Transportation
Land Development
Environmental
Services

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Meeting Notes

Attendees: **Technical Steering Committee Members:**
Christopher Witt, AIPC
John Burke, AIPC
Ron Wolanski, Middletown
Bob Rocchio, RIDOT
Sean Raymond, RIDOT
Mark Therrien, RIPTA
Roger Poisson, Naval Station Newport

VHB:
Peter Pavao
Leo Roy
Bob Clinton
David Wilcock
Bill DeSantis
Geoffrey Morrison-Logan
Ken Schwartz
Joe Wanat
Bill Ashworth

Also approximately 50 people from the public

Date/Time: April 29, 2010 4:00 PM

Project No.: 72204.00

Place: Community College of R.I.
One John Chaffee Boulevard
Newport, Rhode Island 02840

Re: Aquidneck Island Transportation Study – Public Information Meeting #2

Notes taken by: VHB

PUBLIC INFORMATION MEETING #2 AGENDA:

1. INFORMAL OPEN HOUSE (4:00 – 6:00 PM)
2. PUBLIC INFORMATIONAL MEETING (6:00 – 9:00 PM)
    - Welcome/Opening Remarks
    - Brief Study Overview
    - Study Status Update
    - Interactive Audience Polling
    - Interactive Break-Out Stations

- Feedback from Break-Out Stations
- Open Public Comment Period

1. OPEN HOUSE

- An open house forum was held from 4:00 to 6:00 PM outside of the auditorium where people signed in, walked around the room, and talked to project team members and modal experts positioned in four different stations covering the following topics:
  - Station 1 - Roadways & Intersections
  - Station 2 - Pedestrian & Bicycle Mobility
  - Station 3 - Bus, Rail, & Ferry Transportation
  - Station 4 - Sustainability
- During this period, attendees were given the chance to participate in a "dot voting" exercise in which they were given an opportunity to vote for their priority of importance on transportation issues and potential solutions on the Island. Participants were provided 14 dots when they signed in and were asked to place a dot on the large voting sheets corresponding to their preference for priorities.
- A summary of the "votes" from this exercise is included as an attachment.

2. PUBLIC INFORMATIONAL MEETING

Presentation of Study Overview

- Christopher Witt (AIPC) thanked everyone for coming, and provided an overview of the AIPC and the extensive amount of work that the AIPC has been involved with in recent years.
- Dr. Robert Quigley, Vice President of the AIPC Board of Directors, recognized the elected officials in the room and also thanked people for their participation during this important study.
- John Burke (AIPC Project Manager) provided an overview of the meeting agenda, highlighted the study team, Technical Steering Committee members, and Stakeholders, and summarized the study purpose, goals, and objectives.
- The purpose of the study is to develop a balanced, comprehensive multi-modal Transportation Master Plan for Aquidneck Island that will guide the investment of future funds into its transportation system. The Plan will include:
  - Short-, medium-, and long-range transportation improvements suitable for inclusion into municipal and statewide capital improvement plans; as well as
  - Recommended strategies, policies, and actions to improve the transportation system on Aquidneck Island consistent with community values.
- A summary of the goals and objectives for the study include:
  - Include all modes of transportation (bus, rail, ferry, pedestrian, auto, etc.);
  - Seek modal enhancements and connections;
  - Preserve, maintain, and improve the efficiency of our existing transportation facilities and services in consideration of both current and future travel demands; and
  - Increase mobility, modal choice, accessibility, and safety for all residents, businesses, employees and visitors while decreasing traffic congestion and its negative impacts on our environment, economy, and quality of life.

- Bill Ashworth (VHB Project Manager) reviewed the study status update, including the schedule, themes from Public Workshop #1, existing conditions assessment, future conditions, other planned projects on the Island, evaluation criteria, and improvement alternatives.
- The project tasks and schedule were reviewed:
    - **Task 1: Outreach & Community Vision (May 2009 to April 2011) -** Task 1 establishes the framework for the study – goals, objectives, evaluation/screening criteria, and includes Public Participation throughout the study. Task 1 is integrated into all tasks throughout the study duration.
    - **Task 2: Technical Investigation (June 2009 to November 2009)** - Task 2 included the extensive data collection effort. Public Workshop #1 was held on September 29, 2009. Task 2 is completed.
    - **Task 3: Transportation Improvement Alternative & Integrated Scenarios (October 2009 to June 2010) -** Task 3 involves analyzing the data and forecasting future conditions to the years 2020 and 2030. Task 3 also includes the development of transportation alternatives that meet the project goals and objectives. The study team is in the process of completing Task 3.
    - **Task 4: Evaluation of Alternative Transportation Improvements & Integrated Scenarios (May 2010 to November 2010) -** Task 4 will involve the detailed evaluation of transportation improvement alternatives and integrated land use scenarios. Public Workshop #3 will be held in Fall 2010.
    - **Task 5: Transportation Improvement Plan (October 2010 to February 2011) -** Task 5 will include developing a Transportation Improvement Plan that is a compilation of recommendations and implementation timeframes.
    - **Task 6: Plan Implementation (January 2011 to April 2011) -** Task 6 involves developing an implementation plan for the recommended Transportation Improvement Plan. Public Workshop #4 will be held in Spring 2011.
- Common themes derived from the Public Workshop #1 were reviewed:
    - Bicycle, pedestrian, rail, and auto accommodations (considered together and not separate)
    - Bicycle education/enforcement
    - Bus routes and connections (on- and off-island)
    - Rail shuttle
    - Commuter rail (off-island)
    - Satellite parking (areas to intercept vehicles upon entering the Island)
    - Providence-Newport ferry (restoration)
    - Traffic signal synchronization
    - Speeding and enforcement
    - Truck restrictions
    - Sustainability issues
- The project website (www.vhb.com/aquidneck), and its contents were summarized, including public meeting notes and survey results, FAQs, online surveys, comment page, and email subscription opportunities.
- There has been a significant amount of public input received to date on the project through various outreach efforts including:
    - Public Information Meeting #1 – over 350 comments noted

  - Online Survey/Comments – 280 responses to date
  - Auto & Bus Origin-Destination Postcard Surveys – over 1,700 returned
  - Evaluation Criteria Survey – 260 responses to date

- VHB has completed the Existing Conditions Assessment, which identified constraints and will establish the baseline for comparison when evaluating transportation alternatives. The Existing Conditions Assessment included a review of the following items that will be documented in the report.
  - Social and Economic Demographics
  - Land Use Overview
  - Existing Transportation Infrastructure
  - Transportation System Demands
  - Vehicles and Transit Trip Characteristics
  - Transportation System Safety Assessment
  - Transportation System Performance
  - Environmental Resource Mapping
- VHB has prepared several figures and maps as part of the existing conditions assessment. The following were briefly highlighted:
  - Existing Posted Speed Limits
    - 25-45 MPH Island-wide
    - 35 MPH along most of West Main Road, East Main Road, and Burma Road
    - Highest speed on study area roadways of 45 MPH – West Main Road between Bristol Ferry Road and Stringham Road (study does not include an evaluation of Route 24)
    - These are posted speeds and not measured operating speeds
  - Existing Curb Cut Density
    - Density based on number of curb cuts every ¼ mile.
    - Many driveways (highest curb-cut density) north of Turnpike Avenue on East Main Road, near Two Mile Corner, and within the Atlantic beach District.
  - Bus and Ferry Service
    - RIPTA service consists of five fixed-routes and one Flex Zone
    - Newport Gateway Center focus
    - Two active ferry routes – recreational based service (Providence-Newport service recently discontinued)
    - Under 2 percent transit use (similar to statewide transit use)
  - RIPTA Bus Service Utilization
    - Most Utilized Stops
      - Newport Gateway Center
      - Newport Town Center (Stop & Shop)
      - Newport Town Center (Wal-Mart)
      - Newport City Hall
      - Bellevue at 206 Bellevue (Tennis Hall of Fame)
    - Broadway corridor in Newport is the most heavily traveled bus transit corridor on Aquidneck Island

