Transportation
Land Development
Environmental
Services

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Meeting Notes

Attendees: **Technical Steering Committee Members:**
Tina Dolen, AIPC
Christopher Witt, AIPC
John Burke, AIPC
Bob Gilstein, Portsmouth
Alison Ring, Middletown
Paige Bronk, Newport
Bob Rocchio, RIDOT
Sean Raymond, RIDOT
Greg Harris, RIPTA
Cory Bobba, FHWA

VHB:
Peter Pavao
Jamie Pisano
David Wilcock
Bill DeSantis
Geoffrey Morrison-Logan
Ken Schwartz
Joe Wanat
Bill Ashworth

Also approximately 50 people from the public

Date/Time: December 9, 2010 6:00 PM

Project No.: 72204.00

Place: Aquidneck Island Christian Academy
321 East Main Road
Portsmouth, Rhode Island 02871

Re: Aquidneck Island Transportation Study – Public Information Meeting #3

Notes taken by: VHB

PUBLIC INFORMATION MEETING #3 AGENDA:

A. WELCOME & OPEN HOUSE (6:00 – 6:30 PM)

B. PUBLIC INFORMATIONAL MEETING (6:30 – 9:00 PM)

- Opening Remarks
- Brief Study Overview
- Public Input Summary
- Preliminary Transportation Improvement Alternatives
- Interactive Break-Out Stations
- Feedback from Break-Out Stations
- Open Public Comment Period

1. WELCOME & OPEN HOUSE

- An open house forum was held from 6:00 to 6:30 PM in the auditorium where people signed in, walked around the room, and talked to project team members and modal experts positioned in three different stations covering the following topics:
  - Station 1 - Transit
  - Station 2 - Roadways & Intersections
  - Station 3 - Pedestrian & Bicycle Mobility
- During this period, members of the public were provided the opportunity to provide written comments on comment forms or post-it notes. A summary of the comments is included as an attachment to the meeting notes.

2. PUBLIC INFORMATIONAL MEETING

Presentation of Study Overview

- Tina Dolen (AIPC) thanked everyone for coming, provided an overview of the AIPC and the extensive amount of work that the AIPC has been involved with in recent years, and reviewed the meeting agenda. She recognized Dr. Robert Quigley, who passed away this past year, for his involvement in the creation of the Aquidneck Island Planning Commission, his stewardship of the Island's natural resources, and his vision for an Island-wide multimodal transportation plan which was the impetus for this study.
- John Burke (AIPC Project Manager) highlighted the study team, Technical Steering Committee members, and Stakeholders interviews; summarized the study purpose, goals, and objectives; and reviewed the study tasks and schedule.
- 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.
- There are six primary tasks of the study.
  - **Task 1: Outreach & Community Vision** (May 2009 to April 2011)
  - **Task 2: Technical Investigation** (June 2009 to November 2009, Public Workshop #1 occurred on September 29, 2009)
  - **Task 3: Transportation Improvement Alternative & Integrated Scenarios** (October 2009 to June 2010, Public Workshop #2 occurred on April 29, 2010)
  - **Task 4: Evaluation of Alternative Transportation Improvements & Integrated Scenarios** (May 2010 to December 2010, Public Workshop #3 is tonight)

- **Task 5: Transportation Improvement Plan** (December 2010 to March 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.

- Christopher Witt (AIPC), reviewed the early action results of the Aquidneck Island Transportation Study (AITS) including the following new projects that have already resulted:
  - Aquidneck Island Regional Traffic Incident Management Program. The primary objective of the project is to reduce traffic delays associated with incidents and events and provide timely and accurate advance and real-time information to the public to allow them to make informed transportation decisions. The first public meeting for this project will be scheduled in February 2011.
  - West Main Road Left-turn Lane Evaluations at intersections with Corys Lane, Hedley Street, King Charles Drive, Raytheon Drive, and Union Street. RIDOT is currently evaluating the feasibility of adding left-turn lanes at these locations.
  - West/East Main Road Traffic Signal Retiming. RIDOT has been working to retime the traffic signals along these roadways.
  - Road Safety Assessments (at 16 Island locations). RIDOT has developed a pilot program focused on delivering low-cost/high benefit traffic safety and mobility improvements. Due to the extensive amount of data collected as part of the AITS, RIDOT selected Aquidneck Island as the area for the pilot program.

