



Evaluation of Transit Improvement Packages

| Mobility Benefits | | | | | | | | | | Cost Effectiveness | | | Economic Development Impact | | | | Environmental Impacts | | | | | Degree of Local Support and State Goals and Plans | | | | Safety, Security, and Technology | | | | | Cost | Weighted Index (Max = 100) | | | |
|--|--|---|-------------------------|--|-----------------------------|--|------------------------------|---------------------------|--------------------------|-------------------------|-------------------------------------|------------------------------------|---|---|---|-------------------------------------|---------------------------|--|--|---|--|---|--|--|----------------------------------|---|----------------------------------|---------------------------------|---|---|-------------------------------|--|--|---|----------------------------|
| Reduced vehicle-miles traveled (VMT) or reduced trip lengths | Reduced vehicle-hours traveled (VHT) or reduced trip durations | Reduced delays/back-ups for vehicles at intersections | Travel time differences | Improved mobility for bicyclists and pedestrians | Improved access for transit | Physical or operational enhancement to bus, rail, ferry, and parking systems | Average system travel speeds | Average Mobility Benefits | Order of magnitude costs | Opportunity for phasing | Weighted Average Cost Effectiveness | Impacts to existing economic bases | Economic development potential (enhanced access/travel time savings to existing and targeted commercial/industrial development areas) | Improved access to vacant and underutilized sites | Enhances opportunities for transit-oriented development | Average Economic Development Impact | Greenhouse gas reductions | Study area intersection delays and improvements to air quality | Potential for vehicle trip reductions due to mode shifts/reduced reliance on automobiles | Direct impacts to natural environment (wetland/habitat/open space/historic areas/conservation areas/others) | Impacts to human environment (residential/business/schools/community facilities benefits and impacts, environmental justice) | Average Environmental Impacts | Consistency with municipal plans, goals, and visions | Concurrence by Portsmouth, Middletown, and Newport officials | Support from implementing agency | Average Degree of Local Support and State Goals and Plans | Safer conditions for pedestrians | Safer conditions for bicyclists | Potential for crash reductions (direct improvement to intersection) | Potential for crash reductions (indirect benefit from traffic shifts) | Impacts to emergency response | Improved driveway/roadway access management (consolidation/elimination of access points on major roadways) | Average Safety, Security, and Technology | Preliminary Order-of-Magnitude Construction Cost Estimate | Weighted Index (Max = 100) |

| TRANSIT IMPROVEMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----------------|-------|
| 1 | Provide Additional Bus Service | ● | ● | ○ | ○ | · | ● | ● | ○ | ○ | ■ | ● | □ | ○ | ○ | ○ | ○ | ○ | ● | ○ | ● | · | ○ | ○ | ● | ● | ○ | ● | · | · | · | ○ | · | · | ○ | \$3,500,000/yr | 35.53 |
| 2 | Improve Transit Experience | ○ | ○ | ○ | · | · | ○ | ● | · | ○ | ■ | ● | □ | ○ | ○ | · | ○ | ○ | ○ | ○ | ○ | · | · | ○ | ○ | ● | ● | ● | ○ | ○ | · | ○ | · | · | ○ | \$2,700,000 | 29.99 |
| 3 | Strengthen and Expand Island-Wide Multimodal Centers | ○ | ○ | · | · | ○ | ● | ○ | · | ○ | ■ | ● | □ | ○ | ○ | ○ | ● | ○ | ○ | · | ○ | · | ○ | ○ | ● | ○ | ○ | ● | ○ | ○ | · | ○ | · | · | ○ | \$6,000,000 | 31.30 |
| 4 | Create Park & Ride Opportunities | ○ | ○ | ○ | · | · | ○ | ● | · | ○ | □ | ● | · | ○ | · | · | ○ | ○ | ○ | ○ | ○ | · | · | ○ | ○ | ● | ○ | ● | · | · | · | ○ | · | · | ○ | \$600,000 | 25.93 |
| 5 | Implement Rapid Bus Service | ● | ● | ○ | ○ | · | ● | ● | ○ | ○ | ■ | ● | □ | ○ | ○ | ○ | ○ | ○ | ● | ○ | ○ | · | · | ○ | ○ | ○ | ○ | ○ | · | · | · | ○ | · | · | ○ | \$1,000,000 | 33.50 |
| 6 | Establish Newport Jitney Service | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ■ | ● | □ | ○ | ○ | ○ | · | ○ | ○ | ○ | ○ | ○ | · | ○ | ● | ● | ○ | ● | · | · | · | ○ | · | · | ○ | TBD (others) | 33.72 |
| 7 | Encourage Island Employers to Embrace Transit | ○ | ○ | ○ | · | · | ○ | ○ | · | ○ | □ | ● | · | ○ | ○ | · | ○ | ○ | ● | ○ | ○ | · | · | ○ | ○ | ○ | · | ○ | · | · | · | ○ | · | · | ○ | TBD | 26.97 |
| 8 | Enhance Ferry Service | ○ | ○ | · | · | ○ | ○ | ○ | · | ○ | ■ | ● | □ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | · | · | ○ | ● | ● | · | ○ | · | · | · | · | · | · | · | \$700,000/yr | 22.83 |
| 9 | Preserve Newport Secondary Rail Corridor | ○ | ○ | · | · | ○ | ○ | ○ | · | ○ | · | ● | ○ | · | ○ | ○ | ○ | ○ | ○ | ○ | ○ | · | · | ○ | ● | ● | ○ | ● | · | ○ | · | · | · | · | ○ | N/A | 30.20 |
| 10 | Encourage Transit Oriented Development | ● | ● | ○ | ○ | ○ | ○ | ○ | · | ○ | · | ● | ○ | ○ | ○ | ○ | ○ | ○ | ● | ○ | ● | · | · | ○ | ● | ○ | ● | ● | ○ | ○ | · | ○ | ○ | ○ | ○ | N/A | 48.11 |

| Legend | | | |
|------------|------|----------|-------------|
| | Some | Moderate | Substantial |
| Benefits | ○ | ● | ● |
| Impacts | □ | ■ | ■ |
| Negligible | · | · | · |