- Existing Sidewalk Conditions
  - No sidewalks (either side) along portions of East Main Road, West Main Road, Burma Road, and Aquidneck Avenue
  - RIPTA service exists along East Main Road and West Main Road corridors in areas without sidewalks
- Bicycle System
  - Bicycles currently prohibited on Sakonnet River Bridge and Pell Bridge
  - "Most Suitable" or "Suitable" designation on Statewide Bicycle Map on portions of Memorial Blvd, Aquidneck Avenue, Valley Road, Burma Road, Stringham Road, and East Main Road.
  - "Share the Road" signs along America's Cup Avenue, Aquidneck Avenue, and Burma Road
- Rail System
  - Severed from the mainland
  - Existing services include tourist trains such as Newport Dinner Train, Islander Touring Train, and the Old Colony and Newport Railway
- Top 50 Crash Locations by Total Number of Crashes and by Severity Index
- Pedestrian/Bicycle Crash Locations
- Bus Crash Locations
- Open Water, Wetlands, and Floodplains
- Natural Heritage Areas and Estuarine Habitat
- Historic Recourses
- Water Supply Protection Areas

- There will be three future analysis conditions based on discussions with the Island planners and the Technical Steering Committee.
  - 2020 Base Condition – "Normal " growth with known and likely projects
  - 2030 Low Growth – "Normal" growth with known and likely projects
  - 2030 Moderate Growth – "Higher End" of likely development potential
- There are numerous projects that are currently in design or construction on the Island, as summarized below. The impact of these projects along the study area roadways will be taken into consideration when developing transportation alternatives. Some of these projects address areas of concern that have been expressed through public outreach efforts to date.
  - Sakonnet River Bridge Replacement
  - West Main Road Resurfacing Phase 1 (Coddington to John Kesson)
  - Green End Avenue at Valley Road Intersection Improvements
  - East Main Road at Sprague Street Traffic Signal
  - East Main Road at Glen Road Traffic Signal
  - Portsmouth Town Center (Roundabouts on East Main Road)
  - East Main Road at Stubtoe/Fairview Intersection Improvements
  - West Main Road Resurfacing Phase 2 (John Kesson to Locust)
  - Green End at Aquidneck Intersection Improvements
  - Memorial at Bellevue Intersection Improvements
  - West Main Road Resurfacing Phase 3 (Locust to Route 24)

  - Two Mile Corner Reconstruction
  - Pell Bridge Access Improvements
  - Defense Highway Improvements

- Bill Ashworth described new projects already resulting from the Aquidneck Island Transportation Study:
  - The AIPC is about to start on a project to develop a Regional Traffic Incident Management Program for Aquidneck Island. The primary objectives of the regional program would be to reduce traffic delays associated with incidents and events and to provide timely and accurate advance and real-time information to the public to allow them to make informed transportation decisions.
  - The RIDOT will be evaluating the feasibility of adding left-turn lanes at the following intersections along West Main Road:
    - Corys Lane
    - Hedley Street
    - King Charles Drive
    - Raytheon Drive
    - Union Street
  - The RIDOT will also be looking to fine-tune the traffic signal timings at intersections along West Main Road and East Main Road.
- The Evaluation Criteria for study alternatives was based on the six main categories used to evaluate potential Rhode Island Transportation Improvement Program (TIP) projects:
  - Mobility benefits
  - Cost-effectiveness
  - Economic development impact
  - Environmental impact
  - Degree of support of local and state goals and plans
  - Safety, security, and technology
- VHB developed twenty-seven (27) different evaluation criteria within the six main categories. The Evaluation Criteria are provided on the meeting handout for review (and posted on the study website, www.vhb.com/aquidneck)
- To help the Study Team rank the relative importance of the 27 different criteria, an email survey was developed. The Evaluation Criteria Survey was sent to the study email distribution list. The survey requested participants to rank the evaluation criteria in order of importance:
  - 259 responses (28% of e-blast responded)
    - Study Team (AIPC/VHB/TSC) – 15 responses
    - Officials & Stakeholders – 21 responses
    - Email list and website – 223 responses
  - The following were the three highest ranked criteria when survey respondents were asked to rank the evaluation criteria in order of importance:
    - Safety, Security, & Technology (66% chose as one of top three choices)
    - Mobility Benefits (63% chose as one of top three choices)
    - Environmental Impacts (40% chose as one of top three choices)

- Work completed to date and next steps for the development of Transportation Improvements Alternatives were reviewed:
    - Developed a matrix of potential alternatives
    - Initial screening of alternatives
    - Public input
    - Refine and package alternatives
    - Evaluate alternatives
    - Develop Transportation Improvement Plan
    - Implement Plan

Interactive Audience Polling

- Ken Schwartz (VHB) led an interactive polling session where audience members were asked 22 questions using wireless keypads to vote. The results of the voting were posted in real time and reviewed briefly with the audience.
- The questions and responses are included as an attachment to the meeting notes.

Interactive Break-Out Stations

- Four break-out stations were formed and each station was assigned two facilitators as summarized below. Attendees were split between the four break-out stations and asked to provide their thoughts, concerns, and recommendations. The groups rotated every 15 minutes.
    - Station 1: Roadways & Intersections (Facilitators: Joe Wanat and Bob Clinton)
    - Station 2: Pedestrian & Bicycle Mobility (Facilitators: Bill Desantis and Geoffrey Morrison-Logan)
    - Station 3: Bus, Rail, & Ferry Transportation (Facilitators: David Wilcock and Mark Therrien)
    - Station 4: Sustainability (Facilitators: Leo Roy and Peter Pavao)
- Although participants were encouraged to discuss any related topics/issues, there were predetermined discussion topics for each break-out station to help aid the public identify potential solutions to existing identified issues on the Island:
    - Station 1: Roadways & intersections
        - Potential Burma Road extensions to north and south
        - Possible Two-Mile Corner realignment
    - Station 2: Pedestrian & Bicycle Mobility
        - Priorities for sidewalk installation
        - Missing bicycle connections
    - Station 3: Bus, Rail, and Ferry Transportation
        - Potential improvement measures
        - Specific bus service enhancements
    - Station 4: Sustainability
        - How sustainability can be weaved into improvements
        - Potential improvement measurements

Feedback from Break-Out Stations

- At the conclusion of the break-out stations, each of the facilitators gave a brief overview of the common themes that they heard throughout the night. A summary of the comments received during the break-out stations is included as an attachment to the meeting notes.