Public Input Summary

- Bill Ashworth (VHB Project Manager) stressed the importance of the public input on this project in helping to define and shape the transportation improvement alternatives. There has been a significant amount of public input received to date on the project through various outreach efforts including:
  - Public Information Meetings #1 & 2 – over 500 comments noted
  - Online Survey/Comments – Approximately 300 responses to date
  - Auto & Bus Origin-Destination Postcard Surveys – over 1,700 returned
  - Evaluation Criteria Survey – 260 responses
  - Dot Voting of Preferences at Public Workshop #2 – 485 total "votes"
- The project website (www.vhb.com/aquidneck), and its contents were summarized, including public meeting notes and survey results, evaluation criteria, announcements, FAQs, comment page, and email subscription opportunities.
- The Highest "Votes" from Dot Voting Exercise at Public Workshop #2 included:
  - Develop Island-wide Bicycle Plan
  - Build more satellite Park & Ride lots
  - Coordinate traffic signals and keep timings up to date
  - Preserve Newport Secondary rail corridor
  - Upgrade railroad corridor and provide rail shuttle service
  - Expand "Complete Streets" program
  - Provide shuttle system to move people around Newport
  - Develop an off-road bicycle path along Newport Secondary

- Provide express bus service to/from Kingston Station (Amtrak)
- Increase water ferry service

Preliminary Transportation Improvement Alternatives

- B. Ashworth provided an overview of the study process used to screen and evaluate the alternatives. First, public and stakeholder input were used to generate potential improvement alternatives. A matrix was then created including all input on issues with potential solutions. This matrix was then vetted through the technical steering committee and then refined by the study team. From there, the improvement packages were created by transportation mode and were evaluated against the established study Evaluation Criteria.
- The Evaluation Criteria for study alternatives was based on the six main categories used to evaluate potential Rhode Island Transportation Improvement Program (TIP) projects. The weighting of the Evaluation Criteria was based on an online survey and Technical Steering Committee Input as follows:
  - Mobility benefits – 26%
  - Cost-effectiveness – 24%
  - Economic development impact – 14%
  - Cost-effectiveness – 14%
  - Environmental impacts – 12%
  - Degree of support of local and state goals and plans – 10%
- The Study Team collaboratively developed twenty-eight (28) 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).
- An overview of applying the evaluation criteria with a "Consumer Reports" tabular summary was given. The summary ranked all alternatives with some, moderate, substantial, or negligible benefits or impacts against the twenty-eight (28) evaluation criteria. This summary information was provided at each station, broken down by transportation mode and are posted on the project website.
- Joe Wanat (VHB) provided a review of the Transit Improvements Package including preliminary order-of-magnitude costs and potential greenhouse gas benefits (GHG) where applicable:

1. Provide Additional Bus Service
   - Extend on-Island bus service window and seasons on Route 60 (West Main and East Main Roads)
   - Provide more off-Island limited stops or express service between Newport and TF Greene airport/Kingston Amtrak Station
   - Expand Flex Service areas and allow for same day scheduling
   - Preliminary Order-of-Magnitude Annual Operating Costs: $3,500,000
2. Improve the Transit Experience
   - Provide real-time bus information to mobile phones and at key bus stop locations
   - Provide branded bus shelters that fit with the communities at major stops
   - Improve bus stop operations – consider bus pullouts and sidewalk/crosswalk upgrades
   - Expand marketing of bus service
   - Preliminary Order-of-Magnitude Costs: $2,700,000

3. Strengthen and Expand Island-Wide Multimodal Centers
    - Upgrade Newport Gateway Center and create new hubs at Pell Bridge ramps and Melville serving as intercepts
    - Bicycle/pedestrian/taxi/car sharing connections
    - Expand accessibility of transit passes at multimodal hubs
    - Integrate motor coach parking where appropriate
    - Include complimentary non-transportation uses when appropriate
    - Preliminary Order-of-Magnitude Costs: $6,000,000
4. Create Park & Ride Opportunities
    - Provide more Park & Ride lots on the Island to help more people commute by bus.
    - Improve marketing of the Park & Ride program
    - Preliminary Order-of-Magnitude Costs: $600,000 (assuming 2 new lots)
5. Implement Rapid Bus Service
    - Enhance the attractiveness of the service through new branded hybrid buses/stops and providing more frequent service
    - Implement transit signal priority on Route 60 along West Main Road and East Main Road, with queue jump lanes where possible
    - Reduce travel times by consolidating or eliminating closely spaced stops
    - Preliminary Order-of-Magnitude Costs: $1,000,000
6. Establish Newport Jitney Service
    - Endorse the Newport Jitney bus-trolley service from the Gateway Center to the beaches and hotels
    - Extend the jitney service limits to the Pell Bridge ramp development area
    - Align the jitney schedule and stops with RIPTA service
    - Preliminary Order-of-Magnitude Costs: TBD (under study by others)
7. Encourage Island Employers to Embrace Transit
    - Improve access to major employers (Navy, NUWC, and Raytheon)
    - Implement employer-bases EcoPass program and TDM measures
    - Preliminary Order-of-Magnitude Construction Costs: TBD (costs could include reconfiguration of entrance drives into the sites)
8. Enhance Ferry Service
    - Reestablish RIPTA's Providence to Newport service as a seasonal service, primarily marketed to tourists
    - Continue service to the West Bay/Jamestown
    - Incorporate ferry service with special event planning
    - Give RIPTA the authority to set ferry schedules and implement tailored service for special events (currently the PUC sets the schedule, which is not very flexible)
    - Improve marketing of ferry service regionally
    - Preliminary Order-of-Magnitude Annual Operating Costs: $700,000
9. Preserve Newport Secondary Rail Corridor
    - Preserve the rail corridor as a contiguous right-of-way

