



MOVING FORWARD

RI
2040

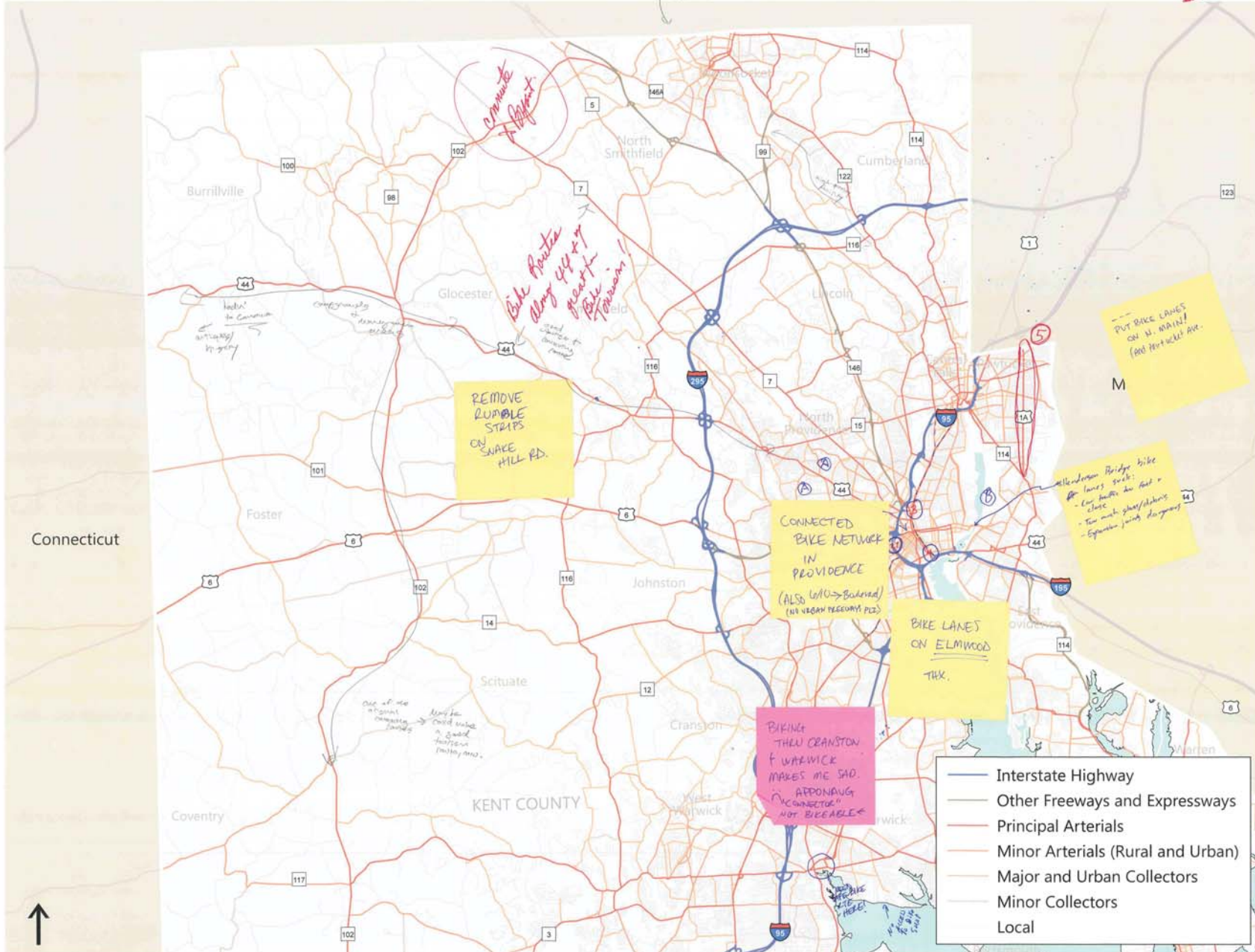
Long Range Transportation Plan & Bicycle Mobility Plan

Discovery Workshop Summary

October 2017

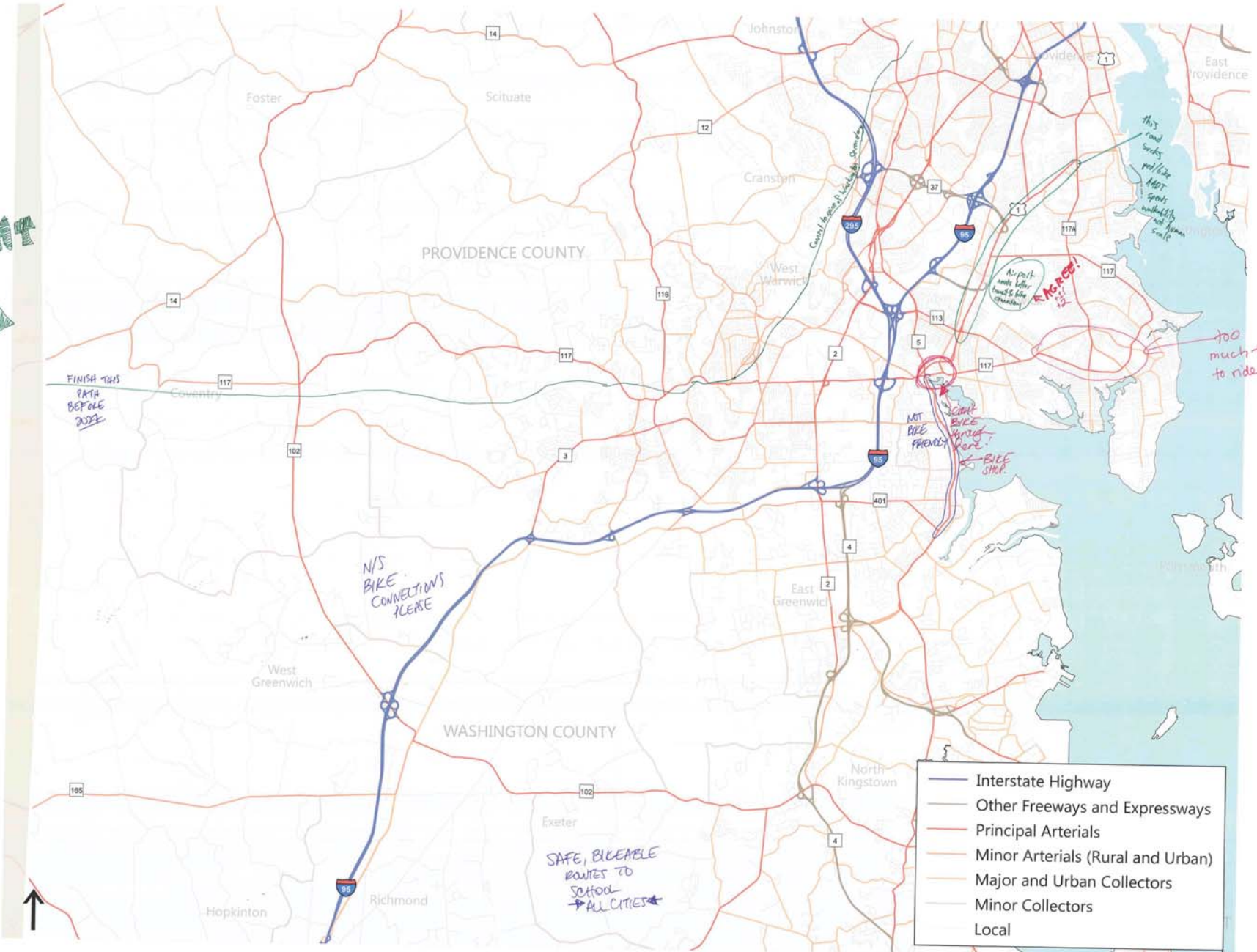
Providence County

TELL US ABOUT BARRIERS



—	Interstate Highway
—	Other Freeways and Expressways
—	Principal Arterials
—	Minor Arterials (Rural and Urban)
—	Major and Urban Collectors
—	Minor Collectors
—	Local

- Bike path on all of N. Main in PVD, tons of room and cars drive too fast
- RT 146 Sayles Hill Rd 146 Interchange - Remove light limit access to Hammond Rd. Set back to Sayles Hill Rd. N. Main
- RT 114 no bike lanes Small Shoulder
- 5 Can't bike safely at all on Newport Ave portkett
- 6 Carter & Bay Path - to protect connection along Exp for waterfront as it develops
- 7 develop bike (anti-in-road) infrastructure to address college, etc, etc, with many potential users. Carter biked bridge across Wampanoag River in Albion drag
- 8 This path to get downtown from the West Side / Federal Hill is sketchy. The connection between Broadway & Fountain in Engine is dangerous. Exit by bike path to 10 mile highway - not recommended
- 9 Bike lanes disappear crossing over 95 on Broadway. Going west, bike lanes appear & disappear on Bdwy. The result is having to merge w/ auto traffic, which is dangerous
- 10 N. Main is terrible for bikes - and it's where a number of stores are.
- 11 The connection between S. Main & W. Main is confusing & dangerous.



LEAVE A COMMENT (OR TWO) →

FINISH THIS PATH BEFORE 2022

N/S BIKE CONNECTIONS PLEASE

SAFE, BIKEABLE ROUTES TO SCHOOL → ALL CITIES ←

- Interstate Highway
- Other Freeways and Expressways
- Principal Arterials
- Minor Arterials (Rural and Urban)
- Major and Urban Collectors
- Minor Collectors
- Local

this road needs pot/like 400' spots, visibility not from south

Cranston/Warwick need to cart more about bike infrastructure

Airport needs better road to bike connection

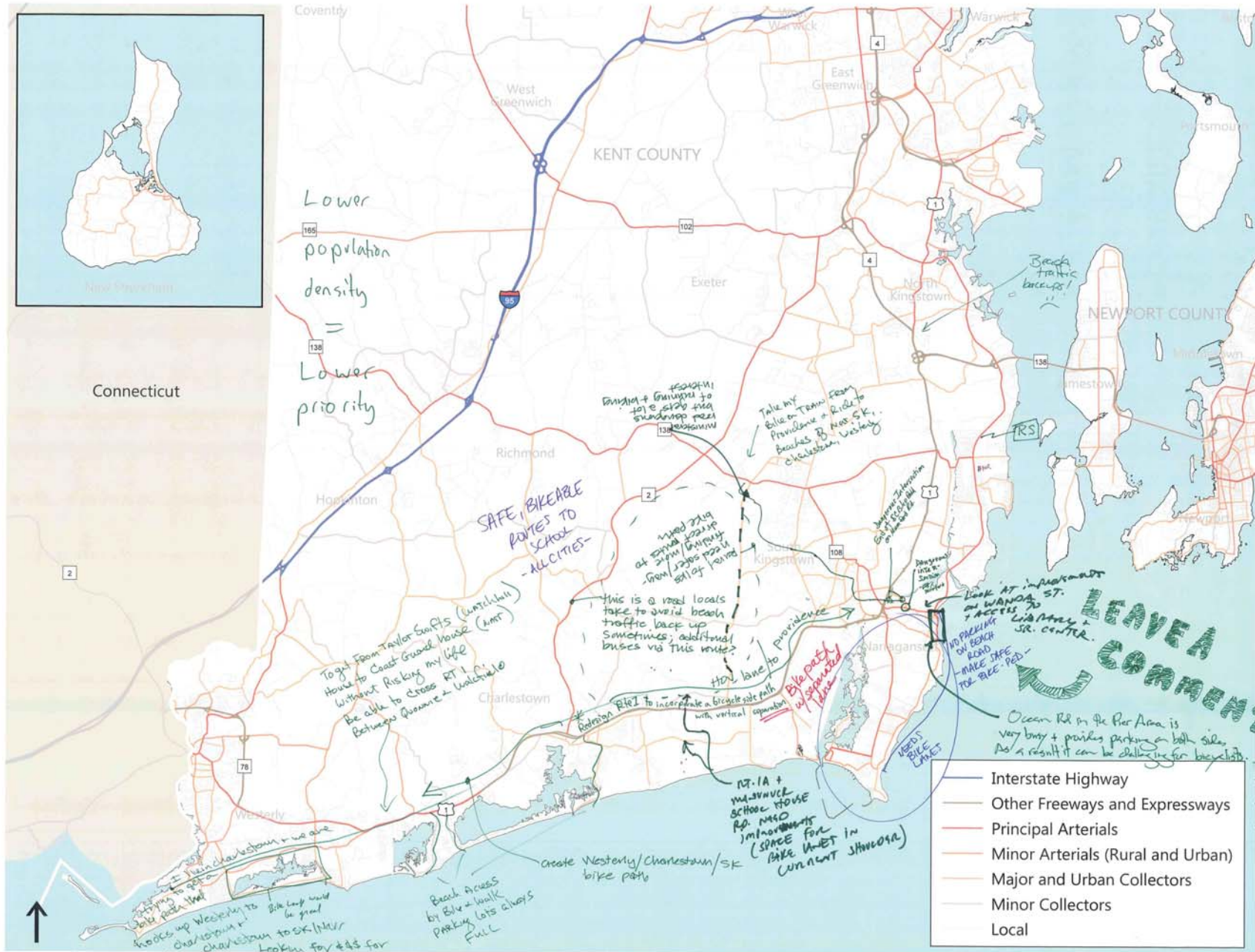
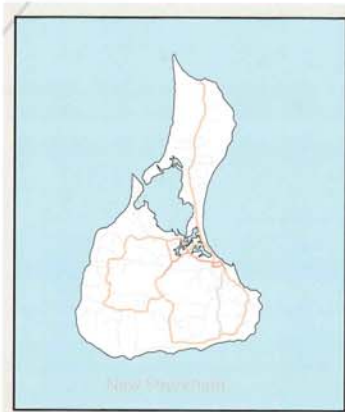
NO ROPS!

MT BIKE FRIENDLY

BIKE SHOP

too much traffic to ride bike

Washington County



Lower population density = Lower priority

SAFE, BIKEABLE ROUTES TO SCHOOLS - ALL CITIES -

To get from Taylor Swifts (Charlestown) Home to Coast Guard House (Amr) Without Risking my life Be able to cross RT 1 between Providence & Walsfield

this is a road locals take to avoid beach traffic back up sometimes; additional buses via this route

How lane to provide a bicycle path with vertical separation

RT 1A + MAJOR SCHOOL HOUSE RD. ALSO IMPROVEMENTS FOR BIKE W/ET IN CURRENT SHARED

Look at IMPROVEMENTS ON WANDA ST. + ACCESS TO SR. CENTER. NO PARKING ON BEACH ROAD MAKE SPACE FOR BEE-PEE

LEAVE A COMMENT!

Ocean Rd in the Per Area is very busy + parking parking on both sides as a result it can be challenging for bicyclists.

Beach Access by Bike + Walk PARKING lots always FULL
 create Westerly/Charlestown/SK bike path
 hook up Westerly to Charlestown + Charlestown to RI/MA Looking for \$\$\$ for a feasibility study.
 Also \$\$\$ for bike/walk paths to the beach.

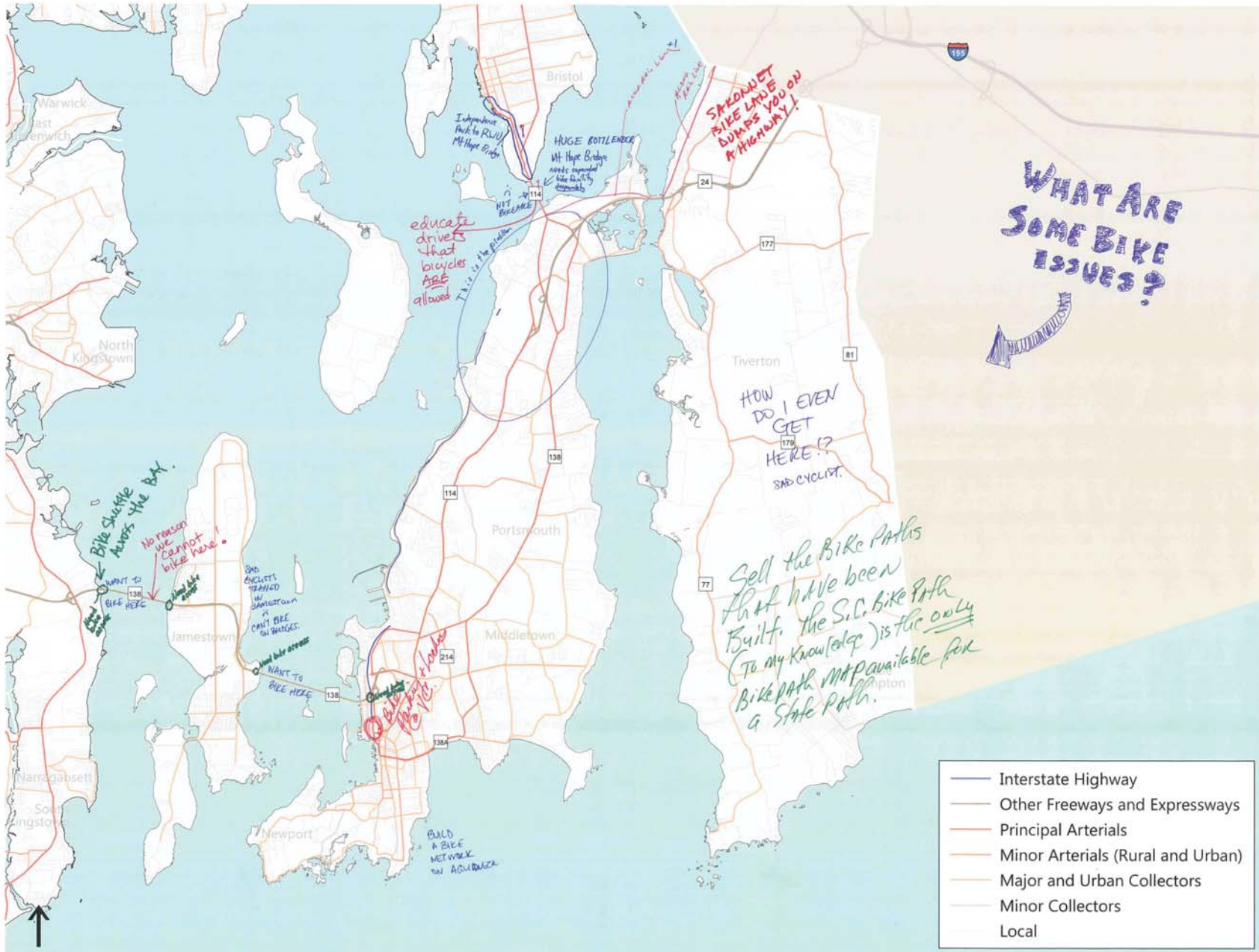
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- Local

Poor visibility of road + bike path crossings - mainly: Kingsland Rd + S.E. bike path + in Pease Ave + Kingsland Rd. bike path -> Railroad

BNR Road at Boston Neck Road from Beach Road to Brighton Road needs better visibility and signage in both directions

Note RS Route 1A is NOT a bicycle-friendly place. Motorists fail to leave enough clearance and often do not even see bicyclists. Need signage and LANE MARKINGS.

The remainder of RT 1A is manageable for bicyclists although shoulder width south of the Per Area is narrow



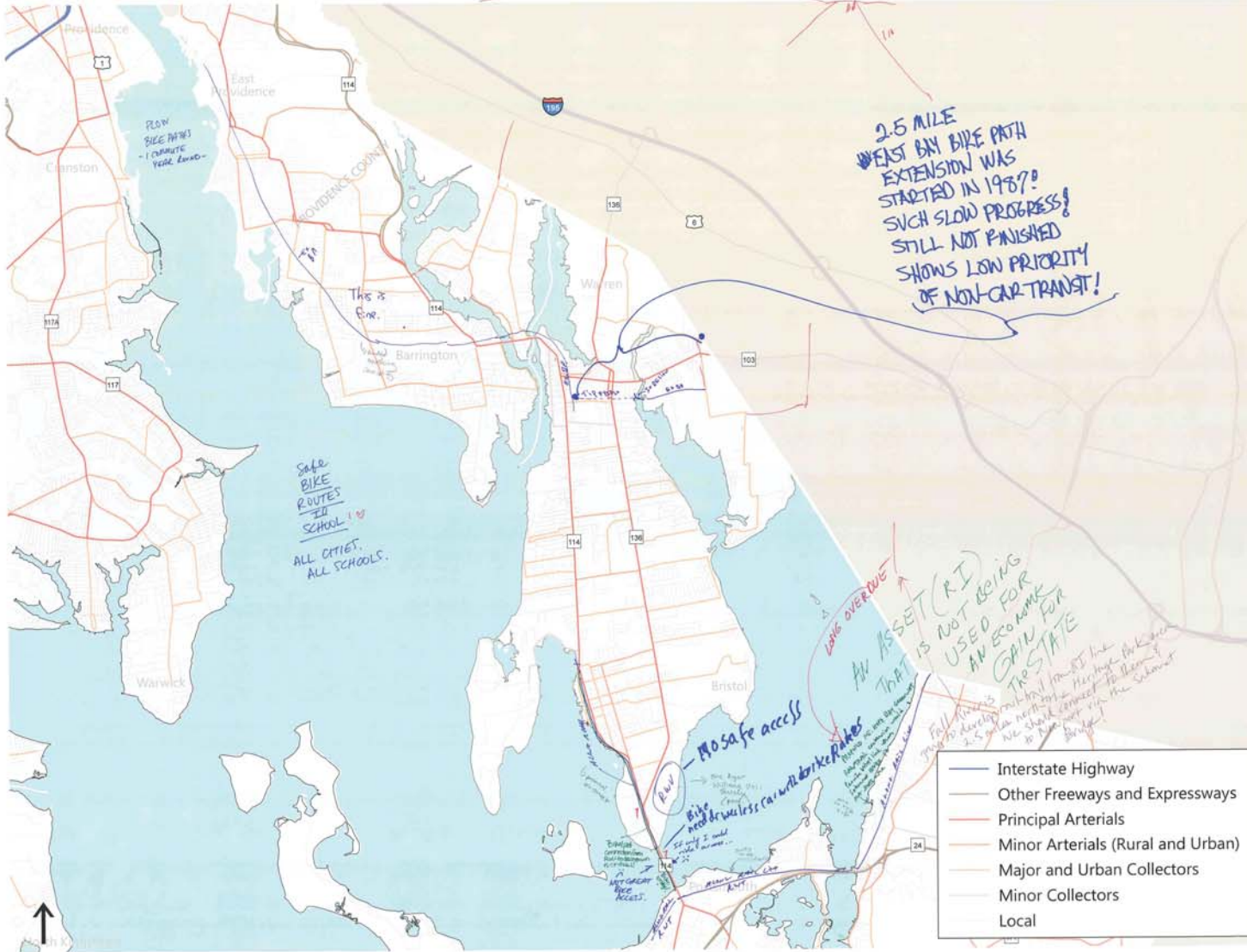
Agreed.

1- Agreed. Bt the infra south of Bristol is nonexistent. I like everywhere but I turned around here bc. it was too dangerous.

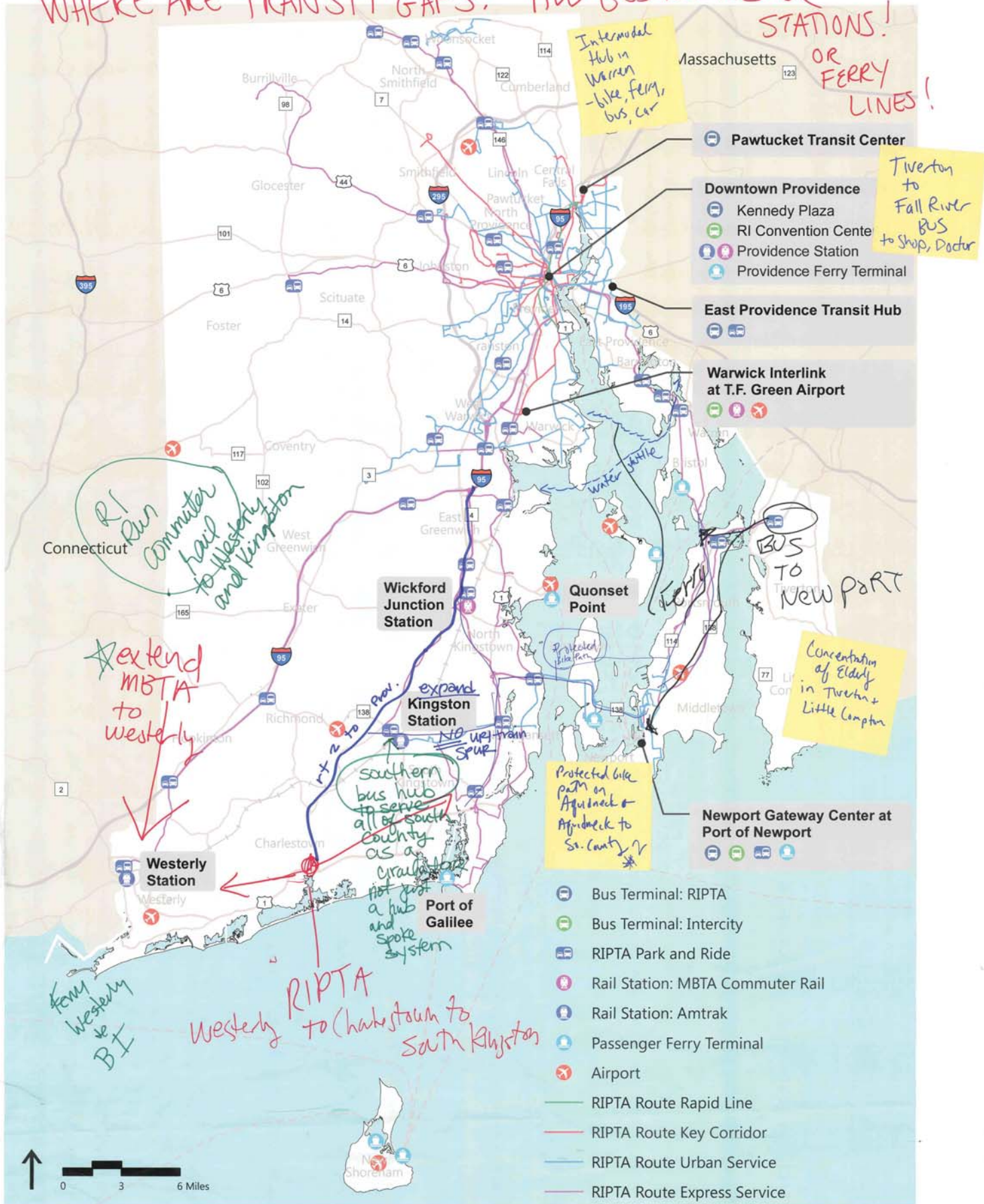
* MORE FREQUENTLY AND LATER INTO THE EVENING AVAILABILITY FOR BUSES TO GO TO SOUTH KINGSTOWN TO NEWPORT.

* SWITCH LAST STOP ON BUS ROUTE FROM SK-D GATEWAY TO GATEWAY BEING 1ST STOP INTO NEWPORT.

WRITE ON ME!



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



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

Municipal Roundtable Meeting Summary

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

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

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

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

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

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

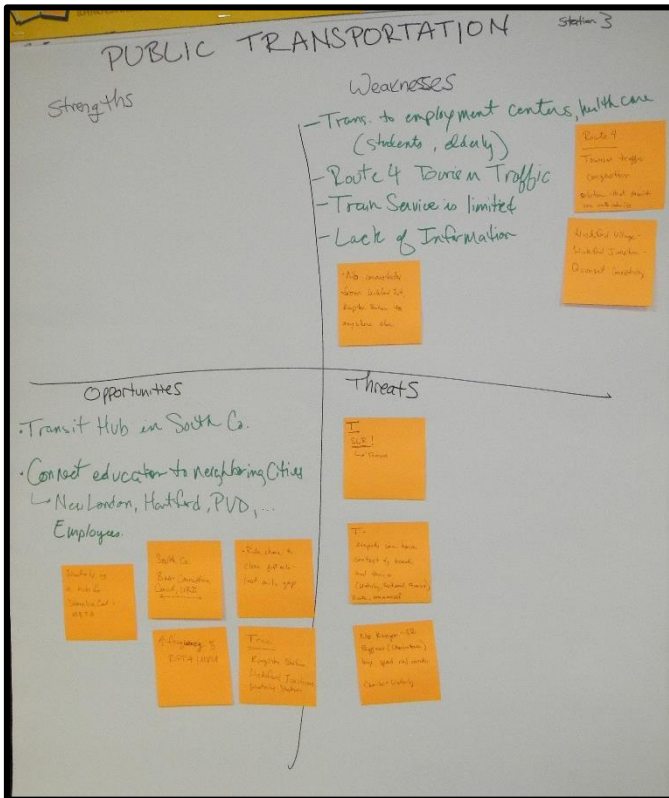
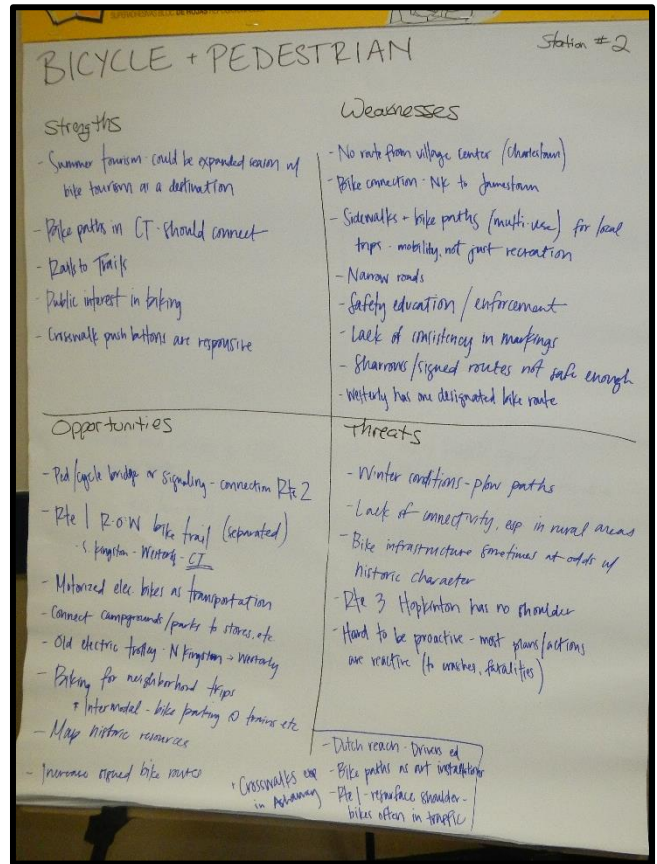
Economic Development/Freight/Tourism

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



Bicycle & Pedestrian Mobility

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

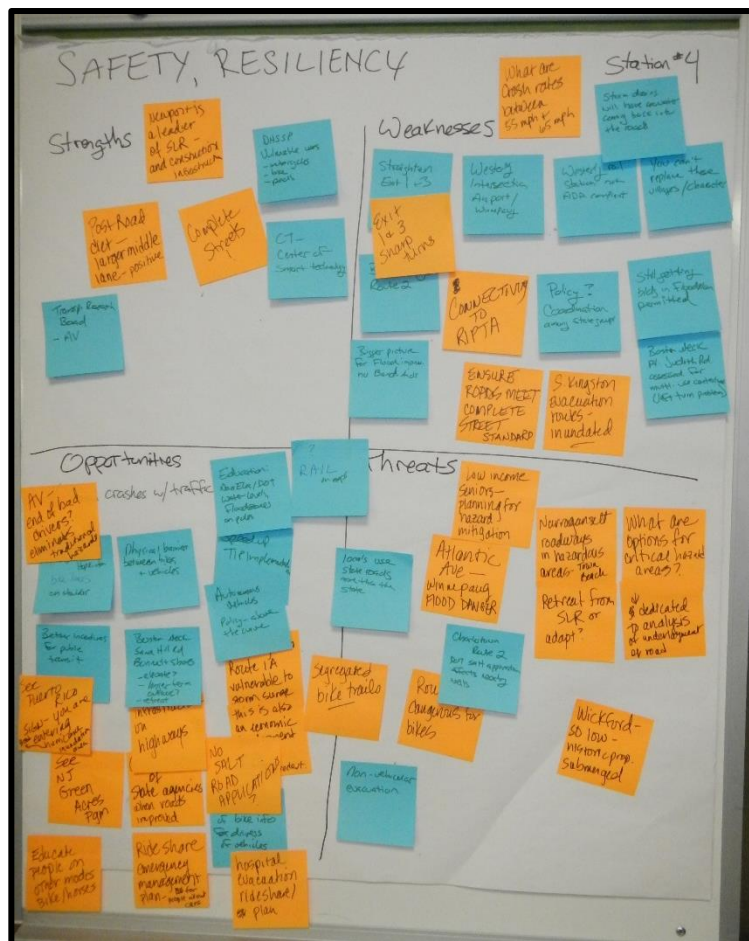


Public Transportation

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

Asset Management, Safety, & Resiliency

- Post Road road diet (larger middle lane for turning traffic) has been successful
- Complete Streets have been popular
- South Kingstown’s evacuation routes are inundated when it floods.
- Many key coastal roads are susceptible to storm surge and sea level rise.
- Need to create a policy to coordinate efforts among State groups to prioritize resiliency improvements and think on a large network scale
- Interchanges at Exits 1 and 3 on Interstate 95 need to be realigned, they are a rollover risk
- Road salt applications affect nearby drinking wells and natural habitat
- Need to plan for evacuation of non-vehicular population (elderly)



Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.



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

Agenda & Comment Form

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

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

Agenda:

Sign-in Table – County feedback map

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

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

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

12:15 PM - Break-out Station Summary & Discussion

12:45 PM – Closing Remarks

Comments:

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

Rhode Island Division of Planning
 One Capitol Hill, 3rd Floor
 Providence, RI 02903
 Attn: Long-Range Transportation Plan
 Email: PlanRI2040@gmail.com



Agenda

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



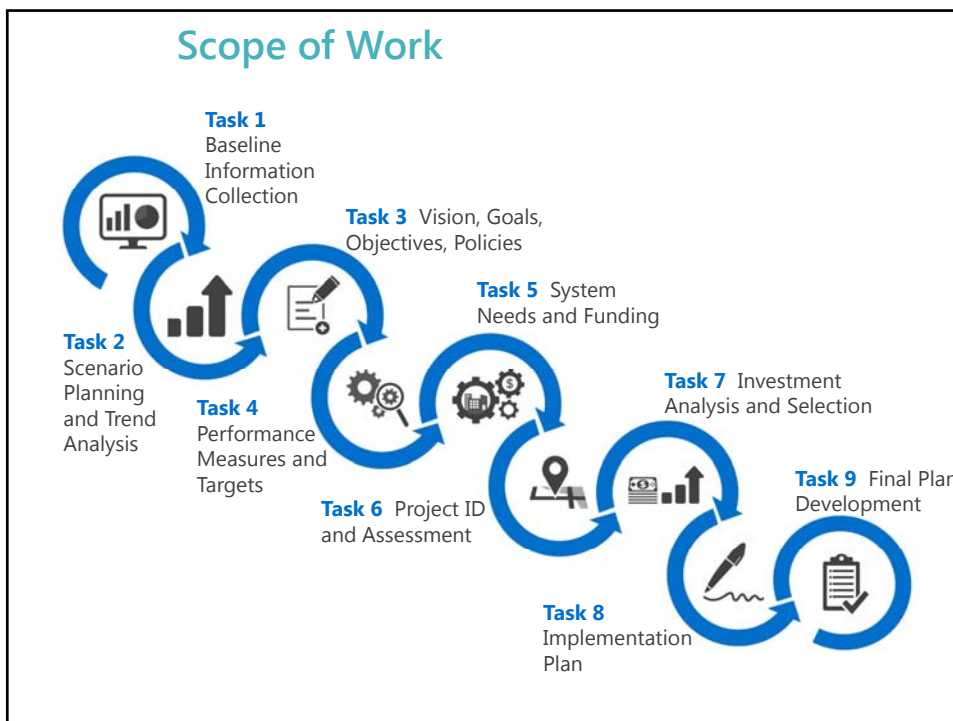
What is an LRTP?

