



# MOVING FORWARD

RI  
2040

## Vision Public Workshop: Findings

*Long Range Transportation Plan &  
Bicycle Mobility Plan*

February 2018

# Vision Workshop

South Kingstown – 1/23/18  
Providence – 1/24/18  
Newport – 1/31/18



Long Range Transportation Plan  
Bicycle Mobility Plan





# January Vision Workshops



## Stations

### Station 1 – Why are you here?

A brief introduction to today's workshop, purpose, and goals.

### Station 2 – Vision for the future...

Step through the vision, goals, and objectives of the Long-range Transportation Plan and help us make improvements. Collaborate with others and make your edits here or leave us comments.

### Station 3 – Bicycling in the future...

Review and prioritize the goals and needs of the Bicycle Mobility Plan.

### Station 4 – You're the Governor

Fearing losses in funding, your help is needed to come up with new funding ideas.

### Station 5 – Path to No Where

Which bicycle network gaps should we close first?

### Station 6 – Thank you!

Thank you for joining us here today! Return your scorecard here to enter the raffle.



# Station 1 – Why are you here?



## Purpose

- Learn about the vision, goals and objectives for each plan
- Provide comments and feedback
- Help inform the next steps for the Long-range Transportation Plan – Future Scenarios
- Help identify sources of bicycle improvement funding
- Help prioritize bicycle gaps and needs statewide



# 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.

*"Provide more opportunities to connect people and 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."*

## Common themes:

- Remove/revise the phrase "Provide more opportunities ..."
- Enhance public transit and biking/walking options and choices
- Incorporate "all ages and all abilities", provide transportation to serve all citizens
- Key words: safe, efficient, timely, collaboration, resiliency, partnerships, sustainable, accessible, affordable, multimodal, health, economy
  - Theme: key words describing the indirect impacts of transportation

1-24-18  
Prov

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

request  
and lane  
transit

The Best

resilient

timely

AFFORDABLE  
PUBLIC HEALTH  
SUPPORTING

+1  
+1

Value of public  
transportation for  
the community

+1  
+1  
page

## 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.*

~~Provide more opportunities to~~ This Plan envisions a  
multimodal transportation network that connects people,  
places, and goods in a safe and resilient manner by  
providing effective and affordable transportation choices  
that are supportive of healthy communities, provide access  
to jobs and commercial centers, and promote a sustainable  
and competitive Rhode Island economy. ~~The goals for~~  
~~Rhode Island's transportation system are achieved through~~  
~~innovation, forward-thinking policies, and short- and long-~~  
~~range funding strategies.~~



*Active, Health, Walkable  
Environmental Justice, Equity  
Connectivity for **all** people  
(include mobility-limited)  
Provide a sense of place*





*Safe, Reliable, Resilient, Efficient*  
*Right-size, Maintenance,*  
*Enhance ped/bike/transit*

# What does each goal mean to you?

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



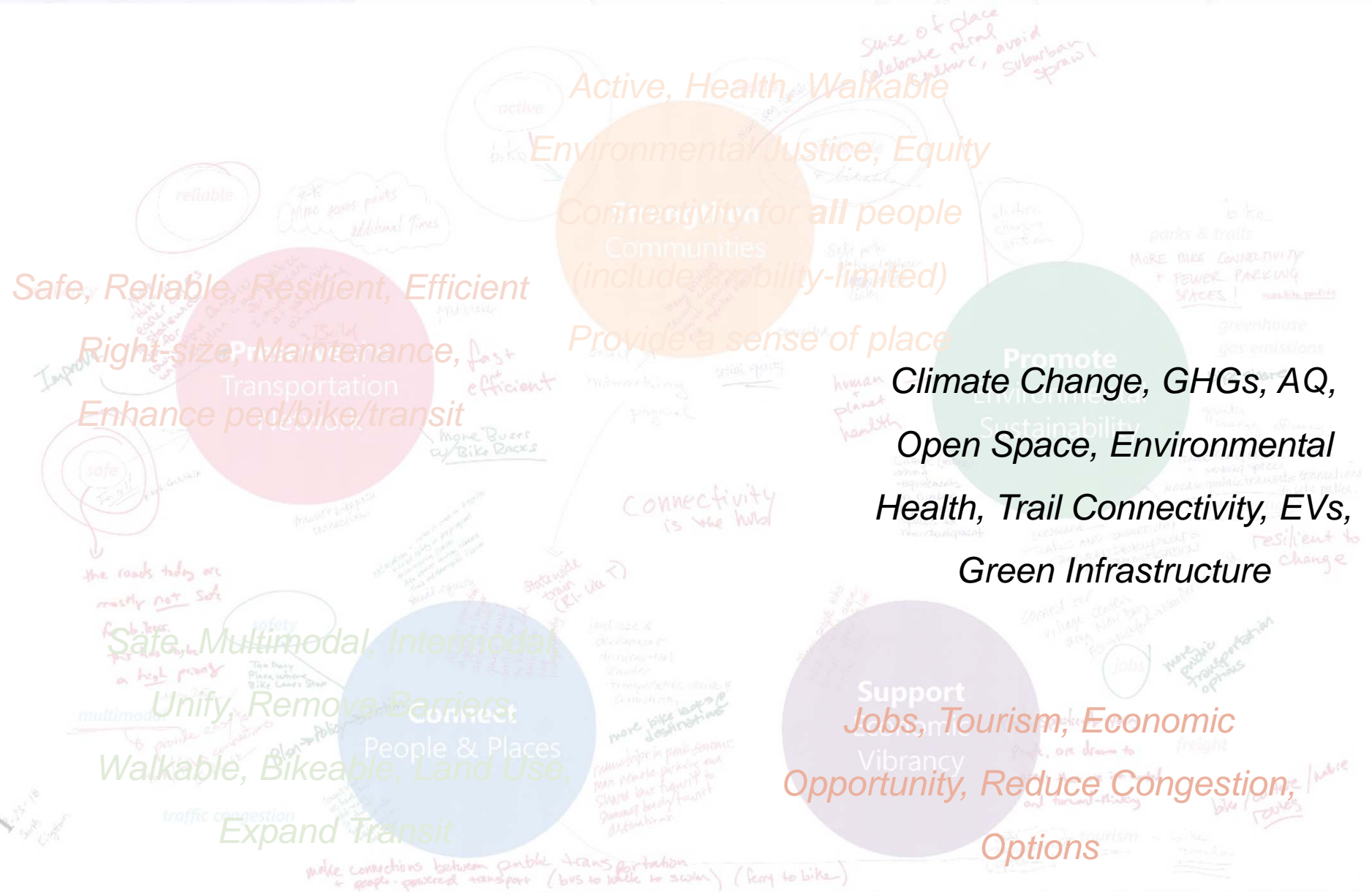
# What does each goal mean to you?

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



## 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.





## What should we do to...



...improve health (through transportation)

...expand transportation choices

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

...improve connections to jobs, services, necessities

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity

## What should we do to...



*...improve health (through transportation)*

*...expand transportation choices*

- Designing Complete Streets

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

- Expanding dedicated bike, pedestrian, transit facilities and networks

- Expand education about sharing the road

*...improve connections to jobs, services, necessities*

- Improve trip frequency on transit

- Invest in electric vehicles

*...reduce traffic congestion*

*...grow tourism (through transportation)*

*...support social equity*



## What should we do to...



*...improve health (through transportation)*

*...expand transportation choices*



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

- Connect modes (transit, bikes, park-n-ride)

*...improve connections to jobs, services, necessities*

- Remove barriers to biking (example: bridges)



- Improve ADA accessibility of transportation network

*...reduce traffic congestion*

- Promote transit orientated design



- Provide funding needed to improve RIPTA and transit services

*...grow tourism (through transportation)*

- Provide alternatives to close the first mile/last mile gap

- Expand transit options during off peak travel (evenings, weekend)

*...support social equity*

- Expand transit choices (expand rail, ferry)



## What should we do to...



*...improve health (through transportation)*

*...expand transportation choices*

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



*...improve connections to jobs, services, necessities*

■ Improve transit services (frequency)

*...reduce traffic congestion*

■ Education

■ Raise the cost of driver (gas tax, VMT tax)

*...grow tourism (through transportation)*

■ Limit parking within city centers

■ Incentivize ridesharing and transit

*...support social equity*

■ Focus on expanding capacity for transit and bike modes, not automobiles

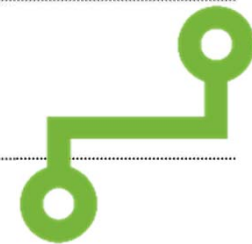
## What should we do to...



*...improve health (through transportation)*

*...expand transportation choices*

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



*...improve connections to jobs, services, necessities*

*...reduce traffic congestion*

- Improve transit connections to central business districts
- Specifically – Improve connections from Cranston to Pawtucket

*...grow tourism (through transportation)*

- Create bus only lane on freeways

*...support social equity*

- Create routes between Newport and Jamestown and routes connecting Washington County

- Install and maintain more bike racks in Central Business Districts



## What should we do to...



*...improve health (through transportation)*

- Increase cost of driving (gas tax, VMT tax)

*...expand transportation choices*

- Create a statewide rail service



- Traffic signal improvements

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

- More dedicated lanes for transit and bikes

- Congestion Pricing, carbon tax

*...improve connections to jobs, services, necessities*

- Improve/expand bus stop and bike rack locations

*...reduce traffic congestion*

*...grow tourism (through transportation)*

*...support social equity*

## What should we do to...



*...improve health (through transportation)*

- Expand opportunities to use transportation as a feature: ferry rides as sight seeing, bike paths as scenic attractions
- Increased wayfinding/signage to key attractions
- Bike parking at key attractions
- Transit service to key attractions
- Improved connectivity to TF Green Airport
- Provide affordable options

*...grow tourism (through transportation)*

*...support social equity*



## What should we do to...



*...improve health (through transportation)*

*...expand transportation choices*

- Appropriate maintenance and snow removal statewide

- Expand rural connectivity

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

- Provide transportation for mobility-limited populations

- Provide transportation choices that are affordable

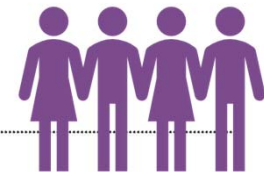
*...improve connections to jobs, services, necessities*

- Close first mile/last mile gaps

*...reduce traffic congestion*

*...grow tourism (through transportation)*

*...support social equity*



- Missing Trend: Aging Population
- Top 3 Trends:
  - Increased demand for biking/walking
  - Increased impacts of climate change/extreme weather
  - Increases in commuting and utility bike trips (non-recreation)

## 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.

|    |   |
|----|---|
| 20 | Increased housing density (more people living in the cities)  |
| 5  | Travel options and choices remain the same (car, bus, bike, and so on...)                                   |
| 12 | Driverless cars (or much smarter automobiles) are on the road   |
| 32 | Impacts of climate change/extreme weather have increased in severity/frequency                              |
| 3  | Decreased housing density (fewer people living in the cities)   |
| 29 | Increased number of people using bikes for commuting and utility trips                                      |
| 5  | Data improves travel ease and efficiency  |
| 14 | The transportation network continues to work toward (has not reached) a state of good repair                |
| 15 | We have more options than today to efficiently travel/commute (car, bike, bus, ferry, and so on...)         |
| 12 | Through data, cities are smarter, which makes travel within the cities easier and traffic is better managed |
| 47 | Demand for walkable/bikeable neighborhoods and centers has increased  |

# Where do we begin?

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

|   |    |    |
|---|----|----|
| Improve individual and community health           | 8  | 1  |
| Foster social equity                              | 15 | 3  |
| Support compact and connected communities         | 22 | 0  |
| Reduce Travel Congestion                          | 3  | 9  |
| Expand connectivity through car-free options      | 21 | 1  |
| Improve regional connectivity                     | 12 | 3  |
| Achieve a state of good repair                    | 8  | 1  |
| Enhance transportation network resiliency         | 1  | 10 |
| Enhance transportation safety                     | 9  | 0  |
| Reduce vehicle miles traveled                     | 4  | 11 |
| Reduce transportation greenhouse gas emissions    | 10 | 0  |
| Create a network of open space, trails, and paths | 14 | 3  |
| Expand connections to jobs and growth centers     | 21 | 1  |
| Improve access to national/global freight markets | 2  | 21 |
| Make investments supportive of tourism            | 5  | 15 |
| Reduce transportation costs for people and goods  | 6  | 18 |

## Trends

- Strong support for connectivity
  - Within communities
  - For car-free options
  - To growth centers/ jobs
- Little support for economic development (freight and tourism)
- Little support for reducing transportation costs
- No mention of technology





# Bicycle Mobility Plan Vision

**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 projects are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

- Comments
  - Why only New England?
  - Additional network elements: neighborhoods, attractions
  - Expand “all ages and abilities” to include income levels and skills



## Prioritization

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

|  | Less Important | Modestly Important | Very Important | Top 2 Criteria |
|--|----------------|--------------------|----------------|----------------|
| <b>Connectivity:</b> Project helps to connect the state's bicycling network of existing shared use paths and bike lanes                                  | 1              | 4                  | 40             | 35             |
| <b>Multimodal:</b> Project helps to integrate bicycling with public transit (e.g. new paths to train stations or improved bike parking)                  | 0              | 14                 | 32             | 21             |
| <b>Policy:</b> Project reflects the move towards stronger statewide policies that promote bicycling  | 3              | 14                 | 23             | 7              |
| <b>Equity:</b> Project represents a significant bicycling investment in traditionally underserved communities  | 3              | 9                  | 24             | 9              |
| <b>Safety:</b> Project is located near a cluster of reported crashes that involved a bicyclist and/or fills a hazardous gap in the local bicycle network | 2              | 9                  | 29             | 11             |
| <b>Economic Development:</b> Project improves climate for development or promotes bicycle tourism  | 5              | 15                 | 16             | 6              |
| <b>Public Health:</b> Project enables residents to incorporate bicycling into their daily routines and helps to improve public health                    | 6              | 16                 | 19             | 5              |
| <b>State Employees:</b> Project or initiative promotes bicycle commuting and general use by State of Rhode Island employees                              | 19             | 9                  | 7              | 2              |
| <b>Transportation Focus:</b> Project promotes bicycling for daily users  | 6              | 10                 | 23             | 16             |
| <b>Cost/Timeframe:</b> Project contains few funding, engineering, or permitting challenges, allowing for a quicker implementation timeframe              | 5              | 18                 | 6              | 4              |
| <b>Population Served:</b> Project would improve bicycling conditions for a significant local or regional population                                      | 0              | 8                  | 28             | 13             |

## 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 | \$ | \$\$ | \$\$\$ |
|---|-----------|----|------|--------|
| 1 <b>Increased Sales Tax</b><br>Current Sales Tax = 7%  | 35        | 12 | 2    | 0      |
| 2 <b>Increase Gas Tax</b><br>Current Gas Tax = \$0.34/gallon  | 7         | 17 | 18   | 29     |
| 3 <b>New Tax: Vehicle Miles Traveled</b><br>Annual fee for miles driven (e.g. 12,000 miles per year @ 1% tax = \$120) | 19        | 9  | 12   | 21     |
| 4 <b>Increase Share of Funding</b><br>Reallocation of existing transportation spending—current share 0% dedicated     | 2         | 4  | 13   | 45     |
| 5 <b>Ride Hailing Fee</b><br>Fixed fee per ride for ride hailing  | 5         | 20 | 14   | 7      |
| 6 <b>Congestion Pricing</b><br>Fixed cost for entering congested areas during certain hours                           | 14        | 9  | 20   | 11     |
| 7 <b>Automate Traffic Enforcement</b><br>Expand automated enforcement (red light cameras, etc.)                       | 13        | 12 | 8    | 25     |



# MOVING FORWARD

RI  
2040

## Vision Public Workshop: Findings

*Long Range Transportation Plan &  
Bicycle Mobility Plan*

February 2018



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Bristol County  
[www.PlanRI.com](http://www.PlanRI.com) | [PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)

### **Municipal Roundtable Meeting Summary**

**Date/time:** Wednesday, September 20<sup>th</sup>, 2017 10:00 AM to 12:00 AM

**Location:** Bristol Library  
525 Hope Street  
Bristol, RI 02809

Invited Bristol County participants included representatives from Barrington, Warren, and Bristol. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

After an introduction to the Long-Range Transportation Plan purpose, the attendees were lead through an exercise to provide their input on:

1. Economic Development
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to write down their ideas for improvement or concerns. Summary points from the exercise include:

#### **Economic Development**

- Route 136 backups impede economic growth- people will drive around to avoid traffic.
- Roundabouts may ease congestion.
- Historic character threatened by traffic diversion in Warren.

#### **Bicycle & Pedestrian Mobility**

- There is local support and buy-in for bicycle and pedestrian improvements
- Missing sidewalk linkages and non-ADA compliant sidewalks force people to walk in the street
- Coordination between State and local communities should be better.
- There is a need for better education on bike path rules, bike safety, and sharrows.
- Opportunity to revitalize Safe Routes to School.
- State should financially support local efforts to improve sidewalks on State roads.
- Sign fatigue.

#### **Public Transportation**

- Improve connections between rail and the roads used to transport the freight.
- Not a lot of ridership for widespread public transportation
- Loss of port connections in East Providence



### **Asset Management, Safety, & Resiliency**

- When the State doesn't maintain their infrastructure, it affects the local communities.
- Mains Street/114 and Route 136 in Warren have backups
- Bridges in Bristol being re-built without consideration to sea level rise.
- Create a statewide vulnerability ACTION plan and do pilot projects in the most vulnerable communities.
- Local State DOT liaison for each community (similar to what National Grid does)
- Include community priorities in overall State vision/TIP list

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.



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Bristol County  
www.PlanRI.com | PlanRI2040@gmail.com

## Agenda & Comment Form

**Date/time:** Wednesday, September 20<sup>th</sup>, 2017 10:00 AM to 2:00 PM

**Location:** Bristol Library  
525 Hope Street  
Bristol, RI 02809

### Agenda:

**Sign-in Table** – County feedback map

**10:00 AM – Long-Range Transportation Plan Overview** – presentation

**10:30 AM - Break-out Sessions:** SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

**11:15 PM - Break-out Session Summary & Discussion**

**11:45 PM – Closing Remarks**

Comments:

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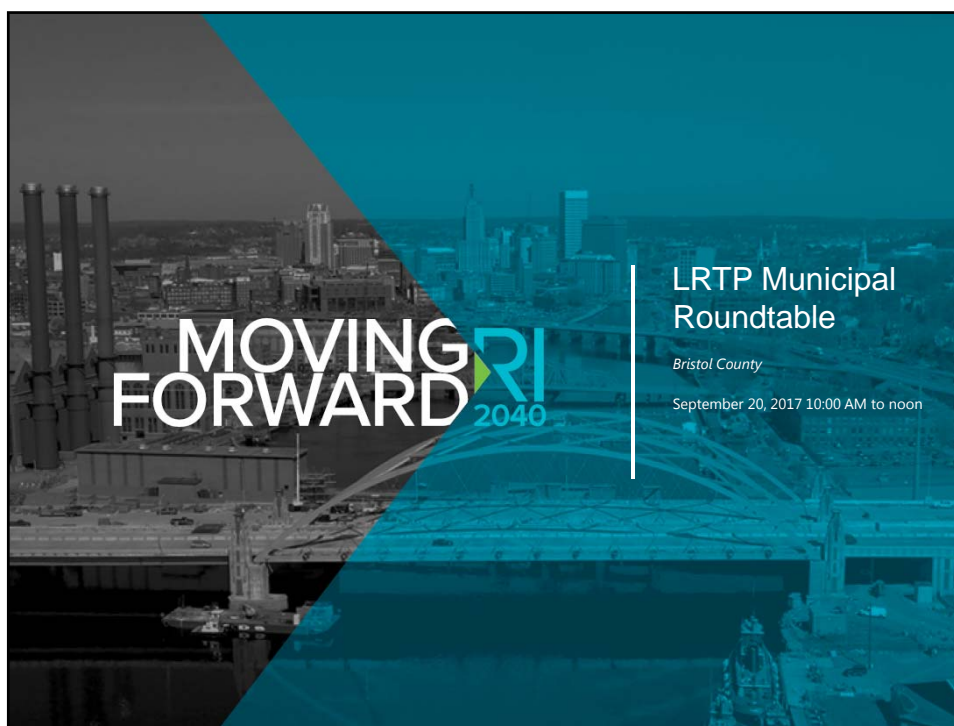
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Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning  
One Capitol Hill, 3<sup>rd</sup> Floor  
Providence, RI 02903  
Attn: Long-Range Transportation Plan  
Email: [PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)



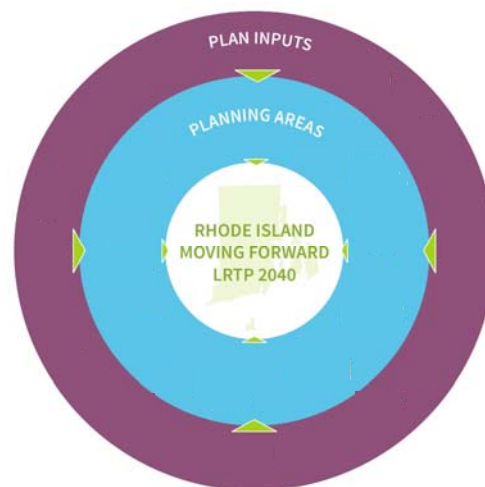
## Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
  - Economic Development
  - Bicycle and Pedestrian
  - Public Transportation
  - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A



## What is an LRTP?

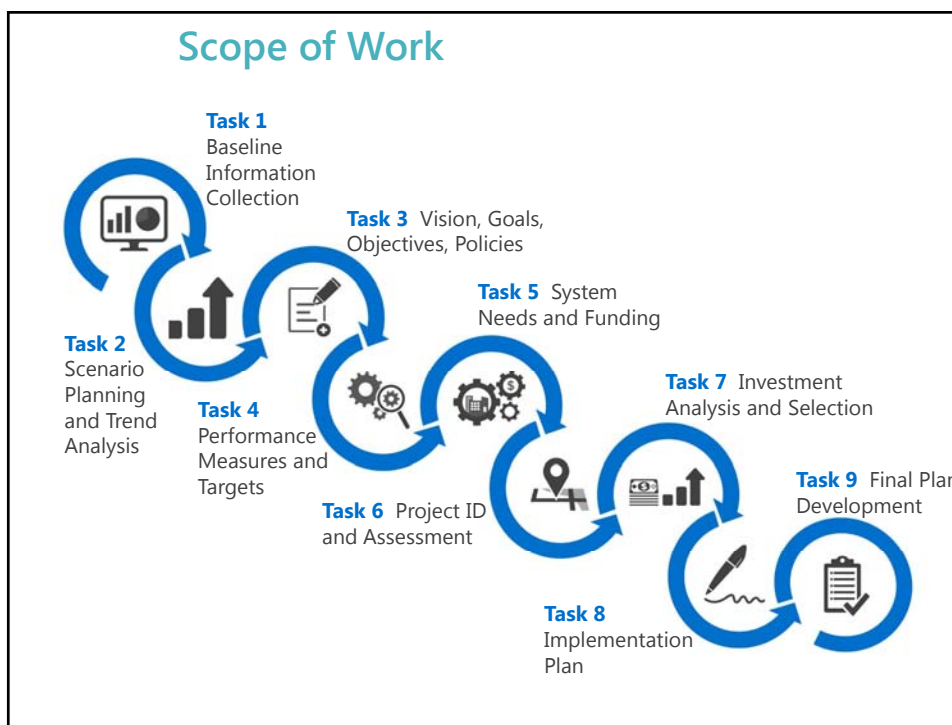
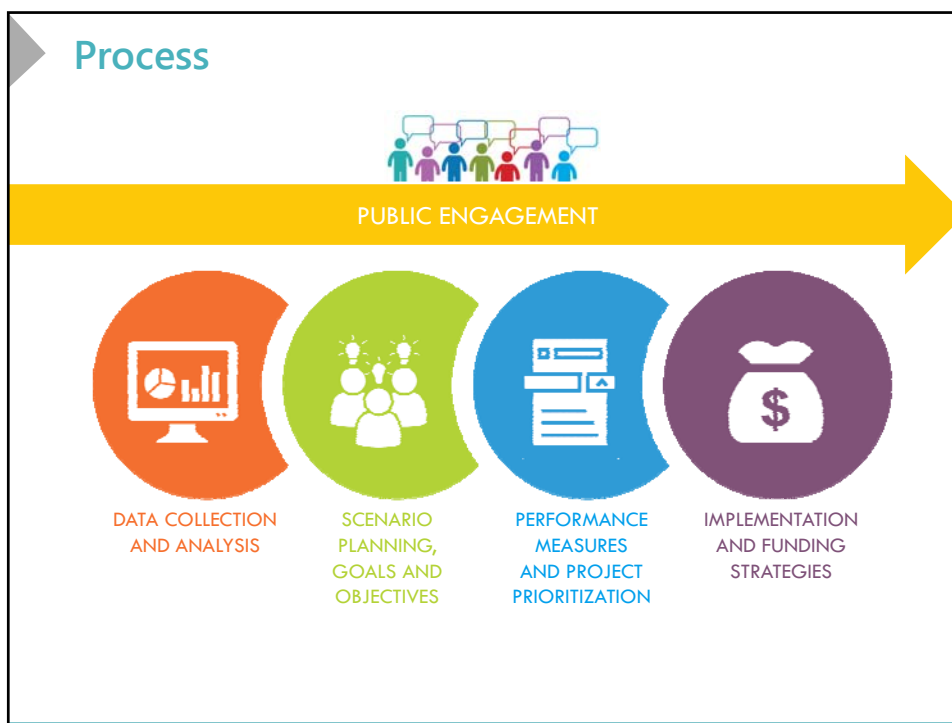
- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach



## Purpose of an LRTP

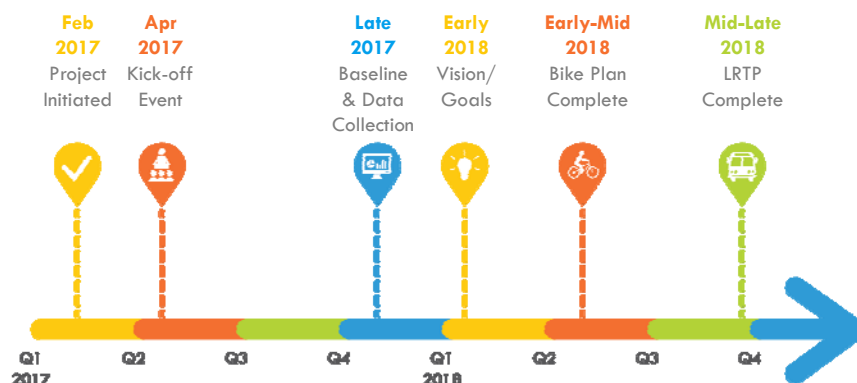
**sets the direction for major *transportation* investments for the next 20 years**







## Schedule

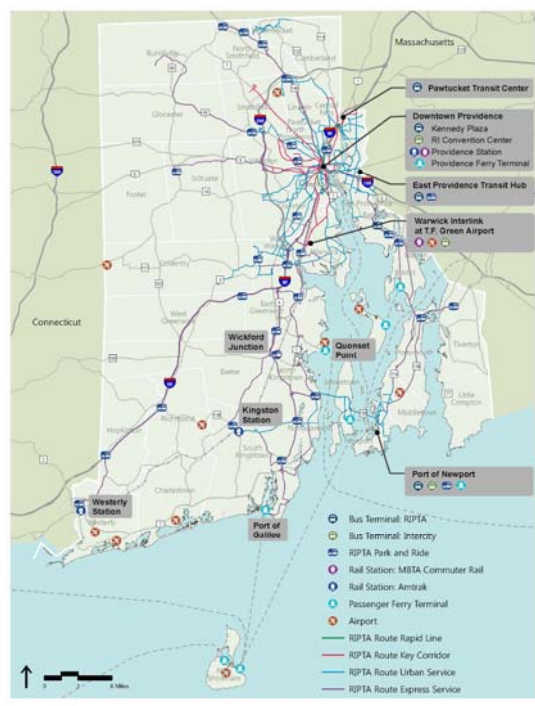


## Data Collection



## Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



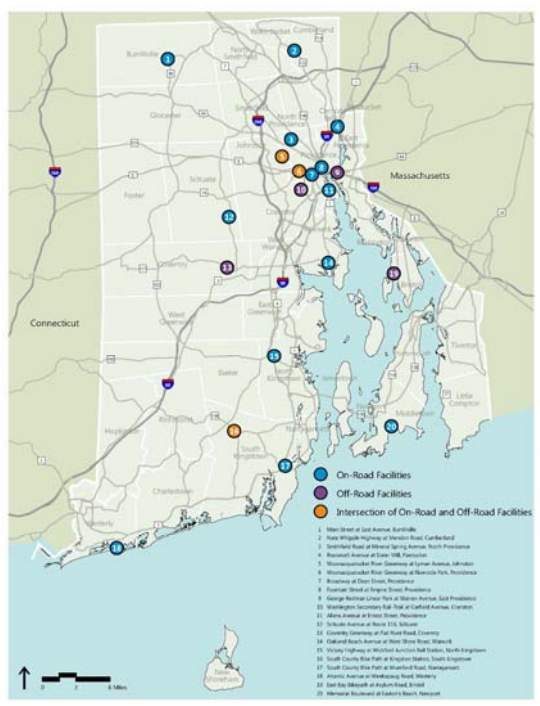
## Bicycle & Pedestrian Network

- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data



## Bicycle & Pedestrian Network

- Count Locations



## Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

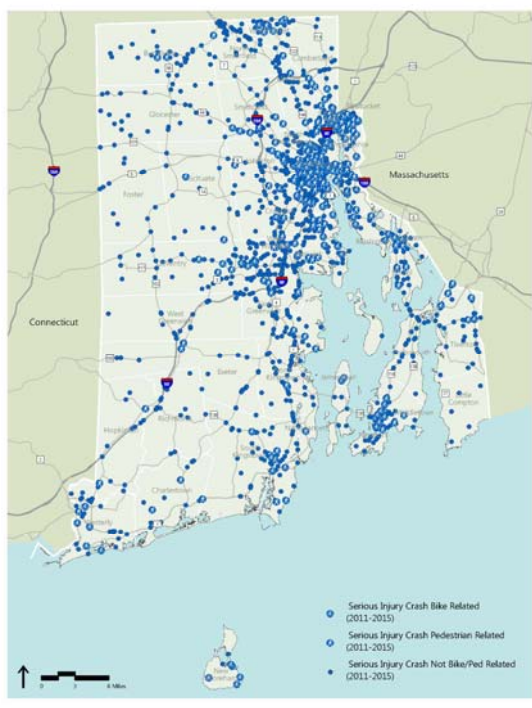


## Congested Corridors



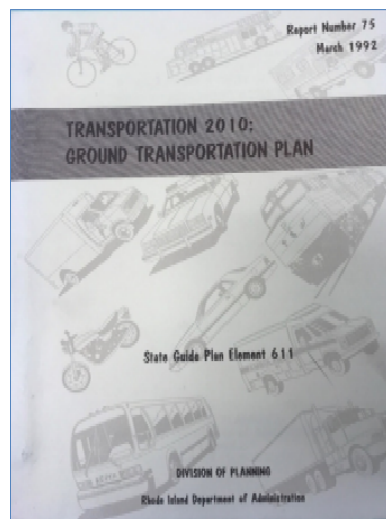
## Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



## L RTP 2010 Vision...

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



## Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology



What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

What role does technology play in transportation?

## Public and Stakeholder Engagement

- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey



## Ongoing Public Outreach



Home About Project News Meetings & Events Documents Get Involved

### Rhode Island Moving Forward TRANSPORTATION FOR THE NEXT 20 YEARS



Welcome to the home of the Rhode Island Long-Range Transportation Plan (LRTP) and Bicycle Mobility Plan (BMP). The Project Team will be using this website, and other tools, to engage and communicate with the public. We look forward to providing updates on project happenings and progress. If you have any comments or questions, please share them with us. We will compile your comments and review them with the Project Team.

#### THE PLANS

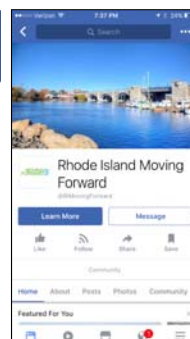
<http://www.planri.com/>

[PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)

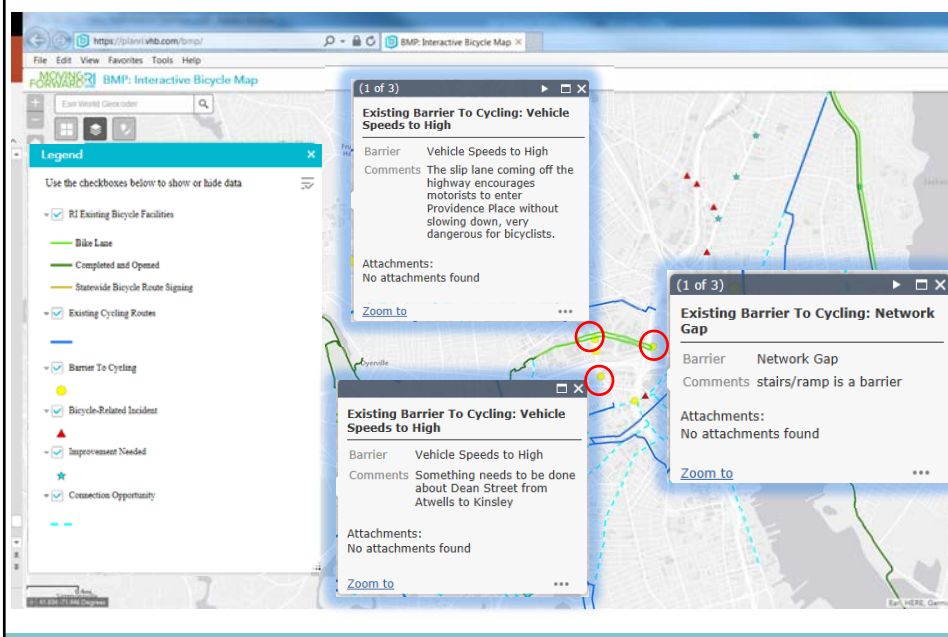
#### We want your ideas!

We want your input to learn what transportation challenges need to be addressed statewide. Share your observations here!

Send us your comments »  
Take our transportation survey »  
Contribute to our bicycle map »



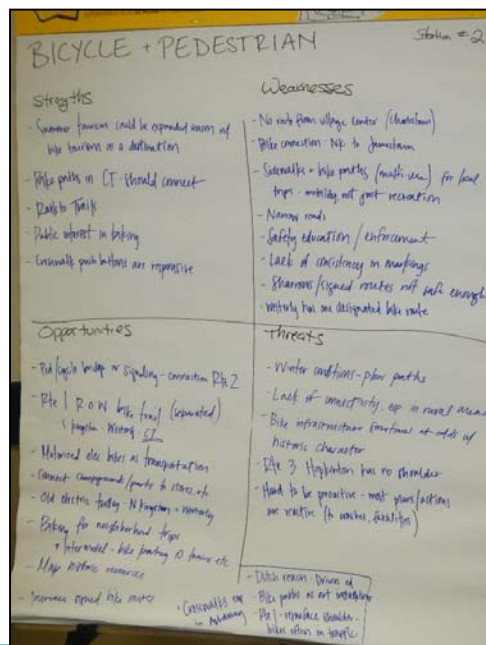
## We Are Listening....



## We Are Listening....Municipal Roundtable Feedback

### Washington County

- Summer tourism could be expanded by taking advantage of bike tourism
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



## We Are Listening....Municipal Roundtable Feedback

### Providence County

- Great existing off-road paths and facilities
- Notable gaps in northern Rhode Island
- Discontinuity at junctions where paths terminate can be a danger
- Great momentum behind cycling (as a movement)





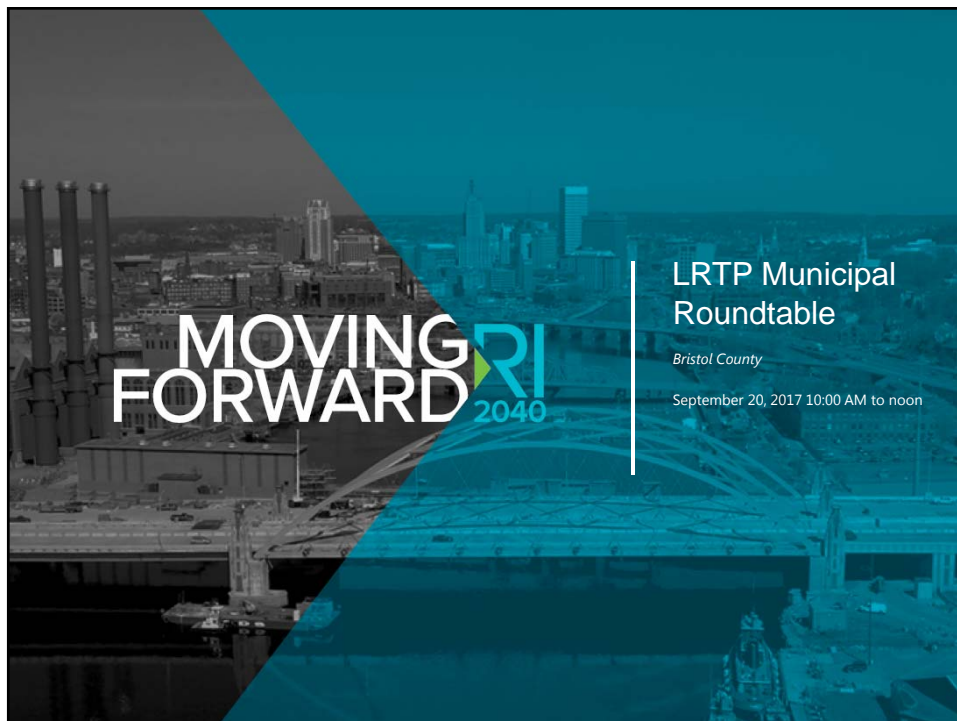
## Next Steps

### Data Collection

### Public and Stakeholder Engagement

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - **9/21 – Pawtucket**
  - **9/25 – Narragansett**
  - **9/28 – Bristol**
- Stakeholder Topic Groups Meetings

### Scenario Development



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Kent County  
www.PlanRI.com | PlanRI2040@gmail.com

### **Municipal Roundtable Meeting Summary**

**Date/time:** Tuesday, September 19<sup>th</sup>, 2017 3:00 PM to 5:00 PM

**Location:** East Greenwich Library  
82 Peirce Street  
East Greenwich, RI 02818

After an introduction to the Long-Range Transportation Plan purpose, VHB and SPP lead an exercise to provide their input on:

1. Economic Development
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

#### **Economic Development**

- Coventry is currently investing in a pavement management system.
- Congestion on Sandy Bottom Road and Route 3 during evening commute
- Leverage the river as a tourism opportunity for water and bicycle recreation and transportation.
- Limited funding is a threat to the whole area.
- Many roads have limited right of way which limits improvement options.

#### **Bicycle & Pedestrian Mobility**

- Coventry is in the process of connected the Center of New England to the Connecticut boarder with multimodal facilities and green spaces.
- Washington Secondary is a strength, provides a connection to Providence.
- Pavement markings are needed to supplement signage.
- More visible bicycle treatments are needed to overcome visual pollution
- Build bicycle connections to Connecticut

#### **Public Transportation**

- Coventry has significant Human Services needs (identified by RIPTA). Likely due to lack of transit services and an aging population.
- Coventry Town Hall, library, and trail head (soon police station coming here too) are all located together in the downtown, however, there is no public transportation access to this.
- Opportunity to use rideshare to close the first mile/last mile gap.
- Consider land use changes to support walking.

#### **Asset Management, Safety, & Resiliency**

- Roadway Safety Assessment on Arnold Road helped identify safety improvements and opened up funding opportunities.
- Rivers and waterways in the vicinity of Sandy Bottom Road and Route 3 can flood after major rain events.
- Many roads in Coventry are wide and invite faster speeds which hurts safety.
- Congestion on Route 33/Sandy Bottom Road could benefit from a road diet- reducing lanes.





Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Kent County  
www.PlanRI.com | PlanRI2040@gmail.com

### Agenda & Comment Form

**Date/time:** Tuesday, September 19<sup>th</sup>, 2017 3:00 PM to 5:00 PM

**Location:** East Greenwich Library  
82 Peirce Street  
East Greenwich, RI 02818

**Agenda:**

**Sign-in Table** – County feedback map

**3:00 PM – Long-Range Transportation Plan Overview** – presentation

**3:30 PM - Break-out Sessions:** SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

**4:15 PM - Break-out Station Summary & Discussion**

**4:45 PM – Closing Remarks**

Comments:

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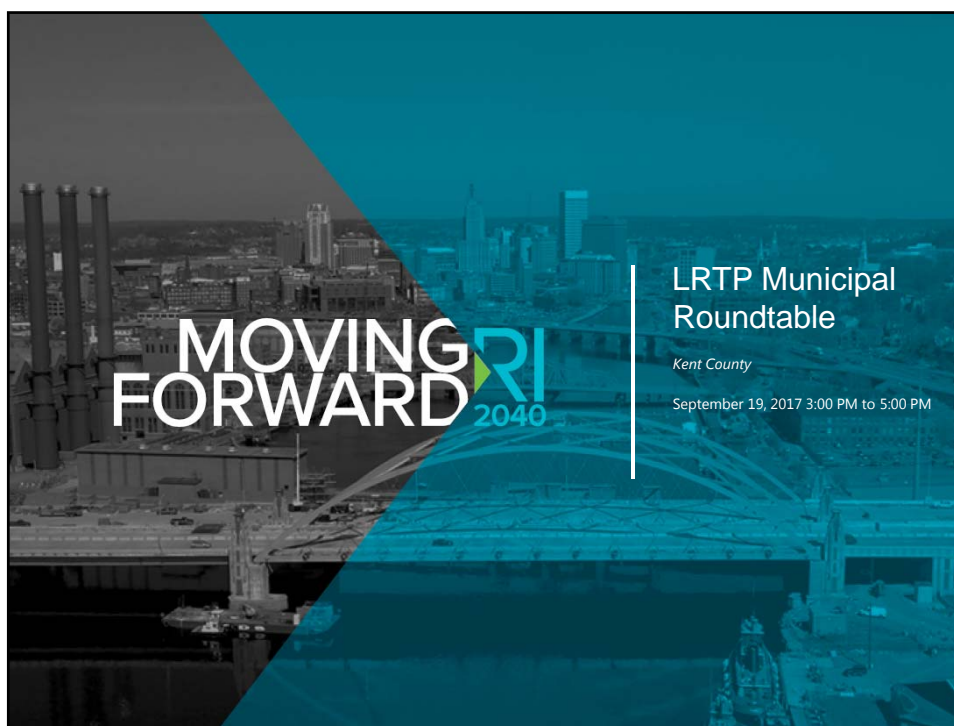
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Please leave comments at the sign-in desk, email, or mail them to:

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Providence, RI 02903  
Attn: Long-Range Transportation Plan  
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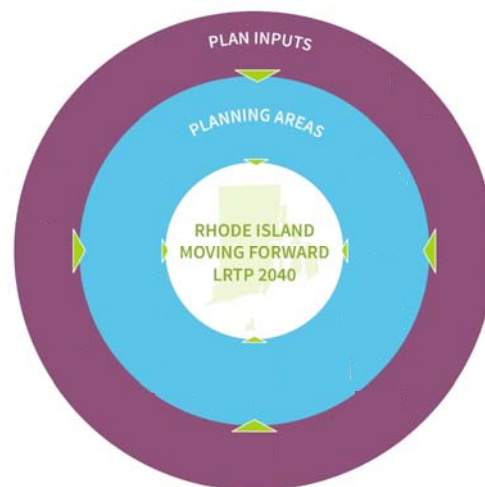
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1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
  - Economic Development
  - Bicycle and Pedestrian
  - Public Transportation
  - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A



## What is an LRTP?

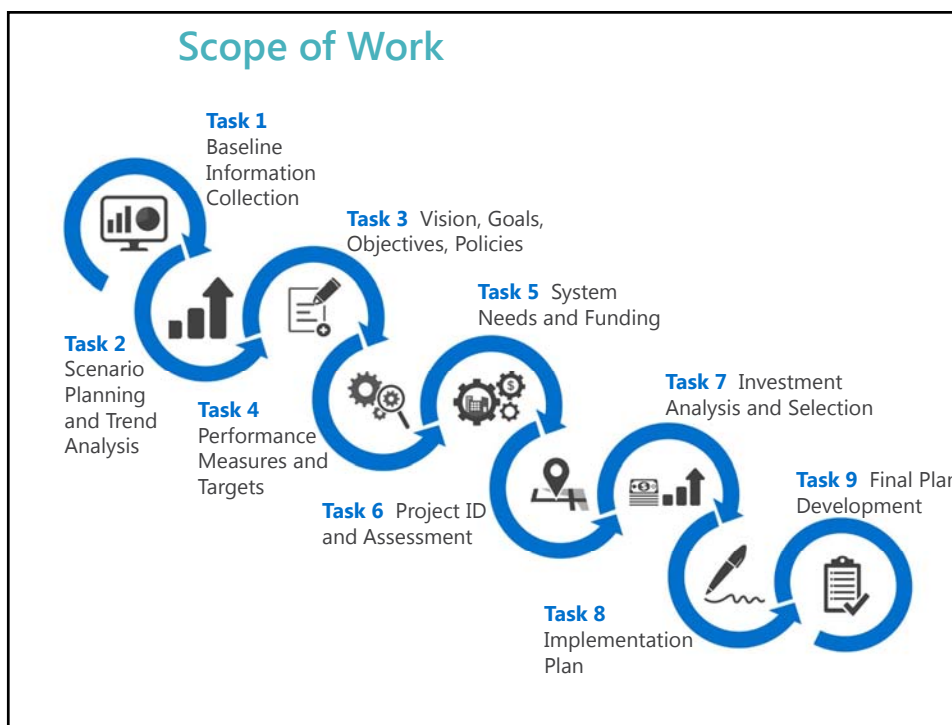
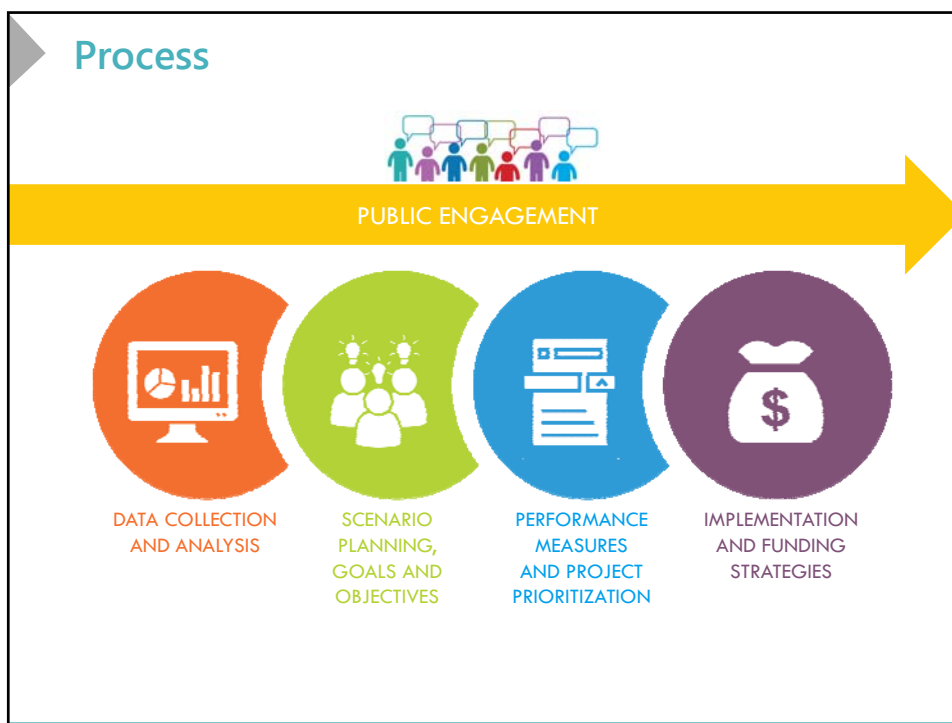
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- Aligned with other long-range planning efforts
- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach



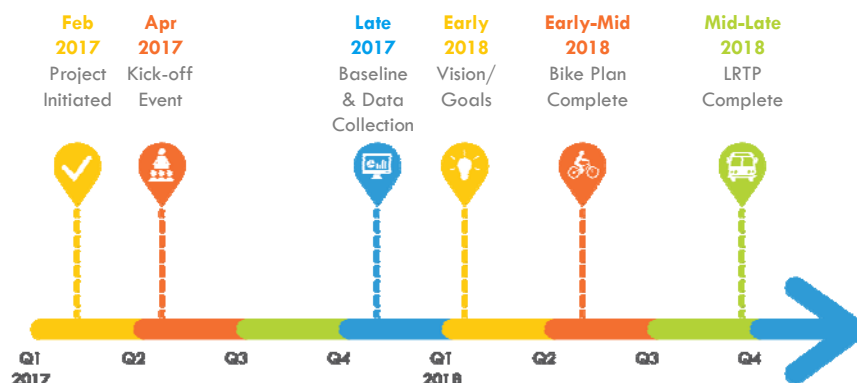
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**sets the direction for major *transportation* investments for the next 20 years**