- Promote continued track maintenance/grade-crossing improvements to retain Class 1 rating
- Increase potential use of appropriate/feasible seasonal/year-round passenger rail uses of corridor
- Preliminary Order-of-Magnitude Construction Costs: TBD

10. Encourage Transit-Oriented Development
    - Encourage development (location and type) that promoted transit use
    - Focus on redevelopment efforts at the Pell Bridge ramps, at Tank Farms 1 and 2, and at the Coddington Growth Center (Two-Mile Corner)
    - Preliminary Order-of-Magnitude Construction Costs: not applicable

- B. Ashworth reviewed the Roadway Improvements Packages including preliminary order-of-magnitude costs. Concept plans for some of the improvements were provided at the breakout station and are posted on the project website.

1. Pell Bridge Access Improvements
    - Provides direct access from North End to Downtown, improved wayfinding for visitors, and additional storage on ramp to Downtown
    - Addresses some of the highest crash locations on the Island and results in a reduction in traffic at existing bottleneck locations (Farewell and Two-Mile Corner)
    - Creates a significant economic development opportunity and opportunity for a future multimodal center
    - Results in reduction in vehicle miles traveled (VMT) and vehicle hours traveled (VHT)
    - Preliminary Order-of-Magnitude Construction Costs (not including right-of-way): $34,000,000 including:

2a. Burma Road 2 Lanes with North & South Connections
    - Would make Burma Road a viable North-South corridor
    - Results in a reduction in VHT/VMT
    - Issues/constraints include large retaining wall at reconfigured Burma Road/Stringham Road intersection, impacts to Navy ownership and housing, and impacts to railroad crossings along Burma Road
    - Preliminary Order-of-Magnitude Construction Cost Estimate (not including ROW or site remediation/demolition): $20,000,000 to $25,000,000

2b. Burma Road 4 Lanes with North & South Connections
    - Would result in moderate to significant shifts in traffic from West/East Main Road and could allow for reduction in number of travel lanes on East Main Road.
    - Results in reduction in VHT.
    - Issues/constraints include (in addition to Burma Road 2 Lane alt) increase in VMT, likely environmental impacts, and additional ROW takings required,
    - Preliminary Order-of-Magnitude Construction Cost Estimate (not including ROW or site remediation/demolition): $40,000,000 – $56,000,000

3. Two-Mile Corner Geometric Improvements
    - Three different alternatives were developed to provide improvements to Two-Mile Corner, which experienced over 100 crashes in the past three years. The

intersections also experience long delays and vehicle queues, and was the #2 bottleneck location on the Island based on the online survey.

3a. Two-Mile Corner Geometric Improvements

- This option is currently being advanced by the RIDOT (at 75% design stage) and includes new left-turn lanes and modifications to reduce the radius for the channelized right-turn movements.
- The proposed improvements will improve the overall operation at the intersections; however, there would likely still be some queuing issues during the peak season peak hour periods .
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $2,000,000

3b. Two-Mile Corner Roundabouts

- This option involves the replacement of two traffic signals with roundabouts, and would result in decreases in vehicle delays and speeds, crash reduction, and improved access management.
- This option would involve ROW takings at the Coddington Highway intersection and could impact the land area at the proposed Coddington Growth Center.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $3,000,000

3c. Two-Mile Corner Realignment

- This option involves the realignment of East Main Road and Coddington Highway to avoid the "jog" along West Main Road for vehicles traveling through on the two roadways, and it would eliminate one traffic signal.
- This option would require significant ROW takings and would require a very large intersection for the required turning movements.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW/demolition): $4,500,000

4. Corys Lane/Hedley Street Realignment

- Realign Corys Lane with Hedley Street to eliminate one traffic signal
- Requires ROW takings and a large intersection for the required lanes and turning movements.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $700,000

