals — No Change ! Hinders Goals

Help us prioritize the objectives of the LRTP by selecting your **top 2** and **bottom 2** objectives.



Strengthen Communities

Improve individual and community health  

Foster social equity    

Support compact and connected communities 

Reduce Travel Congestion        

Expand connectivity through car-free options    

Improve regional connectivity   

Connect People & Places

Preserve the Transportation Network

Achieve a state of good repair

Enhance transportation network resiliency    

Enhance transportation safety    

Reduce vehicle miles traveled  

Promote Environmental Sustainability

Reduce transportation greenhouse gas emissions  

Create a network of open space, trails, and paths 

Support Economic Vibrancy

Expand connections to jobs and growth centers        

Improve access to national/global freight markets      

Make investments supportive of tourism 

Reduce transportation costs for people and goods  

Fix it First

Transportation Choice

Get Moving

Tech-ready



Where do we begin?



Advances Goals



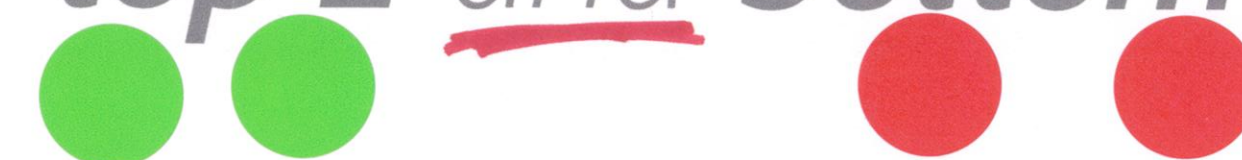
No Change



Hinders Goals

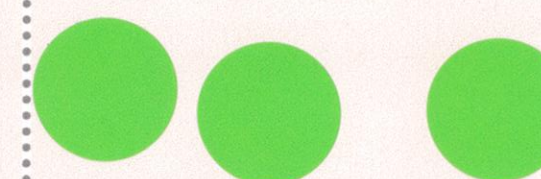
1-31-18
Newport

Help us prioritize the objectives of the LRTP by selecting your **top 2** and **bottom 2** objectives.

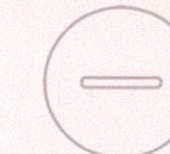


**Strengthen
Communities**

Improve individual and community health



Fix it First



Transportation
Choice



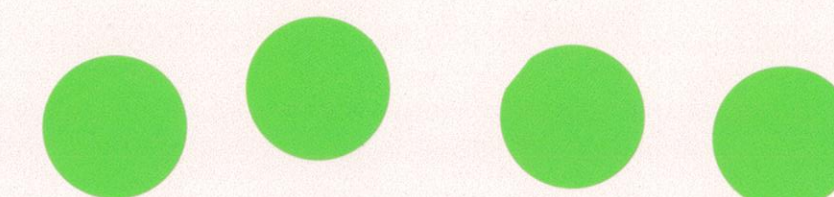
Get Moving



Tech-ready



Foster social equity



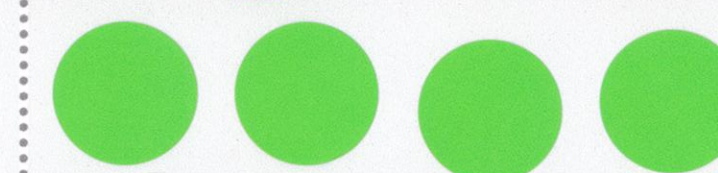
Support compact and connected communities



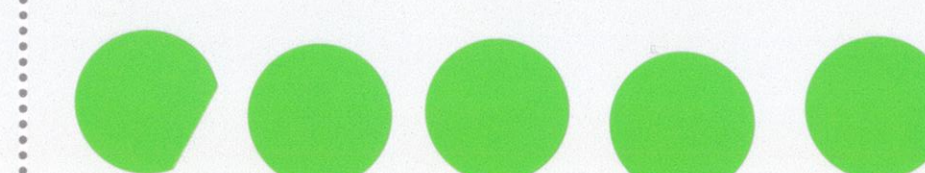
Reduce Travel Congestion



Expand connectivity through car-free options



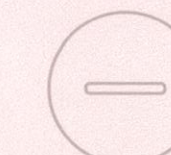
Improve regional connectivity



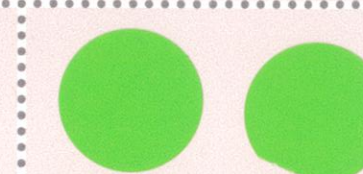
Achieve a state of good repair



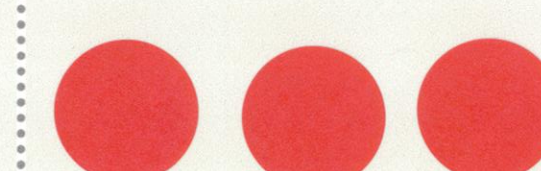
Enhance transportation network resiliency



Enhance transportation safety



Reduce vehicle miles traveled



Reduce transportation greenhouse gas emissions



Create a network of open space, trails, and paths



Expand connections to jobs and growth centers



Improve access to national/global freight markets



Make investments supportive of tourism



Reduce transportation costs for people and goods



**Support
Economic
Vibrancy**

**Promote
Environmental
Sustainability**

**Preserve the
Transportation
Network**

**Connect
People &
Places**

What does the future hold?

Future Scenarios In the year 2040...

Fix It First

- The transportation network is working toward (has not achieved) a state of good repair
- The impacts of climate change require additional protections for critical transportation assets
- Current travel and land use trends remain the same
- Traffic congestion continues to grow

Transportation Choice

- Attractive alternative transportation choices and connections decrease demand for cars and increase demand for transit, bikes, and ridesharing
- The mobility-limited population continues to grow rapidly requiring new transportation options to meet needs
- Expanded transportation choices shift priorities away from personal vehicles

Get Moving

- Housing density increases as residents choose to live in urban areas and growth centers
- Demand for walkable/bikeable cities and suburbs continues to grow
- Bicycle travel for commuting and utility trips becomes common

Tech-Ready

- Data infrastructure and availability improves travel ease and efficiency
- Cities and growth centers are becoming "smarter" with better management of transportation and travel needs
- The transportation network is prepared for or already serving connected/autonomous vehicles

Help us identify a 5th future scenario. Choose 3 trends that you think we should consider.

1 1

Increased housing density (more people living in the cities) ^{or within village limits}

1 1 1

Travel options and choices remain the same (car, bus, bike, ^{+ motorcycle} ferry and so on...) ^{+ walk make it easier to transition from bike to bus}

1 1 ●

Driverless cars (or much smarter automobiles) are on the road

1 1 1 1 1 1 ●

Impacts of climate change/extreme weather have increased in severity/frequency

Decreased housing density (fewer people living in the cities)

1 1 1 1 1 ● ● ●

Increased number of people using bikes for commuting and utility trips

1

Data improves travel ease and efficiency

1

The transportation network continues to work toward (has not reached) a state of good repair

1 1 ● ●

We have more options than today to efficiently travel/commute (car, bike, bus, ferry, and so on...)

1 1 1 ●

Through data, cities are smarter, which makes travel within the cities easier and traffic is better managed

1 1 1 1 1 1 ●

Demand for walkable/bikeable neighborhoods and centers has increased

What does the future hold?

Future Scenarios In the year 2040...

Fix It First

- The transportation network is working toward (has not achieved) a state of good repair
- The impacts of climate change require additional protections for critical transportation assets
- Current travel and land use trends remain the same
- Traffic congestion continues to grow

Transportation Choice

- Attractive alternative transportation choices and connections decrease demand for cars and increase demand for transit, bikes, and ridesharing
- The mobility-limited population continues to grow rapidly requiring new transportation options to meet needs
- Expanded transportation choices shift priorities away from personal vehicles

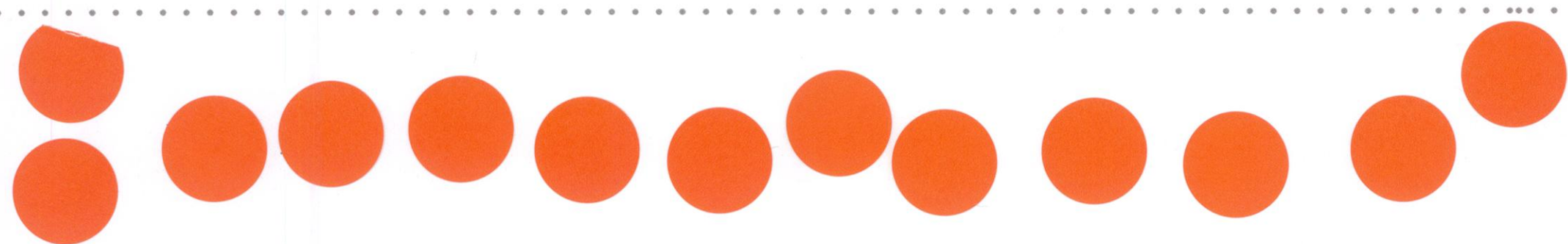
Get Moving

- Housing density increases as residents choose to live in urban areas and growth centers
- Demand for walkable/bikeable cities and suburbs continues to grow
- Bicycle travel for commuting and utility trips becomes common

Tech-Ready

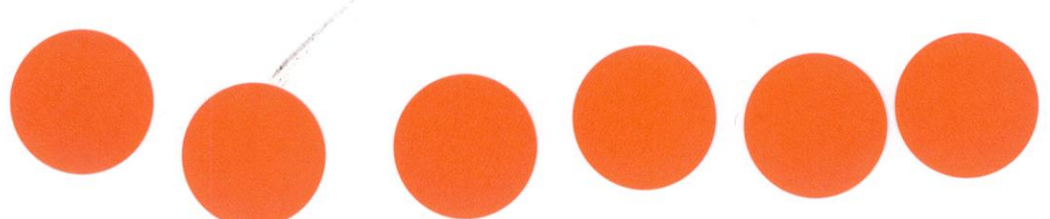
- Data infrastructure and availability improves travel ease and efficiency
- Cities and growth centers are becoming "smarter" with better management of transportation and travel needs
- The transportation network is prepared for or already serving connected/autonomous vehicles

Help us identify a 5th future scenario. Choose 3 trends that you think we should consider.

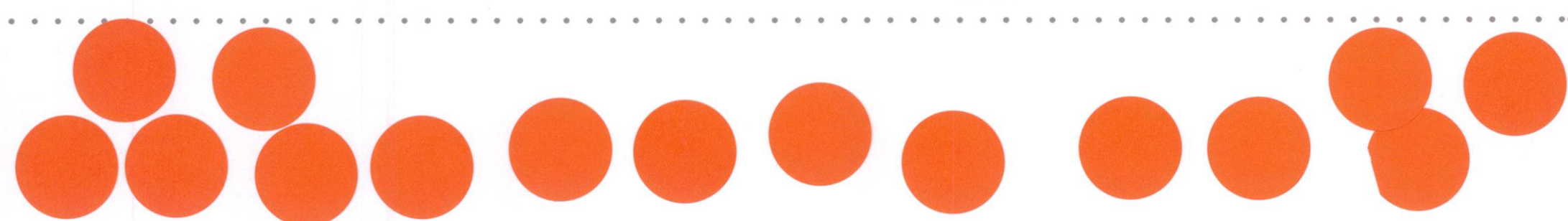


Increased housing density (more people living in the cities)

Travel options and choices remain the same (car, bus, bike, and so on...)

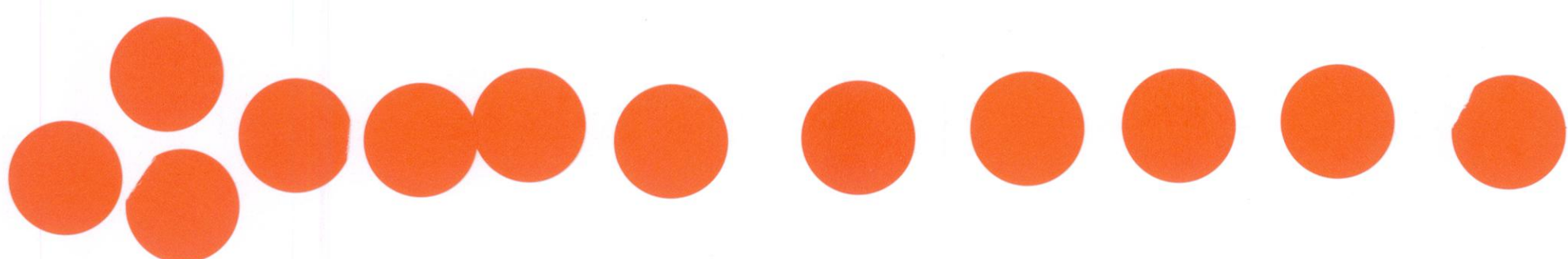


Driverless cars (or much smarter automobiles) are on the road



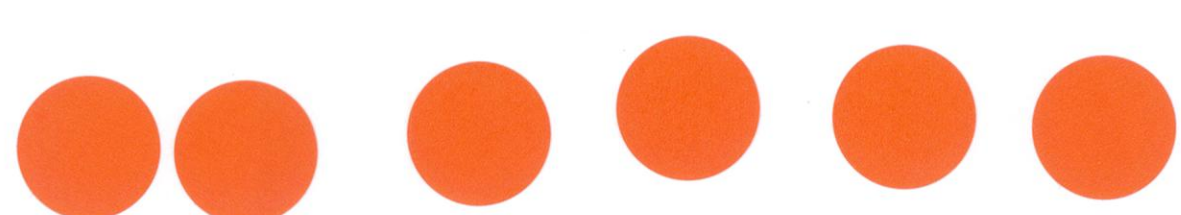
Impacts of climate change/extreme weather have increased in severity/frequency

Decreased housing density (fewer people living in the cities)

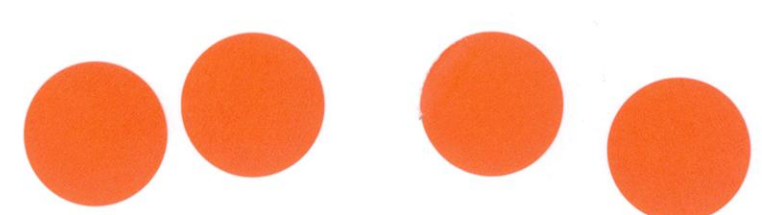


Increased number of people using bikes for commuting and utility trips

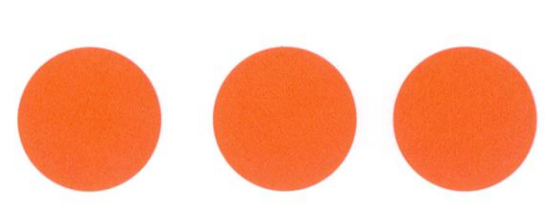
Data improves travel ease and efficiency (WHAT IS THIS?)



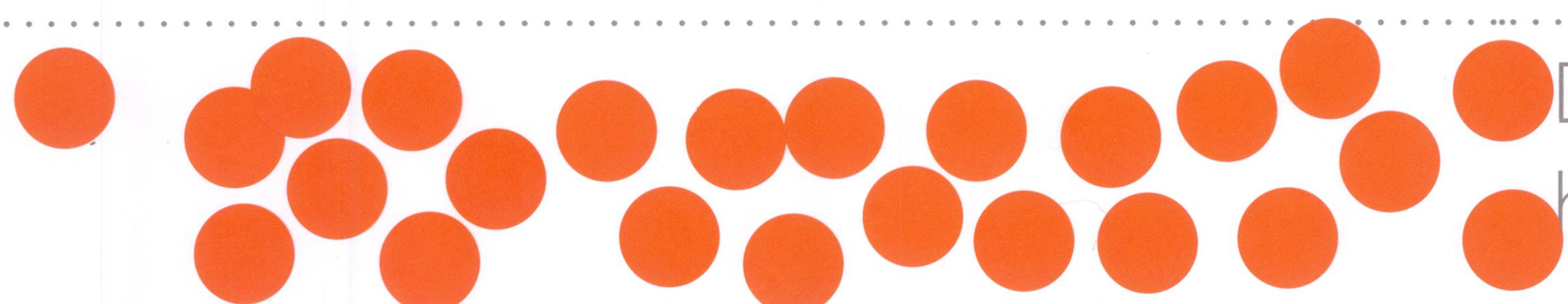
The transportation network continues to work toward (has not reached) a state of good repair



We have more options ~~than~~ today to efficiently travel/commute (car, bike, bus, ferry, and so on...)



Through data, cities are smarter, which makes travel within the cities easier and traffic is better managed



Demand for walkable/bikeable neighborhoods and centers has increased

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Help us identify a 5th future scenario. Choose 3 trends that you think we should consider.

Aging Population

Increased housing density (more people living in the cities)

Travel options and choices remain the same (car, bus, bike, and so on...)

Driverless cars (or much smarter automobiles) are on the road

Impacts of climate change/extreme weather have increased in severity/frequency

Decreased housing density (fewer people living in the cities)

Increased number of people using bikes for commuting and utility trips

Data improves travel ease and efficiency

The transportation network continues to work toward (has not reached) a state of good repair

We have more options than today to efficiently travel/commute (car, bike, bus, ferry, and so on...)

Through data, cities are smarter, which makes travel within the cities easier and traffic is better managed

Demand for walkable/bikeable neighborhoods and centers has increased

What does the future hold?

Future Scenarios In the year 2040...