Open Public Comment Period

- K. Schwartz/B. Ashworth moderated a public open comment period. Comments received are summarized below.
    - Need to remove school zone signs at the JFK School. *(Response given: This will be discussed with the RIDOT, who is part of the study Technical Steering Committee)*
    - The evaluation criteria need more attention for greenhouse gases/sustainability considerations, as it appears to only be mentioned in one location and it appears to be only referenced to intersection improvements. *(Response given: The evaluation criteria as shown on the meeting's agenda address greenhouse gas reductions and a reduction in vehicle-miles traveled and trips due to mode shifts. Potential clarifications or additional detail to further expand on greenhouse gas reductions will be discussed with the Technical Steering Committee.*
    - How long will it take to get the traffic lights synchronized on West Main Road (and East Main Road) and will police officers still have override capabilities. *(Response given: The synchronization of the traffic signals along West Main Road will occur in phases as it is currently under construction. West Main Road, from Valley Road to Greene Lane should occur in 2010. The rest of West Main Road will occur later as the projects are still under design. Police officers will still have the same override capabilities as they currently do.)*
    - Need to factor in the cost/funding options for these recommendations for future evaluations; some are very expensive. *(Response given: Estimated preliminary construction costs and potential funding options will be developed as the study progresses.)*
    - Does the speed limit map shown earlier in the presentation represent posted speed limits or actual speeds. *(Response given: The speed limit map shown denotes the posted speed limits along the study area roadways. However, travel speeds have been measured along certain major roadway on the Island.)*

Attachments

- Audience Polling Results
- Open House/Break-Out Station Comments
- Dot Voting Results
- Written Comments

Audience Polling Results

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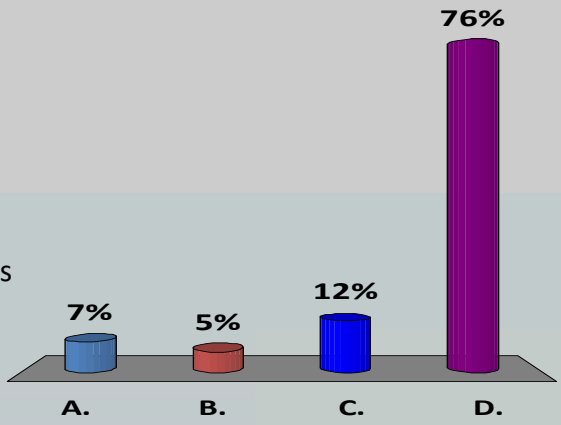
1. How do you plan to celebrate the 3rd Annual National Train Day on Saturday May 8th?

A. Attend one of the celebrations in a major US city
B. Take a train ride
C. Work around the house/yard
D. Did not know there is a National Train Day



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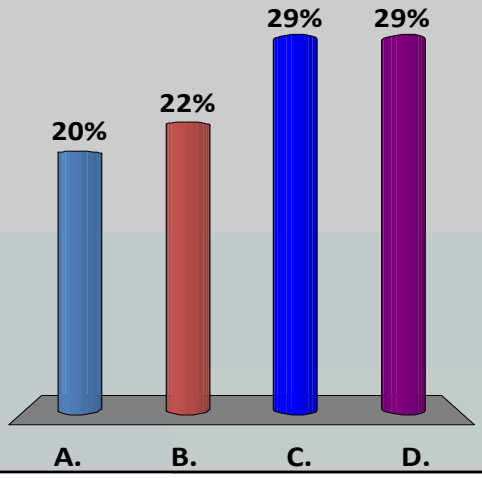
2. Where do you live?

A. Portsmouth
B. Middletown
C. Newport
D. Other



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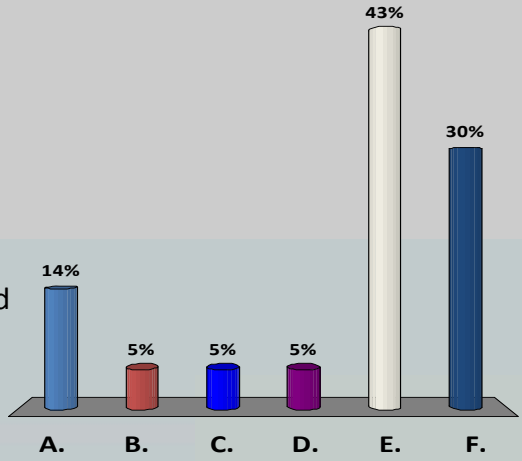
3. How long have you lived on Aquidneck Island?

A. 0 - 5 years
B. 6 - 10 years
C. 11 - 15 years
D. 16 - 20 years
E. More than 20 years
F. I don't live on the Island



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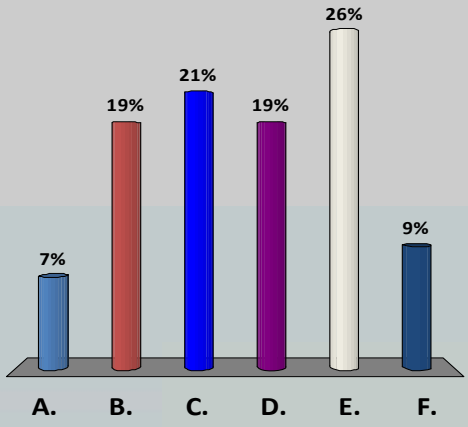
4. Where do you work?

A. Portsmouth
B. Middletown
C. Newport
D. Off Island
E. Retired
F. Not currently working



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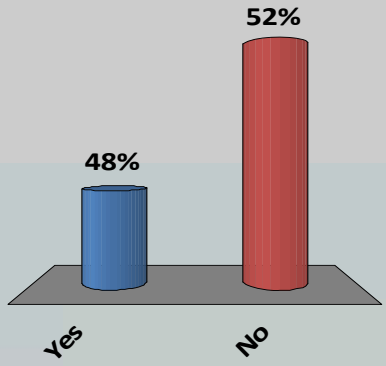
5. Did you attend the first public workshop for this project on September 29, 2009?

A. Yes
B. No



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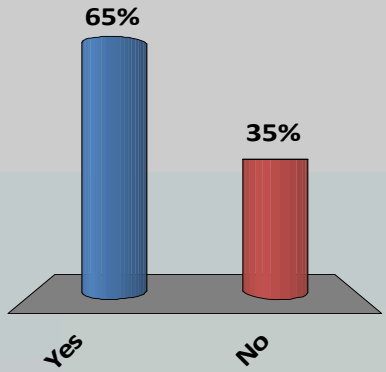
6. Have you visited the project website (www.vhb.com/aquidneck)?

A. Yes
B. No



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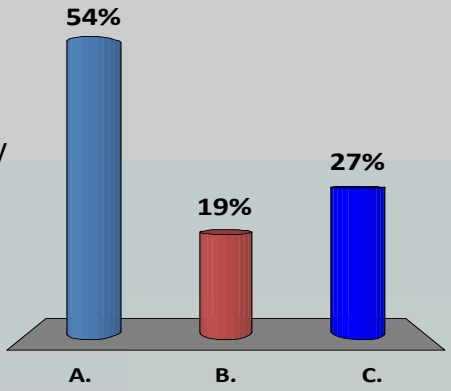
7. Did you complete the online Evaluation Criteria survey for the project?

A. Yes
B. No
C. No, was unaware of the survey



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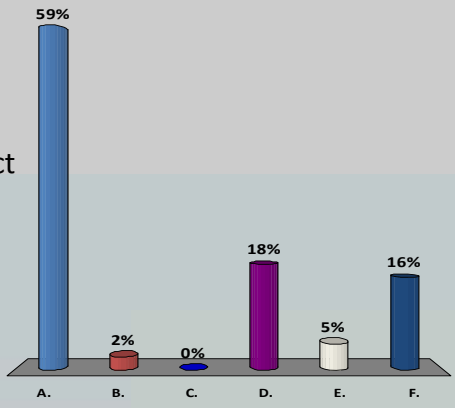
8. Which of the following criteria is the most important when evaluating transportation improvement alternatives?