5. West Main Road Left-Turn Lanes

- Widen to provide left-turn lanes at Oliphant Lane and Forest Avenue (RIDOT is advancing design of left-turn lanes at Union Street and Raytheon Drive) to reduce delays and help facilitate coordination.
- ROW strip takings may be required.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $1,000,000

6. Localized Intersection Safety/Capacity Improvements

- Address other bottleneck/concern locations, including:
  - Valley Road/Aquidneck Avenue Roundabout

- Aquidneck Avenue/Purgatory Road Realignment
- Mt Hope Bridge/Boyds Lane/Bristol Ferry Road Intersection
- Seveney Sports Complex (Linden Lane)
- Memorial Boulevard Road Diet
- Additional Improvements from RSAs TBD

- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $1,000,000

7. Traffic Signal Optimization
   - Coordinate Island traffic signals (West Main Road, East Main Road, America's Cup Avenue) and develop a program to maintain traffic signal equipment, collect new traffic volume data, and regularly fine-tune timings.
   - Will result in reduction in delays and in GHG
   - Preliminary Order-of-Magnitude Costs:
     - Initial programming/maintenance: $100,000
     - Annual maintenance/fine-tuning: $60,000

- B. Ashworth reviewed the Bicycle/Pedestrian Improvements Packages including preliminary order-of-magnitude costs. Before/after images for some of the improvements were provided at the breakout station and are posted on the project website.

1. Connect Missing Links Between Suitable and Unsuitable Roads for Bicycles
   - Proposed interim plan to create continuous bike route along West Side of Island
   - Connects existing "Suitable" and "Most-Suitable" roads along the Island with new connections
   - Preliminary Order-of-Magnitude Construction Costs: $3,100,000
2. Provide Island-Wide Destination/Guide Signing for Bicycles
   - Inform bicyclists of route changes and to confirm route direction, distance, and destinations
   - Increase marketing of bicycle routes
   - Preliminary Order-of-Magnitude Construction Costs: $100,000
3. Shoreline Bikeway (Burma Road) Shared Use Path
   - Potential 10 mile bike route on west side of Island along Newport Secondary and Navy rights-of-way
   - Unprecedented views of Narragansett Bay, which has the potential to become a significant attraction on Aquidneck Island with increased economic development potential
   - Issues/constraints include environmental impacts/remediation, numerous retaining walls, and the potential shifts of Burma Road or Railroad south of Gate 32 to obtain required clearances
   - Preliminary Order-of-Magnitude Construction Costs: $24,000,000

4a. East Main Road "Road Diet"
   - This option would involve reducing East Main Road from four to two travel lanes. It would require a significant traffic/mode shift to convert East Main Road to a 2-lane section. The 4-lane Burma Road option with limited access to Route 24 would be required to shift the required traffic from East Main Road; however, the total number of north-south lanes on the island would be unchanged.

- This option would provide a 6 mile north-south bicycle route on the east side of the Island. It would also improve sight distance at driveways and roadways along East Main Road, have a traffic calming effect, and improve the quality of life along this corridor.
- Issues/constraints include the significant cost and impacts associated with the construction of a 4-Lane Burma Road, access to intersections north of Burma Road along West Main Road with the conversion to a limited access facility, and ROW impacts along Burma and West Main Roads.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $56,300,000, including $300,000 for East Main Road bike route plus $56,000,000 for 4-Lane Burma Road improvements with limited access to Route 24

4b. East Main Road Shared Use Path

- This option would provide a north-south off-road bicycle route on east side of the Island without needed traffic shifts
- Issues/constraints for this option include widening and significant ROW strip takings required for the entire length, retaining walls, and challenges at existing driveway locations.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $10,000,000

5. West Main Road Shared Use Path

- Would provide a 3.8 mile off-road shared use path from Cory's Lane to Greene Lane with on-road facility along Greene Lane (too many curb cuts south of Greene Lane for a shared use path to be feasible).
- Issues/constraints include widening and significant ROW strip takings required retaining walls, challenges at existing driveway locations, and likely impacts to wetlands along the roadway.
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $5,000,000

6. General Upgrade of Pedestrian Accommodations

- Upgrade existing sidewalks/install new sidewalks along Coddington Highway/ JT Connell Highway, Admiral Kalbfus Road, and Valley Road/Aquidneck Avenue
- Provide crosswalks with countdown timers at heavily crossed areas such as America's Cup Avenue
- Island-wide crosswalk and sign standardization
- Additional improvements from RSAs TBD
- Preliminary Order-of-Magnitude Construction Costs (not including ROW): $4,500,000