Fix It First

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- The impacts of climate change require additional protections for critical transportation assets
- Current travel and land use trends remain the same
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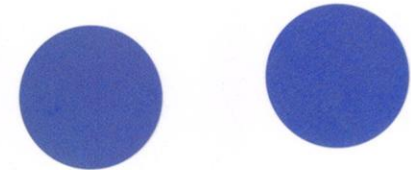
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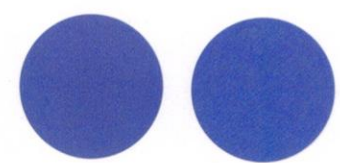
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Increased housing density (more people living in the cities)



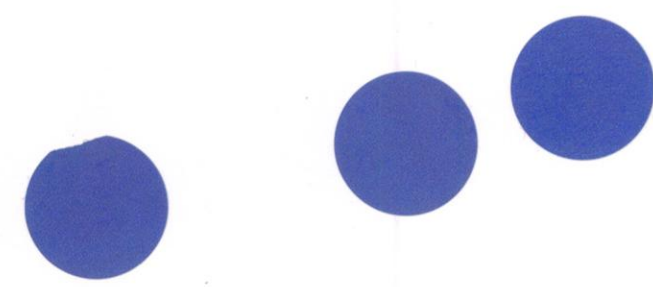
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Driverless cars (or much smarter automobiles) are on the road



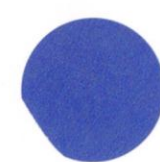
Impacts of climate change/extreme weather have increased in severity/frequency



Decreased housing density (fewer people living in the cities)



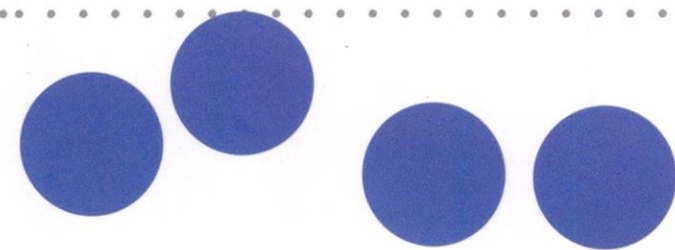
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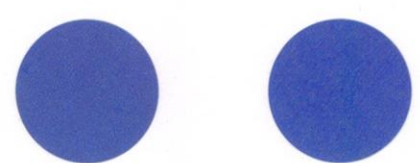
Data improves travel ease and efficiency



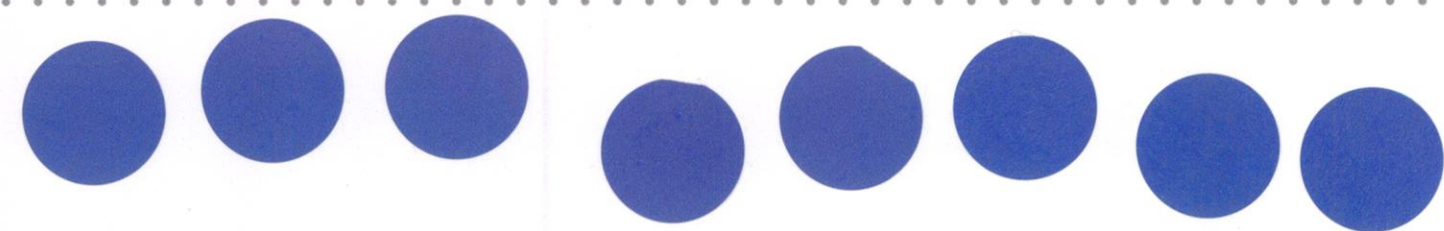
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Through data, cities are smarter, which makes travel within the cities easier and traffic is better managed



Demand for walkable/bikeable neighborhoods and centers has increased

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision.

Collaborate with others and make your edits here or leave us comments.

Biking as
adaptation
to climate
change!

EDUCATE
DRIVERS
+
CYCLISTS ✓

Everyone needs
to be educated.
Not just drivers,
but cyclists too.

INTEGRATE
A BIKE "PATH"
ALONG RTE 1 OR
1A (NOT A
BIKE LANE)

Put more teeth
and \$ into
existing Complete
Streets law for
RI NOT to implement!

SAFER, BETTER
LOCATED BIKE
LANES
PREFERABLY
SEPARATE
BIKE PATHS

Increased
Biking =
Increased
Econ. development

West Bay
Bike path
along Narragansett Bay

connect
quonset bike
path in NK
to East Greenwich
+ Wickford

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the most bikeable state in New England. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle paths are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

user
education?

Many existing
streets need to
be made more
bike accessible.
Slower speed, bike
shoulder, etc.

Encourage
Bicycle-friendly
access to all roads
via consistent
design + signage

bike lanes
on Main Street
High 108

We need to *
be able to cross
RT 1 on a bike
in South Kingstown!

Could not
agree more!
YES

Extend last 6
miles of Drexler
Trail to
Cov. as
planned.

BIKE LANE
THAT ARE
CONTINUOUS AND
DON'T END IN
THE MIDDLE OF A
ROUTE ✓

THIS
yes!

Bicycle Mobility Plan Vision

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1-24-18
Providence

LOOK TO THE
NETHERLANDS FOR
INSPIRATION ON THE
ROLE OF THE BICYCLE
AND HOW TO PRIORITIZE
ITS PLACE AS A LEGIT
TRANSPORTATION METHOD.

well connected
network of
protected bike
lanes and
bike paths

↳ Inspirational

Vision is
still in its
infancy
LEGITIMATE MORE
IN PROGRESS

too long

We should think of biking
as a legitimate mode of
transportation for getting to
work, running errands, etc (not
just recreational) ✓

!!
Agreed

FULLY
AGREE

Fit What
Bike Paths
we Have

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important to make
biking safer by
enforcing laws
against dangerous
driving better
driver education with
regard to vulnerable users

neighborhoods

AND all
income levels
+ skill

ESTABLISH @
COMPLETE
STREETS
CONGO
IN ALL
PROJECTS

NEIGHBORHOODS
ARE DESIGNED TO
BE BIKE/PED SCALE

Ideally

truly friendly to bicyclists

WHAT
ARE THE
CRITERIA?

How do municipalities
collaborate
and
communicate?

What would be the
impacts to existing
streets, public transit
routes, if residents
located on these paths?

Bike paths are
safe areas to
walk, learn to
cycle, use a
walker/wheelchair/
ADA

THC 1/25/18

MOVING
FORWARD 2040

Bicycle Mobility Plan Vision

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Not
"practical" —
maybe
attractive?
popular?

Bicycling is safe, fun and practical in the Ocean State.

↑ useful?
reasonable?
sensible?
viable?

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the Northeast
(instead of
New England)
→

"connect our
neighbor-
hoods, cities,
towns ..."

could agree
also
Suggestion

add
attractions
←

Dedicated
bike lanes
w/ barriers to
protect them

maybe
mention
something
about health
benefits/
healthier
communities

Double
Space?



Bicycle Mobility Plan Vision

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★ Thank You

Complete
Bike path across
and around Aquidneck Island

Reach out
to people who
don't traditionally
ride bikes +
teach them how
to ride safely

A lot needs
to be done on
the Aquidneck
Island

of limited
means

But we still need to
do more to enable people
to use bicycles to
get to/from their work
as an argument to
buses, etc

TAC
1/25/19

Prioritization

How should we prioritize bike projects?
Which **2** criteria are the most important?

Less Important

Modestly Important

Very Important

Top 2 Criteria

Connectivity: Project helps to connect the state's bicycling network of existing shared use paths and bike lanes

Multimodal: Project helps to integrate bicycling with public transit (e.g. new paths to train stations or improved bike parking)

Policy: Project reflects the move towards stronger statewide policies that promote bicycling

Equity: Project represents a significant bicycling investment in traditionally underserved communities

Safety: Project is located near a cluster of reported crashes that involved a bicyclist and/or fills a hazardous gap in the local bicycle network

Economic Development: Project improves climate for development or promotes bicycle tourism

Public Health: Project enables residents to incorporate bicycling into their daily routines and helps to improve public health

State Employees: Project or initiative promotes bicycle commuting and general use by State of Rhode Island employees

Transportation Focus: Project promotes bicycling for daily users

Cost/Timeframe: Project contains few engineering, permitting or funding challenges, allowing for a quicker implementation timeframe