A. Mobility benefits
B. Cost-Effectiveness
C. Economic Development Impact
D. Environmental Impacts
E. Degree of Local Support and State Goals and Plans
F. Safety



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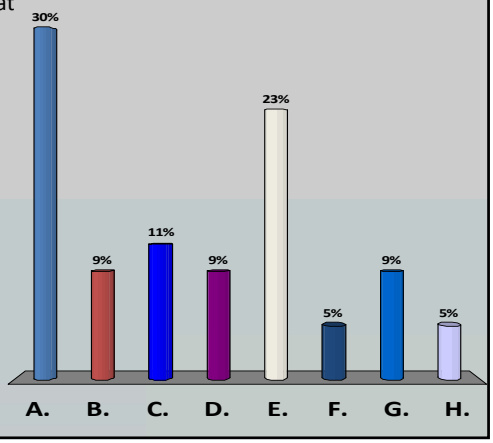
9. Within the category of "Mobility Benefits" which of the following criteria is the most important when evaluating improvement alternatives?

A. Reduced delays/back-ups for vehicles at intersections
B. Travel time differences
C. Improved mobility for bicyclists and pedestrians
D. Improved access for transit
E. Physical or operational enhancements to bus, rail, and parking systems
F. Reduced trip durations (vehicle-hours travelled)
G. Reduced trip lengths (vehicle-miles travelled)
H. Increased travel speeds



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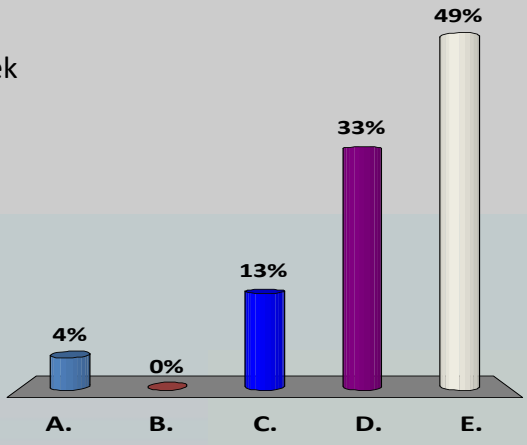
10. How often do you currently use the existing transit services on Aquidneck Island?

A. More than twice a week
B. Once or twice a week
C. Once or twice a month
D. Once or twice a year
E. Do not use



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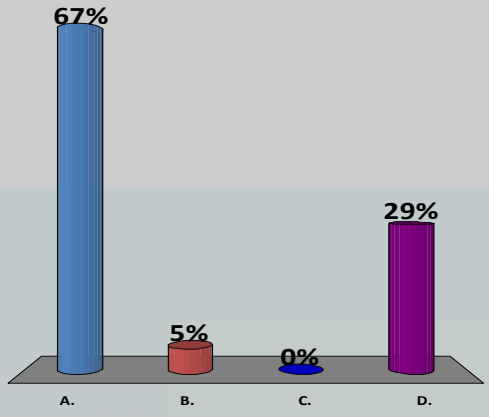
11. Which population group should transit investments target on Aquidneck Island?

A. Year-round employed
B. Year-round retired
C. Seasonal residents/ employees
D. Visitors



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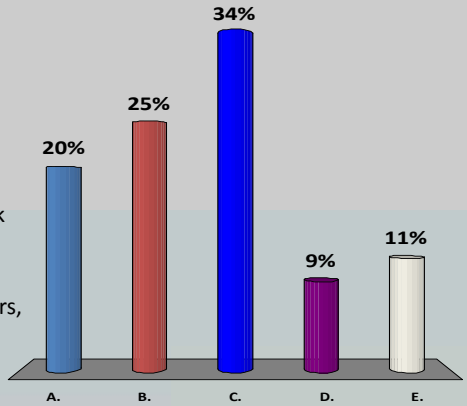
12. Which of the following should be the top priority for transit investments on Aquidneck Island?

A. More frequent bus service and availability on existing routes
B. New express bus routes to off-island transportation (airport, Kingston Amtrak Station) and/or employment centers
C. Rail shuttle service from remote Park & Ride lots to Newport Gateway Center
D. Improved bus stop amenities (shelters, benches, signs, sidewalks)
E. People mover/shuttle system connecting Newport destinations with Gateway Center



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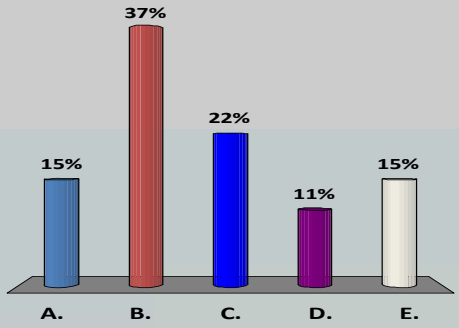
13. In Providence, RIPTA has introduced the Eco Pass, a smart card that allows employers to subsidize transit for employees. If offered on the Island, would this program increase bus use?

A. Definitely, great idea
B. Possibly, good idea
C. Probably not, but it's still a good idea
D. No, people like their cars
E. I don't know



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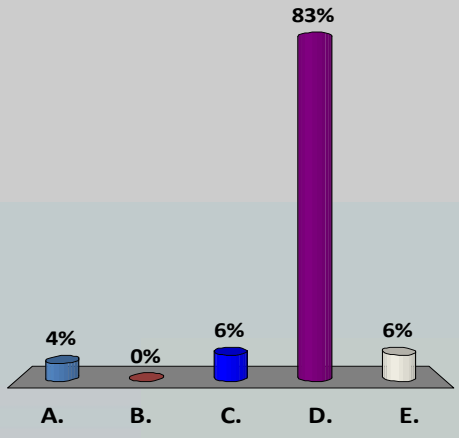
14. How did you get to tonight's meeting?

A. Walk
B. Bike
C. Bus
D. Automobile (drove alone or with members of my household)
E. Carpool (with people outside of my household)



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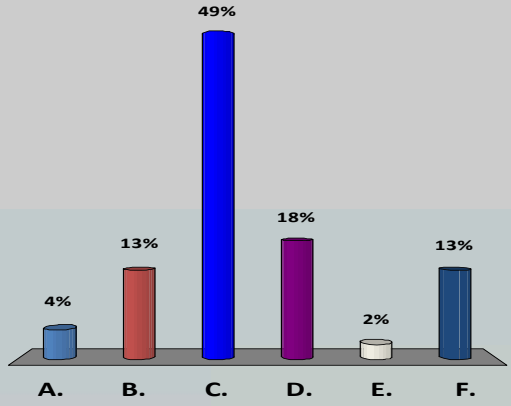
15. Which of the following should be the top priority for investments in pedestrian improvements on Aquidneck Island?

A. Improved signing
B. Improved crosswalks
C. New sidewalks
D. Upgrade existing sidewalks
E. Widen sidewalks in downtown Newport
F. Improved pedestrian signals and "countdown timers"



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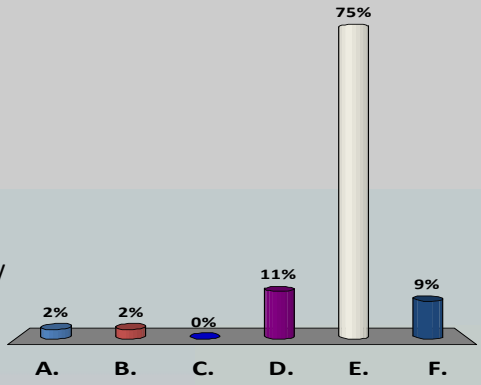
16. Where are new sidewalks most needed on Aquidneck Island?

A. West Main Road, north of Green Lane
B. East Main Road, north of Aquidneck Avenue
C. Valley Road
D. Aquidneck Avenue
E. Wherever they don't currently exist along existing bus routes
F. Other



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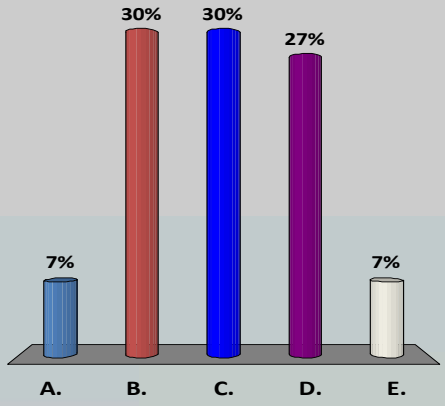
17. Which of the following should be the top priority for investments in bicycle improvements on Aquidneck Island?