- J. Wanat gave an overview of the recommended polices, first noting that future external factors outside the scope of this study such as transportation pricing (tolling, parking, transit fares, vehicle registration fees, fueling, VMT fees, school fees for parking vs. bus, etc.) could have more significant impact on future conditions. Recommended policies include:
  - Continue to develop land use policies/zoning that supports transit-oriented development with housing, retail, and jobs collocated with each other near transit;
  - Ensure that the Island community Comprehensive Plans and zoning reflects goals, objectives, and policies that support access management where appropriate;

- Consider Newport city-wide parking strategic plan with enhanced signing;
- Establish Transportation Demand Management (TDM) program requirements in zoning for new, large projects. For projects over certain thresholds, consider traffic monitoring requirements and financial penalties for exceeding traffic thresholds;
- Develop a bicycle parking/sidewalk zoning ordinance that includes bicycle parking and sidewalk requirements into site plan review;
- Establish better communication and coordination between state and local agencies during development site plan reviews;
- Develop a motorcoach parking plan that regulates where these tourist buses can drop-off, pick-up, park, and stage when idle;
- Promote a Complete Streets approach to design and renovation of infrastructure that ensures that all modes are considered; and
- Promote initiatives that reduce greenhouse gas emissions, such as using low greenhouse gas fuels in buses, reducing the number of vehicle miles traveled, promoting low impact/ smart growth development in zoning.

- J. Wanat presented the next steps in the study, including receiving additional public input (especially from this public information meeting), refining alternatives, developing a transportation improvement plan, and implementing the plan.

Interactive Break-Out Stations

- Three break-out stations were formed and each station was assigned two facilitators as summarized below. Attendees were split between the three break-out stations and asked to provide input on the preliminary transportation improvement alternatives. The groups rotated every 20 minutes.
  - Station 1: Transit (Facilitators: Joe Wanat and Dave Wilcock)
  - Station 2: Roadways & Intersections (Facilitators: Peter Pavao and Jamie Pisano)
  - Station 3: Pedestrian & Bicycle Mobility (Facilitators: Bill Desantis and Geoffrey Morrison-Logan)
- At each station, attendees were asked to participate in a "dot voting" exercise in which they were given an opportunity to vote for their top three preferences/priorities for the preliminary transportation improvement alternatives by transportation mode. Participants were provided 9 dots when they signed in and were asked to place a dot on the large voting sheets corresponding to their preference. They were given 3 green dots (one for each station) for the 1st priority, 3 yellow dots for their 2nd highest priority, and 3 blue dots for their 3rd highest priority. A summary of the "votes" from this exercise is included as an attachment to the meeting notes.

Feedback from Break-Out Stations

- At the conclusion of the break-out stations, each of the facilitators gave a brief overview of the highest votes received for each alternative package. A summary of the comments received during the break-out stations is included as an attachment to the meeting notes.

Open Public Comment Period

- Ken Schwartz/B. Ashworth moderated a public open comment period. Comments received are summarized below.
  - Improved connections are needed throughout the island for all transportation modes.
  - If you improve transit connections, more people will use transit and there will be quality of life and health benefits.

- The Island and State need to step down the priority of the automobile.
- A general statement was made on the need for green house gas reductions. It was noted the US Navy has been working on a study to help reduce green house gases as well on its facilities.
- Quotes from local school children on the Island that were taken from winning essays submitted to the 2010 Earth Day Essay Contest sponsored by the Audubon Society of Rhode Island were read aloud. Key points highlighted included cracked and broken sidewalks, lack of bike racks, missing stop signs, and speeds of traffic. Copies of a handout with the quotes were provided to the study team and made available for the public.
- Burma Road should not be made into a 4 lane roadway. This would significantly change the character of the roadway, deter pedestrians and bicyclists from using it, and essentially cut off the waterfront.
- At the next public meeting, the three modes of transportation should be combined into one, to show how they all work with each other. *(Response given: the three modes of transportation have been developed to work with each other. They have been presented as separate items for ease of comparison and priorities within the various modes of transportation).*
- Why can't we make wider shoulders on West Main Road and East Main Road in southern Middletown were bicyclists would be able to shop? *(Response given: Due to the limited right-of-way available for widening while maintaining sidewalks, roadway widening in this area would be very costly and would likely impact existing businesses in the area).*
- The proposed bicycle improvements appear to focus too much on recreational bicycling and not commuting.
- Why are the bicycle recommendations limited to the major roadways when there are a lot of improvements that could be done on local roadways, especially in Newport. *(Response given: The study area is limited to the state roadways and Burma Road, although some of the general recommendations can be applied on an Island-wide basis).*

