

Rhode Island Moving Forward Long-Range Transportation Plan 2040  
 Discovery Public Workshop Series  
 www.PlanRI.com | PlanRI2040@gmail.com

**Discovery Public Workshop Series  
 Staff Overview – Working Draft**

<b>Date/time:</b> Thursday, Sept. 21 <sup>st</sup> , 2017 6:30 PM to 8:30 PM <b>Location:</b> Blackstone Valley Visitor Center 175 Main Street Pawtucket, RI	<b>Date/time:</b> Monday, Sept. 25 <sup>th</sup> , 2017 6:30 PM to 8:30 PM <b>Location:</b> Narragansett Town Hall 25 5 <sup>th</sup> Avenue Narragansett, RI	<b>Date/time:</b> Thursday, Sept. 28 <sup>th</sup> , 2017 6:30 PM to 8:30 PM <b>Location:</b> Burnside Memorial Building 400 Hope Street Bristol, RI
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The Discovery Public Workshop was intended to give the public an opportunity to comment on the upcoming Long-Range Transportation Plan and Bicycle Mobility Plan efforts and to tell the project team about the state transportation system from a user perspective. This public workshop series was held in three locations around the state in geographically diverse areas: Metro Providence, South County, and East Bay. The same agenda and activities were completed at each workshop.

The workshop was set up in an open house format, allowing visitors to freely circulate and visit seven different input stations throughout the evening. Stations used dot voting, open comment boards (complete the sentence), and similar activities to gain feedback from participants.

A summary of the workshop findings is attached.

**Station 1- Why are you here?**

- A brief overview of the RI Moving Forward project including the purpose and expectations for the Long-Range Transportation Plan and Bicycle Mobility Plan.
- Participants were provided with a handout describing each station and a scorecard that they could complete as they visited each station. Completed score cards were used as an entry in a raffle for one of three \$10.00 Dunkin’ Donuts gift cards.

**Station 2- Choices, Choices...**

- Participants had the opportunity to provide feedback about different modes of transportation they use in Rhode Island and what their experiences are while traveling. This station also included a display describing evolving transportation technologies and asked for public views of such technology and the future.

**Station 3- Tell us about yourself**

- An opportunity to take two anonymous surveys on general transportation and bicycle-specific behavior, habits, and mobility. Both surveys were made available on tablets and on paper.

**Station 4- All about bikes**

- A station dedicated to cycling throughout Rhode Island. Visitors discussed bicycle facility use, cycling comfort, areas for improvement, and system gaps and needs.

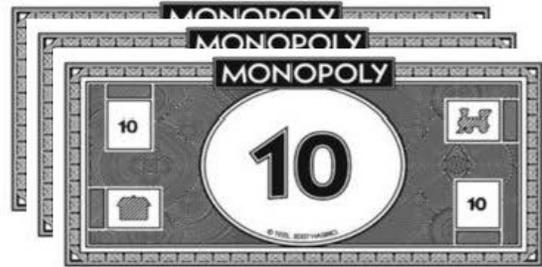


**Station 5- All aboard!**

- A station dedicated to public transportation. Participants shared their thoughts on public transportation in Rhode Island including facility gaps and amenities, service needs, enhancements to existing systems and opportunities to expand transit networks.

**Station 6- You're the Governor**

- The goal of this station was to learn how the public would invest in transportation. At this station, visitors were asked to consider how they would spend transportation funds if they were the Governor. Each person was given \$100 to invest across eight different categories in any way they wished. All of the money could be placed in a single category or invested in various areas. The investment areas were: Improving Roadways and Easing Congestion, Bicycle and Pedestrian Facilities, Improving Existing Public Transportation, Climate Change and Resiliency, Maintaining Existing Systems, Safety, Future Technologies, and New/Expanded Public Transportation Options.



**Station 7- What are your #TransportationGoals?**

- The final station gave participants an opportunity to share additional thoughts that may not have been captured elsewhere on an open comment board and encouraged them to stay connected to the project through social media and the project website.

A brief overview of the findings and observations at each station follows. No findings or observations are reported for Station 1 as the purpose of this station was to provide introductory and background information about the workshop.

**MOVING FORWARD**

- In 2016, 25% of bridges in Rhode Island were found to be structurally deficient compared to 19% in 2012.
- In 2016, 10% of bridges in Rhode Island were found to be in poor condition.
- In 2010, 10% of bridges in Rhode Island were found to be in poor condition.
- The Leas the Leo, nation's advoca in 1880

**Did you know?**

- Outside of the City of Boston, Providence Station has the highest commuter rail ridership in the Northeast Corridor.

**MOVING FORWARD**

**Stations**

**Station 1 – Why are you here?**  
Learn more about RI Moving Forward and how you can help us.

**Station 2 – Choices, Choices...**  
Transportation is full of choices. Learn more about your options—including some you didn't know you had.

**Station 3 – Tell us about yourself**  
Take a few minutes to take our transportation survey.

**Station 4 – All about bikes**  
A station dedicated to cycling in Rhode Island.

**Station 5 – All aboard!**  
Share your thoughts on public transportation in Rhode Island.

**Station 6 – You're the Governor**  
How would you spend your money on transportation?

**Station 7 – What are your #TransportationGoals?**  
Share your goals here or on social media to keep the conversation going.

**MOVING FORWARD**

**Comments**

Thanks for participating!  
Please return your score card and QR number to us at the end of the workshop.

**MOVING FORWARD**

**Score Card**

Contribute to our Long-Range Transportation Plan by visiting all of our stations. Collect a dot at each station, then return your score card to be entered into a raffle. Three \$100 Sunnyside gift cards will be raffled off at the end of the workshop. Please share your email/telephone number to be contacted if you win!

**Name:** \_\_\_\_\_

**Email/Telephone:** \_\_\_\_\_

1

2

3

4

5

6

7

Leave a Comment

Please add your comments to the back of this score card.

**Station 2- Choices, choices...**

**My commute is...**

A sample of some comments shared at this station is below.

- Quick ride down I-95. Would love more bike/bus options
- Dangerous. I'm a bike commuter, and even though I like 1 mile from my office, it's still sketchy
- MBTA to Boston from Warwick- better Wifi. 1 hour 20 minutes, 3 days a week, 2 days at home
- Short, but frustrating- lots of congestion on 95
- By car but I would love to take the bus to North Kingstown and Providence
- I'm a lucky one... 5-minute commute by bike on bike path! "Be the change you want to see".
- About 20 minutes, provided the Mount Hope Bridge is clear (this feels reasonable and isn't bad).
- Trips to Providence during rush hour are exhausting

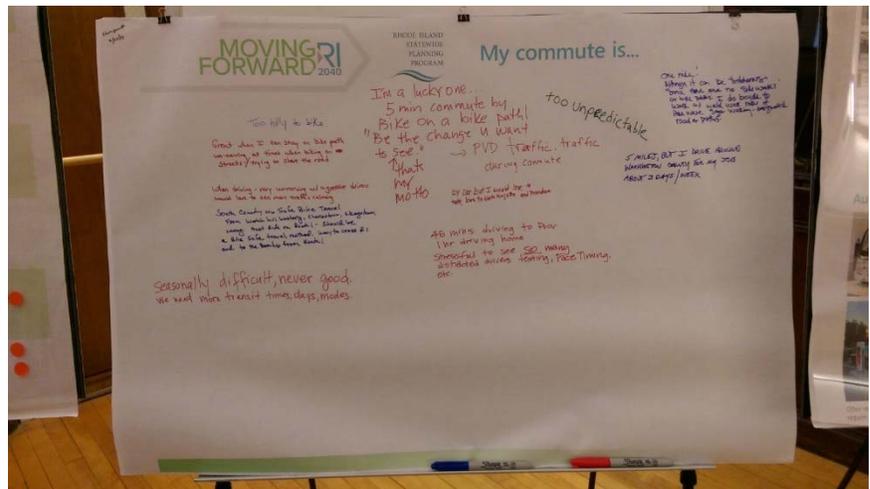
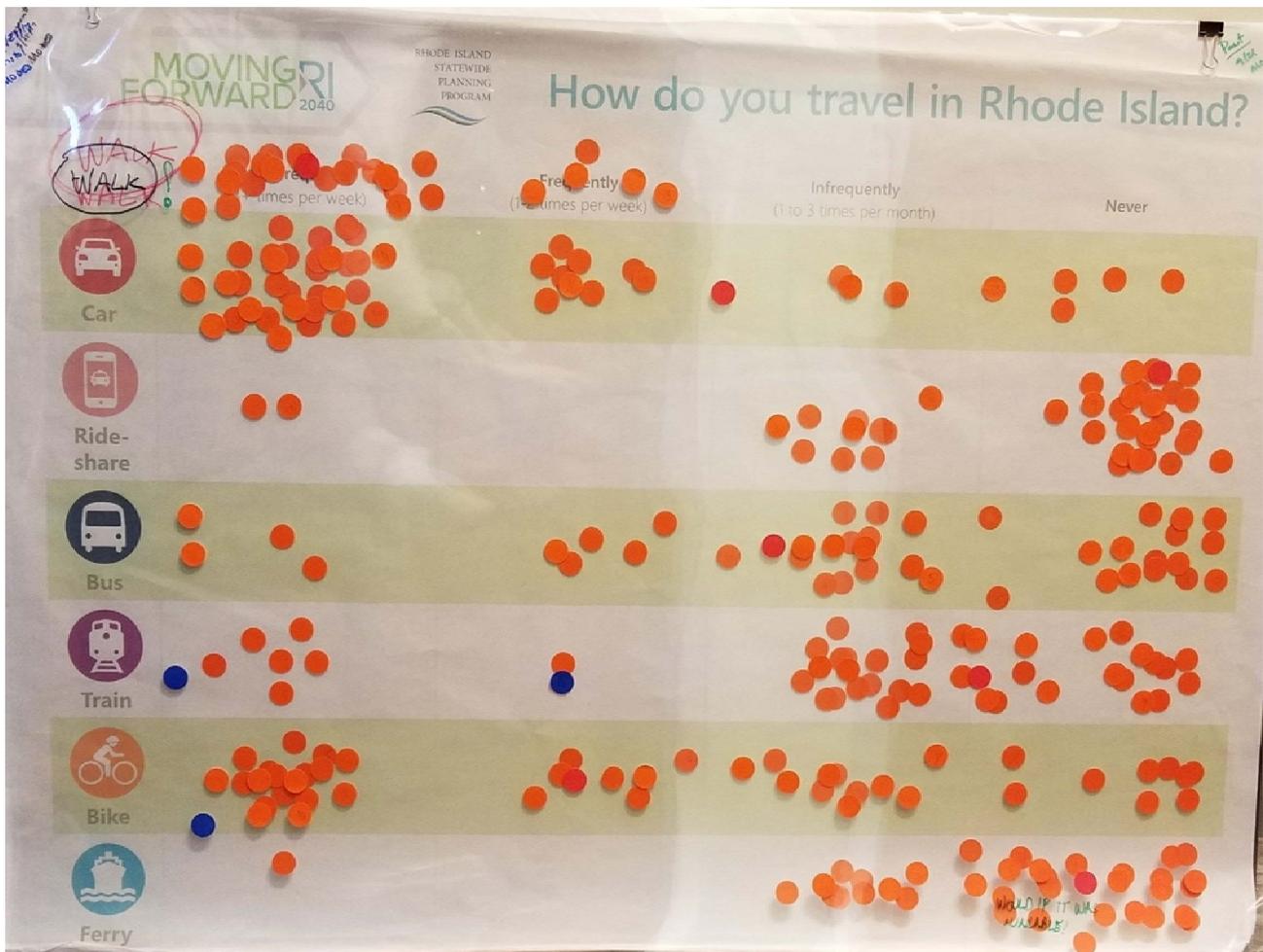


Figure 1 Bristol Public Workshop, September 28, 2017

**How do you travel in Rhode Island?**

Participants identified their use of each mode as one of the following frequencies: Most Frequently (greater than 3 times per week), Frequently (1-2 times per week), Infrequently (1-3 times per month), or Never

- Many workshop participants identified that they use a personal automobile very frequently to travel in Rhode Island. This was followed next by bicycle.
- Bus, train, and ferry use were most commonly used 'Infrequently'.
- It should be noted that ferry service is provided year round to Block Island and Prudence Island and seasonally between Providence and Newport; therefore, only specific populations would be able to use Ferry service Very Frequently or Frequently.
- Most participants indicated that they never use rideshare services.