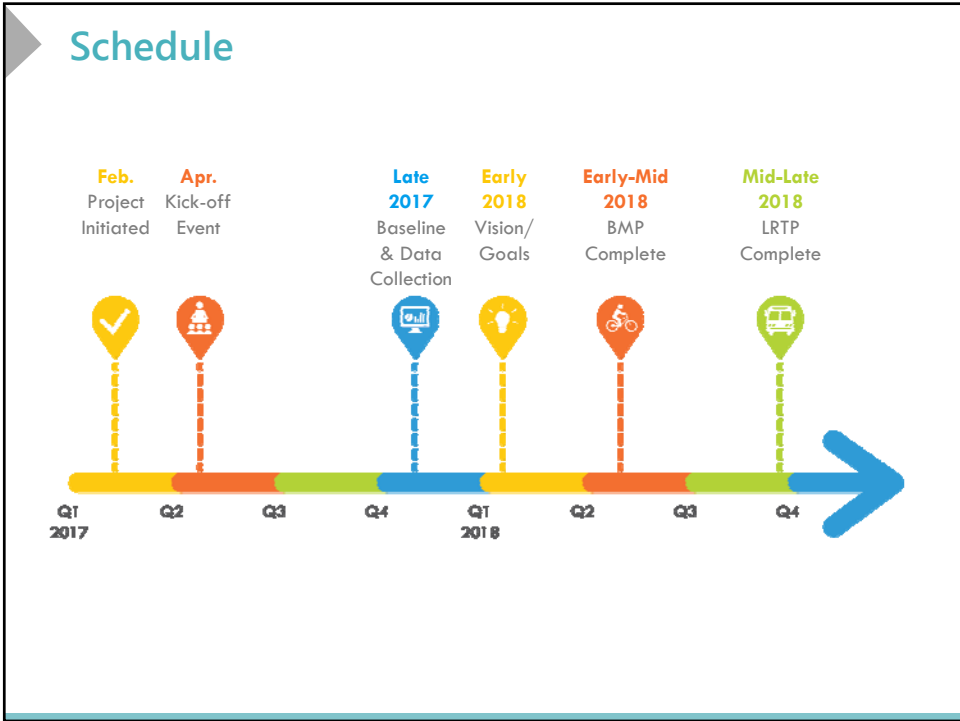
- Inputs
 - Federal and State Requirements
 - Data
 - Historic and Projected Funding
 - Public Input
- Aligned with other long-range planning efforts
- Statewide Bicycle Mobility Plan (BMP) occurring on parallel track



Purpose of an LRTP

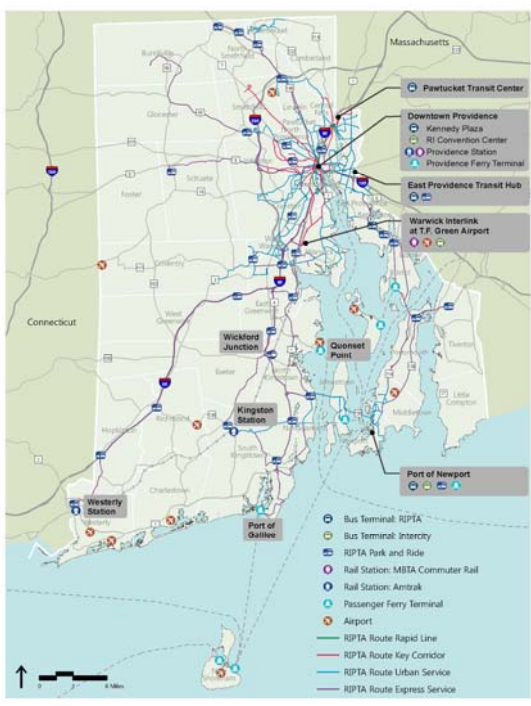






Transit

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



Bicycle & Pedestrian Network

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

- Bike Path (RIDOT)
- Bike Lane (RIDOT)
- Sharrows (MIRE)
- Signed/Local Bike Route (RIDOT)
- Continuous Sidewalk (MIRE)
- Discontinuous Sidewalk (MIRE)



Freight

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

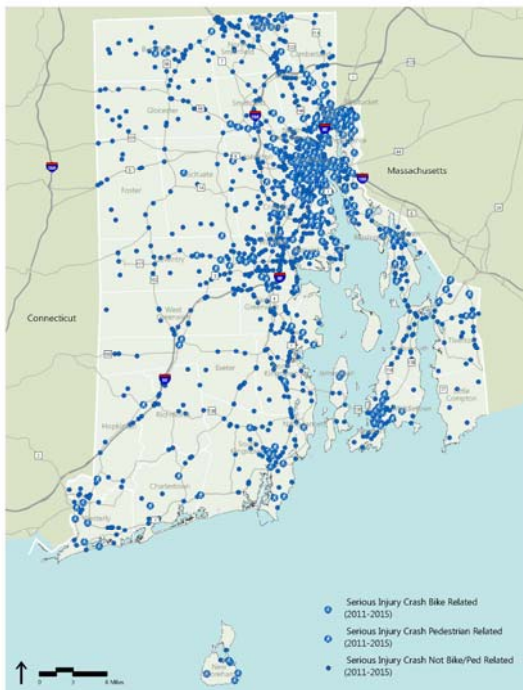


Congested Corridors



Safety

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



Visioning – Needs, Concerns, Opportunities



State of Good Repair



Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology

What are the strengths and weaknesses of our transportation network?

What impact can transportation have on other sectors?

What does multimodal transportation look like in 20 years?

What are your goals for transportation in Rhode Island?

What role does technology play in transportation?

Public and Stakeholder Engagement

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



Ongoing Public Outreach



Home About Project News Meetings & Events Documents Get Involved

Rhode Island Moving Forward

TRANSPORTATION FOR THE NEXT 20 YEARS



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

THE PLANS

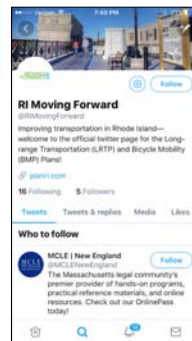
<http://www.planri.com/>

PlanRI2040@gmail.com

We want your ideas!

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

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



Interactive Bicycle Map

The screenshot shows a web browser window displaying the 'BMP: Interactive Bicycle Map' application. The browser address bar shows the URL <https://planri.vhb.com/bmp/#>. The application interface includes a search bar with 'Esri World Geocoder', a map of Rhode Island with various colored lines and markers representing cycling infrastructure, and an 'Edit the Map' dialog box. The dialog box contains the following options:

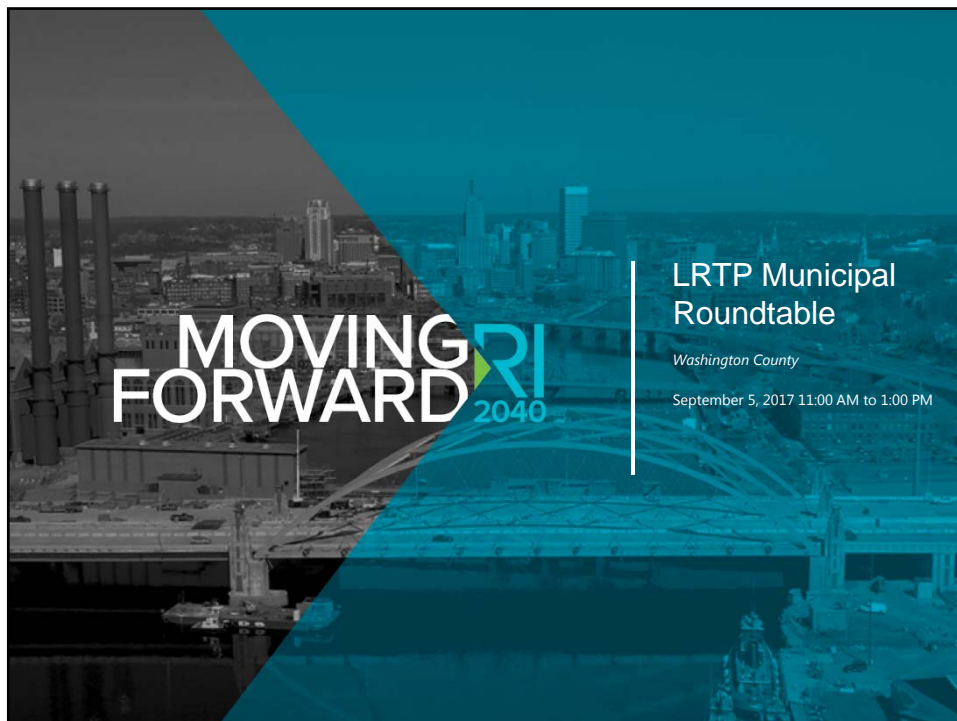
- Existing Cycling Routes
- Barriers to Cycling
- Vehicle-Bicycle Conflicts
- Improvement Needed
- Connection Opportunity

At the bottom of the map, there is a scale bar and the text 'Esri, HERE, Garmin, NGA, USGS, NPS | Esri, HERE, NPS'.

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

Next Steps

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



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

Municipal Roundtable Meeting Summary

Date/time: Tuesday, September 12th, 2017 10:00 AM to 12:00 PM

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

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

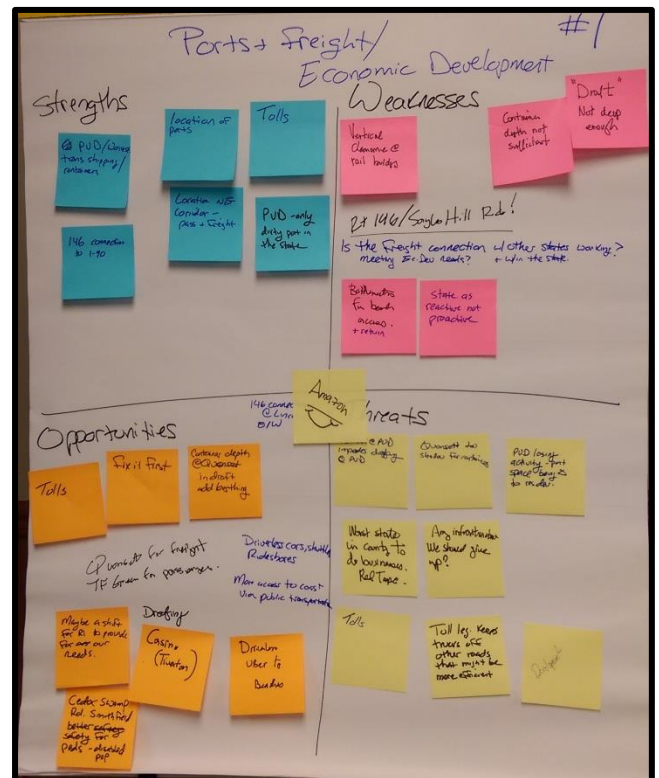
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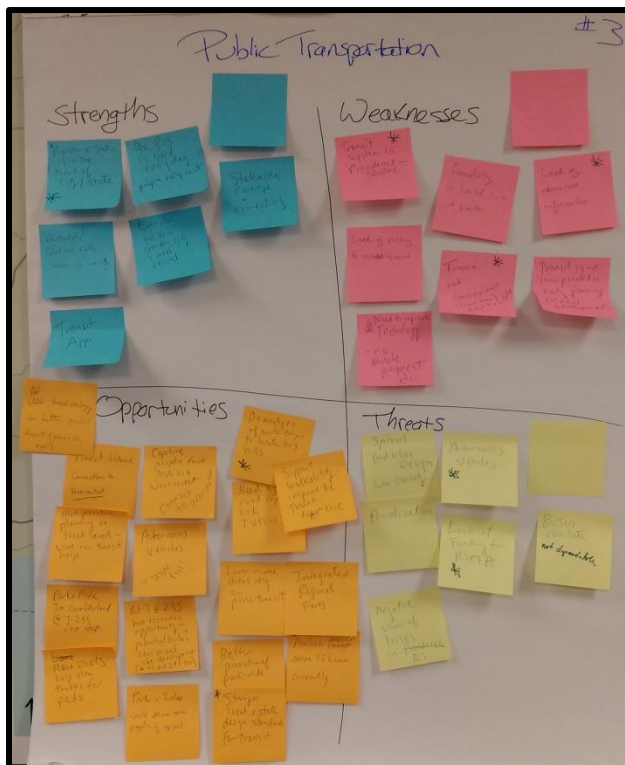
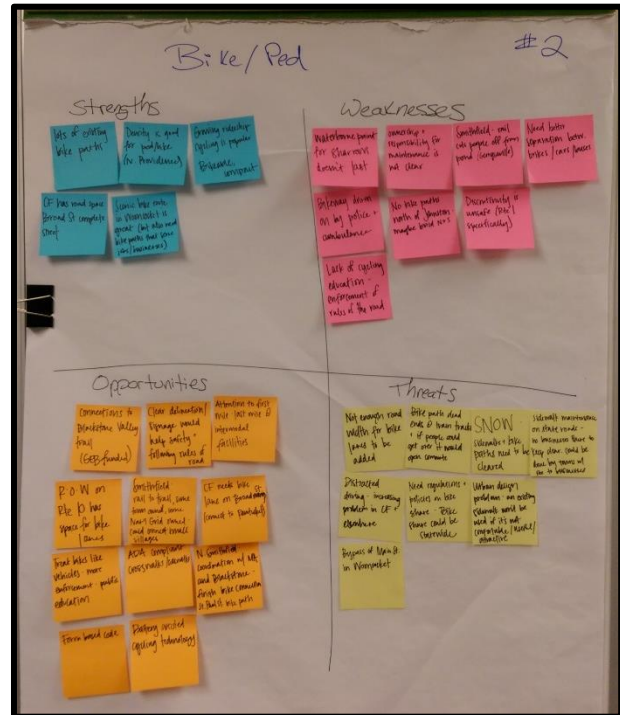
Economic Development

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



Bicycle & Pedestrian Mobility

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



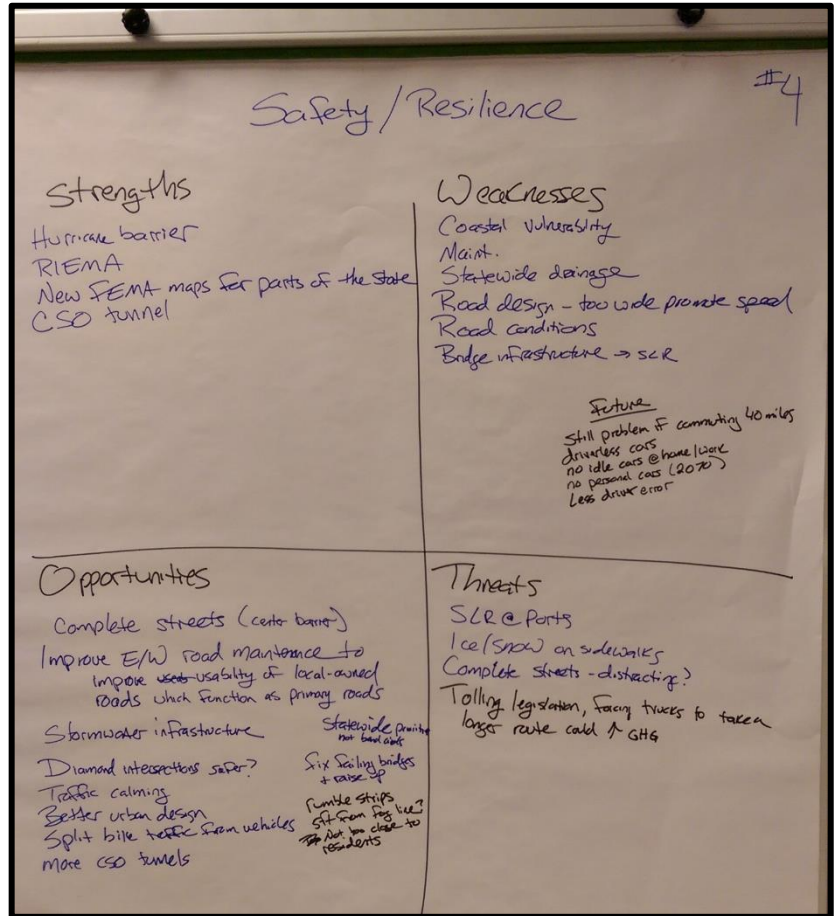
Public Transportation

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



Asset Management, Safety, & Resiliency

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



Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.



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

Agenda & Comment Form

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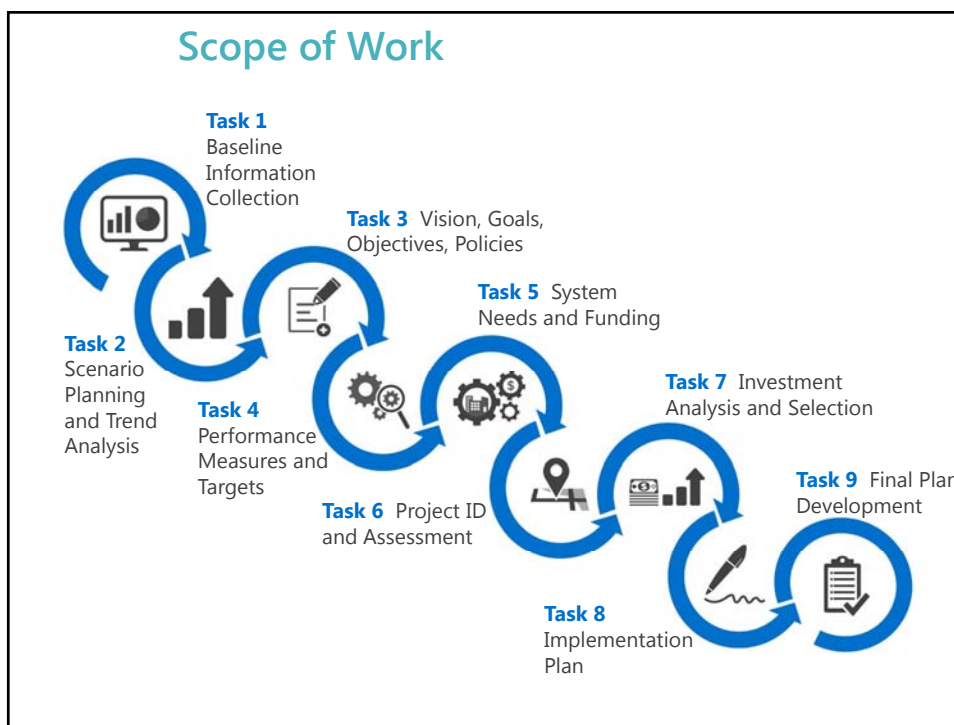
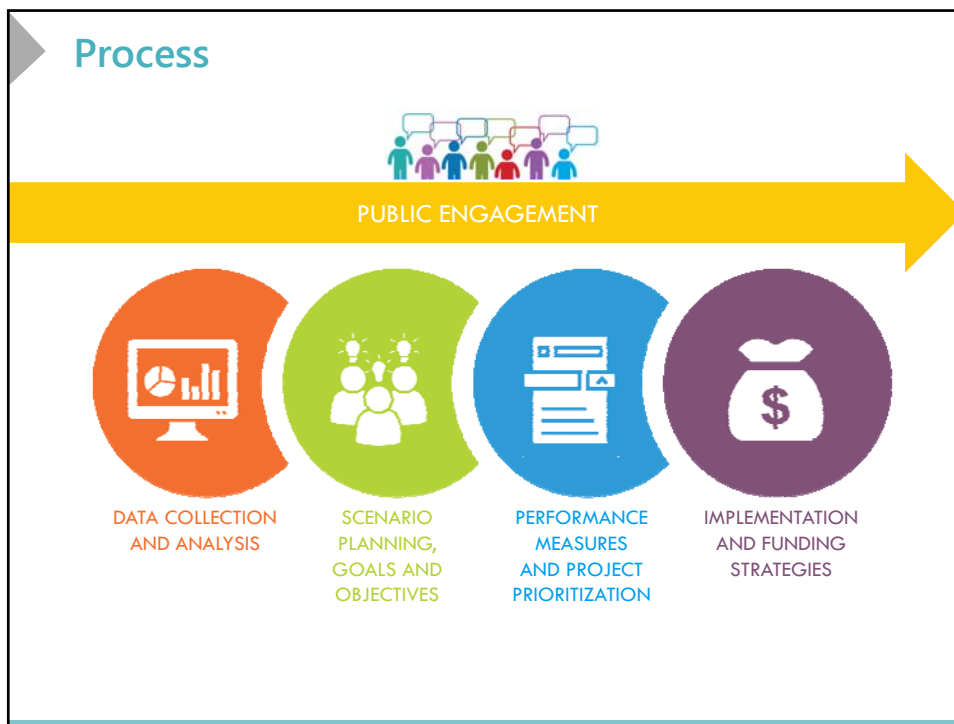
- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
 - Policy
 - Data
 - Funding
 - Public Outreach



Purpose of an LRTP

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

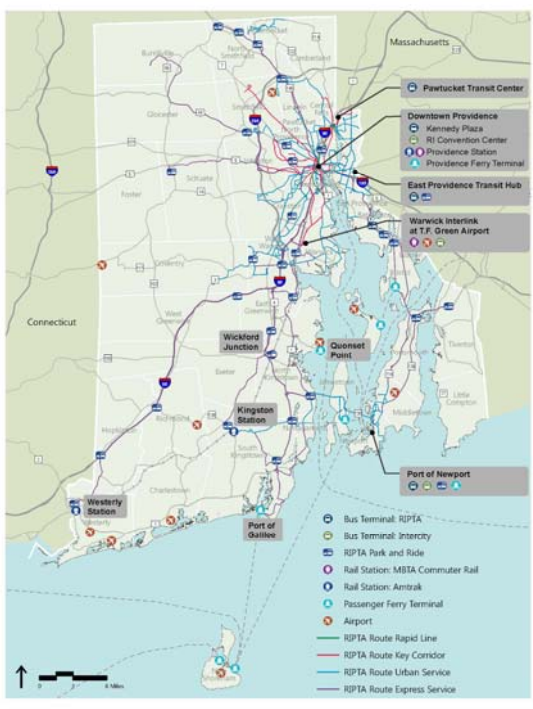






Transit

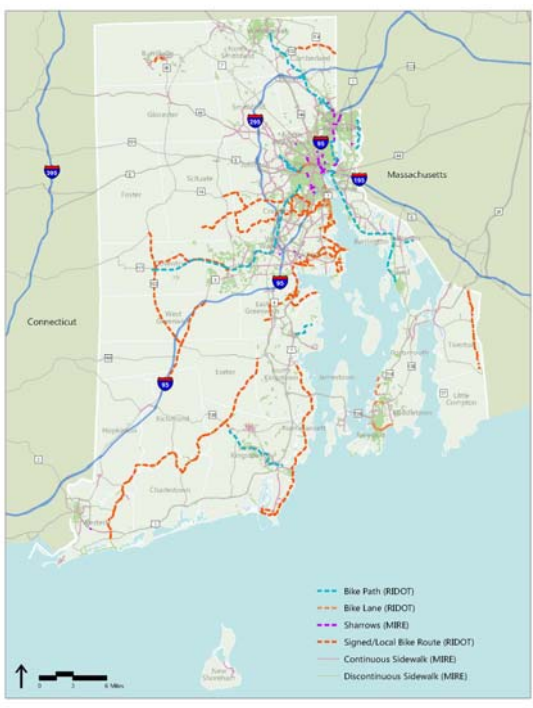
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Bicycle & Pedestrian Network

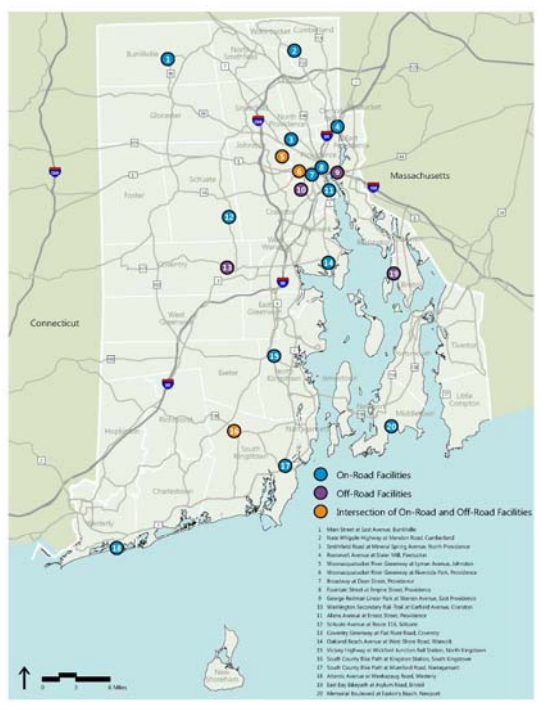
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Bicycle & Pedestrian Network

- Count Locations



Freight

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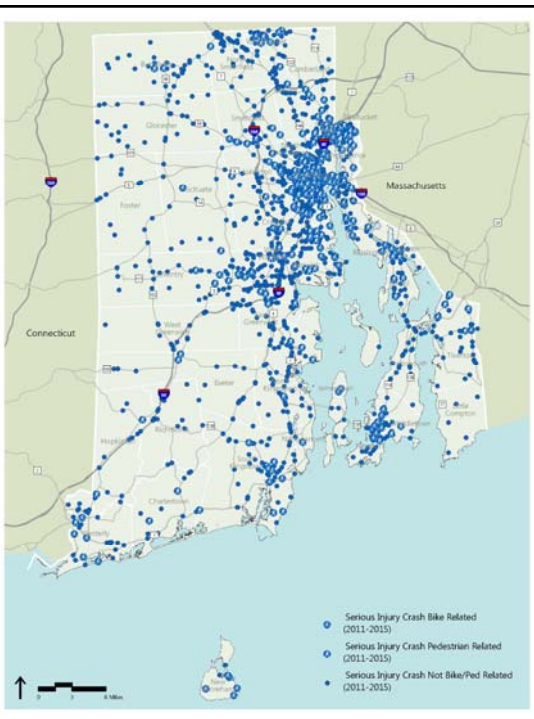


Congested Corridors



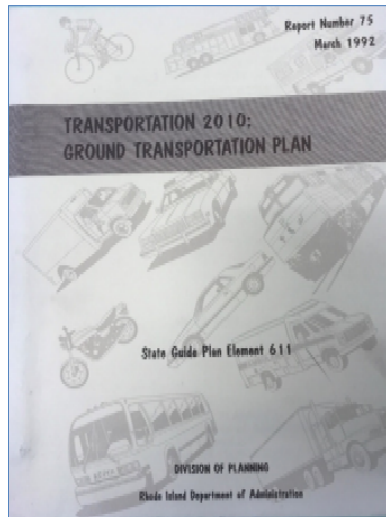
Safety

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



L RTP 2010 Vision...

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



Visioning – Needs, Concerns, Opportunities



State of Good Repair



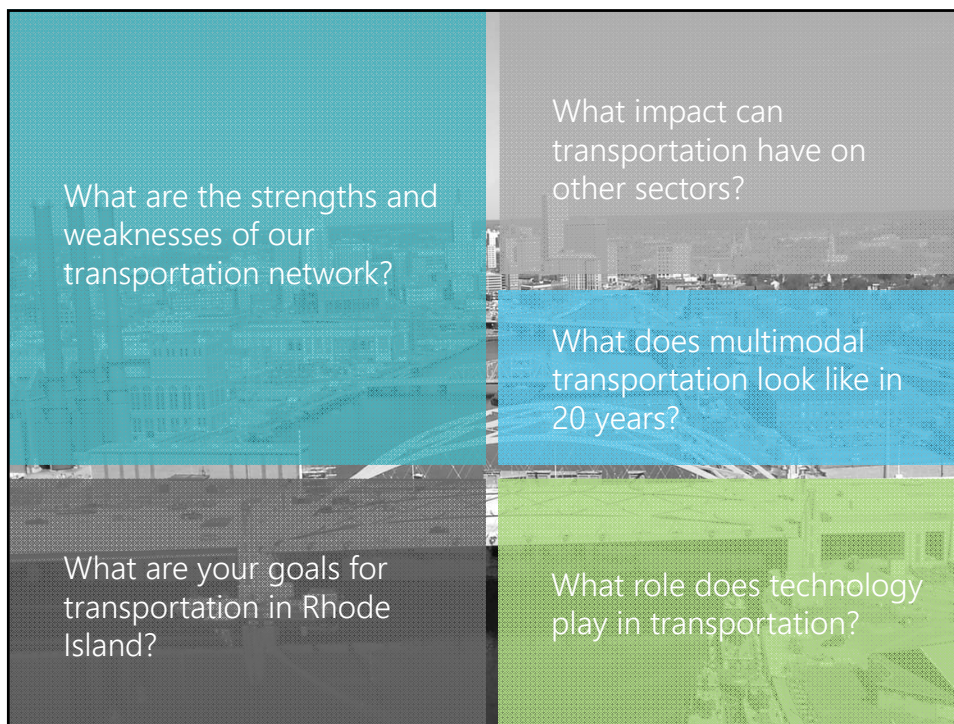
Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology



Public and Stakeholder Engagement

- We want to hear from you!
 - Public Workshops
 - **Municipal Roundtables**
 - Stakeholder Topic Groups
 - Advisory Committees

- Tools and Resources
 - Website
 - Social Media
 - Interactive Bicycle Map
 - Survey



Ongoing Public Outreach



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Rhode Island Moving Forward

TRANSPORTATION FOR THE NEXT 20 YEARS



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THE PLANS

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

PlanRI2040@gmail.com

We want your ideas!

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

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



We Are Listening....

Existing Barrier To Cycling: Vehicle Speeds to High

Barrier: Vehicle Speeds to High
 Comments: The slip lane coming off the highway encourages motorists to enter Providence Place without slowing down, very dangerous for bicyclists.
 Attachments: No attachments found
 Zoom to

Existing Barrier To Cycling: Network Gap

Barrier: Network Gap
 Comments: stairs/ramp is a barrier
 Attachments: No attachments found
 Zoom to

Existing Barrier To Cycling: Vehicle Speeds to High

Barrier: Vehicle Speeds to High
 Comments: Something needs to be done about Dean Street from Atwells to Kinsley
 Attachments: No attachments found
 Zoom to

Legend

Use the checkboxes below to show or hide data

- RI Existing Bicycle Facilities
 - Bike Lane
 - Completed and Opened
 - Statewide Bicycle Route Signage
- Existing Cycling Routes
- Barrier To Cycling
- Bicycle-Related Incident
- Improvement Needed
- Connection Opportunity

Next Steps

Data Collection

Public and Stakeholder Engagement

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

Scenario Development



MOVING FORWARD RI 2040

L RTP Municipal Roundtable
Providence County
September 12, 2017 10:00 AM to noon

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

Municipal Roundtable Meeting Summary

Date/time: Wednesday, September 13th, 2017 9:00 AM to 11:00 AM

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

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

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

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

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

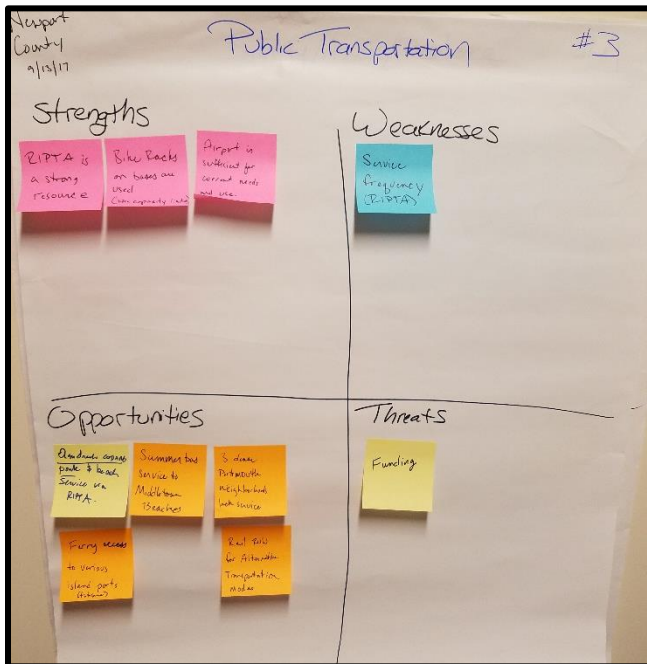
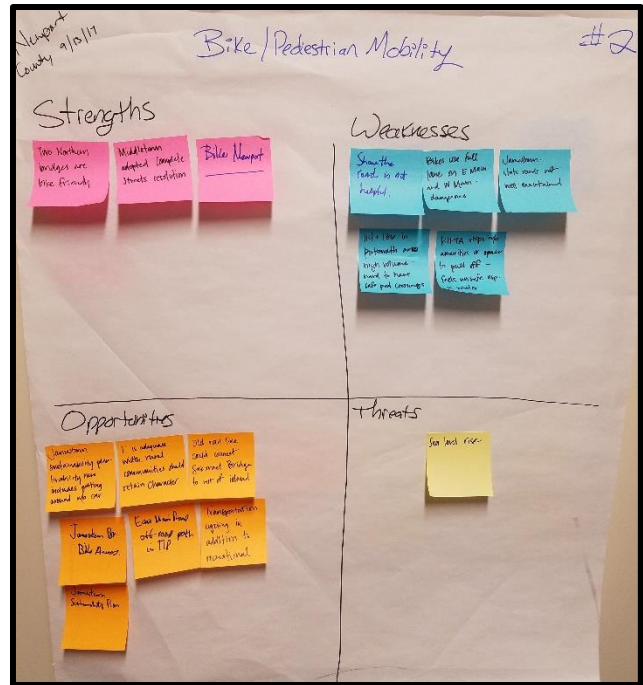
Economic Development

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



Bicycle & Pedestrian Mobility

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

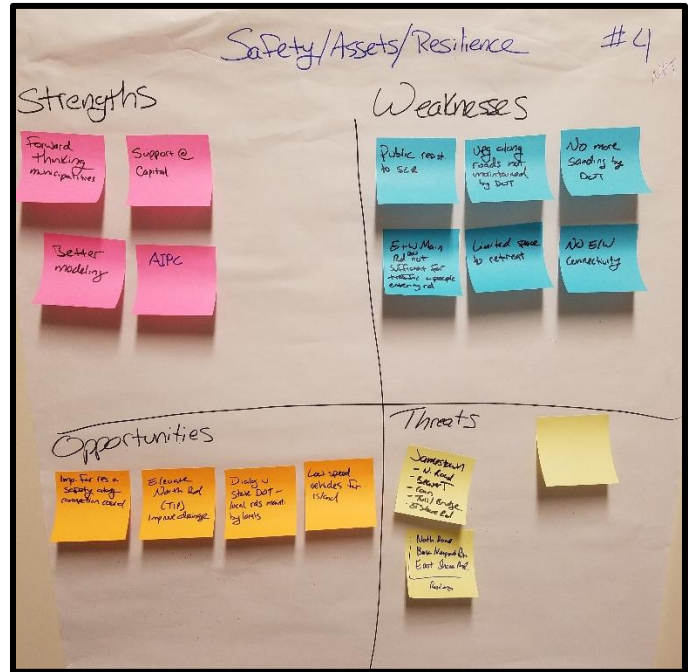


Public Transportation

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

Asset Management, Safety, & Resiliency

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



Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.



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

Agenda & Comment Form

Date/time: Wednesday, September 13th, 2017 9:00 AM to 11:00 AM

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

Agenda:

Sign-in Table – County feedback map

9:00 AM – Long-Range Transportation Plan Overview – presentation

9:30 AM - Break-out Sessions: SWOT Analysis

1. Economic Development/Freight/Tourism
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Comments:

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

Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903
Attn: Long-Range Transportation Plan
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Agenda

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3. Breakout Stations
 - Economic Development
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 - Safety, Resiliency, Asset Management
4. Recap from Breakout Stations
5. Next Steps / Q&A



What is an LRTP?