## Schedule



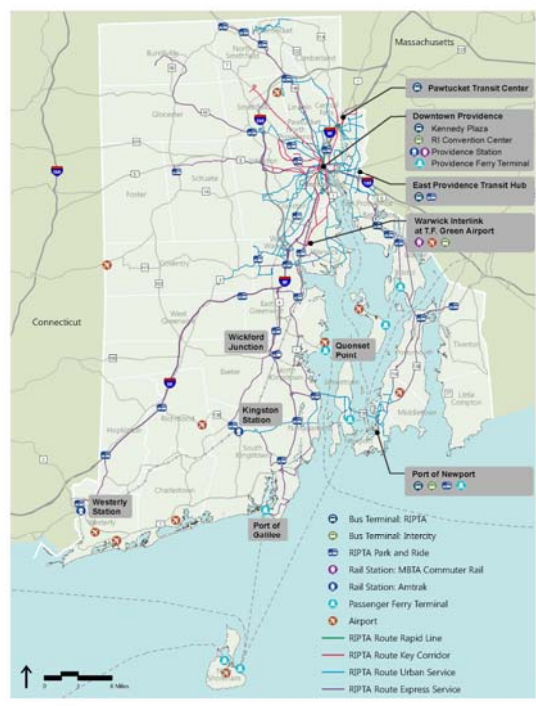
## Data Collection





## Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



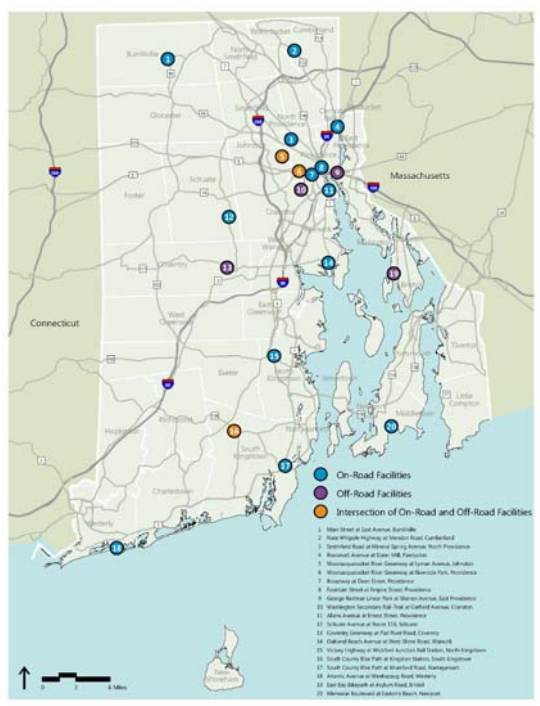
## Bicycle & Pedestrian Network

- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data



## Bicycle & Pedestrian Network

- Count Locations



## Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

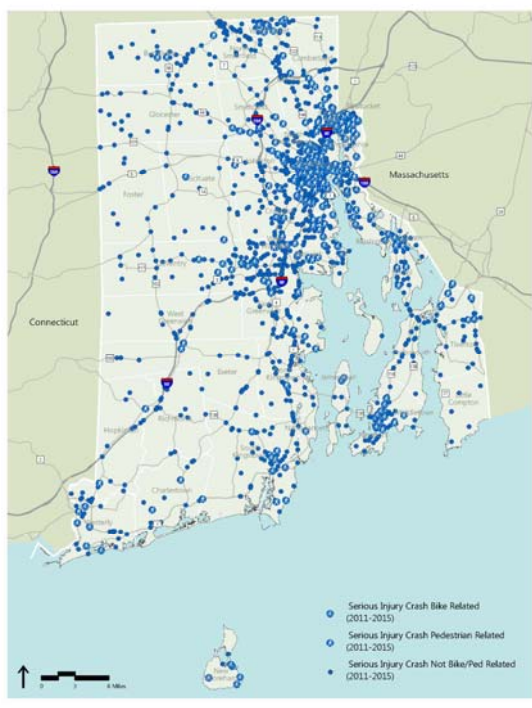


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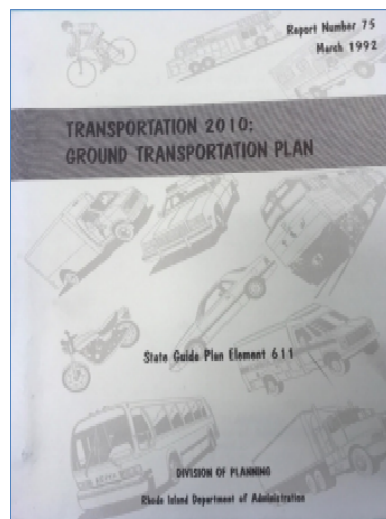
## Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



## L RTP 2010 Vision...

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



## Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology



## What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

# What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

## What role does technology play in transportation?

## Public and Stakeholder Engagement

- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey





## Ongoing Public Outreach



Home About Project News Meetings & Events Documents Get Involved

### Rhode Island Moving Forward TRANSPORTATION FOR THE NEXT 20 YEARS



Welcome to the home of the Rhode Island Long-Range Transportation Plan (LRTP) and Bicycle Mobility Plan (BMP). The Project Team will be using this website, and other tools, to engage and communicate with the public. We look forward to providing updates on project happenings and progress. If you have any comments or questions, please share them with us. We will compile your comments and review them with the Project Team.

#### THE PLANS

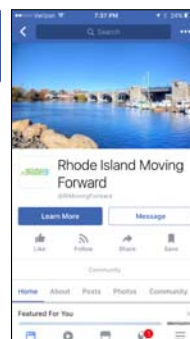
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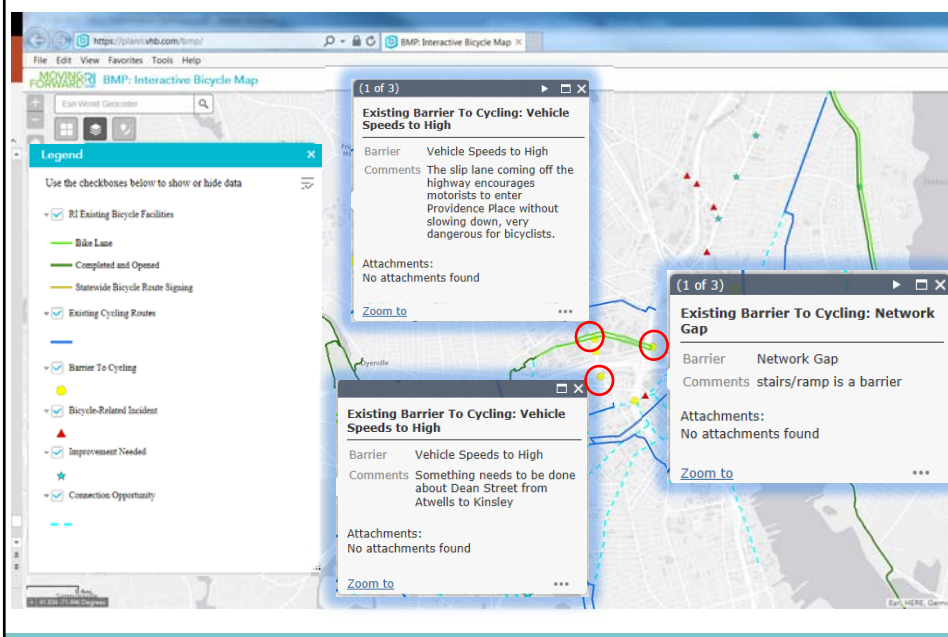
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We want your input to learn what transportation challenges need to be addressed statewide. Share your observations here!

Send us your comments »  
Take our transportation survey »  
Contribute to our bicycle map »



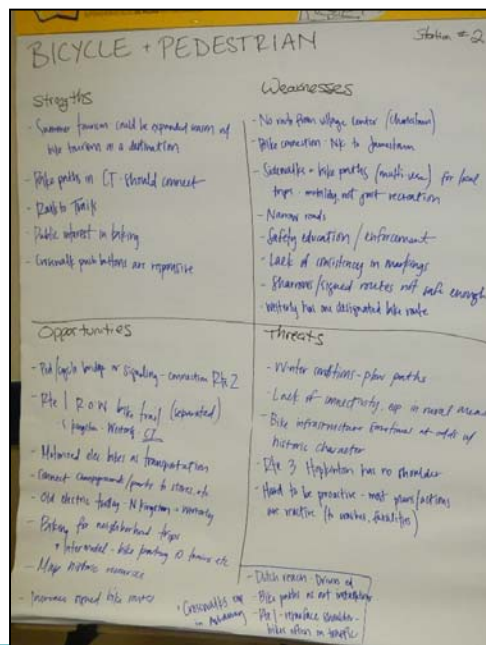
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## We Are Listening....Municipal Roundtable Feedback

### Washington County

- Summer tourism could be expanded by taking advantage of bike tourism
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



## We Are Listening....Municipal Roundtable Feedback

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- Great existing off-road paths and facilities
- Notable gaps in northern Rhode Island
- Discontinuity at junctions where paths terminate can be a danger
- Great momentum behind cycling (as a movement)



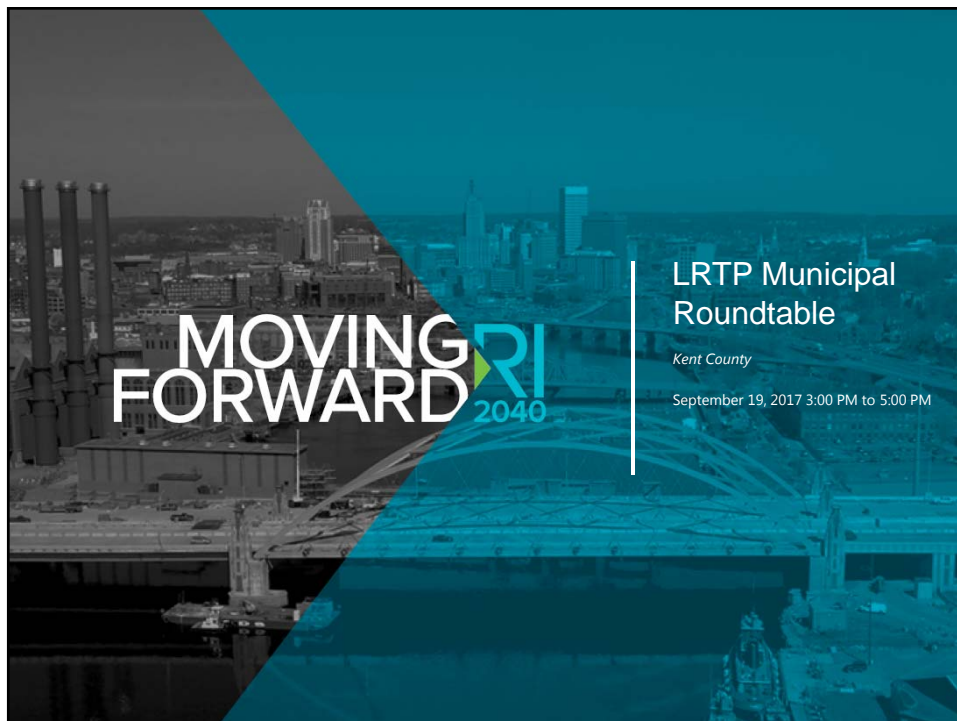
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- September: Municipal Roundtable discussions (by county)
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- Stakeholder Topic Groups Meetings

### Scenario Development



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Newport County  
www.PlanRI.com | PlanRI2040@gmail.com

**Municipal Roundtable Meeting Summary**

**Date/time:** Wednesday, September 13<sup>th</sup>, 2017 9:00 AM to 11:00 AM

**Location:** Portsmouth Library  
2658 East Main Road  
Portsmouth, RI 02871

Invited Newport County participants included representatives from RIDOT, Portsmouth, Newport, Middletown, and Jamestown. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

After an introduction to the Long-Range Transportation Plan purpose, attendees were lead through an exercise to provide their input on:

1. Economic Development
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

**Economic Development**

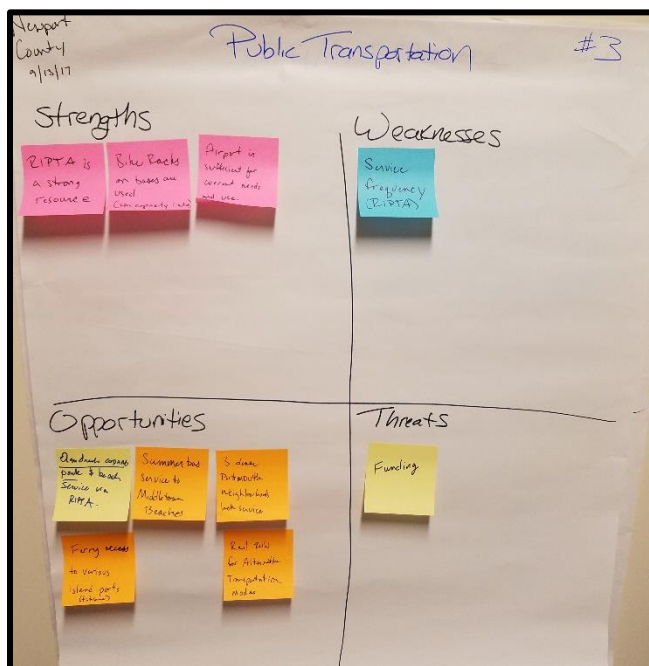
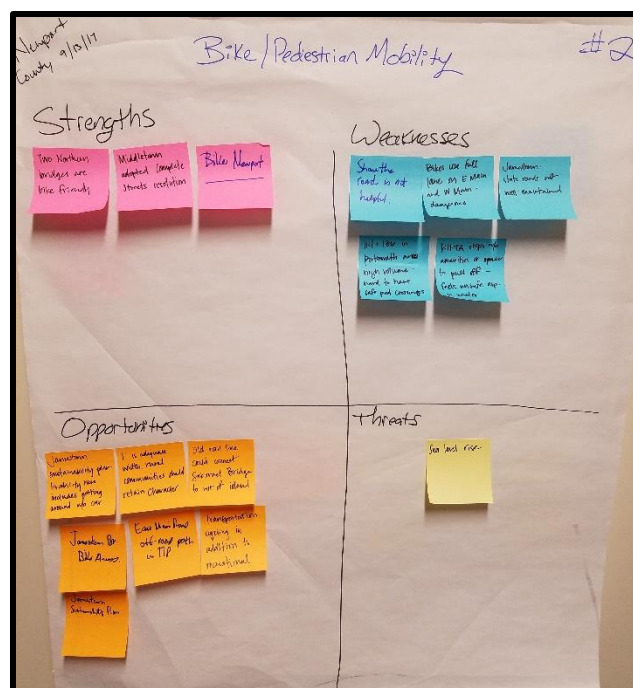
- Road beautification on Broadway (Newport) has been welcomed.
- Tourism brings opportunities for buses, cruise ships, vehicles, and pedicabs. It may also put a strain on all transportation systems.
- Newport's innovation center has promise to create jobs and support economic development.
- Roads are too narrow
- Reconnect rail to mainland via Fall River when the MBTA line is extended.
- There needs to be better communication and coordination between the State and the Navy base.





## Bicycle & Pedestrian Mobility

- The two northern bridges are bike friendly.
- "Share the Road" is not helpful. Bikes use full lane on East Main Road and West Main Road (Newport) which is viewed as dangerous.
- Would like bike access across the Jamestown Bridge.
- Routes 114 and 136 in Portsmouth are high volume, four-lane roads, making it difficult to locate safe pedestrian crossings.
- Think of cycling as transportation, not just recreation.



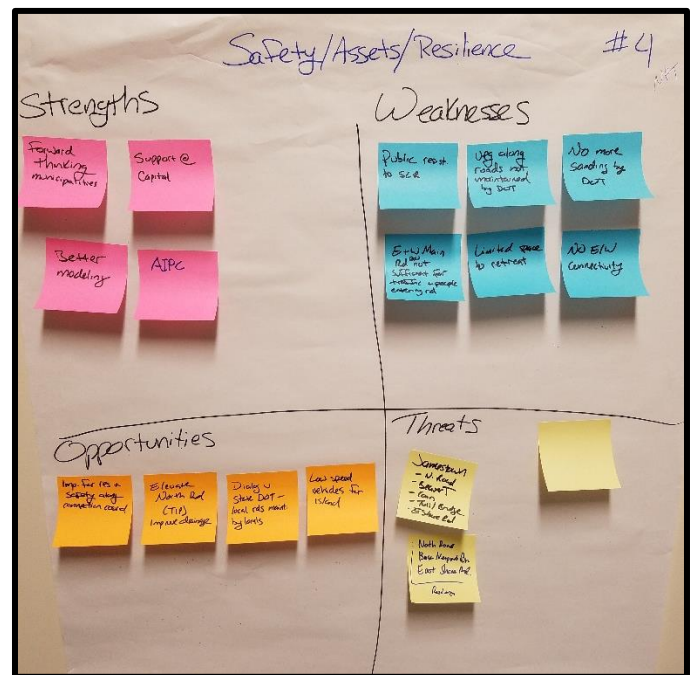
## Public Transportation

- RIPTA is a strong resource but could improve frequency to the County.
- Bike racks on busses are used but may benefit from more capacity.
- Consider the rail right-of-way for alternative transportation modes.
- Add/Enhance summer bus service to Middletown beaches.
- Improve bus service to dense neighborhoods in Portsmouth and Middletown that are not served today.
- Funding for public transportation is the biggest threat.



### Asset Management, Safety, & Resiliency

- The municipalities in Newport County are forward thinking.
- Better modeling has made for better planning.
- There has been public resistance to sea level rise.
- An asset management weakness is that roadside vegetative clearing and winter sanding programs have been cut by RIDOT.
- As roads are improved there is an opportunity to enhance resiliency, multimodal connectivity, and safety along corridors.
- Jamestown and Sea Level Rise/Storm Surge vulnerabilities: North Road, Beavertail Rd., Conanicus Ave., base of Newport bridge, East Shore Road.



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.



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
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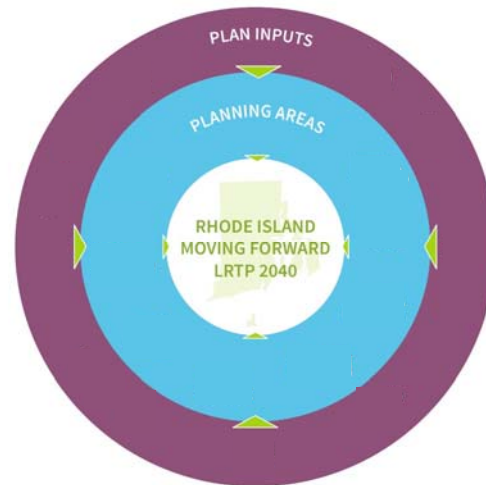
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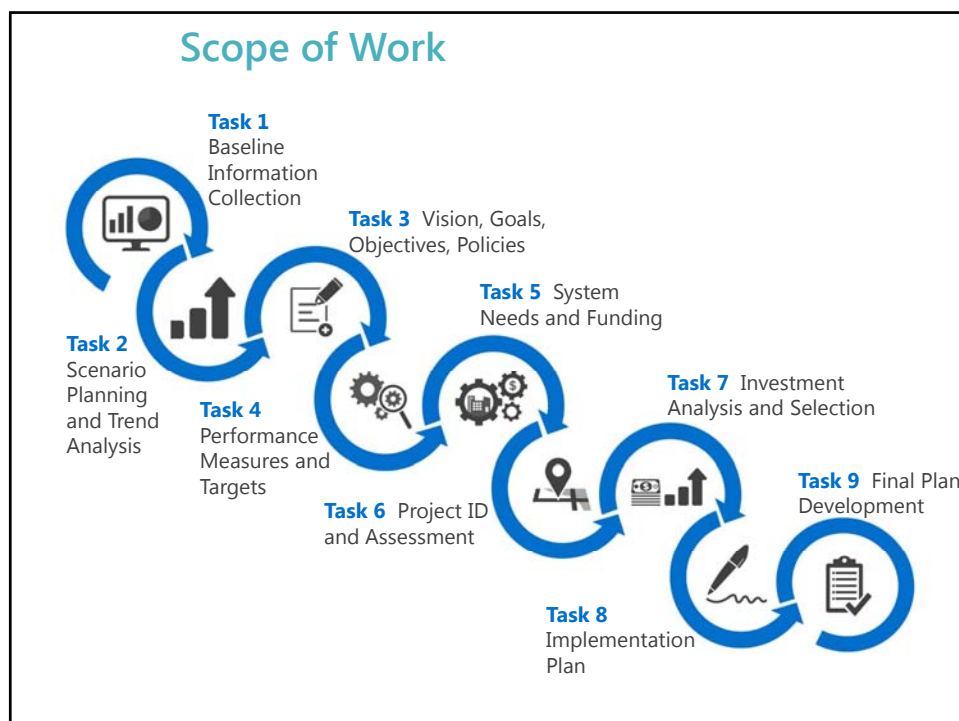
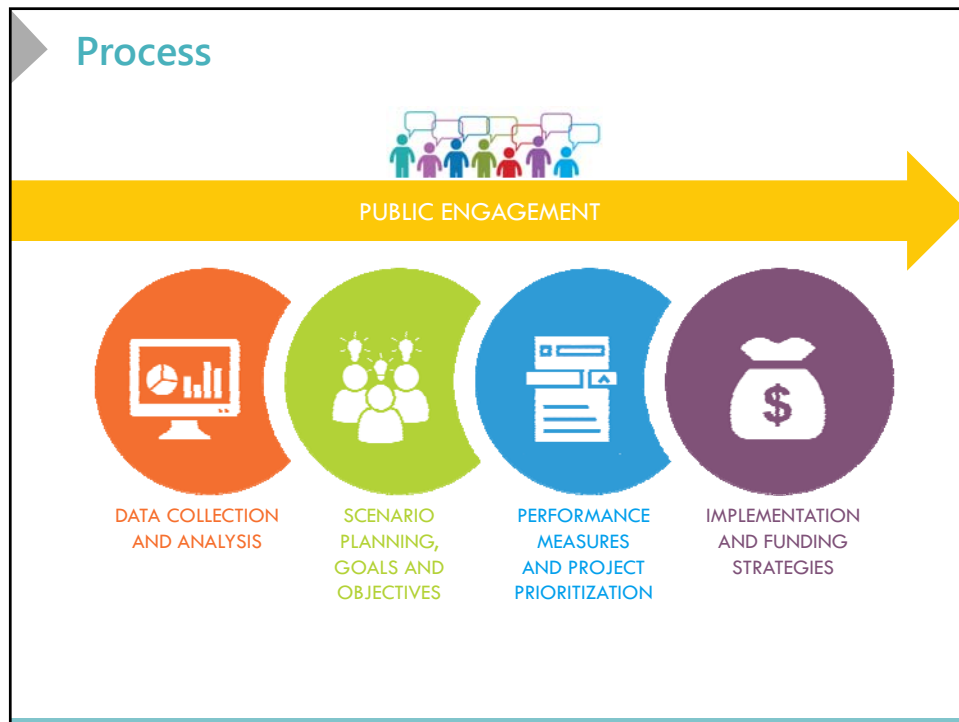
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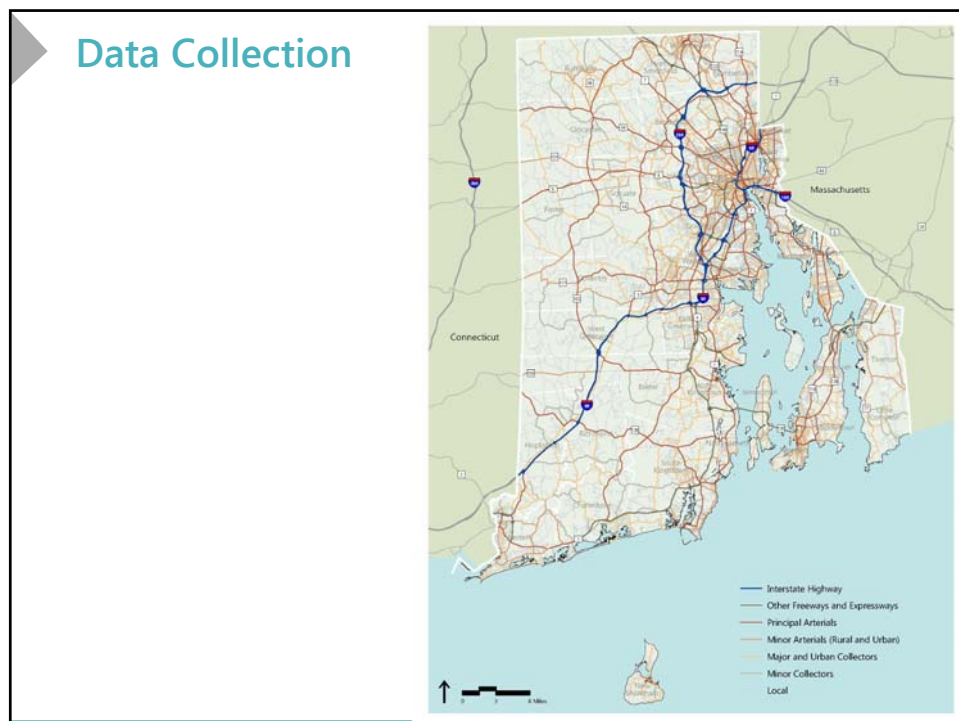
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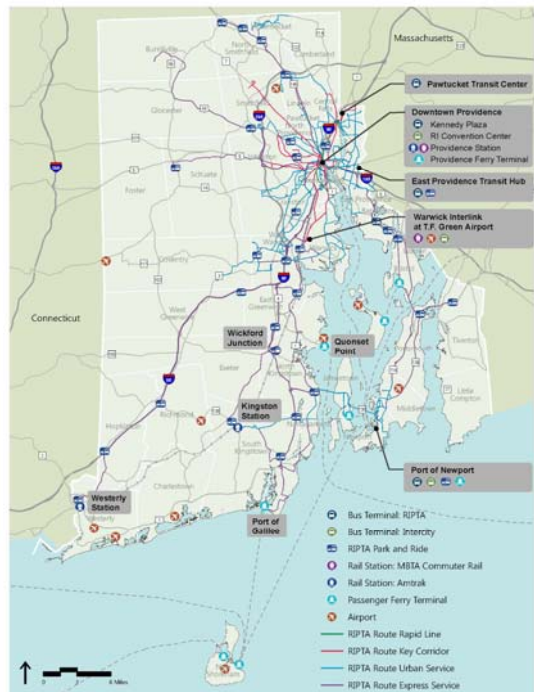