**Connected and Autonomous Vehicles**

Participants identified how interested they would be in operating connected or driverless vehicles or riding in connected or “driverless vehicles”.

- Through conversations with participants it was observed that most people were not aware of connected vehicles and prior to this discussion would not have distinguished them as different from autonomous or “driverless” vehicles, which are more commonly discussed in the media.
- Less familiarity with connected vehicles likely lead to a more mixed response to the thought of operating or riding in a connected vehicle.
- Through discussion, participants often voiced clear support or rejection of autonomous vehicles.
- Feedback from the dot voting exercise indicated that participants are mostly receptive to operating or riding in connected vehicles. However, participants showed more reservations to autonomous vehicles.

**Connected Vehicles**

- **Vehicle-Vehicle (V2V)** communication between multiple vehicles. This allows vehicles to work cooperatively.
- **Vehicle-Infrastructure (V2I)** communication between a vehicle and nearby infrastructure (signs, traffic light work zone) to share information.
- **Vehicle-Anytime (V2X)** communication between a vehicle and a mobile device (smart phone) to open up communication between a vehicle and a person (pedestrian, cyclist).
- **Benefits**
  - Enhance safety.
  - Improve mobility and efficiency
  - Reduce environmental impacts through congestion reduction.
  - Increase data availability to enhance decision-making.

Vehicles equipped with computing and communications equipment that allow them to “talk” to one another.

**Autonomous Vehicles**

- Autonomous vehicles have started to arrive on roadways around the world. At this time they are not fully autonomous. Tasks are slowly being transitioned from the driver to the vehicle.
- Manufacturers around the world are partnering with the tech industry to provide autonomous vehicles, some promising fully autonomous vehicles on the road as soon as 2020.
- **Current Applications**
  - Truck Platooning could utilize a lead vehicle with multiple driverless following vehicles to turn typical trucks into a train on highways to improve the efficiency of shipping and goods movement.
  - Shuttles operating on a fixed route could operate without drivers.
  - Rideshare companies (i.e. Uber) have begun experimenting with driverless applications that could change rideshare and taxi services.

often referred to as “driverless cars”—would not

**Connected and Autonomous Vehicles**

Would you ever **operate** a connected vehicle?

0 Never Absolutely! 10

Would you ever **ride** in a connected vehicle?

0 Never Absolutely! 10

Would you ever **operate** a driverless vehicle?

0 Never Absolutely! 10

Would you ever **ride** in a driverless vehicle?

0 Never Absolutely! 10

**By 2040, transportation technology could...**

A sample of some representative comments shared at this station is below.

- Make my commute effortless
- Be a distraction from emissions and traffic reduction of a good public and intermodal transit system
- Mean flying drone vehicles
- Be run on renewable energy
- Automatically correct course for accidents to reduce congestion at critical junctions

### Station 3- Tell us about yourself

Two surveys were available for participants to answer, one concerning general transportation habits, behavior, and needs across all modes geared toward informing the Long-Range Transportation Plan and one specific to cycling habits, behaviors, and needs geared toward informing the Bicycle Mobility Plan. In addition to encouraging participants to answer the survey it has also been made available on the project website, socialized through twitter and facebook and distributed electronically with assistance from stakeholders.

As of October 4, 2017 the Long-Range Transportation Plan survey has been answered 60 times and the Bicycle Mobility Plan survey has been answered 115 times.

### Station 4- All about bikes

#### I use my bike to...

A sample of some representative comments shared at this station is below.

- Exercise/recreation
- Short commutes to the train station
- Explore the state
- Engage with the community
- Run Errands

#### Where's your comfort level?

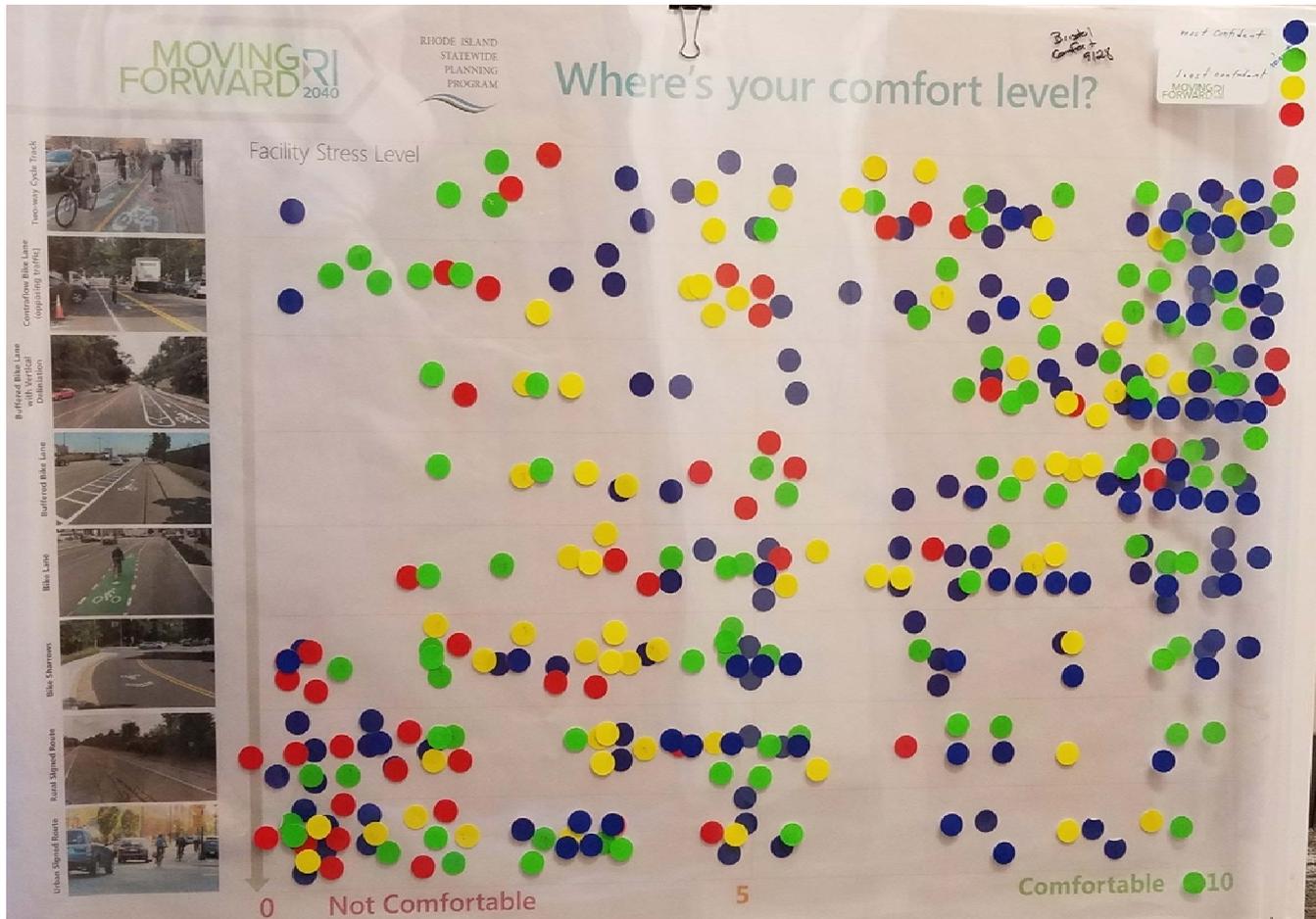
Participants identified their level of comfort riding on various types of bicycle facilities on a scale from 0 (not comfortable) to 10 (comfortable). The colored dot used to by each participant indicates the individual's strength as a cyclist with red indicating someone is not confident. Confidence increased from red to yellow to green and to blue for the strongest cyclists.

Working from top to bottom, the facilities evaluated were: Two-way cycle track, Contraflow bicycle lane (opposing traffic), Buffered bicycle lane with vertical delineation, buffered bicycle lane, bicycle lane, bike sharrows (share the road), rural signed bicycle route, and urban signed bicycle route.

- The majority of participants would be comfortable using a two-way cycle track, buffered bicycle lanes with vertical delineators, and buffered bicycle lanes without vertical delineation.
- Contraflow bicycle lanes and typical bicycle lanes were found to be comfortable for over half of participants, and most participants indicated they were at least somewhat comfortable on each of these facilities.
- Many participants suggested they would be comfortable in a bicycle lane or a contraflow bicycle lane but feedback was mixed. RI has had little exposure to contraflow lanes, one recently opened in Central Falls.
- Comfort using shared bicycle facilities (sharrows) was mixed across all comfort levels.
- Signed bicycle routes (rural and urban) were found to be not comfortable by about half of participants.



*Figure 2 Narragansett Public Workshop  
September 25, 2017*



Facility Type	TOTAL	Not interested 0	1	2	3	4	Somewhat Comfortable 5	6	7	8	9	Comfortable 10
Two way	50	0	1	0	2	5	5	2	7	8	5	15
Contraflow	45	0	3	1	3	3	8	1	4	6	5	11
Buffered, Vertical delineation	48	0	0	0	2	4	2	0	0	9	11	20
Buffered bike lane	42	0	0	0	2	5	3	3	3	5	7	14
Bike Lane	46	0	0	1	2	7	6	4	6	7	3	10
Bike Sharrows	48	0	6	4	6	8	9	1	5	2	2	5
Rural Signed route	50	1	9	10	1	7	11	2	3	3	1	2
Urban signed route	50	0	14	9	2	9	7	0	1	3	2	3

**I would like to use my bike to...**

A sample of some representative comments shared at this station is below.

- Commute to work
- Make connections to peak trains on Amtrak and MBTA
- Ride on safer and contiguous bike infrastructure
- Recreation/exercise
- Explore the state (including the beaches and coast)

**Network gaps and needs**

Finally, participants were given an opportunity to illustrate and comment on network gaps, needs, and opportunities on statewide maps. The five county maps used for this exercise are attached to this deliverable.

**Station 5- All aboard!**

**Public Transportation is...**

A sample of some representative comments shared at this station is below.

- Essential but network can be improved (route coverage and frequency)
- Not very popular
- Freedom from having to drive and park
- Essential to reducing greenhouse gas emissions and climate change impacts
- Needed in Washington County
- Unknown by many- need more public awareness i.e. 6 o'clock news, MBTA commuter line



**I would like to use public transportation to...**

A sample of some representative comments shared at this station is below.