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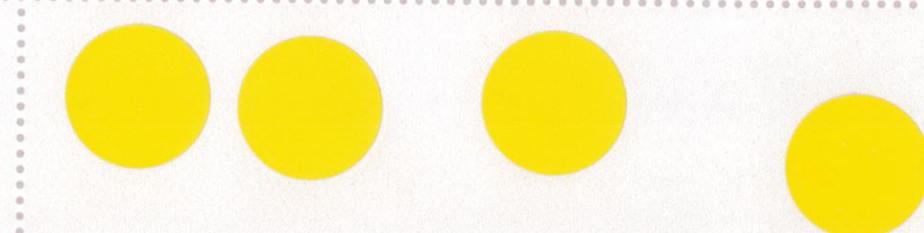
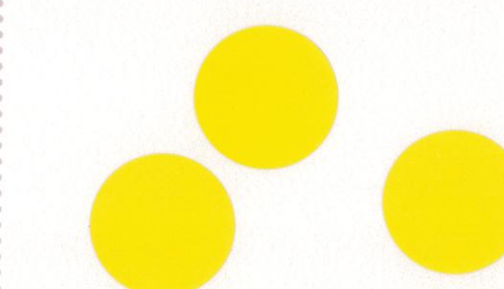
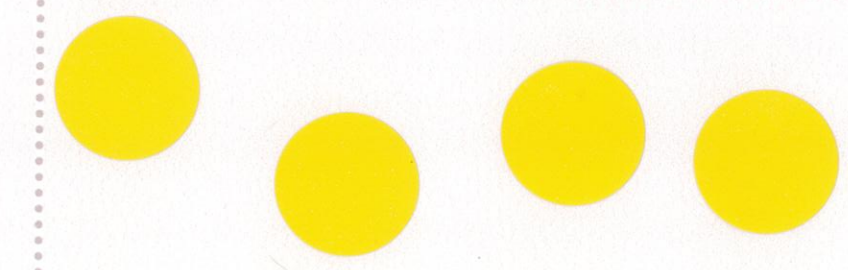
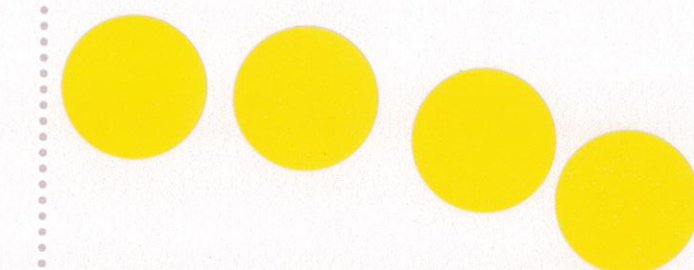
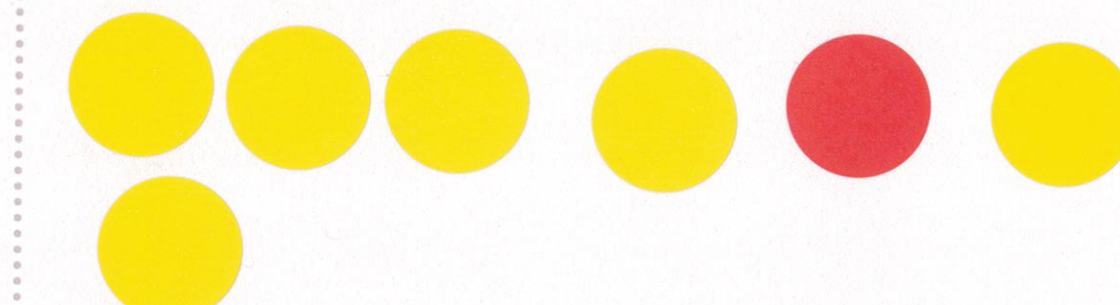
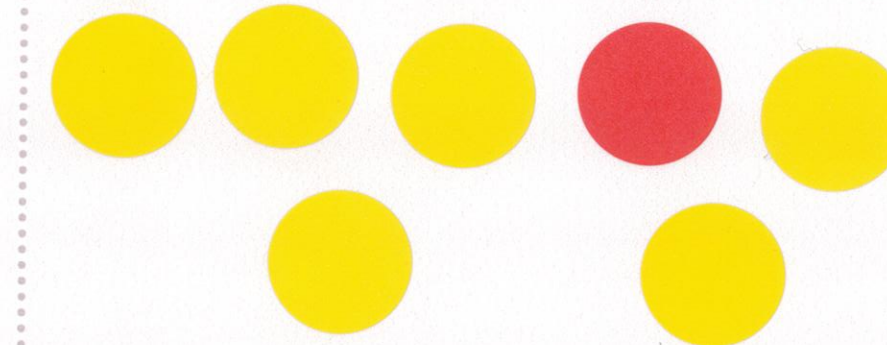
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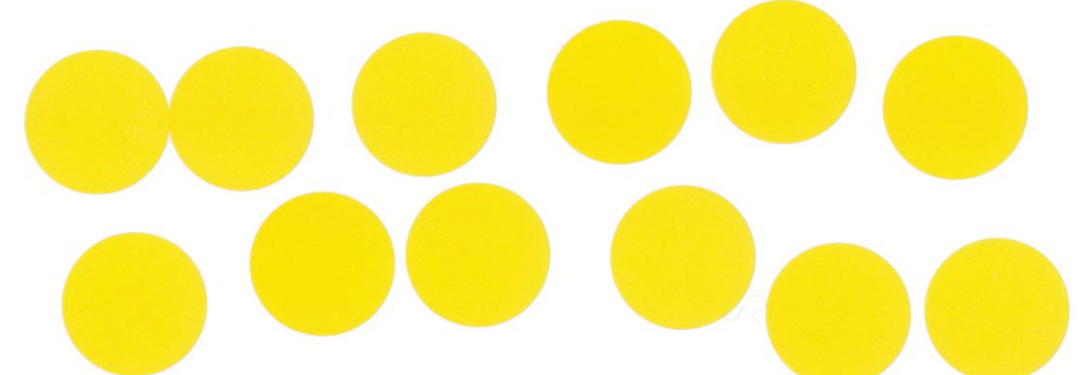
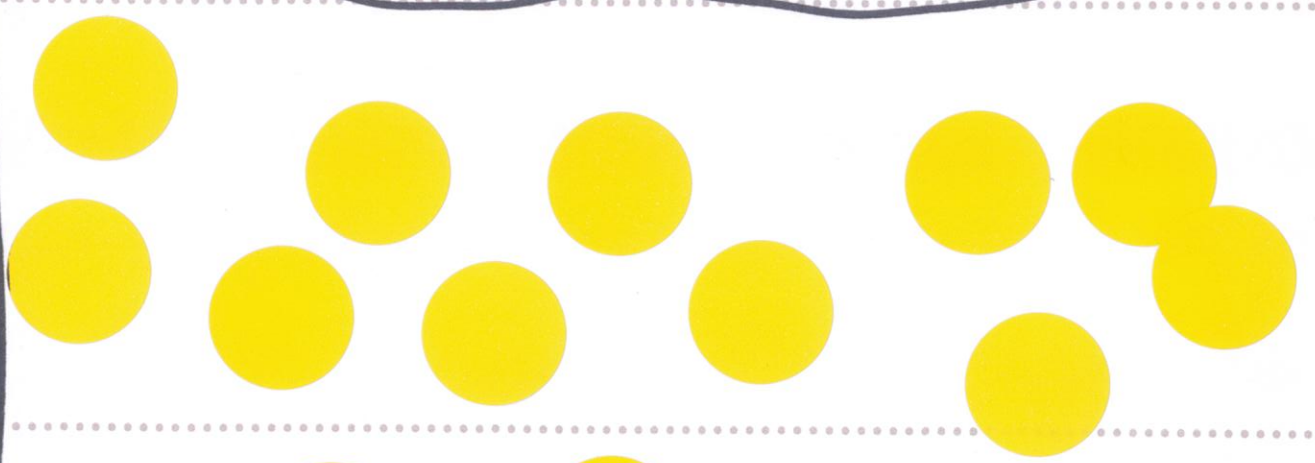
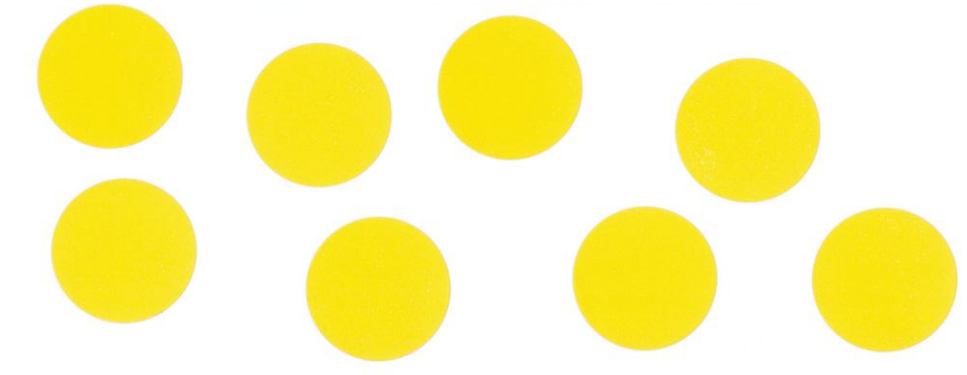
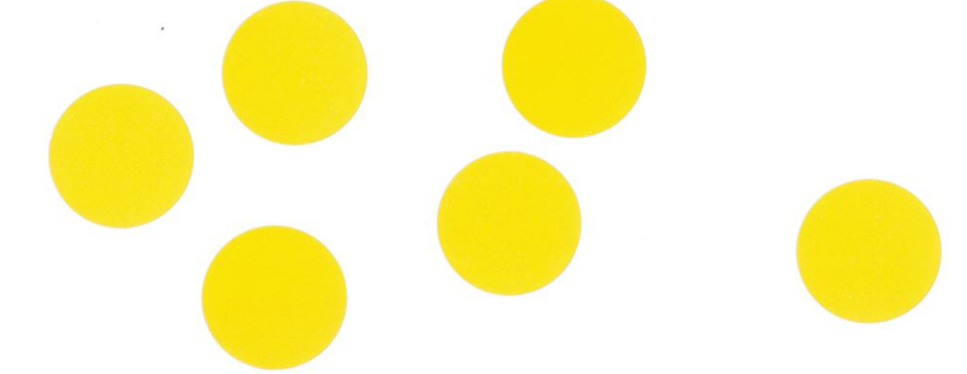
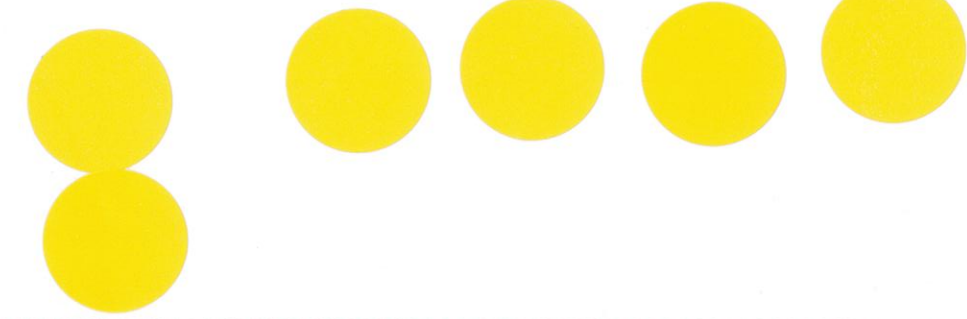
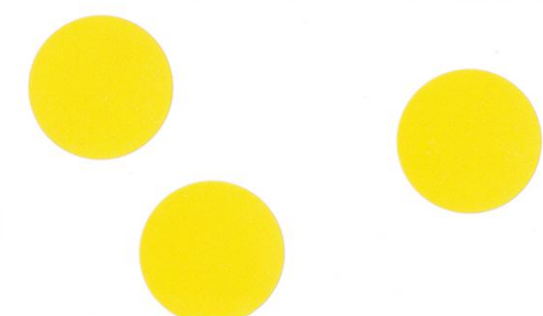
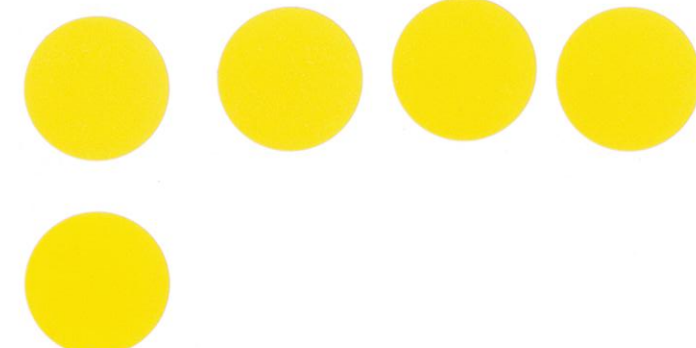
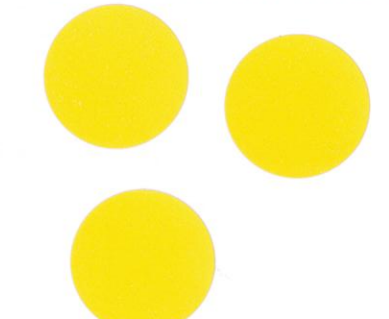
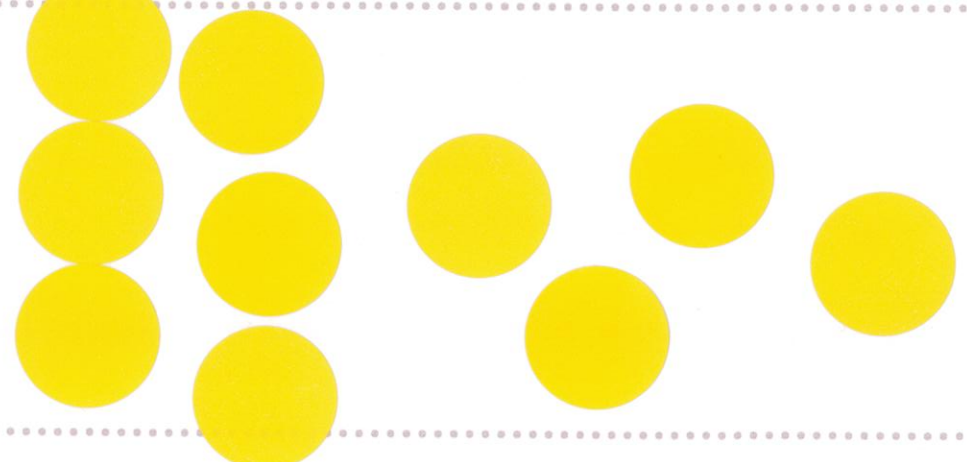
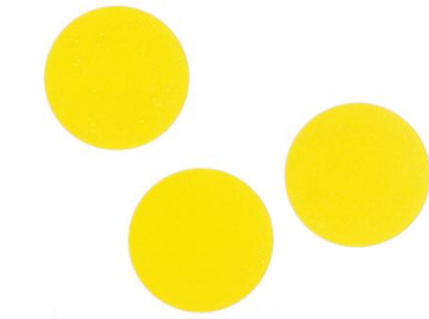
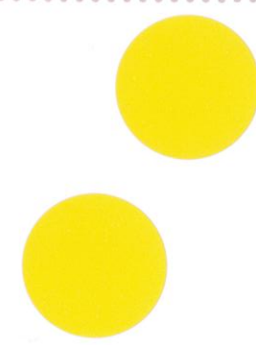
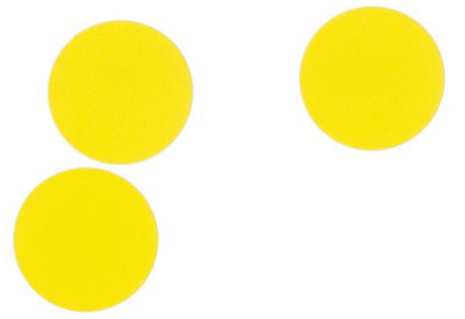
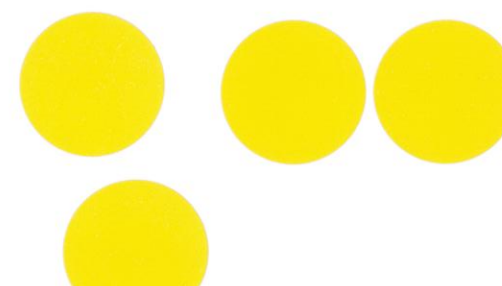
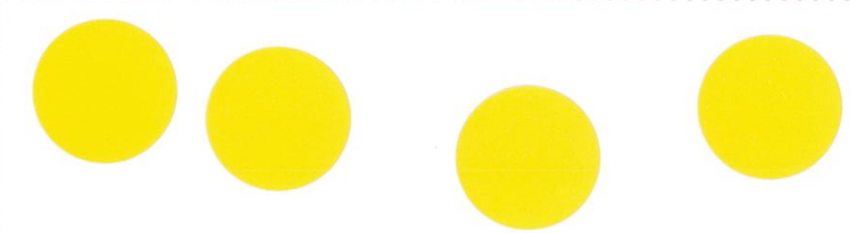
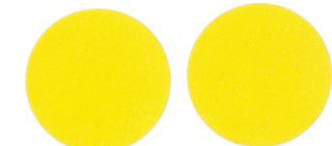
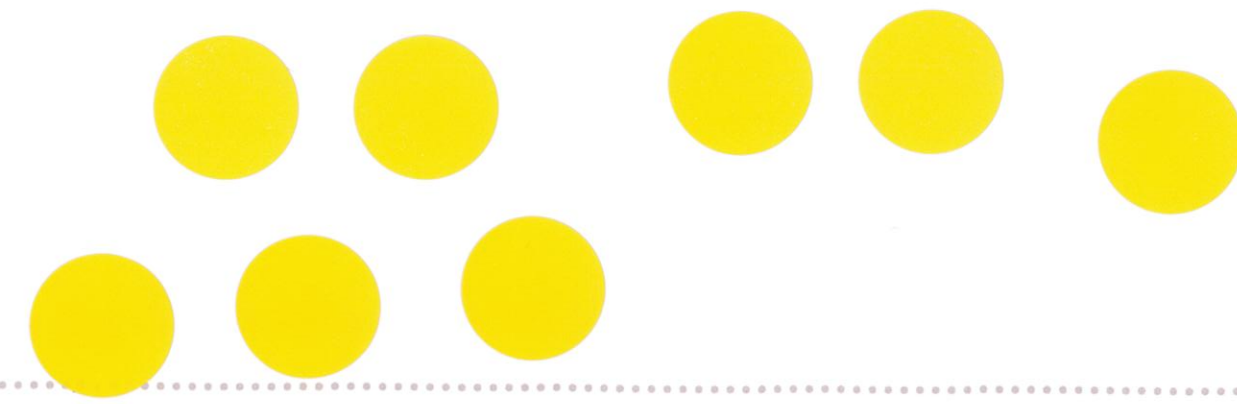
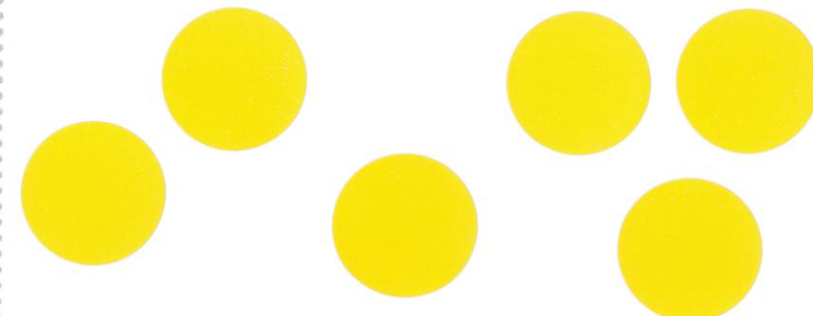
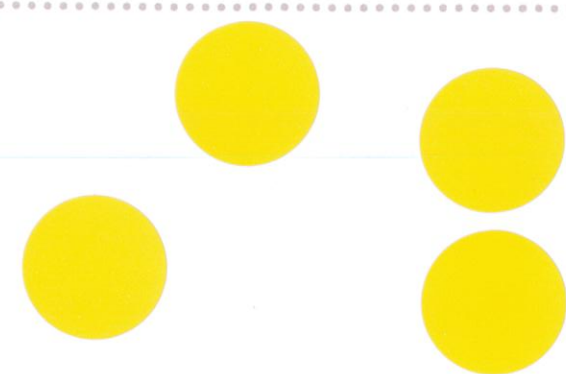
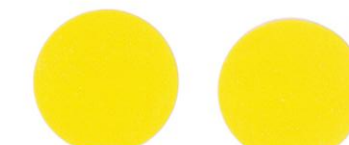
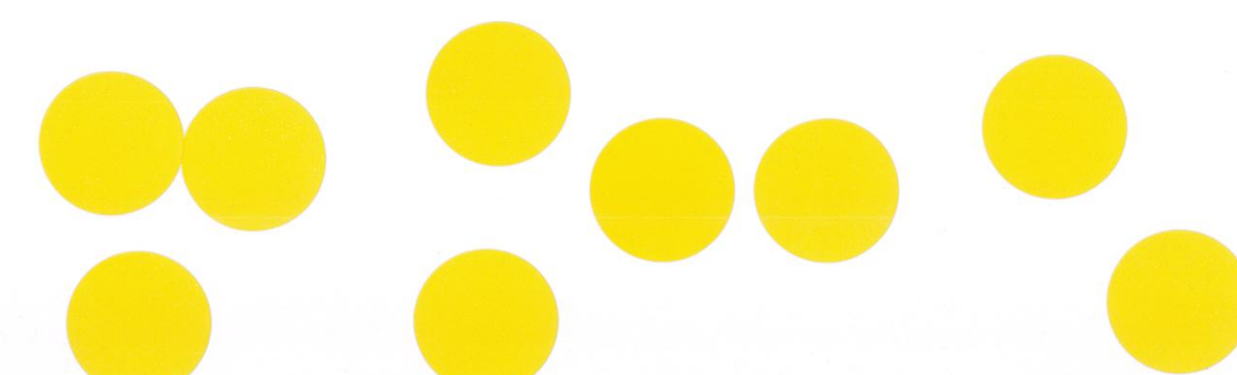


1-23-18
South
Kingston

Prioritization

How should we prioritize bike projects?
Which **2** criteria are the most important?

OF THE 11 CRITERIA
WHICH ARE YOUR
Top 2 Criteria

	Less Important	Modestly Important	Very Important	
1. Connectivity: Project helps to connect the state's bicycling network of existing shared use paths and bike lanes				
2. Multimodal: Project helps to integrate bicycling with public transit (e.g. new paths to train stations or improved bike parking)				
3. Policy: Project reflects the move towards stronger statewide policies that promote bicycling				
4. Equity: Project represents a significant bicycling investment in traditionally underserved communities				
5. Safety: Project is located near a cluster of reported crashes that involved a bicyclist and/or fills a hazardous gap in the local bicycle network				
6. Economic Development: Project improves climate for development or promotes bicycle tourism				
7. Public Health: Project enables residents to incorporate bicycling into their daily routines and helps to improve public health				
8. State Employees: Project or initiative promotes bicycle commuting and general use by State of Rhode Island employees				
9. Transportation Focus: Project promotes bicycling for daily users				
10. Cost/Timeframe: Project contains few engineering, permitting or funding challenges, allowing for a quicker implementation timeframe				
11. Population Served: Project would improve bicycling conditions for a significant local or regional population				

1-24-18
Providence

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WHAT ARE YOUR

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Modestly Important

Very Important

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1-23-18
South
Kingston

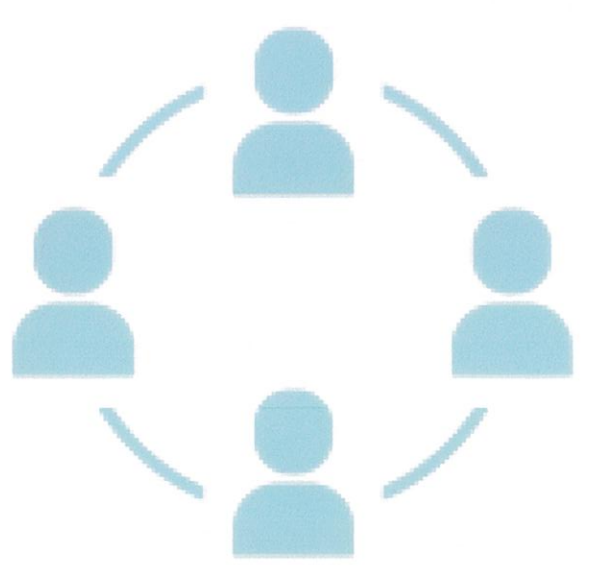


Funding Bike Projects

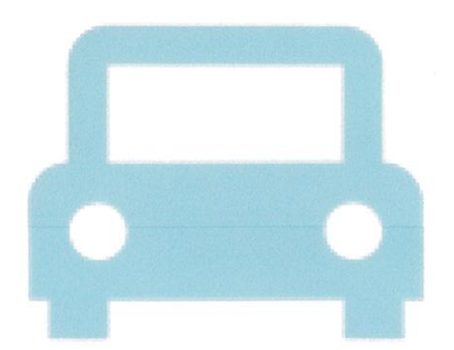
In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees



Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees

What change would you make?

	No Change <i>(No Change)</i>	\$	\$\$	\$\$\$
1 Increased Sales Tax Current Sales Tax = 7%	remains 7%	small increase	medium increase	large increase
2 Increase Gas Tax Current Gas Tax = \$0.34/gallon	remains \$0.34 per gallon	small increase	medium increase	large increase
3 New Tax: Vehicle Miles Traveled Annual fee for miles driven (e.g. 12,000 miles per year @ 1% tax = \$120)	no new tax	small new tax	medium new tax	large new tax
4 Increase Share of Funding Reallocation of existing transportation spending—current share 0% dedicated	remains 0%	small increase	medium increase	large increase
5 Ride Hailing Fee Fixed fee per ride for ride hailing	no new fee	small fee	medium fee	large fee
6 Congestion Pricing Fixed cost for entering congested areas during certain hours	no new fee	small fee	medium fee	large fee
7 Automate Traffic Enforcement Expand automated enforcement (red light cameras, etc.)	no new enforcement	small increase	medium increase	large increase

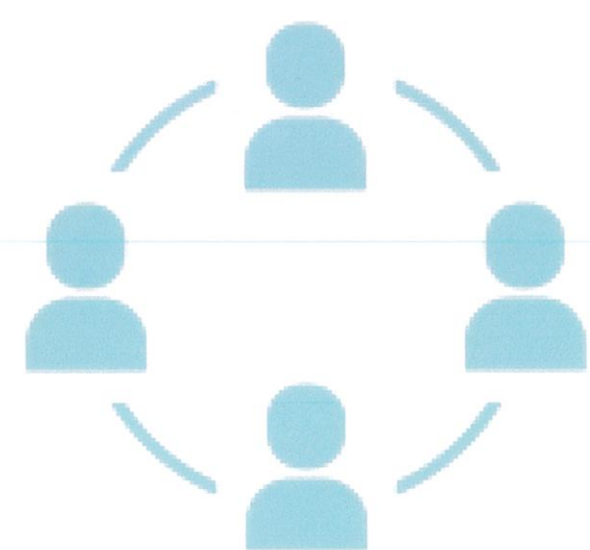
TAC
1/25/18

Funding Bike Projects

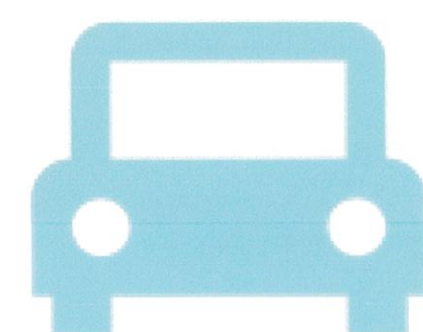
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Taxes



Sharing



Fees

What change would you make?