A. Improved "Share the Road" signing and pavement markings
B. More on-road connections "suitable" for bicycles
C. Striped bicycle lanes on existing roadways
D. Off-road bike paths
E. Other



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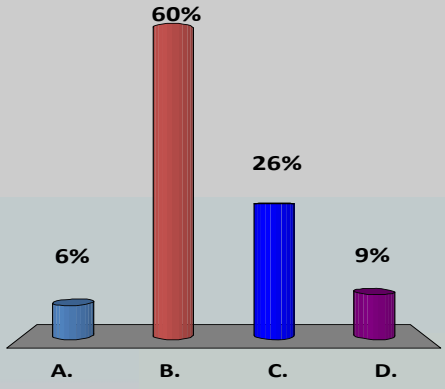
18. Are there sufficient bicycle accommodations on the Island for recreational use?

A. Yes
B. No, more are needed
C. No, but the focus should be on bicycle commuters and not recreational users
D. I don't know



Aquidneck Island Planning Commission

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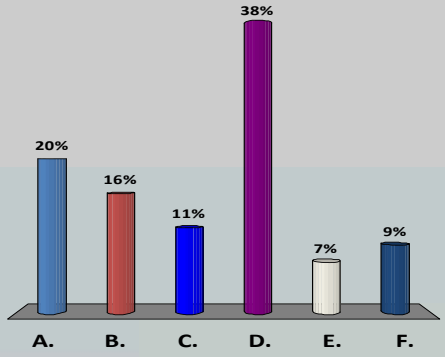
19. Which of the following should be the top priority for investments in roadway/intersection improvements on Aquidneck Island?

A. Burma Road connections to West Main Road and Coddington Highway
B. Two-Mile Corner improvements
C. Left-turn lanes on West Main Road
D. Traffic signal coordination and maintenance
E. Portsmouth "Town Center" Roundabouts on East Main Road
F. Other



Aquidneck Island Planning Commission

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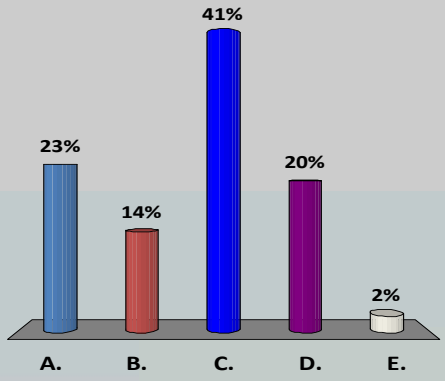
20. Which of the following is the most effective sustainable transportation system enhancement?

A. More sidewalks and bicycle accommodations
B. Alternative fuels for buses, taxis, and school buses
C. Optimized signal timing and coordination
D. Island-wide dynamic pricing plan for tolling, parking, and transit
E. An island-wide ordinance to limit commercial vehicle idling



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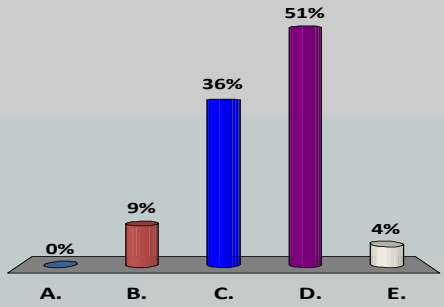
21. During large events or incidents on Aquidneck Island what do you think would be the most effective way of notifying motorists of potential traffic issues, satellite parking accommodations, etc.?

A. Internet
B. Highway advisory radio station
C. Dynamic message signs along roadways
D. All of the above
E. I don't think any notification will help



Aquidneck Island Planning Commission

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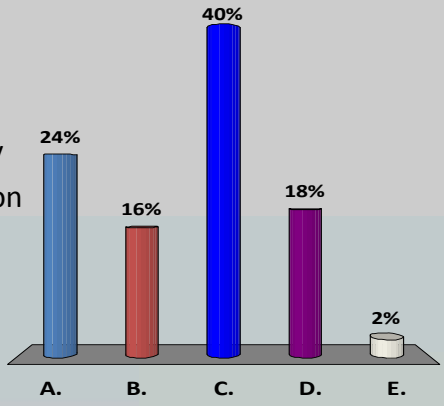
22. Which of the following breakout session topics are you most interested in attending to discuss potential alternatives?

A. Roadways & Intersections
B. Pedestrians & Bicycle Mobility
C. Bus, Rail & Ferry Transportation
D. Sustainability
E. Don't know



Open House/Break-Out Station Comments

Aquidneck Island Transportation Study
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PUBLIC INFORMATION MEETING #2 (APRIL 29, 2010)

OPEN HOUSE/BREAK-OUT STATION COMMENTS

STATION 1: ROADWAYS & INTERSECTIONS

General Accommodations/Comments:

- There are poor turning radii for large vehicles on many Island intersections, especially on Aquidneck Avenue & Green End Avenue, which impacts traffic flow.
- Provide variable message signs that allow drivers to choose between East Main/West Main Roads at Turnpike Avenue based on "real-time "travel times.
- Provide Satellite Park and Ride locations connected to transit.
- "Complete Streets" is too general of a term and recommendations should be very specific and targeted to define constraints. (ROW)
- There is limited capacity on East Main/West Main Roads.
- Install two-way left-turn lane on Coddington Highway.
- Preserve Melville Campground.

Roundabouts

- Roundabouts should be considered at the following locations:
    - West Main Road at Raytheon
    - West Main Road at Valley Road
    - West Main Road at Coddington Highway
    - West Main Road at Union Street
    - West Main Road at Oliphant Lane
    - East Main Road at Union Street
    - East Main Road at Glen Road
    - East Main Road at Oliphant Lane
    - Coddington Highway at Potential Burma Road South Connection
    - All 4-way stops on the Island

Traffic Signal Improvements

- Synchronize traffic signals.
- The traffic light at Defense Highway/Gate 25 should be removed; it does not serve a purpose. (or set it so it flashes all of the time).
- Set the Gate 17/Burma Road traffic signal to "flash" during off-peak periods.

Burma Road:

- The grades at the hairpin turn at Burma Road/Stringham Road can be overcome with retaining walls to make the connection better without a significant new alignment.
- Consider relocating Stringham Road across from Mill Lane and installing a traffic signal.
- One of the previous studies included a roundabout at the hairpin curve. The roundabout may be located too close to the railroad crossing to the marina.
- The focus should be on addressing the issues on East and West Main Roads before integrating Burma Road into the system
- Keep Burma Road as is so that it is a local road not under State control; we don't want more trucks on this road or a high design speed. (Multiple similar comments)
- If the connection is improved, Burma Road could be used by locals and West Main Road could continue to be the signed route for visitors.
- Leave Burma Road as it is so that locals could ride their bikes along this scenic road, or if better connections are provided, bicycle accommodations should be included along the roadway. (Multiple similar comments)
- Use Bradford Avenue to make the north connection to West Main Road.
- Improve the connection by providing an improved connection through the campground is a good idea and that this could improve conditions along West Main Road. (Multiple similar comments)
- Preserve the campground and that no connection should go through the campground property or trails. (Multiple similar comments)
- There are environmental issues with widening Burma Road.
- Make Burma Road limited access or freeway.
- Use Burma Road as an express bus route to avoid West Main Road. (Multiple similar comments)
- It would be nice if the railroad crossing at the marina could be eliminated by utilizing the existing structures, however it does not appear feasible due to the grades. (Multiple similar comments)
- If Burma Road connections were improved it would be less likely that the rail would be upgraded. (Multiple similar comments)
- Restrict trucks and other heavy vehicles from using Burma Road (multiple similar comments); however, the Navy needs to use it to get to the base.
- If the Burma Road connection was improved, the businesses along West Main Road would suffer as a result. (Multiple similar comments)

- If the connections were improved along Burma Road a good access management plan would need to be implemented to prevent it from becoming as bad as West Main Road.
- Speeds along Burma Road are currently high and some traffic calming measures would need to be implemented if the connections were improved. (Multiple similar comments)
- Providing access to Burma Road from Coddington Highway is a good idea. The access could be provided on the east side of Simonpietri Drive on the outside of the Navy Base. (Multiple similar comments)
- Keep the south connection off the Navy property, that's a security issue. Can a new connection to Coddington Highway can be made to the west of Jones Street?