- Reduce car dependency
- Light rail in Providence and surrounding towns
- In general more ferries crossing the Bay from east to west, north to south
- Hop on/hop off bus in Providence for winter nights out.
- Expand my choices
- Serve health centers, put health clinics on transit routes

**Network gaps and needs**

Finally, participants were given an opportunity to illustrate and comment on network gaps, needs, and opportunities on a statewide map. The map used for this exercise is attached to this deliverable.

**Improving Public Transportation**

Participants identified how they would improve public transportation service and amenities through dot voting and discussion with facilitators.

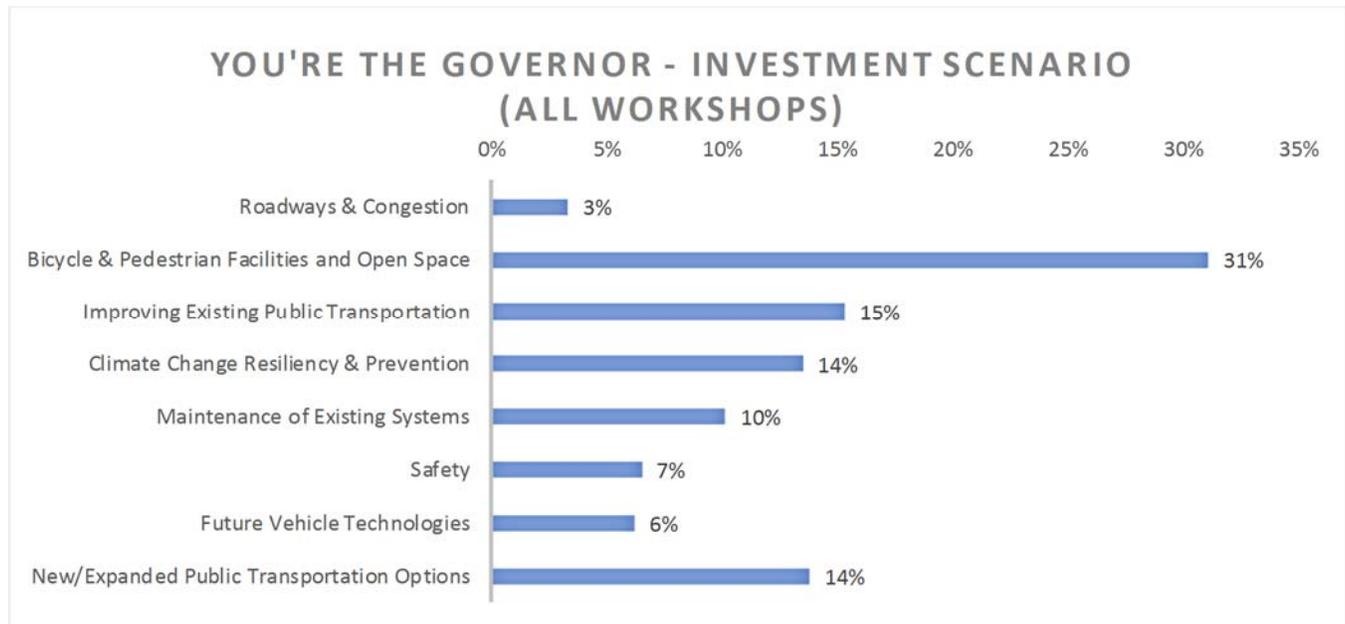
- Increasing service frequency was the most common top priority identified.
- Improving intermodal connections was the top enhancement identified by participants while improved access to information, improved bus shelters and stops, and integrated fares all ranked closely as a second priority. Maintenance/snow removal and a smart phone application ranked as the lowest priorities.
- New public transportation hubs, where riders could access major residential and employment areas were a commonly identified need.
- Improved access to rural communities through some form of public service
- Improving linkages during planning between housing and transportation to ensure adequate access by public transportation.



## Station 6 - You're the Governor

This station challenges participants to choose between various transportation needs by investing in each improvement in a fiscally constrained exercise

- Bicycle and pedestrian needs ranked highest with 31 percent of funds.
- Improving existing public transportation and expanded public transportation received 15 percent and 14 percent respectively, summing to 29 percent of funds.
- Climate change and resiliency received 14 percent of funds.



### If I were Governor I would build...

A sample of some representative comments shared at this station is below.

- Connections from neighborhoods to shopping/businesses
- Ride the Bus campaign to increase ridership
- Dedicated right-of-way for bikes/pedestrians/bus- shifted over from roads
- Convene stakeholders to get sidewalks and bus stops cleared of snow
- Pedestrian district in Providence
- Enforce speeding violations and improve pedestrian safety
- A southern bus hub that allows folks of all incomes the freedom to work and travel freely
- Additional pathways specifically to ease congestion south of Providence during rush hour
- Improve safety and comfort for non-automobile traffic

## Station 7- What are your Transportation Goals?

The final comment board gave participants an opportunity to share any remaining thoughts that had not been addressed at prior stations and encourages everyone to think toward the future of the big picture of transportation. Finally, this station tries to connect with the public online to keep the conversation going. Key takeaways from this station are summarized below.

### What are your Transportation Goals?

A sample of some representative comments shared at this station is below.

- Connectivity with no congestion (roads, bridges for bikes, cars, etc.)
- Walkable communities
- Safer mobility
- Reduce environmental impacts
- Car-free future
- More bike friendly businesses
- Expanded routes in the northern and western parts of Rhode Island
- Safe comprehensive RI Intermodal transit system



Attendees were encouraged to visit the project website [www.PlanRI.com](http://www.PlanRI.com) or to contact the project lead if they have any questions or additional comments.



# Attachments



# MOVING FORWARD

RI  
2040

## Long Range Transportation Plan & Bicycle Mobility Plan

*Discovery Workshop Summary*

October 2017

# September Discovery Workshops



## Station 1 – Why are you here?

Learn more about RI Moving Forward and how you can help us.

## Station 2 – Choices, Choices...

Transportation is full of choices. Learn more about your options—including some you didn't know you had.

## Station 3 – Tell us about yourself

Take a few minutes to take our transportation survey.

## Station 4 – All about bikes

A station dedicated to cycling in Rhode Island.

## Stations

## Station 5 – All aboard!

Share your thoughts on public transportation in Rhode Island.

## Station 6 – You're the Governor

How would you spend your money on transportation?

## Station 7 – What are your #TransportationGoals?

Share your goals here or on social media to keep the conversation going.

# Station 1 – Why are you here?



## Station 2 – Choices, Choices



- Many workshop participants identified that they use a personal automobile very frequently to travel in Rhode Island. This was followed next by bicycle.
- Bus, train, and ferry use 'Infrequently'.
- Most participants indicated that they never use rideshare services.

Norfolk  
1/27/17



RHODE ISLAND  
STATEWIDE  
PLANNING  
PROGRAM



## My commute is...

- Short, but frustrating- lots of congestion on 95
- Quick ride down I-95. Would love more bike/bus options
- Bike to train station, train to Boston. Wish I had bus option when it rains or when working late. Bus schedule is limited.
- Walking/taking RIPTA, about 1/2 hour
- Drive solo only 5 miles. Should but don't bike more. Downtown traffic
- MBTA to Boston
- Work from home in Pawtucket
- Mostly walking with some biking (where its flat) and Lyft when it's over 2 miles. I wish I took the bus more often!
- Too hilly to bike
- I'm a lucky one... 5-minute commute by bike on bike path! "Be the change you want to see".
- 45 minutes driving to Providence, 1 hour driving home by car but I would love to take the bus to North Kingstown and Providence
- Too unpredictable
- Is it worthwhile to use smaller buses rather than huge (i.e. 1 size does not fit all or cost is prohibitive)
- Slow, unbearably long
- A delightful 10 minute bike ride punctuated by 2 minutes of horror on Elmwood Ave.
- Trips to Providence during rush hour are exhausting

I'm a lucky one...

5 min commute by bike on a bike path

too unpredictable

one mile!  
Although it can be tedious  
since there are no sidewalks  
or bike paths I do have to  
walk and would work this if  
there were some walking/bike  
road or paths.

45 mins driving  
1 hr driving home  
stressful  
distorted  
etc.

about 3 days/week

days, modes.

# Station 2 – Choices, Choices

**MOVING FORWARD RI 2040**  
RHODE ISLAND STATEWIDE PLANNING PROGRAM

## Connected and Autonomous Vehicles

### Connected Vehicles

Vehicles equipped with computing and communications equipment that allow them to "talk" to one another.

- Vehicle-Vehicle (V2V) communication between multiple vehicles. This allows vehicles to work cooperatively.
- Vehicle-Infrastructure (V2I) communication between a vehicle and nearby infrastructure (sign, traffic light, work zone) to share information.
- Vehicle-Anytime (V2X) communication between a vehicle and a mobile device (smart phone) to open up communication between a vehicle and a person (pedestrian, cyclist).

**Benefits**

- Enhance safety.
- Improve mobility and efficiency.
- Reduce environmental impacts through congestion reduction.
- Increase data availability to enhance decision-making.

**Autonomous Vehicles**

Autonomous vehicles have started to...

Would you ever **operate** a connected vehicle?

0 Never Absolutely! 10

Would you ever **ride** in a connected vehicle?

0 Never Absolutely! 10

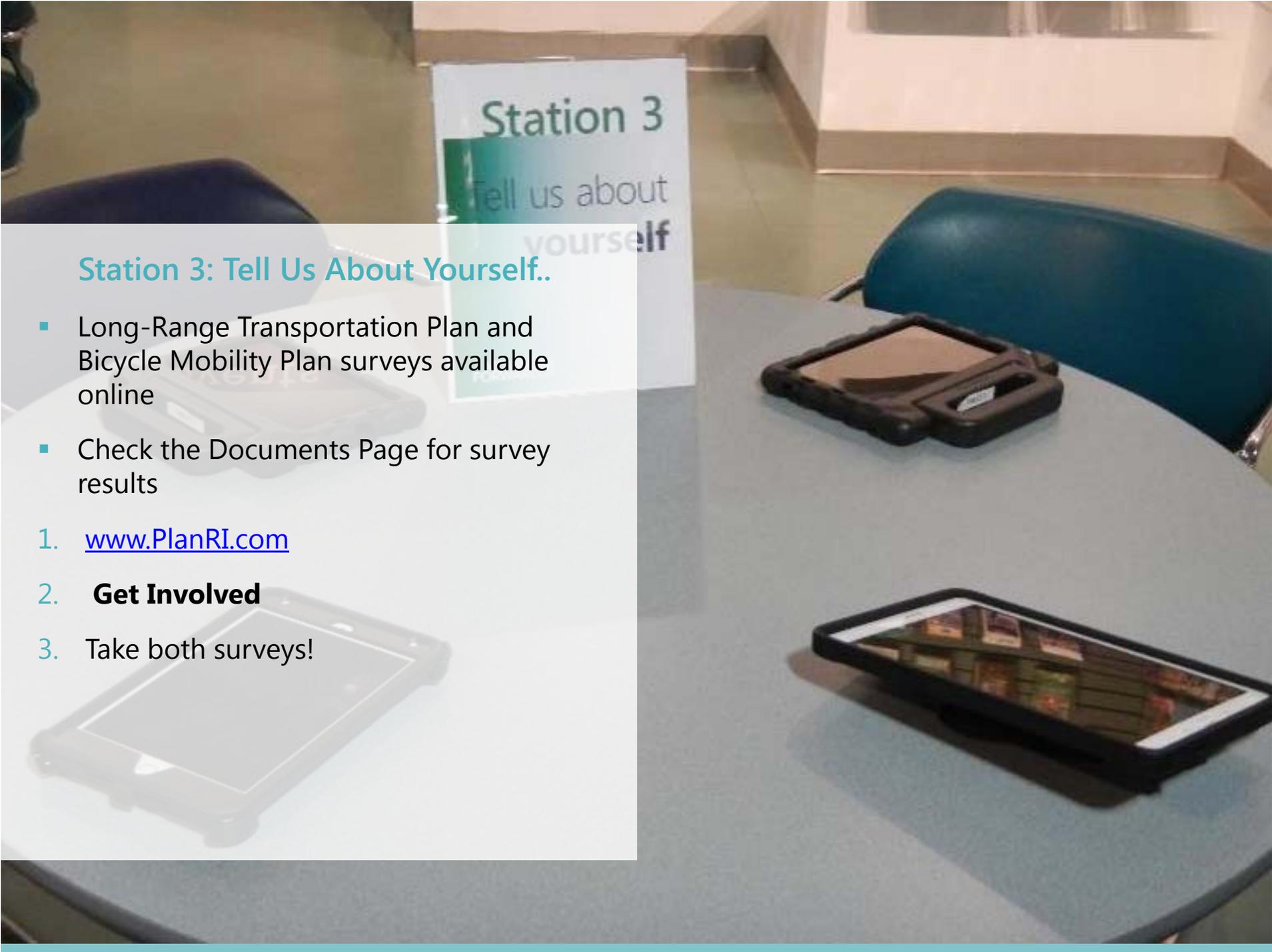
Would you ever **operate** a driverless vehicle?