Attachments

- Break-Out Station Comments
- Dot Voting Results
- Written Comments

Break-Out Station Comments

Aquidneck Island Transportation Study
On the move...connecting our communities

PUBLIC INFORMATION MEETING #3 (DECEMBER 9, 2010)

OPEN HOUSE/BREAK-OUT STATION COMMENTS

STATION 1: TRANSIT (& POLICIES)

- Concerns about RIPTA's ability to deliver.
- Need reliable funding source for transit.
- Surprised at low weighing of environmental impacts.
- Need a vision.
- Extended hours of service/tailored to employer schedules.
- P&R opportunity at New Sakonnet River Bridge.
- Use Tiverton P&R lots.
- Interlude connection – Warwick, Wickford.
- Shorter buses.
- Existing trolleys work well because they are tailored to corridors.
- PRT potential?
- Add water taxi/ferry service.
- Need to overcome car culture/get people on transit.
- Can't improve roads and get people on transit (policy).
- Control parking/leave cars on the outside.
- What is rail corridor being preserved for?
- Need bus routes to Fall River commuter rail trains.
- Uses of rail corridor – active use of corridor not preservation.
- Rail hub (P&R) in Portsmouth (at bridge?)
- Rail line across Sakonnet River
- Modest investment to maintain/preserve rail corridor – need some $$ figure.
- Preserve rail corridor to State line
- Include alternative fuel options as well as Hybrid.
- Why aren't Navy and Newark using buses?
- Need quantifiable benefit for employers to embrace transit.

STATION 2: ROADWAYS & INTERSECTIONS

- Establish transportation plan communities approve!
- Planning horizon – 2030? Need to start construction before 2030.
- Burma Road two lanes/East Main Road – road diet.
- 4-lane Burma Road will ruin last nice spot on Island.
- 4-lane Burma Road would become a raceway.
- Like the fact that 4-lane Burma Road wouldn't add more north-south lanes on the Island.
- Intent of Burma Road – connect Pell Bridge to Route 24.
- Burma Road connections: south – more important
- Limit access on Burma Road
- Route from Pell Bridge to Burma Road? Connection through Navy Property (housing).
- Roundabouts – Portsmouth – alternative to signals.
- Concerned with business impacts of road diet alternatives– bypass impacts (historical research).
- They tried implementing a road diet on East Main Road years ago, and people ignored it, so they change back to 4 lanes.
- With road diet, left-turn lanes would be needed at intersections. A center turning lane may be possible as well.
- Did the study team consider a reversible lane on East Main Road?
- Coddington highway is underutilized!
- Need to make room for the bikes.
- Bikes need to be part of overall plan to complete connections.
- Think ahead to $5.00+ gas – Bikes, electric scooter, etc.
- Vehicle detection at traffic signals needs to be fixed and maintained.

STATION 3: PEDESTRIAN & BICYCLE MOBILITY

"Likes":

- Idea of replacing vehicle trips with bike trips, although concern with weekday use - are you really "switching" based on destinations?
- Navy property – way to follow rail line – Coddington to Newport Gateway Center.
- Like 4 lane Burma Road. Like major benefit. Question on truck traffic.
- Like road diet that can be done now.
- Comparison to Hilton Head and the use of the trails.
- Like off road vs. shared roadways
- Like connecting missing links between suitable and unsuitable roads for bicycles.
- Signage – simple to do.
- Bike path on Burma Road/adjacent.
- Connecting the missing "links" concept.
- Need sidewalks.
- Bristol Ferry Road improvements.
- Like road diet concept – need more info on it.

"Dislikes":

- East Main shared path. Right turns onto driveways with bikes on path.
- Price tag – realistic options. Big #'s $$$.
- Dislike East Main two lane road – congestion will be terrible.
- Burma Road Bike Path – will increase traffic not reduce (i.e. tourists).
- Shoreline Drive is not a "drive" when 4 lanes vs. 2 lanes.
- Given investment of millions of dollars – How many trips will be taken off road and put on trails? Is it worth that amount of money?
- Dead ends at Newport Boarder – Why? Needs improvements in Newport.
- Pedestrian zones in Newport? Have they been considered?
- Don't like 4-lane Burma Road.
- Bike crossing/pedestrian crossing given railroad in future and transit.
- Emphasis on maintaining roads. Reduce road network with more shift.
- More bottleneck with 4-lane/2-lane option will not solve problem.
- Biking – need to look at schools/kids.
- Why not address low hanging fruit roads. (Memorial/Valley/Aquidneck – why not talk about them!)

- Answer we are: missing bike racks, school routes, sidewalk connections to schools/neighborhoods.
- Need connections to residential areas/neighborhoods. Need to link destinations.
- East Main Road bike accommodations need to continue past Aquidneck Avenue.