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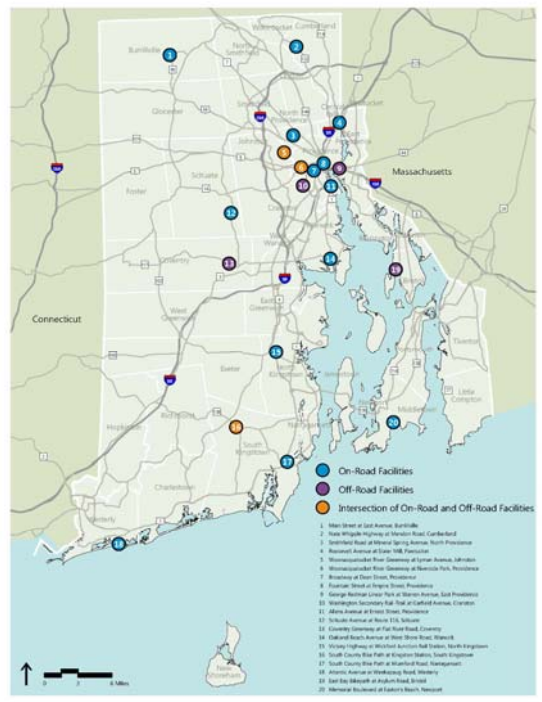
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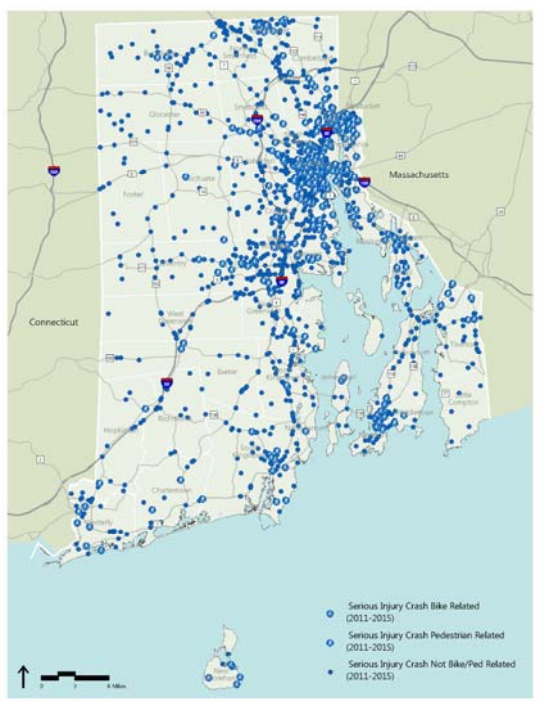


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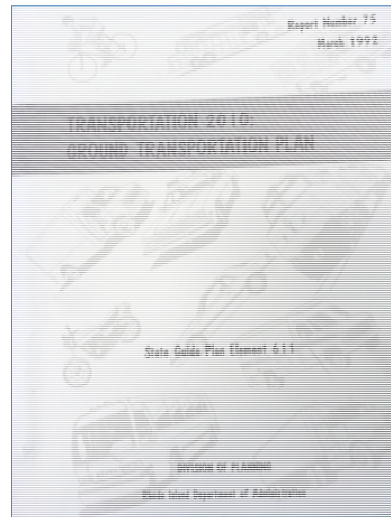
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TRANSPORTATION FOR THE NEXT 20 YEARS



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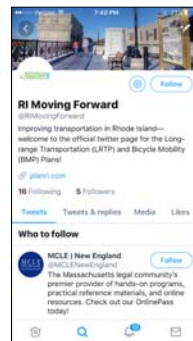
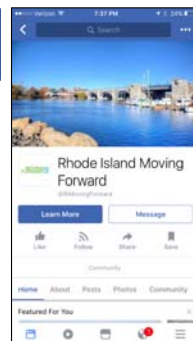
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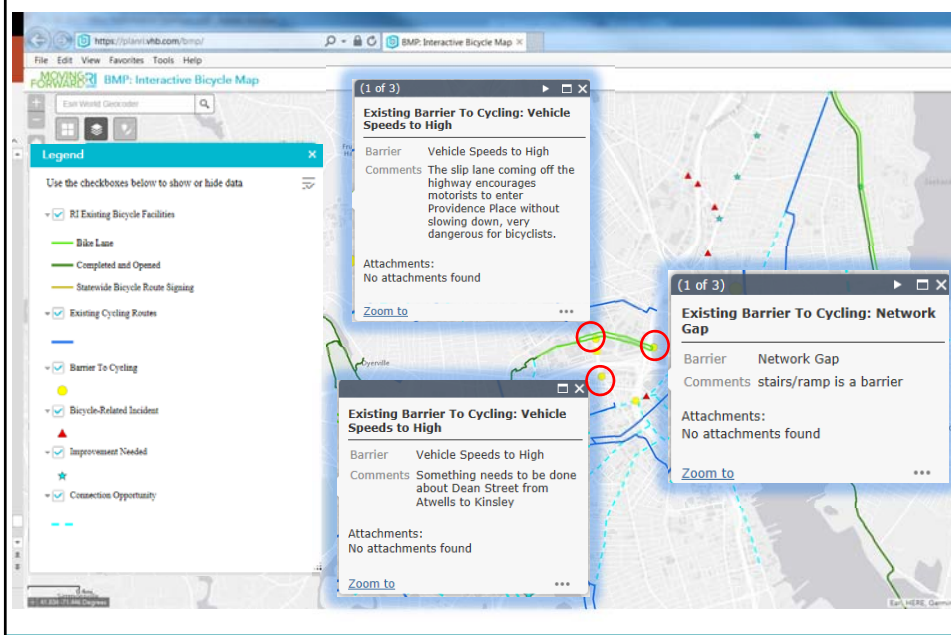
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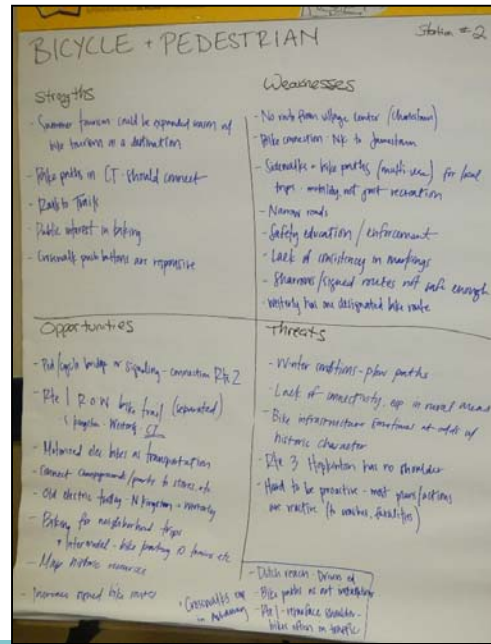
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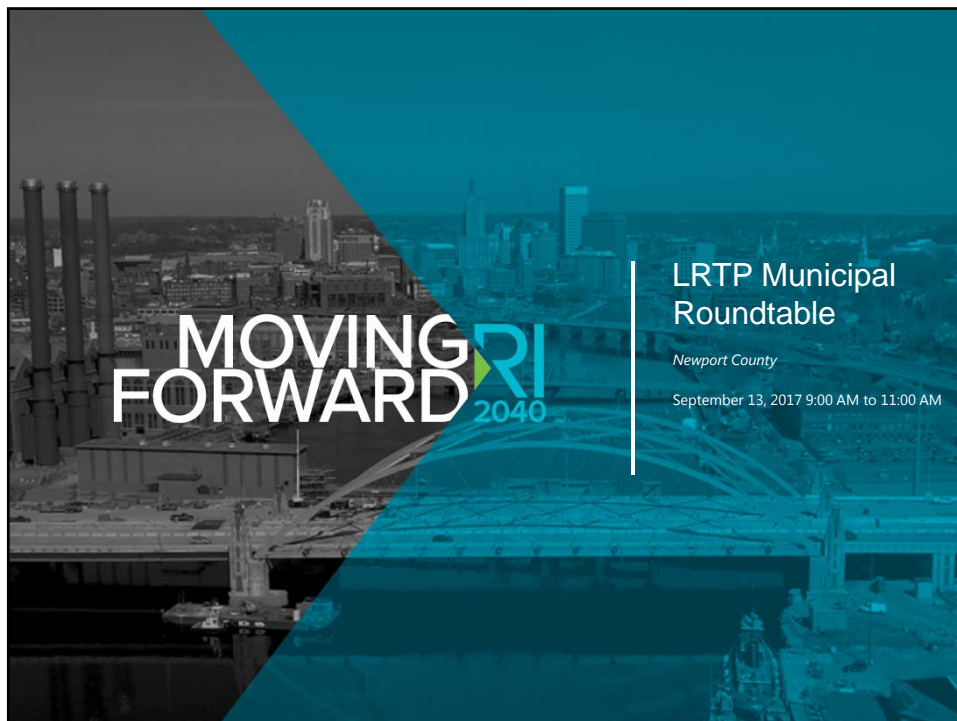
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### Scenario Development



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Providence County  
www.PlanRI.com | PlanRI2040@gmail.com

**Municipal Roundtable Meeting Summary**

**Date/time:** Tuesday, September 12<sup>th</sup>, 2017 10:00 AM to 12:00 PM

**Location:** Glocester Library  
Community Room  
1137 Putnam Pike  
Chepachet, RI 02814

Invited Providence County participants included representatives from RIDOT, North Smithfield, Woonsocket, Cumberland, Central Falls, Burrillville, North Providence, Glocester, Cranston, and Smithfield. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

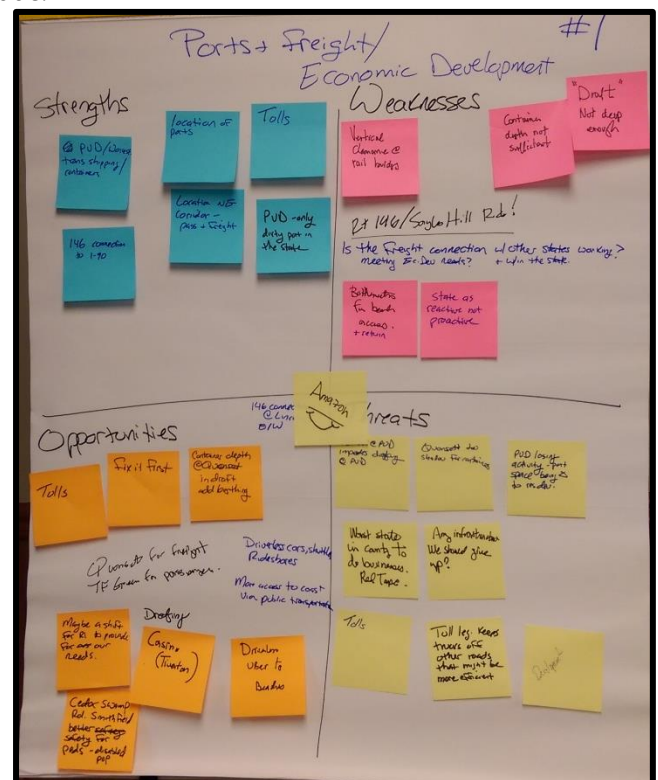
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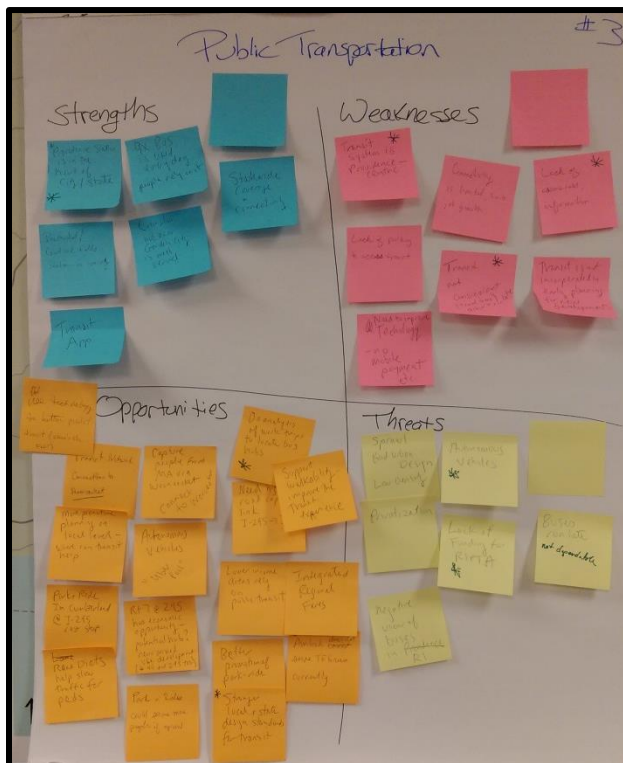
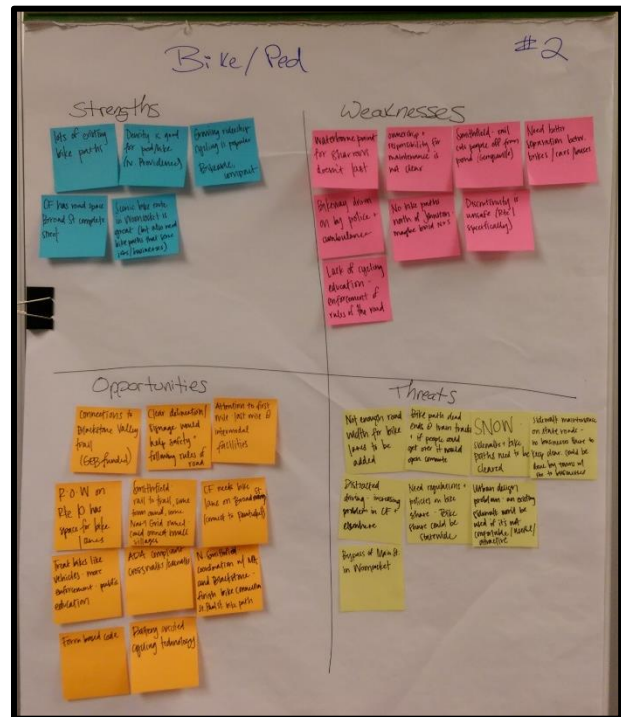
- The Providence-Worcester rail line is a good connection for freight.
- The connection of Route 146 to the Mass Pike (I-90) is valuable. However Route 146 at Sayles Hill Road needs improving.
- Port depth in Providence not deep enough for all containers.
- Port of Providence real estate being lost to residential development.
- The new proposal to have an Amazon warehouse in Rhode Island could be an opportunity for new jobs or a threat if those jobs or development draw residents out of the state.
- New tolling on I-95 will bring money into the State but may encourage trucks to take longer routes.
- Driverless rideshare to the beaches in the future.
- Need more access to the coast via public transportation.





## Bicycle & Pedestrian Mobility

- There are many existing bike paths.
- Growing cycling ridership.
- Bike path ownership for maintenance is not clear.
- Need better separations between bikes and motorized vehicles.
- There is a lack of cycling education and enforcement of rules of the road.
- Need more attention given to first and last miles at intermodal facilities.
- Create a statewide bike share.
- Sidewalks and bike paths and lanes should be cleared of snow.
- Need to reduce distracted driving which poses a threat to cyclists.

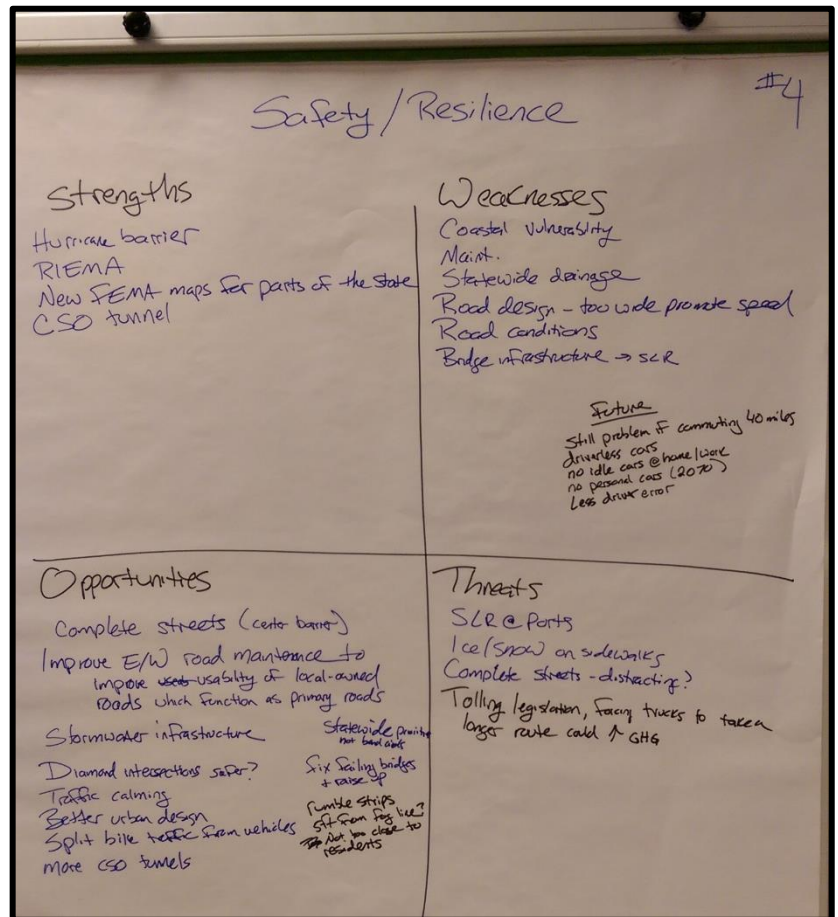


## Public Transportation

- Pawtucket/Central Falls station coming soon.
- The 9 Express bus is used every day to bring people into Providence.
- Cranston hub near Garden City is well served
- Transit is not convenient- it doesn't save time and it doesn't run late into the day and weekend service is limited.
- Opportunity to capture ridership from MA via Woonsocket. Connect to Worcester
- Park and Ride could serve more people if improved and promoted.
- Amtrak should serve T.F. Green airport.
- Poor urban design and sprawl hinders the success of public transportation.
- Negative views of buses.
- Need more funding for RIPTA.

### Asset Management, Safety, & Resiliency

- The hurricane barrier in Providence has reduced losses from flooding.
- Statewide drainage needs to be improved.
- Roads that are built too wide promote speed.
- More opportunities for complete streets to improve safety (reduce speeds). On the other hand, are complete streets distracting for drivers?
- Improve the usability of locally owned roads which function as primary roads
- Sea level rise will affect the ports, bridges, and coastal roads.
- Tolling legislation could force trucks to take a longer route and thereby increasing their greenhouse gas emissions.
- Maybe in the future driverless cars will reduce human error on the roadways.



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.



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
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## Agenda

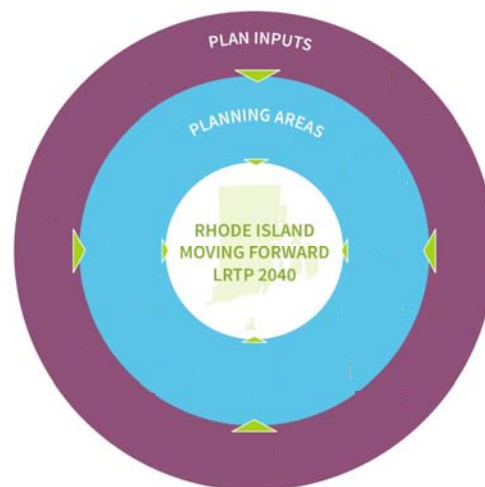
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## What is an LRTP?

- Transportation vision plan
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- Inputs
  - Policy
  - Data
  - Funding
  - Public Outreach

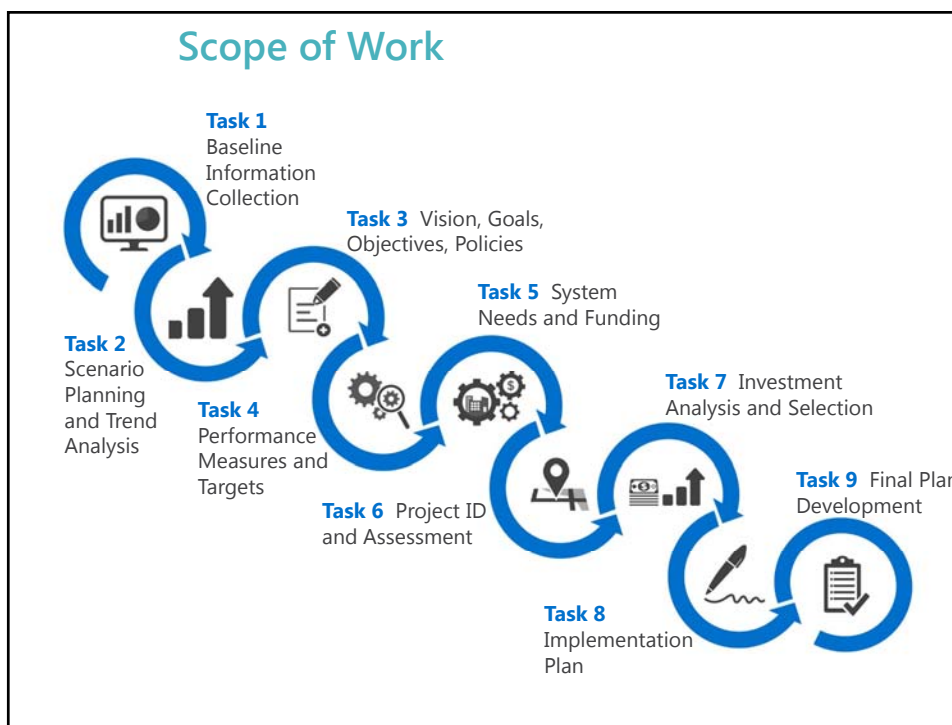
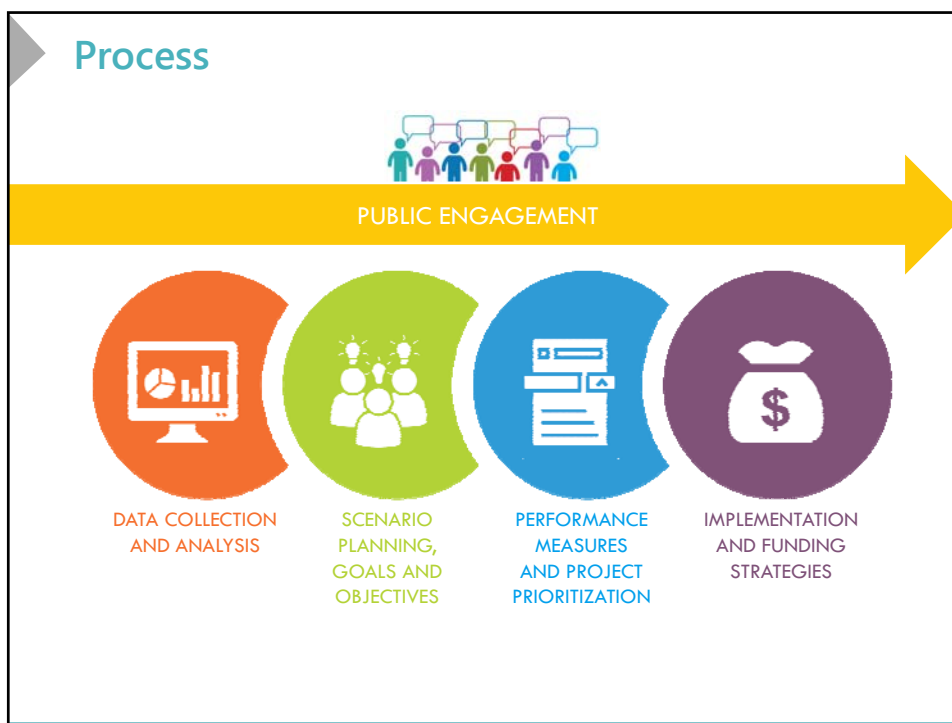


## Purpose of an LRTP

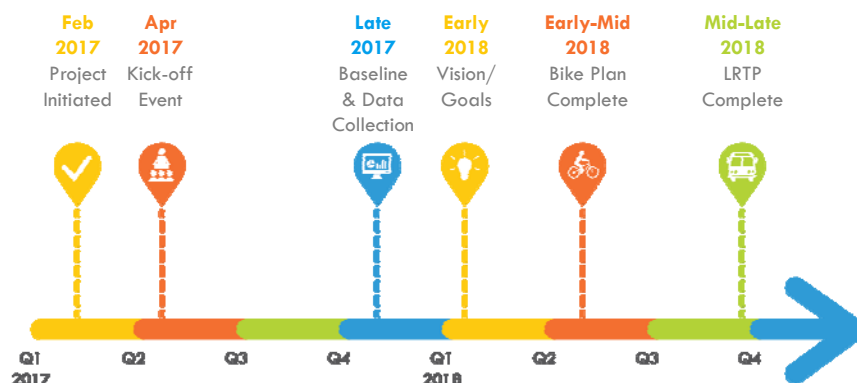
**sets the direction for major *transportation* investments for the next 20 years**