0 Never Absolutely! 10

- Most people were not aware of connected vehicles and would not have distinguished them as different from autonomous or "driverless" vehicles.
- Less familiarity with connected vehicles resulted in a mixed response to operating a connected vehicle.
- No grey area....participants noted either total support or total rejection of driverless vehicles.
- Participants are mostly receptive to operating or riding in connected vehicles. However, more reservations toward driverless vehicles.

## By 2040, transportation technology could...

- Make my commute effortless
- Be a distraction from emissions and traffic reduction of a good public and intermodal transit system
- Eliminate traffic crashes and deaths/injury
- Enable much more connectivity transit hubs
- Keep transportation moving
- Prioritize ped, bike, bus and lights on roads
- Reduce the demand for parking and free up land for parks and development opportunities
- Reduce greenhouse gas emissions
- Electric bicycles
- Make more use of ferries to Providence- get people off the road and into beauty
- Be run on renewable energy
- Be driverless
- Be the end of single occupancy autos
- Improved traffic flow
- No one will own cars- just call to have one bring you where you want to go
- Be flying drone vehicles

A photograph of a public information station. A white sign on a stand reads "Station 3" in large green letters, with "Tell us about yourself" in smaller black letters below. The sign is placed on a light blue table. Two tablets are on the table: one in a black protective case is open and lying flat, displaying a grid of images; the other is in a black case and is closed. A teal chair is visible behind the table. A semi-transparent white text box is overlaid on the left side of the image.

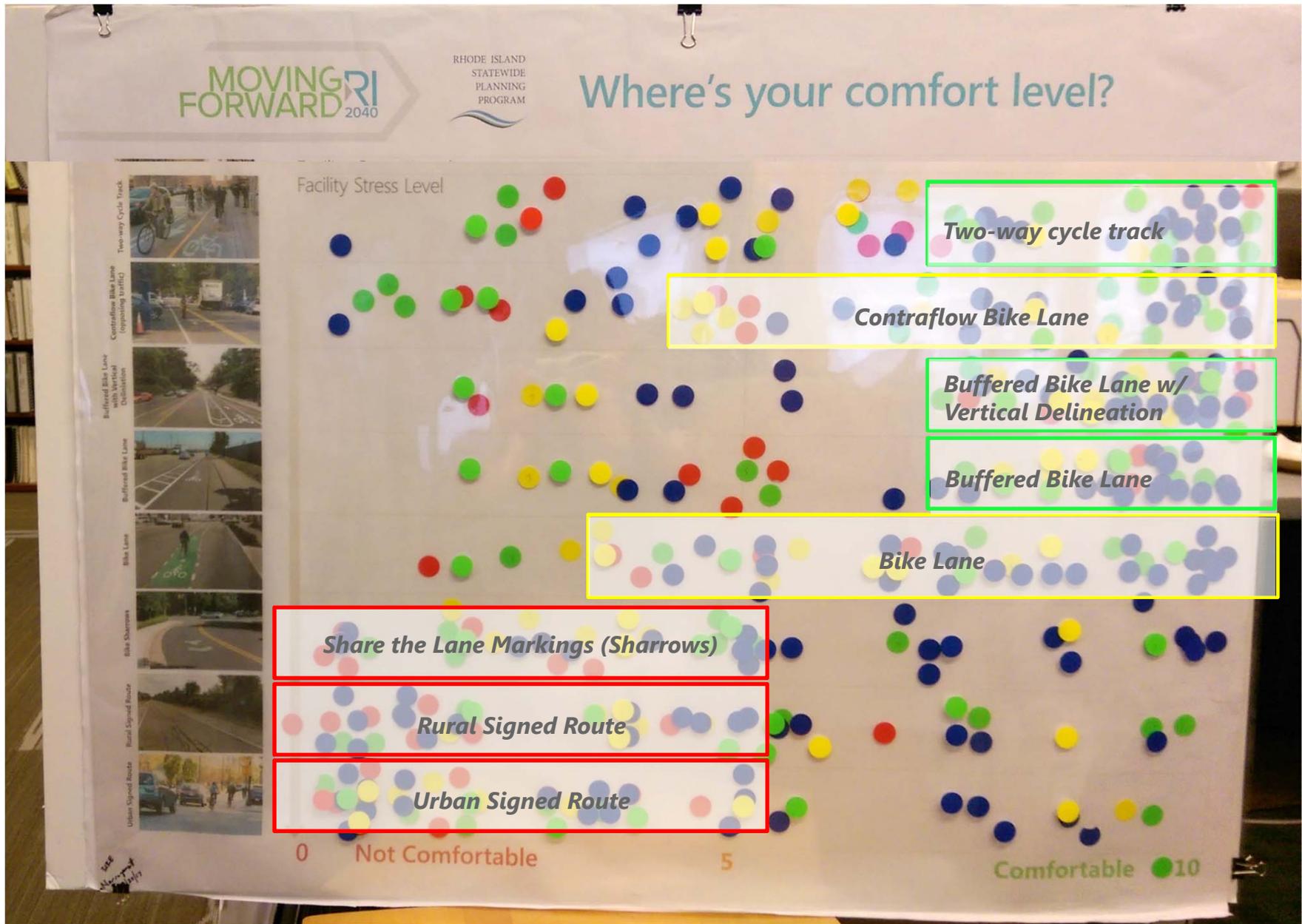
## Station 3

Tell us about  
yourself

### Station 3: Tell Us About Yourself..

- Long-Range Transportation Plan and Bicycle Mobility Plan surveys available online
  - Check the Documents Page for survey results
1. [www.PlanRI.com](http://www.PlanRI.com)
  2. **Get Involved**
  3. Take both surveys!

# Station 4 – All about bikes



# I would like to use my bike to...

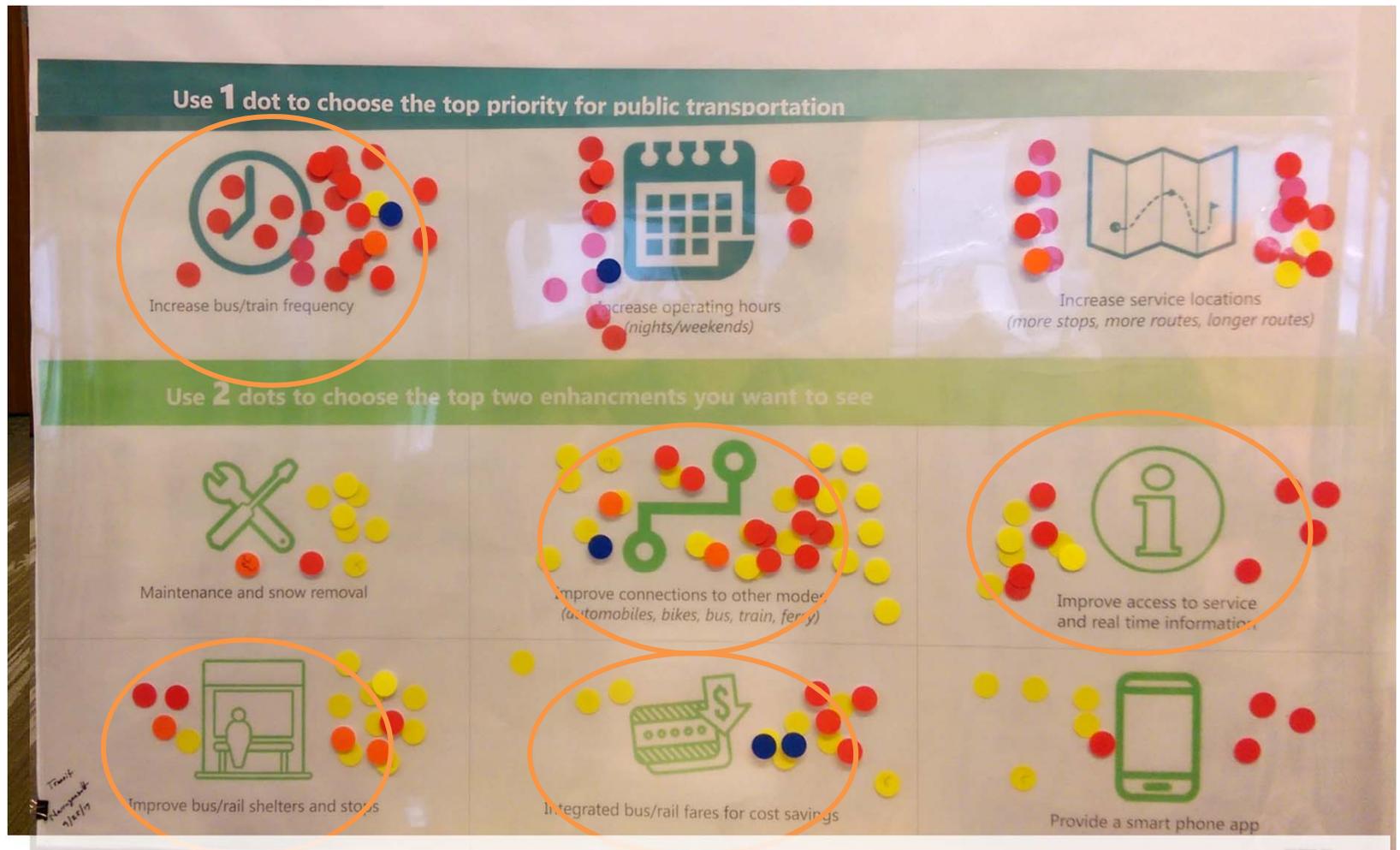
Raw 9/21

- Get more kids off the bus or car and pedaling or walking to school
- Explore this gorgeous state!
- Teach others how to stay healthy and fit.
- Run errands or get to work
- Make me healthy
- Ride my bike to work more
- Bike to local paths, local shops, recreate, enjoy nature, to great eateries, local events
- Errands if communities were smaller, stores closer
- Get on peak trains on Amtrak and MBTA
- Connect EBBP to Mt. Hope Bridge

ride my bike to work more

- Use rail line from Fall River, MA to Newport (rails to trails)
- Ride everywhere- but feel safe doing it!
- Go from Narragansett to Newport. Create bike paths or bike lanes on the 2 bridges.
- Ride to work
- Ride an entire loop around the State: from Newport to Bristol to Providence to Narragansett to Jamestown back to Newport
- Ride to Newport and Cape Cod using the Tiverton Bike Path (Greenway)!!!
- Safely transit around RI
- Ride on Tiverton Bike Path

# Station 5 – Improving Public Transit



- New public transportation hubs, where riders could access major residential and employment areas were a commonly identified need.
- Improved access to rural communities through some form of public service
- Improving linkages during planning between housing and transportation to ensure adequate access by public transportation.