~~NO CHANGE~~
Less Important

\$

\$\$

\$\$\$

1 **Increased Sales Tax**
Current Sales Tax = 7%

remains 7%

small increase

medium increase

large increase

2 **Increase Gas Tax**
Current Gas Tax = \$0.34/gallon

remains \$0.34 per gallon

small increase

medium increase

large increase

3 **New Tax: Vehicle Miles Traveled**
Annual fee for miles driven (e.g. 12,000 miles per year @ 1% tax = \$120)

no new tax

small new tax

medium new tax

large new tax

4 **Increase Share of Funding**
Reallocation of existing transportation spending—current share 0% dedicated

remains 0%

small increase

medium increase

large increase

5 **Ride Hailing Fee**
Fixed fee per ride for ride hailing

no new fee

small fee

medium fee

large fee

6 **Congestion Pricing**
Fixed cost for entering congested areas during certain hours

no new fee

small fee

medium fee

large fee

7 **Automate Traffic Enforcement**
Expand automated enforcement (red light cameras, etc.)

no new enforcement

small increase

medium increase

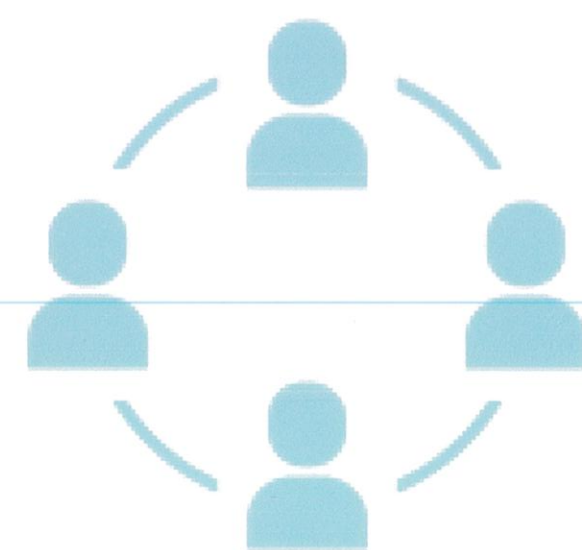
large increase

Funding Bike Projects

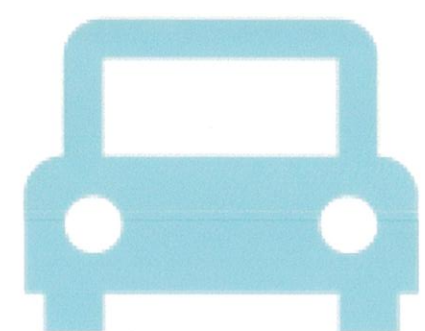
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Taxes



Sharing



Fees

What change would you make?		No Change	\$	\$\$	\$\$\$
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Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established.
Please provide any comments or additional suggestions for generating dedicated funds below.



Taxes

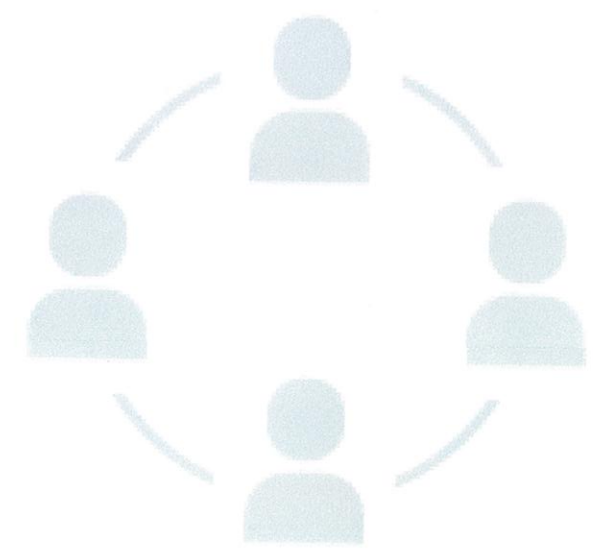
✓ Charge for all parking ^{-YES} - definitely disagree
Keep the car tax!

Establish tools for all vehicles on roads & bridges.

Sales taxes are regressive; don't use them

local Bike Rental Stations

Bike repair stations - clinics - like bike Newport recycle a bike - yes!



Sharing

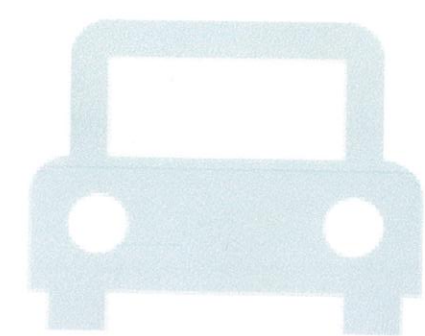
! → Bike purchase Tax credit - yes! (Carbon offset)

* Definitely allocate small % of gas tax to bikes infrastructure! - YES!

% of gas tax → Bike projects

Increase share of funding

S.K. - real estate conveyance tax



Fees

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established.
Please provide any comments or additional suggestions for generating dedicated funds below.



Taxes

Increasing sales tax would negatively impact lower-income household far more than wealthier households. Taxing the use of the roadways ~~like~~ like through ↑ gas tax - would encourage alternative modes. ← Agreed

Beware of regressive effects of increases adversely & disproportionately on lower-income households. ← Agreed

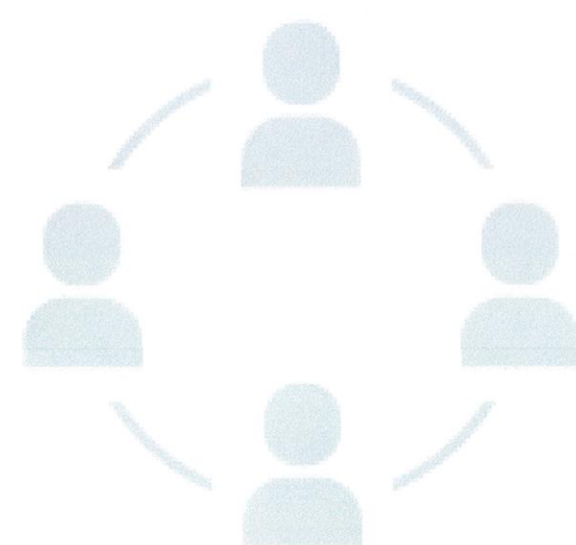
Perhaps a fee on parking spaces or actual parking can be used partially for bikes as part of transportation use. ! -Agreed

Toll everybody on interstate if Fed policy is changed to allow thru

YES! Disincentivize driving/parking!!!

Gas X
Side Tot

✓ 5% of Transportation Funding for bikes Please!



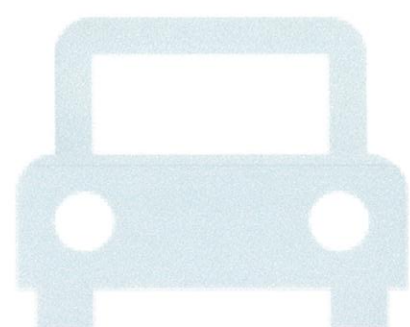
Sharing

Uber/Lyft & automated vehicles will only keep more cars on the road → will not help solve the problem!

Disagree. I think ridesharing can be part of the solution. Reduces the need for parking & helps enable a car-free lifestyle

% of TIP funding needs to change.
bike/ped % of roadway fatalities is about 11%
bike/ped % of TIP funding is 1.8%
mode share is ~5%
∴ TAP funding should be increased as % of total 2x-6x
or even more to make up for inequitable history.

YES



Fees

~~Beware~~ Congestion pricing could be great; also use of cap-n-trade funds for bicycle, pedestrian & public transit infrastructure.

Current RIGL prevents municipalities from imposing ride-hailing fees. That should be changed.

USE congestion ~~charging~~ charging and a rideshare ~~tax~~ (uber/lyft) tax to help fund projects

HAVE FULLTIME or PARTTIME DISABLED RIDERS PART OF BOD. VAPTA. AS LAW REQUIRES

Sponsorship \$ from companies to provide bicycles - 1/2 go on bikes provides great publicity

Funding Bike Projects—Comments/Suggestions

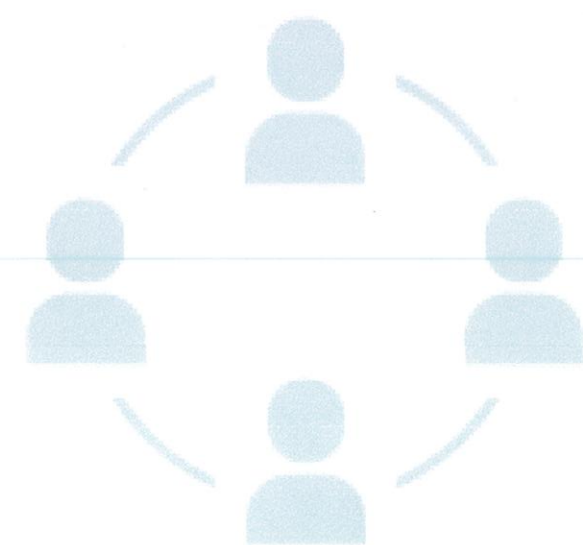
In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established.
Please provide any comments or additional suggestions for generating dedicated funds below.

would caution that any new taxes, fees, etc.
do not adversely affect RI's ability to remain
competitive w/ econ. dev. & tourism—

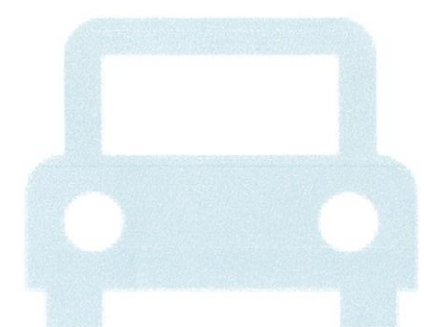


Taxes

Eliminate Gas Tax
Establish VMT tax
↑ all transportation Funding



Sharing



Fees

Real estate transfer fee
on homes > \$150,000

REQUIRE MATCHING FUNDS

Look at fee aspect of Developer fees at
Local Community level (like the "6% for Art" fee)

- Look at voluntary contributions from public sector, trust fund, lock box.
- Grants
- Ensure primary transport. infrastructure funding streams not impacted
- Economic dev. seed \$
- % for bike/ped, like % for art, for all state capital projects over X \$

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established.

Please provide any comments or additional suggestions for generating dedicated funds below.

1 cent (.01) on all stock trades on all exchanges

add 1¢ to the gas tax

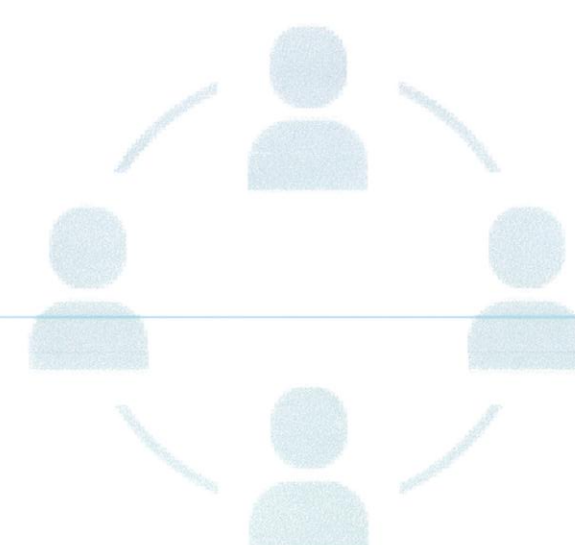
Disincentivizing driving is an appropriate step forward

assist private bike shops
promote their growth into
new markets

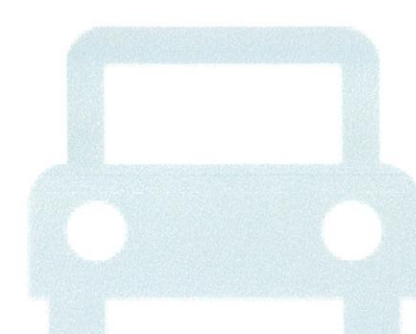
ASK MAJOR BICYCLE MANUFACTURERS
TO HELP FINANCIALLY AND
USE THEIR ADS TO
PROMOTE INDIVIDUAL CITIES.