## Schedule

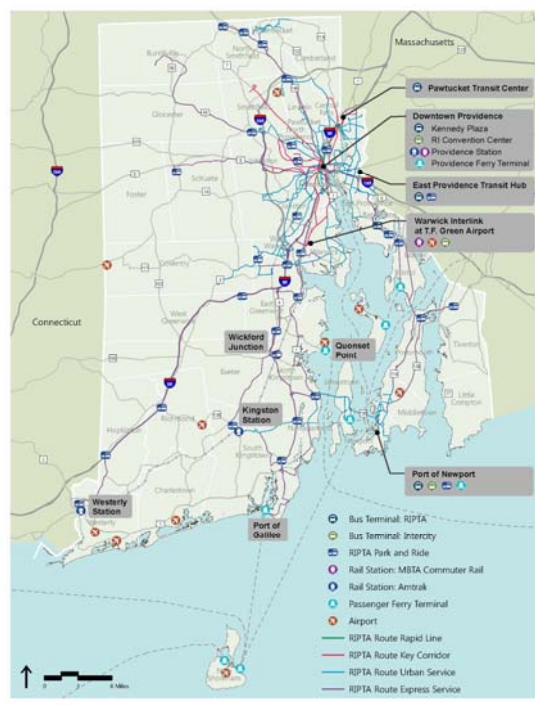


## Data Collection



## Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



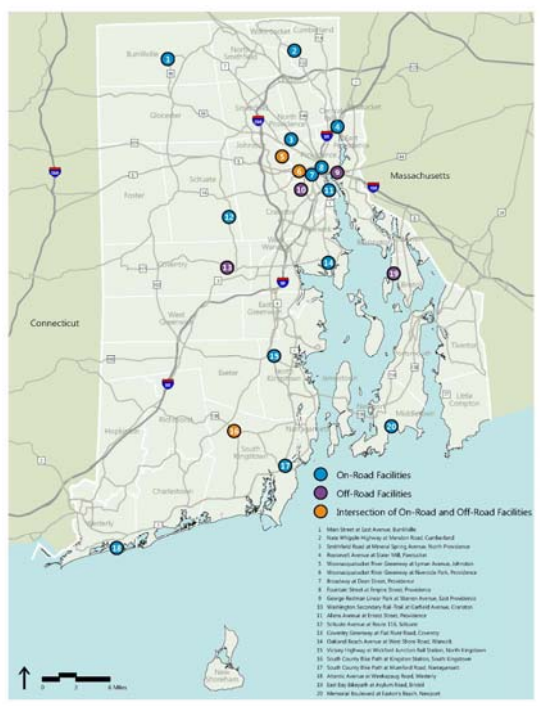
## Bicycle & Pedestrian Network

- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data



## Bicycle & Pedestrian Network

- Count Locations



## Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

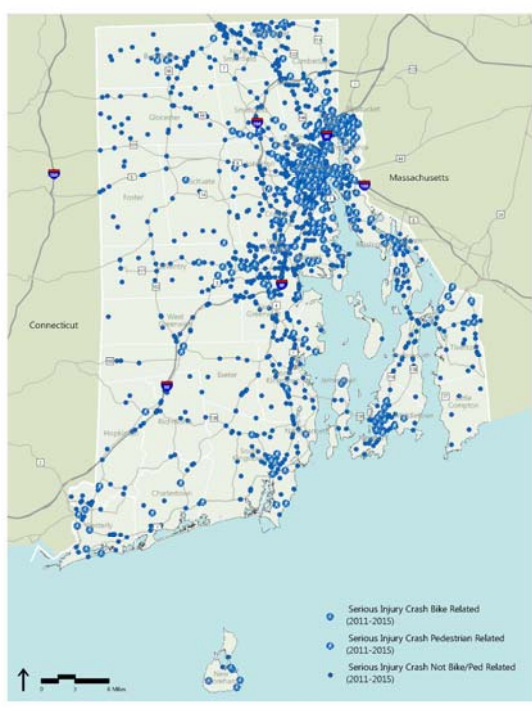


## Congested Corridors



## Safety

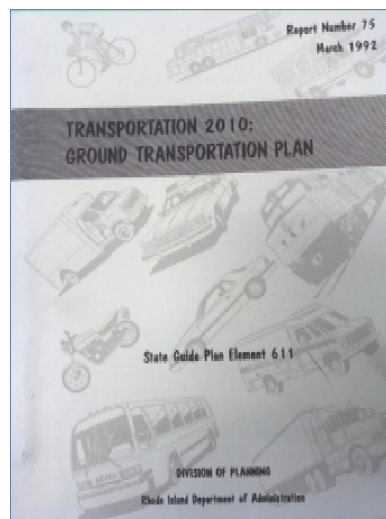
- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data





## L RTP 2010 Vision...

- Provide a **balanced** system
- Improve **existing** facilities
- Develop **innovative** solutions
- Support **efficient** movement of goods
- Develop **programs** that contribute to environmental and economic policies
- Provide services for **elderly and handicapped**
- **Coordinate** with other states, local officials, interest groups and the public



## Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology

## What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

# What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

## What role does technology play in transportation?

## Public and Stakeholder Engagement

- We want to hear from you!
  - Public Workshops
  - **Municipal Roundtables**
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey



## Ongoing Public Outreach



Home About Project News Meetings & Events Documents Get Involved

### Rhode Island Moving Forward TRANSPORTATION FOR THE NEXT 20 YEARS



Welcome to the home of the Rhode Island Long-Range Transportation Plan (LRTP) and Bicycle Mobility Plan (BMP). The Project Team will be using this website, and other tools, to engage and communicate with the public. We look forward to providing updates on project happenings and progress. If you have any comments or questions, please share them with us. We will compile your comments and review them with the Project Team.

#### THE PLANS

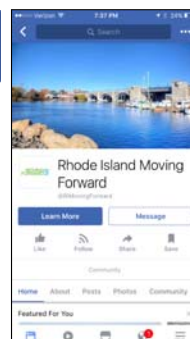
<http://www.planri.com/>

[PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)

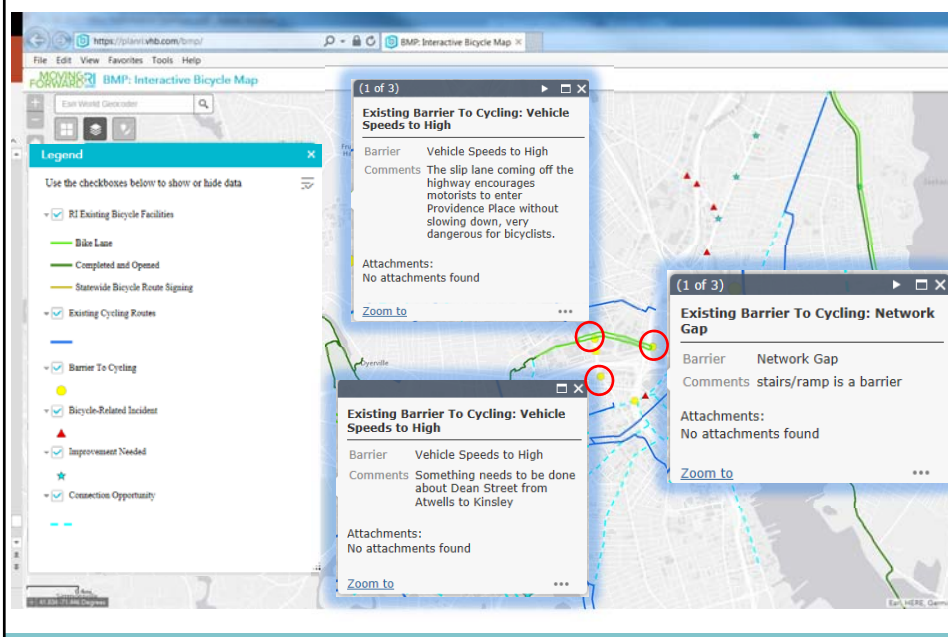
#### We want your ideas!

We want your input to learn what transportation challenges need to be addressed statewide. Share your observations here!

Send us your comments »  
Take our transportation survey »  
Contribute to our bicycle map »



## We Are Listening....





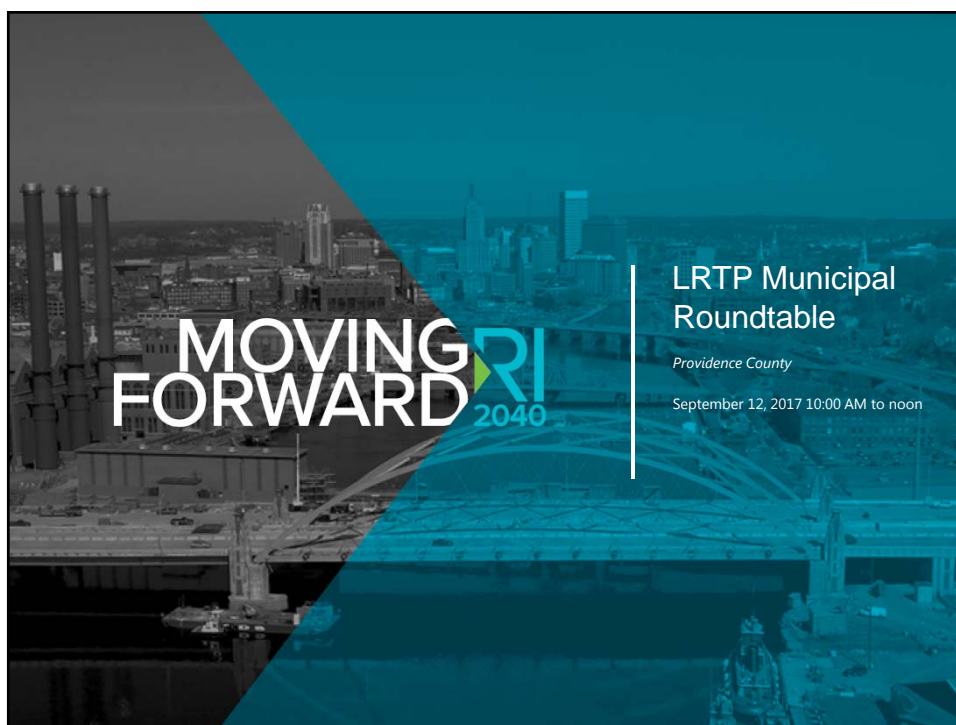
## Next Steps

### Data Collection

### Public and Stakeholder Engagement

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - **9/21 – Pawtucket**
  - **9/25 – Narragansett**
  - **9/28 – Bristol**
- Stakeholder Topic Groups Meetings

### Scenario Development



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Washington County  
www.PlanRI.com | PlanRI2040@gmail.com

## Municipal Roundtable Meeting Summary

**Date/time:** Tuesday, September 5<sup>th</sup>, 2017 11:00 AM to 1:00 PM

**Location:** URI Memorial Gallery  
50 Lower College Road  
Kingston, RI 02881

Invited Washington County participants included representatives from RIDOT, the Towns of Hopkinton, Narragansett, Charlestown, North Kingstown, South Kingstown, and Westerly; and the Connecticut Trust. Also in attendance were Senator Morgan and Representative Roberts. Project staff from RI Statewide Planning and VHB helped facilitate the discussions.

After an introduction to the Long-Range Transportation Plan purpose, attendees were divided into four rotating groups and lead through an exercise to provide their input on:

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

The purpose of this exercise was to identify the strengths, weaknesses, opportunities, and threats associated with each of the above sectors. Participants were encouraged to mark-up maps and write down their ideas for improvement or concerns. Summary points from the exercise include:

## Economic Development/Freight/Tourism

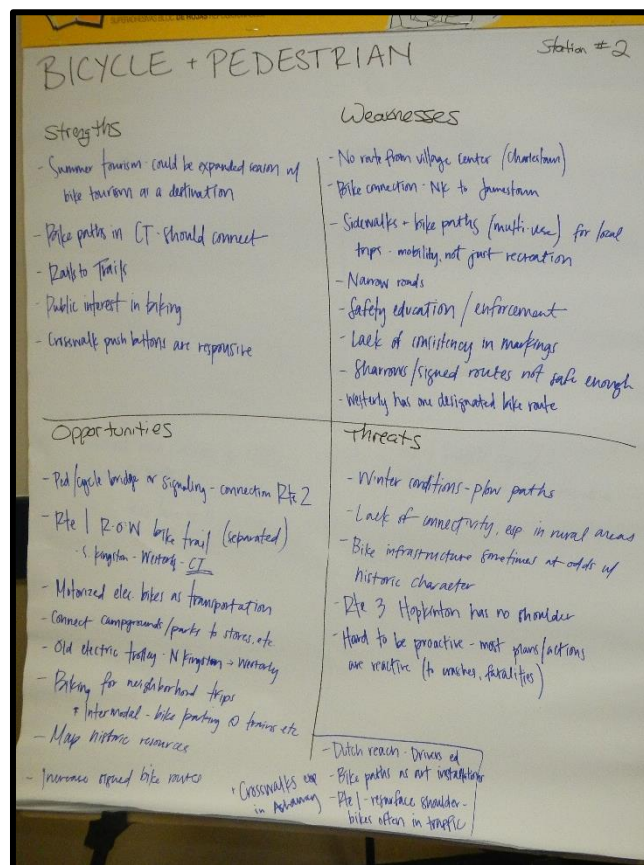
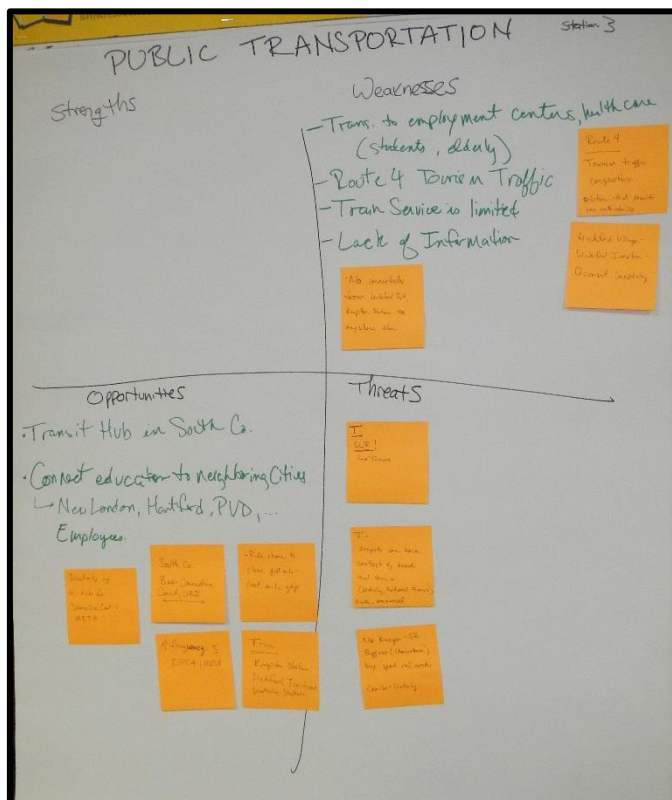
- South County tourism is strong
- South County lacks east/west transit mobility
- RI mentality encourages short travel distances
- New tolls may increase demand for shipping rather than trucking
- Gas tax and new tolling will be invested to maintain infrastructure in state of good repair
- Complete streets proposed for Route 108 and Route 1A, in South Kingstown,, Route 1 in North Kingstown from 403 to West Main
- Adjust the traffic signal timing during the summer months
- Improve connectivity from hubs such as URI, Westerly Station, Wickford Junction, and Kington Station
- Popular coastal tourism sites and access to those sites are susceptible to sea level rise





## Bicycle & Pedestrian Mobility

- Summer tourism could be expanded by taking advantage of bike tourism as a destination.
- There is a public interest in more bike connectivity and enhancing cyclist safety
- Some roads are too narrow to safely allow for bikes
- Lack of consistency in lane markings
- Consider bikes as a mode of transportation, not just recreation
- Winter plowing efforts don't always allow for safe bike travel
- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



## Public Transportation

- Train service is limited
- Increase frequency of RIPTA/MBTA
- Improve connection between Wickford Village, Wickford Junction, and Quonset.
- Have more transit hubs in South County (enhance existing hubs: Kingston Station, Wickford Junction, Westerly Station)
- Ride share as an opportunity to close first mile/last mile gap
- Connect education to neighboring cities- New London, Hartford, Providence

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.



Rhode Island Moving Forward Long-Range Transportation Plan 2040  
Municipal Roundtable – Washington County  
[www.PlanRI.com](http://www.PlanRI.com) | [PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)

### Agenda & Comment Form

**Date/time:** Tuesday, September 5<sup>th</sup>, 2017 11:00 AM to 1:00 PM

**Location:** URI Memorial Gallery  
50 Lower College Road  
Kingston, RI 02881

**Agenda:**

**Sign-in Table** – County feedback map

**11:00 AM – Long-Range Transportation Plan Overview** – presentation

**11:30 AM - Break-out Sessions:** SWOT Analysis

1. Economic Development/Freight/Tourism
2. Bicycle & Pedestrian Mobility
3. Public Transportation
4. Asset Management, Safety, & Resiliency

**12:15 PM - Break-out Session Summary & Discussion**

**12:45 PM – Closing Remarks**

Comments:

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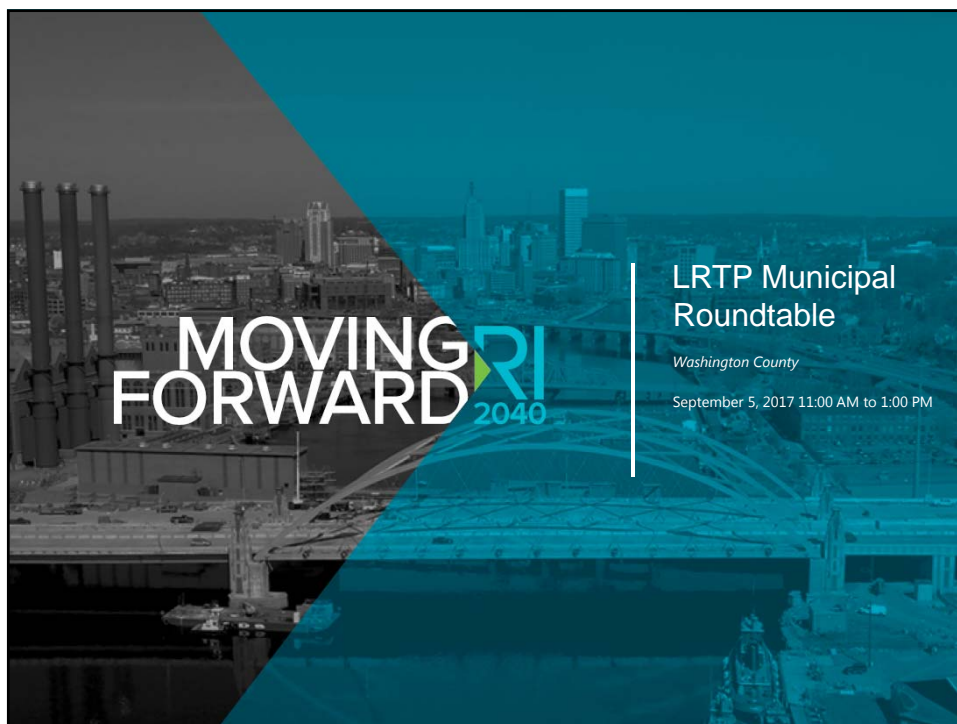
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Please leave comments at the sign-in desk, email, or mail them to:

Rhode Island Division of Planning  
One Capitol Hill, 3<sup>rd</sup> Floor  
Providence, RI 02903  
Attn: Long-Range Transportation Plan  
Email: [PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)





## Agenda

1. Welcome & Introductions
2. Project Overview
3. Breakout Stations
  - Economic Development
  - Bicycle and Pedestrian
  - Public Transportation
  - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A



## What is an LRTP?

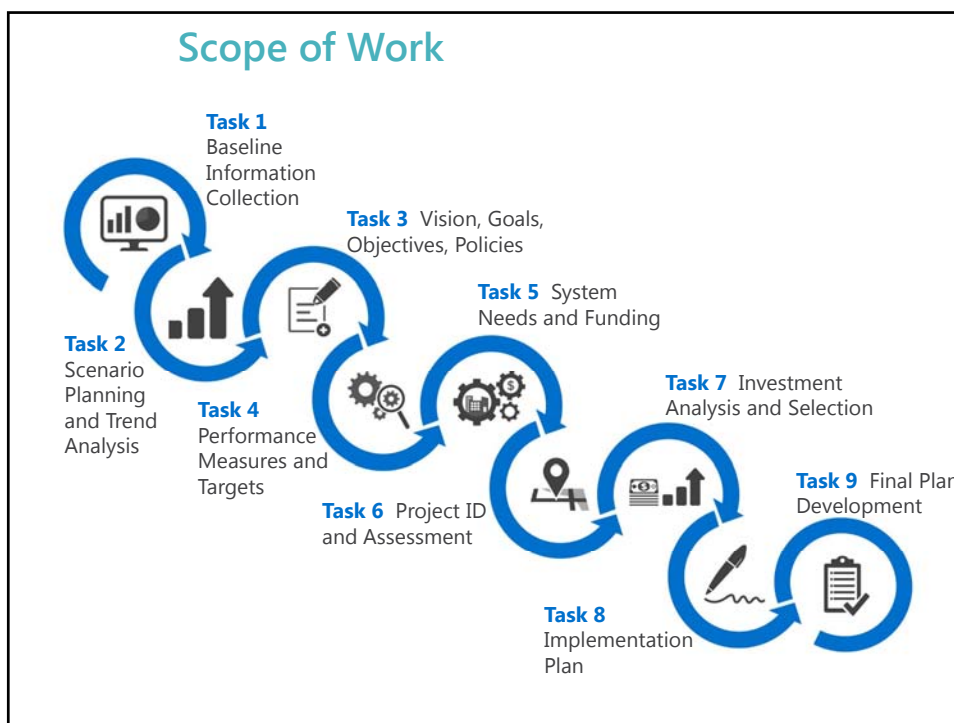
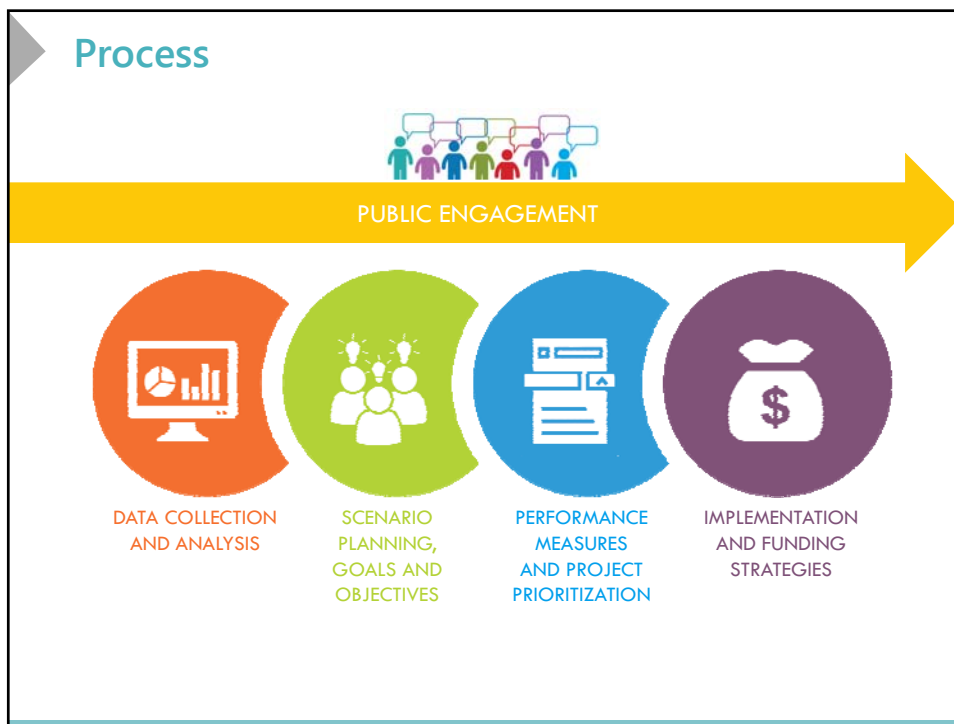
- Inputs
  - Federal and State Requirements
  - Data
  - Historic and Projected Funding
  - Public Input
- Aligned with other long-range planning efforts
- Statewide Bicycle Mobility Plan (BMP) occurring on parallel track