# I would like to use public transportation to...

*Bus stops at 118 are unsafe - emergency, no sidewalks.*

*Bring RIPTA #14 up Narragansett Ave + Kingstown Rd, with stop @ Senior center.*

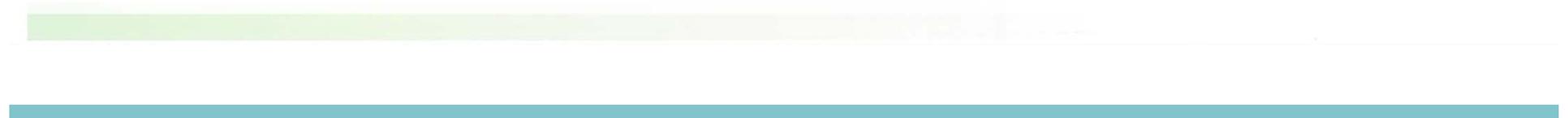
*Some people would like to take the Wickford train on weekends.*

- Reduce my car use
- Provide light rail in Providence and surrounding towns
- Promote the use of more sustainable travel alternatives
- Increase choices for people to get where they need to go, especially for an aging population that wants to maintain independence but should be driving anywhere
- Improve the quality of life in our cities, and increase opportunities for people to interact with our diverse populations
- Greatly expand my choices
- Align public/affordable housing money with transit. Make sure there is transit and sidewalks near housing
- Ride the Wickford Train on weekends.
- Need year round Newport to Providence ferry
- In general more ferries crossing the Bay from east to west, north to south, particularly in the upper bay.
- Get around RI w/out a car- intermodal in all ways
- Get from Newport to Washington County efficiently by bus (or train!) and by bike (bike path on the Pell Bridge)
- Hop on/hop off bus in Providence for winter nights out.

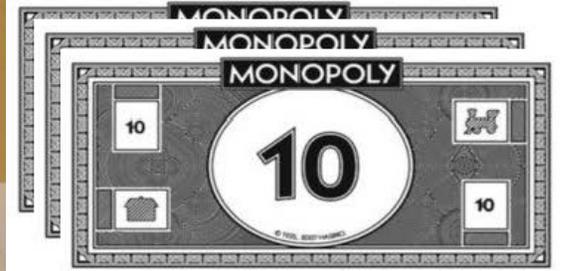
*Should be more public/affordable housing. Some people would like to take the Wickford train on weekends. Take should be more public/affordable housing. Add seating at bus stops - exp. a winter stop + stop.*

*\* How to cross state lines for medical trips!*

*Flex 15 not clear to understand. Confusing. Fort... Small pickups confusing.*



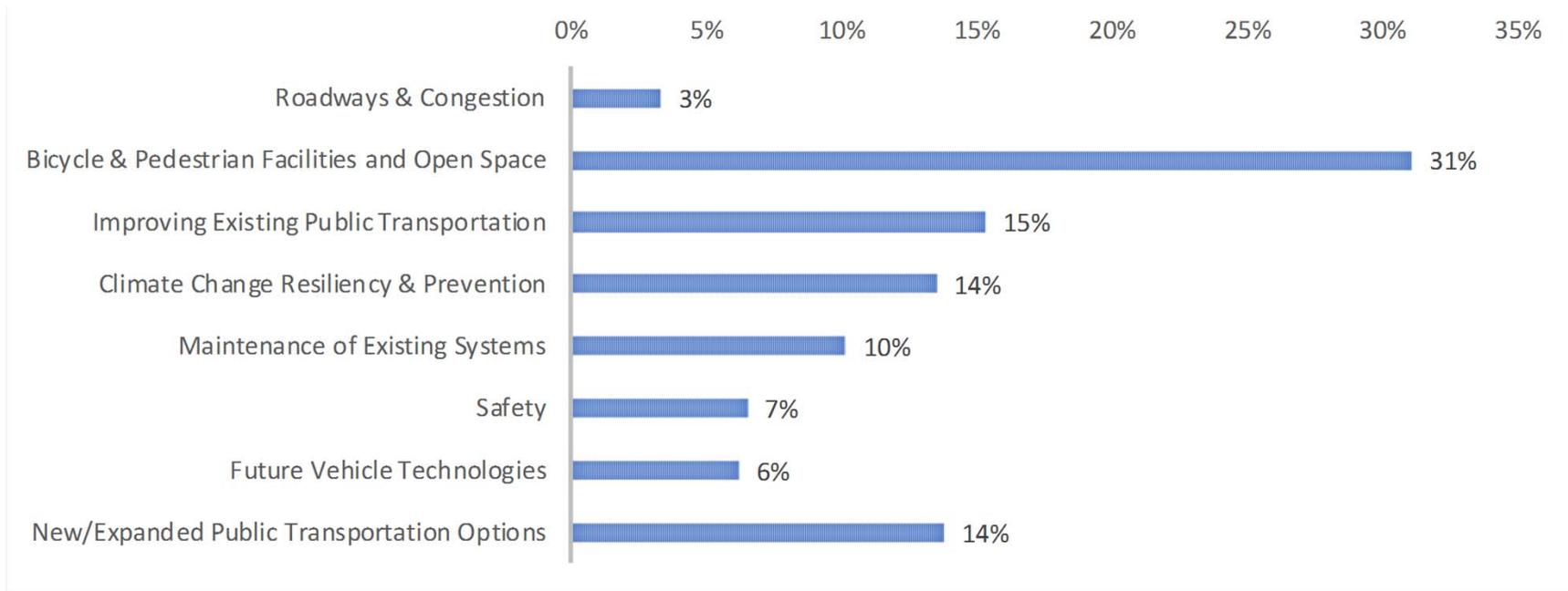
# Station 6 – You're the Governor



# Station 6 – You’re the Governor

You’re the Governor Investment Station - All Workshops

#	Category	Pawt	Narr	Bristol	Total	
1	Roadways & Congestion	\$120	\$70	\$30	\$220	3%
2	Bicycle & Pedestrian Facilities and Open Space	\$730	\$510	\$810	\$2,050	31%
3	Improving Existing Public Transportation	\$660	\$150	\$200	\$1,010	15%
4	Climate Change Resiliency & Prevention	\$430	\$280	\$180	\$890	14%
5	Maintenance of Existing Systems	\$270	\$190	\$210	\$670	10%
6	Safety	\$180	\$120	\$130	\$430	7%
7	Future Vehicle Technologies	\$140	\$110	\$160	\$410	6%
8	New/Expanded Public Transportation Options	\$440	\$290	\$180	\$910	14%
		<b>\$2,970</b>	<b>\$1,720</b>	<b>\$1,900</b>	<b>\$6,590</b>	100%





*a Southern Bus Hub that allows folks of all incomes the freedom to work*

- Connections from neighborhoods to shopping/business
- Build an intra-state rail system
- Create a Ride the Bus campaign to encourage bus riding
- Electric ferry service on the upper Bay (Providence, Quonset, Bristol, Barrington....)
- Build a system of rapid bus transit throughout the State
- Convene stakeholders to get sidewalks and bus stops cleared of snow
- Create open spaces and green spaces that draw people to them
- A southern bus hub that allows folks of all incomes the freedom to work and travel freely

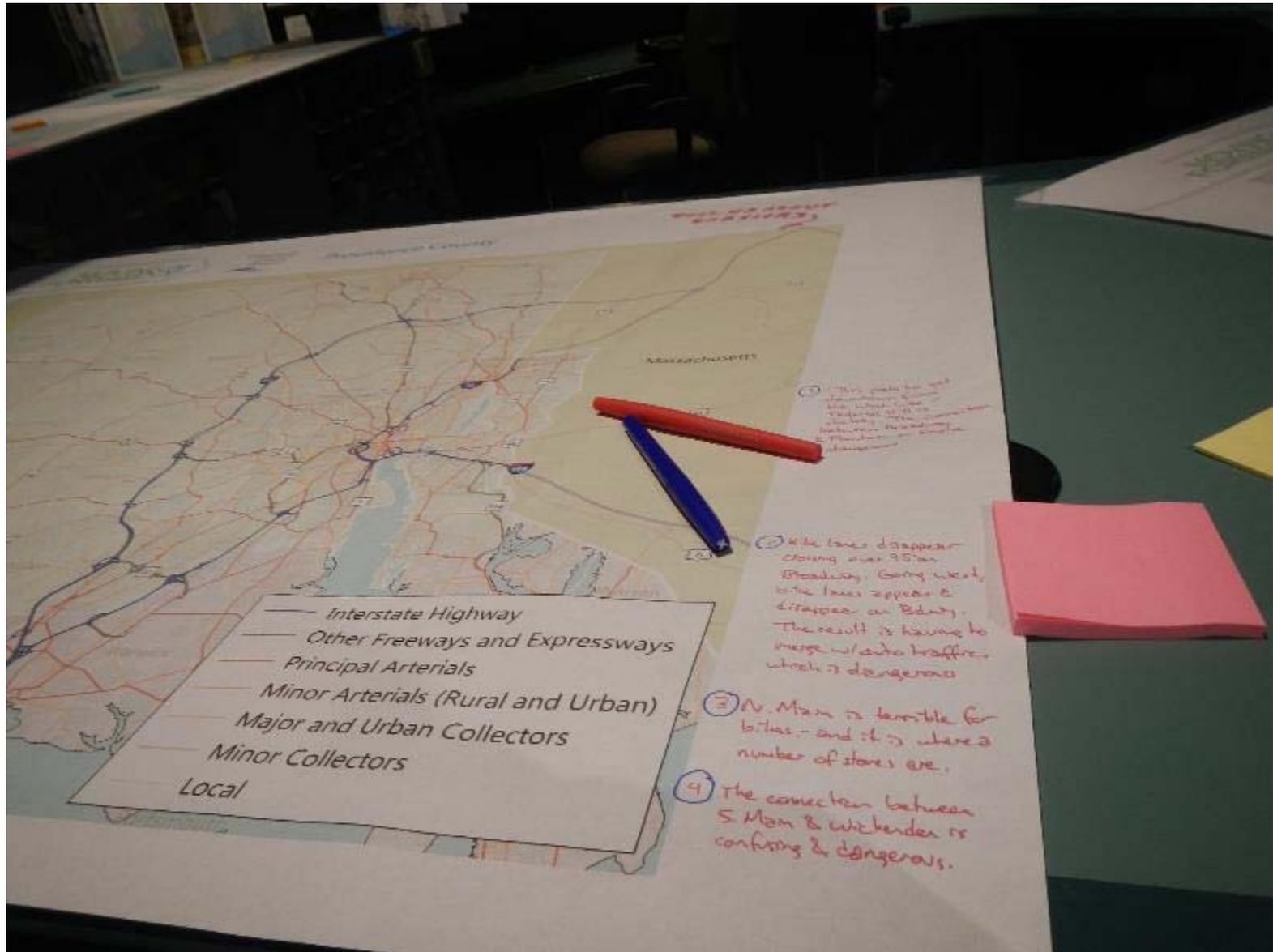
## If I were Governor, I would build...