Taxes

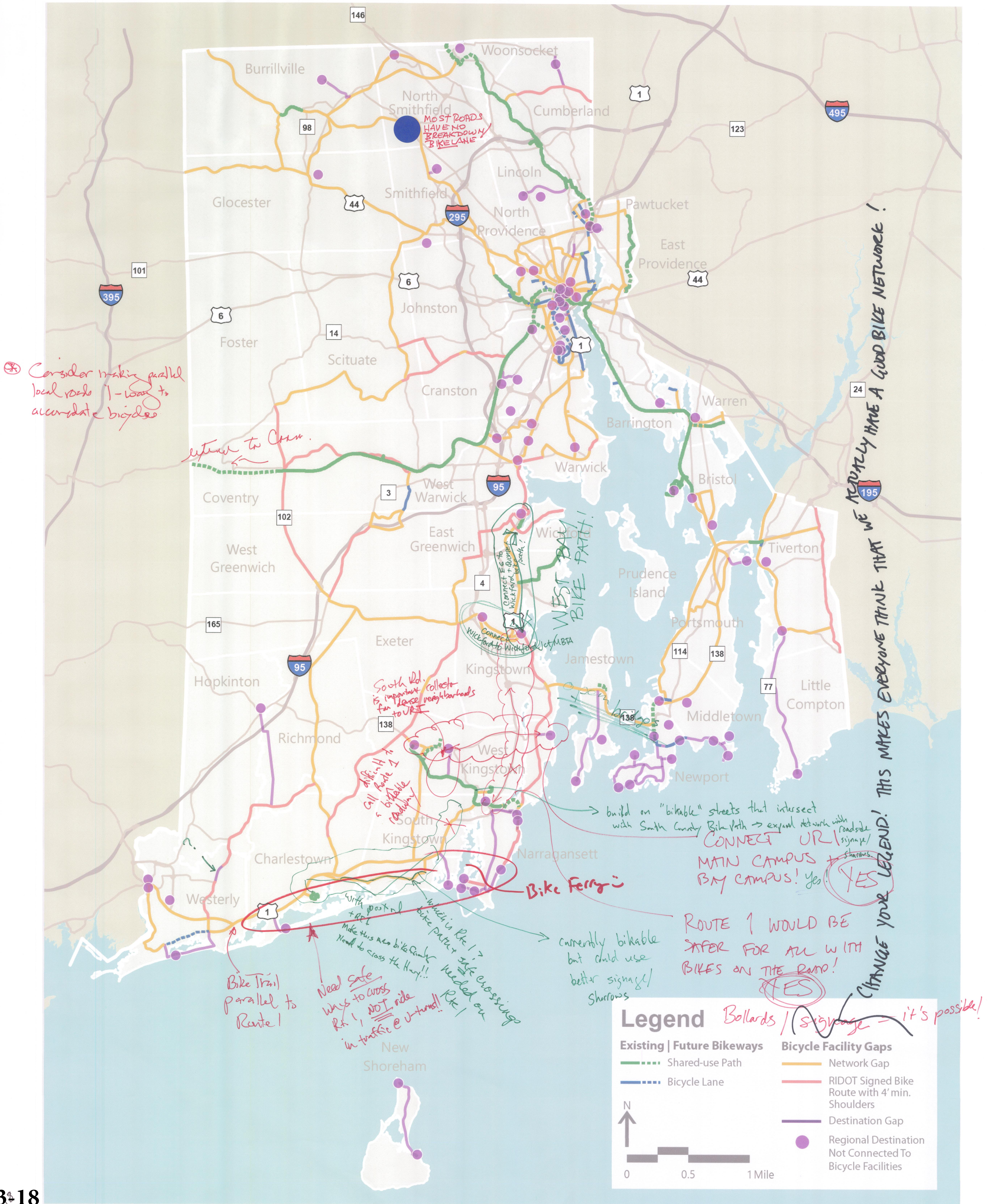


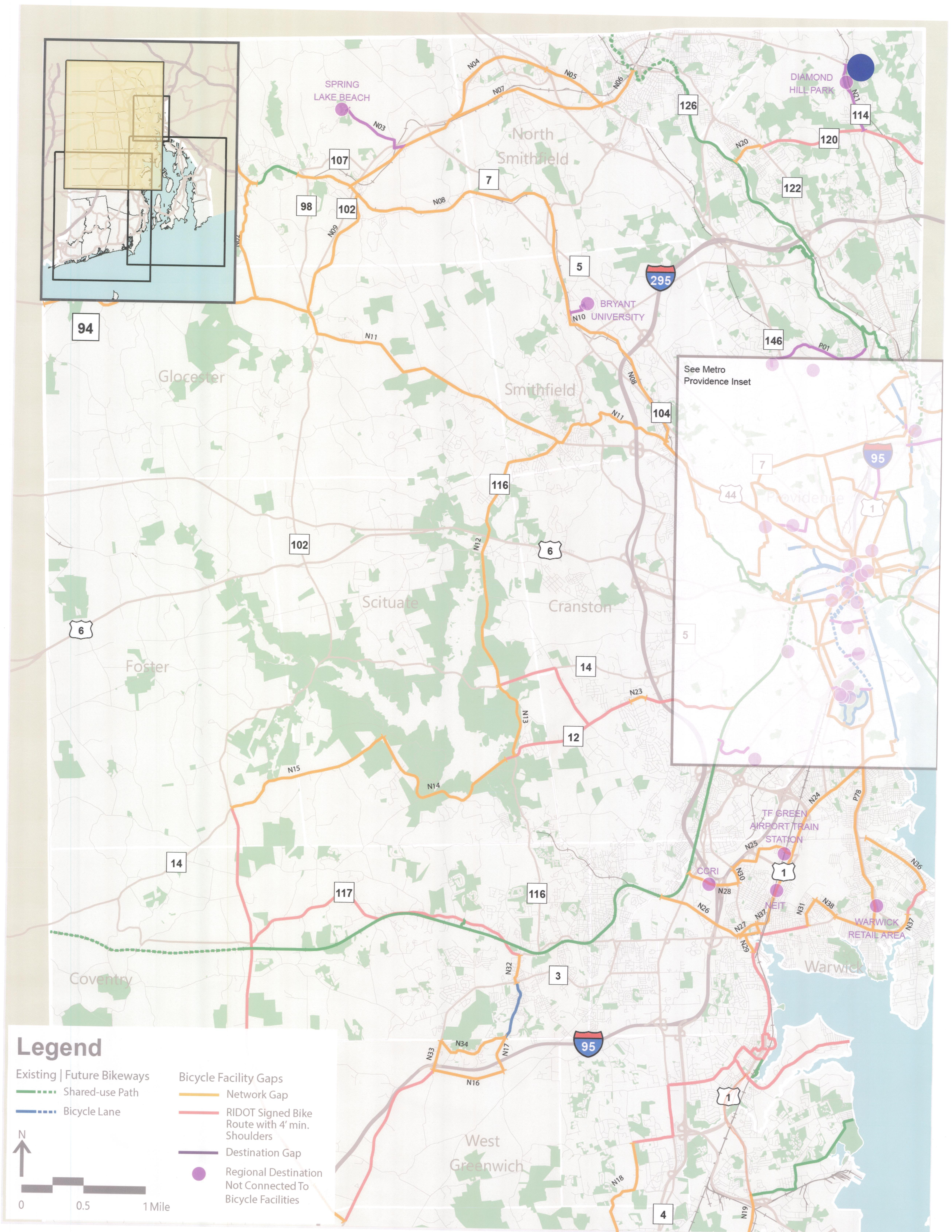
Sharing



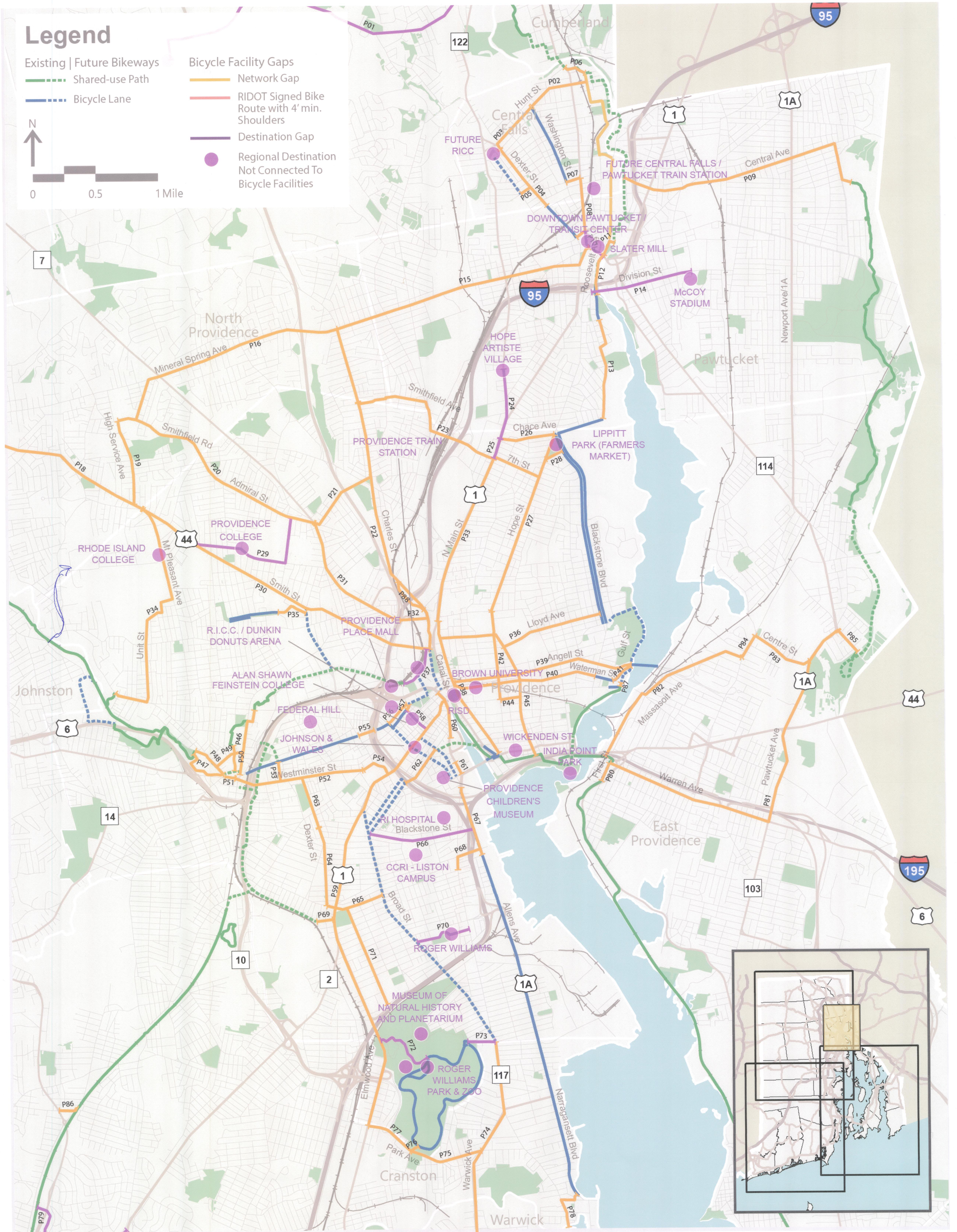
Fees

Bicycle Network Gaps

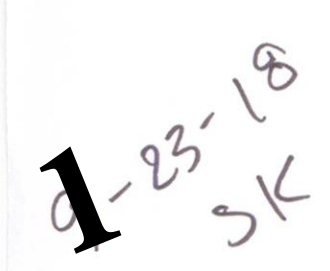


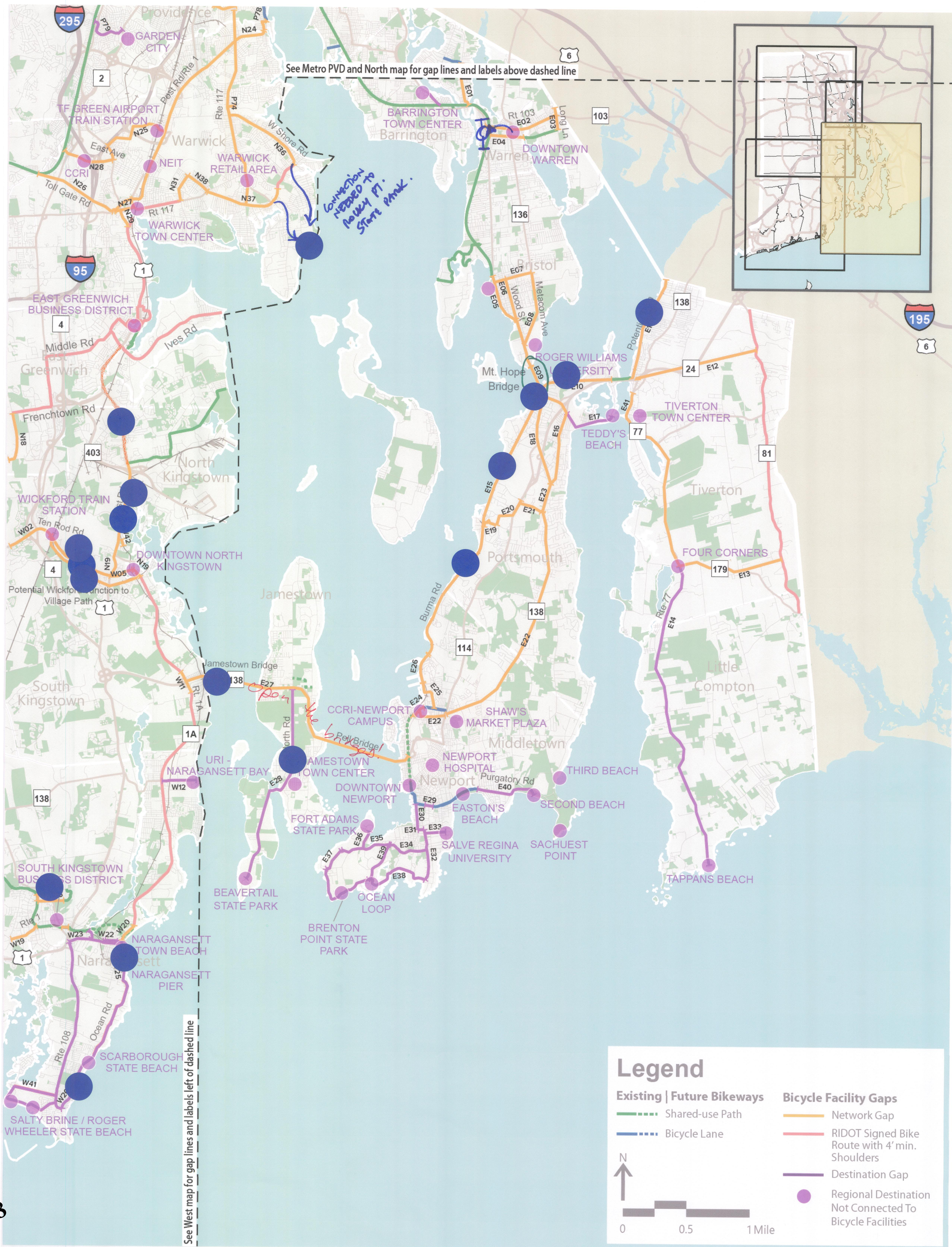


Bicycle Network Gaps

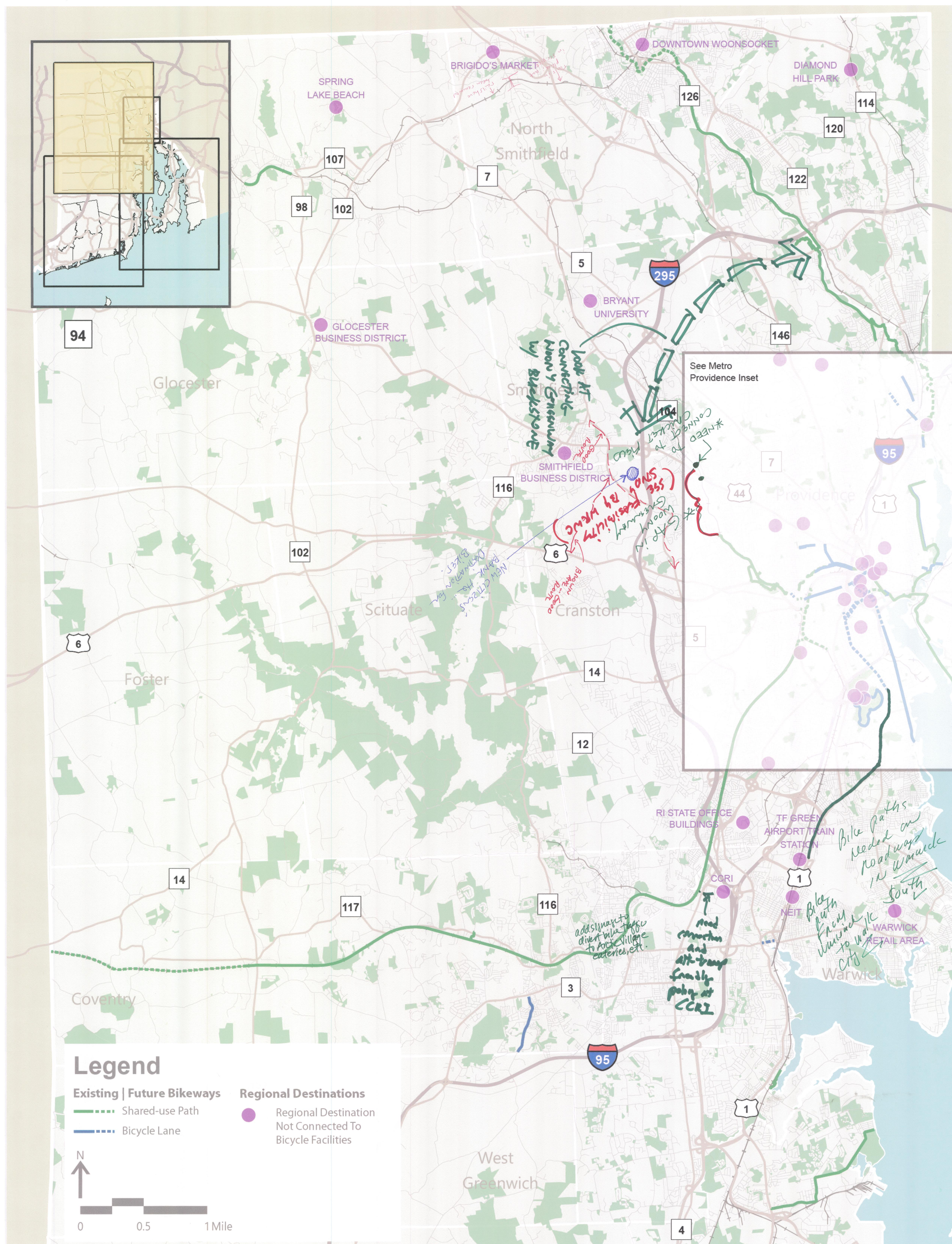


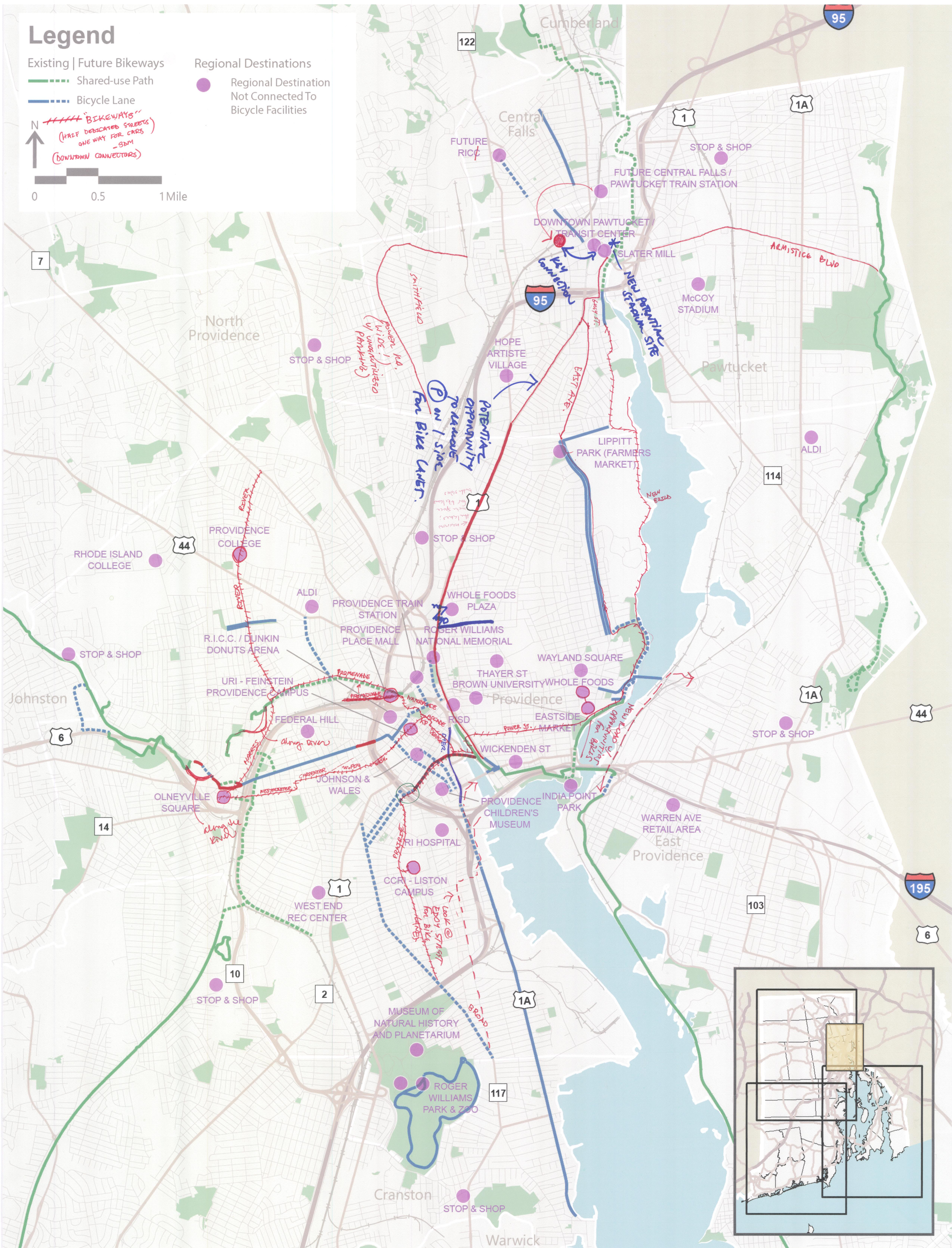
13-18
SK

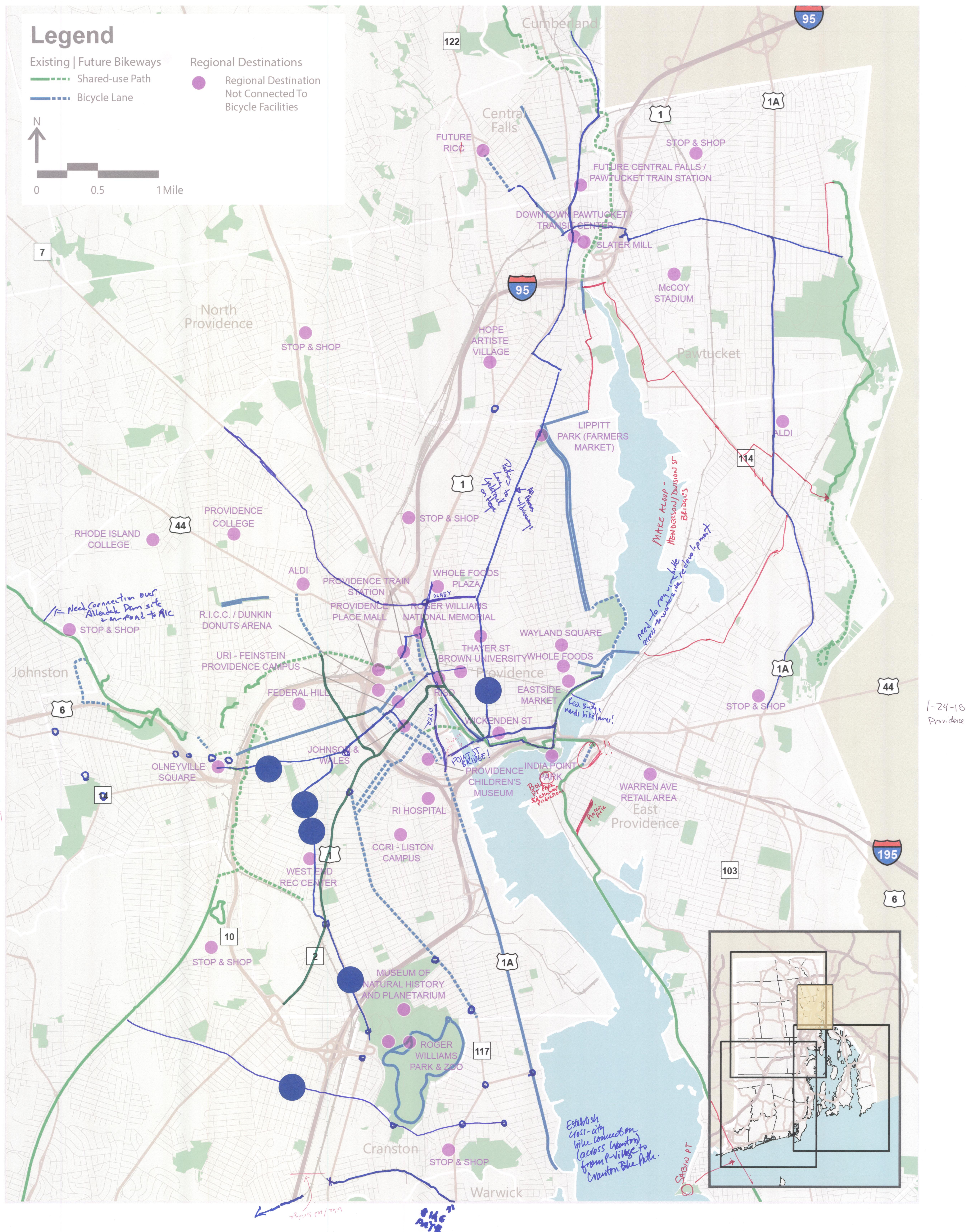


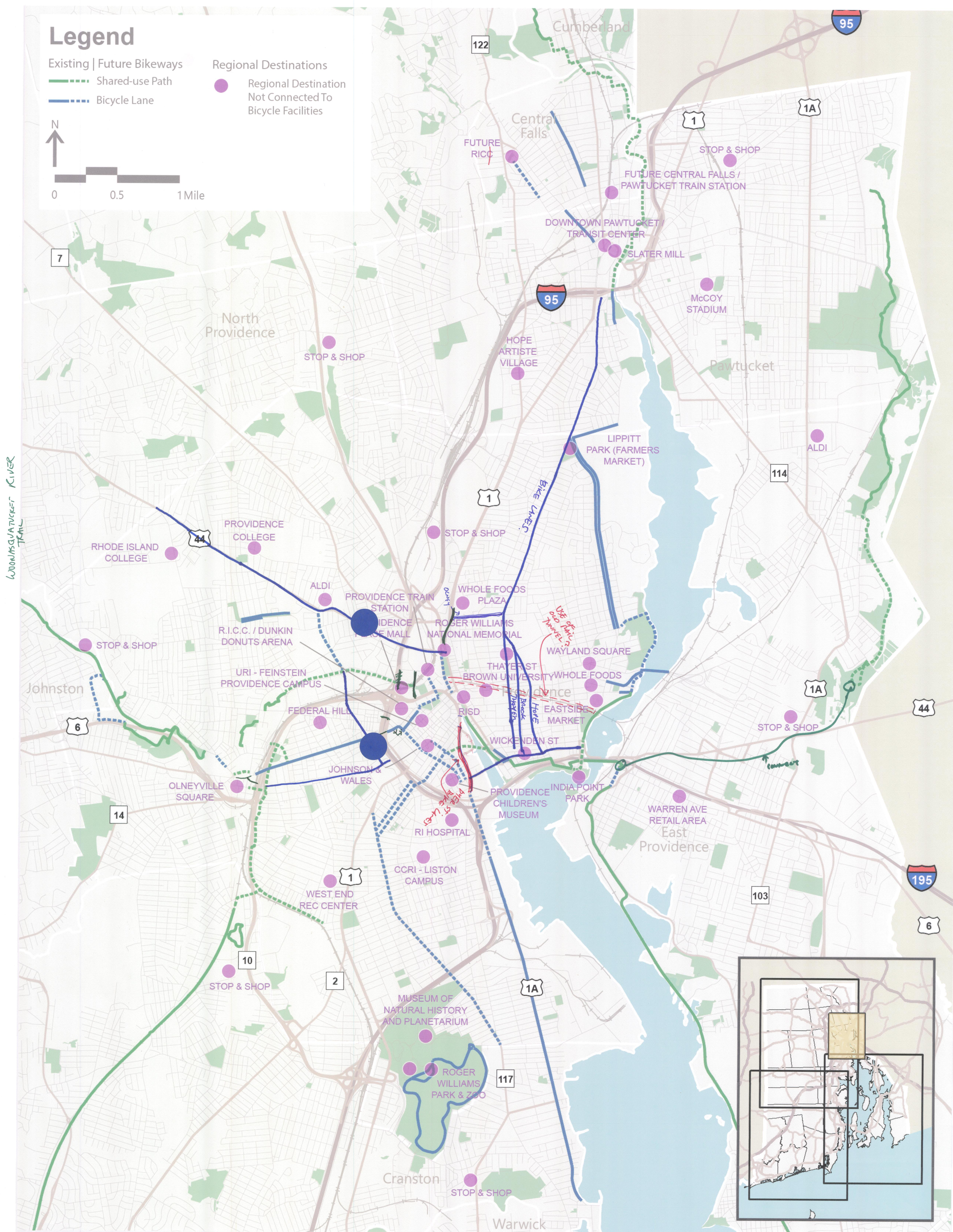


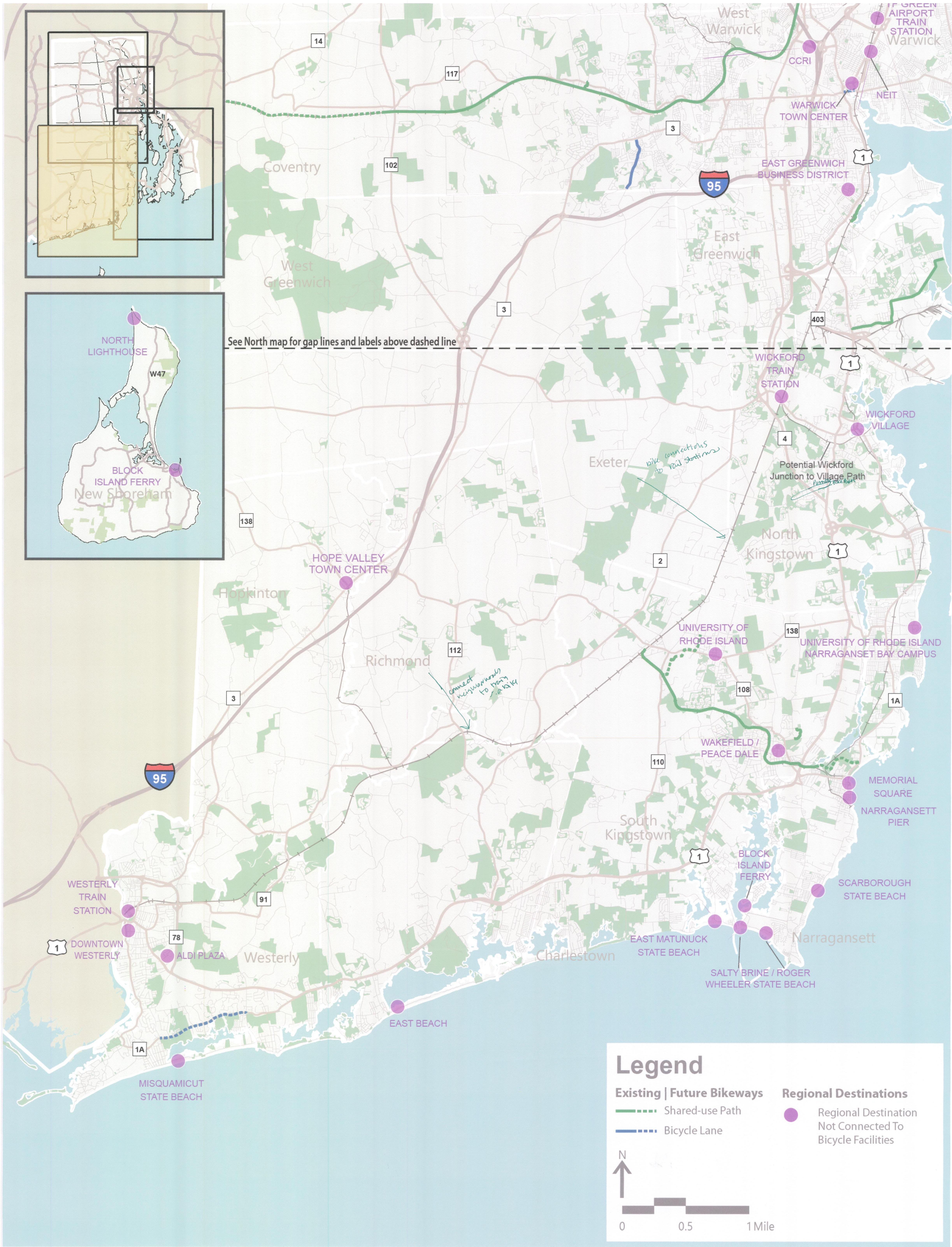


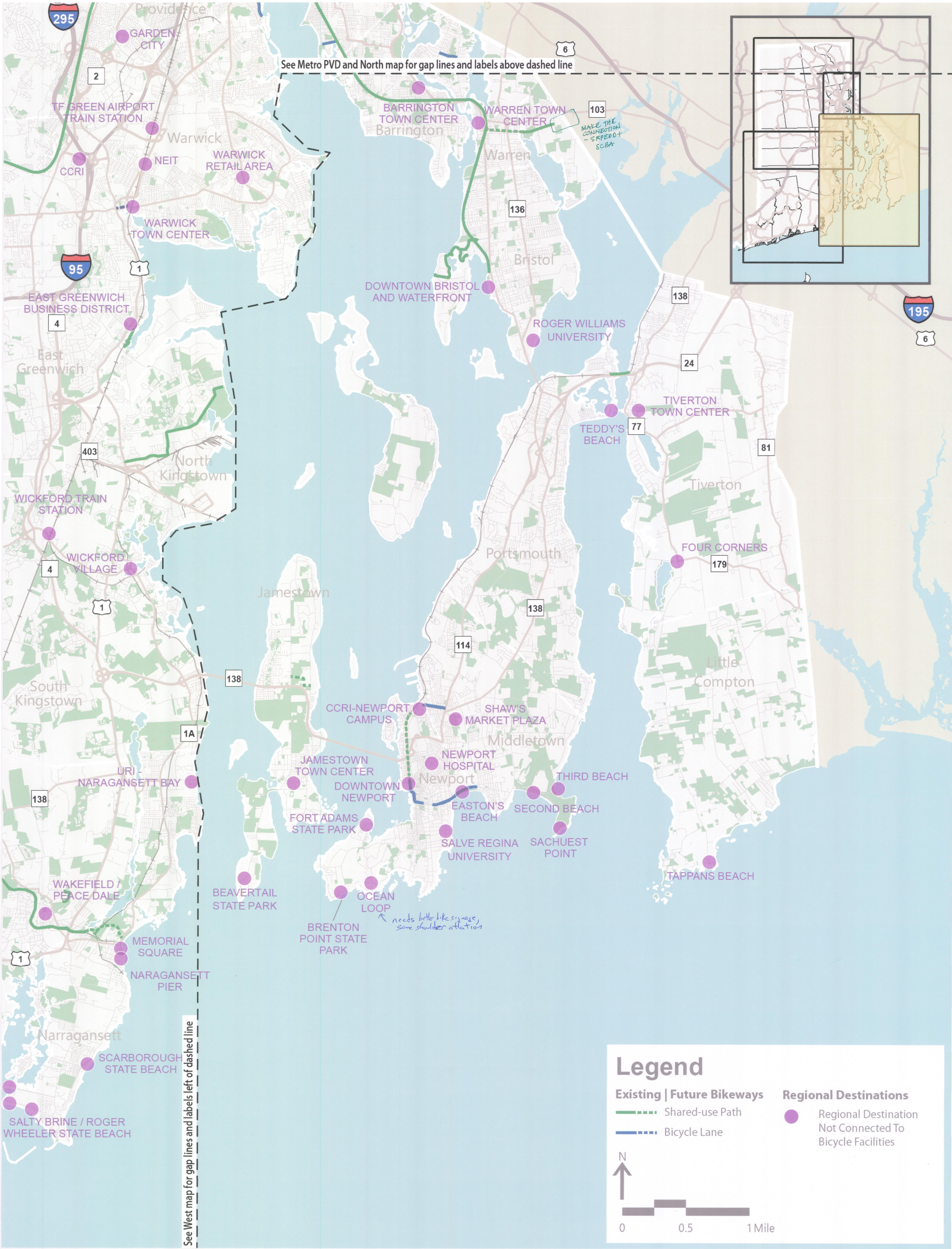




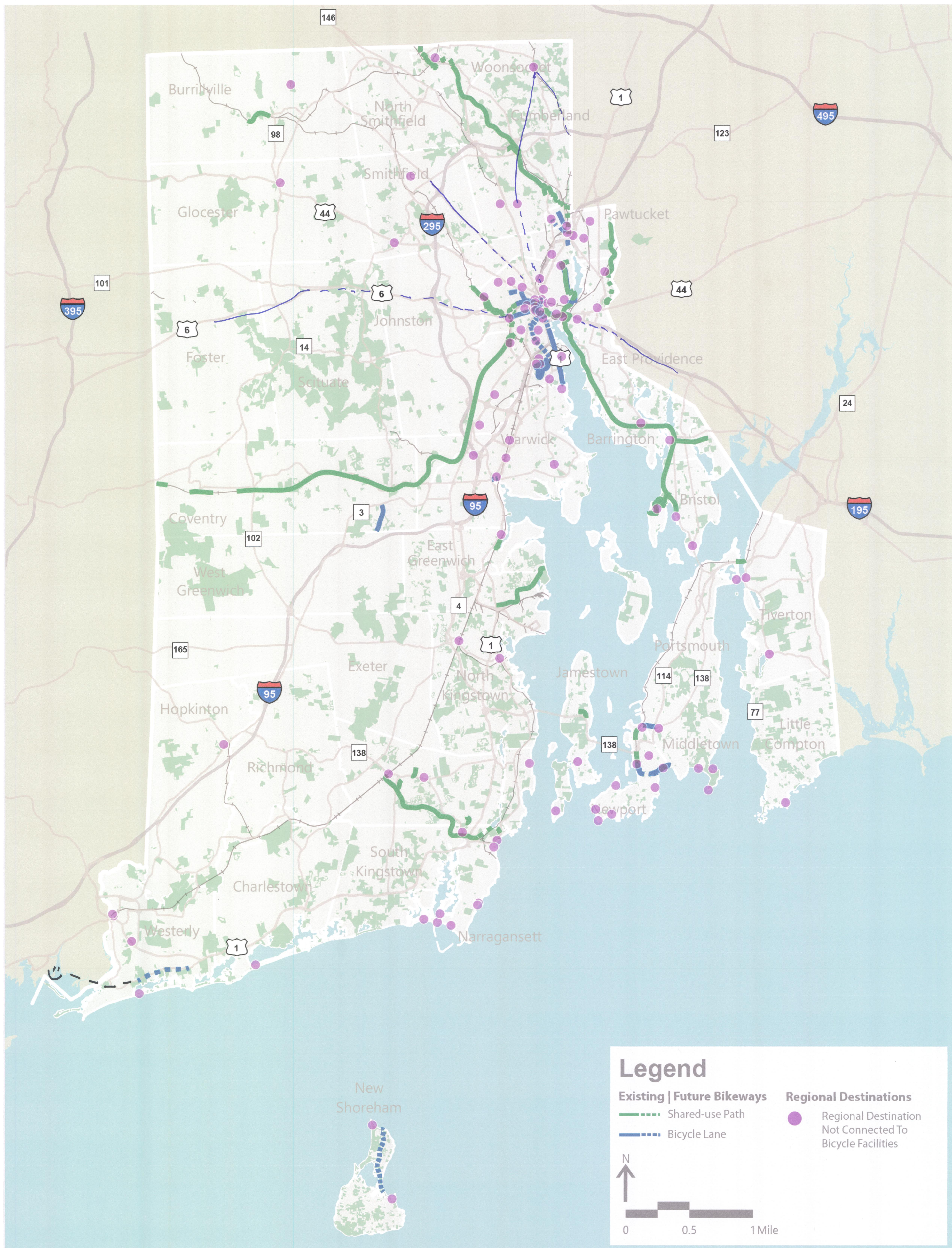




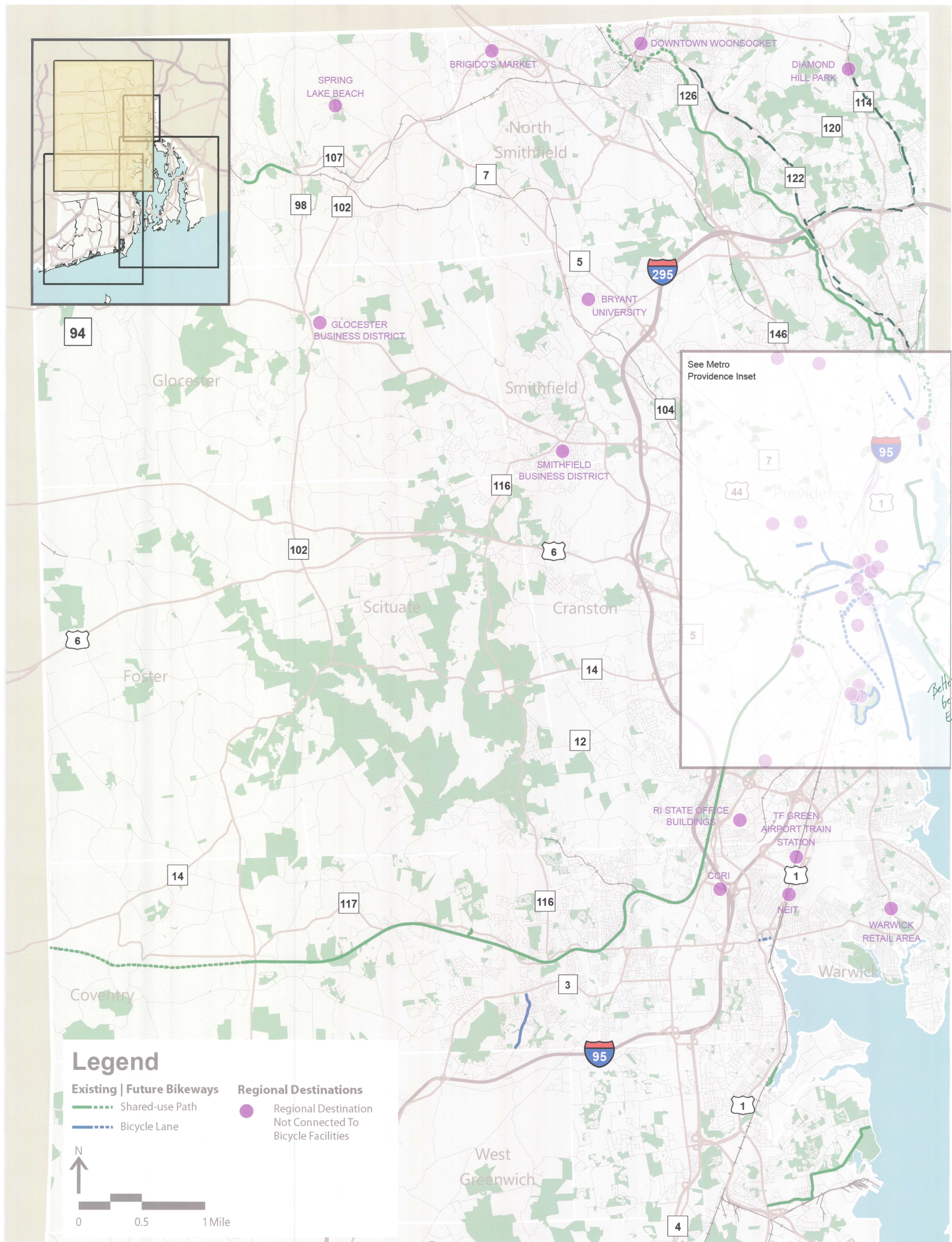




Bicycle Network

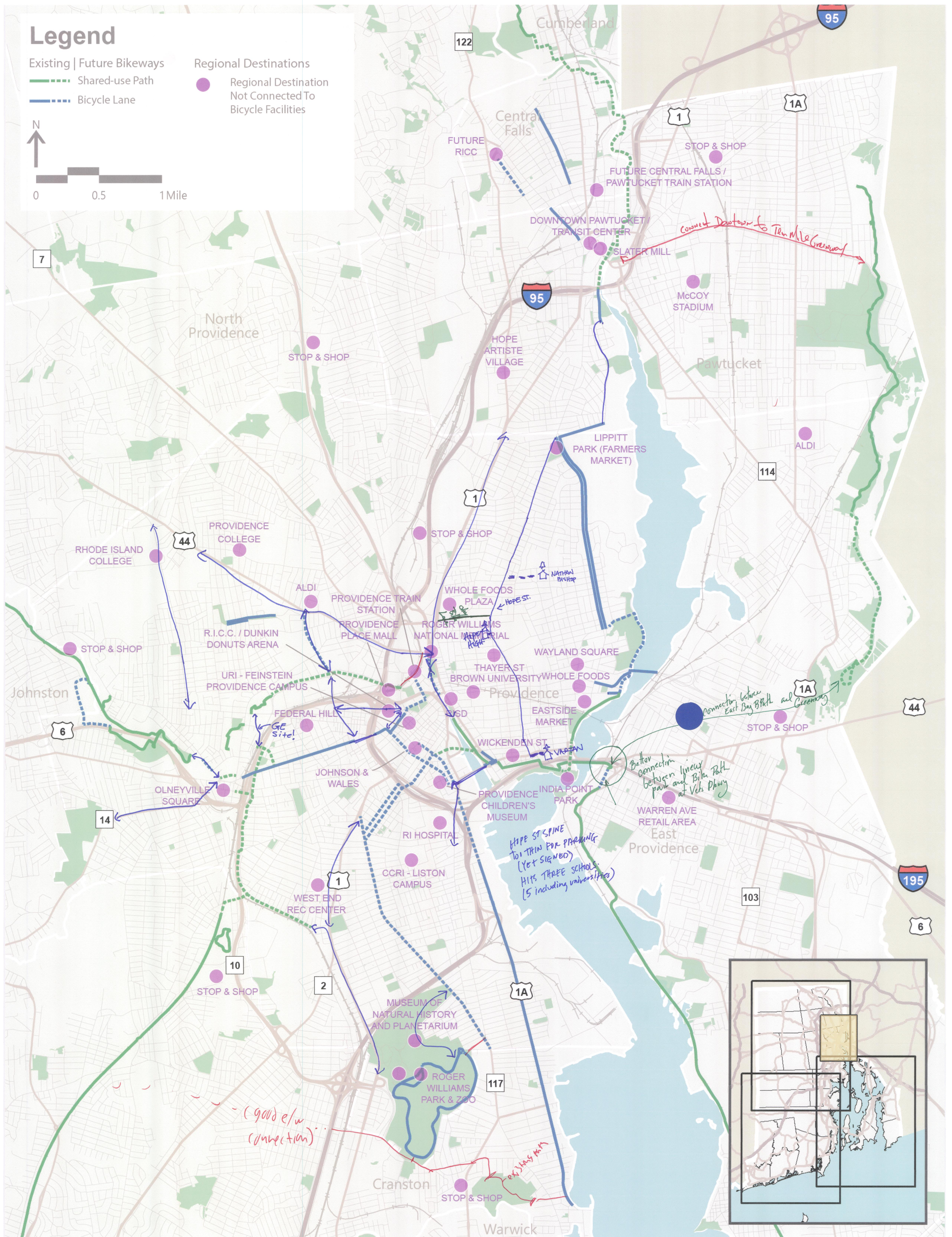


Bicycle Network - North



TAC
1/25/19

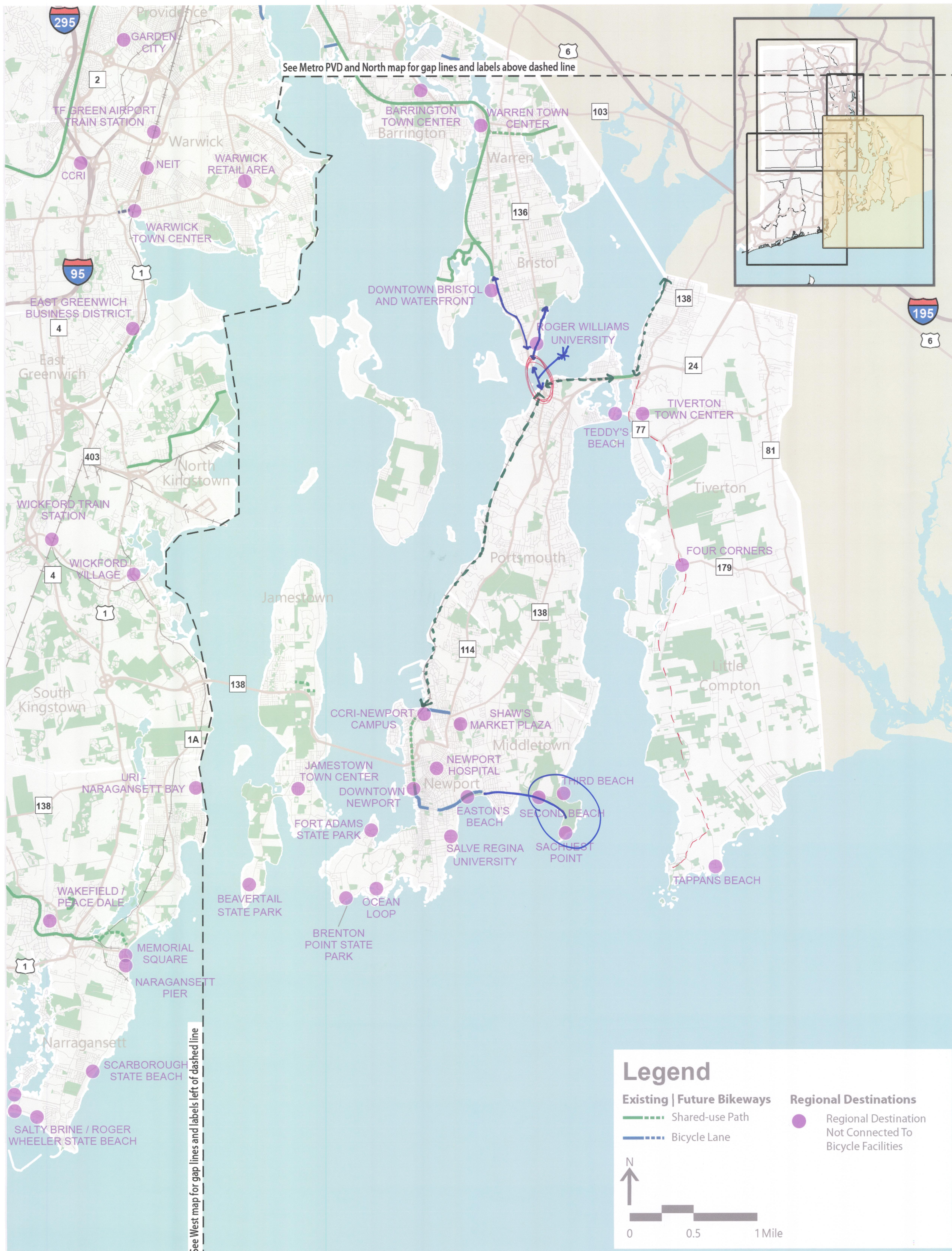
Bicycle Network - Metro