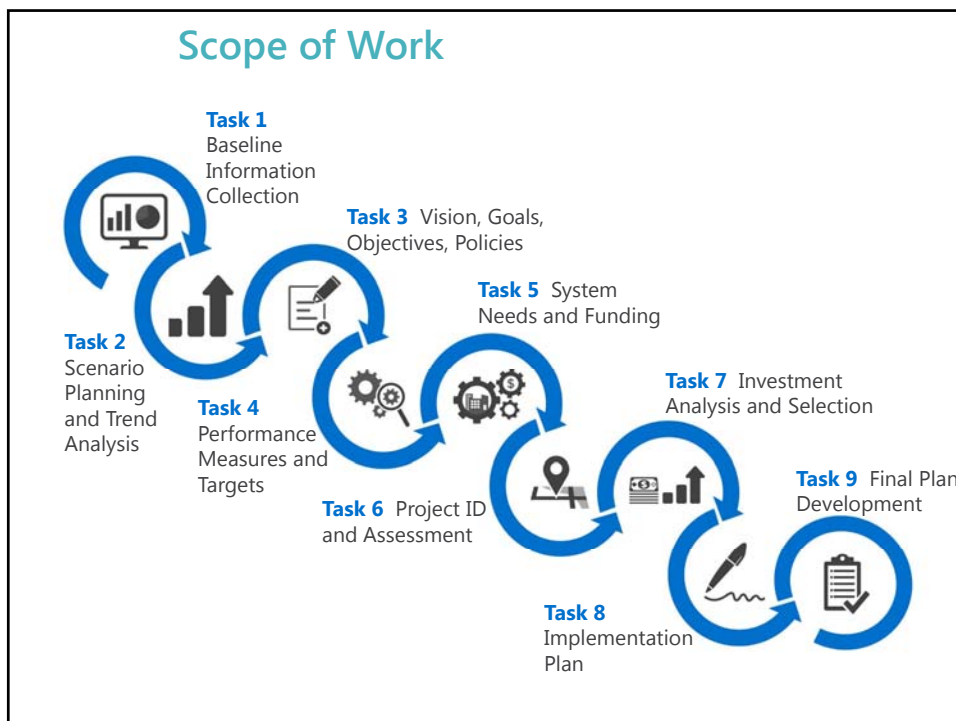
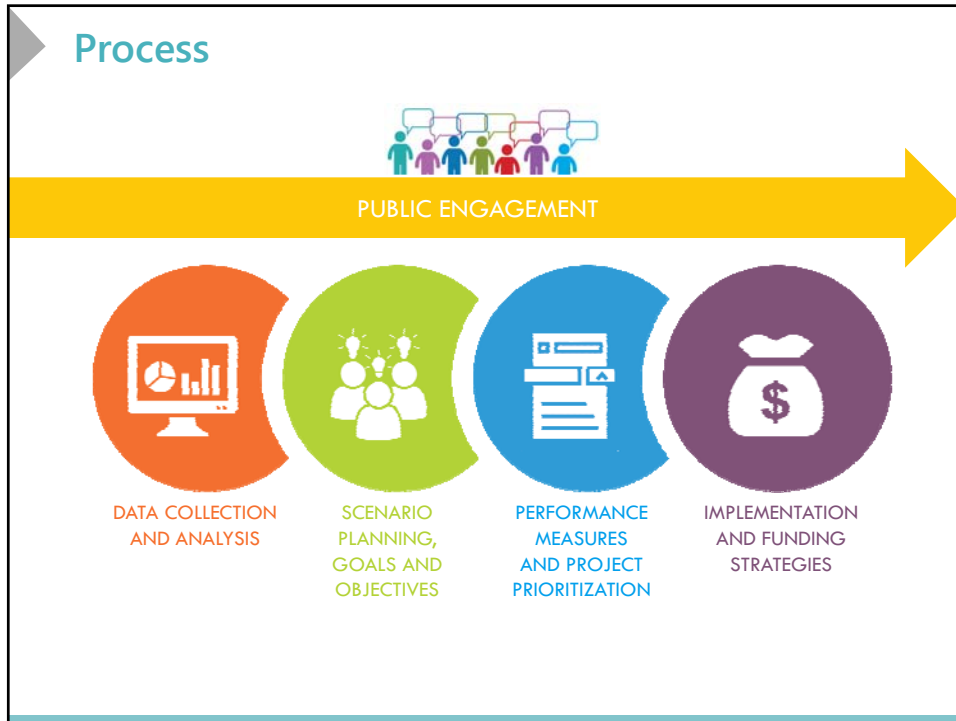
- Transportation vision plan
- Aligned with other long-range planning efforts
- Inputs
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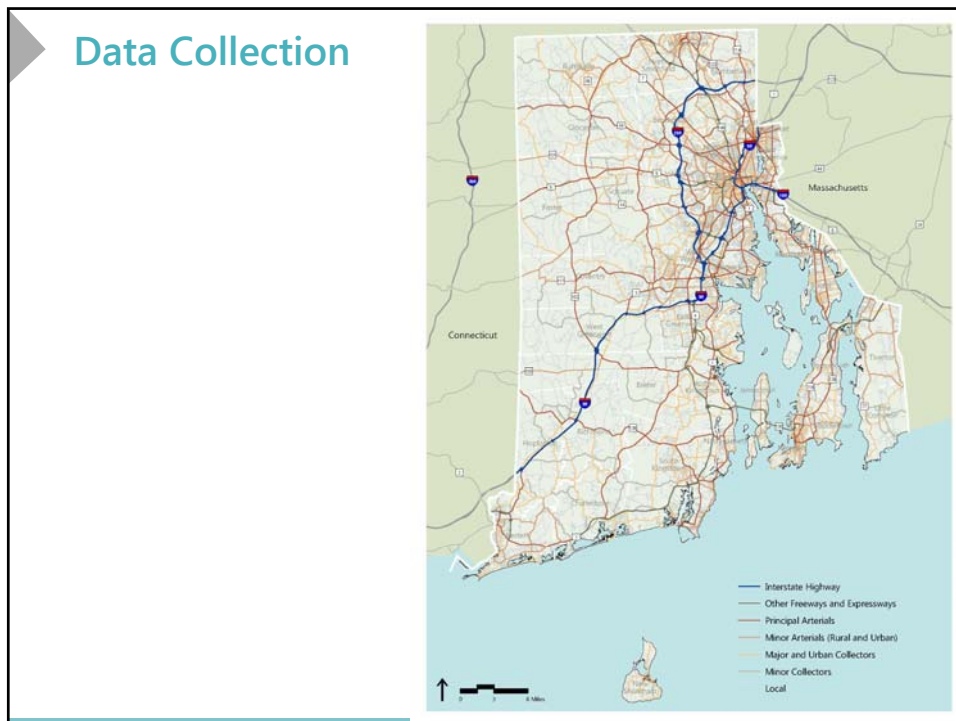
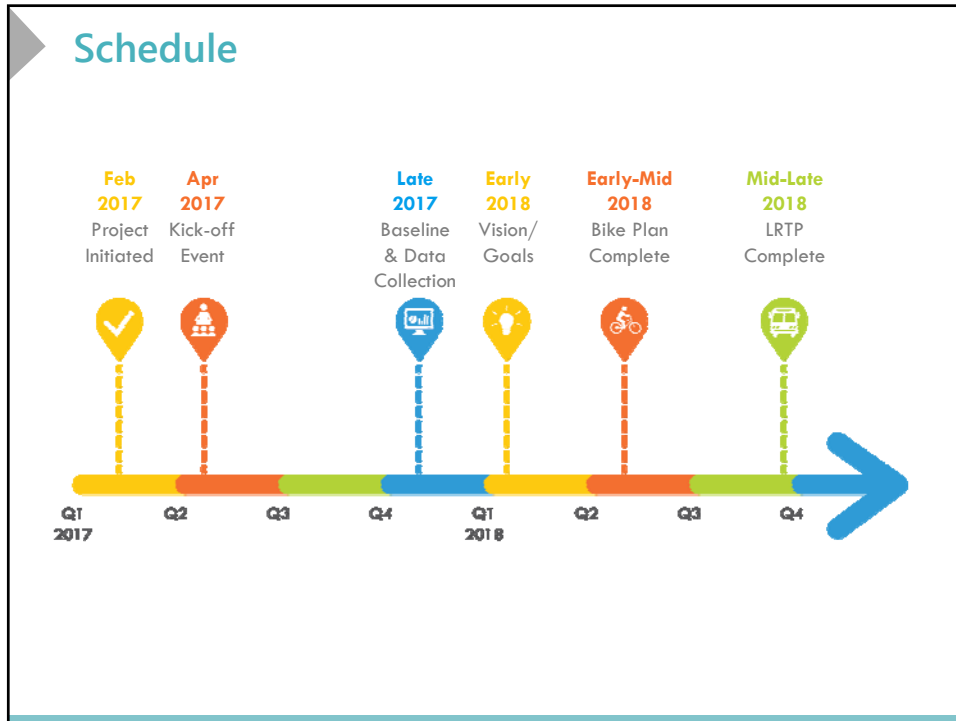


Purpose of an LRTP

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

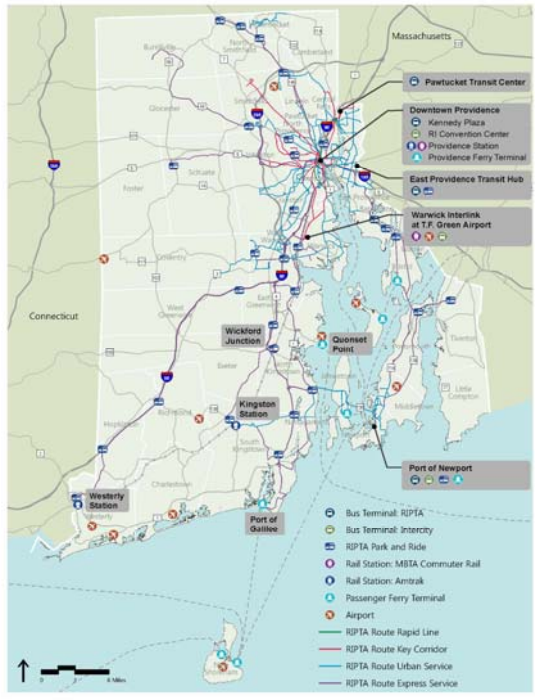






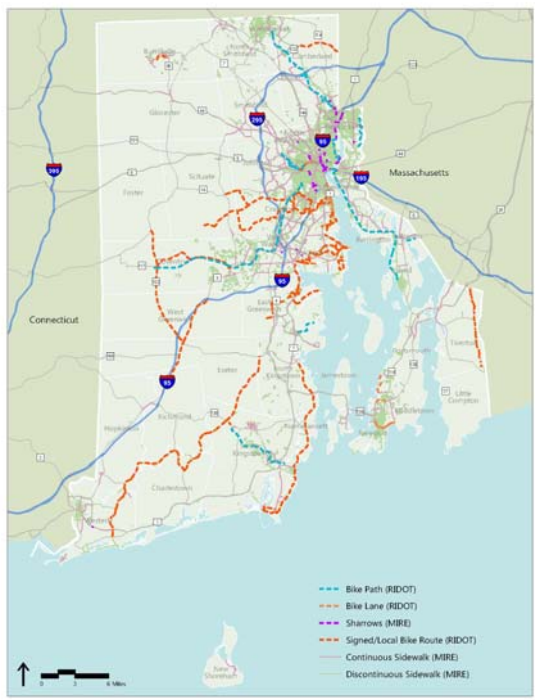
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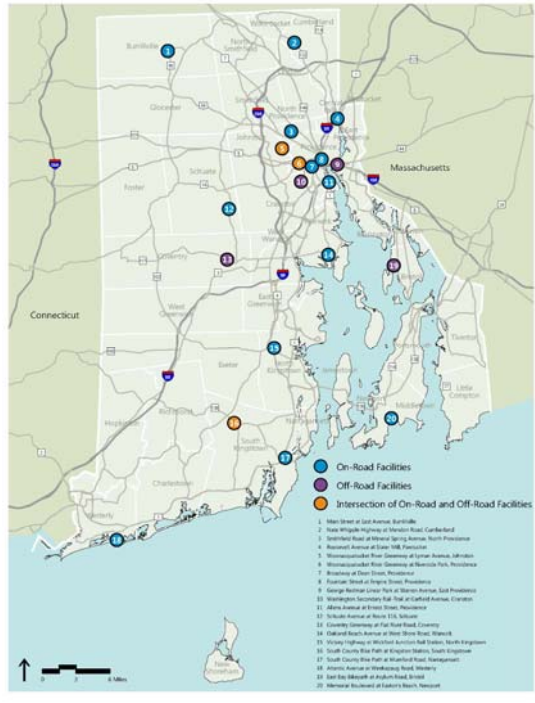
Bicycle & Pedestrian Network

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



Bicycle & Pedestrian Network

- Count Locations



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- RI Freight and Goods Movement Plan

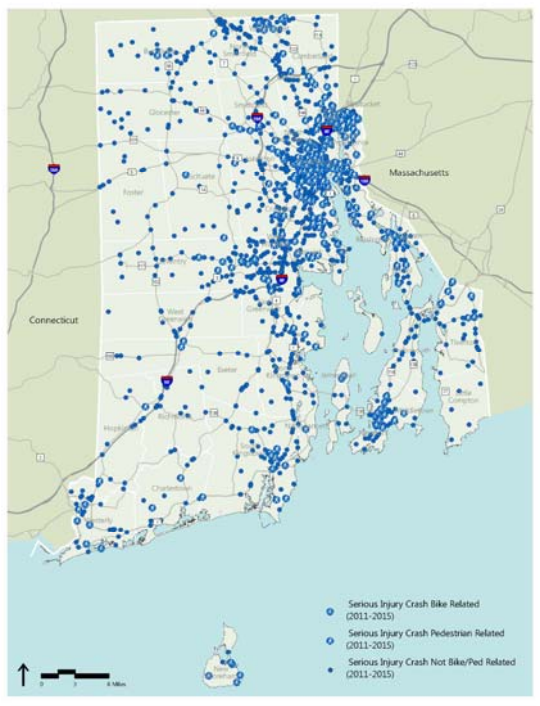


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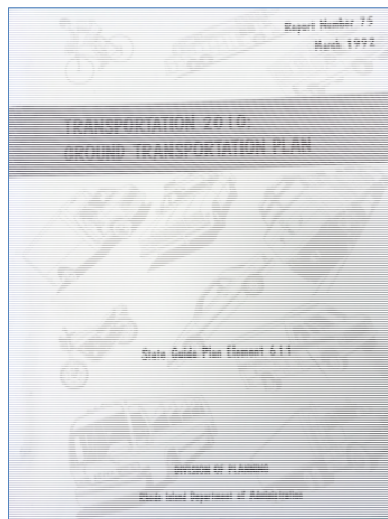
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- Fatal crash locations (FARS)
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Visioning – Needs, Concerns, Opportunities



State of Good Repair



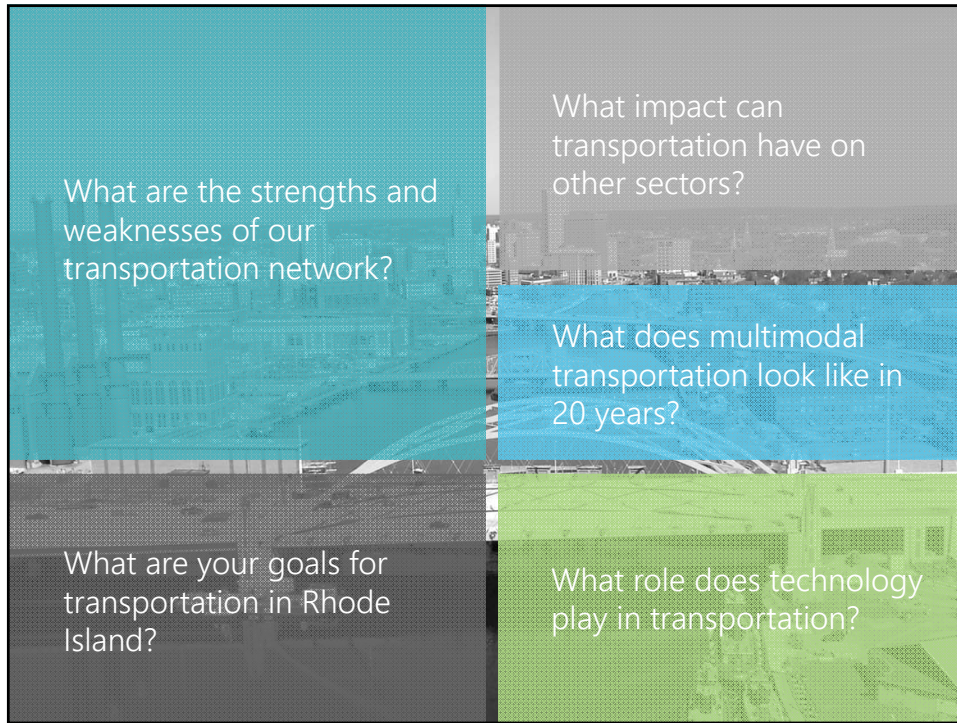
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Public and Stakeholder Engagement

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Ongoing Public Outreach



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Rhode Island Moving Forward

TRANSPORTATION FOR THE NEXT 20 YEARS



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

THE PLANS

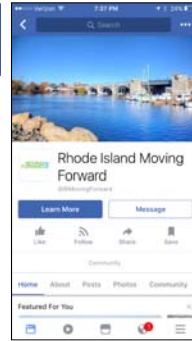
<http://www.planri.com/>

PlanRI2040@gmail.com

We want your ideas!

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

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



We Are Listening....

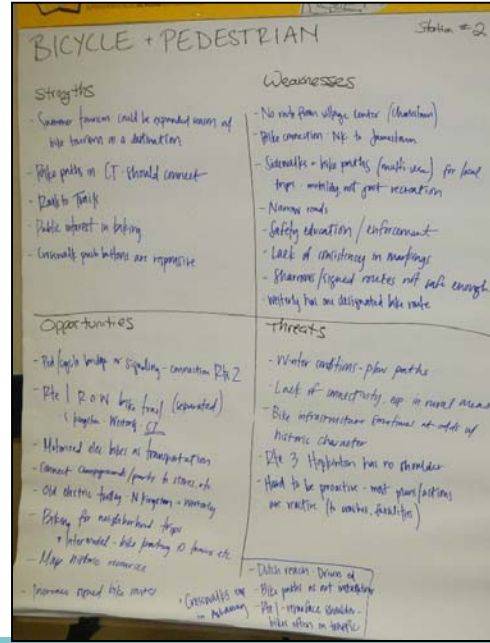
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We Are Listening...Municipal Roundtable Feedback

Washington County

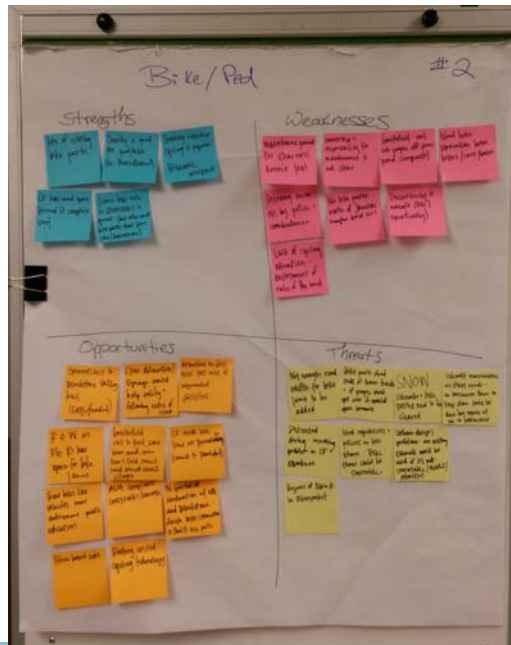
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- Connect bike paths to more destinations like shops, train stations, beaches, and campgrounds



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Providence County

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



Next Steps

Data Collection

Public and Stakeholder Engagement

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

Scenario Development



MOVING FORWARD RI 2040

L RTP Municipal Roundtable
Newport County
September 13, 2017 9:00 AM to 11:00 AM

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

Municipal Roundtable Meeting Summary

Date/time: Tuesday, September 19th, 2017 3:00 PM to 5:00 PM

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

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

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

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

Economic Development

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

Bicycle & Pedestrian Mobility

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

Public Transportation

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

Asset Management, Safety, & Resiliency

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



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

Agenda & Comment Form

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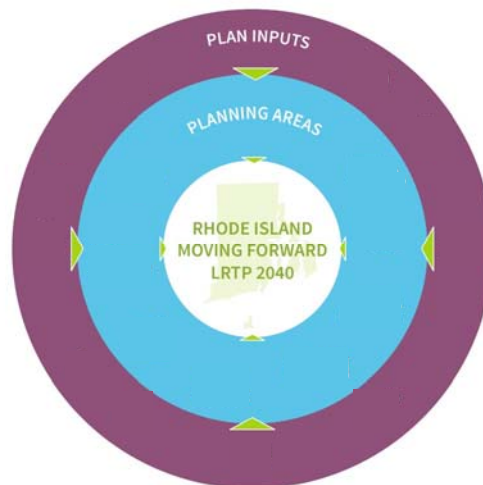
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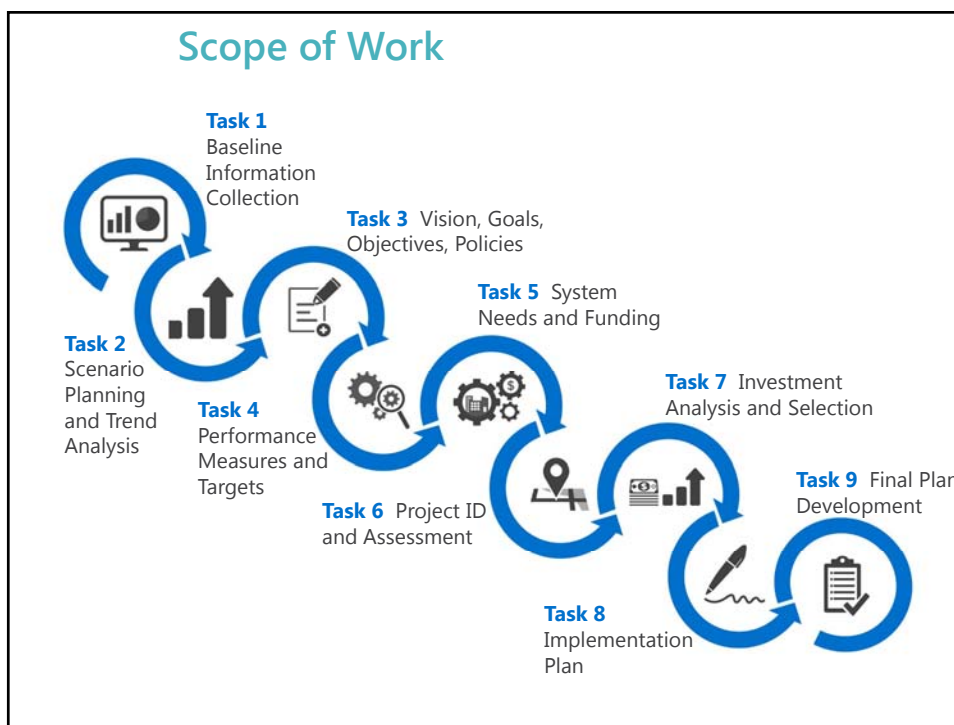
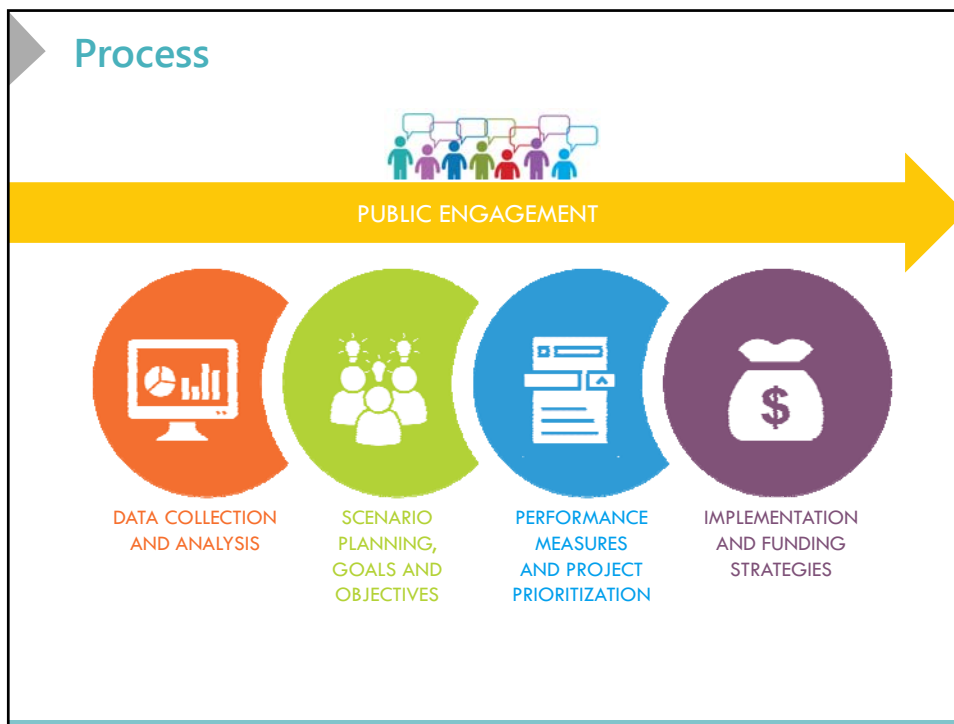
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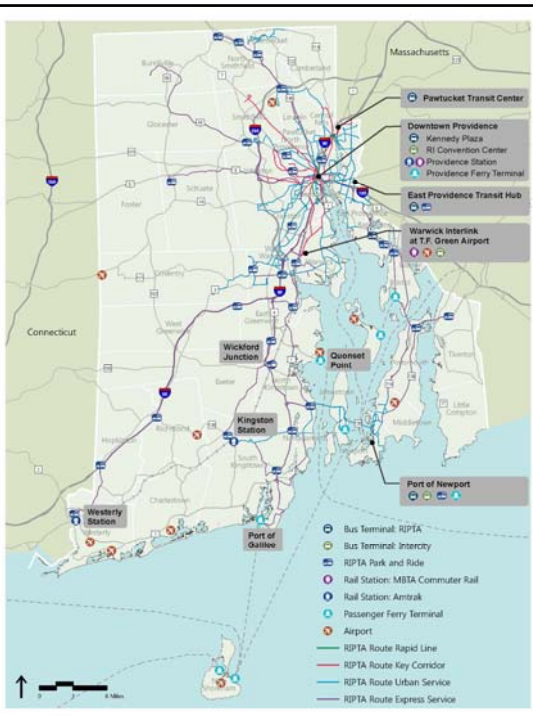






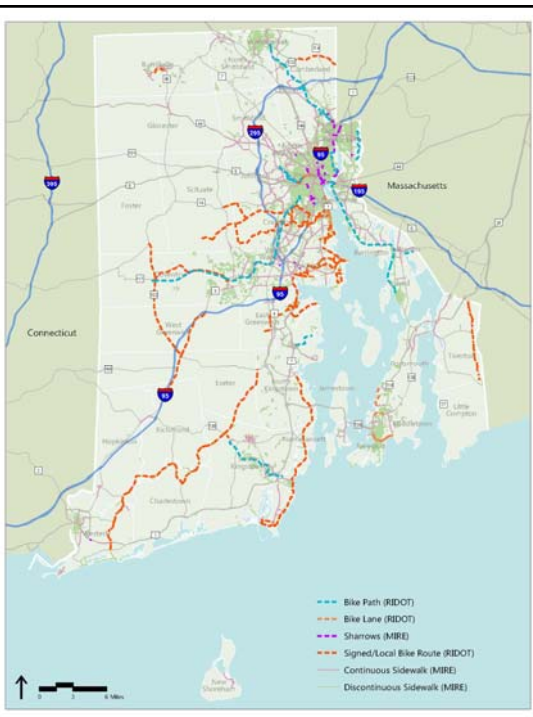
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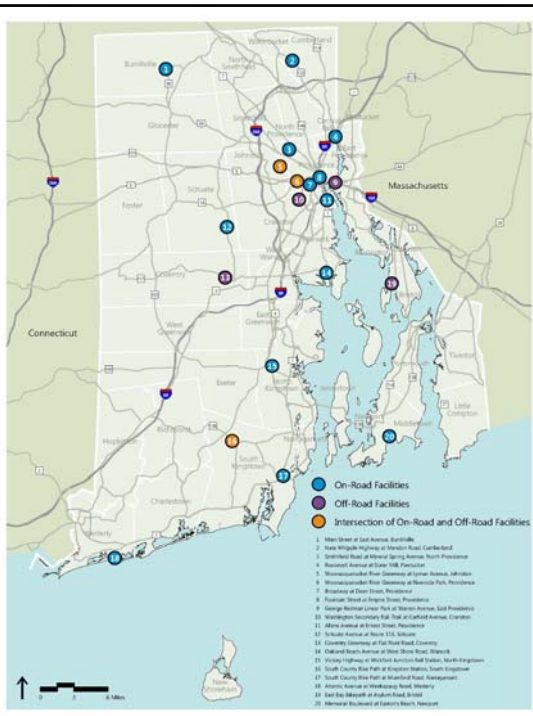
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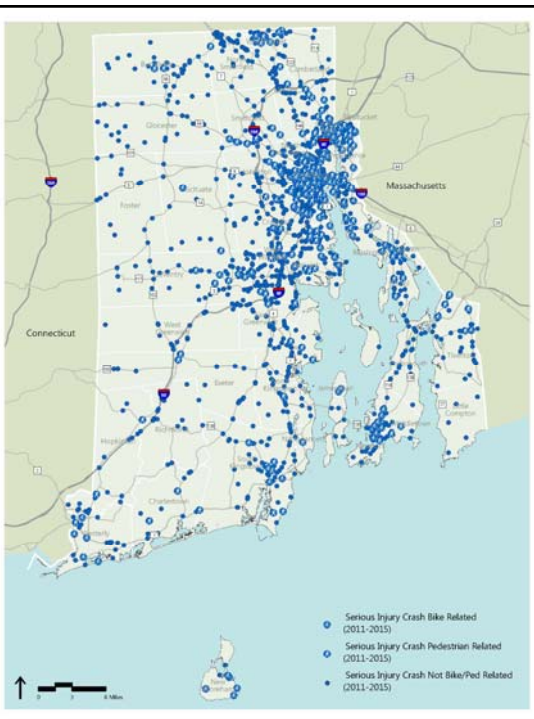


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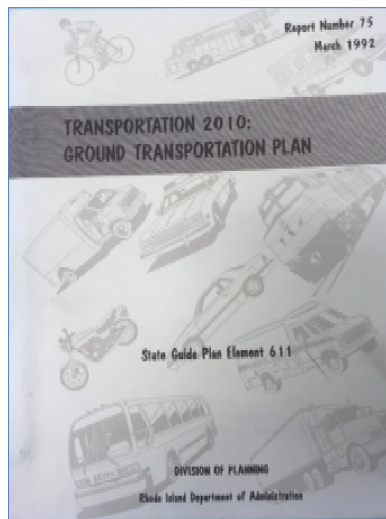
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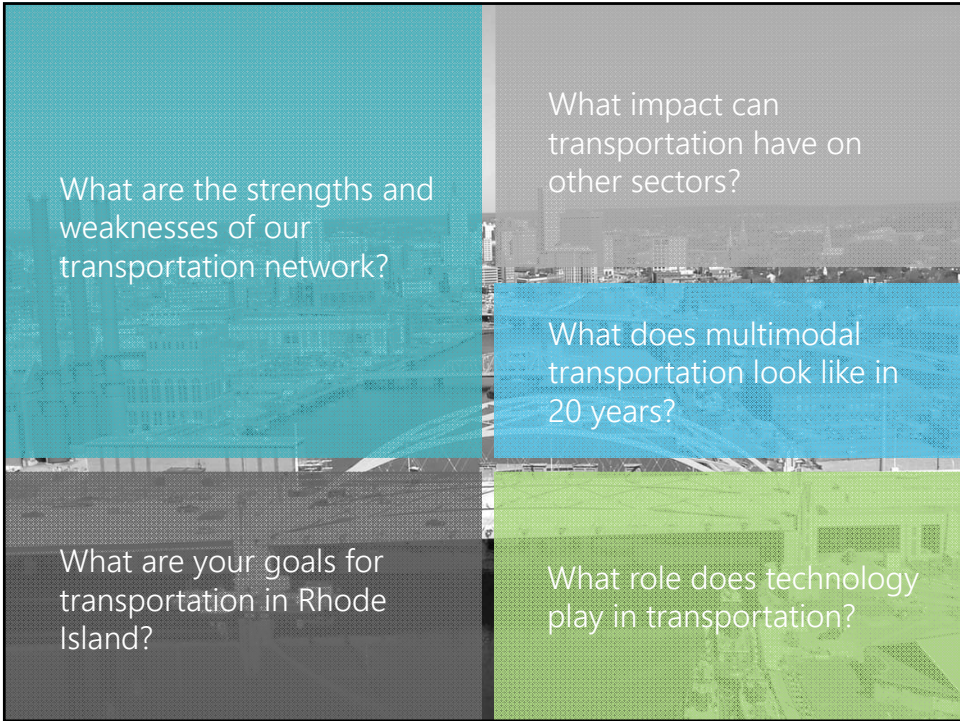
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Take our transportation survey •
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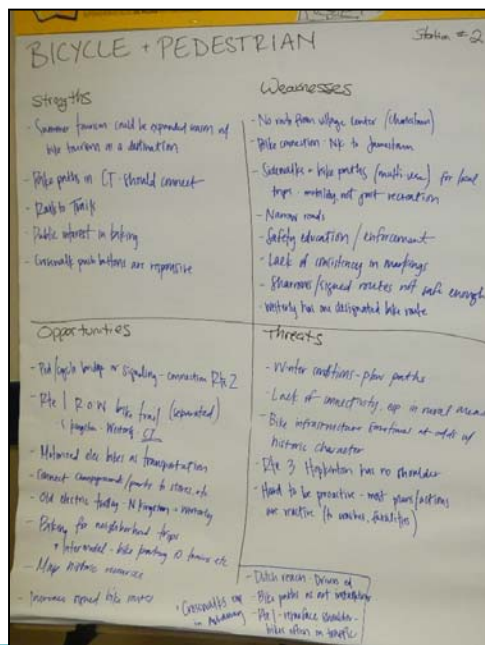
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MOVING FORWARD RI 2040

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Kent County
September 19, 2017 3:00 PM to 5:00 PM

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

Municipal Roundtable Meeting Summary

Date/time: Wednesday, September 20th, 2017 10:00 AM to 12:00 AM

Location: Bristol Library
525 Hope Street
Bristol, RI 02809

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

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

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

Economic Development

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

Bicycle & Pedestrian Mobility

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

Public Transportation

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

Asset Management, Safety, & Resiliency

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

Attendees were encouraged to visit the project website www.PlanRI.com or to contact the project lead if they have any questions or additional comments.