*less re-development + more eco-systems along our coastline (dunes, etc.)*

*Climate change protection/resiliency*

- Bike paths leading to all the Charlestown Beaches and all beaches on the southern coast to connect with safe roadways
- More bridge cross-over bike/walk accessibility
- Climate change protection/resiliency
- Carpool/HOV lanes on I-95, Route 4, Route 1
- The Mount Hope Bay Greenway Bike/Pedestrian rail trail (Sakonnet bridge to MA state line)
- Intermodal System/Stations around RI
- Connect East Bay Bike Path to Blackstone, West Bay paths. (Bristol through Providence to Narragansett)
- A public/private funded train system (subway or light rail) to reach major cities and Providence commuters

# Station 7 – What are your transportation goals?



## What are your #TransportationGoals?

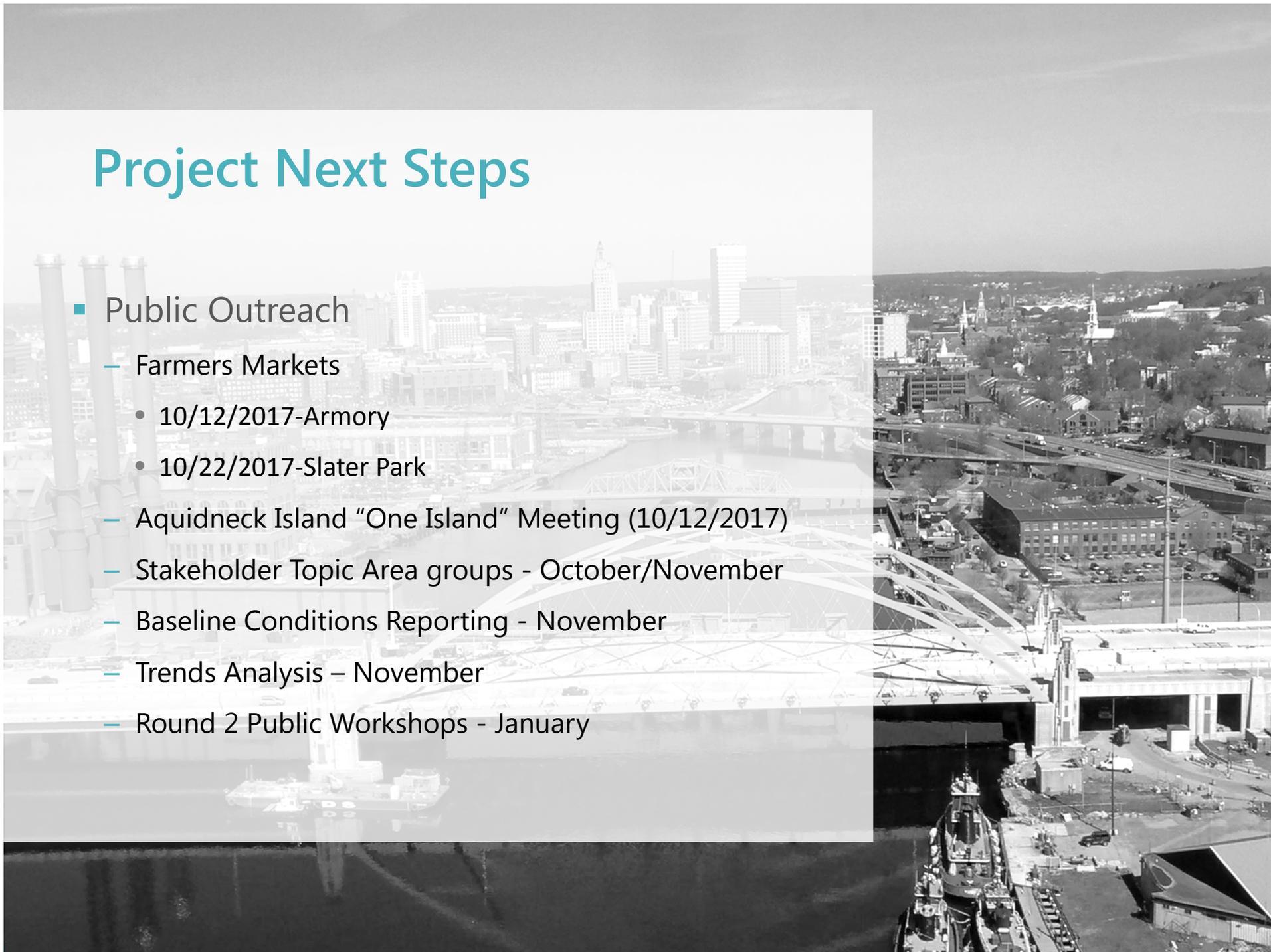
Share your #TransportationGoals with us here, on Facebook, and on Twitter.

Don't let the conversation end here!

- Connectivity with no congestion (roads, bridges for bikes, cars, etc.)
- Economic development/transit oriented development
- Revitalize Narragansett Bay as RI asset
- Walkable communities
- I want to be able to safely bike in the city I live in
- Transit seen as an economic, environmental and mobility opportunity
- Reduce carbon emissions
- Bike paths that connect to one another and to cities
- Maintain what you build. Project management is cheaper than new.
- Prioritize complete streets
- Increase by 50% the number of school age children biking and walking to/from school
- Commuter rail that is state run, more frequent, and State-wide
- Network of charging stations for electrical vehicles
- Safety- distracted driving/biking
- More use of technology to enforce driving laws e.g., speed cameras on Pell Bridge
- Educated driving public: safety, distracted driving, public transportation
- More sustainable transportation
- A self-driving electric carshare

# Project Next Steps

- Public Outreach
  - Farmers Markets
    - 10/12/2017-Armory
    - 10/22/2017-Slater Park
  - Aquidneck Island "One Island" Meeting (10/12/2017)
  - Stakeholder Topic Area groups - October/November
  - Baseline Conditions Reporting - November
  - Trends Analysis – November
  - Round 2 Public Workshops - January





# MOVING FORWARD

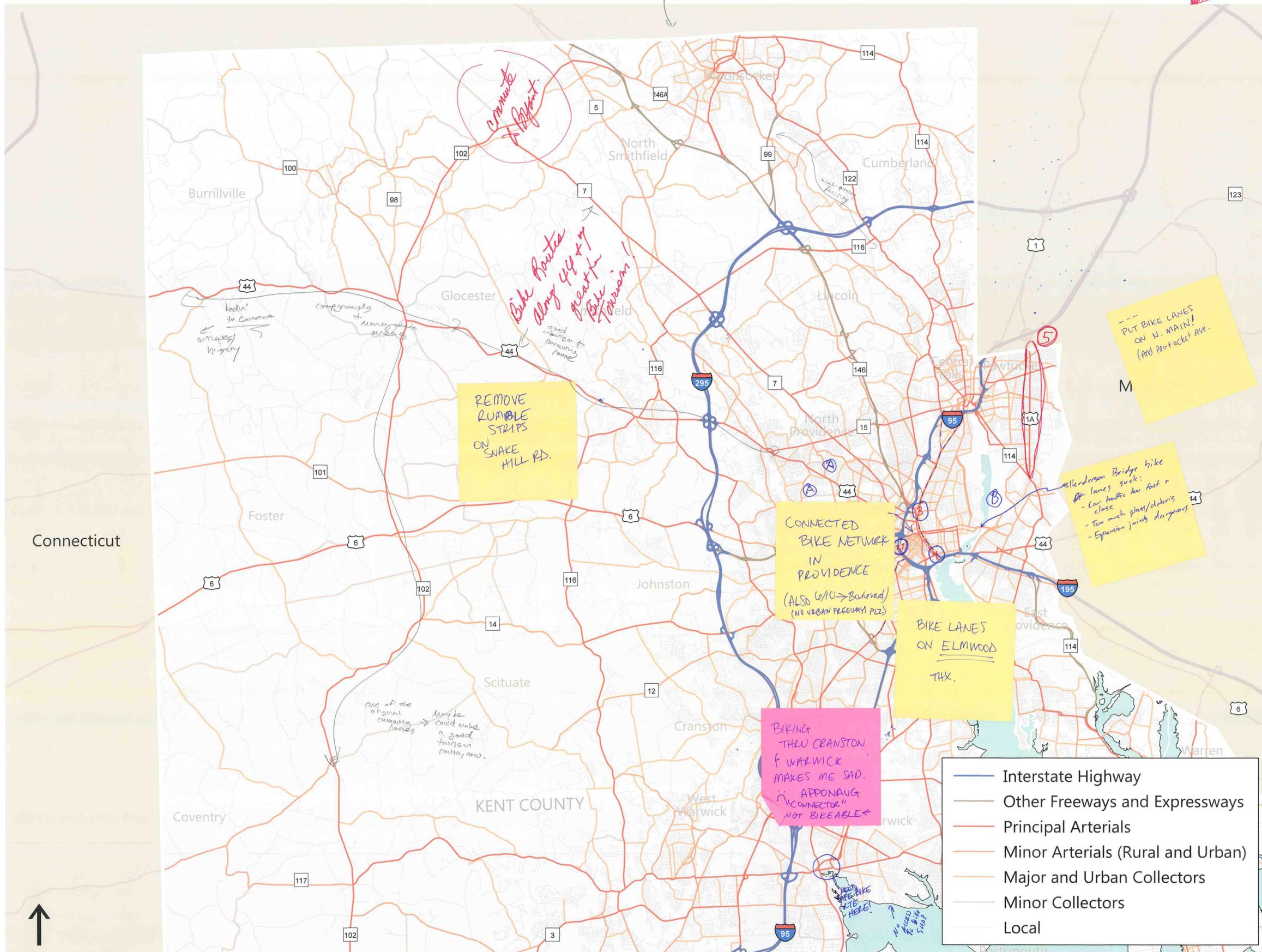
RI  
2040

## Long Range Transportation Plan & Bicycle Mobility Plan

*Discovery Workshop Summary*

October 2017

**TELL US ABOUT BARRIERS**



- Bike path on all of N. Main in PVD. tons of room and cars drive too fast
- RT 146 Sayles Hill Rd 146 Interchange. Remove Left Turn Access To Thomme Rd South Side Sayles Hill Rd 146
- RT 114 No Bike Lanes Small Shoulder
- 5 Can't bike safely at all on Newport Ave puncture
- 8 Consider East Bay Path to Pawtucket connection along East Paw waterfront as it develops
- A develop bike (mostly on-road) infrastructure to access colleges, RUC, PC, with many potential users. Consider bike/ped bridge across Wamsutter River in Allendale area
- 1 - This path to get downtown from the West Side / Federal Hill is sketchy. The connection between Broadway & Fountain on Empire is dangerous. East Bay Bike Path to 10 mile highway - Moshannon
- 2 Bike lanes disappear crossing over 95 on Broadway. Going west bike lanes appear & disappear on Bdwy. The result is having to merge w/ auto traffic, which is dangerous
- 3 N. Main is terrible for bikes - and it is where a number of stores are.
- 4 The connection between S. Main & Wickenden is confusing & dangerous.