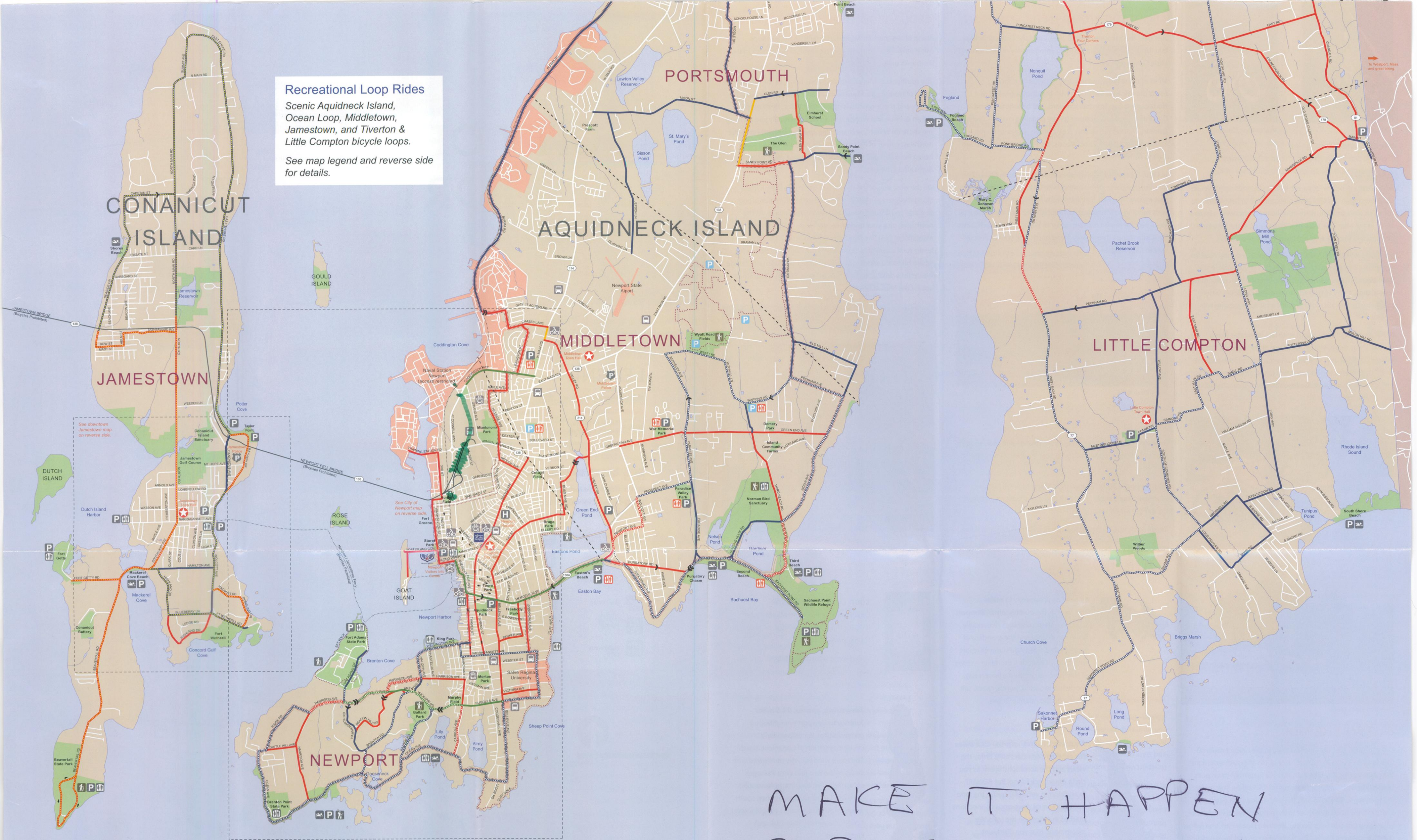


Bicycle Network - West



Bicycle Network - East





Recreational Loop Rides
Scenic Aquidneck Island,
Ocean Loop, Middletown,
Jamestown, and Tiverton &
Little Compton bicycle loops.

See map legend and reverse side
for details.

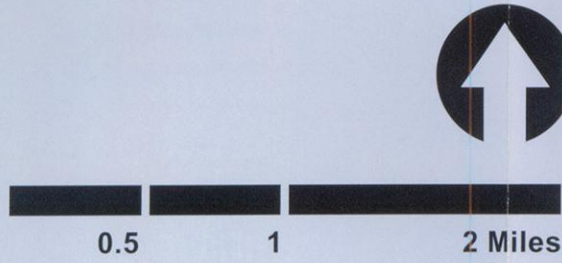
DISCLAIMER

All map data herein is authored and provided by the Rhode Island Department of Transportation (RIDOT). Designations of road suitability are made to assist experienced and/or commuter cyclists in planning trips on roadways designated as most suitable for bicycle travel.

The designated roadways may not be suitable for inexperienced riders or children. Riders should choose routes and trip lengths appropriate for their individual skill level. Bicyclists should use helmets, rearview mirrors and other protective equipment when riding on roadways and bicycle paths. Although RIDOT has made reasonable efforts to ensure that the information contained in this map is correct as of the date of publication, the actual conditions cyclists encounter may vary. Neither RIDOT, nor the cities and towns through which the designated roads pass, nor the groups and individuals who have contributed to the development of this map warrant the safety or suitability of the routes shown on the map for shared bicycle/motor vehicle use.

Cyclists must remain alert to traffic and changing road conditions and obey traffic control devices. Cyclists assume the risk for their own safety at all times when traveling on roadways in Rhode Island. Cyclists have the same responsibility as motorists to obey traffic laws and regulations.