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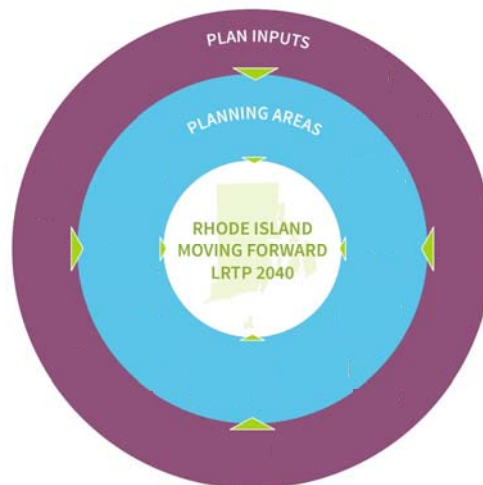
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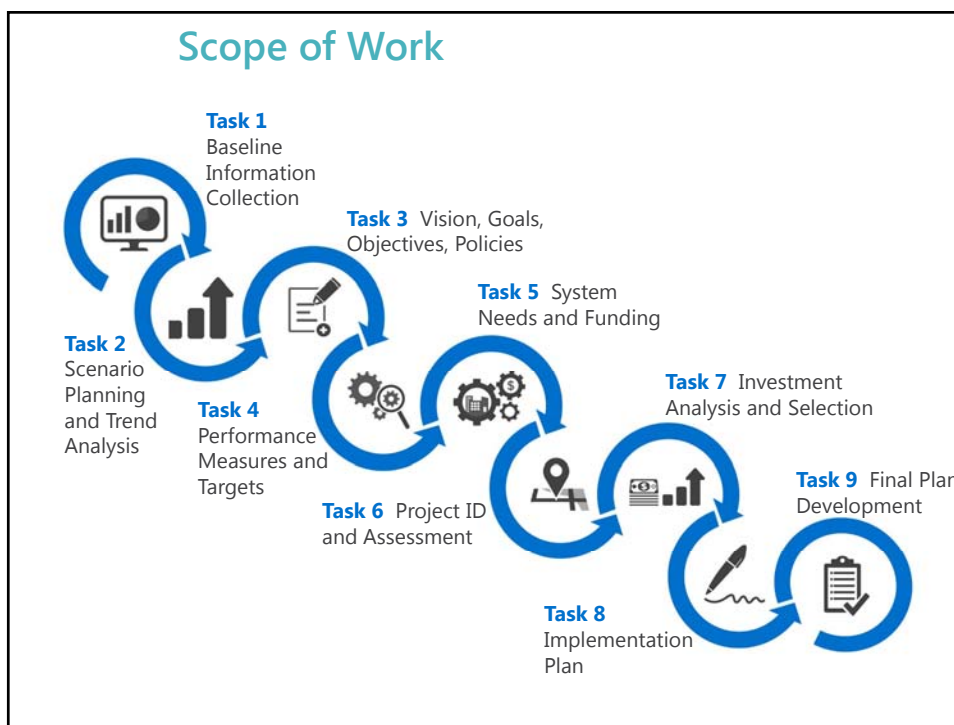
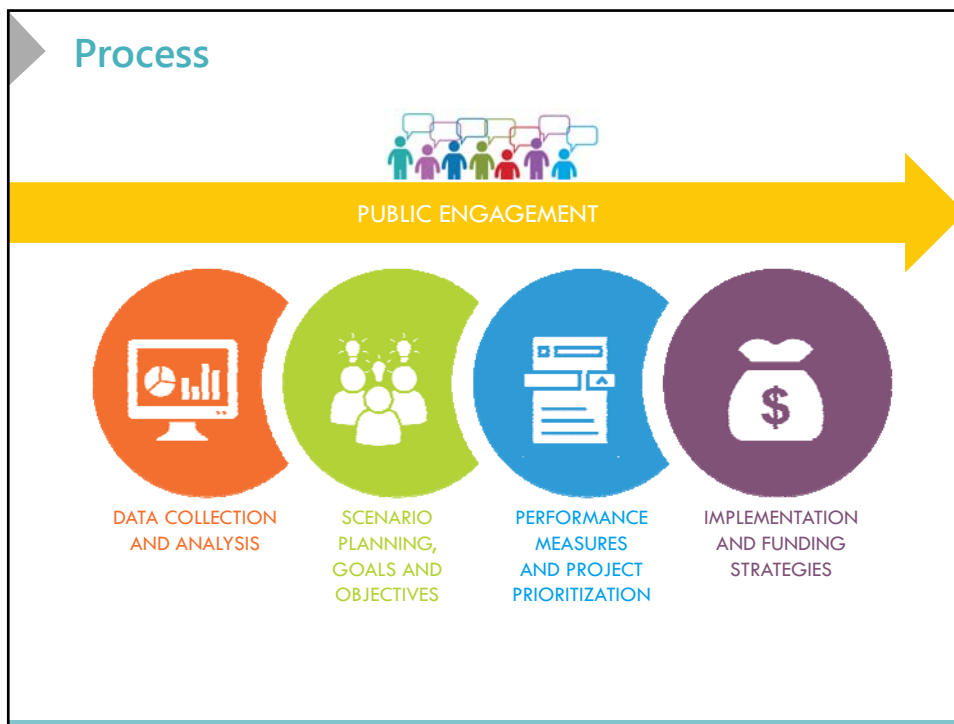
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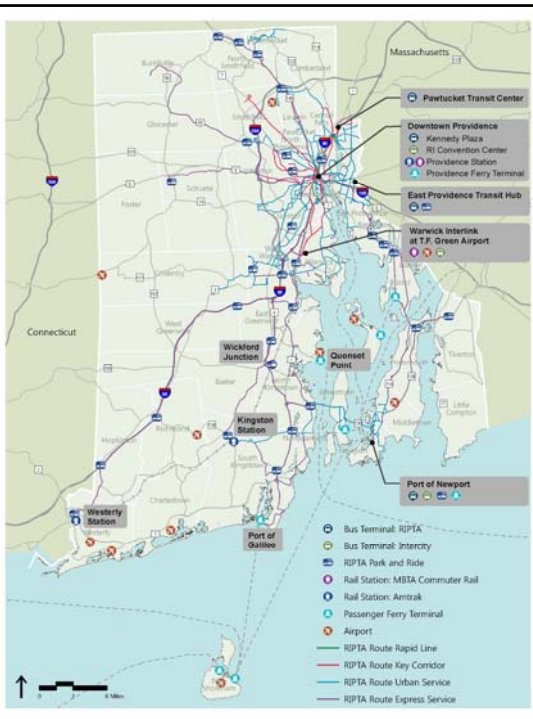






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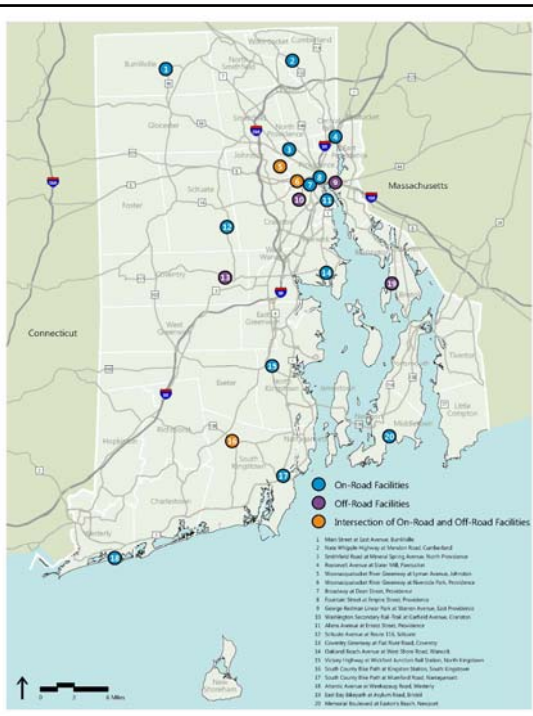
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- Sharrows (MIRE)
- Signed/Local Bike Route (RIDOT)
- Continuous Sidewalk (MIRE)
- Discontinuous Sidewalk (MIRE)



Bicycle & Pedestrian Network

- Count Locations



Freight

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

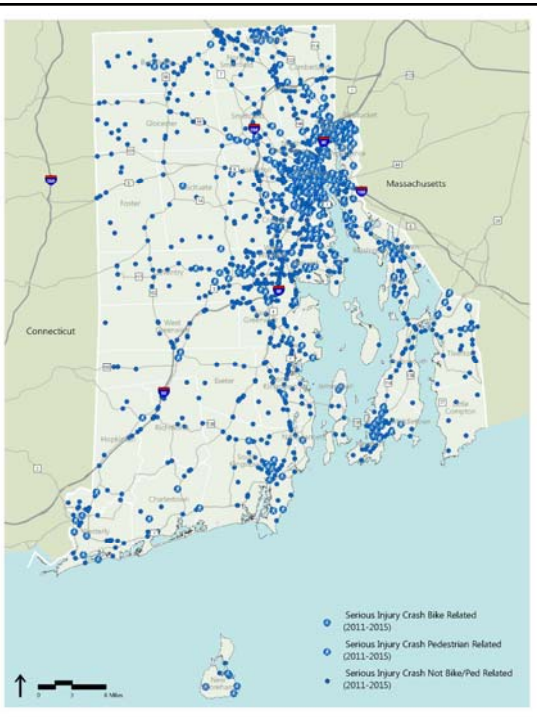


Congested Corridors



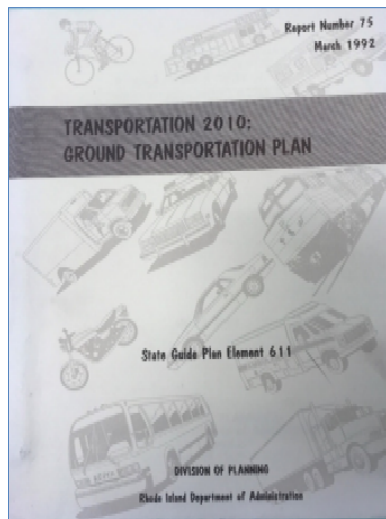
Safety

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



L RTP 2010 Vision...

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



Visioning – Needs, Concerns, Opportunities



State of Good Repair



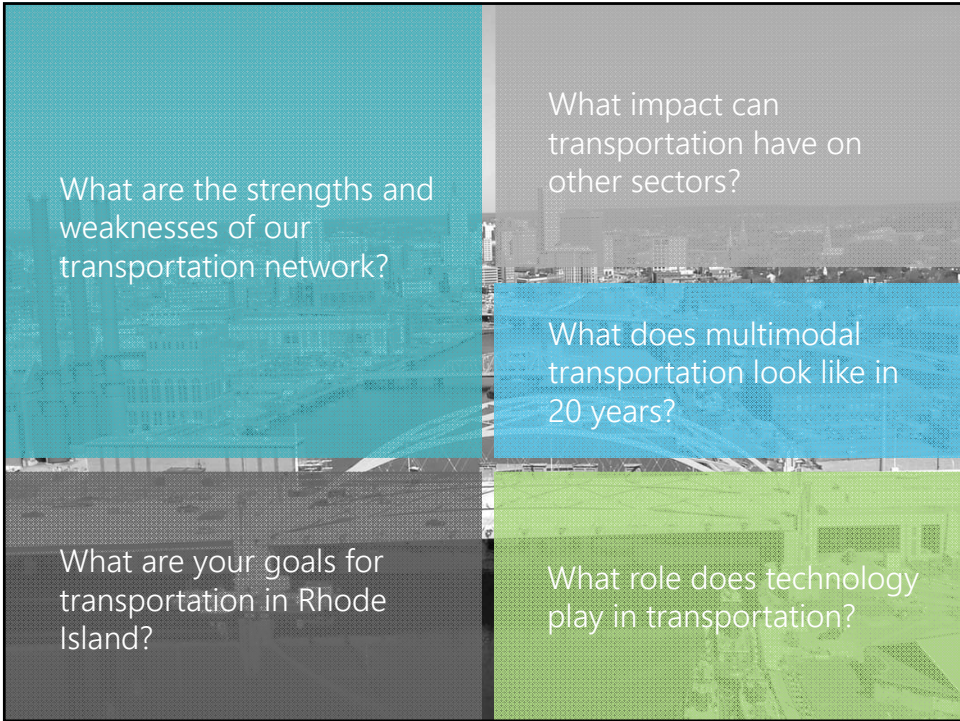
Economic Development



GHG Reductions & Climate Change



Integrated Systems & Future Technology



Public and Stakeholder Engagement

- We want to hear from you!
 - Public Workshops
 - **Municipal Roundtables**
 - Stakeholder Topic Groups
 - Advisory Committees

- Tools and Resources
 - Website
 - Social Media
 - Interactive Bicycle Map
 - Survey



Ongoing Public Outreach



Home About Project News Meetings & Events Documents Get Involved

Rhode Island Moving Forward

TRANSPORTATION FOR THE NEXT 20 YEARS



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

THE PLANS

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

PlanRI2040@gmail.com

We want your ideas!

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

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



We Are Listening....

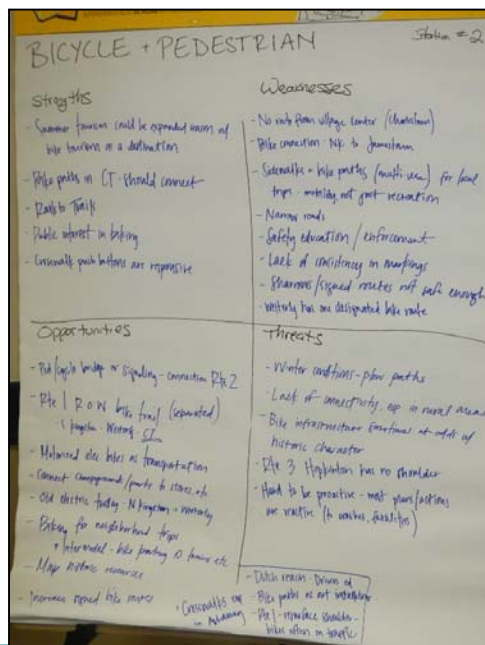
The screenshot shows the 'BMP: Interactive Bicycle Map' interface. On the left is a legend with checkboxes for 'RI Existing Bicycle Facilities', 'Existing Cycling Routes', 'Barrier To Cycling', 'Bicycle-Related Incident', 'Improvement Needed', and 'Connection Opportunity'. The map displays various colored lines and markers. Three callout boxes are overlaid on the map:

- Existing Barrier To Cycling: Vehicle Speeds to High**
 - Barrier: Vehicle Speeds to High
 - Comments: The slip lane coming off the highway encourages motorists to enter Providence Place without slowing down, very dangerous for bicyclists.
 - Attachments: No attachments found
 - Zoom to: [button]
- Existing Barrier To Cycling: Vehicle Speeds to High**
 - Barrier: Vehicle Speeds to High
 - Comments: Something needs to be done about Dean Street from Atwells to Kinsley
 - Attachments: No attachments found
 - Zoom to: [button]
- Existing Barrier To Cycling: Network Gap**
 - Barrier: Network Gap
 - Comments: stairs/ramp is a barrier
 - Attachments: No attachments found
 - Zoom to: [button]

We Are Listening....Municipal Roundtable Feedback

Washington County

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



We Are Listening....Municipal Roundtable Feedback

Providence County

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



Next Steps

Data Collection

Public and Stakeholder Engagement

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

Scenario Development



MOVING FORWARD RI 2040

L RTP Municipal Roundtable
Bristol County
September 20, 2017 10:00 AM to noon

122-18
L
Shelby
Katherine

MOVING FORWARD 2040

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision.

Collaborate with others and make your edits here or leave us comments.

Bicycling as
adaptive
to climate
change!
EDUCATE
DRIVERS
CURIOUS

Everyone needs
to be educated.
Not just drivers,
but cyclists too.

Bike lane
that are
continuous and
don't end in
the middle of a
route

Yes!
Yes!

Integrate
a bike trail
along I-95
(not a
bike lane)

Put more trees
and off into
existing complete
streets (not for
RT-11 to highway)

SHARED BIKE
LOCATED BIKE
LANES
TRAFFIC LIGHTS
COMPLETE
BIKE PATHS

Increased
Biking =
Increased
Economic
Development

Next Bus
Bike Path
along Highway

Before last
meeting
I said
I can be
pleased

Signage
Bicycle friendly
at all points
via consistent
design signage

bike lanes
on main street
High 108

We need to
be able to cross
RT 1 on a bike
in South Kingstown!
Can't not
agree more!

connect bike
paths in UK
to East Greenwich
& Wickford

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the

most bikeable state in New England. Bicycling is fully integrated into the state's

and municipalities' policies, programs and improvement projects, creating a

user
education?

network of paths and streets that safely connect our cities, towns, villages and

Many existing
streets need to
be made more
bike accessible.
Smaller streets often
have better
potential

regions. Bicycle paths are designed to encourage people of all ages and

abilities to choose bicycling for both transportation and recreation.

2018-2-2-18
Gowling

Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision.

Collaborate with others and make your edits here or leave us comments.

LOOK TO THE NETHERLANDS FOR INSPIRATION ON THE ROLE OF THE BICYCLE AND HOW TO PROMOTE IT'S USE AS A LEGITIMATE TRANSPORTATION METHOD.

WHY HARBORING RESERVE OF FREEDOM AND BIKE PATHS

↑ Inspirational

Options for the future
to increase the use of bicycles

too long

We should think of biking as a legitimate mode of transportation for getting to work, running errands, etc (not just recreational)

FULLY AGREE

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the

Today friends to bicyclists

most bikeable state in New England: Bicycling is fully integrated into the state's

and municipalities' policies, programs and improvement projects, creating a

network of paths and streets that safely connect our cities, towns, villages and

regions. Bicycle projects, are designed to encourage people of all ages and

abilities to choose bicycling for both transportation and recreation.

Fit what Paths Bike have we have

Initiatives for biking are built into city school and private business policies. It's important to the policy making for bicyclists.

WHAT ARE THE CRITERIA?

How do municipalities collaborate and communicate?

What should be the impacts to existing streets from new bike paths?

Bike paths are safe even to walk, horse to cycle, etc. a walk/bike/horse trail!

ESTABLISH COMPLETE STREETS IN ALL PROJECTS

NEIGHBORHOODS ARE DESIGNED TO BE BIKE/FED SCALE

important to make biking safer by reducing dangerous driving behavior and promoting voluntary use

neighborhoods

AND all income levels + Skill

Bicycle Mobility Plan Vision

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Collaborate with others and make your edits here or leave us comments.

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regions. Bicycle projects are designed to encourage people of all ages and

abilities to choose bicycling for both transportation and recreation.

Not "practical" -
make
attractive?
popular?

↑ Useful?
Feasible?
Sustainable?
Viable?

The Northeast
(instead of
New England)

"Connect our
neighbor -
hoods, cities,
towns ..."

add
attractions

Developed
bike paths
in business
districts

Don't
forget
to
include
recreation
in
the
plan



Bicycle Mobility Plan Vision

Grab a pen and help us improve our Bicycle Mobility Plan vision. Collaborate with others and make your edits here or leave us comments.

Thank you

*Complete
Bike path across Aquidneck
and around Aquidneck Islands*

Reach out to people who don't traditionally ride bikes + teach them how to ride safely

*Not more
to do more
to do more
to do more*

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network of paths and streets that safely connect our cities, towns, villages and

regions. Bicycle projects are designed to encourage people of all ages and

abilities to choose bicycling for both transportation and recreation.

*of limited means
But we still need to do more to enable people to work bicycler to get to/from as an argument to buses*

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



Prioritization

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



1-23-18
Krispin



Prioritization

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

OF THE 11 CRITERIA WHICH ARE YOUR TOP 2 CRITERIA

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

Prioritization

How should we prioritize bike projects?

Which 2 criteria are the most important?

WHAT ARE YOUR



Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.

What change would you make?	Less Important	\$	\$\$	\$\$\$
1 Increased Sales Tax Current Sales Tax = 7%	remains 7%	small increase	medium increase	large increase
2 Increase Gas Tax Current Gas Tax = \$0.34/gallon	remains \$0.34 per gallon	small increase	medium increase	large increase
3 New Tax: Vehicle Miles Traveled Annual fee for miles driven (e.g. 12,000 miles per year @ 1% tax = \$120)	no new tax	small new tax	medium new tax	large new tax
4 Increase Share of Funding Reallocation of existing transportation spending—current share 0% dedicated	remains 0%	small increase	medium increase	large increase
5 Ride Hailing Fee Fixed fee per ride for ride hailing	no new fee	small fee	medium fee	large fee
6 Congestion Pricing Fixed cost for entering congested areas during certain hours	no new fee	small fee	medium fee	large fee
7 Automate Traffic Enforcement Expand automated enforcement (red light cameras, etc.)	no new enforcement	small increase	medium increase	large increase



Taxes



Sharing



Fees

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.

What change would you make?	No Change <i>(No Dots)</i>	\$	\$\$	\$\$\$
1 Increased Sales Tax Current Sales Tax = 7%	remains 7%	small increase	medium increase	large increase
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Taxes



Sharing



Fees

Funding Bike Projects

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Taxes



Sharing



Fees

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.

	What change would you make?	No Change	\$	\$\$	\$\$\$
 <p>Taxes</p>	1 Increased Sales Tax Current Sales Tax = 7%	• remains 7% •	• small increase •	• medium increase •	• large increase •
	2 Increase Gas Tax Current Gas Tax = \$0.34/gallon	• remains \$0.34 per gallon •	• small increase •	• medium increase •	• large increase •
	3 New Tax: Vehicle Miles Traveled Annual fee for miles driven (e.g. 12,000 miles per year @ 1% tax = \$120)	• no new tax •	• small new tax •	• medium new tax •	• large new tax •
 <p>Sharing</p>	4 Increase Share of Funding Reallocation of existing transportation spending—current share 0% dedicated	• remains 0% •	• small increase •	• medium increase •	• large increase •
	5 Ride Hailing Fee Fixed fee per ride for ride hailing	• no new fee •	• small fee •	• medium fee •	• large fee •
 <p>Fees</p>	6 Congestion Pricing Fixed cost for entering congested areas during certain hours	• no new fee •	• small fee •	• medium fee •	• large fee •
	7 Automate Traffic Enforcement Expand automated enforcement (red light cameras, etc.) <i>Speed cameras</i>	• no new enforcement •	• small increase •	• medium increase •	• large increase •

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

✓ Charge for all parking ^{YES} - definitely ^{disagree}
Keep the car tax!
Establish tools for all vehicles on roads & bridges.

Sales taxes are regressive; don't use them

Bike Rental Stations

Bike repair stations - clinics - like bike Newport recycled a bike - go!

Bike purchase Tax credit - yes! (Carson plan)

* Definitely allocate small % of gas tax to bike infrastructure! - YES!

% of gas tax → bike projects

Increase share of funding

S.K. - real estate conveyance tax



Taxes



Sharing



Fees

Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

Increasing sales tax would negatively impact lower-income households, for whom a higher sales tax would increase the percentage of their income spent on goods and services. *← Agreed*

Because of regressive effects of increased advertising, it is disproportionately on lower-income households. *← Agreed*

Perhaps a fee on parking spaces or actual parking can be used! *← Agreed*

Toll existing on interstate 4. Fee plan is changed to allow the

Use of left & automated vehicles will only keep more cars on the road & will not help solve the problem!

Disagree. I think ride-sharing can be part of the solution. Reduces the need for parking & helps enable a car-free lifestyle.

Bike: Congestion pricing could be great, also use of congestion funds for bicycle, pedestrian & public transit infrastructure.

Current BGL prevents municipalities from imposing ride-sharing fees. That should be changed.

Sponsorship \$ from companies to provide bicycles - help on bikes provides great publicity

Disincentivize driving/parking!!!

% of TIP funding needs to change.
 bike/fees % of roadways facilities is about 11%
 bike/fees % of TIP funding is 1.8%
 made share is ~ 5%
 ∴ TIP funding should be increased as % of total 2x-6x
 or even more to make up for inequitable history.

YES

Side tax
 Funding for bike projects

USE CONGESTION PRICING CHARGING AND
 A RIDESHARE USER/MPG TAX TO HELP FUND PROJECTS

HAVE A PANEL TO DISCUSS THE IMPACT OF VARIOUS TYPES OF PROJECTS
 NO ONE AGREES



Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

would encourage that any Jim-Tax, fees, etc. do not adversely affect B&B ability to remain competitive w/ ecom. dev. & transaction



Taxes

- Eliminate Gas Tax
- Establish VMT tax
- ↑ all transportation funding



Community



Fees

Real estate transfer fee
On homes > \$150,000
REQUIRE MATCHING FUNDS

Look at fee aspect of Developer fees at
Local Community level (like the "1% for All" fee)

- Look at voluntary contributions from public sector, trust fund, lock box.
- Grants
- Finance primary transport: infrastructure funding streams not impacted
- Economic dev. seed \$
- 1% for bike/ped, like 1/2 for out, for all state capital projects over X \$



Funding Bike Projects—Comments/Suggestions

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Please provide any comments or additional suggestions for generating dedicated funds below.

1 cent (.01) on all stock trades on all exchanges

add 1¢ to the gas tax

Disincentivizing driving is a project step



Taxes

Cycle-tourism should be ~~strongly~~ promoted!!!

assist private bike shops promote their growth into new markets

ASK MAJOR

TO HELP FINANCIALLY AND PROMOTE INNOVATION CITIES.

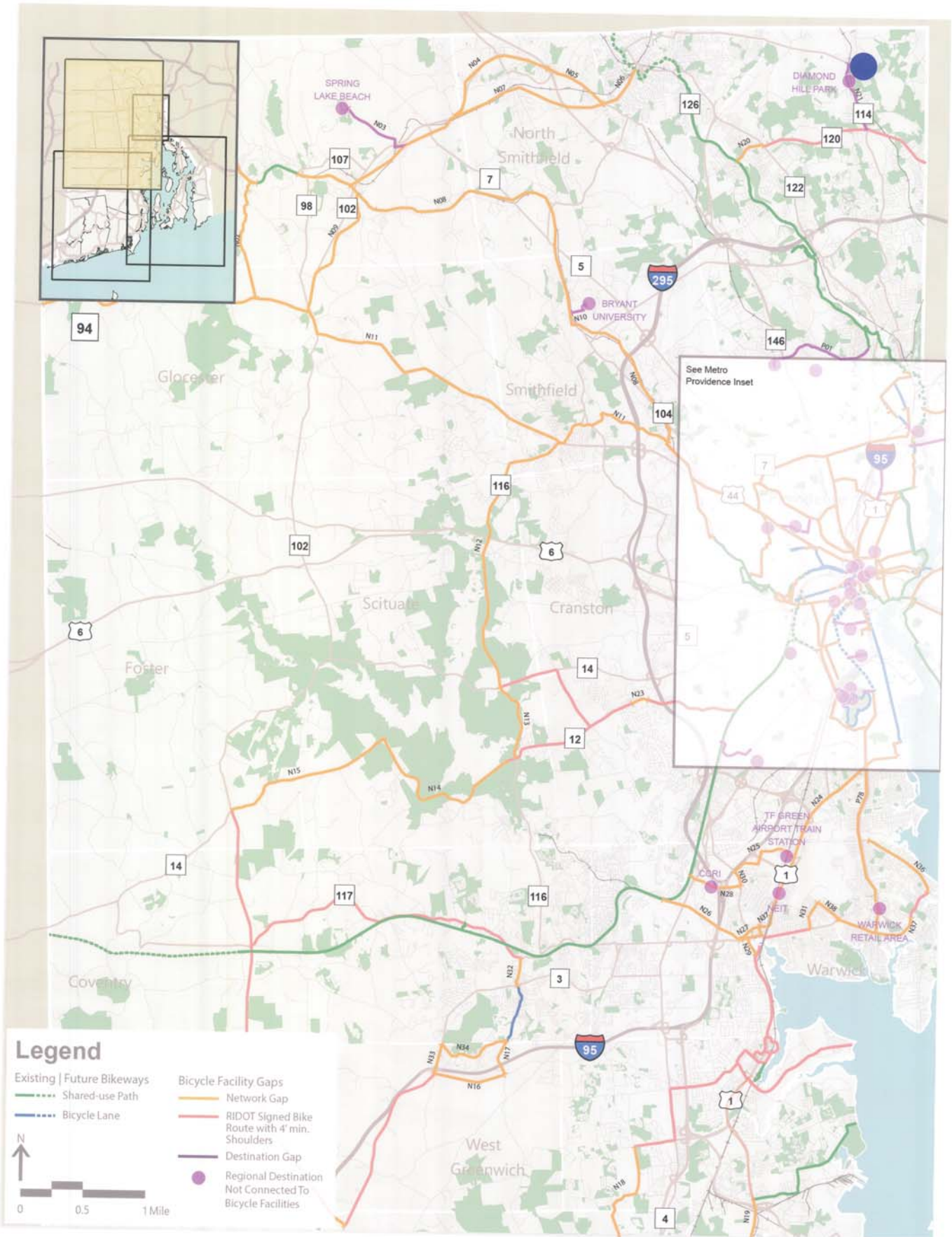


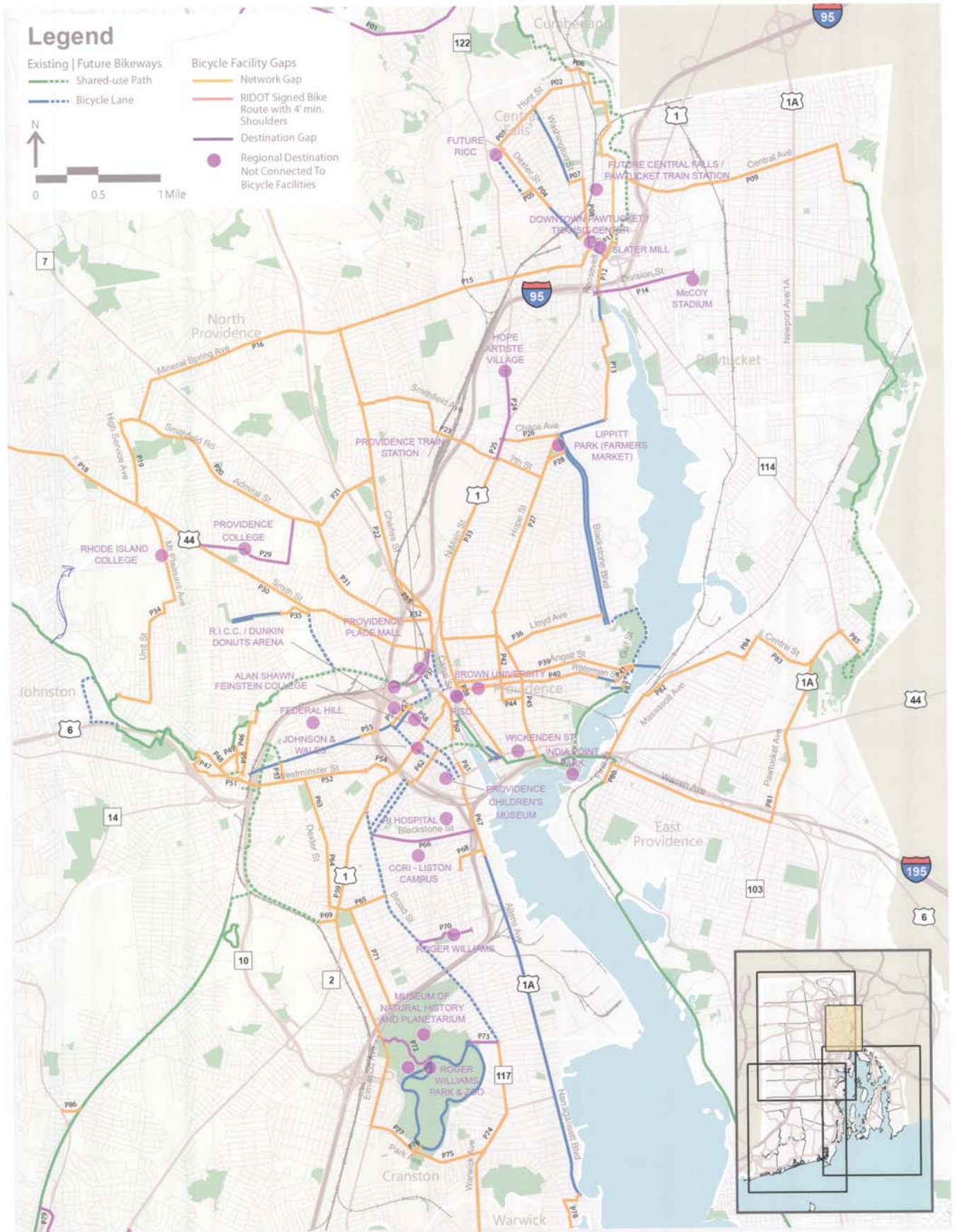
Sharing



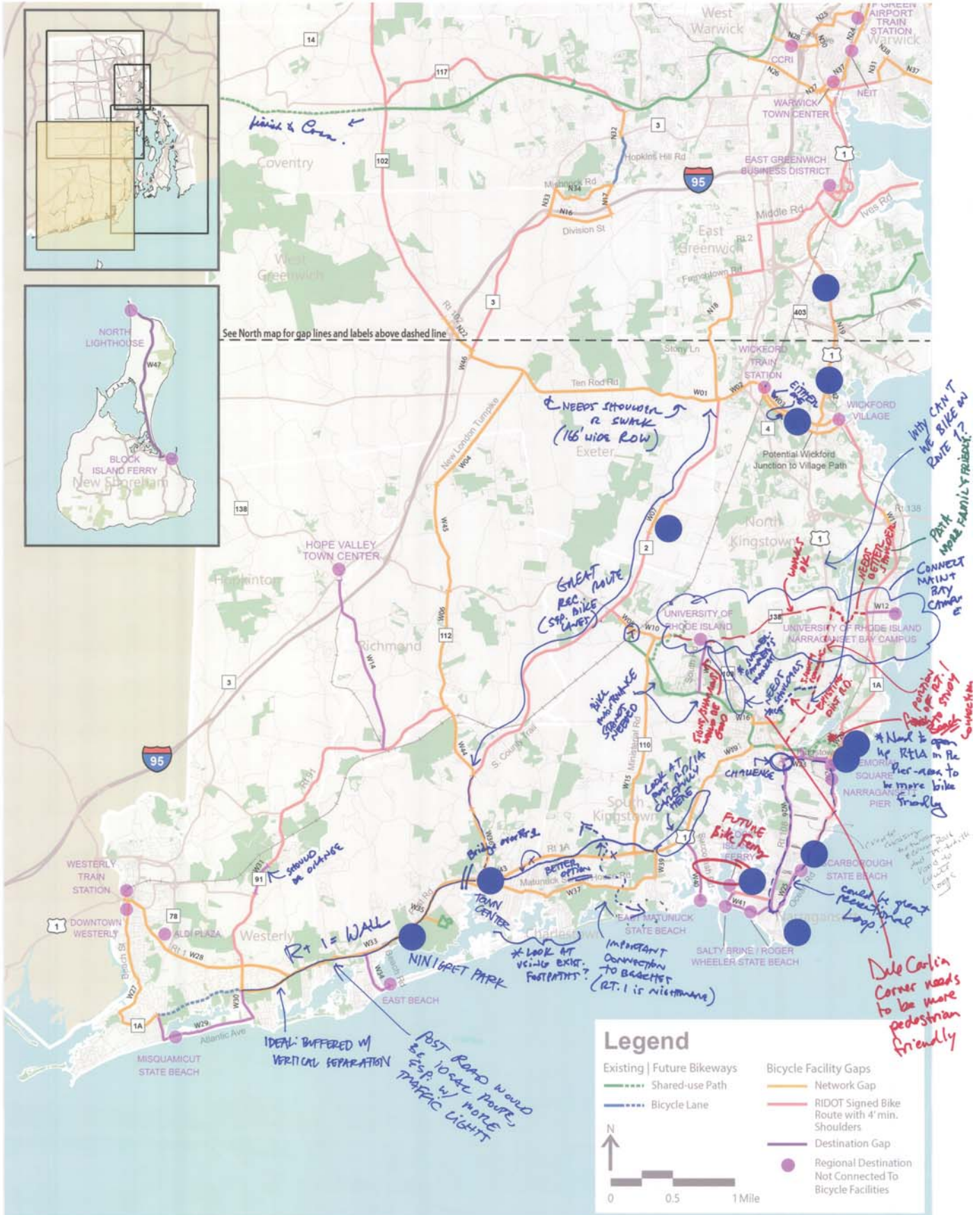
Fees







1/25/18
SK

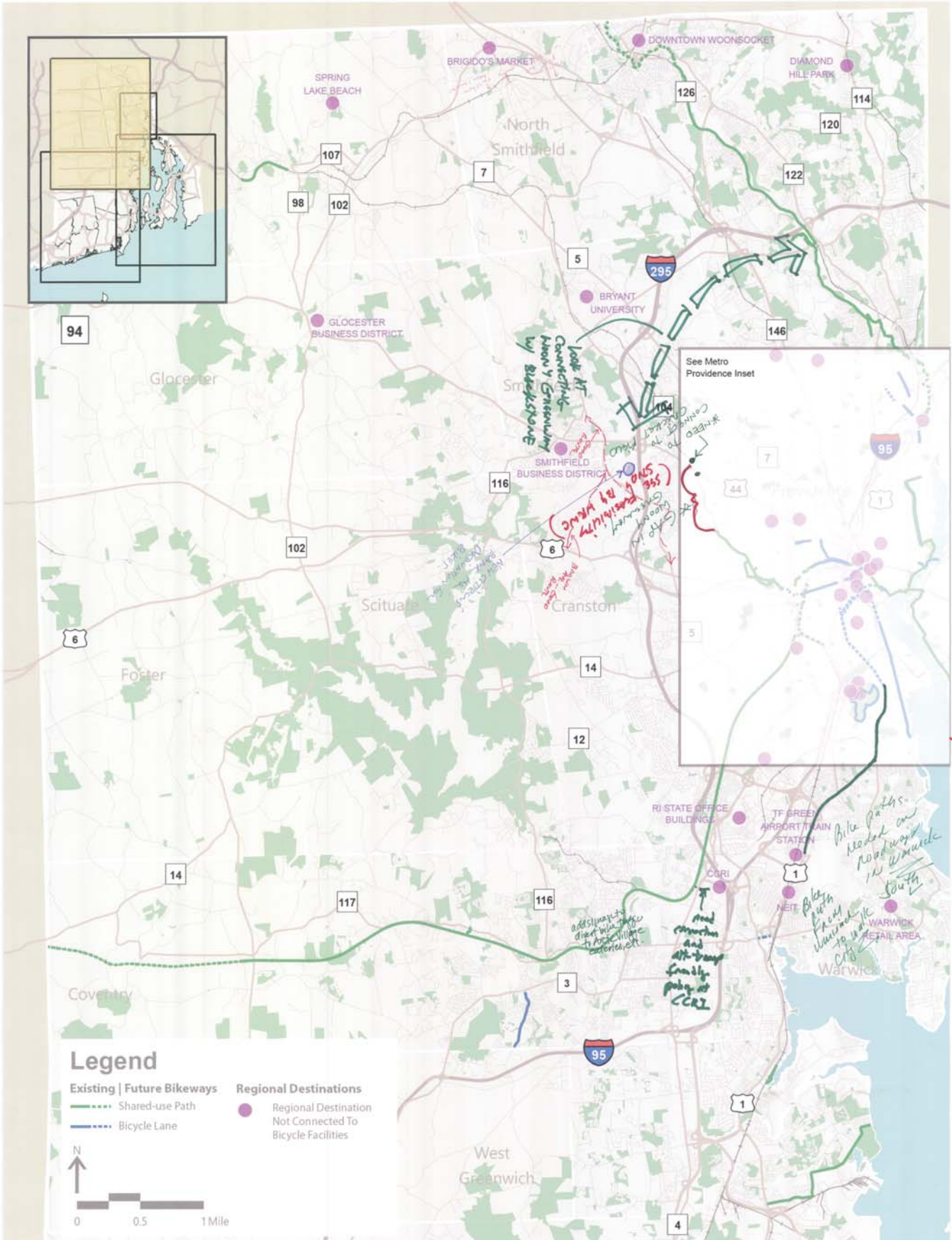


1-23-18
SK



9/23/18
SK



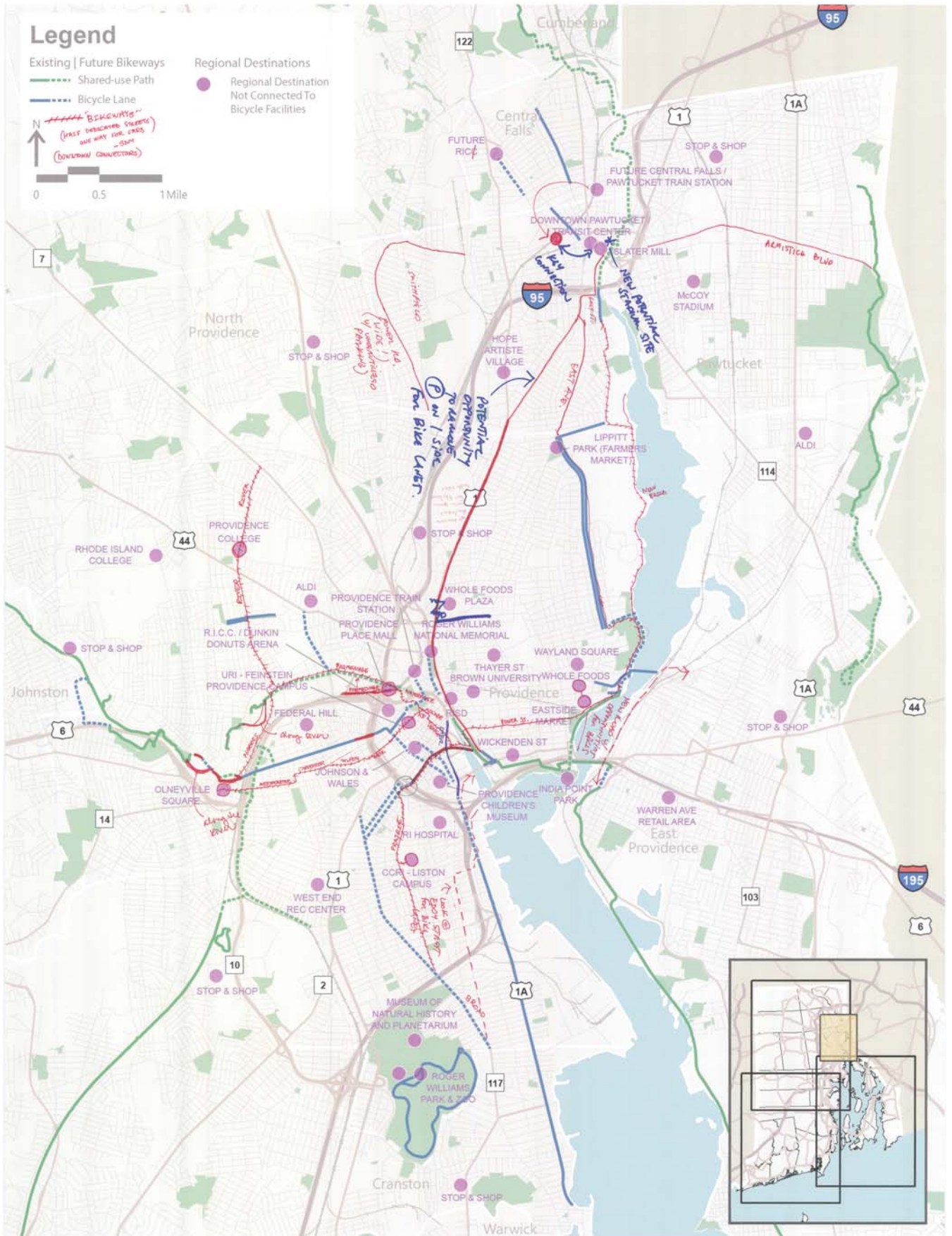
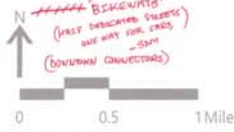


1-24-18 Providence

Handwritten red scribbles on the right edge of the map.