REMOVE RUMBLE STRIPS ON SNAKE HILL RD.

CONNECTED BIKE NETWORK IN PROVIDENCE (ALSO w/ I-295 Boulevard) (NO URBAN FREEWAYS PLZ)

BIKE LANES ON ELMWOOD THX.

BIKING THRU CRANSTON & WARWICK MAKES ME SAD. "CONNECTOR" NOT BIKEABLE

PUT BIKE LANES ON N. MAIN! (AND PORTUCKET AVE.)

Anderson Bridge bike lanes suck: - Car traffic too fast & close - Too much glass/debris - Expansion joints dangerous

commute to airport

Bike Routes along 44 & 7 great for bike tourism!

plans to connect down

lead in to Connecticut antique/museum

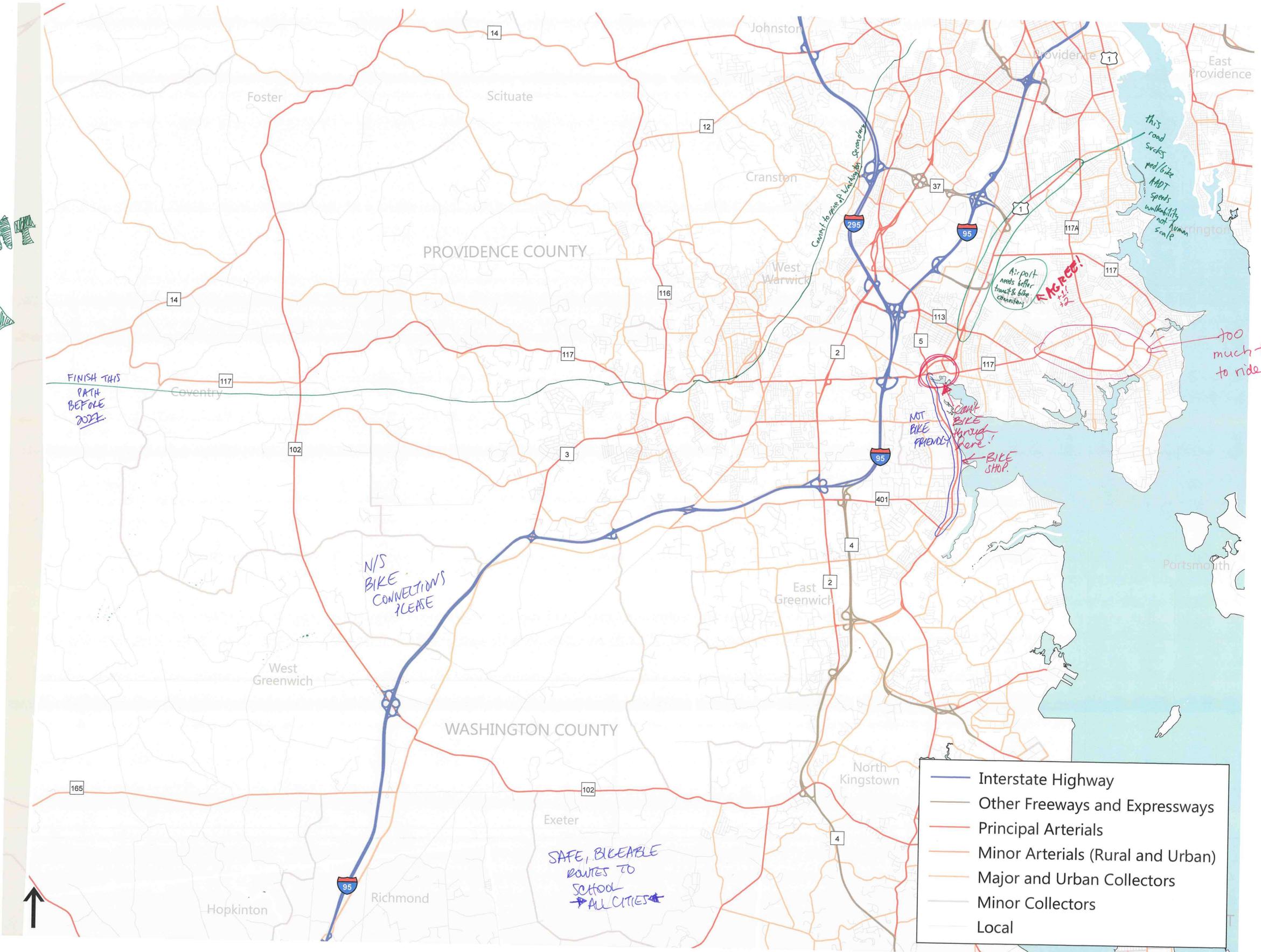
one of the original commuting routes - May be could make a good tourism route, now.

W. Main to bike stop



	Interstate Highway
	Other Freeways and Expressways
	Principal Arterials
	Minor Arterials (Rural and Urban)
	Major and Urban Collectors
	Minor Collectors
	Local

**Kent County**



**LEAVE A COMMENT**  
(OR TWO)

FINISH THIS PATH BEFORE 2022.

N/S BIKE CONNECTIONS PLEASE

SAFE, BIKEABLE ROUTES TO SCHOOL  
ALL CITIES

- Interstate Highway
- Other Freeways and Expressways
- Principal Arterials
- Minor Arterials (Rural and Urban)
- Major and Urban Collectors
- Minor Collectors
- Local

this road sucks ped/bike MDT speeds walkability not human scale

Airport needs better transit/bike connections

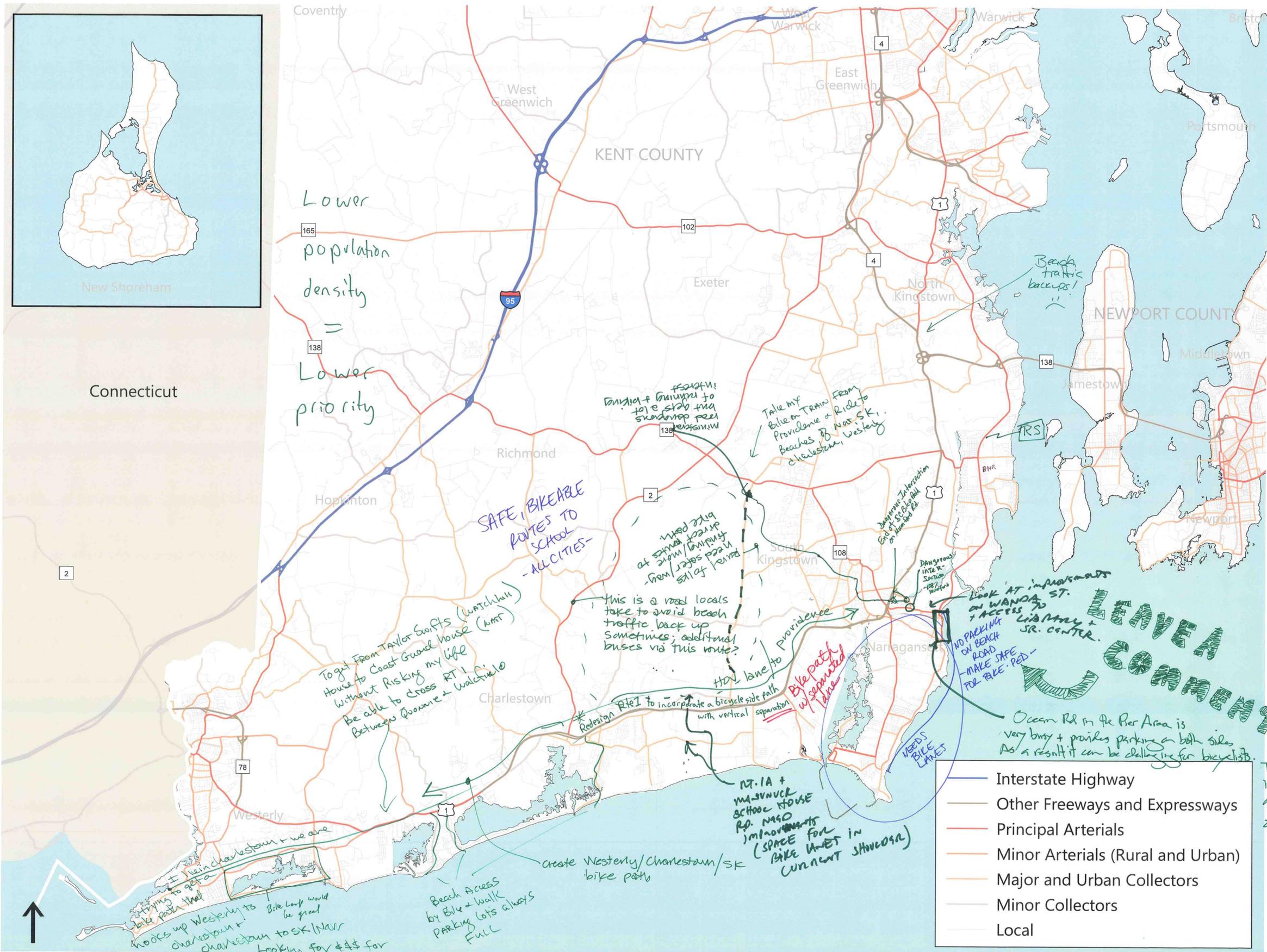
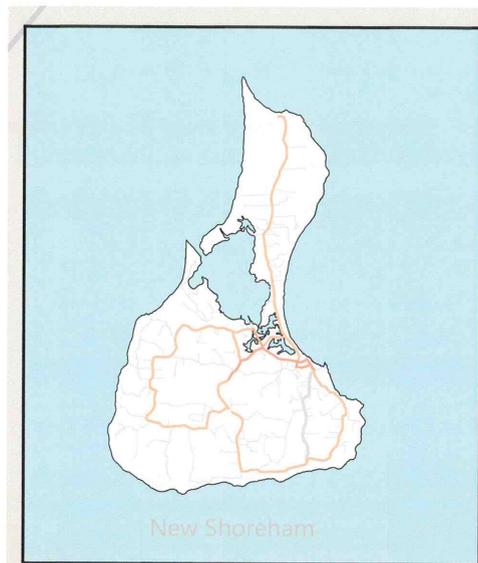
NOT BIKE FRIENDLY  
can't bike through here!  
BIKE SHOP

too much traffic to ride bike

Cranston & Warwick need to car more about bike infrastructure



# Washington County



Lower population density = Lower priority

SAFE, BIKEABLE ROUTES TO SCHOOL - ALL CITIES-

To get from Taylor Swifts (watchman) House to Coast Guard house (AMT) Without Risking my life Be able to cross RT 1 in Between Quoniam + Watchman

this is a road locals take to avoid beach traffic back up sometimes; additional buses via this route?

need sign at signal to stop for emergency - from stops on side of road

Take my Bike on Train From Providence + Ride to Beaches of West. Charlestown

Look at improvements on WANDA ST. + ACCESS LIBRARY + SR. CENTER. NO PARKING ON BEACH ROAD - MAKE SAFE FOR BICYCLISTS

Ocean Rd in the Pier Area is very busy + provides parking on both sides As a result it can be challenging for bicyclists.