Two-Mile Corner

- At East Main/West Main, the northbound right turn that is a "free" movement and the southbound left-turn create a dangerous merge.
- Vehicles turning right from West Main Road northbound onto East Main Road do not yield as they are supposed to do. (Multiple similar comments)
- People that live on the west side of West Main Road cut through the bank parking lot to access the traffic signal at the West Main Street/East Main Street intersection.
- During peak periods there are often backups at the Valley Road/West Main Road intersection with long queues on West Main Road northbound that extend past Coddington Highway.
- Revisit relocating East Main Road across from Coddington Highway. (Multiple similar comments)
- Relocating East Main Road was a very expensive option and thought that other alternatives should be considered. (Multiple similar comments)
- Providing better left turn storage on West Main Road between Coddington Highway and East Main Road (as currently proposed in the RIDOT project) was a good improvement that would be cheaper than relocating East Main Road. (Multiple similar comments)
- West Main Road should have a center turning lane north of 2-mile corner; there is land available across from the Burger King/Maplewood Road
- Install a two-way left-turn lane in the center of West Main Road. An alternative would be to provide just a southbound left turn pocket on West Main Road just north of Coddington Highway to allow vehicles turning into businesses to get out of the way. The widening could occur on the west side of the road where there is a ball field and vacant land.
- Access management throughout the 2-mile corner area will go a long way (Rite Aid driveway, Bank of Newport driveway, others)
- Consider a roundabout where the Walgreens is. This will help address the skew with Coddington with minimal impact to businesses; there is land north of 2-mile corner across from the Burger King/Maplewood Road that can be used to replace the Walgreens.
- Some vehicles travel on Rockwood Road and behind the D'Angelos and Walgreens to get between Coddington Highway and East Main Road. Consider installing a roundabout or a one-way loop around the D'Angelos and Walgreens, however providing access to these businesses in the middle of this loop may not be feasible.

STATION 2: PEDESTRIAN & BICYCLE MOBILITY

General Accommodations/Comments:

- Why is recreational biking a part of this study?
- People would bike and walk more if they felt safe.
- People do feel safe biking on low speed/low volume roads.
- There is no road on island that is safe for bikes.
- Need more room for bike lanes…do we have the room?
- Provide separate bikes paths/lanes. (Multiple similar comments)
- Look at major streets for cars – parallel streets for bikes.
- Need more education and enforcement. (Multiple similar comments)
- Future developments –link with pedestrian/bike. (multi-model systems)
- Future development should be required to widen sidewalks and bury utilities.
- Focus on more urban areas like Newport to capture people who may be commuting only a few blocks.
- Bike sharing (Boston has a pilot system)
- Coordinate with Aquidneck Land Trust on bike path planning.
- Right turns on Red through pedestrian crosswalks dangerous.
- Issues for pedestrian crossing East Main and West Main Roads other than at traffic signals.

Bike Path/Lane Locations

- Need east/west connections.
- Need bike path along Burma Road, extending to Mt Hope Bridge to connect with East Bay bike path.
- East Main & West Main Roads – Shared Bike Lane or Bike Path.
- Use the grass shoulders next to East Main Road.
- Ocean Drive needs a bike path – more access.
- Look to other places than Ocean Drive for bikes, impossible for pedestrians.

Sidewalks

- Need continuous ADA compliant sidewalks. (Multiple similar comments)
- Sidewalks are needed on at least one side of every street.
- There is a lack of sidewalks on school routes. (Multiple similar comments)
- Move utility poles and bury utilities within sidewalks.

STATION 3: BUS, RAIL, & FERRY TRANSPORTATION

Bus:

- Need sustainable funding source
- Simple, low cost bus stop improvements (seats/shelters) would go a long way. (Multiple similar comments)
- Consider pullouts at bus stops to improve traffic flow
- Density of bus stops needs to be reviewed – too many/too few.
- Additional bus service needed (more stops & expanded times). (Multiple similar comments)
- Need better access to airport/train stations, and coordinated departure and bus arrival times.
- Cross Island service needed. (Multiple similar comments)
- In-town circulator system needed.
- More remote parking served by transit needed. (Multiple similar comments)
- Need more service from Park & Ride to destinations other than Newport Gateway.
- The use of transit to manage event/seasonal traffic can be expanded. (Multiple similar comments)
- RIPTA should increase marketing of transit/pass access. (Multiple similar comments)
- Bus priority at traffic signals should be added.
- Real time tracking of buses would help transit users.
- Vehicle designs could be more open/inviting (clear windows).

Rail

- Need to preserve/reestablish rail connection to Fall River. (Multiple similar comments)
- Use rail corridor for shuttle. (Multiple similar comments)
- Rail service should be integrated with bus service. (Multiple similar comments)
- Consider new Rail technologies – monorail.

Water

- Water taxi service for Narragansett Bay.

STATION 4: SUSTAINABILITY

General Accommodations/Comments:

- Create short term solutions/concepts for immediate implementation.
- Offer alternative fuels on island (bio-diesel).
- Make visitor mobility easier via trolley, people mover.
- Create more satellite parking on & off-Island linked to transit.
- Large events/hotels, etc. should offer reduced cost/other benefit for attendees using satellite parking. (Multiple similar comments)
- Consider pedestrian mall in downtown Newport.
- Consider car "freeze-ups" in downtown Newport. (Prevent cars from entering defined grid during specific times)
- Increase delivery service that reduces "short trips". (i.e. Peapod)
- Downtown Newport congestion deters visitors.

Roadways and Intersections

- Need improved coordination of traffic signals/ signal timings. (Multiple similar comments)
- Install roundabouts (to improve mobility)
- Install turning lanes to improve traffic flow.
- Sustainable roadway design should be implemented (recycled pavement).
- Consider HOV lane along Burma Road/West Main Road during peak hours.
- West Main and East Main Roads are unsafe for bikes.

Pedestrian and Bicycle Mobility

- Need more bike paths (improve biking infrastructure and safety). (Multiple similar comments)
- Implement "Walkable" communities
- Improve sidewalks.