Legend

- Existing | Future Bikeways
 - Shared-use Path
 - Bicycle Lane
- Regional Destinations
 - Regional Destination Not Connected To Bicycle Facilities

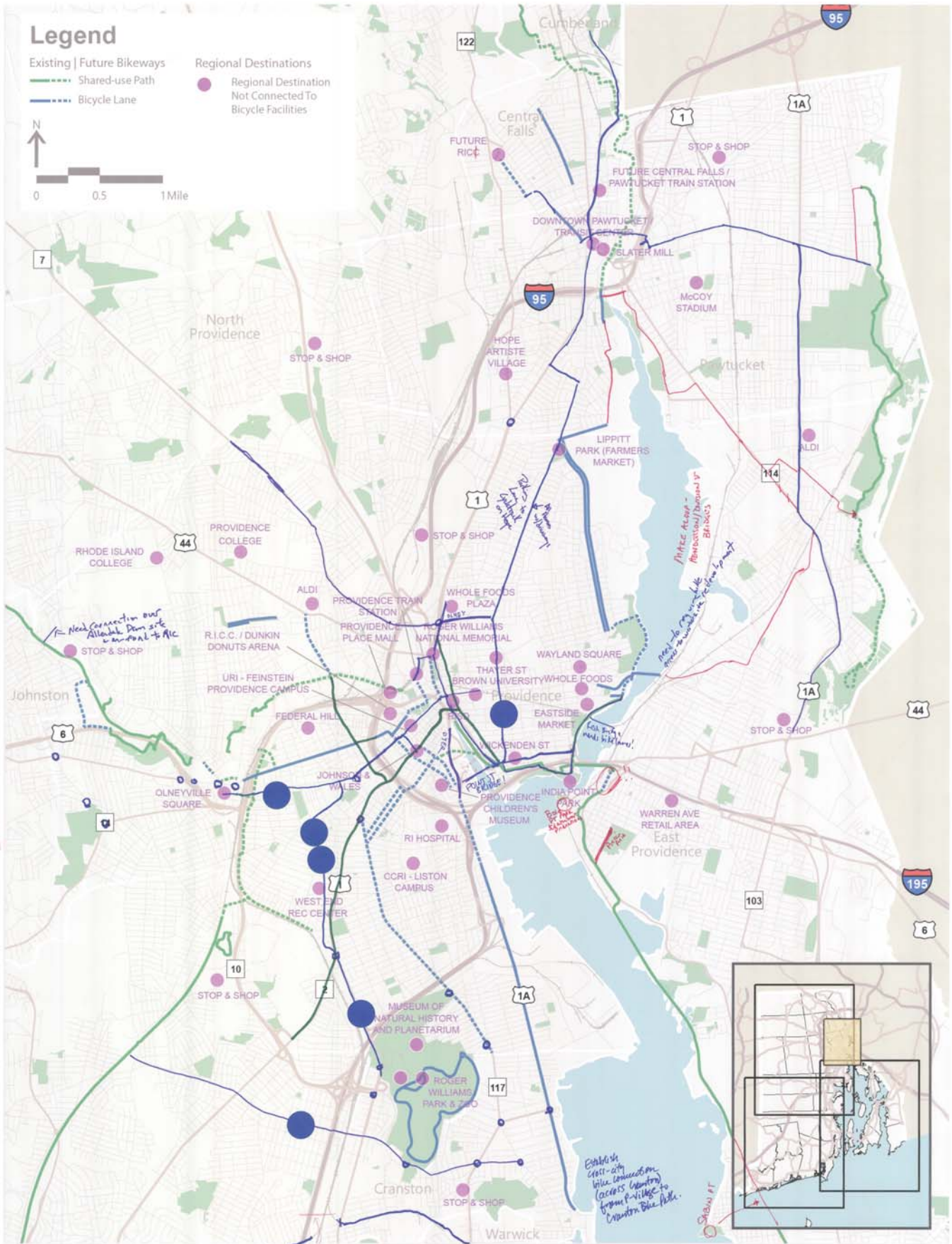
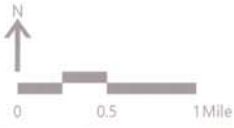


1-24-18 Providence

1-24-18 Providence

Legend

- Existing | Future Bikeways
- Shared-use Path
- Bicycle Lane
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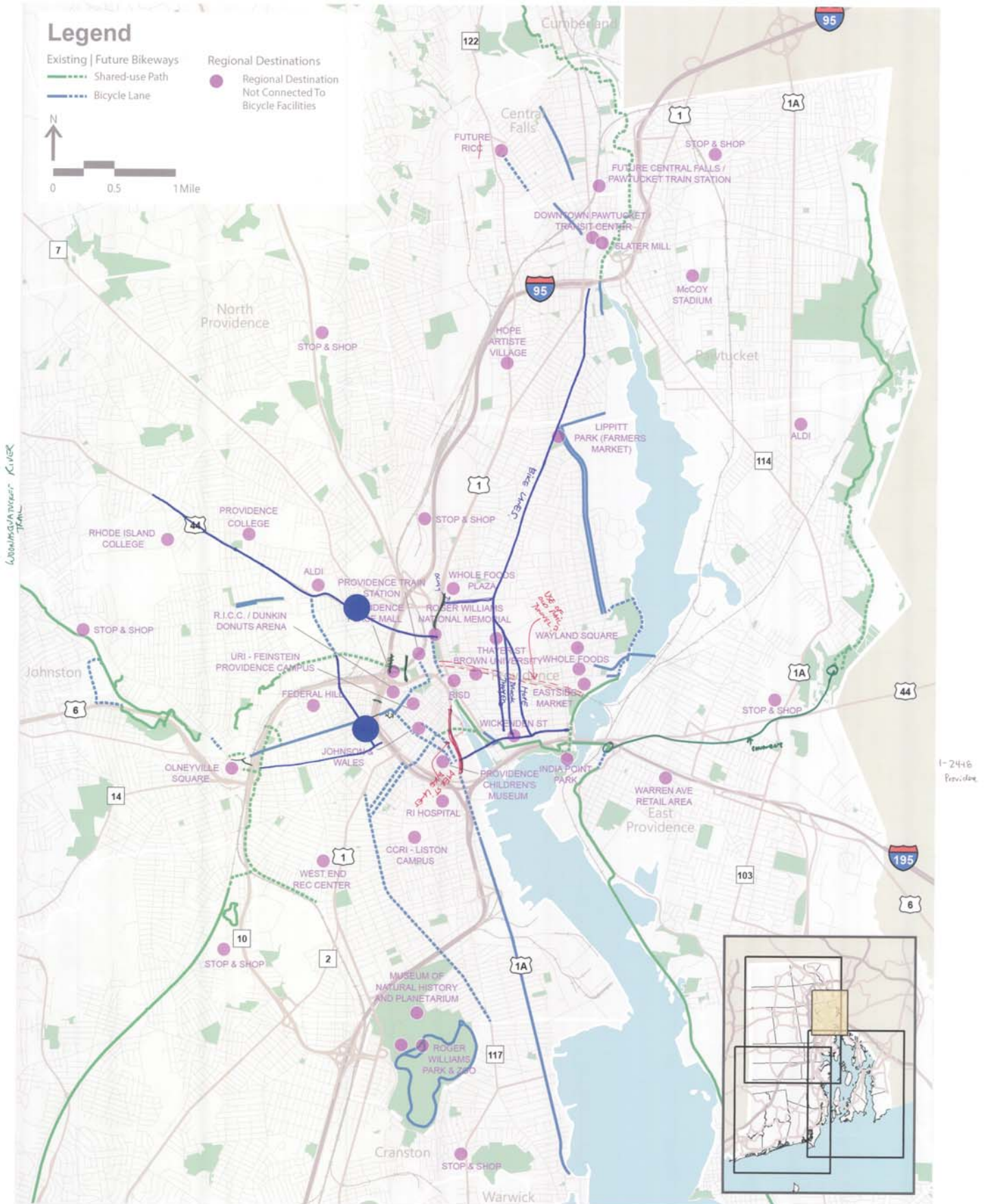


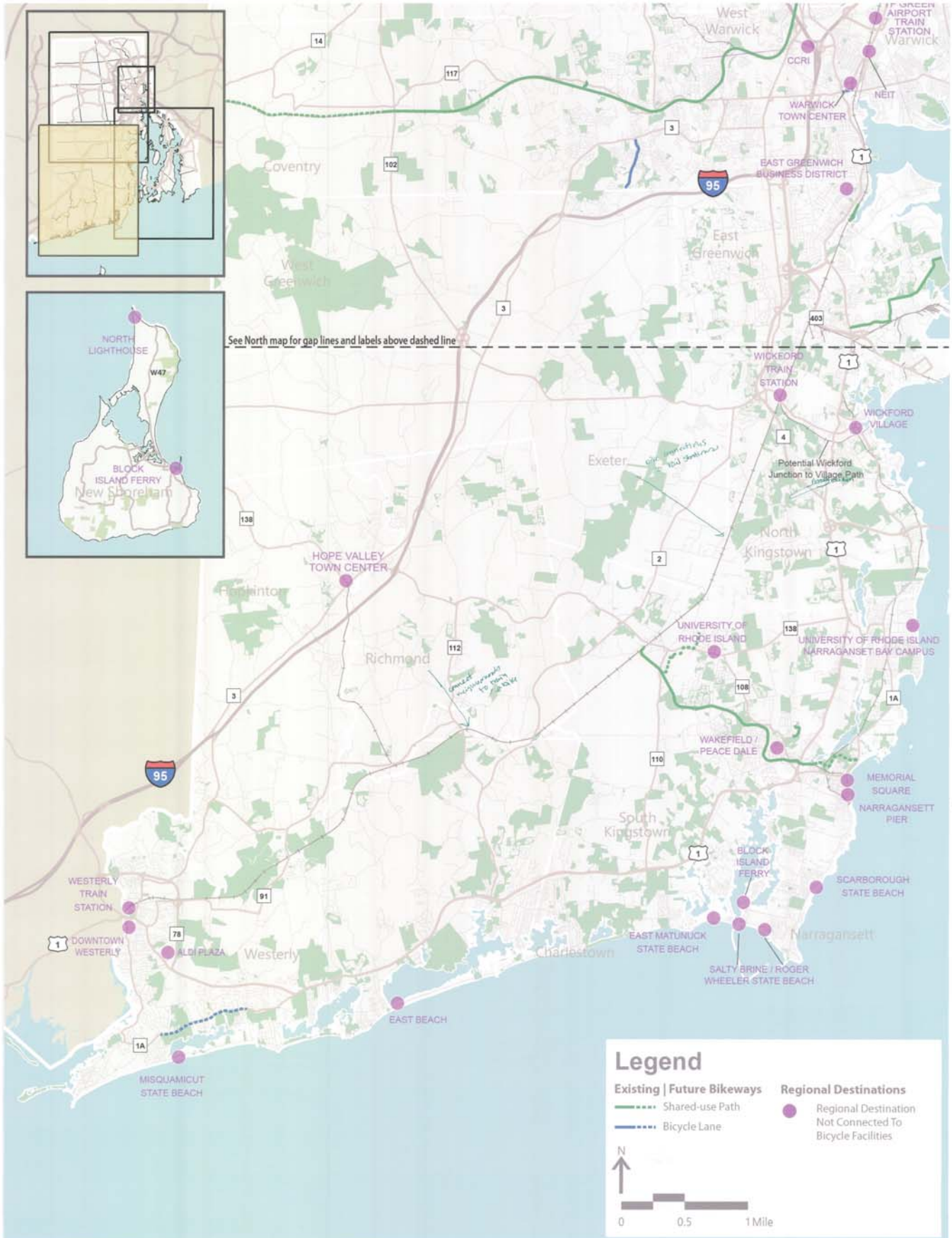
1-24-18 Providence

1-24-18 Providence

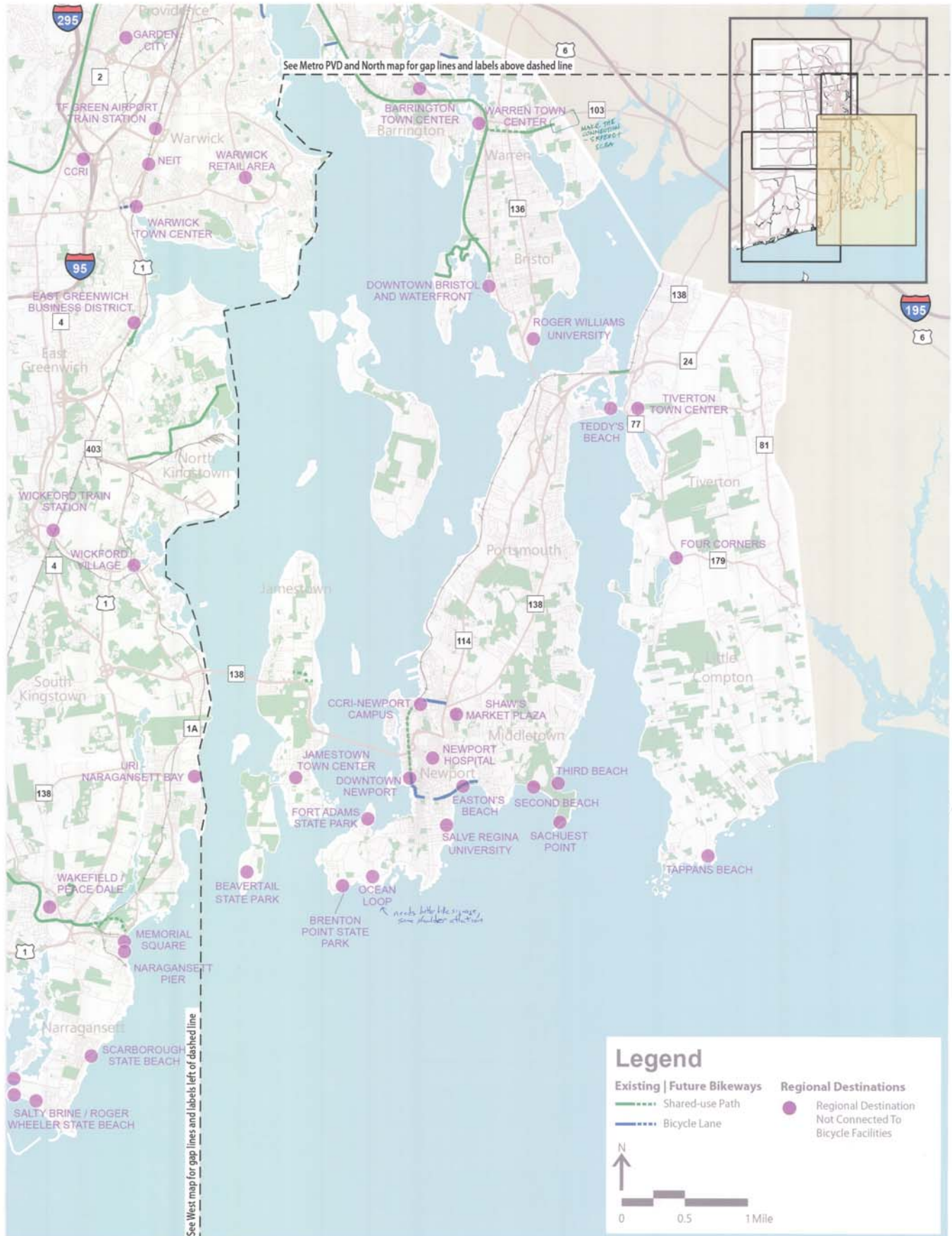
Establish Great city bike connection across downtown from P-Village to Cranston Blue Hills.

8/16/18

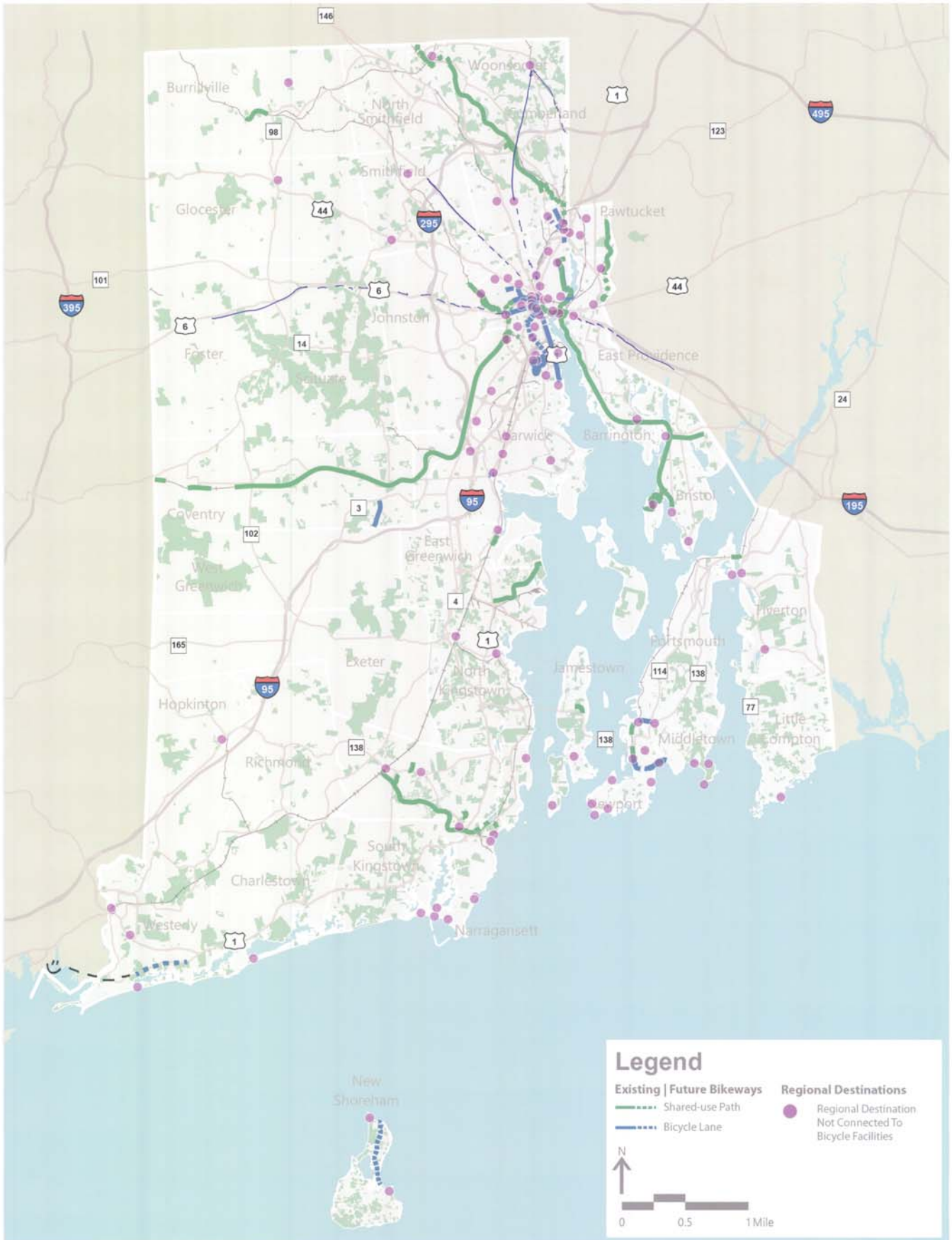




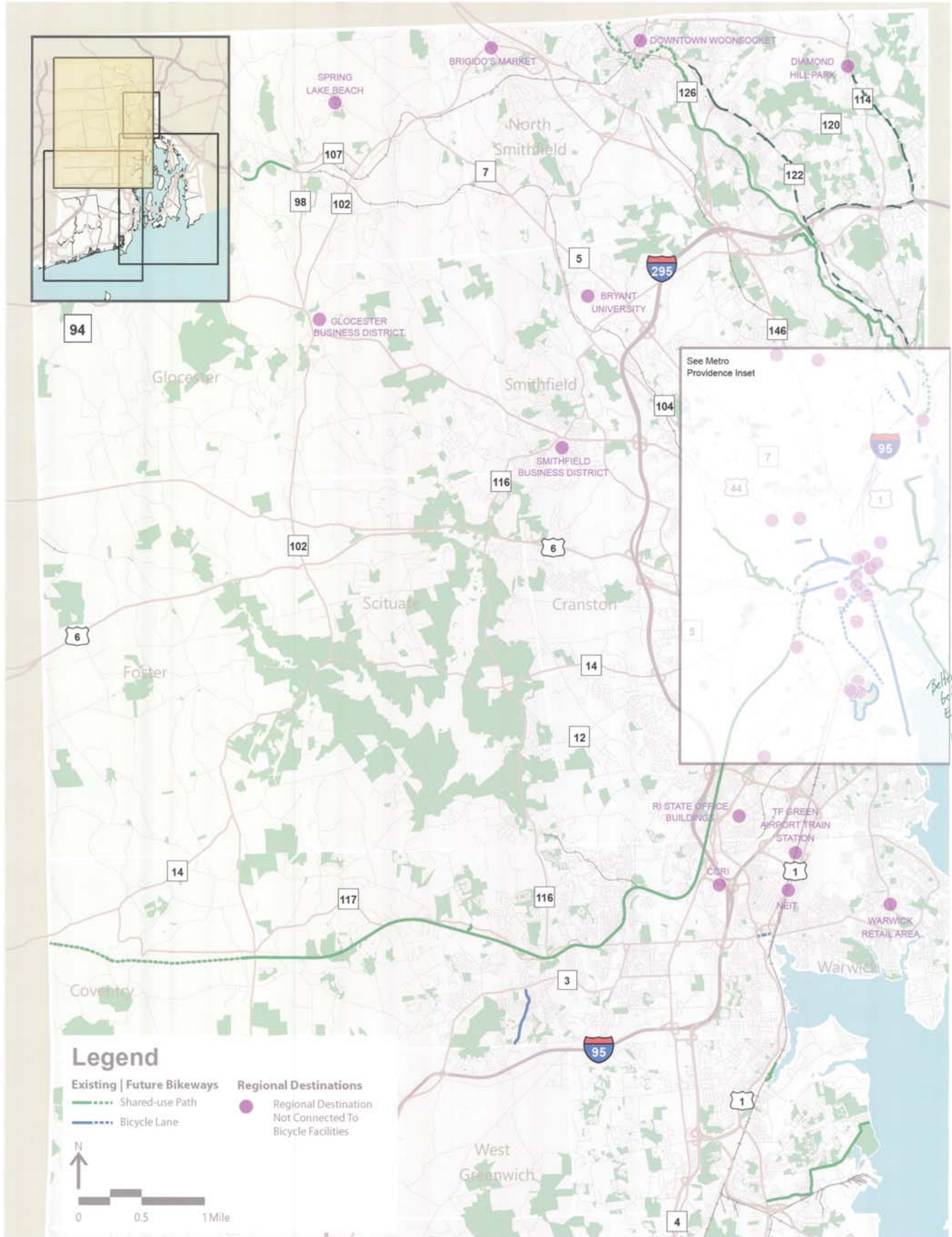
1-24-18
Providence



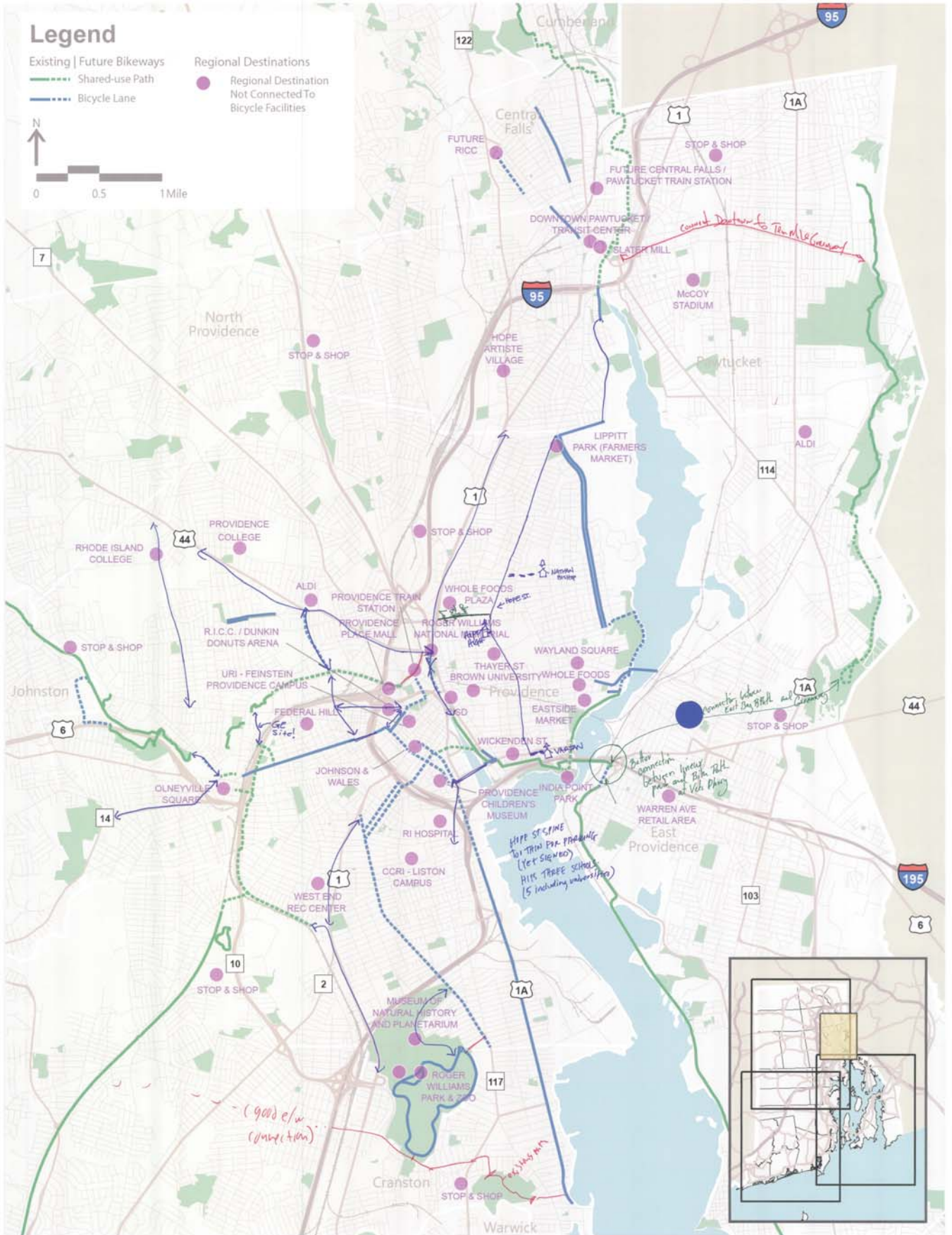
Bicycle Network



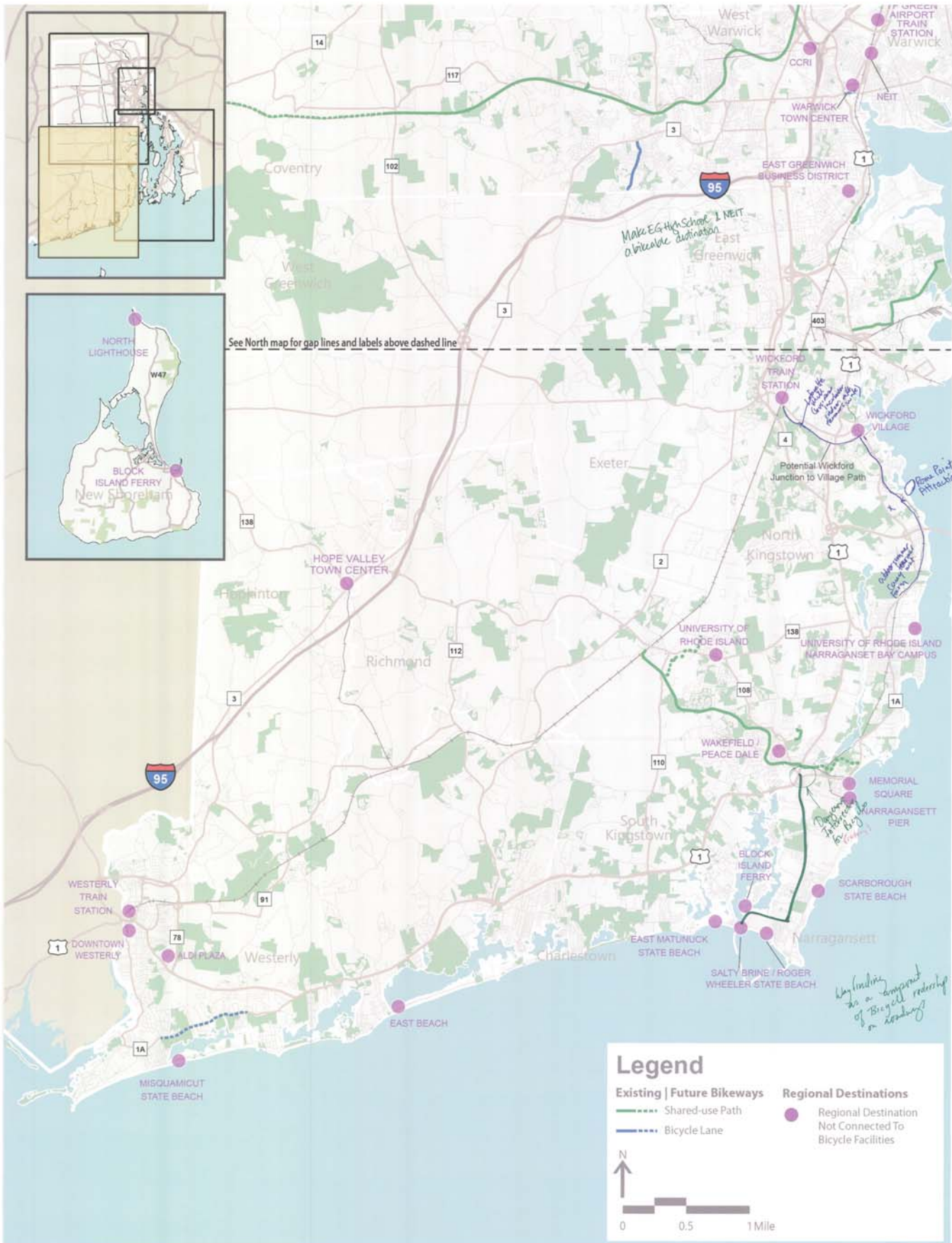
Bicycle Network - North



Bicycle Network - Metro



Bicycle Network - West



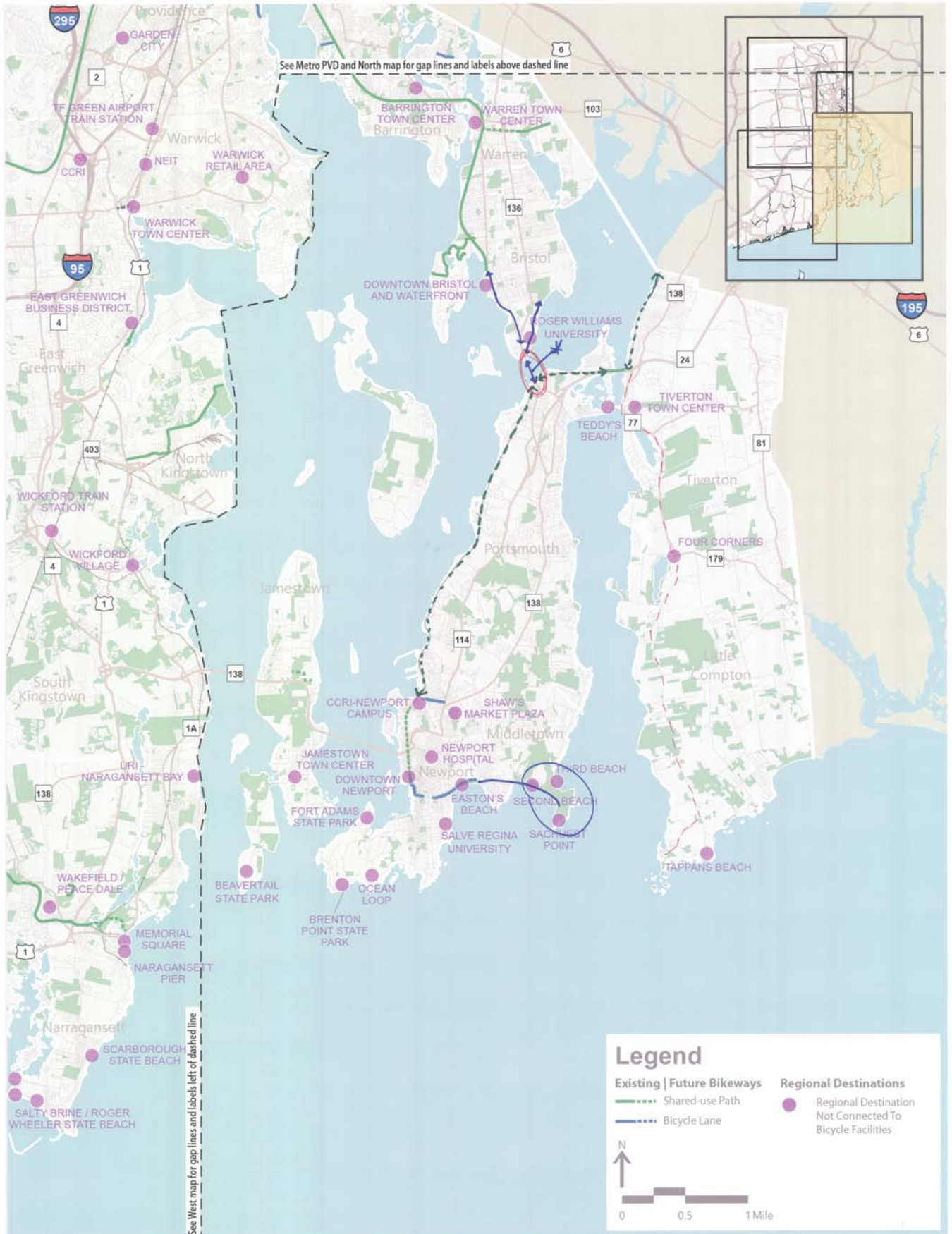
Legend

Existing Future Bikeways	Regional Destinations
Shared-use Path	Regional Destination Not Connected To Bicycle Facilities
Bicycle Lane	

N

0 0.5 1 Mile

Bicycle Network - East



Recreational Loop Rides
 Scenic Aquidneck Island,
 Ocean Loop, Middletown,
 Jamestown, and Tiverton &
 Little Compton bicycle loops.
 See map legend and reverse side
 for details.



