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

Evaluation of Bicycle/Pedestrian 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	
		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)**
BICYCLE/PEDESTRIAN IMPROVEMENTS																																					
1	Connect Missing Links Between Suitable and Unsuitable Roads for Bicycles	○	○	○	○	●	·	·	○	◎	▣	●	□	○	○	◎	◎	◎	○	○	○	▣	·	○	◎	◎	○	◎	●	●	○	○	·	·	◎	$3,100,000	**31.39**
2	Provide Island-wide Destination Signing for Bicycles	·	·	·	·	◎	·	·	·	○	·	●	○	○	○	○	○	◎	·	·	·	·	·	·	◎	◎	○	◎	◎	◎	○	○	·	·	◎	$100,000	**25.69**
3	Shoreline Bikeway (Burma Road) Shared Use Path	○	○	○	○	●	·	·	○	◎	■	●	▣	◎	●	◎	◎	●	○	○	◎	▣	·	○	●	●	○	●	●	●	○	○	·	·	◎	$24,000,000	**34.64**
4a	East Main Road Road Diet with 4-Lane Burma Road	○	□	▣	○	●	○	·	□	○	■	●	▣	○	◎	◎	◎	◎	○	·	○	▣	▣	□	·	·	·	·	●	●	○	○	□	○	◎	$27,500,000	**13.33**
4b	East Main Road Road Diet with 4-Lane Burma Road	□	◎	○	○	●	·	·	○	○	■	●	▣	○	◎	◎	◎	◎	○	○	□	■	■	□	·	·	·	·	●	●	◎	◎	○	○	◎	$47,500,000	**22.31**
4c	East Main Road Road Diet with 4-Lane Burma Road Limited Access to Route 24	▣	●	●	○	●	○	·	◎	◎	■	●	▣	·	◎	●	◎	◎	○	◎	□	■	■	□	·	·	·	·	●	●	●	●	◎	○	●	$56,300,000	**32.13**
4b	East Main Road Shared Use Path	○	○	○	○	●	·	·	○	◎	▣	●	□	○	◎	○	○	◎	○	○	○	□	▣	·	·	·	·	·	●	●	○	○	·	·	◎	$10,000,000	**23.30**
5	West Main Road Shared Use Path (North of Green Lane)	○	○	○	○	●	·	·	○	◎	▣	◎	□	○	◎	○	○	◎	○	○	○	▣	▣	□	·	·	·	·	●	●	○	○	·	·	◎	$5,000,000	**21.18**
6	General Upgrades of Pedestrian Accommodations	·	·	·	○	◎	·	·	·	○	▣	●	□	○	·	·	·	○	·	·	·	·	·	·	◎	●	◎	●	●	◎	○	·	·	·	◎	$4,500,000	**19.38**

Legend			
	Some	Moderate	Substantial
Benefits	○	◎	●
Impacts	□	▣	■
Negligible	·	·	·