Dot Voting Results

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TRANSIT

PRELIMINARY TRANSPORTATION IMPROVEMENT ALTERNATIVES

TRANSIT IMPROVEMENT ALTERNATIVE	"VOTES" RECEIVED #1	#2	#3	Total Votes	Weighted Total[1]
1. Provide Additional Bus Service – Extend hours frequency on Route 60 (West and East Main Roads) – More service to TF Green Airport and Kingston Amtrak Station – Expand Flex Service areas, allow for same day scheduling	8	5	3	16	37
2. Improve the Transit Experience – Real-time information to mobile phones – New bus shelters and amenities	0	1	6	7	8
3. Strengthen and Expand Island-Wide Multimodal Centers – Upgrade Newport Gateway Center, create new intercept hubs – Improve accessibility of transit passes – Add motor coach/bus parking	2	6	4	12	22
4. Create Park & Ride Opportunities – Provide more Park & Ride lots on the Island to help more people commute by bus	1	8	0	9	19
5. Implement Rapid Bus Service – Use of hybrid buses that are branded with easy to recognize logos/colors – Implement signal technology that adjusts green times for approaching buses	1	1	3	5	8
6. Establish Newport Jitney Service – Provide frequent service from Gateway Center to beaches and hotels	5	6	3	14	30
7. Encourage Island Employers to Embrace Transit – Improve access to major employers – Implement employer based Eco-Pass (RIPTA bus pass) program and transportation demand management programs	1	0	4	5	7
8. Enhance Ferry Service – Reestablish seasonal Providence to Newport service – Improve marketing of ferry service regionally	0	1	0	1	2
9. Preserve Newport Secondary Rail Corridor – Preserve rail corridor as a contiguous right of way – Promote continued track maintenance to retain current load carrying capacity, speeds, and rating (Class I) – Increase potential use of appropriate/feasible passenger rail uses of corridor	13	1	3	17	44
10. Encourage Transit Oriented Development – Encourage development that promotes transit use	0	4	4	8	12

1 Weighted total calculated assigning 3 points to 1st choice, 2 points to 2nd choice, and 1 point to 3rd choice.

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ROADWAYS AND INTERSECTIONS

PRELIMINARY TRANSPORTATION IMPROVEMENT ALTERNATIVES

ROADWAY IMPROVEMENT ALTERNATIVE	"VOTES" RECEIVED #1	#2	#3	Total Votes	Weighted Total[1]
1. Pell Bridge Access Improvements – Remove elevated highway and provide direct connection from North End to Downtown – Significant economic development opportunity	8	5	1	14	35
2a. Burma Road 2 Lanes with North and South Connections – Make Burma Road a viable north/south corridor	5	6	2	13	29
2b. Burma Road 4 Lanes with North and South Connections – Results in moderate to significant shifts in traffic from West/East Main Roads – Could allow for a reduction from four to two lanes on East Main Road	10	4	2	16	40
3a. Two Mile Corner, Geometric Improvements – Improves capacity at congested intersections	0	0	0	0	0
3b. Two Mile Corner, Roundabouts – Replace traffic signals with roundabouts – Results in decreases in delays, speeds, and crashes	4	1	11	16	25
3c. Two Mile Corner, Realignment – Realign East Main Road with Coddington Highway – Eliminate one traffic signal at high crash location	0	1	1	2	3
4. Corys Lane/Hedley Street Realignment – Realign Corys Lane with Hedley Street – Eliminate one traffic signal at high crash location	1	5	2	8	15
5. West Main Road Left-turn Lanes – Provide turn lanes at Oliphant Ln, Forest Ave, Union St, and Raytheon Dr – Decreases delay, facilitates traffic signal coordination	2	0	5	7	11
6. Localized Intersection Safety/Capacity Improvements – Address other bottleneck/concern locations	0	3	1	4	7
7. Traffic Signal Optimization – Synchronize signal timing along West/East Main Roads and Americas's Cup Avenue	3	5	7	15	26