DISCLAIMER
 All map data herein is authored and provided by the Rhode Island Department of Transportation (RIDOT). Designations of road suitability are made by skilled experienced and/or commuter cyclists in planning trips on roadways designated as most suitable for bicycle travel.

The designated roadways many not be suitable for inexperienced riders or children. Riders should choose routes and trip lengths appropriate for their individual skill level. Bicyclists should use helmets, wear eye protection and other protective equipment when riding on state and local bicycle paths. Although RIDOT has made reasonable efforts to ensure that the information included in this map is current as of the date of publication, the actual conditions of the roads may vary. Neither RIDOT nor the cities and towns through which the designated roads pass, nor the groups and individuals who have contributed to the development of this map warrant the safety or suitability of the routes shown on the map for shared bicycle use.

Cyclists must remain alert to traffic and changing road conditions and obey traffic control devices. Cyclists assume the risk for their own safety at all times when traveling on roadways in Rhode Island. Cyclists have the same responsibility as motorists to obey traffic laws and regulations.

RIDOT, the City of Newport, the Town of Middletown, the Town of Portsmouth, the Town of Jamestown, the Town of Tiverton, the Town of Little Compton, Base Newport, the leaders of Bike Newport, and the sponsors of the map assume no liability for personal injury or property damage suffered by users of this map or of any bicycle route indicated on this map. **Emergency 911**



www.bikewebnewportri.org

LEGEND

	One-Way Street		Parking
	Steep Grade		Limited Parking
	DANGER		Restrooms
	Swimming		Bicycle Rental/Repair
	Hiking		Bike Air and Repair
	Restrooms		Bike Stop
	Parks		Major Institutions
	Major Institutions		Water
	Water		Shared Roadway/ Bicycle Lane/Path
	Shared Roadway/ Bicycle Lane/Path		Difficult connection (unimproved roadways)
	Difficult connection (unimproved roadways)		Aquidneck Loop
	Aquidneck Loop		Middletown Loop
	Middletown Loop		Ocean Drive Loop
	Ocean Drive Loop		Jamestown Loop
	Jamestown Loop		Tiverton-Little Compton Loop

MAKE IT HAPPEN
 BEFORE I DIE. 6/29/12

* For more information, see the service list on the back cover or phone shops.

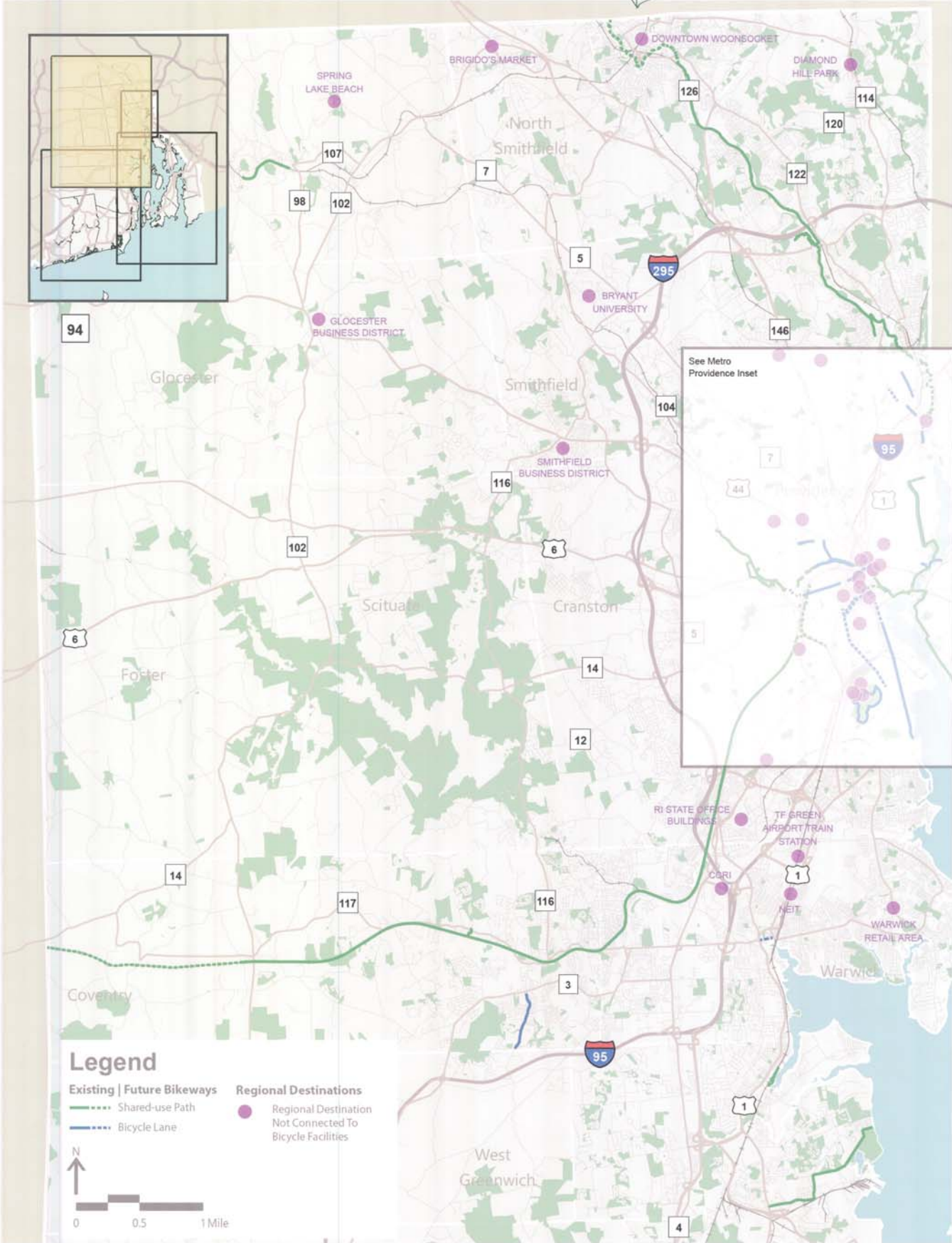
1-31-18
Newport



Bicycle Network - North

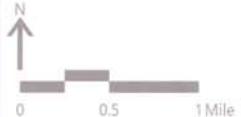
1-31-18
Newport

Better Signs



Legend

- | | |
|-----------------------------------|--|
| Existing Future Bikeways | Regional Destinations |
| --- Shared-use Path | ● Regional Destination Not Connected To Bicycle Facilities |
| --- Bicycle Lane | |

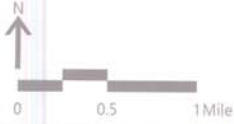


1-31-18 Newport

Bicycle Network - Metro

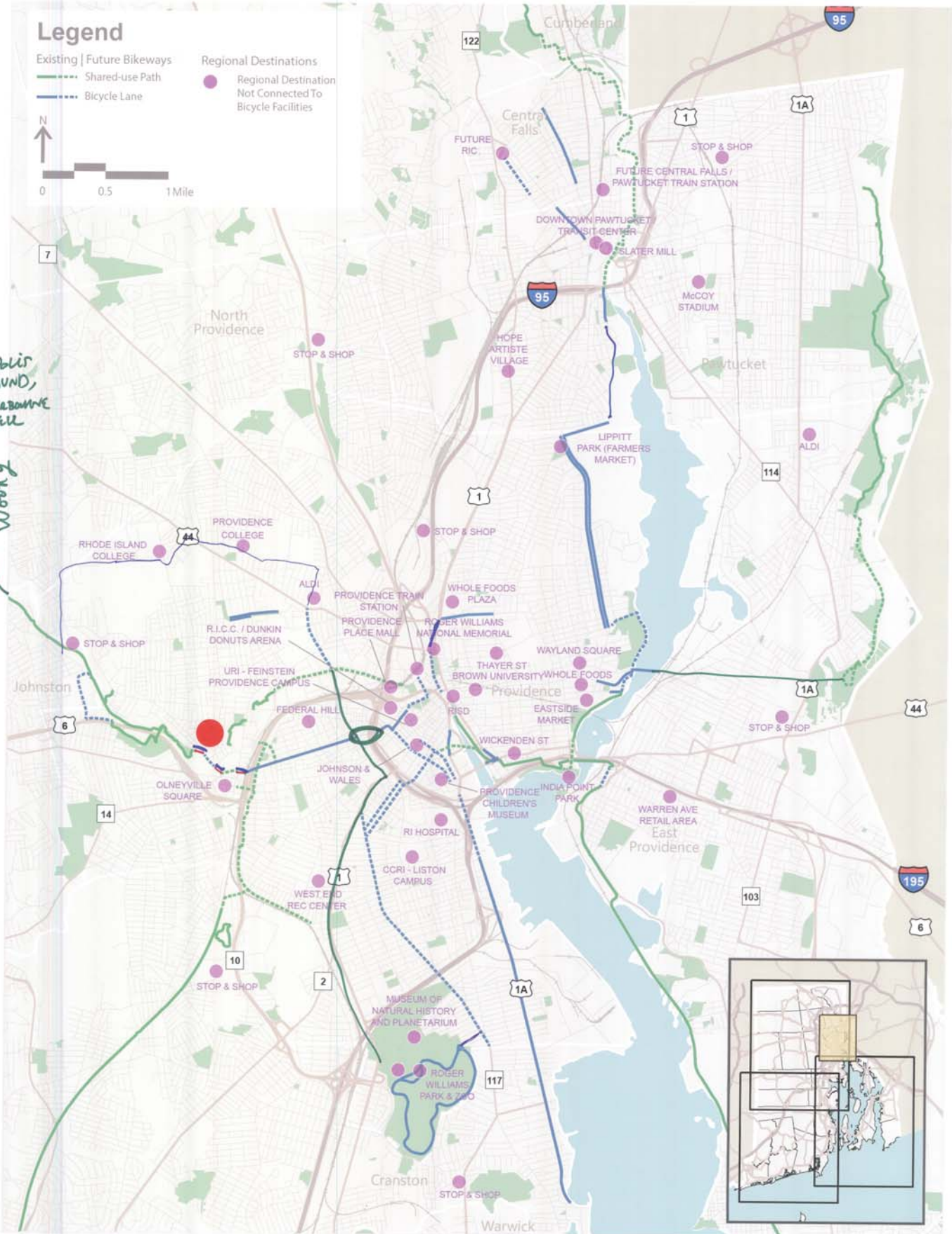
Legend

- Existing | Future Bikeways
 - Shared-use Path
 - Bicycle Lane
- Regional Destinations
 - Regional Destination Not Connected To Bicycle Facilities



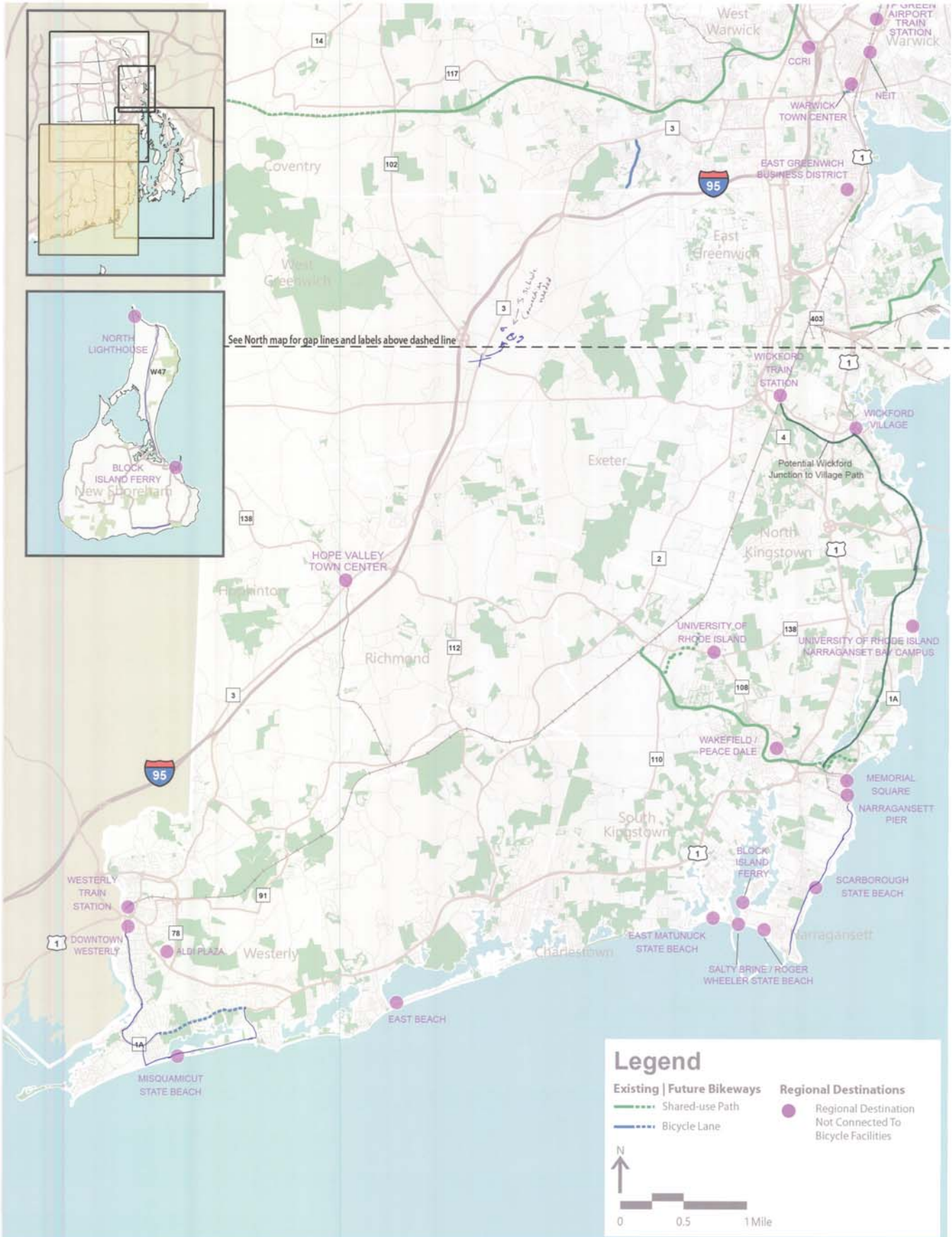
ROAD: MAGALOBIS UNBOUND, BY CHARLOTTE PELL

Johnston
Woong



1-31-18
Najpat

Bicycle Network - West



1-5-18
Newport

Bicycle Network - East







MOVING FORWARD

RI
2040

Vision Public Workshop: Findings

*Long Range Transportation Plan &
Bicycle Mobility Plan*

February 2018

Vision Workshop

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



Long Range Transportation Plan
Bicycle Mobility Plan



January Vision Workshops



**MOVING
FORWARD** RI
2040

Station 1 – Why are you here?

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

Station 2 – Vision for the future...

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

Station 3 – Bicycling in the future...

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

Stations

Station 4 – You're the Governor

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

Station 5 – Path to No Where

Which bicycle network gaps should we close first?

Station 6 – Thank you!

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



Station 1 – Why are you here?



Purpose

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



What is your Vision?

Grab a pen and help us improve our Long-range Transportation Plan vision. Collaborate with others and make your edits here or leave us comments.

"Provide more opportunities to connect people and places in a safe, efficient, and sustainable manner. The goals for Rhode Island's transportation system are achieved through innovation, forward-thinking policies, and short- and long-range funding strategies."

Common themes:

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

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

The Best

request
and lane
TRANSIT

Let the state of RI...
Public Health
Supportive

AFFORDABLE
PUBLIC HEALTH
SUPPORTIVE

You and me
the transportation

+1
+1

What is your Vision?

*Grab a pen and help us improve our Long-range Transportation Plan vision.
Collaborate with others and make your edits here or leave us comments.*

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

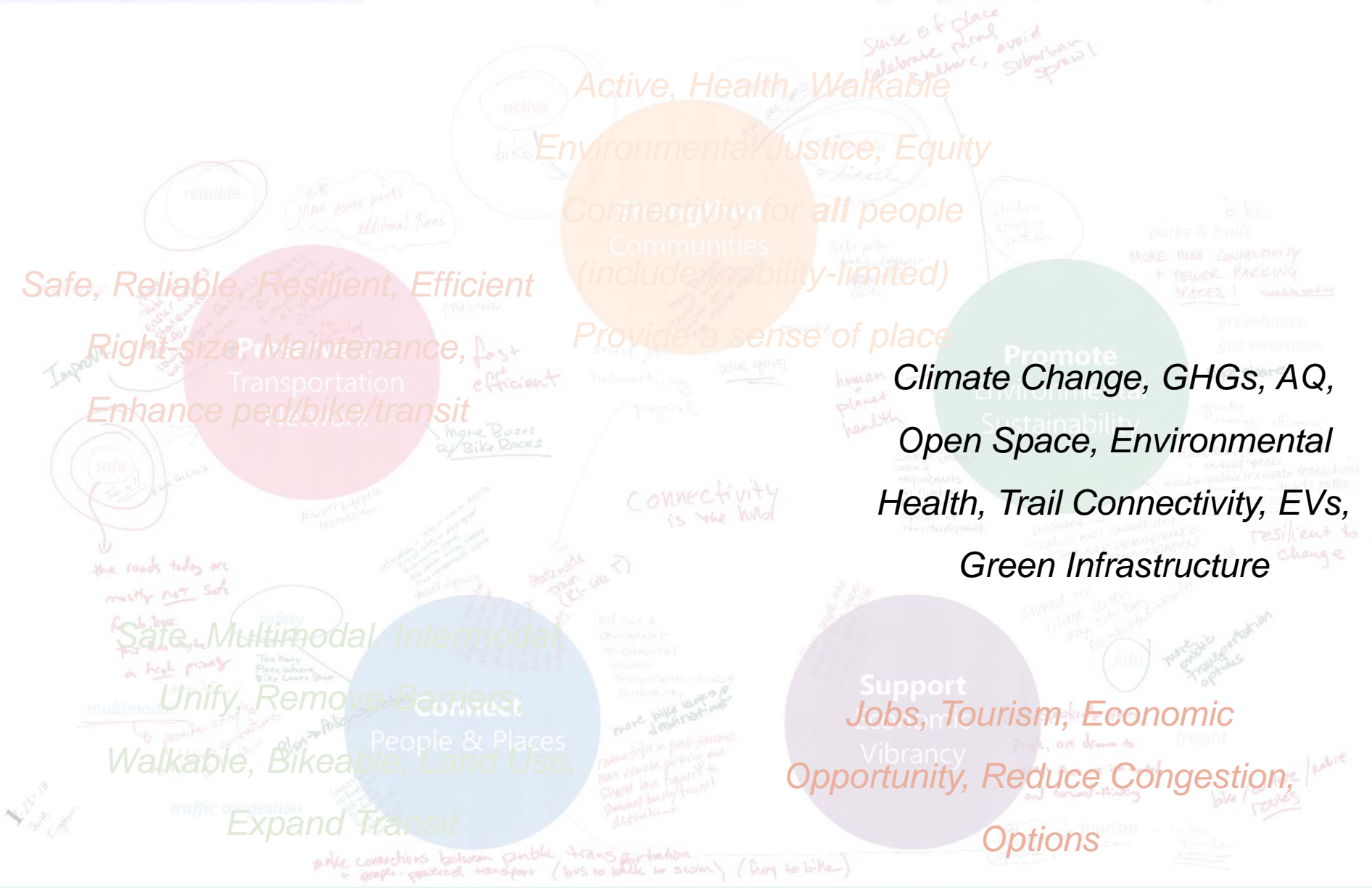
What does each goal mean to you?

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



What does each goal mean to you?

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



What does each goal mean to you?

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

Active, Health, Walkable

Environmental Justice, Equity

Connectivity for all people

(include mobility-limited)

Provide a sense of place

Climate Change, GHGs, AQ,

Open Space, Environmental

Health, Trail Connectivity, EVs,

Green Infrastructure

Support Economic Vibrancy

Opportunity, Reduce Congestion,

Options

Safe, Reliable, Resilient, Efficient

Right-size, Maintenance, Enhance ped/bike/transit

Safe, Multimodal, Intermodal,

Unify, Remove Barriers,

Walkable, Bikeable, Land Use,

Expand Transit

People & Places



What should we do to...



...improve health (through transportation)

...expand transportation choices

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

...improve connections to jobs, services, necessities

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity

What should we do to...



...improve health (through transportation)

...expand transportation choices

- Designing Complete Streets

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

- Expanding dedicated bike, pedestrian, transit facilities and networks

- Expand education about sharing the road

...improve connections to jobs, services, necessities

- Improve trip frequency on transit

- Invest in electric vehicles

...reduce traffic congestion



...grow tourism (through transportation)

...support social equity

What should we do to...



...improve health (through transportation)

...expand transportation choices

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

- Connect modes (transit, bikes, park-n-ride)
...improve connections to jobs, services, necessities
- Remove barriers to biking (example: bridges)
- Improve ADA accessibility of transportation network
...reduce traffic congestion
- Promote transit orientated design
- Provide funding needed to improve RIPTA and transit services
...grow tourism (through transportation)
- Provide alternatives to close the first mile/last mile gap
- Expand transit options during off peak travel (evenings, weekend)
...support social equity
- Expand transit choices (expand rail, ferry)



What should we do to...



...improve health (through transportation)

...expand transportation choices

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



...improve connections to jobs, services, necessities

- Improve transit services (frequency)
...reduce traffic congestion
- Education
- Raise the cost of driver (gas tax, VMT tax)
...grow tourism (through transportation)
- Limit parking within city centers
- Incentivize ridesharing and transit
...support social equity
- Focus on expanding capacity for transit and bike modes, not automobiles

What should we do to...



...improve health (through transportation)

...expand transportation choices

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

...improve connections to jobs, services, necessities

...reduce traffic congestion

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

...grow tourism (through transportation)

- Create bus only lane on freeways

...support social equity

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

- Install and maintain more bike racks in Central Business Districts

What should we do to...



...improve health (through transportation)

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

...expand transportation choices

- Create a statewide rail service



- Traffic signal improvements

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

- More dedicated lanes for transit and bikes

- Congestion Pricing, carbon tax

...improve connections to jobs, services, necessities

- Improve/expand bus stop and bike rack locations

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity

What should we do to...



...improve health (through transportation)

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

...grow tourism (through transportation)

...support social equity



What should we do to...



...improve health (through transportation)

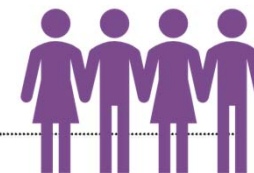
...expand transportation choices

- Appropriate maintenance and snow removal statewide
- Expand rural connectivity
- ...reduce car travel (number of trips, length of trips)*
- Provide transportation for mobility-limited populations
- ...improve connections to jobs, services, necessities*
- Provide transportation choices that are affordable
- Close first mile/last mile gaps

...reduce traffic congestion

...grow tourism (through transportation)

...support social equity



Future Scenarios In the year 2040...

Fix It First

- The transportation network is working toward (has not achieved) a state of good repair
- The impacts of climate change require additional protections for critical transportation assets
- Current travel and land use trends remain the same
- Traffic congestion continues to grow

Transportation Choice

- Attractive alternative transportation choices and connections decrease demand for cars and increase demand for transit, bikes, and ridesharing
- The mobility-limited population continues to grow rapidly requiring new transportation options to meet needs
- Expanded transportation choices shift priorities away from personal vehicles

Get Moving

- Housing density increases as residents choose to live in urban areas and growth centers
- Demand for walkable/bikeable cities and suburbs continues to grow
- Bicycle travel for commuting and utility trips becomes common

Tech-Ready

- Data infrastructure and availability improves travel ease and efficiency
- Cities and growth centers are becoming "smarter" with better management of transportation and travel needs
- The transportation network is prepared for or already serving connected/autonomous vehicles

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

Help us identify a 5th future scenario. Choose 3 trends that you think we should consider.

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

Where do we begin?

Help us prioritize the objectives of the LRTP by selecting your **top 2** and **bottom 2** objectives.

**Strengthen
Communities**

**Connect
People &
Places**

**Preserve the
Transportation
Network**

**Promote
Environmental
Sustainability**

**Support
Economic
Vibrancy**

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

■ Trends

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



Bicycle Mobility Plan Vision

Bicycling is safe, fun and practical in the Ocean State.

Implementation of the Bicycle Mobility Plan has made Rhode Island the most bikeable state in New England. Bicycling is fully integrated into the state's and municipalities' policies, programs and improvement projects, creating a network of paths and streets that safely connect our cities, towns, villages and regions. Bicycle projects are designed to encourage people of all ages and abilities to choose bicycling for both transportation and recreation.

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

Prioritization

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

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

Funding Bike Projects

In order to achieve the goals of the Bike Mobility Plan, dedicated funding will need to be established. Review the options below and use a dot to indicate what change, if any, you would make to these potential sources.



Taxes



Sharing



Fees

What change would you make?	No Change	\$	\$\$	\$\$\$
1 Increased Sales Tax Current Sales Tax = 7%	35	12	2	0
2 Increase Gas Tax Current Gas Tax = \$0.34/gallon	7	17	18	29
3 New Tax: Vehicle Miles Traveled Annual fee for miles driven (e.g. 12,000 miles per year @ 1% tax = \$120)	19	9	12	21
4 Increase Share of Funding Reallocation of existing transportation spending—current share 0% dedicated	2	4	13	45
5 Ride Hailing Fee Fixed fee per ride for ride hailing	5	20	14	7
6 Congestion Pricing Fixed cost for entering congested areas during certain hours	14	9	20	11
7 Automate Traffic Enforcement Expand automated enforcement (red light cameras, etc.)	13	12	8	25



MOVING FORWARD

RI
2040

Vision Public Workshop: Findings

*Long Range Transportation Plan &
Bicycle Mobility Plan*

February 2018

Recreational Loop Rides
Scenic Aquidneck Island,
Ocean Drive, Middletown,
Jamestown, and Tiverton/
Little Compton bicycle loops.
See map legend and reverse side
for details

DANGER

DANGER

4-73
road diets
on E. + W.
Main ???
CONTRAFLOW
CYCLETRACKS

Clean

DANGER

BIKE FERRY

Yield to Bikers

Crossing Ate

BIKE LANES

PUBLIC PARKING @ CORPORATE PARK

Blind corner
stump hill

NEWPORT

Rhode Island Department of Transportation (RIDOT).
operational and/or construction projects in planning stage on
out.

experienced riders or children. Riders should choose
a safe level. Bicyclists should use helmets, rearview mir-
rors, and bicycle lights. Although RIDOT has made
efforts in this map to correct as of the date of publication,
RIDOT, nor the ideas and towns through which the
map is who have contributed to the development of this map
on the map for shared bicycle/motor vehicle use.



LEGEND

	Blue for Aquidneck Island		Green for Aquidneck Island
	Red for Aquidneck Island		Orange for Aquidneck Island
	Yellow for Aquidneck Island		Purple for Aquidneck Island
	Black for Aquidneck Island		Grey for Aquidneck Island

Bike Newport Map-a-thon
01-21-2018



NEED PUBLIC PARKING

NEED PUBLIC PARKING

BIKE FERRY
-OR-
BIKE ZIP CAR
-OR-
UBER
ROSE ISLAND

Danger at traffic lights
Red/UP/BW

on-street parking needed
parking uses it for valet

FAVORITE
THERE IS PLENTY OF WIDTH FOR BIKE LANES

FLEX BOSS ON BIKE LANES
BIKE TRACK
DANGER

DANGER need bike boxes

should be 40min parking

BIKE BOULEVARD
BIKE TRACK

PARKING PROTECTED?

Scary intersection
Site times

No Stop Sign at top of Hill heading EAST

BIKE BOULEVARD
ENOUGH WIDTH

NEEDS BIKE TRACK

PAVEMENT CONDITIONS?



Shoulder

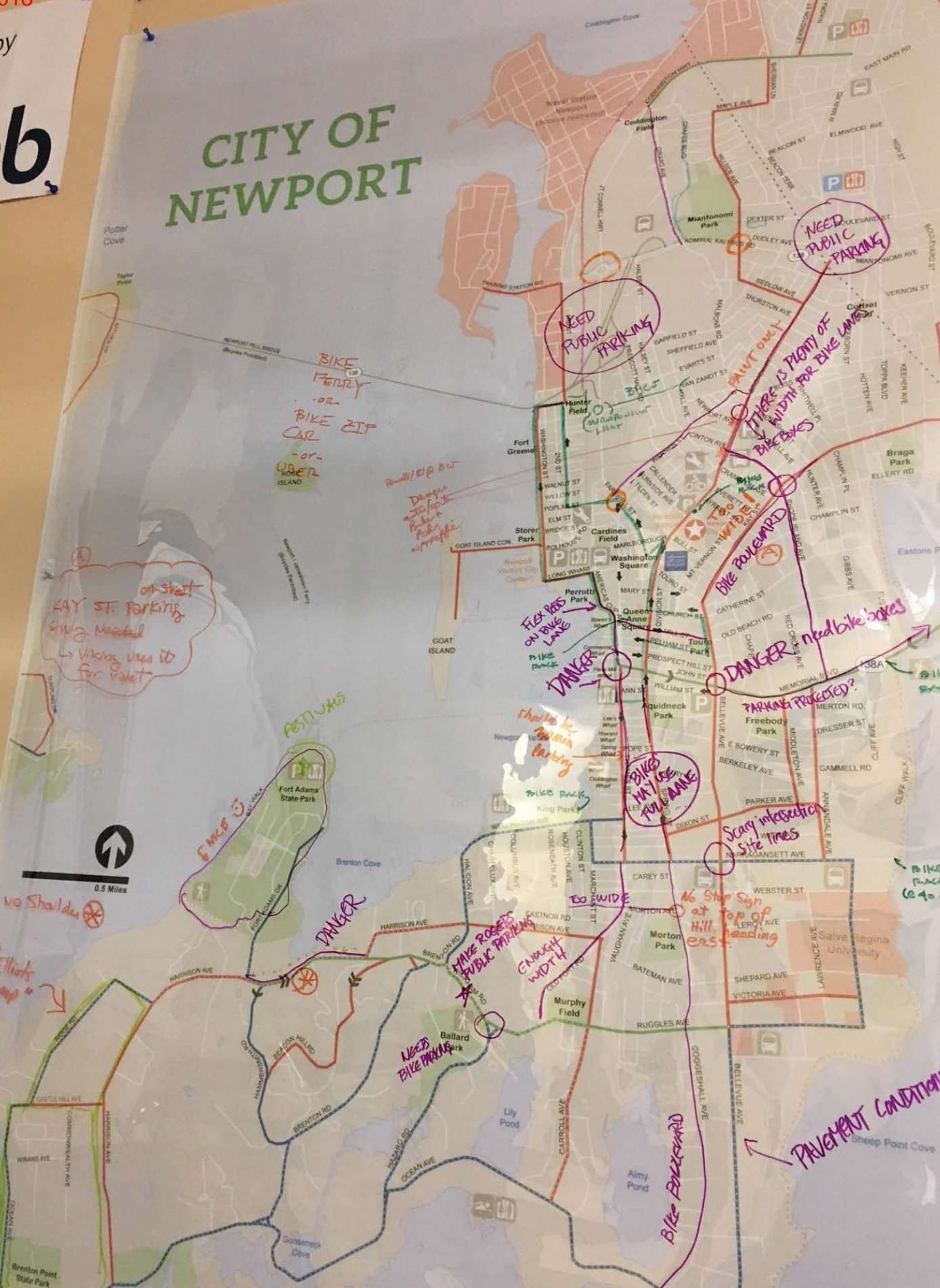
Elliott's loop

Brenton Point State Park

provided by



CITY OF NEWPORT



BIKE FERRY
-or-
BIKE ZIP CAR
-or-
UBER
ROBERT ISLAND

on-street
KAY ST. parking
study needed
↳ Vikings uses it for valet

NEED PUBLIC PARKING

NEED PUBLIC PARKING

There is plenty of sunlight for bike lanes

FLEX BOSS ON BIKE LANE
DANGER

DANGER need bike boxes

BIKES MAY USE PUBLIC LANE

Scary intersection site times

16 Stop Sign at top of Hill heading east

MAKE ROBERTS PUBLIC PARKING ENOUGH WIDTH

NEEDS BIKE PARKING

PAVEMENT CONDITIONS?