RT 1A + MAJOR SCHOOL HOUSE RD. NEED IMPROVEMENTS (SPACE FOR BIKE LANES IN CURRENT SHOULD)

create Westerly/Charlestown/SK bike path

Beach Access by Bike + walk PARKING lots always FULL

hooks up Westerly to Charlestown + we are looking for \$\$\$ for a feasibility study.

Also \$\$\$ for bike/walk paths to the beach.

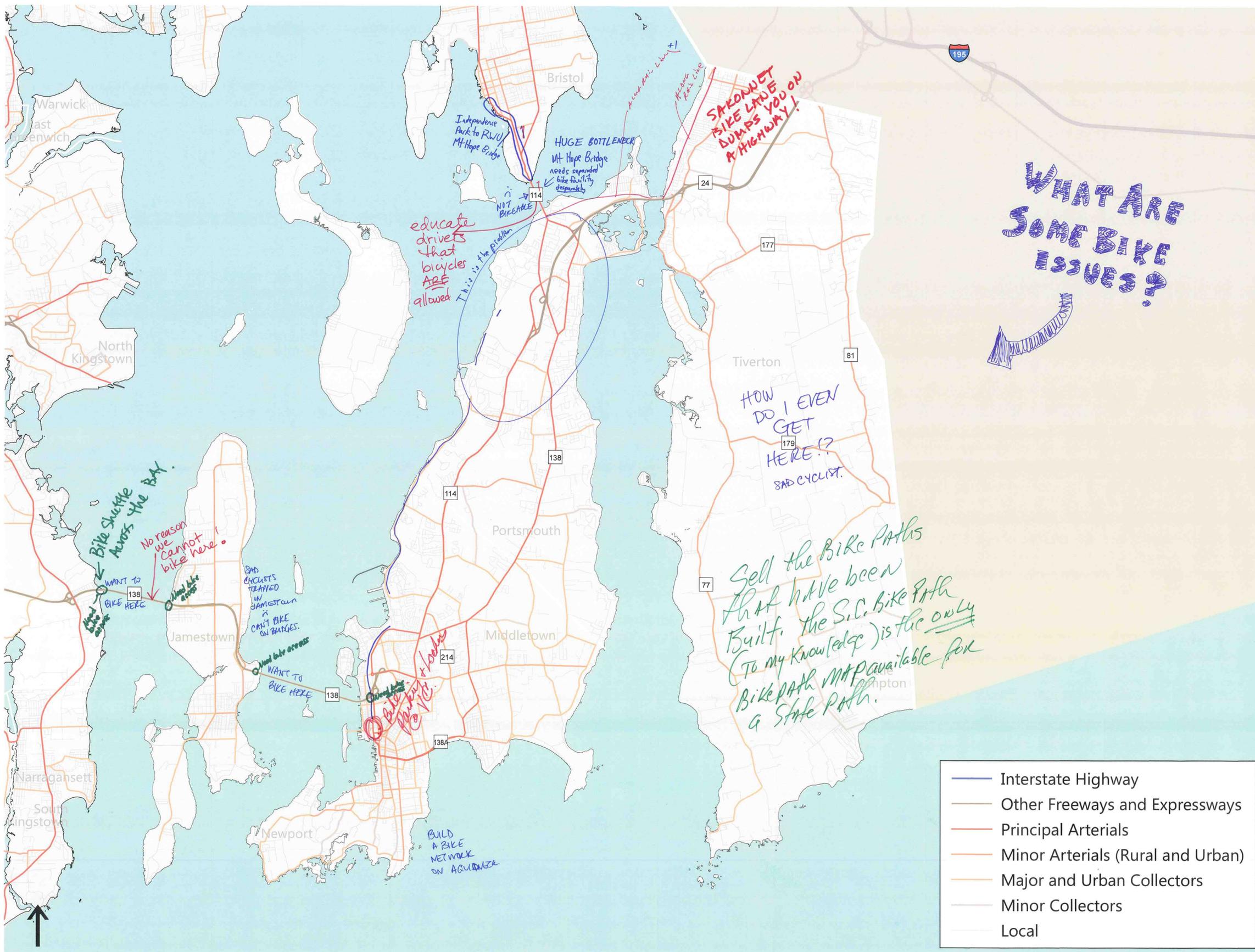
Poor visibility of road + bike path crossings - namely: \* Kingstown Rd + S.E. bike path & in Peace St \* Kingstown Rd., bike path -> Railroad

BNR Takes out on Boston Neck Road from Beach North to Brigstow Road Needs better marking and enforcement of no parking on Boston Neck

Note RS Route 1A is NOT a bicycle-friendly place. Motorists fail to leave enough clearance and often do not even see bicyclists. Need signage and LANE MARKINGS.

**LEAVE COMMENT!**

The remainder of RT 1A is manageable for bicyclists although shoulder width south of the Pier Area is narrow



WHAT ARE SOME BIKE ISSUES?

- 1- Agreed. Bike infrastructure Bristol is nonexistent. I bike everywhere but I turned around here bc. it was too dangerous.
- MORE FREQUENCY AND LATER INTO THE EVENING AVAILABILITY FOR BUSES TO GO TO SOUTH KINGSTOWN TO NEWPORT.
- SWITCH LAST STOP ON BUS ROUTE FROM SK-D GATEWAY TO GATEWAY BEING 1st STOP INTO NEWPORT.

Sell the Bike Paths that have been built. The S.C. Bike Path (to my knowledge) is the only Bike Path map available for a State Path.

HOW DO I EVEN GET HERE? SAD CYCLIST.

educate drivers that bicyclists ARE allowed

HUGE BOTTLENECK Mt Hope Bridge needs separated bike facility desperately

SAKONNET BIKE LANE DUMPS YOU ON HIGHWAY!

Bike Shuttle Across the Bay.

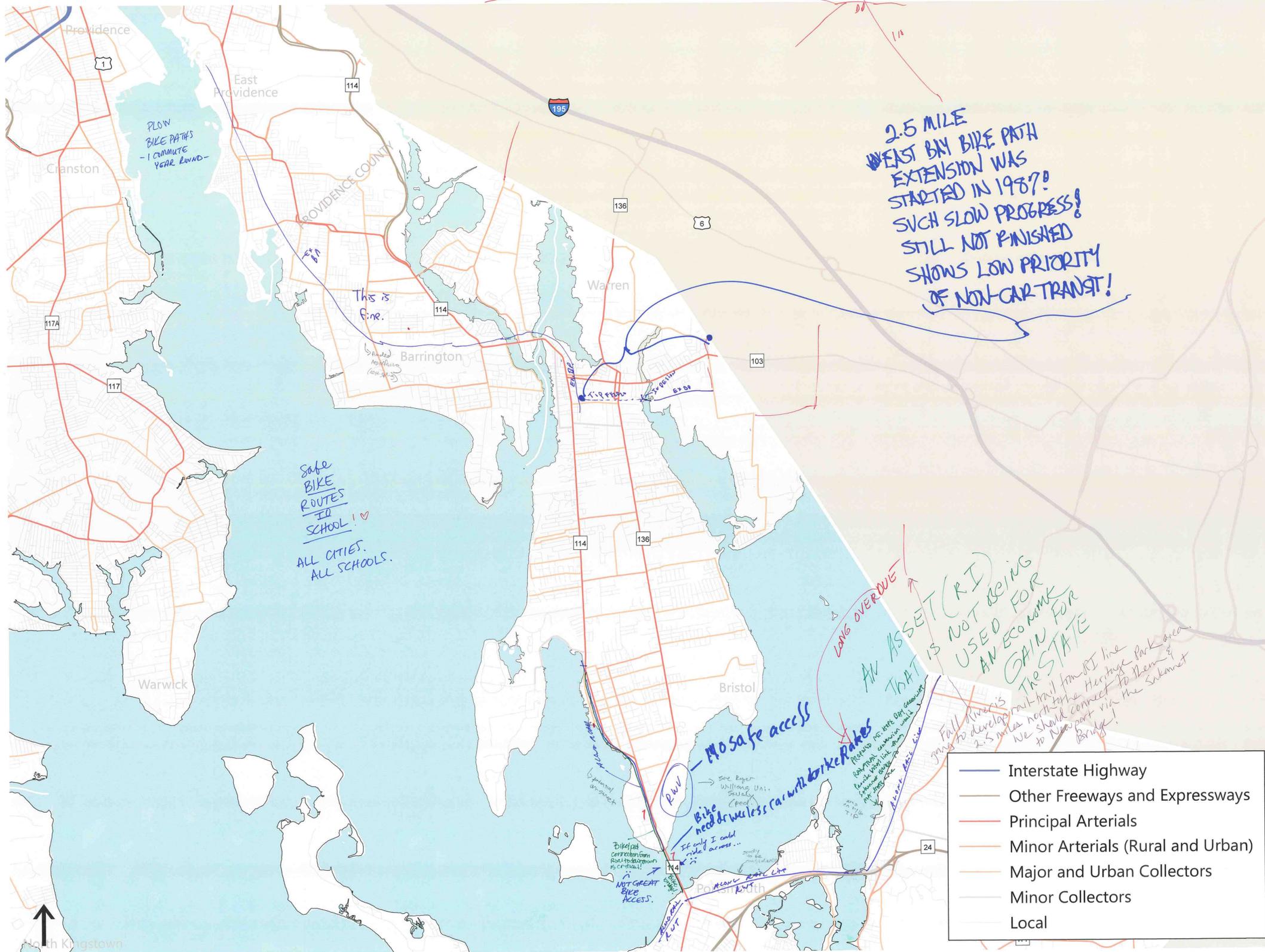
No reason we cannot bike here!

AND CYCLISTS TRAINED IN JAMESTOWN CANT BIKE ON BRIDGES.

BUILD A BIKE NETWORK ON AQUEDUCT

	Interstate Highway
	Other Freeways and Expressways
	Principal Arterials
	Minor Arterials (Rural and Urban)
	Major and Urban Collectors
	Minor Collectors
	Local

**WRITE ON ME!**



PLow BIKE PATHS - 1 COMMUTE YEAR ROUND -

This is fine.

Safe BIKE ROUTES TO SCHOOL! ALL CITIES. ALL SCHOOLS.

2.5 MILE WEST BAY BIKE PATH EXTENSION WAS STARTED IN 1987! SUCH SLOW PROGRESS! STILL NOT FINISHED SHOWS LOW PRIORITY OF NON-CAR TRANST!

There is no bike info here & it is quite dangerous to bike.

LONG OVERDUE!  
AN ASSET (RT) IS NOT BEING USED FOR AN ECONOMIC GAIN FOR THE STATE  
Fall through is going to develop rail-trail from RT line 2.5 miles north to the Heritage Park area. We should connect to them & go Newport via the Submet Bridge!

NO safe access  
Bike need driverless car with bike racks  
If only I could ride across...  
NOT GREAT BIKE ACCESS.

- Interstate Highway
- Other Freeways and Expressways
- Principal Arterials
- Minor Arterials (Rural and Urban)
- Major and Urban Collectors
- Minor Collectors
- Local

WHERE ARE TRANSIT GAPS? ADD BUS ROUTES OR STATIONS!