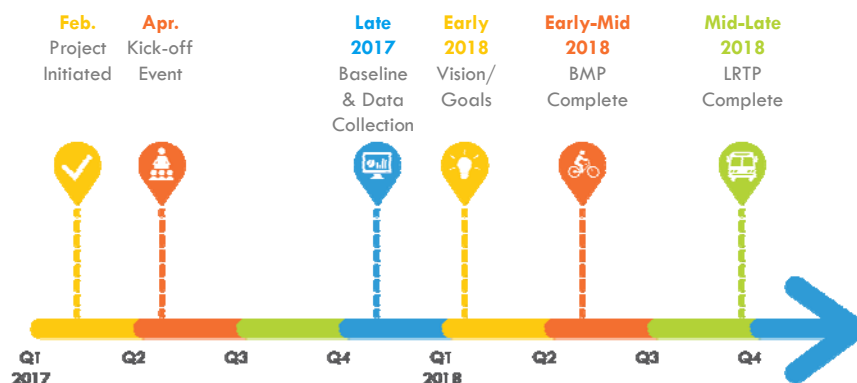
## Purpose of an LRTP







## Schedule

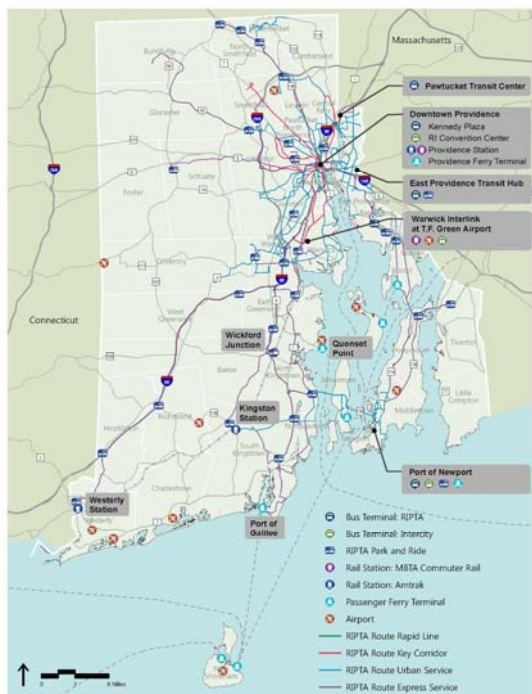


## Data Collection



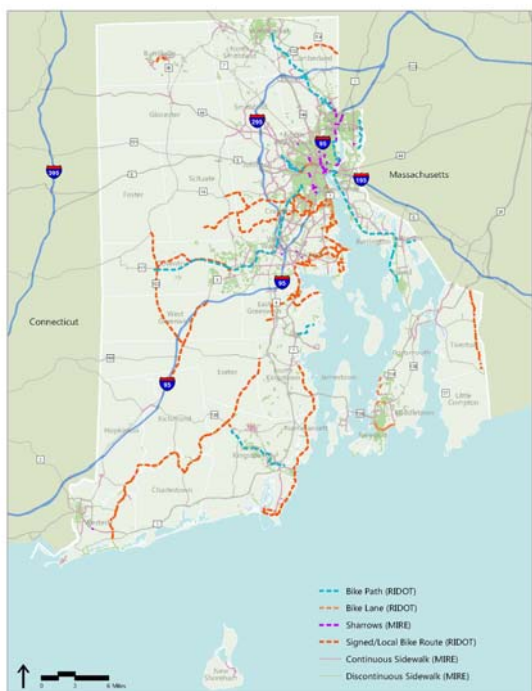
## Transit

- Bus Terminals and Routes
- Train Service
- Ferry Terminals
- Airports



## Bicycle & Pedestrian Network

- RIGIS Bicycle Network
- Model Inventory of Roadway Elements (MIRE) Data



## Freight

- RI State Rail Plan 2014
- RI Freight and Goods Movement Plan

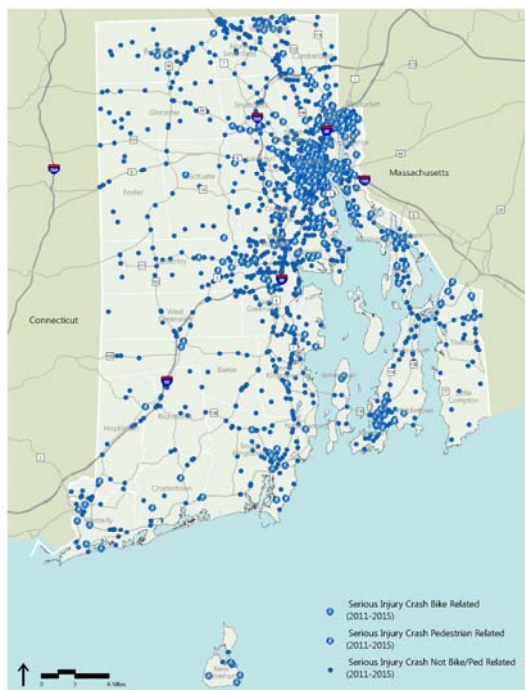


## Congested Corridors



## Safety

- Fatal crash locations (FARS)
- Serious Injury crash locations (RIDOT-OHS)
- 2011-2015 data



## Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development

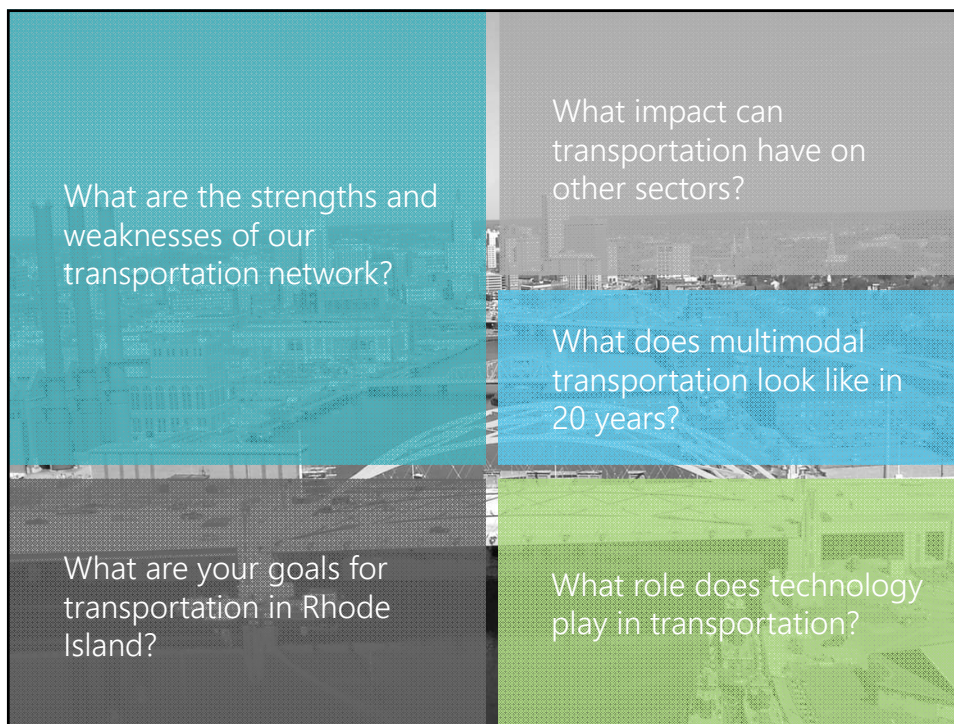


GHG Reductions & Climate Change



Integrated Systems & Future Technology





## Public and Stakeholder Engagement

- We want to hear from you!
  - Public Workshops
  - Municipal Roundtables
  - Stakeholder Topic Groups
  - Advisory Committees
- Tools and Resources
  - Website
  - Social Media
  - Interactive Bicycle Map
  - Survey (electronic and paper)



## Ongoing Public Outreach



Home About Project News Meetings & Events Documents Get Involved

### Rhode Island Moving Forward

TRANSPORTATION FOR THE NEXT 20 YEARS



Welcome to the home of the Rhode Island Long-Range Transportation Plan (LRTP) and Bicycle Mobility Plan (BMP). The Project Team will be using this website, and other tools, to engage and communicate with the public. We look forward to providing updates on project happenings and progress. If you have any comments or questions, please [share them with us](#). We will compile your comments and review them with the Project Team.

#### THE PLANS

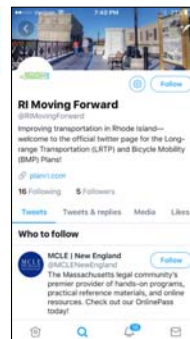
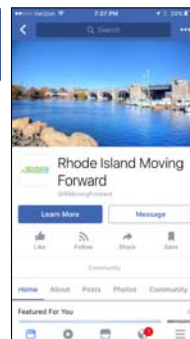
<http://www.planri.com/>

[PlanRI2040@gmail.com](mailto:PlanRI2040@gmail.com)

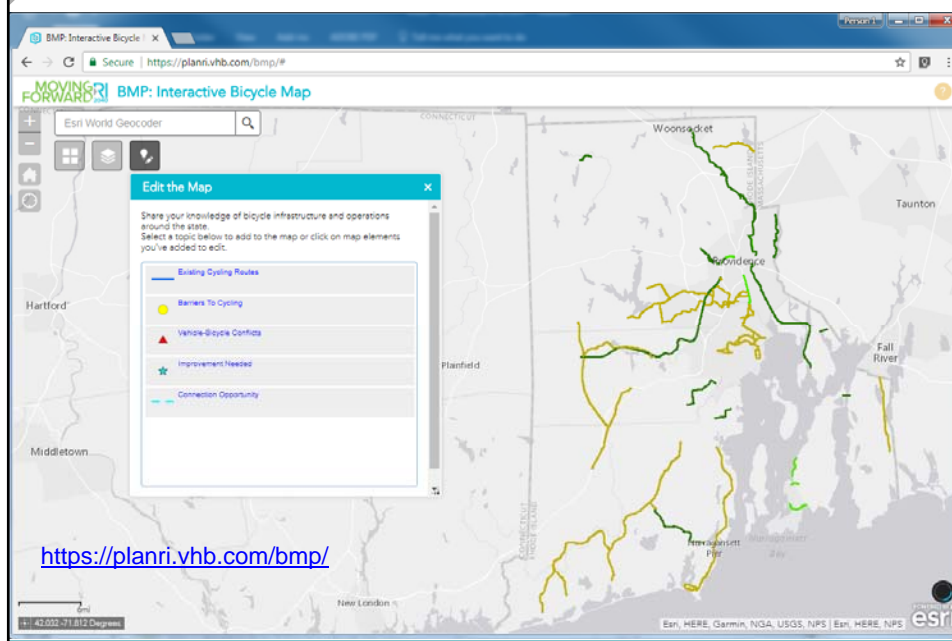
#### We want your ideas!

We want your input to learn what transportation challenges need to be addressed statewide. Share your observations below!

[Send us your comments](#) •  
[Take our transportation survey](#) •  
[Contribute to our bicycle map](#) •



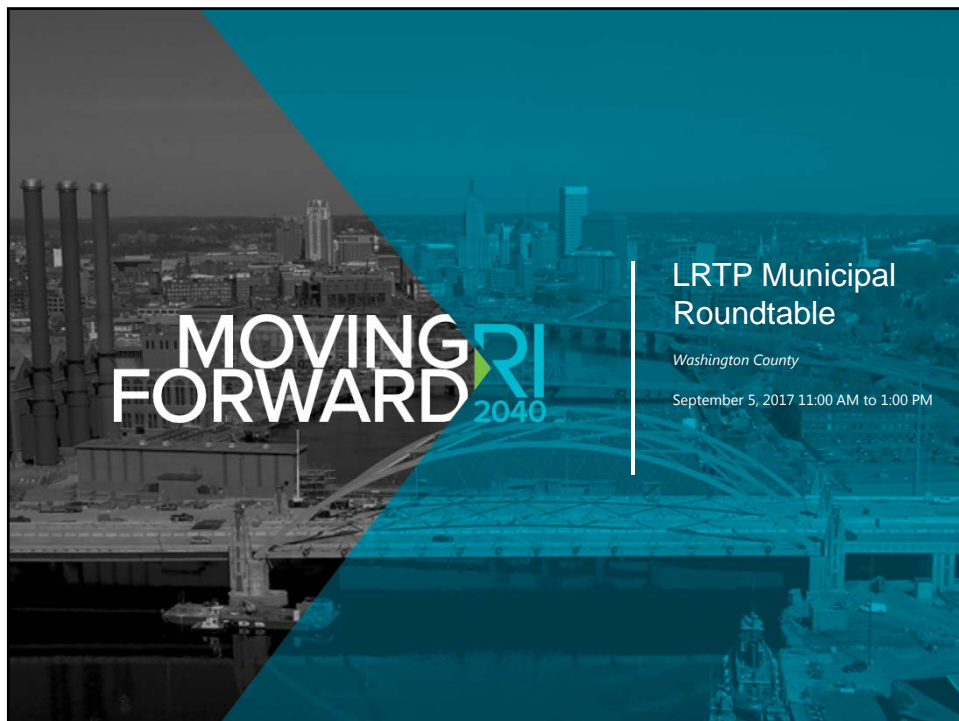
## Interactive Bicycle Map



<https://planri.vhb.com/bmp/>

## Next Steps

- September: Municipal Roundtable discussions (by county)
- Public Workshop #1: Discovery
  - End of September
- Stakeholder Topic Groups Meetings
- Scenario Development



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<br>6:30 PM to 8:30 PM<br><b>Location:</b> Blackstone Valley Visitor Center<br>175 Main Street<br>Pawtucket, RI | <b>Date/time:</b> Monday, Sept. 25 <sup>th</sup> , 2017<br>6:30 PM to 8:30 PM<br><b>Location:</b> Narragansett Town Hall<br>25 5 <sup>th</sup> Avenue<br>Narragansett, RI | <b>Date/time:</b> Thursday, Sept. 28 <sup>th</sup> , 2017<br>6:30 PM to 8:30 PM<br><b>Location:</b> Burnside Memorial Building<br>400 Hope Street<br>Bristol, RI |
|--|---|--|

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.



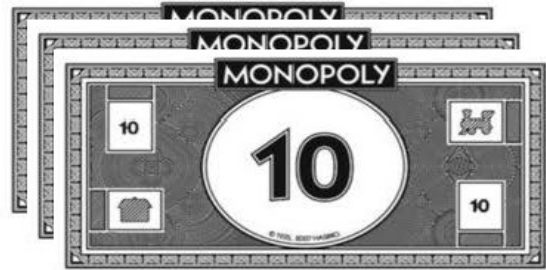


### Station 5- All aboard!

- 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.

### Did you know?

- In 2016, 25% of bridges in Rhode Island were found to be structurally deficient compared to the national average.
- In 2016, there were 10 bridges in Rhode Island that were found to be structurally deficient.
- In 2010, there were 10 bridges in Rhode Island that were found to be structurally deficient.
- The Lee the Lion, the nation's advocate in 1880.

### 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.

### Comments

Thanks for participating!  
Please add your comments to the back of this score card.

### 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 \$50 Amazon.com 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

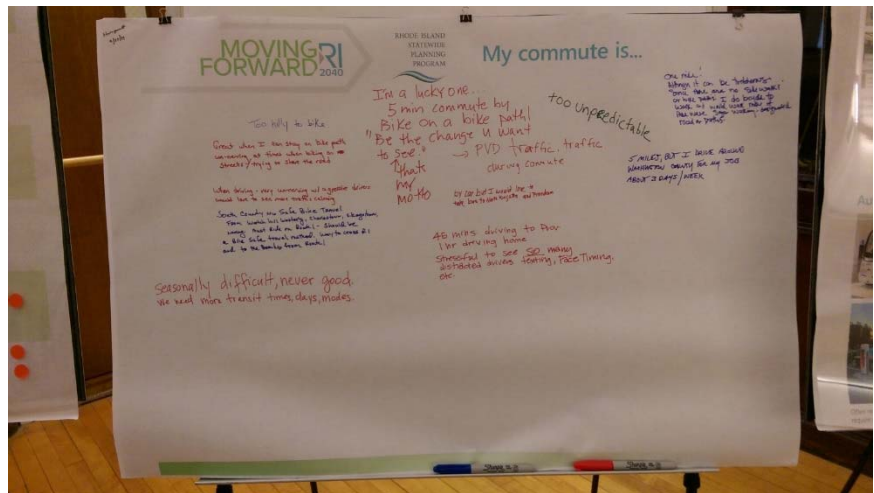
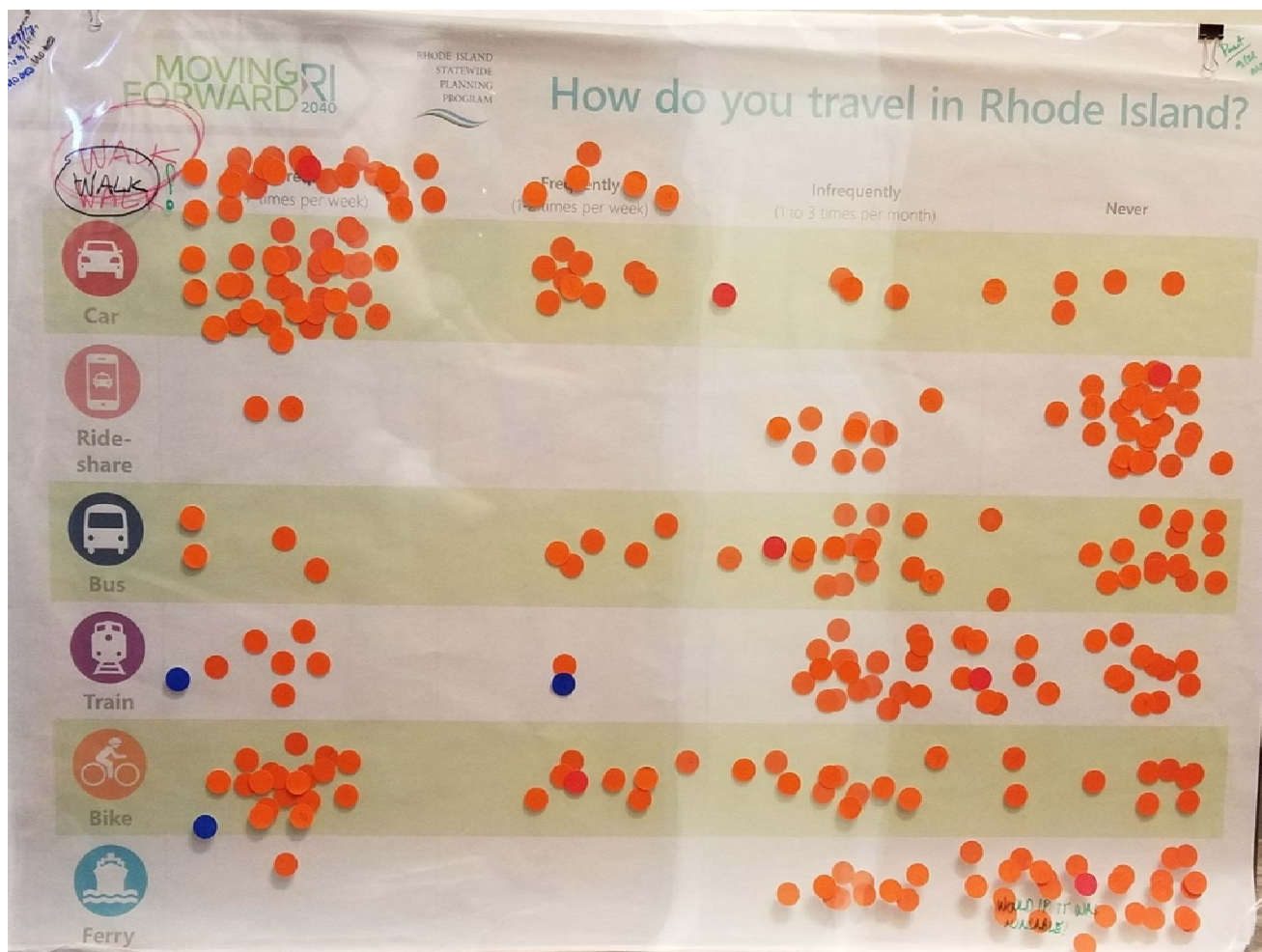


Figure 1 Bristol Public Workshop, September 28, 2017

### 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*

**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.

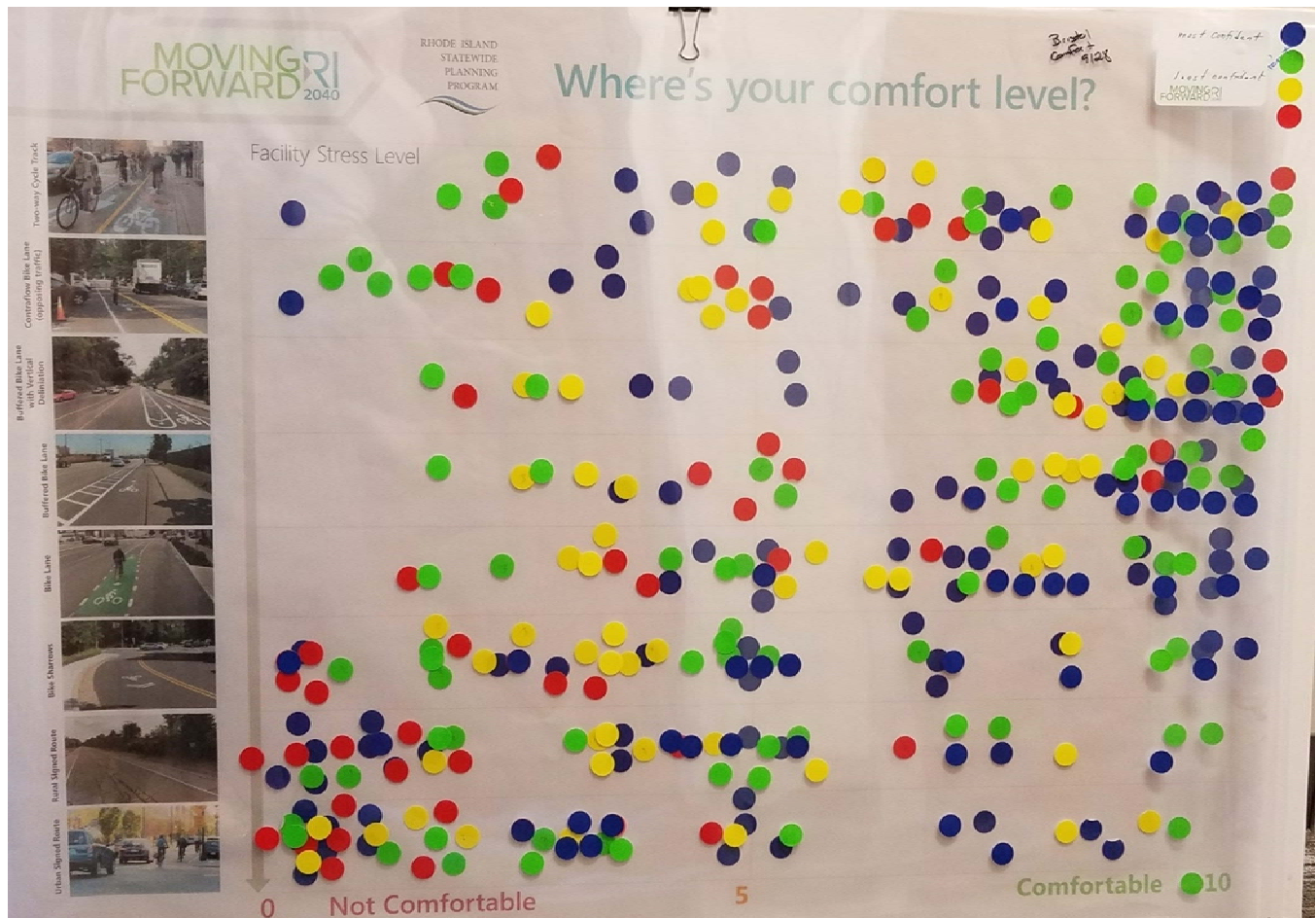
Working from top to bottom, the facilities evaluated were: Two-way cycle track, Contraflow bicycle lane (opposing traffic), Buffered bicycle lane with vertical delineation, buffered bicycle lane, bicycle lane, bike sharrows (share the road), rural signed bicycle route, and urban signed bicycle route.

- 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<br>0 | 1  | 2  | 3 | 4 | Somewhat<br>Comfortable 5 | 6 | 7 | 8 | 9  | Comfortable<br>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<br>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.


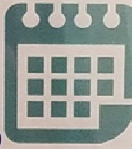

- Increasing service frequency was the most common top priority identified.
- Improving intermodal connections was the top enhancement identified by participants while improved access to information, improved bus shelters and stops, and integrated fares all ranked closely as a second priority. Maintenance/snow 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.