BIKE BOULEVARD

BIKE BACK



DESTINATIONS

- Brenton Point
 - 1st, 2nd, 3rd Beaches
 - Fort Adams
 - Norman Bird Sanctuary
 - Salve Regina
 - Naval Base
 - Rogers HS
 - Sachuest Point
 - Thames st
 - Bowen's & Bannister's Wharfs
 - Goat Island
 - Beaver Tail
 - Fort Wethered
 - Stop and shop / Walmart / A-Market
 - HEALTH CARE PROVIDERS - HOSPITAL, 50 MEMORIAL
 - NEWPORT MANSIONS / BELLEVUE AVE
- + NUWf / NAV Sta
- + Weetomo Woods
- + Ballard Park



Barriers To Cycling

East Main By Pass → "Sekonnet Bluffs - Paved 4/17
See link ④ → enables avoidance of East Main
By taking traffic light @ School house
"See Savings Institute Bank & Trust"
→ hence Schvest to Burma Road
* Payment @ Pulo grounds / Glen Brown Glen Rd / Sandy Pt. Rd

- Quaker Hill - E. Main
- Rotary - Newport
- Crossing W. Main - Stringham to Mill

NEWPORT + MT HOPE BRIDGES (NEED BIKE FERRIES)

TRAFFIC ON 1A (NARRAGANSETT BEACH) No connection to S. County Trail

MIDDLETOWN: LACK OF INFRASTRUCTURE ON VALLEY RD, AQUIDNECK AVE, PURGATORY RD
ON STREET PARKING - THAMES + SPRING

o Gate 17 closes @ 6pm



Improvements Needed

- Bellevue has bad pavements → Coggshell better alternative (Bike lane?)
- BULMA RD - Rd Condition Terrible
- PARKING at destinations
- ROCKS on Ocean Drive
- MINI MAPS / Routes posted along the way
- More Park + Bike
- Parking at Hospital
- Van Z and f light not recognizing



Connections Needed

S. County Trail to Narragansett Beach

Washington Secondary Trail to West Side of PVD

Newport to Portsmouth

Newport to 2nd + 3rd Beaches (Middletown)

NPT to NWC/NAISTA

WMRD workers → employment



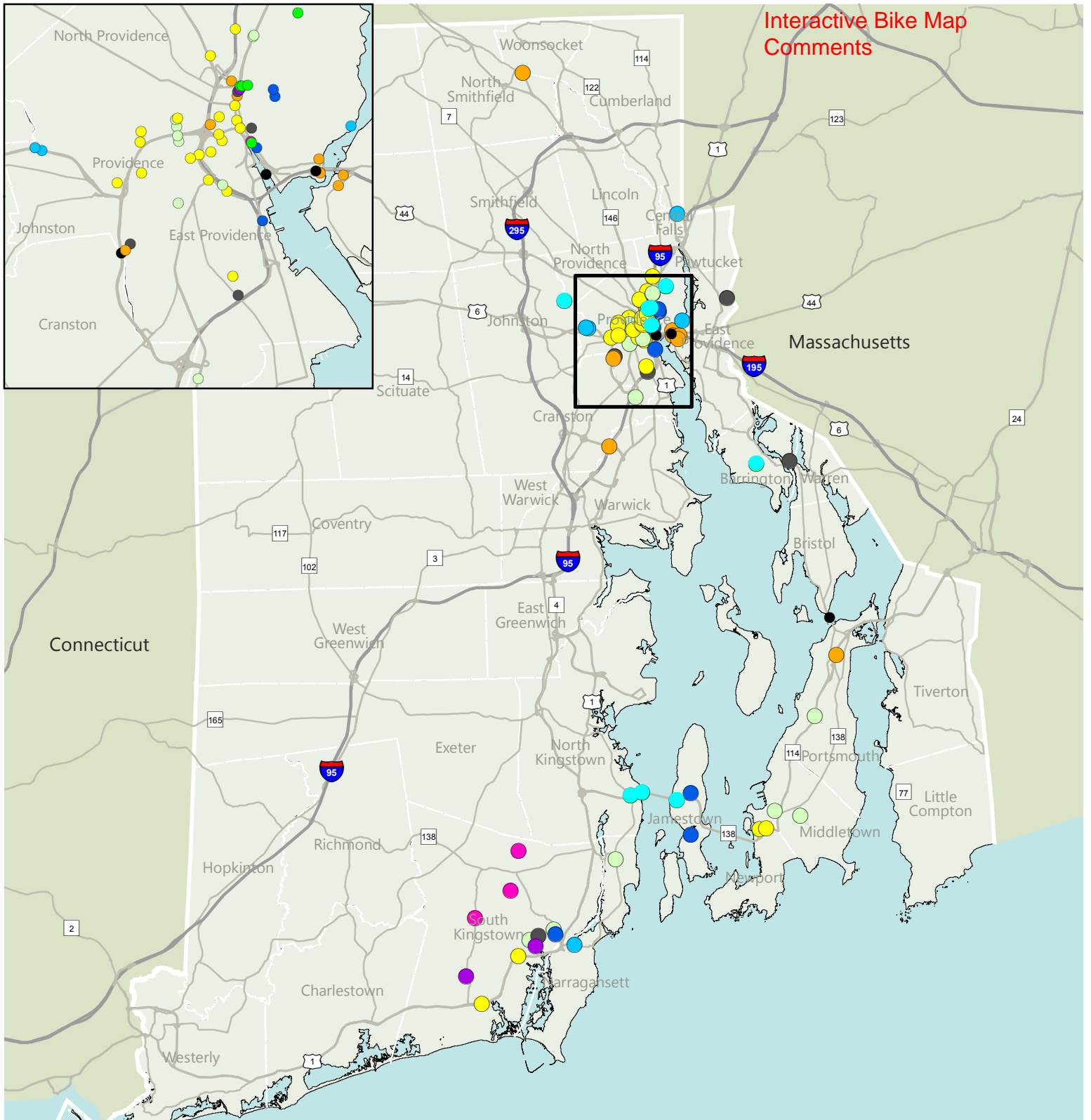
Existing Routes

- Recreational
- Ocean Drive
 - Middleton Beaches
 - Jamestown



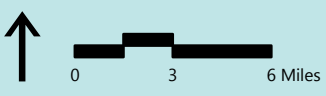
Bike-related Incidents

- numerous / frequent near-collisions on Bow @ R1 + Lowell
- Blind corner on steep hill ~~causing~~ ^{hazardous} for Bikes and pedestrians Miantonomi

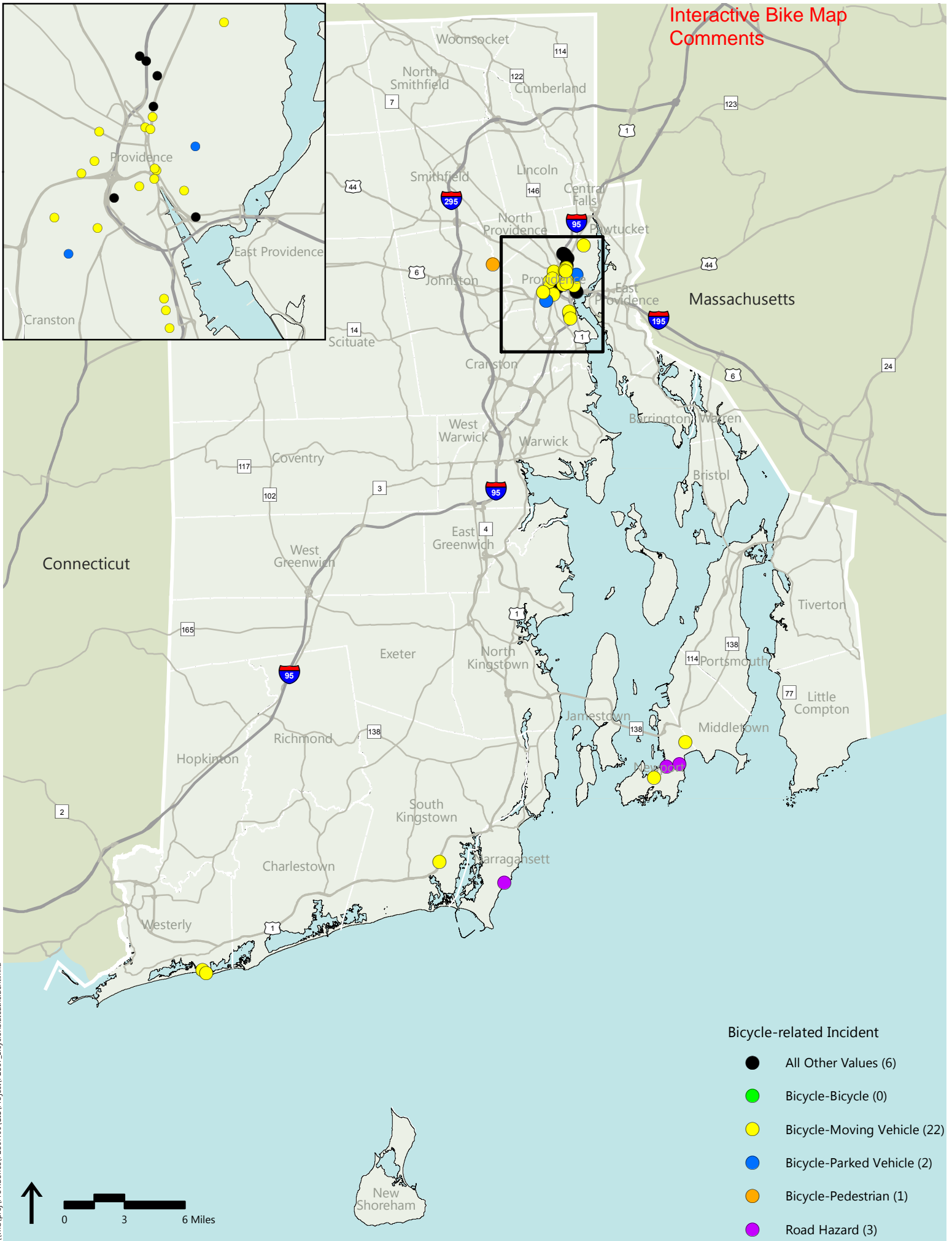


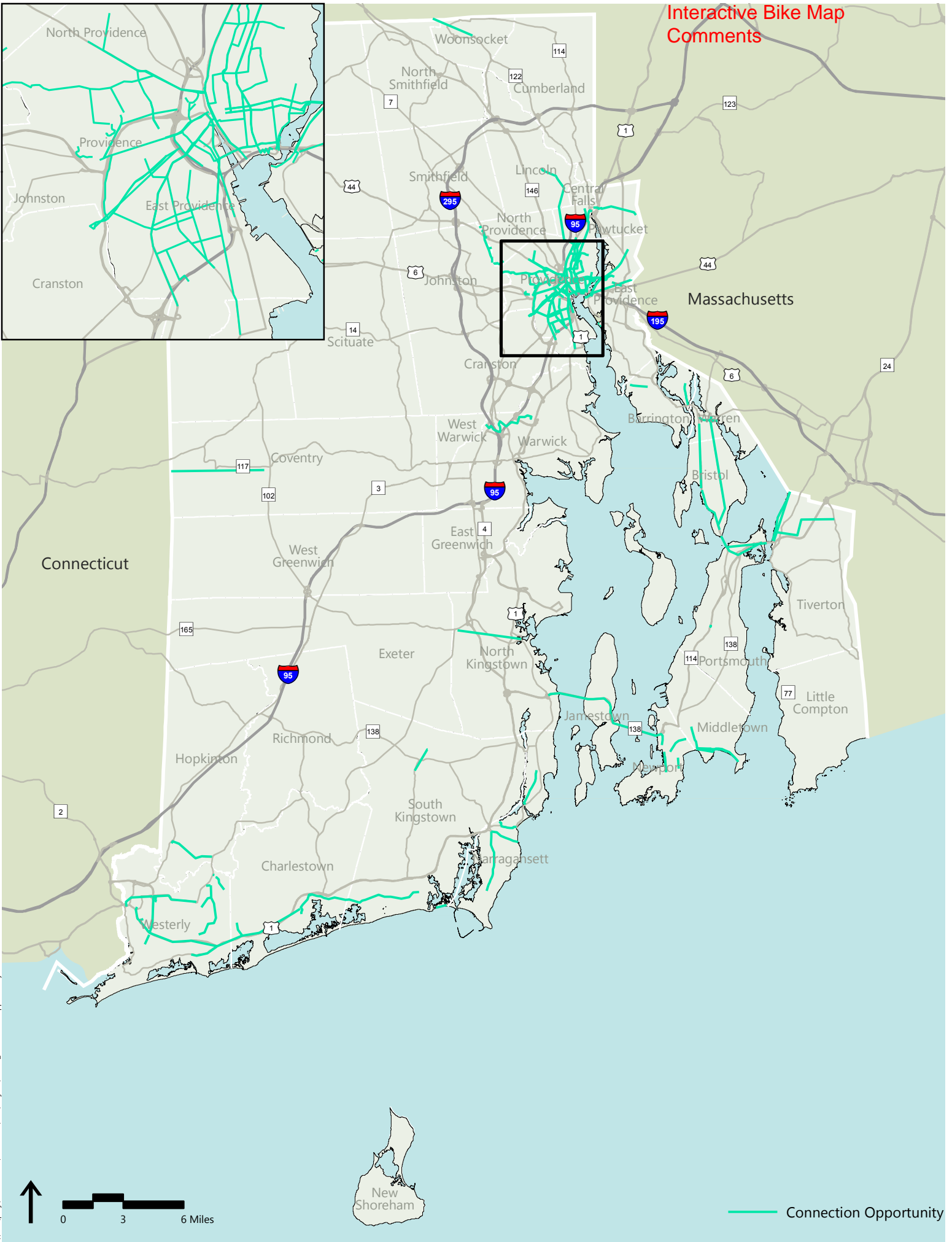
Barriers to Cycling

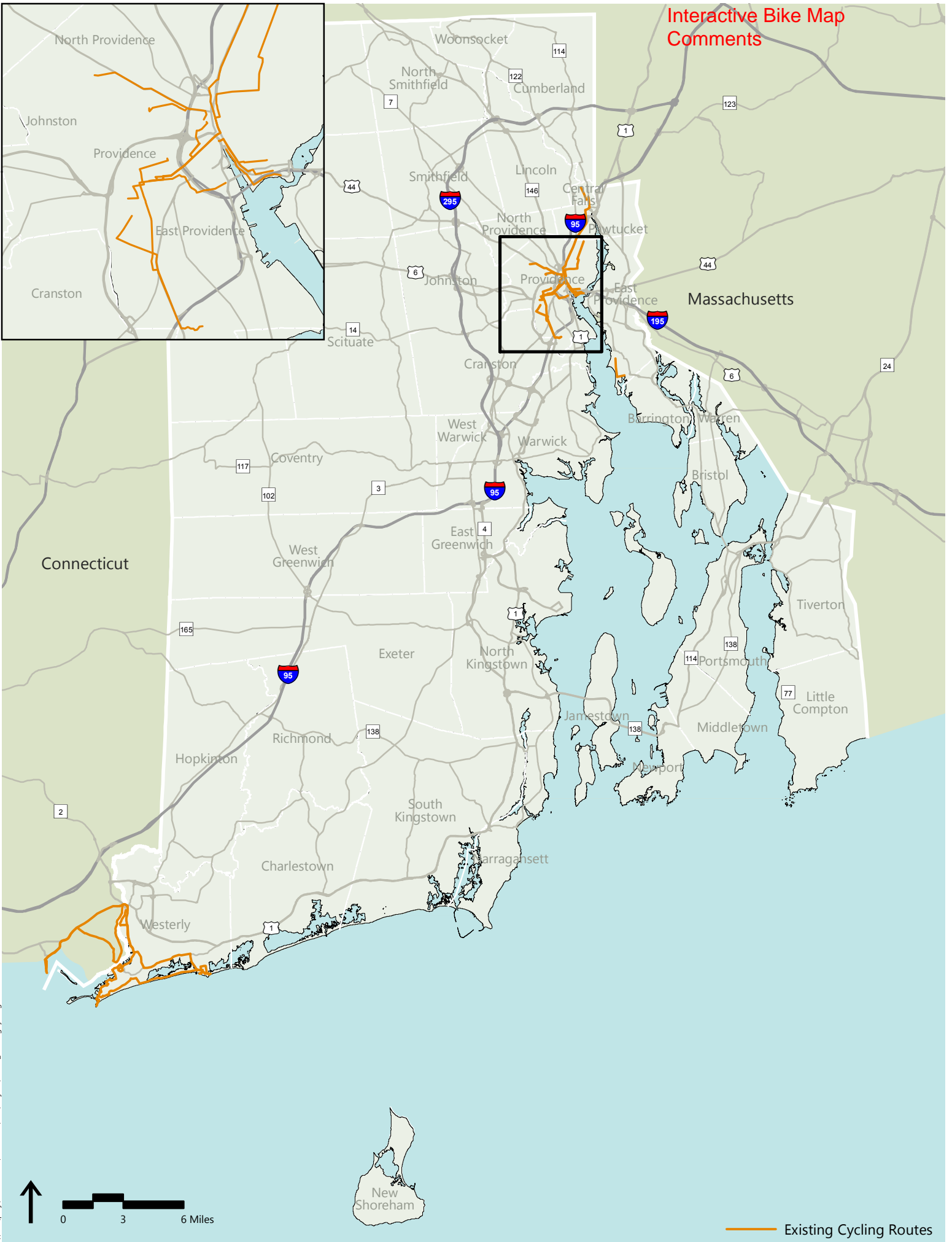
- Null (4)
- Barrier to Facility (10)
- Intersection Inadequate (24)
- Network Gap (11)
- Other (7)
- Pavement Inadequate (7)
- Personal security (4)
- Poor sight lines between cyclists and vehicles (3)
- Poor signage/wayfinding (5)
- Vehicle Speeds to High (15)

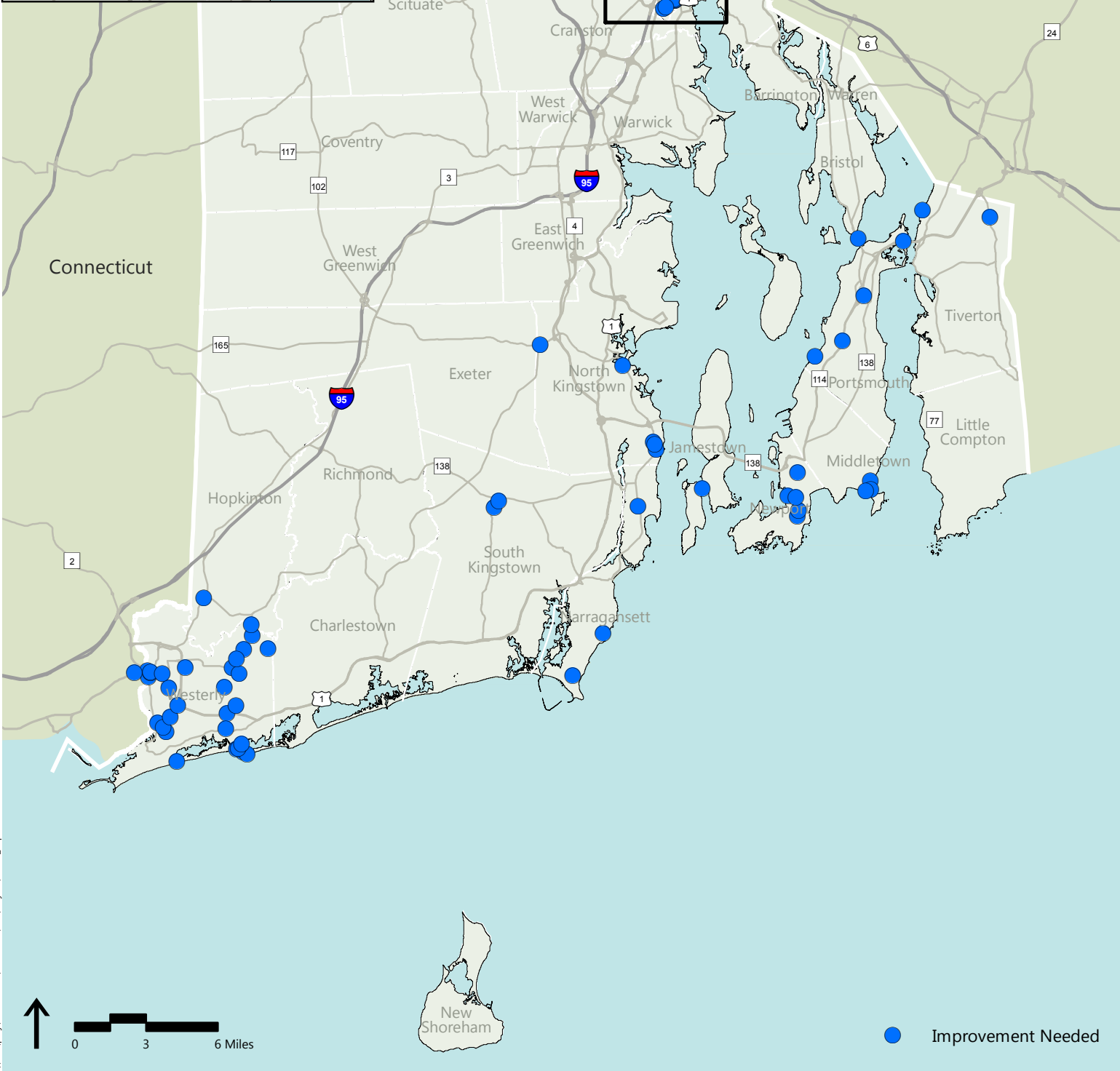
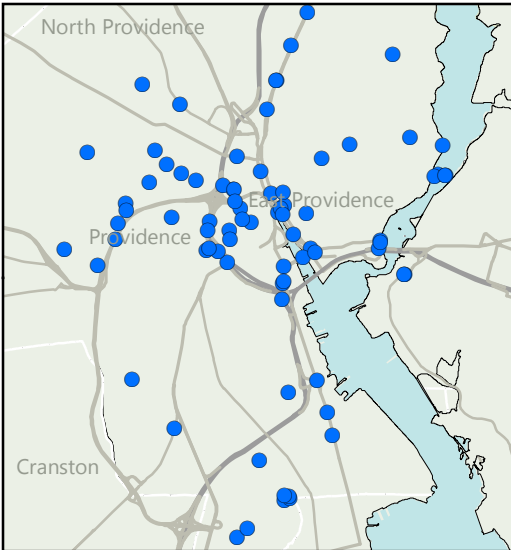


Interactive Bike Map Comments











▶ RHODE ISLAND
**MOVING
FORWARD**

STATEWIDE BICYCLE
MOBILITY PLAN

APPENDIX

A7. Candidate Bicycle Networks and Prioritization








KEY CORRIDORS

While the needs of bicyclists to have safe and comfortable facilities exist in nearly every city and town in Rhode Island, a handful of critical corridors stand out. The implementation of these recommendations will help riders of all ages and abilities negotiate the state's paths and roadways for both transportation and recreational uses.

This plan prioritizes low cost, easy to implement solutions. For efforts involving substantial construction, the priority and more critical consideration for action is addressing bike path bridges that need substantial work/repair or replacement, including the Barrington and Warren Bike Path bridges. Bike path maintenance and preservation is a priority action.

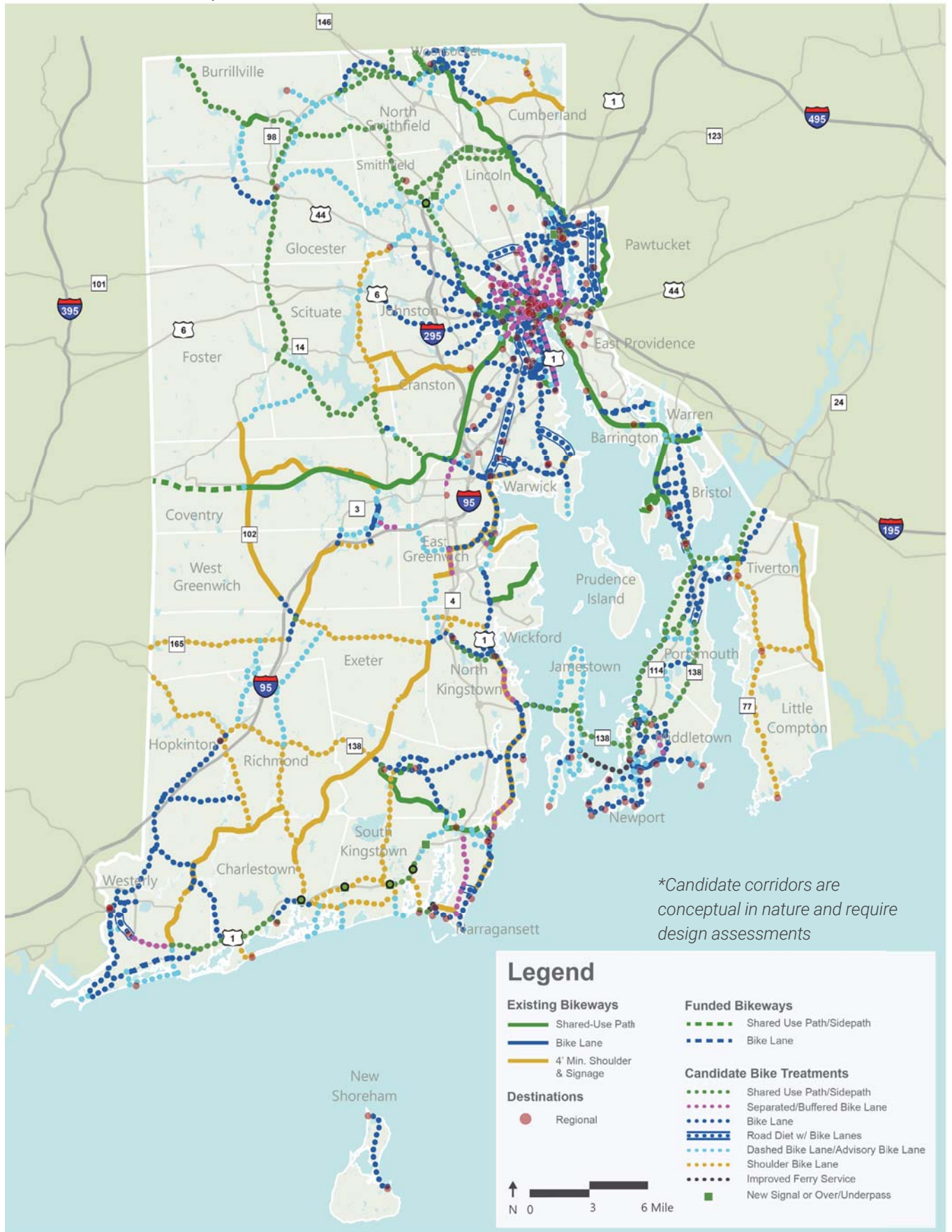
Appendix A7 includes the detailed prioritization of the candidate corridors, which are summarized in the following tables. In order to provide a higher level of detail with the candidate bicycle treatments, the state was subdivided by county.

PRIORITIZATION CRITERIA

<p>IMPROVED SAFETY</p>  <p>MAX: 25 POINTS</p> <p>Number of bus stops, ferry stations, Amtrak stations, and existing/funded bicycle lanes and paths within a 1/2-mile radius of the proposed project.</p>	<p>UTILITY</p>  <p>MAX: 15 POINTS</p> <p>Number of jobs, K-12 students, college students, grocery stores, and commercial land within a 1/2-mile radius of the proposed project.</p>	<p>POTENTIAL TO ADDRESS BICYCLING HAZARDS</p>  <p>MAX: 15 POINTS</p> <p>Number of bicycle-involved crashes and public comments about bicycling hazards within a 1/4-mile radius of the proposed project.</p>	<p>HEALTH</p>  <p>MAX: 10 POINTS</p> <p>Percent of residents reporting poor health within a 1/2-mile radius of the proposed project.</p>	<p>ECONOMIC DEVELOPMENT</p>  <p>MAX: 5 POINTS</p> <p>Number of activity centers within a 1/2-mile radius of the proposed project.</p>
<p>DENSITY</p>  <p>MAX: 20 POINTS</p> <p>Number of Rhode Island residents per acre within a 1/2-mile radius of the proposed project.</p>	<p>EQUITY</p>  <p>MAX: 10 POINTS</p> <p>Equity score within a 1/2-mile radius of the proposed project (see Section 3.1.2 for more information).</p>	<p>TOTAL MAX: 100 POINTS</p> <p>In order to help the State prioritize the hundreds of project recommendations, the Bicycle Mobility Plan used seven criteria to evaluate and score each project. These criteria were derived from the planning goals established early on the process and presented in Chapter 1.</p> <p>For each quantitative criterion, the project scoring approach used available geospatial data to identify a range of values that provide a close approximation of how well the area immediately surrounding the recommended project addresses the needs discussed in the plan's goals (i.e. connections to businesses, addresses known safety issues, etc.). "Connectivity" and "Safety" received heavier weightings to reflect feedback from multiple public meetings throughout the engagement process. The scores for each criterion were added together for a maximum possible score of 100 points.</p>		

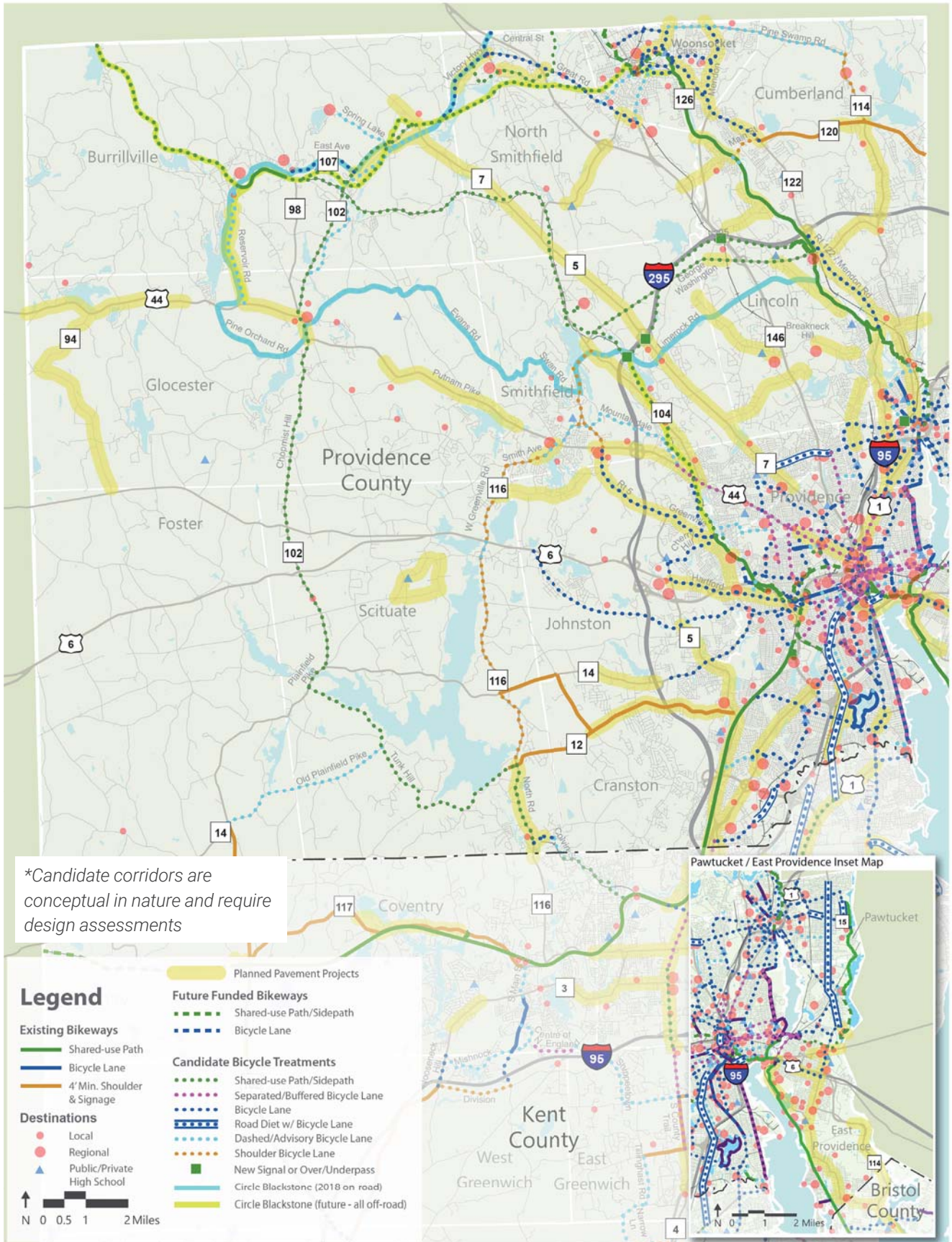
The tables on the following pages summarize the highest ranking corridors based on this criteria. The scores and subsequent rankings were designed to inform prioritization and should remain flexible to changing local conditions, availability of funding opportunities, and ongoing community support. Priority corridors are subject to change based on the finalization of Providence's Great Streets Master Plan, as well as other municipal and state plans to include the Transit Master Plan and Long Range Transportation Plan.