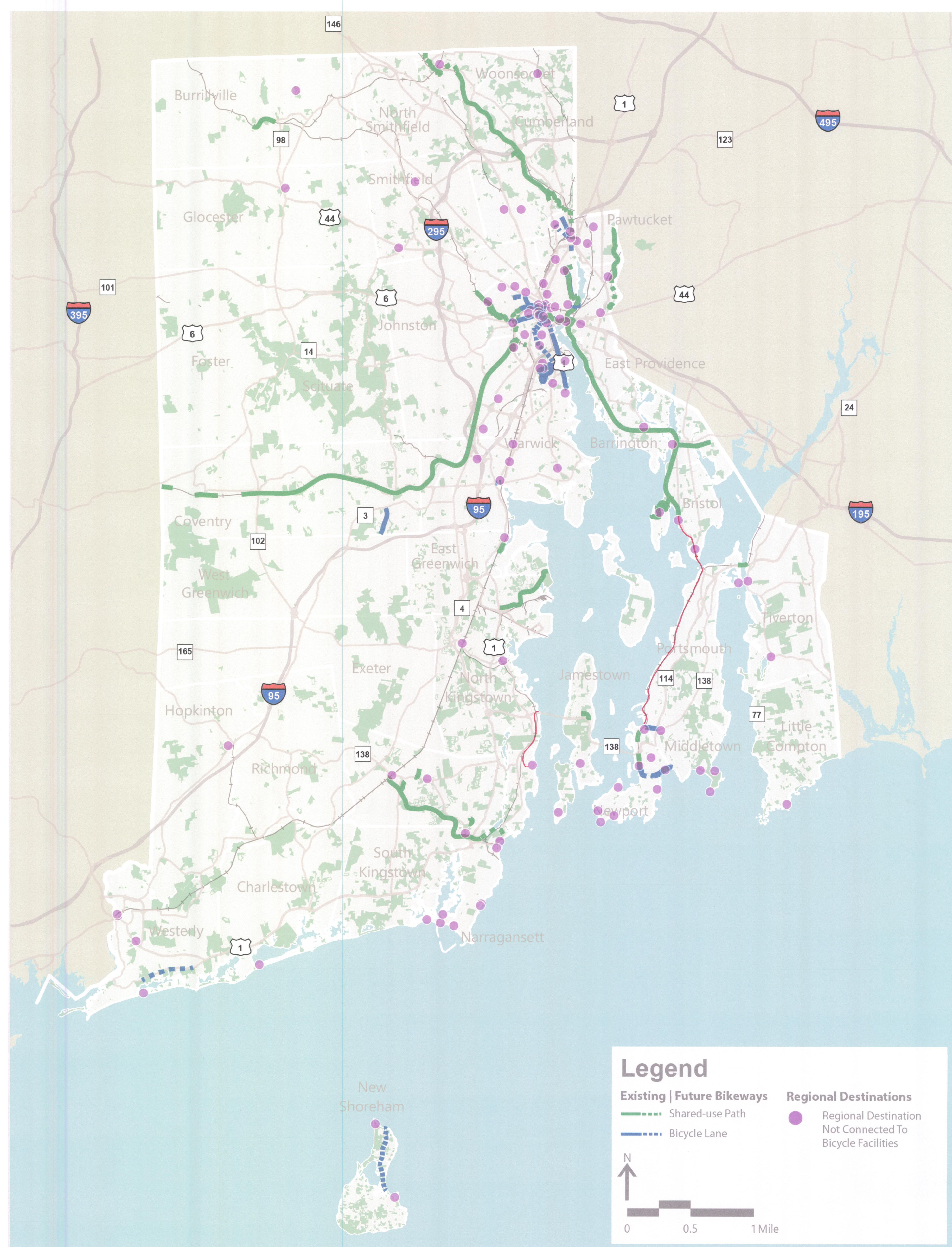
RIDOT, the City of Newport, the Town of Middletown, the Town of Portsmouth, the Town of Jamestown, the Town of Tiverton, the Town of Little Compton, Bike Newport, the funders of Bike Newport, and the sponsors of this map assume no liability for personal injury or property damage suffered by users of this map or of any bicycle route indicated on this map. **Emergency: Dial 911**

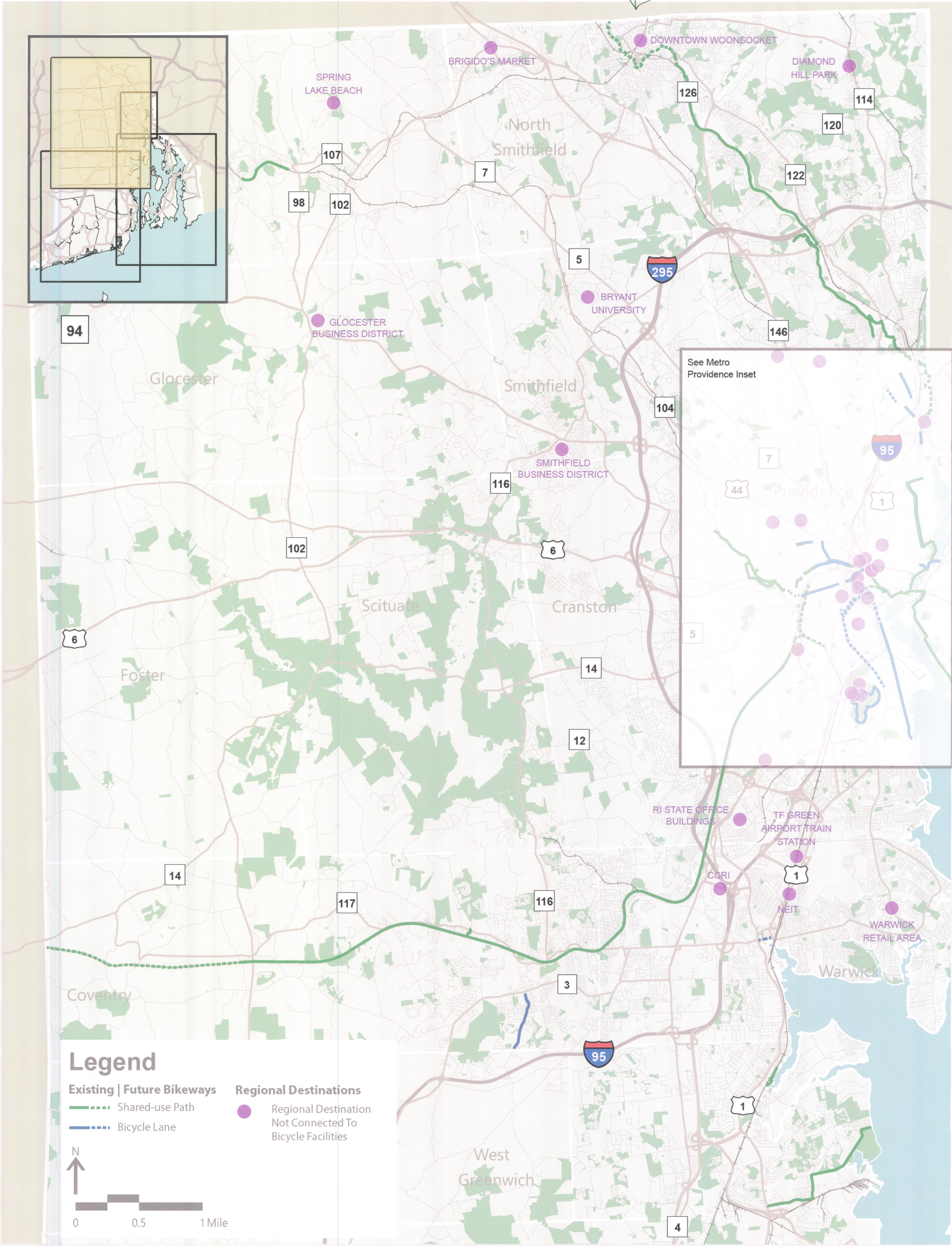


www.bikenewportri.org

LEGEND			
	Most Suitable Road		Parks
	Suitable Road		Major Institutions
	Shared Roadway/ Bicycle Lane/Path		Water
	Difficult connection use extreme caution or consider dismounting		Scenic Walks
	Aquidneck Loop		Middletown Loop
	Ocean Drive Loop		Jamestown Loop
	Tiverton/Little Compton Loop		
	One-Way Street		Parking
	Steep Grade		Limited Parking
	Steeper Grade		Seasonal Restrooms
	Swimming		Bicycle Rental / Repair*
	Hiking		Bike Air and Repair Stations
	Restrooms		Major Bus Stop not all stops shown

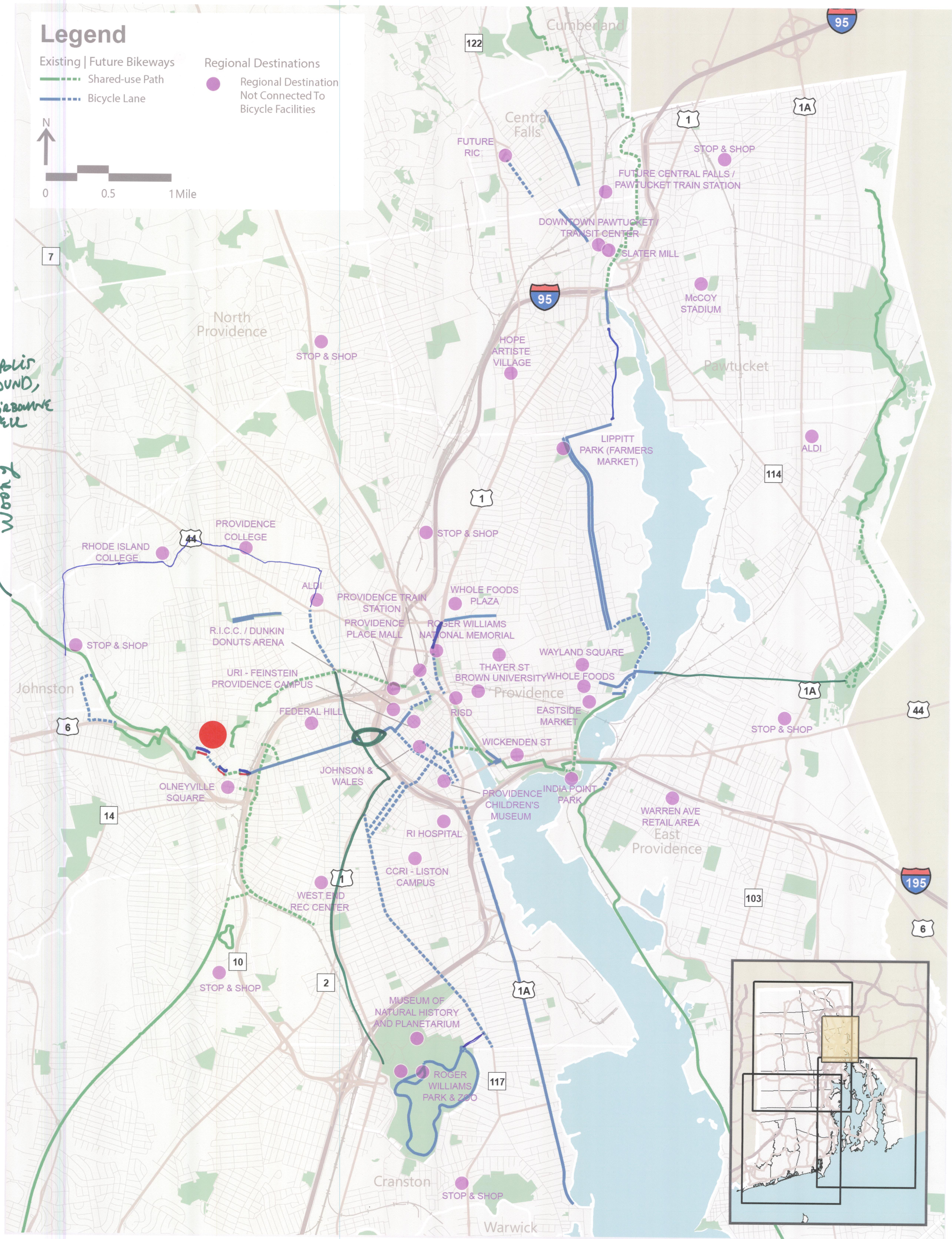
*For more information, see the service list on the reverse side or visit www.bikenewportri.org/bike-shops.





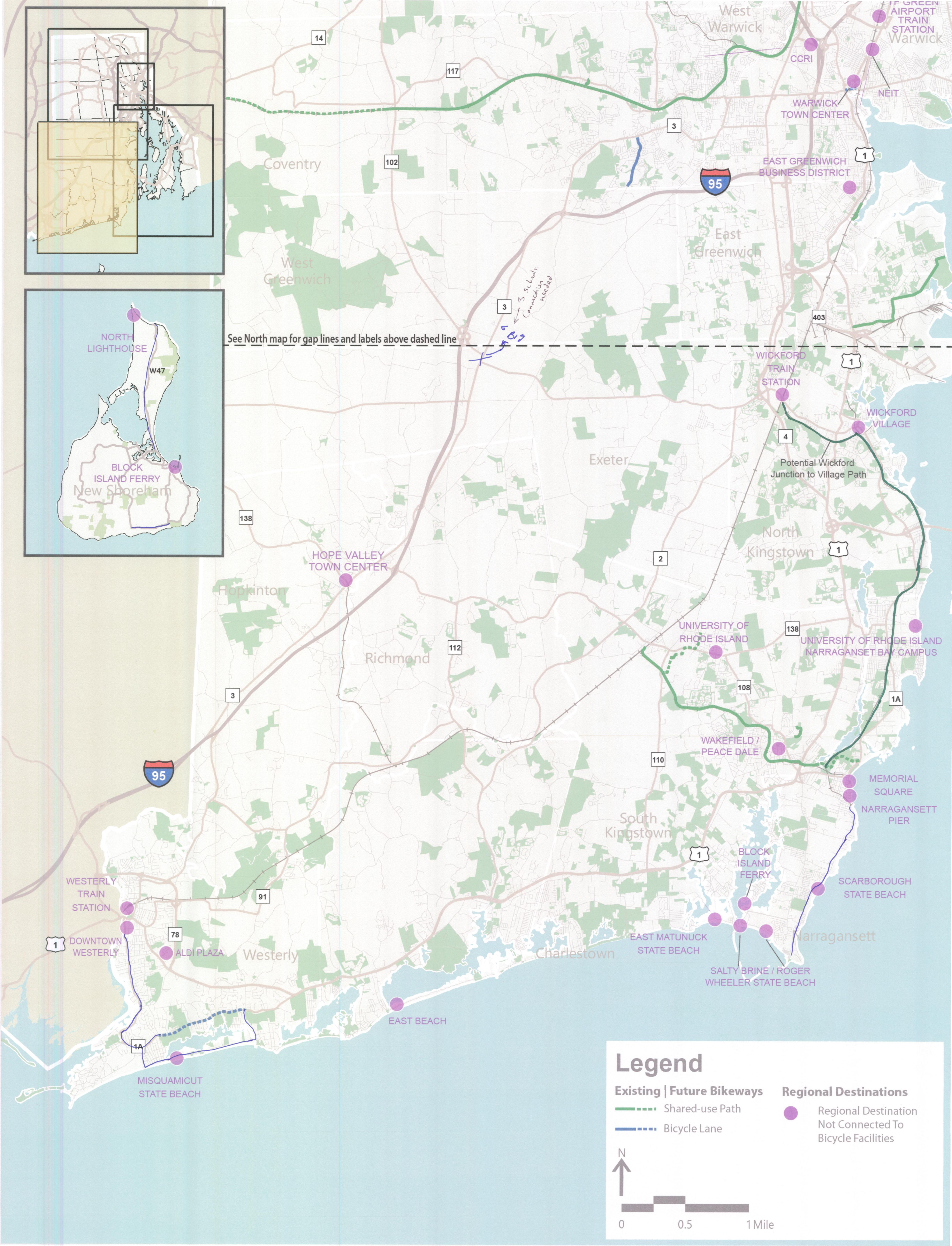
Legend

Place	Distance Range (Miles)
1st Place	0 to 0.5
2nd Place	0.5 to 1
3rd Place	0 to 0.5
4th Place	0.5 to 1



1-3148
Newport

Bicycle Network - West



Legend

Existing | Future Bikeways

- Shared-use Path
- Bicycle Lane

Regional Destinations

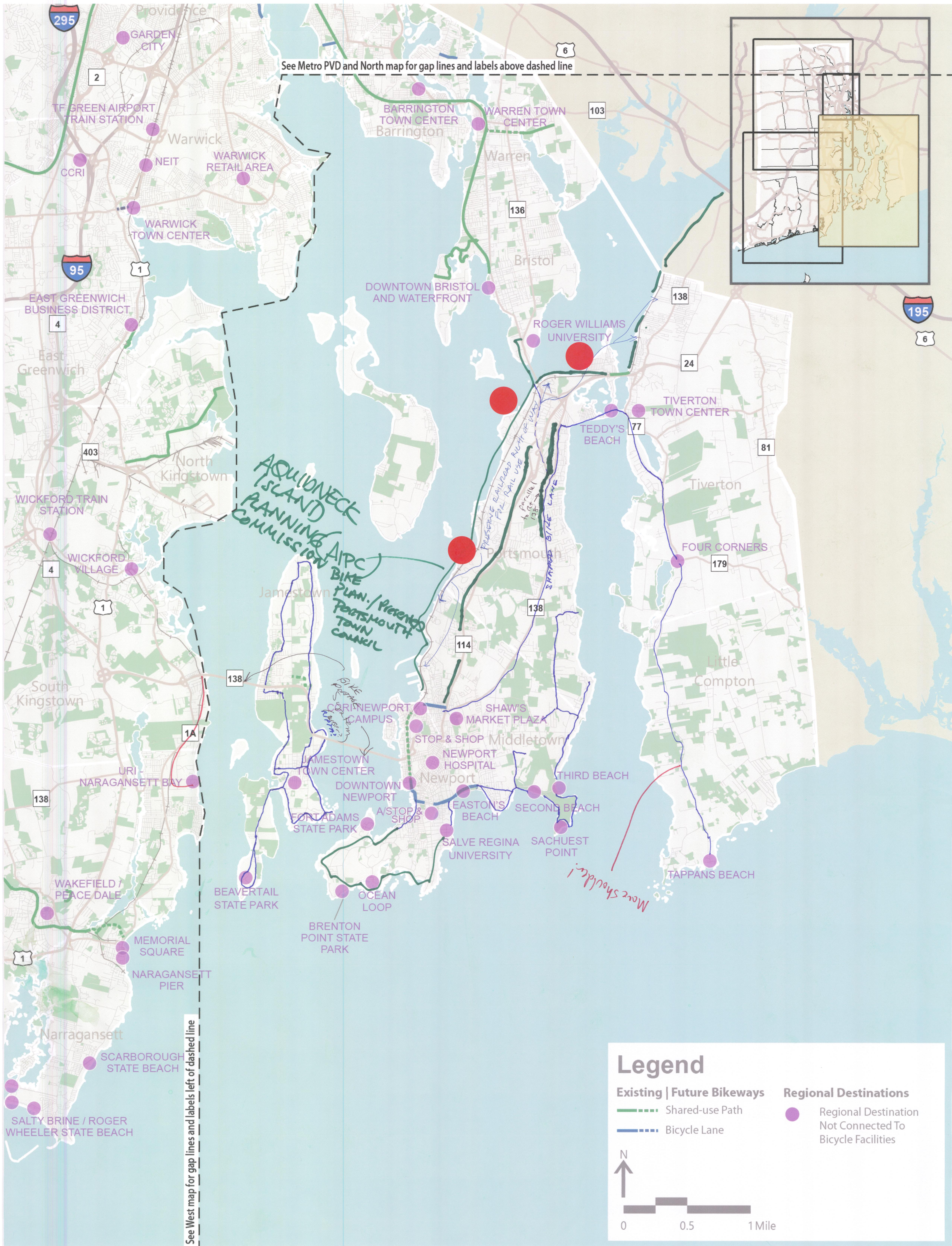
- Regional Destination Not Connected To Bicycle Facilities

N

0 0.5 1 Mile

1-5-18
Newport

Bicycle Network - East



1-31-18
Newport

Bicycle Network - East