Bus, Rail, and Ferry Transportation

- Improve transit fuel efficiency.
- Provide Inter-urban buses.
- Need additional bus stops. (Multiple similar comments)
- Need sidewalks at all bus stops.
- Need more Park & Ride locations linked to transit. (Multiple similar comments)

- Increase comfort on RIPTA buses.
- Transit travel time is a negative for users.
- Implement smaller buses (30') that use less fuel. (Never at capacity)
- Restrict RIPTA buses to make right turns only (like UPS).
- Improve rail to improve congestion (transit alternative).
- Make rail more accessible to residents.
- Electric rail.
- Need water taxis. (Multiple similar comments)
- Island can't sustain ferry service. (Not enough demand)

Dot Voting Results

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ROADWAYS & INTERSECTIONS

POTENTIAL IMPROVEMENT MEASURES

LOCATION	POTENTIAL IMPROVEMENT	"VOTE" FOR YOUR PRIORITIES
WEST MAIN RD *AND* EAST MAIN RD	**Coordinate traffic signals** and keep signal timings up to date.	**17**
WEST MAIN RD TO BURMA RD	**Improve existing connection** along Stringham Road	**2**
WEST MAIN RD TO BURMA RD	**Add new connection north** of Stringham Rd	
BURMA RD TO CODDINGTON HWY	**Add new direct connection** from Gate 17 Access Road to Coddington Hwy	**9**
WEST MAIN RD (GENERAL)	**Add left-turn lanes** at traffic signals	**3**
WEST MAIN ROAD NEAR ROUTE 24	Implement improvements to **slow vehicle speeds.**	
WEST MAIN RD *AND* EAST MAIN RD (GENERAL)	**Reduce the number of driveway openings**	**4**
EAST MAIN RD (GENERAL)	**Widen turning radii and driveway widths** to make it safer to turn in/out without swinging into the other lanes of travel	**6**
EAST MAIN RD BETWEEN TURNPIKE AVE *AND* HEDLEY ST/MIDDLE RD	**Construct roundabouts and additional enhancements** on East Main Rd (Portsmouth Town Center project)	**6**
AMERICA'S CUP AVE	**Reduce width and replace traffic signals with roundabouts**	**3**
MEMORIAL BLVD NEAR EASTON'S BEACH	**Reduce width** and provide improved bicycle accommodations and pedestrian crossings	**13**
DOWNTOWN NEWPORT	**Improve connections** from Rotary to Downtown Newport and improve Pell Bridge Ramp Access	**2**
NEWPORT (GENERAL)	**Increase parking capacity** to reduce the amount of traffic driving around looking for parking	**11**
ISLAND-WIDE	**Improve wayfinding signing** to Island destinations, parking facilities, and important access roadways	**4**
ISLAND-WIDE	**Expand "Complete Streets" program** - where all modes of travel are considered during design/redesign of roadways	**5**
GENERAL (ADDED AT MEETING)	Replace most 4-way stops with small roundabouts as in Seattle neighborhoods.	**8**
GENERAL (ADDED AT MEETING	Do not block intersections or cross roads	**2**

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ROADWAYS & INTERSECTIONS

POTENTIAL IMPROVEMENT MEASURES

LOCATION	POTENTIAL IMPROVEMENT	"VOTE" FOR YOUR PRIORITIES
MOUNT HOPE BRIDGE/ BOYDS LANE AT BRISTOL FERRY RD	**Intersection improvements** to reduce delays and congestion	**1**
WEST MAIN RD AT CORYS LANE/HEDLEY ST	**Realign Corys Lane with Hedley Street** to improve sight distance and remove one traffic signal	**11**
WEST MAIN ROAD AT MILL LANE	**Intersection improvements** to reduce delays for vehicles turning in and out of Mill Lane	**3**
WEST MAIN RD AT OLIPHANT LANE	**Add left-turn lane** on West Main Road to reduce delays	**6**
WEST MAIN RD AT STOP & SHOP/ MCDONALD'S DRIVES	**Improve alignment** of side street approaches	
WEST MAIN RD AT EAST MAIN RD/CODDINGTON HWY	**Intersection improvements** to reduce delays and improve safety	**2**
WEST MAIN RD/BROADWAY AT ADMIRAL KALBFUS RD/ MIANTONOMI AVE	**Intersection improvements** to reduce delays and congestion	**3**
EAST MAIN RD AT CHURCH LANE	**Intersection improvements** to improve geometry	
EAST MAIN RD AT TURNPIKE AVE/ CLEMENTS' MARKET	**Intersection improvements** to improve turning movements	**13**
EAST MAIN RD AT SEVENEY SPORTS COMPLEX	**Intersection improvements** to reduce delays for vehicles exiting the complex.	
EAST MAIN RD AT AQUIDNECK AVE	**Intersection improvements** to reduce delays and congestion	**2**
EAST MAIN RD AT FOREST AVE	**Intersection improvements** to reduce delays and congestion.	
AMERICA'S CUP AVE AT THAMES ST	**Intersection improvements** to reduce delays and improve safety	**1**
AMERICA'S CUP AVE AT MEMORIAL BLVD	**Intersection improvements** to reduce delays and congestion	**1**
VALLEY RD AT AQUIDNECK AVE	**Install roundabout** to reduce delays and create an "entrance" to Atlantic Beach District	**5**
ADM. KALBFUS/GIRARD/ MALBONE (ADDED AT MEETING)	**Do something!**	**1**

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PEDESTRIAN & BICYCLE MOBILITY

POTENTIAL IMPROVEMENT MEASURES

LOCATION	POTENTIAL IMPROVEMENT	"VOTE" FOR YOUR PRIORITIES
ISLAND-WIDE	**Expand "Complete Streets" program** - where all modes of travel are considered during design/redesign of roadways	**8**
ISLAND-WIDE	**Install median islands** - for pedestrian refuge where warranted and feasible	**1**
ISLAND-WIDE	I**ndentify candidate "Safe Routes to School" locations** *("Safe Routes to School" programs promote improved conditions to and encourage more children, including children with disabilities, to safely walk and bicycle to school)*	**6**
ISLAND-WIDE	**Standardize pedestrian crosswalks and signing -** Implement standards for the consistent treatment of pavement markings and signage at crosswalks.	**8**
ISLAND-WIDE	**Install countdown timers at all pedestrian crossing signals** ("*countdown timers" flash the remaining seconds of crossing time for pedestrians at intersections)*	
ISLAND-WIDE	**Develop an Island-wide bicycle plan** (Commuters as well as recreation)	**35**
ISLAND-WIDE	**Identify north-south routes to bypass East Main Rd & West Main Rd** that accommodate bike/pedestrian travel connecting subdivisions and neighborhoods	**7**
BURMA RD FROM MELVILLE TO SOUTH	**Develop off-road shared use path** (bicycles/pedestrians) between Burma Road and rail corridor	**2**
MELVILLE TO SAKONNET RIVER BRIDGE	Develop an **off-road bike path** along Newport Secondary Rail Corridor	**16**
TANK FARMS 1 *AND* 2 (PORTSMOUTH)	Develop a plan for **recreational/walking trails** along the Tank Farms	**2**
AMERICA'S CUP AVE	**Implement pedestrian crossing improvements**	**2**
NEWPORT GATEWAY CENTER	**Establish Bicycle/Scooter Rental Operations** linked with bus transportation to satellite parking lots	**4**

Aquidneck Island Transportation Study
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PEDESTRIAN & BICYCLE MOBILITY

POTENTIAL LOCATIONS FOR NEW/UPGRADED SIDEWALKS

LOCATION	LIMITS	"VOTE" FOR YOUR PRIORITIES
WEST MAIN RD	Between Corys Lane and Stringham Rd	
WEST MAIN RD	Between Stringham Rd and Union St	
WEST MAIN RD	Between Union St and Greene Lane	**2**
STRINGHAM RD	Between West Main Rd and Burma Rd	
BURMA RD	Between Stringham Rd and Gate 17 Access Rd	**1**
EAST MAIN RD	North of Turnpike Ave	
EAST MAIN RD	Between Turnpike Ave and Union St	**2**
EAST MAIN RD	Between Union St and Aquidneck Ave	**4**
AQUIDNECK AV	Between East Main Rd and Memorial Blvd	**3**
VALLEY RD	Between West Main Rd and East Main Rd	
VALLEY RD	Between East Main Rd and Aquidneck Ave	**1**
CODDINGTON HWY	Between West Main Rd and Maple Ave	**2**
JT CONNELL HWY	Between Maple Ave and Admiral Kalbfus Rd	**3**
MEMORIAL BLVD	Between Old Beach Rd and Aquidneck Ave	**2**
NEWPORT (GENERAL)	Heavily used sidewalks (widen existing sidewalks)	