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


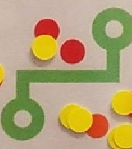




### Improve Public Transportation

*Bristol 10/1 9/28* *Few 9/21 Public Trans.*

**Use 1 dot to choose the top priority for public transportation**

|  |  |   |
|--|--|---|
|  <p>Increase bus/train frequency</p> |  <p>Increase operating hours (nights/weekends)</p> |  <p>Increase service locations (more stops, more routes, longer routes)</p> |
|--|--|---|

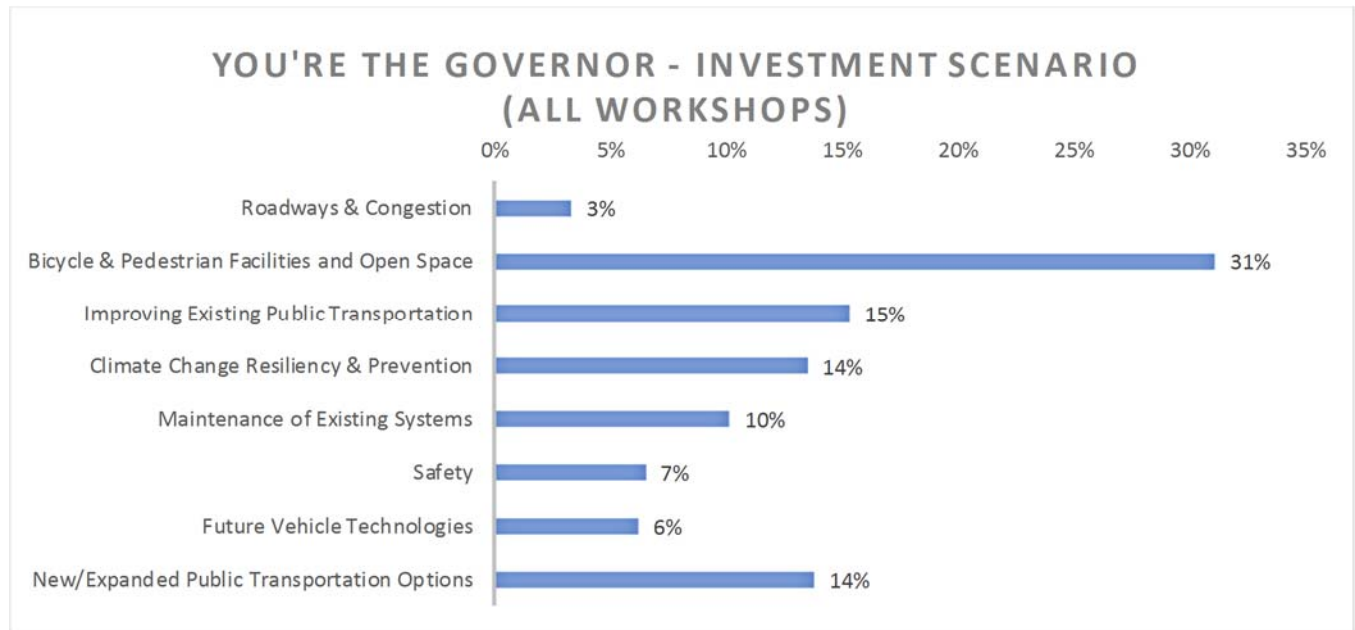
**Use 2 dots to choose the top two enhancements you want to see**

|  |   |  |
|--|---|--|
|  <p>Maintenance and snow removal</p>        |  <p>Improve connections to other modes (automobiles, bikes, bus, train, ferry)</p> |  <p>Improve access to service and real time information</p> |
|  <p>Improve bus/rail shelters and stops</p> |  <p>Integrated bus/rail fares for cost savings</p>                                 |  <p>Provide a smart phone app</p>                           |

## 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



## Long Range Transportation Plan & Bicycle Mobility Plan

*Discovery Workshop Summary*

October 2017

# September Discovery Workshops



## 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.



## 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.

Narragansett  
9/25/17



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 ½ 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

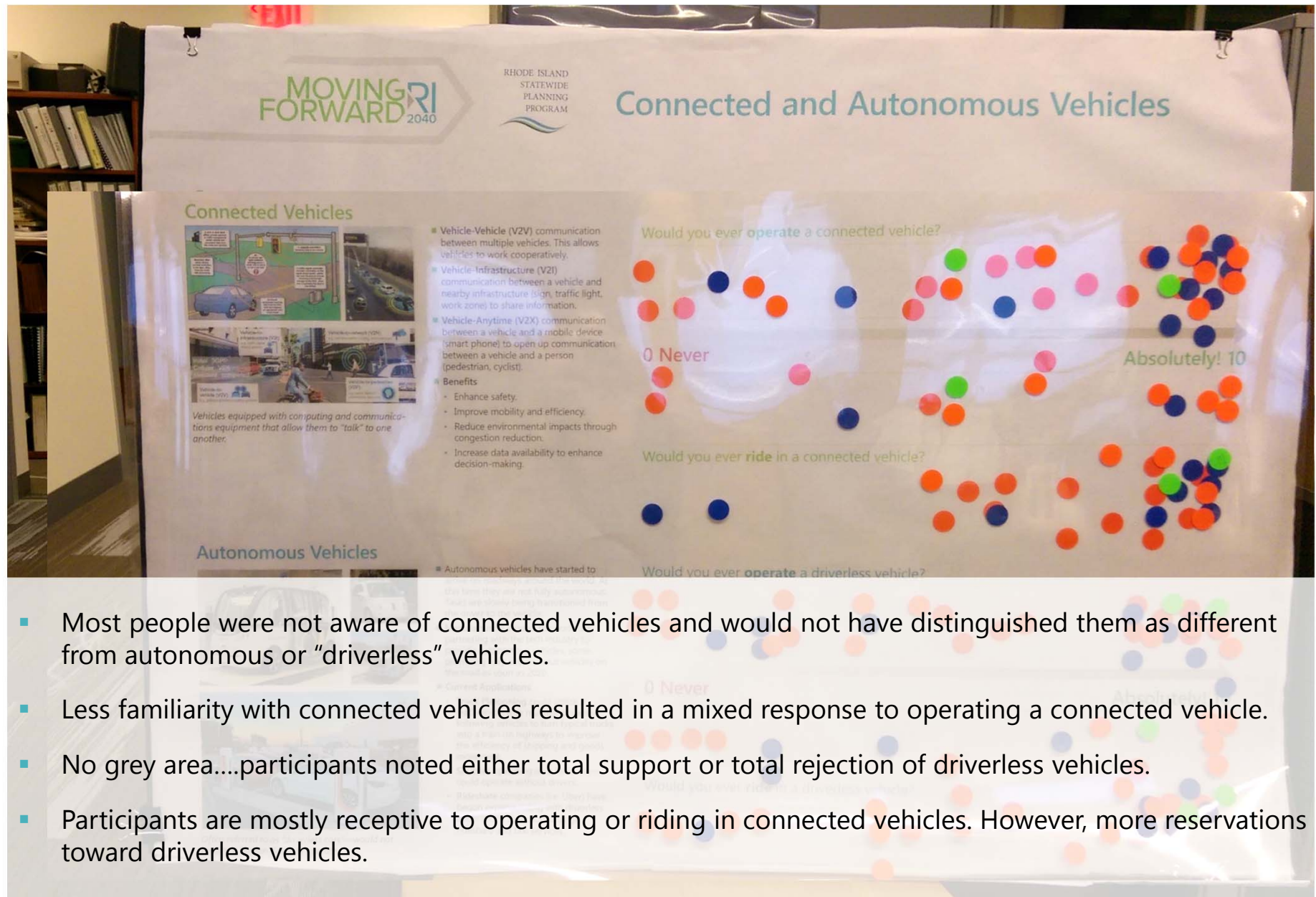
One mile!  
Although it can be tedious...  
Since there are no sidewalks  
or bike paths I do have to  
work and would use more of  
the road. Some walking, but good  
road or paths.

I'm a lucky one...

Too unpredictable

45 mins driving  
1 hr driving home  
Stressful +  
distorted  
etc.

## Station 2 – Choices, Choices



- 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.

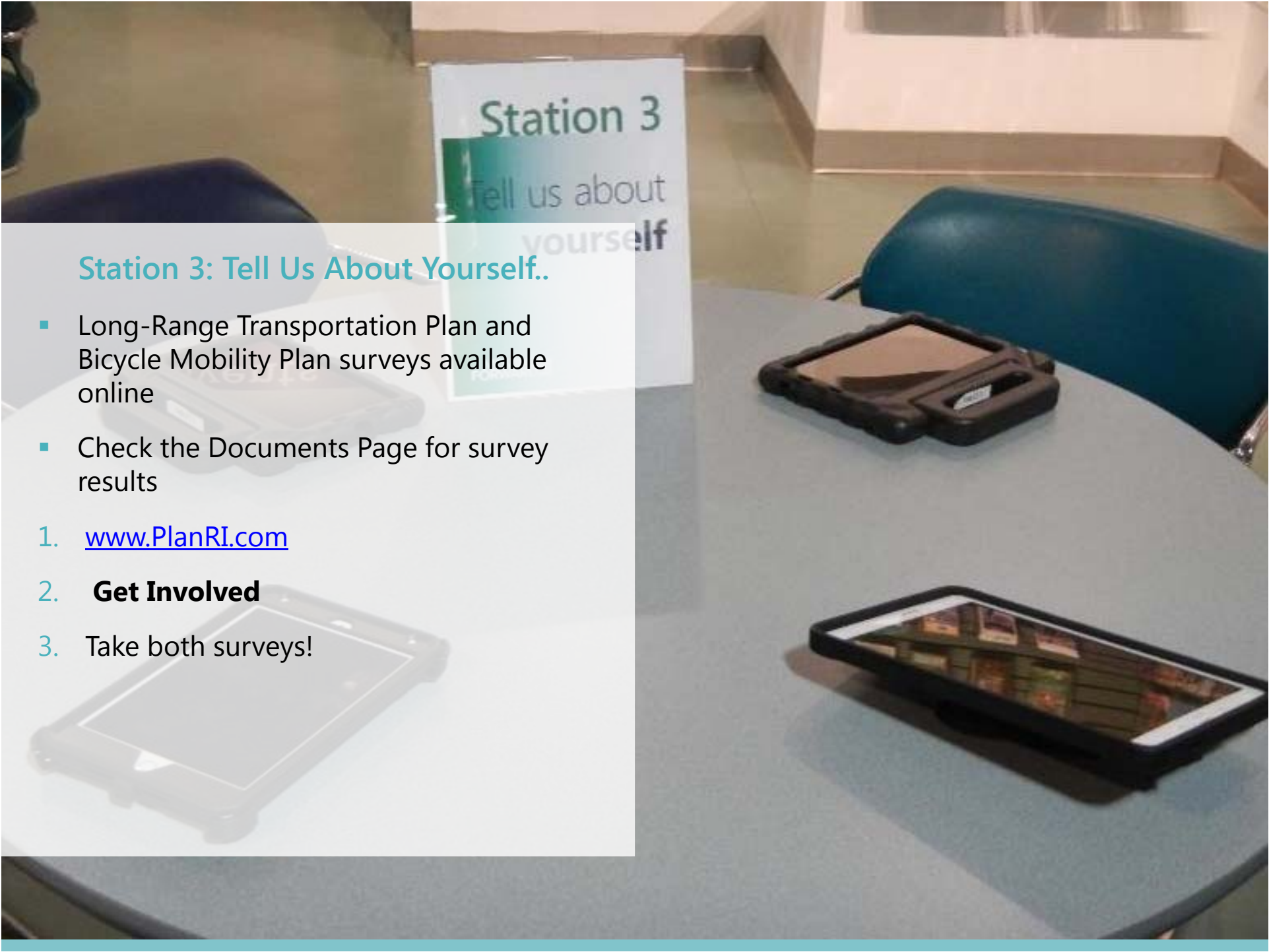




## By 2040, transportation technology could...

- 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" and "Tell us about yourself". On a light blue table in front of the sign are two tablets. One tablet is in a black protective case and is open, displaying a grid of colorful icons. The other tablet is also in a black protective case but is closed. A blue chair is partially visible behind the table.

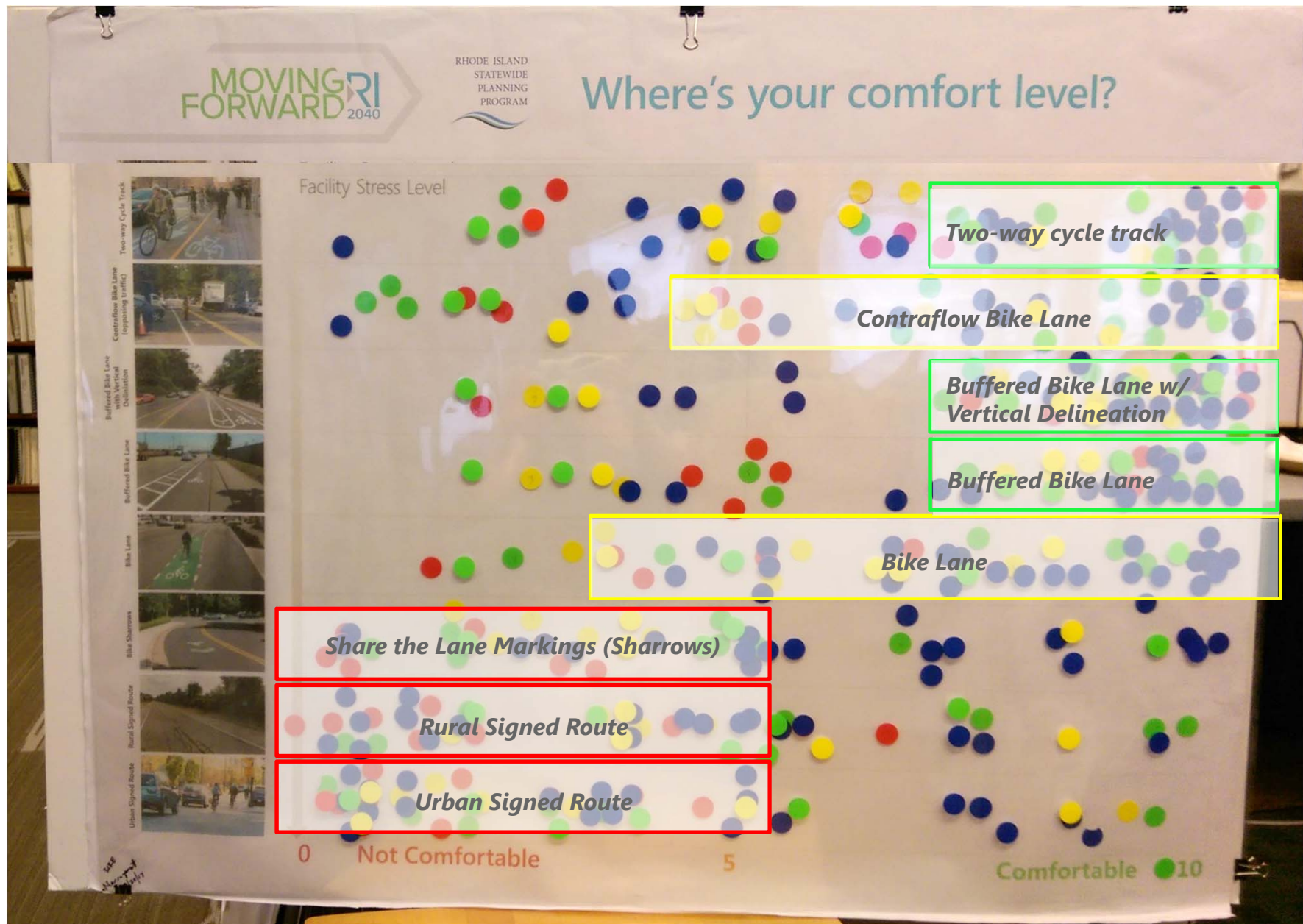
## Station 3

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...

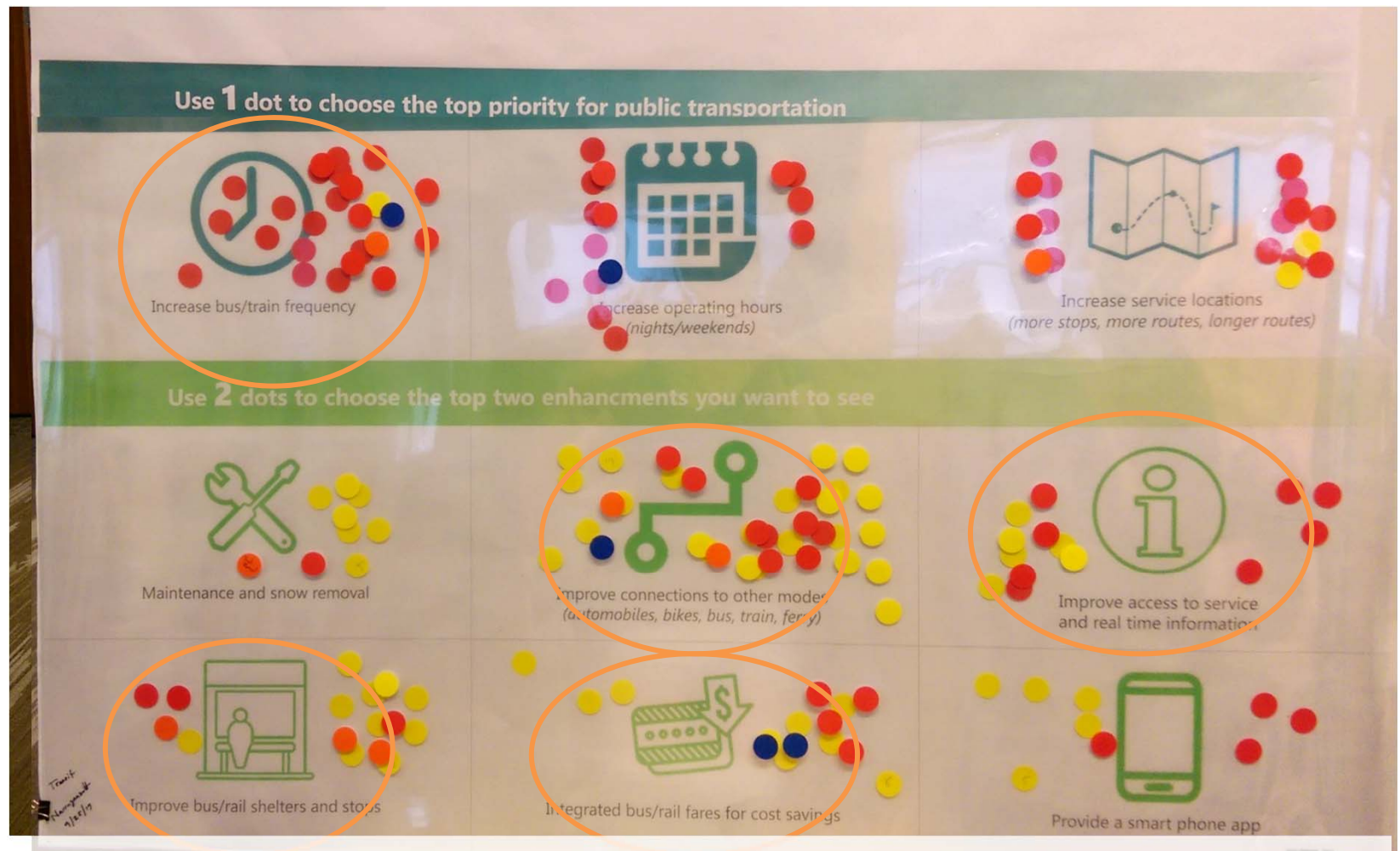
Paw 9/21

- 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

- 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...

- 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.

Bus stops  
at 118 are unsafe -  
overhang, no sidewalks.

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

Some people would like to  
take the Wickford Train on weekends

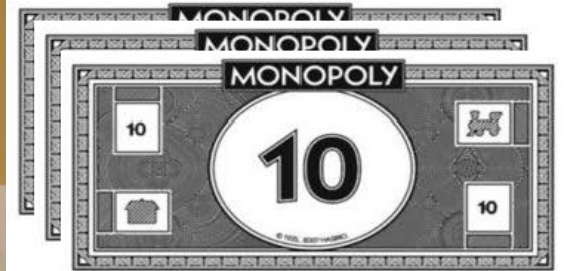
Should be more public/affordable housing  
near transit. Make sure there are sidewalks  
and/or to grocery store.

Need year round Newport to Providence ferry  
Difference between Flex & ADA's  
Add seating at bus stops  
esp. in winter sq. stop + shop

How to cross state lines for medical trips!

Flex is not clear to  
understand. Confusing. Fort  
Small. Pickups confusing.

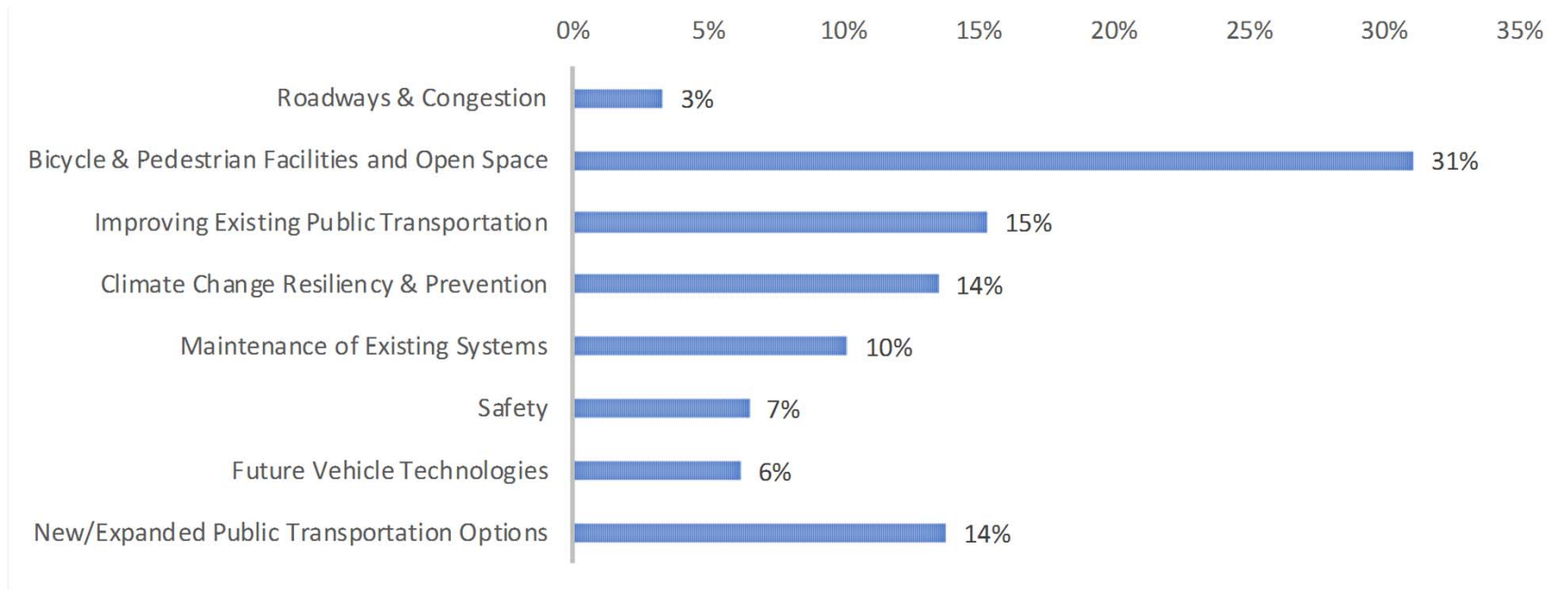
## Station 6 – You're the Governor



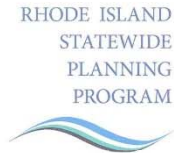
# Station 6 – You're the Governor

## 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%  |
|   |  | \$2,970 | \$1,720 | \$1,900 | \$6,590 | 100% |







a Southern Bus Hub  
that allows folks of all  
incomes the freedom to work  
and travel freely.

- 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...