1 Weighted total calculated assigning 3 points to 1st choice, 2 points to 2nd choice, and 1 point to 3rd choice.

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BICYCLES AND PEDESTRIANS

PRELIMINARY TRANSPORTATION IMPROVEMENT ALTERNATIVES

BIKE/PED IMPROVEMENT ALTERNATIVE	"VOTES" RECEIVED #1	#2	#3	Total Votes	Weighted Total[1]
1. Connect Missing Links Between Suitable and Unsuitable Roads for Bicycles – Reduce number of travel lanes on Bristol Ferry Road and West Main Road (north of Route 24)	10	4	4	18	42
2. Provide Island-Wide Destination Guide Signing for Bicycles – Inform bicyclists of route changes and to confirm route direction, distance, and destinations	0	7	3	10	17
3. Shoreline Bikeway (Burma Road) Shared Use Path – 10 mile off-road bicycle route along Newport Secondary rail corridor	8	4	4	16	36
4a. East Main Road "Road Diet" – Reduce East Main Road from 4 lanes to 2 lanes with wide shoulders – Requires 4 lane Burma Road	2	3	4	9	16
4b. East Main Road Shared Use Path – 2-way bike/ped path that parallels East Main Road with a grass buffer	4	4	3	11	23
5. West Main Road Shared Use Path (North of Greene Lane) – 2-way bike/ped path that parallels West Main Road with a grass buffer	2	2	2	6	12
6. General Upgrades of Pedestrian Accommodations – Upgrade/install new sidewalks along Coddington Highway, JT Connell Highway, Admiral Kalbfus Road, Valley Road, and Aquidneck Avenue – Island-wide crosswalk and sign standardization	4	5	9	18	31

1 Weighted total calculated assigning 3 points to 1st choice, 2 points to 2nd choice, and 1 point to 3rd choice.

Written Comments

Aquidneck Island Transportation Study
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PUBLIC INFORMATION MEETING #3 (DECEMBER 9, 2010)

WRITTEN COMMENTS

Completed Comment Form #1

- Address how any and all of these improvements connect to the high density population centers at the most northern tip of the Island, Common Fence Point, and Island Park. We want people to be able to walk/bike directly from their home to transportation hubs or destinations on the Island.
- Burma Road terminations must be primary focus. Fix the ends of Burma and the middle takes care of itself. Must muscle Navy to give up Gate 11 and Gate 10 access. NUWC commuters to South County will use this and significantly reduce count on West Main and through Navy Housing.
- Need to consider Rapid Personal Transportation (RPT) as proposed by Raytheon 15-20 years ago. Fully automated, runs on demand, 24/7, can be put anywhere in existing ROWS, modular, can be built in places starting at highest demand sites, say Millville, Navsta, Gateway Center, beaches, Fort Adams, to start. Longer term into neighborhoods and then off island like Bristol and Providence. What problem does it not solve?
- Road diet can make entry onto major road extremely difficult. Drive-out to Portsmouth Mon. – Fri. at 4 – 5pm, try to go north on Dexter and turn left across both lanes to go west on Turnpike. The diet on turnpike has resulted in near continuous streams that are impenetrable.

Completed Comment Form #2

- Streamline and reduce total lanes of auto traffic north and south.
- Make it safe and efficient for people to use public transit and bicycles to commute and shop and go to church, temple, mosque, not just play.
- Think post peak oil.
- Think increased CO_2 + increased temps + increased sea levels (we're an island!)
- Think of retirees who are facing the isolation of losing driving capacity (we're a big retirement community especially for military).

Post-it Notes Comments:

- Do the Pell Bridge changes now!
- Create east-west connection between West Main Road and Burma Road.

- Educate are on benefits of roundabouts
- Connect residential neighborhood along East Main Road and West Main Road to provide alternatives for north-south bike activity.
- Bike paths should not be a higher priority than road improvements.
- Project "Get Ready" envisions RI as an ideal laboratory for electric vehicles. Shouldn't this study promote the growth of electric vehicles, especially on Aquidneck Island!
- Town Centers are planned for Portsmouth and Middletown. How does this study promote access to Town Centers? Especially for foot traffic and bicycles? See the LPC Studies for all 3 Island communities.
- Stormwater issues are costly to ratepayers and the environment. Park & Ride should "model" best practices and communities need to revise zoning codes re: parking lots, driveways, etc.
- Islanders have had many studies bur precious little implementation. Please include in your report – timetables and costs for a prioritized list of improvements.
- Seasonality – The Study should have recommendations for Friday-Sunday traffic in the summer months as well as rush hour crush points all year round.
- Establish "footway" to connect neighborhoods.
- Do bike path uses consider the use by motor-assisted bikes or scooters that some people may want to use who don't have the stamina to use human powered bikes?
- Do bike path options include the potential for use by powered motor assisted cycles that may be dangerous on roads but people may use bike path as a safe alternative?
- Need to educate Town Zoning and Planning Boards on what they need to do to preserve/encourage/support the transportation options.
- Any endeavor that relies on RIPTA funding/support/coordination is doomed to failure.
- Go Green – Public transit needs to happen along with sidewalks and bike paths to get to the transit stops. Show the way.
- Need to reduce traffic on East Main Road