Aquidneck Island Transportation Study
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BUS, RAIL, & FERRY TRANSPORTATION

POTENTIAL IMPROVEMENT MEASURES

LOCATION	POTENTIAL IMPROVEMENT	"VOTE" FOR YOUR PRIORITIES
ISLAND-WIDE	**Improved bus stop accommodations** (sidewalks, shelters, benches, signage)	**6**
ISLAND-WIDE	**Improved access to real time bus information** (display time "next bus" signs at key stops, cell phone access to information, etc.)	**6**
ISLAND-WIDE	**Institute transit pass sales and discounts** through Island employers	**1**
ISLAND-WIDE	**Provided discounted transit passes for residents** through municipal subsidy/taxes.	
ISLAND-WIDE	**Construct transit Park & Ride lots** along existing bus routes (Summer and special events lots and service) (Restrooms)	**6**
BUSES	**Provide more bicycle rack storage on buses**	**2**
WEST MAIN RD *AND* EAST MAIN RD (GENERAL)	Implement **transit signal priority** *(transit signal priority allows traffic signals to detect approaching buses and extend the green time for the buses to get through)*	**1**
BURMA ROAD	**Provided dedicated roadway or lane for buses**	**2**
NEWPORT	**Provide people mover/shuttle system** connecting Newport destinations with Gateway Center (use of rail)	**21**
NEWPORT	**Provide dedicated motorcoach (tour bus) parking areas**	**1**
RAILROAD CORRIDOR ON-ISLAND	**Minor upgrades to increase speed and comfort of railroad trips** and provide rail shuttle service	**24**
RAILROAD CORRIDOR	**Preserve from Gateway to Sakonnet River Bridge** for possible future connection to Fall River (remove encroachments)	**24**
NARRAGANSETT BAY	**Increase water ferry service,** including restoring service between Newport and Providence (Local water taxi service)	**14**

Aquidneck Island Transportation Study
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BUS, RAIL, & FERRY TRANSPORTATION

POTENTIAL BUS SERVICE ENHANCEMENTS

ROUTE	POTENTIAL SERVICE ENHANCEMENT	"VOTE" FOR YOUR PRIORITIES
ROUTE 60 PROVIDENCE/NEWPORT	More frequent bus service	**5**
ROUTE 60 PROVIDENCE/NEWPORT	Longer span of day service	**2**
ROUTE 63 BROADWAY/ MIDDLETOWN SHOPPING	More frequent bus service	**2**
ROUTE 63 BROADWAY/ MIDDLETOWN SHOPPING	Longer span of day service	**4**
ROUTE 64 NEWPORT/URI	More frequent bus service	**3**
ROUTE 64 NEWPORT/URI	Longer span of day service	**3**
ROUTE 67 BELLEVUE/ SALVE REGINA U.	More frequent bus service	**5**
ROUTE 67 BELLEVUE/ SALVE REGINA U.	Longer span of day service	
ROUTE 14 WEST BAY	More frequent bus service	**4**
ROUTE 14 WEST BAY	Longer span of day service	**1**
TF GREEN AIRPORT TO NEWPORT	Improved service between TF Green and Newport	**9**
NEWPORT TO KINGSTON AMTRAK STATION	Express service between train station and Newport	**16**
GENERAL (ADDED AT MEETING)	Bus Service In Middletown	**1**

Aquidneck Island Transportation Study
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SUSTAINABILITY

POTENTIAL IMPROVEMENT MEASURES

LOCATION	POTENTIAL IMPROVEMENT	"VOTE" FOR YOUR PRIORITIES
WEST MAIN RD & EAST MAIN RD	**Coordinate traffic signals** and keep signal timings up to date	**7**
NEAR ISLAND BRIDGES	**Build satellite Park & Ride lots** near Island bridges with shuttle transportation to Island destinations	**19**
ISLAND-WIDE	**Implement idling ordinance for commercial vehicles**	**2**
ISLAND-WIDE	**Establish event/incident management program** to notify motorists of potential traffic issues, satellite parking accommodations, etc.	
ISLAND-WIDE	**Use alternative fuels** for transit vehicles	**3**
ISLAND-WIDE	**Build more Park & Ride lots** along transit routes and increase signing and marketing of the lots	**6**
ISLAND-WIDE	**Establish transportation demand management (TDM) program** and requirements for new developments	**1**
ISLAND-WIDE	**Institute transit pass sales and discounts** through Island employers	
ISLAND-WIDE	**Provided discounted transit passes for residents** through municipal subsidy/taxes.	
ISLAND-WIDE	**Provide incentives for carpooling and transit users**	**4**
ISLAND-WIDE	**Implement an Island-wide dynamic pricing plan** for tolling, parking, and transit	**8**
ISLAND-WIDE	**Expand "Complete Streets" program** - where all modes of travel are considered during design/redesign of roadways	**9**
ISLAND-WIDE	I**ndentify candidate "Safe Routes to School" locations** *("Safe Routes to School" programs promote improved safety and encourage more children, including children with disabilities, to safely walk and bicycle to school)*	**9**

Written Comments

Aquidneck Island Transportation Study
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PUBLIC INFORMATION MEETING #2 (APRIL 29, 2010)

WRITTEN COMMENTS

Completed Comment Form #1

- Sidewalks need to be handicap accessible – many have curb barriers.
- Bus stops need seating and overhead protection – currently stops are out in open – no protection from the elements.
- Need Park & Ride areas – retail stores, shopping malls often don't want commuters parking in their lots.
- Overall, I feel the presentations are well organized and informative. Notices to the public seem adequate (Question why more people don't attend).

Completed Comment Form #2

- Create a pedestrian/bicycle (no cars!) connection at the west end of Brown's Lane to Burma Road. Make a hole in the fence and grub out some brush.

Completed Comment Form #3

- On a recent return trip from Boston, via Route 24 to West Main Road into Newport, I had to stop at 7 traffic lights. These stops were completely unnecessary as there was no traffic waiting on perpendicular roads. Please install traffic lights that include road sensors to improve traffic flow and prevent useless stops.
- A bike lane must be added to East & West Main Roads to allow bicycle commuting.
- Adding a turn lane into the middle of high business areas on East & especially West Main Road would greatly improve traffic flow and cut commute times.
- Pave Roads… Too many pot holes and uneven surfaces.
- Please add in the factor of future gas prices as a reference for answering questions regarding public transportation. People should think of future improvements with regards to future (not current) gas prices.
- Bring back the ferry! Promote its use as recreation and have a stop in Bristol for the bike path, commuter where the majority of the people work off island.

Completed Comment Form #4

- Primary concern is traffic flow on East/West Main. These arteries are the life blood of the island. Anything that helps traffic flow is helpful – fewer traffic lights, timing the lights, creating left-turn lanes, and pothole repair on curb-side lane.
- There are also too many side streets; some should be redirected to channel traffic into fewer access points to the main roads.

Completed Comment Form #5

- Facilitators talked too much in breakouts.
- I did not attend the first public session, but after this one, I will make every effort to make the next one – good job.