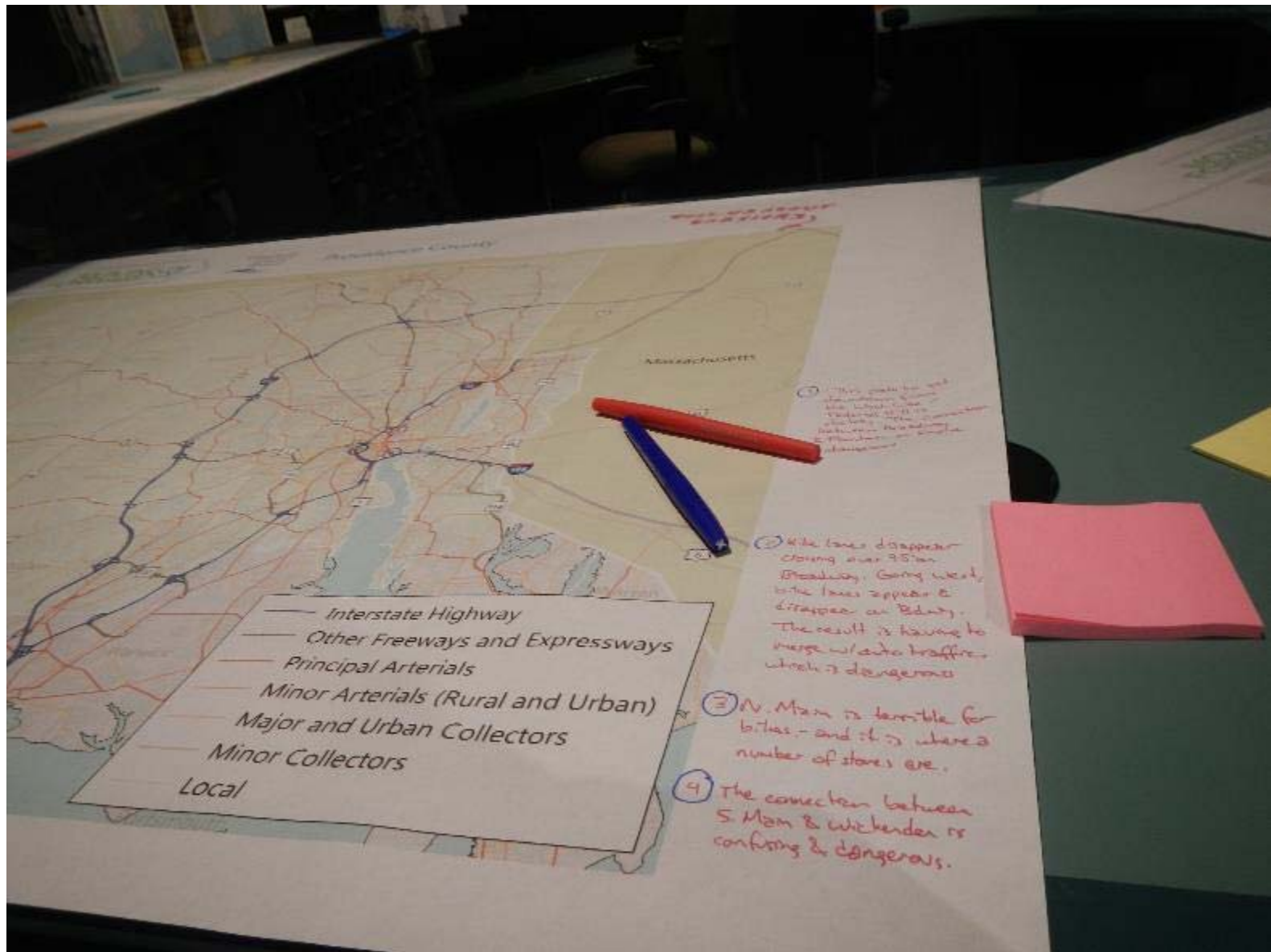
less re-development + more  
eco-systems along our coastline  
(dunes, etc.)

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?

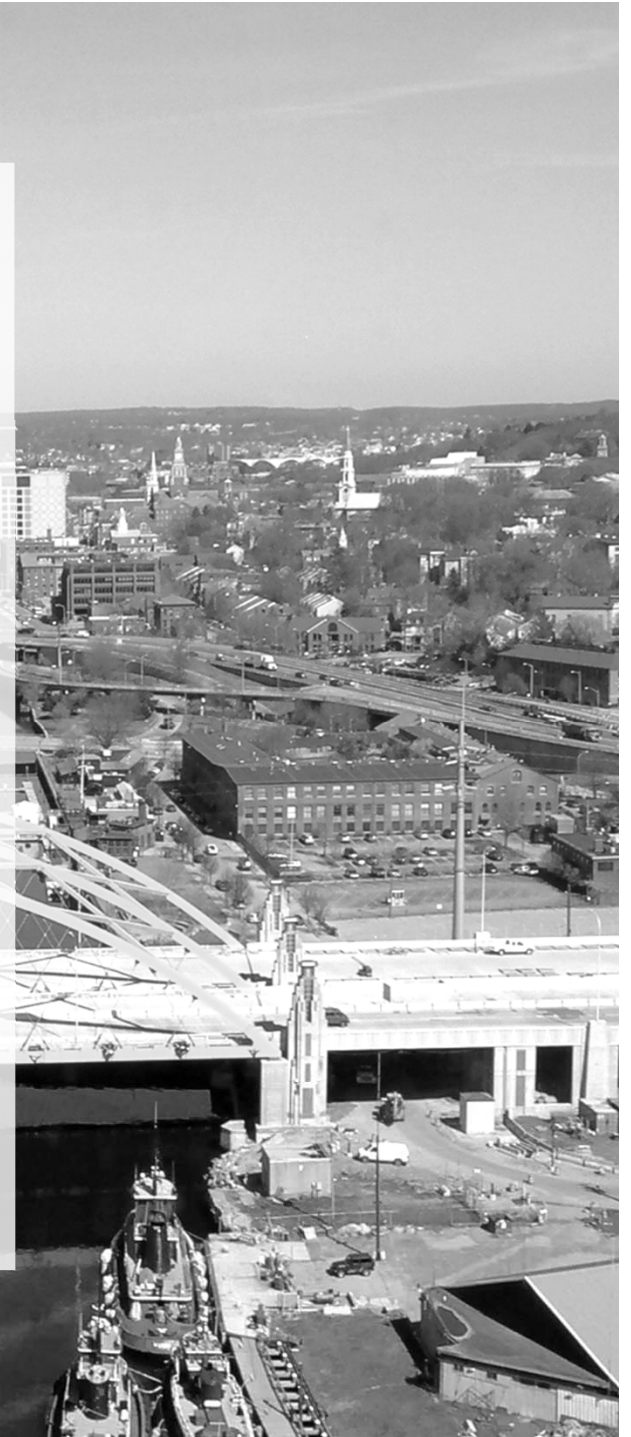
Share your #TransportationGoals with us here, on Facebook, and on Twitter.

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

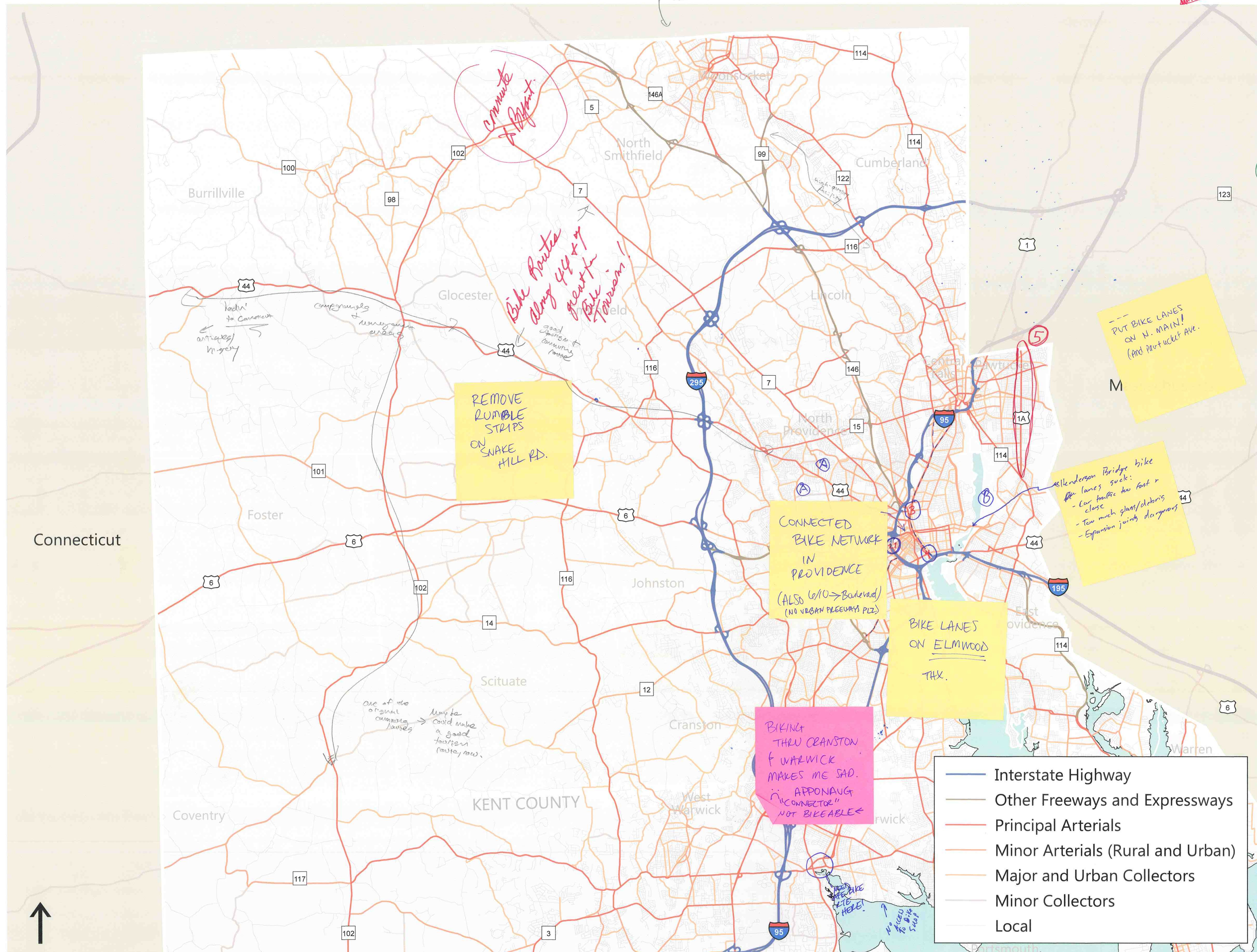


## Long Range Transportation Plan & Bicycle Mobility Plan

*Discovery Workshop Summary*

October 2017





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 to 146 Sayles Hill Rd N to 146

RT 114 No Bike Lanes Small Shoulder

Can't bike safely at all on Newport Ave per tuckett

Consider Ex Bay Path to Pawtucket connection along East Paw waterfront as it develops

develop bike (mostly on-road) infrastructure to access colleges, RIC, PC, with many potential users. Consider bike/ped bridge across Woonasquett River in Allendale area

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 - Much Needed

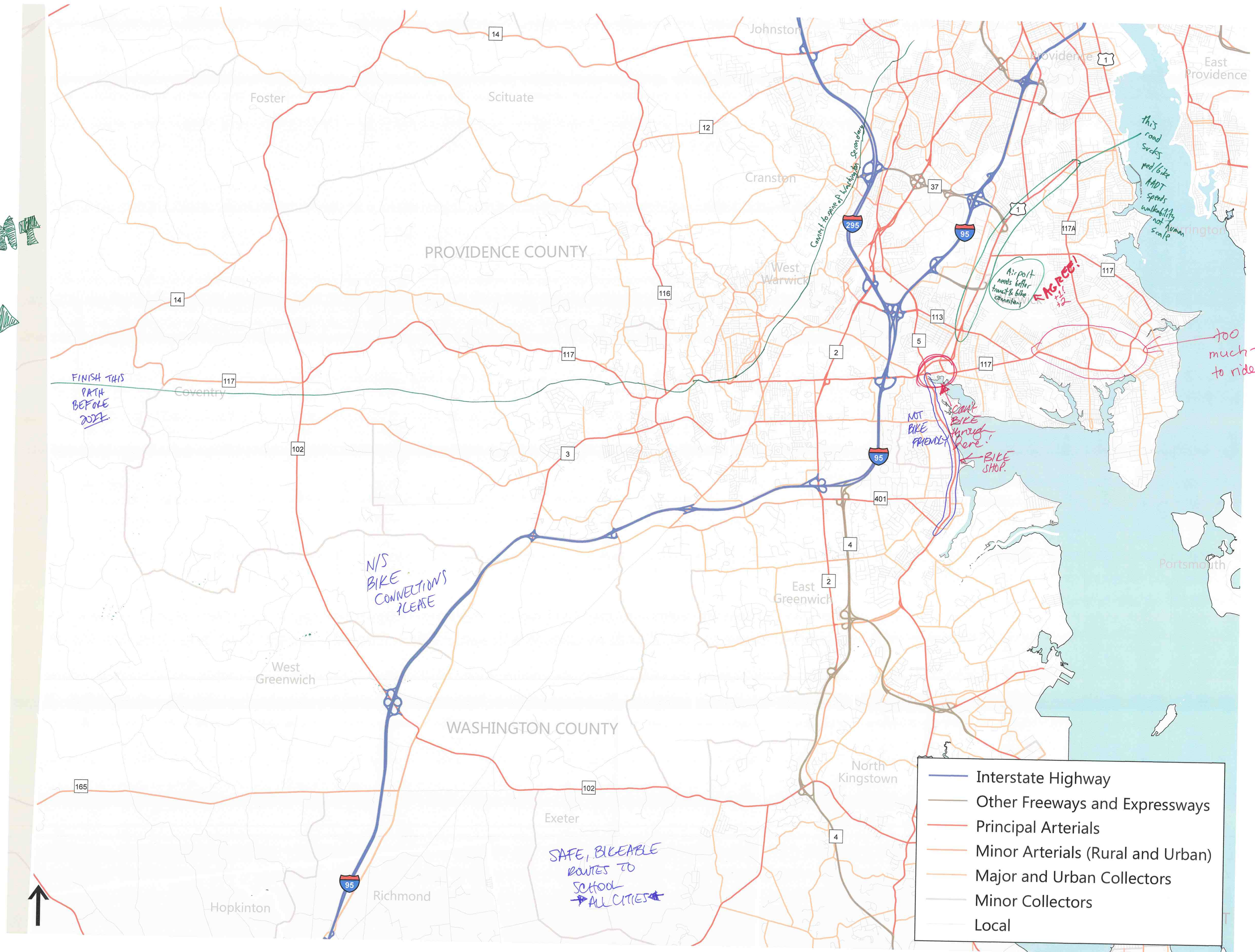
Bike lanes disappear crossing over 95 on Broadway. Going west bike lanes appear & disappear on Bdwy. The result is having to merge w/ auto traffic, which is dangerous

N. Main is terrible for bikes - and it is where a number of stores are.

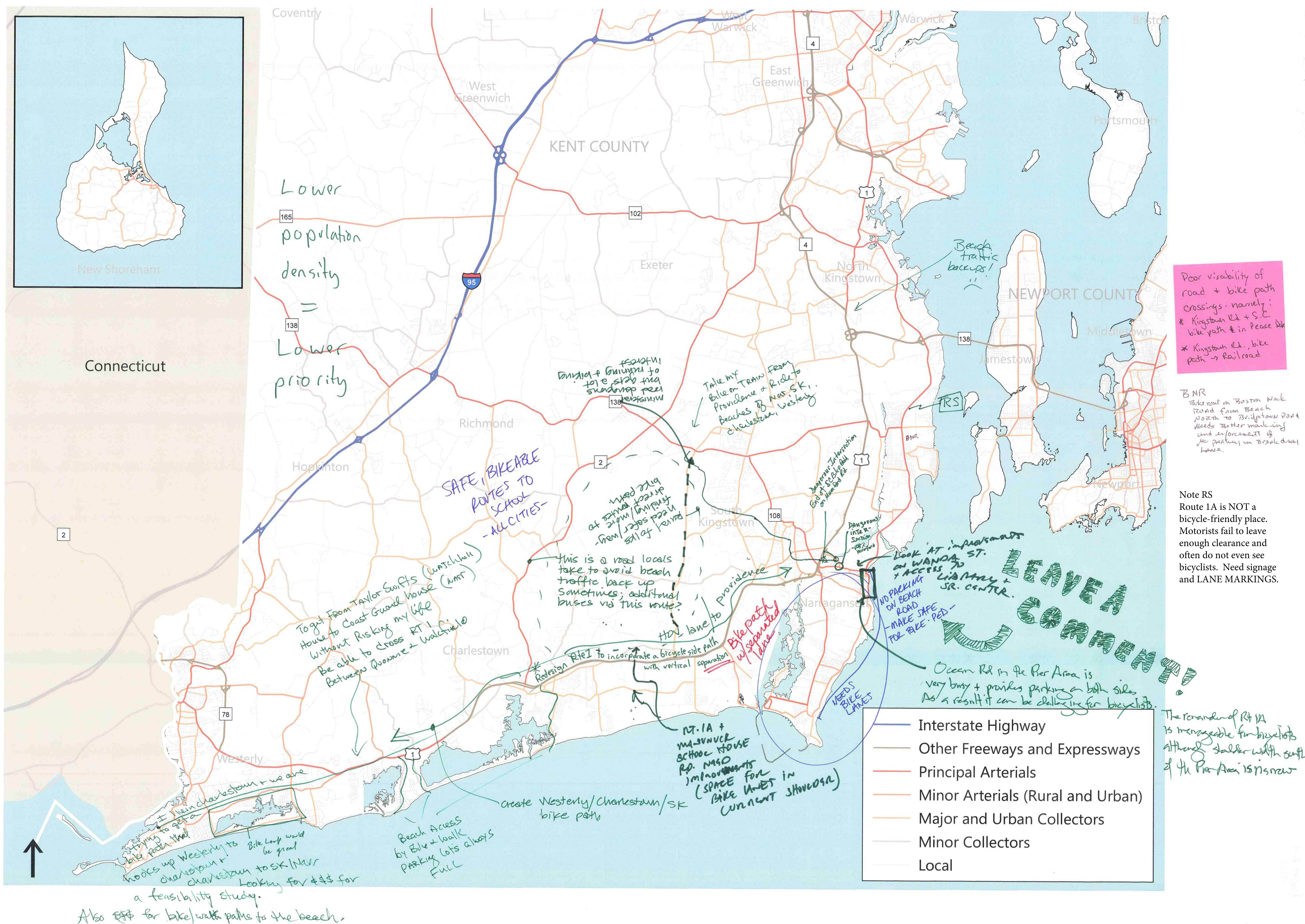
The connection between S. Main & Wickenden is confusing & dangerous.



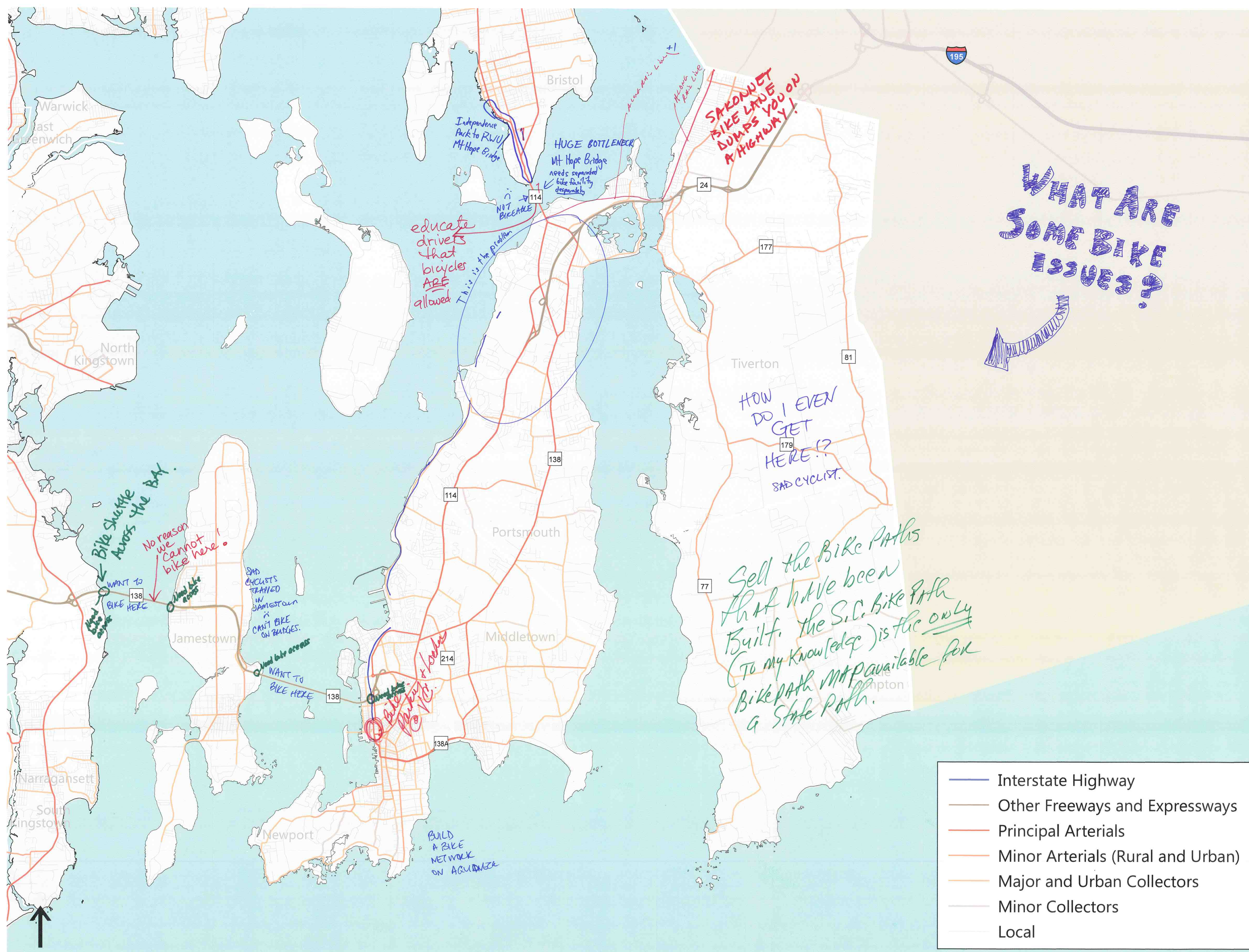
# Kent County











# WHAT ARE SOME BIKE ISSUES?

~~I Agree on~~

1- Agreed. Bike  
infra sat that  
Bristol is nonexistent  
~~there~~ I like everywhere  
but I turned around  
have bc, it was too  
dangerous.

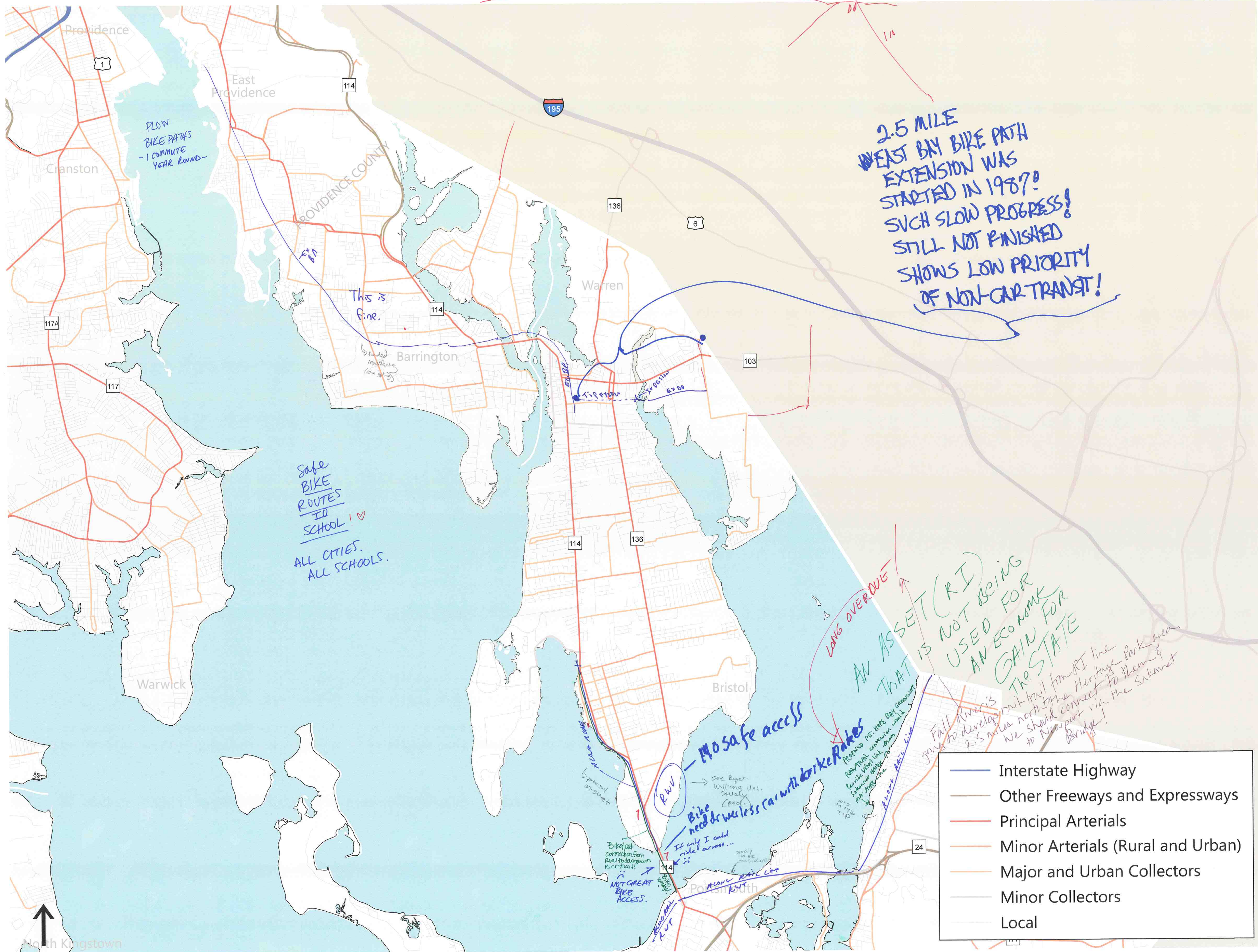
- MORE FREQUENTLY AND LATER INTO THE EVENING

AVAILABILITY FOR  
FAISES TO GO TO  
SOUTH KINGSTOWN  
TO NEWPORT.

- SWITCH LAST STOP ON BUS ROUTE FROM SK → GATEWAY TO GATEWAY BEING 1st STOP INTO NEWPORT.



WRITE ON ME!



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



WHERE ARE TRANSIT GAPS? ADD BUS ROUTES OR STATIONS! OR FERRY LINES!