Statewide Candidate Bikeway Network

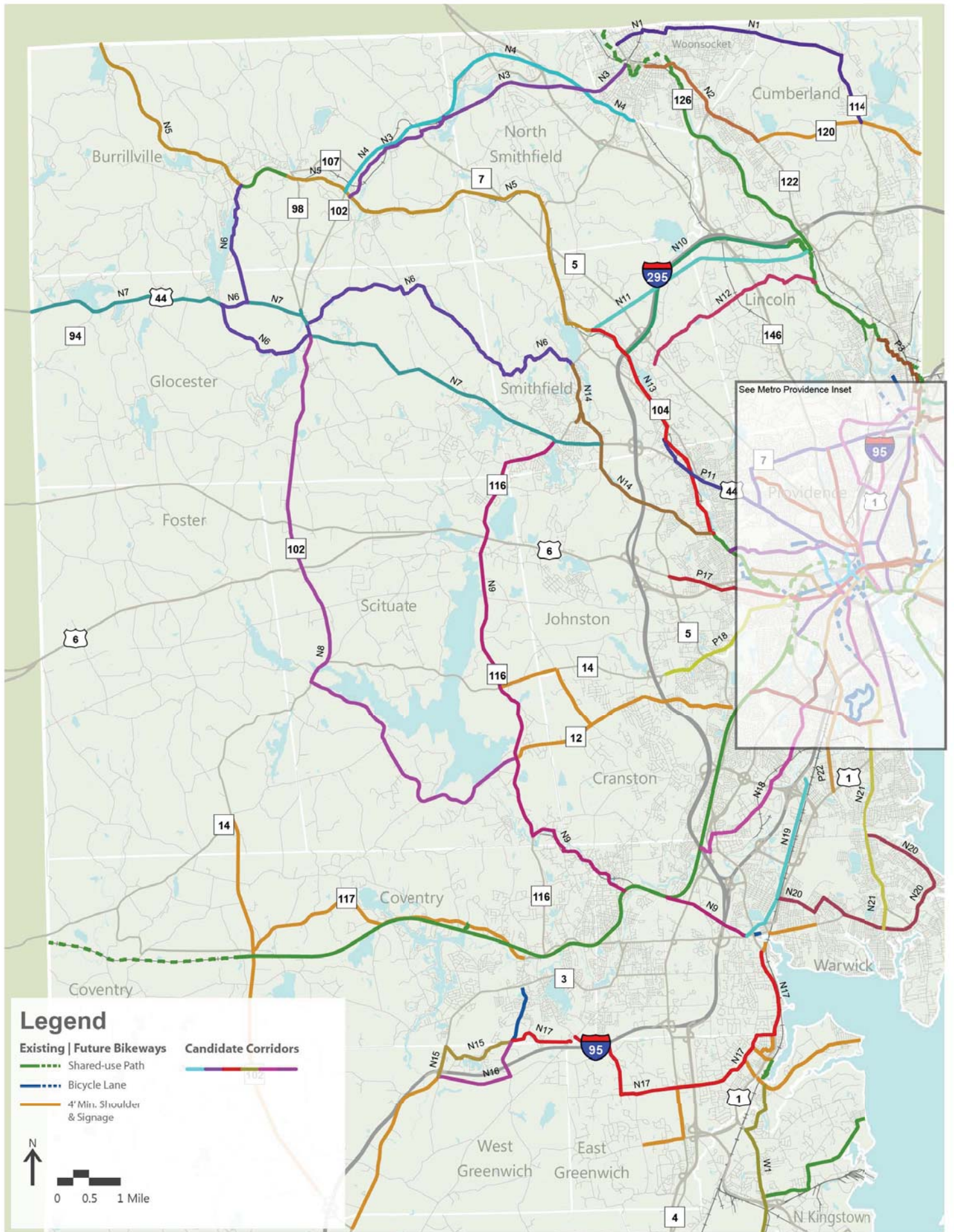


To view a scalable map click here:
<https://bit.ly/2Hh8wqf>

Providence County Candidate Bikeway Network



To view a scalable map click here:
<https://bit.ly/2Hh8wqf>



NORTH RHODE ISLAND CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N1	-	-	Winter St - Diamond Hill Rd - Rt 114	58	32	4	N2	8/10	-	-
N1	15	Cumberland	Rt 114 from Nate Whipple Hwy to Pine Swamp Rd	13	643	256	N2	2/10	-	-
N1	630	Woonsocket	Privilege St from Winter St to Social St	61	253	22	N2	8/10	-	-
N1	631	Woonsocket	Winter St from Harris Ave to Privilege St	62	246	21	N2	7/10	-	-
N1	632	Woonsocket	Diamond Hill Rd from Social St to Pine Swamp Rd/Bound Rd	56	281	30	N2	8/10	-	-
N1	633	Woonsocket	Pine Swamp Rd from Diamond Hill Rd/Bound Rd to Diamond Hill Rd	21	604	144	N2	5/10	-	-
N1	726	Woonsocket	Social St from Privilege St to Diamond Hill Rd	59	263	23	N2	8/10	-	-
N2	-	-	Hamlet Ave - Cumberland Hill Rd - Mendon Rd	72	21	1	N1	7/10	-	-
N2	627	Woonsocket	Hamlet Ave from Front St to Cumberland St	83	93	2	N1	8/10	-	-
N2	635	Cumberland	Mendon Rd from Cumberland Hill Rd to Nate Whipple Hwy	38	431	254	N1	6/10	-	-
N2	636	Woonsocket	Cumberland Hill Rd from Hamlet Ave to Mendon Rd	71	182	13	N1	7/10	-	-
N3	-	-	Victory Hwy - Railroad Right of Way	49	36	6	N4	6/10	-	-
N3	256	North Smithfield	Railroad Right of Way from Victory Hwy to Great Rd	35	450	95	N4	5/10	-	-
N3	257	Burrillville	Victory Hwy from Railroad Right of Way (300' north of Marcoux Way) to Inman Rd/Broncos Hwy	22	593	139	N4	5/10	-	-
N3	258	North Smithfield	Railroad Right of Way from Great Rd to Water St	70	190	15	N4	7/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N4	-		Broncos Hwy - Victory Hwy - Smithfield Rd	34	51	14	N3	5/10	-	-
N4	88	North Smithfield	Victory Hwy from Inman Rd to N Smithfield Expy	29	512	111	N3	3/10	-	-
N4	95	North Smithfield	Victory Hwy/Great Rd from N Smithfield Expy to Warren Ave	35	448	94	N3	6/10	-	-
N4	596	Burrillville	Broncos Hwy/Rt 102 from Inman Rd to Central St	22	584	134	N3	5/10	-	-
N4	622	North Smithfield	Rt 146A from Warren Ave to S Main St	34	462	99	N3	6/10	-	-
N4	623	North Smithfield	Smithfield Rd from S Main St to Park Ave	48	346	53	N3	6/10	-	-
N5	-		Railroad Right of Way	27	60	16	N6, N7	4/10	-	-
N5	37	Smithfield	Railroad Right of Way from Aspen Ln to Appian Way	24	565	127	N6, N7	4/10	-	-
N5	242	Burrillville	Railroad Right of Way from State Border (200' north of Oak Hill Rd) to Pascoag Main St	34	456	97	N6, N7	5/10	-	-
N5	245	Burrillville	Railroad Right of Way from Mowry St to Aspen Ln	36	439	90	N6, N7	5/10	-	-
N6	-		Pascoag Main St - Putnam Pike - Evans Rd - Log Rd	24	64	18	N5, N7	1/10	-	-
N6	27	Burrillville	Reservoir Rd from S Main St to Putnam Pike	25	554	123	N5, N7	4/10	1304	2023- (2024- 2027)
N6	243	Pascoag	Pascoag Main St/S Main St from 100' north of Elm St to Reservoir Rd	38	428	85	N5, N7	5/10	-	-
N6	567	Glocester	Reservoir Rd from S Main St to Putnam Pike	14	637	155	N5, N7	3/10	1304	2023- (2024- 2027)
N6	598	Burrillville	Pine Orchard Rd from Putnam Pike to Chestnut Hill Rd	12	664	167	N5, N7	3/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N6	599	Burrillville	Chestnut Hill Rd from Pine Orchard Rd to Putnam Pike	22	591	138	N5, N7	2/10	-	-
N6	600	Burrillville	Douglas Hook Rd from Putnam Pike to Cooper Rd	21	600	142	N5, N7	1/10	-	-
N6	601	Smithfield	Long Entry Rd from Cooper Rd to Evans Rd	12	653	160	N5, N7	1/10	-	-
N6	602	Smithfield	Evans Rd from Long Entry Rd to Tarklin Rd	9	689	170	N5, N7	1/10	-	-
N6	603	Smithfield	Mapleville Rd from Tarklin Rd to Kristen Dr	10	677	168	N5, N7	1/10	-	-
N6	604	Smithfield	Kristen Dr from Mapleville Rd to Colwell Rd	12	662	166	N5, N7	1/10	-	-
N6	605	Smithfield	Colwell Rd from Kristen Dr to Mann School Rd	12	659	163	N5, N7	1/10	-	-
N6	606	Smithfield	Mann School Rd from Colwell Rd to Log Rd	14	635	153	N5, N7	1/10	-	-
N6	607	Smithfield	Log Rd from Mann School Rd to Pleasant View Ave	14	633	152	N5, N7	1/10	-	-
N6	644	Burrillville	Cooper Rd from Douglas Hook Rd to Long Entry Rd	12	654	161	N5, N7	1/10	-	-
N6	728	Glocester	Putnam Pike from Pine Orchard Rd to Reservoir Rd	12	661	165	N5, N7	3/10	9549	2024-2027
N6	730	Scituate	Putnam Pike from Chestnut Hill Rd to Douglas Hook Rd	22	580	131	N5, N7	1/10	-	-
N7	-	-	Putnam Pike - Victory Hwy	32	55	15	N5, N6	1/10	-	-
N7	244	Glocester	Putnam Pike from State Border (1400' west of Putnam Heights Rd) to Pine Orchard Rd	12	660	164	N5, N6	3/10	9549	2024-2027
N7	246	Glocester	Putnam Pike from Chopmist Hill Rd to 2000' north of Chestnut Oak Rd	20	609	146	N5, N6	1/10	-	-
N7	247	Smithfield	Putnam Pike from 2000' north of Chestnut Oak Rd to Primrose Ln	22	581	132	N5, N6	1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N7	248	Smithfield	Putnam Pike from Primrose Ln to Pleasant View Ave	37	437	89	N5, N6	2/10	-	-
N7	411	Glocester	Putnam Pike from Reservoir Rd to Victory Hwy	22	582	133	N5, N6	2/10	9547	2024-2027
N7	642	Smithfield	Putnam Pike from Pleasant View Ave to Cedar Swamp Rd/Sanderson Rd	44	376	66	N5, N6	2/10	-	-
N7	729	Scituate	Victory Hwy/Putnam Pike from Money Hill Rd to Douglas Hook Rd	22	588	137	N5, N6	1/10	-	-
N8	-	-	Chopmist Hill Rd - Plainfield Pike - Scituate Ave	13	74	21		0/10	-	-
N8	437	Scituate	Chopmist Hill Rd from Plainfield Pike to Chestnut Hill Rd	22	586	135		1/10	-	-
N8	438	Foster	Plainfield Pike from Chopmist Hill Rd to Tunk Hill Rd	9	691	128		1/10	-	-
N8	439	Scituate	Tunk Hill Rd/Scituate Ave from Plainfield Pike to East Rd	12	651	159		1/10	-	-
N9	-	-	Smith Ave - W Greenville Rd - Toll Gate Rd	46	40	10		3/10	-	-
N9	4	Warwick	Toll Gate Rd from Providence St to Centerville Rd	57	275	27		4/10	-	-
N9	53	Scituate	E Rd/Ruta de Rhode Island from Plainfield Pike to Scituate Ave	10	679	169		1/10	-	-
N9	73	Scituate	W Greenville Rd/Ruta de Rhode Island from Danielson Pike to Plainfield Pike	20	608	145		1/10	-	-
N9	238	Scituate	W Greenville Rd/Ruta de Rhode Island from Hartford Pike to Danielson Pike	22	595	140		1/10	-	-
N9	239	Scituate	W Greenville Rd/Ruta de Rhode Island from Snake Hill Rd to Hartfield Pike	26	548	120		1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N9	240	Scituate	Smith Ave/Ruta de Rhode Island from W Greenville Rd to Terrace Dr	29	505	109		2/10	9535	2024-2027
N9	241	Scituate	Smith Ave/Ruta de Rhode Island from Terrace Dr to Putnam Pike	32	486	103		2/10	9535	2024-2027
N9	440	Scituate	North Rd from Scituate Ave to Main St/Hope Ave	13	646	158		2/10	-	-
N9	441	Scituate	Main St/Hope Ave from N Rd to Jackson Flat Rd	14	636	154		3/10	-	-
N9	442	Scituate	Jackson Flat Rd from Main St/Hope St to Colvin St	14	640	156		2/10	-	-
N9	443	Scituate	Colvin St from Jackson Flat Rd to Hill St	16	627	150		3/10	-	-
N9	444	Coventry	Hill St from Colvin St to Arkwright-Harris River Walk	17	623	149		3/10	-	-
N9	445	West Warwick	Pawtuxet River Path from Hill St to Washington Secondary Trail	52	311	1		4/10	-	-
N10	-	-	I-295	27	61	17	N11, N12	3/10	-	-
N10	254	Smithfield	I-295 from Railroad Right of Way to Blackstone River Bikeway	42	402	74	N11, N12	3/10	-	-
N11	-	-	George Washington Hwy	36	49	12	N10, N12	4/10	-	-
N11	446	Lincoln	George Washington Hwy from Appian Way to Blackstone River Bikeway	53	303	38	N10, N12	4/10	-	-
N12	-	-	Limerock Rd - Wilbur Rd - Martin St	35	50	13	N10, N11	5/10	-	-
N12	611	Smithfield	Limerock Rd from Ridge Rd to Jenckes Hill Rd	23	573	129	N10, N11	2/10	-	-
N12	612	Lincoln	Wilbur Rd from Jenckes Hill Rd to Great Rd	24	560	126	N10, N11	5/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N12	613	Lincoln	Great Rd from Wilbur Rd to Simon Sayles Rd	24	557	124	N10, N11	5/10	-	-
N12	614	Lincoln	Simon Sayles Rd from Great Rd to Cullen Hill Rd	27	535	115	N10, N11	5/10	-	-
N12	615	Lincoln	Cullen Hill Rd from Simon Sayles Rd to Martin st	43	382	68	N10, N11	5/10	-	-
N12	616	Lincoln	Martin St from Cullen Hill Rd to Blackstone Bikeway ramp	42	393	72	N10, N11	5/10	-	-
N13	-	-	Railroad Right of Way	50	35	5	N14	5/10	-	-
N13	38	Johnston	Railroad Right of Way from Warren St to Lyman Ave	64	232	18	N14	6/10	-	-
N13	727	Smithfield	Railroad Right of Way from Appian Way to Warren St	39	426	84	N14	1/10	-	-
N14	-	-	Pleasant View Ave - Rt 5 - Lyman Ave	46	39	9	N13	4/10	-	-
N14	412	Johnston	Rt 5 from Atwood Ave to US-44	37	435	88	N13	3/10	1341	2024-2027
N14	413	Johnston	Greenville Ave from Atwood Ave to Providence City Border	53	300	37	N13	5/10	9516	2024-2027
N14	477	Johnston	Greenville Ave from Atwood Ave to Selena Ave	32	489	104	N13	4/10	9517	2024-2027
N14	643	Smithfield	Cedar Swamp Rd from Pleasant View Ave to Putnam Pike	38	429	86	N13	2/10	-	-
N14	645	Smithfield	Pleasant View Ave from Tunmore Rd to Log Rd	27	538	116	N13	1/10	-	-
N15	-	-	Nooseneck Hill Rd - Mishnock Rd	18	71	19	N16	2/10	-	-
N15	55	West Greenwich	Nooseneck Hill Rd from Mishnock Rd to Division Rd	13	644	105	N16	2/10	-	-
N15	56	West Greenwich	Mishnock Rd from Nooseneck Hill Rd to Hopkins Hill Rd	30	500	62	N16	2/10	-	-
N16	-	-	Division Rd - Hopkins Hill Rd	16	72	20	N16	2/10	-	-

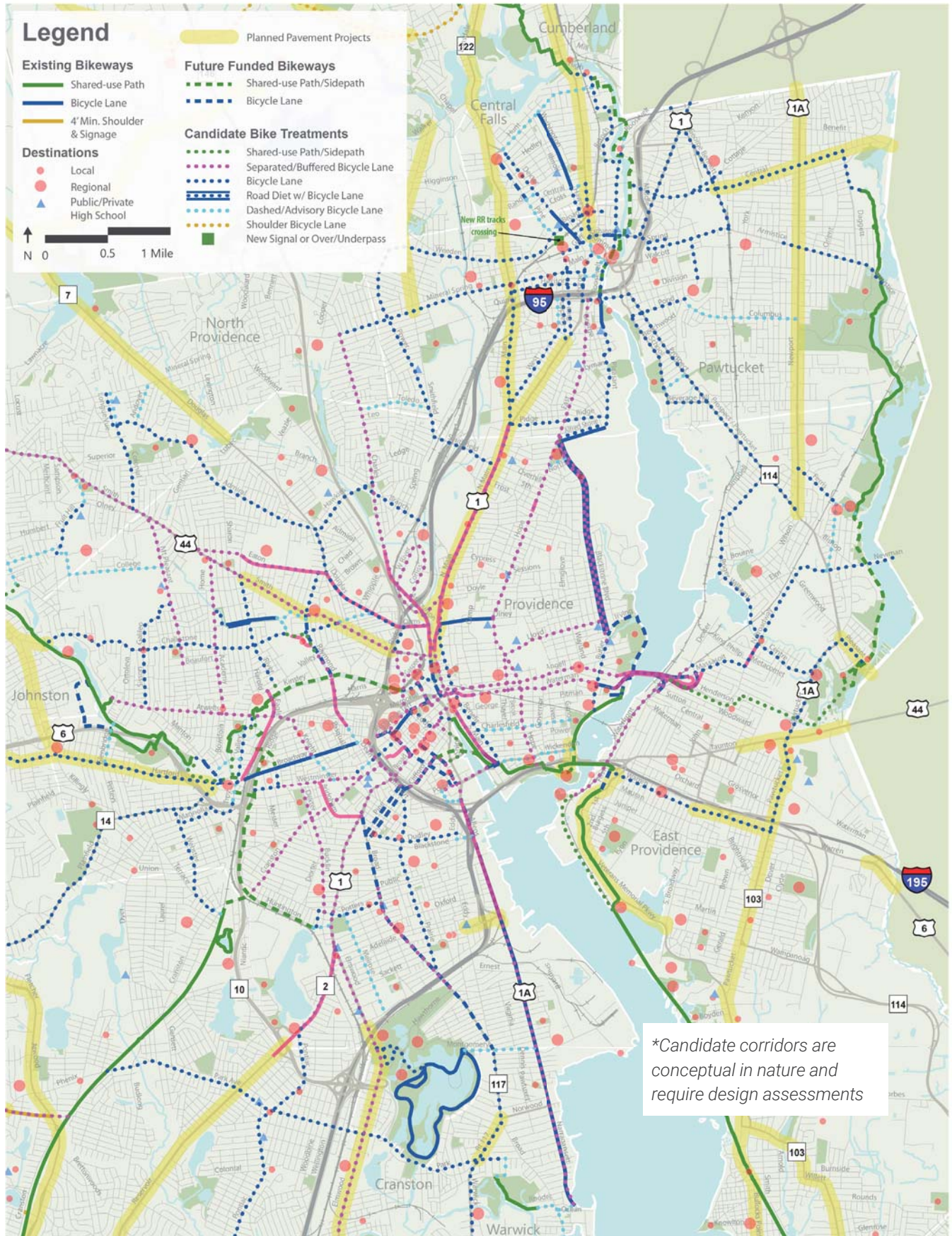
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N16	3	West Greenwich	Division Rd from Nooseneck Hill Rd to Hopkins Hill Rd	14	638	103	N16	2/10	-	-
N16	81	West Greenwich	Hopkins Hill Rd from Mishnock Rd to Division St	27	528	74	N16	2/10	-	-
N17	-	-	Centre of New England Blvd - Middle Rd - Post Rd	43	43	11		3/10	-	-
N17	425	East Greenwich	Middle Rd from S County Trail to Cedar Ave	34	458	45		4/10	-	-
N17	426	East Greenwich	Kenyon Ave from 1st Ave to Cedar Ave	37	434	36		4/10	-	-
N17	428	East Greenwich	Kenyon Ave from Division St to 1st Ave	36	440	37		4/10	-	-
N17	429	East Greenwich	Division St from Kenyon Ave to Post Rd/Main St	36	443	39		3/10	-	-
N17	431	Warwick	Post Rd from Matteson Ave to Division St	41	409	77		2/10	-	-
N17	483	West Warwick	Center of New England Blvd from Dante Blvd to New London Turnpike	28	522	71		2/10	-	-
N17	484	East Greenwich	Crompton Rd/Shippeetown Rd/Middle Rd from New London turnpike to S County Trail	21	596	90		3/10	-	-
N17	731	Coventry	Centre of New England Blvd from Hopkins Hill Rd to Dante Blvd	35	452	96		2/10	-	-
N18	-	-	W Natick Rd - Mayfield Ave - Pontiac Ave	60	30	3	N19, N20, N21	6/10	-	-
N18	650	Cranston	Pontiac Ave from Garden City Dr to Park Ave	55	288	33	N21	6/10	-	-
N18	651	Cranston	Pontiac Ave from Sockanosset Cross Rd to Garden City Dr	46	367	63	N21	5/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N18	652	Cranston	Pontiac Ave from Howard Ave to Sockanosset Cross Rd	47	359	60	N19, N20, N21	6/10	-	-
N18	653	Cranston	Mayfield Ave/East Ave/Pontiac Ave from Oaklawn Ave to Howard Ave	54	297	35	N19, N20, N21	6/10	-	-
N18	654	Cranston	Bald Hill Rd/Cotirell St from W Natick Rd to Oaklawn Ave	55	291	34	N19, N20, N21	6/10	-	-
N18	655	Cranston	W Natick Rd from Washington Secondary Trail to Bald Hill Rd	50	328	47	N19, N20, N21	6/10	-	-
N19	-	-	Jefferson Blvd - Post Rd - Veterans Memorial Dr	48	38	8	N18, N20, N21	3/10	-	-
N19	80	Warwick	Centerville Rd/Veterans Memorial Dr from Post Rd to Toll Gate Rd	48	345	52	N18, N20, N21	3/10	-	-
N19	215	Warwick	Post Rd from Main Ave to Veterans Memorial Dr/Post Rd Ext	49	341	51	N18, N20, N21	2/10	-	-
N19	235	Warwick	Jefferson Blvd from Kilvert St/Coronado Rd to Main Ave	56	284	32	N18, N20, N21	3/10	-	-
N20	-	-	Main Ave - Inman Ave - W Shore Rd	48	37	7	N18, N19, N21	0/10	-	-
N20	17	Warwick	W Shore Rd from Sandy Ln to Draper Ave	51	317	43	N18, N19, N21	4/10	1410	2024-2027

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N20	52	Warwick	W Shore Rd from Warwick Ave to Economy Ave	52	310	41	N21	4/10	-	-
N20	82	Warwick	Strawberry Field Rd from Inman Ave to Sandy Ln	39	423	82	N21	1/10	-	-
N20	216	Warwick	Main Ave from Post Rd to Warwick Industrial Dr	40	417	81	N21	0/10	-	-
N20	217	Warwick	Main Ave from Warwick Industrial Dr to Buttonwoods Ave	30	498	107	N21	0/10	-	-
N20	219	Warwick	Inman Ave from Parkway Dr to Main Ave	30	503	108	N21	1/10	-	-
N20	220	Warwick	Parkway Dr from Inman Ave (west) to Inman Ave (east)	29	517	112	N21	0/10	-	-
N20	221	Warwick	Inman Ave from Strawberry Field Rd to Parkway Dr	28	524	113	N21	0/10	-	-
N20	236	Warwick	W Shore Rd from Economy Ave to Draper Ave	41	407	76	N21	4/10	-	-
N21	-	-	Oakland Beach Ave - Warwick Ave - Broad St	62	28	2	N20	7/10	-	-
N21	237	Warwick	Oakland Beach Ave from Warwick Ave to W Shore Rd	47	351	56	N20	4/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
N21	286	Warwick	Rt 117 from Broad St to Montgomery Ave	73	170	12	N18, N19, N20	7/10	9564	2024-2027
N21	414	Warwick	Rt 117 from Airport Rd to Warwick Ave	52	308	39	N18, N19, N20	3/10	9555	2024-2027

Metro Providence Candidate Bikeway Network



To view a scalable map click here:

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Legend

Candidate Corridors



Existing Bikeways

Shared-use Path

Bicycle Lane

4' Min. Shoulder & Signage

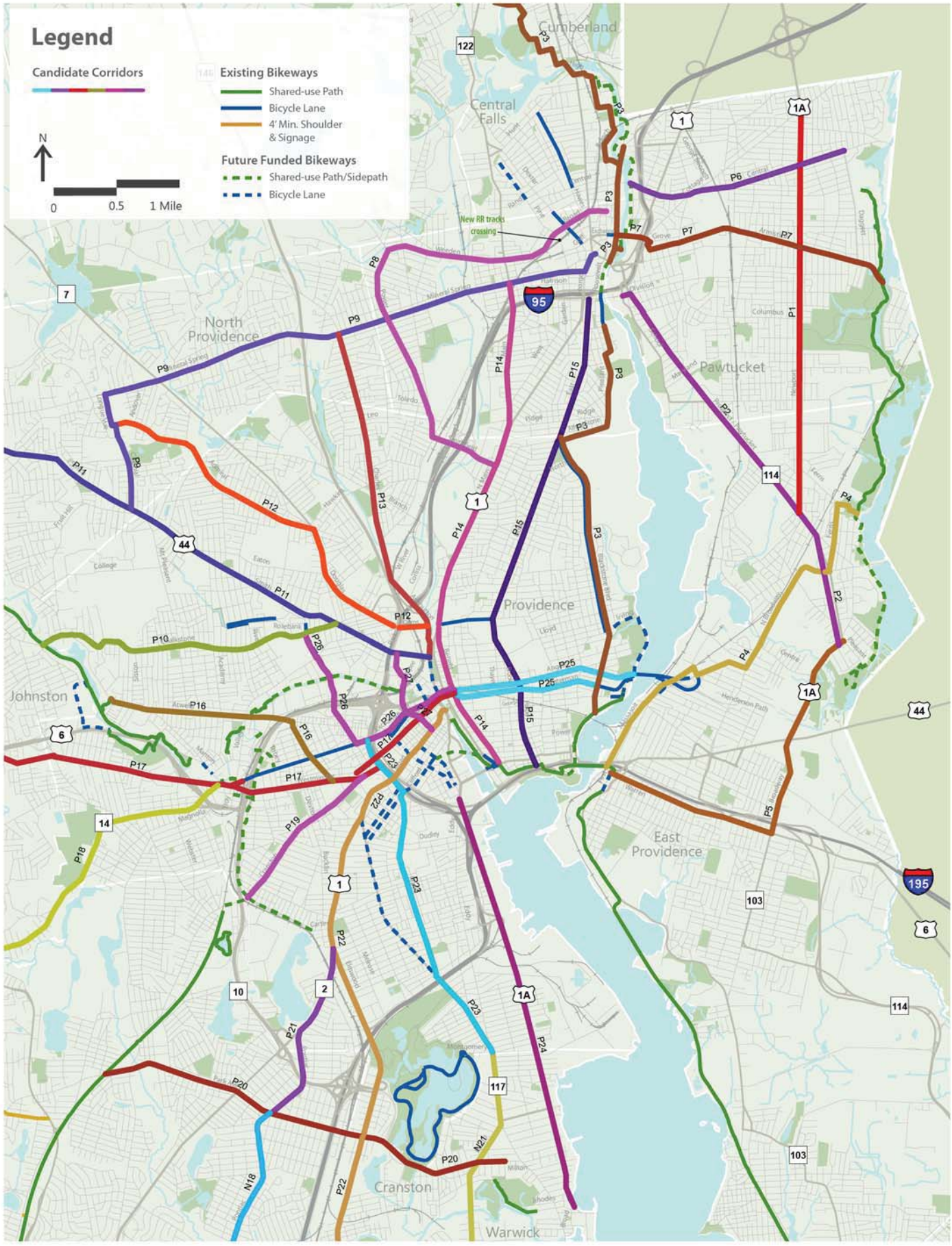
Future Funded Bikeways

Shared-use Path/Sidepath

Bicycle Lane



0 0.5 1 Mile



METRO PROVIDENCE CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P1	-	-	Newport Ave	60	31	27	P2	6/10	-	-
P1	278	Pawtucket	Newport Ave from Central Ave to City line	68	200	182	P2	7/10	1375	2023-(2024-2027)
P1	405	Pawtucket	Newport Ave from Cottage St to Central Ave	61	255	215	P2	7/10	1373	2018-2023-
P1	742	East Providence	Newport Ave from Pawtucket Ave to East Providence Border	56	280	227	P2	6/10	1375	2024-(2027)
P2	-	-	Pawtucket Ave - Prospect St - Division St	72	22	21	P1	8/10	-	-
P2	341	East Providence	Prospect St/Pawtucket Ave from Pond St to Newport Ave	71	180	167	P1	8/10	-	-
P2	359	East Providence	Pawtucket Ave from Newport Ave to Hope St	56	278	225	P1	6/10	1375	2023-(2024-2027)
P2	551	Pawtucket	Prospect St / Division St from Water St to Meadow St	81	105	102	P1	9/10	-	-
P3	-	-	Butler Ave - Broad St - Blackstone Valley Bikeway	87	6	6		8/10	-	-
P3	292	Pawtucket	Roosevelt Ave from Leather Ave to Broadway	88	45	45		9/10	5155	2018
P3	311	Pawtucket	Pleasant St from Alfred Stone Rd to Bowles Street	69	198	181		8/10	-	-
P3	346	Pawtucket	Pleasant St from Tower St to Alfred Stone Rd	73	168	157		8/10	-	-
P3	396	Pawtucket	Roosevelt Ave from East St to Leather Ave	92	17	17		9/10	-	-
P3	507	Providence	Blackstone Blvd from Hope St to Butler Ave	70	184	170		6/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
			Blackstone Valley Bikeway from Heritage Park Cumberland to Pierce Park Central Falls	64	230	203		9/10	-	-
P3	548	Central Falls	Alfred Stone Rd from Pleasant St to Blackstone Blvd	68	208	189		7/10	-	-
P3	562	Central Falls	Broad St/High St/Charles St from Mill St to Roosevelt Ave	83	92	91		10/10	-	-
P3	581	Providence	Butler Ave from Blackstone Blvd to Old Bridge Path	69	197	180		6/10	-	-
P4	-	-	Massasoit Ave - Waterfront Dr	69	24	23	P5	6/10	-	-
P4	279	East Providence	Massasoit Ave / Waterfront Dr from North Broadway to I-195	74	155	145	P5	6/10	-	-
P4	329	East Providence	North Broadway from Centre St to Massasoit Ave	49	333	247	P5	7/10	-	-
P4	335	East Providence	N Broadway/Newman Ave from Pawtucket Ave to Centre St	50	332	246	P5	6/10	-	-
P4	337	Pawtucket	Wolf School driveway from Ferris Ave to 10 Mile River Greenway	55	287	230		6/10	-	-
P4	390	East Providence	Massasoit Ave from Dexter Rd to North Broadway	55	292	232	P5	7/10	-	-
P4	391	East Providence	Waterfront Dr from Waterman Ave to Dexter Rd	67	212	192	P5	7/10	-	-
P4	392	East Providence	Dexter Rd from Waterfront Dr to Massasoit Ave	51	321	244	P5	7/10	-	-
P4	424	Pawtucket	Ferris Ave from Ferris Ave to Newman Ave	55	290	231		6/10	-	-
P5	-	-	Warren Ave - Pawtucket Ave	68	26	24	P4	7/10	-	-
P5	272	East Providence	Pawtucket Ave from Warren Ave to Pleasant St	68	201	183	P4	7/10	1325	2019-2020-2023-
P5	356	East Providence	Warren Ave from Pawtucket Ave to Broadway	73	162	151	P4	7/10	1324	(2024-2027)

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P5	408	East Providence	Warren Ave from Broadway to First St	64	228	202	P4	7/10	9532	2024-2027
P6	-	-	Central Ave	82	14	14	P7	9/10	-	-
P6	348	Pawtucket	Central Ave from I-95 to Front St	84	80	80	P7	9/10	-	-
P6	349	Pawtucket	Central Ave from Cottage Ave to I-95	82	99	97	P7	9/10	-	-
P6	350	Pawtucket	Central Ave from RR to Cottage Ave	66	214	194	P7	9/10	-	-
P6	351	Pawtucket	Central Ave from Mendon Rd to Railroad Tracks	65	227	201	P7	8/10	-	-
P6	352	Pawtucket	Central Ave from Newport Ave to Mendon Rd	66	215	195	P7	8/10	9513	2024-2027
P6	743	Pawtucket	Central Ave from Dagget Ave to Newport Ave	57	274	224	P7	7/10	9513	2024-2027
P7	-	-	Exchange St - Armistice Blvd	83	10	10	P6	9/10	-	-
P7	338	East Providence	Armistice Blvd from Perrin Ave to 10 Mile River Greenway	61	251	213	P6	7/10	-	-
P7	394	East Providence	Armistice Blvd from N Bend St to George Bennett Hwy	71	181	168	P6	9/10	-	-
P7	395	East Providence	Armistice Blvd from George Bennett Hwy to Perrin Ave	63	239	207	P6	8/10	-	-
P7	419	Pawtucket	Armistice Blvd/Grove St from Spring St to South Bend St	85	73	73	P6	9/10	-	-
P7	746	Pawtucket	Goff Ave / Exchange St from Roosevelt Ave to Denver St	88	46	46	P6	9/10	-	-
P8	-	-	Smithfield Ave - Power Rd - Barton St	85	8	8	P8	10/10	-	-
P8	268	Providence	Smithfield Ave from Power Rd to N Main St	63	234	205	P8	7/10	-	-
P8	499	Pawtucket	Power Rd from Weeden St to Smithfield Ave	62	242	209	P8	7/10	-	-
P8	500	Pawtucket	Barton St / Weeden St from Dexter St to Cobble Hill Rd	87	55	55	P8	10/10	-	-
P8	708	Pawtucket	Barton St from Dexter St to High St	92	18	18	P8	10/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P9	-	-	High Service Ave - Mineral Spring Ave	79	16	16		8/10	-	-
P9	307	North Providence	Mineral Spring Ave from Andover St to Charles St	62	240	208		6/10	-	-
P9	308	Pawtucket	Mineral Spring Ave from Charles St to George St	90	26	26		9/10	-	-
P9	327	Providence	High Service Ave from Smithfield Rd to Smith St	53	299	236		4/10	-	-
P9	684	North Providence	Mineral Spring Ave from Longue Vue Ave to Andover St	55	293	233		4/10	-	-
P9	685	North Providence	Longue Vue Ave (southbound) from Smithfield Rd to Mineral Spring Ave	53	302	238		4/10	-	-
P9	687	North Providence	Smithfield Rd from Longue Vue Ave to Colonial Dr	52	314	242		4/10	-	-
P10	-	-	Manton Ave - Chalkstone Ave	74	18	18	P11, P12, P13	8/10	-	-
P10	692	Providence	Manton Ave/Chalkstone Ave from Trever Ave/Woonasquatucket River Greenway to Rosebank Ave	81	107	104	P11, P12, P13	8/10	-	-
P10	693	Providence	Chalkstone Ave from Oakland Ave to Smith St	74	160	149	P11, P12, P13	8/10	-	-
P10	744	Providence	Chalkstone Ave from Rosebank Ave to Raymond St	73	167	156	P11, P12, P13	8/10	-	-
P11	-	-	Dean Ave - Putnam Pike - Smith St	74	19	19	P10, P12, P13	7/10	-	-
P11	48	Providence	Smith St from Olney Ave to Canal St	84	82	82	P10, P12, P13	8/10	1384	2018

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P11	260	Smithfield	Dean Ave from Warren St to Putnam Ave	46	362	61	P10, P12, P13	4/10	-	-
P11	261	Smithfield	Putnam Pike from Dean Ave to George Waterman Rd	49	336	50	P10, P12, P13	5/10	-	-
P11	306	North Providence	Smith St from George Waterman Rd to Admiral St	59	261	220	P10, P11, P13	5/10	-	-
P12	-	-	Admiral St - Douglas Ave - Orms St	86	7	7	P10, P11, P13	9/10	-	-
P12	71	Providence	Admiral St from Colonial Dr to Huxley Ave	72	172	160	P10, P11, P13	7/10	-	-
P12	298	Providence	Douglas Ave from Chalkstone Ave to North Davis St	79	124	119	P10, P11, P13	8/10	-	-
P12	299	Providence	Orms St from I-95 to Charles St	79	123	118	P10, P11, P13	8/10	-	-
P12	376	Providence	Douglas Ave from Admiral St to Eaton St	78	129	123	P10, P11, P13	9/10	-	-
P12	377	Providence	Douglas Ave from Eaton St to Chad Brown St	78	136	128	P10, P11, P13	9/10	-	-
P12	378	Providence	Douglas Ave from Chad Brown St to Candace St	78	132	126	P10, P11, P13	9/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P12	379	Providence	Douglas Ave from Candace St to Chalkstone Ave	78	131	125	P10, P11, P13	9/10	-	-
P13	-	-	Charles St	74	20	20	P10, P11, P12	8/10	-	-
P13	47	Providence	Charles St from Leo Ave to Smith St	85	76	76	P10, P11, P12	8/10	-	-
P13	398	North Providence	Charles St from Mineral Spring Ave to Toledo Ave	60	259	218	P10, P11, P12	7/10	-	-
P14	-	-	Main St - Benefit St	83	11	11	P15	7/10	-	-
P14	33	Providence	Benefit St from Burrs Ln to Wickenden St	87	62	62	P15	7/10	-	-
P14	277	Providence	N Main St from 7th St to Doyle	80	114	111	P15	7/10	9524	2024-2027
P14	312	Pawtucket	Main St from Pawtucket Ave to Mineral Spring Ave	75	151	141	P15	9/10	1306	2023-(2024-2027)
P14	313	Providence	N Main St from Smithfield Ave to Chace Ave	61	250	212	P15	7/10	-	-
P14	740	Pawtucket	N Main St from Chace Ave to Pidge Ave	62	245	210	P15	7/10	1306	2023-(2024-2027)
P15	72	Providence	Hope St from Olney St to Wickenden St	77	144	135	P14	6/10	-	-
P15	-	-	Hope St - East Ave	80	15	15	P14	7/10	-	-
P15	364	Providence	Hope St from Chace Ave to Olney St	76	146	137	P14	6/10	-	-
P15	504	Pawtucket	East Ave from Grace St to Chace Ave	85	78	78	P14	8/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P16	-	-	Nanton Ave - Atwells Ave - Knight St	90	3	3	P17, P18, P19	9/10	-	-
P16	515	Providence	Atwells Ave from Sisson St to Knight St	86	71	71	P17, P18, P19	9/10	-	-
P16	531	Providence	Knight St from Atwells Ave to Broadway	89	42	42	P17, P18, P19	9/10	-	-
P16	532	Providence	Knight St from Broadway to Westminster St	90	27	27	P17, P18, P19	9/10	-	-
P16	560	Providence	Atwells Ave from Tuxedo Ave to Knight St	84	84	84	P17, P18, P19	9/10	-	-
P16	734	Providence	Nanton Ave from Woonasquatucket River Bikeway to Sisson St	74	161	150	P17, P18, P19	10/10	-	-
P17	-	-	Hartford Ave - Westminster St - Washington St	93	1	1	P16, P18, P19	9/10	-	-
P17	304	Providence	Westminster St from Broadway to Manton Ave	94	3	3	P16, P18, P19	10/10	-	-
P17	360	Providence	Westminster St from Tobey St to Service Rd	94	1	1	P16, P18, P19	9/10	-	-
P17	361	Providence	Westminster St from Rt 10 Ramp to Troy St	93	13	13	P16, P18, P19	10/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P17	402	Providence	Westminster St from Troy St to Tobey St	93	6	6	P19	9/10	-	-
P17	480	Johnston	Hartford Ave from Atwood Ave to Killingly St	59	264	24	P19	7/10	1339	2018-2021
P17	481	Providence	Hartford Ave from Killingly St to Oleyville Sq	91	23	23	P19	10/10	-	-
P17	517	Providence	Washington St from Empire St to Dean St	90	30	30	P19	8/10	-	-
P17	518	Providence	Washington St from Dean St to Winter St	90	31	31	P19	9/10	-	-
P17	547	Providence	Washington St from Exchange St to Waterman St	83	95	93	P19	7/10	-	-
P17	704	Providence	Washington St from Empire St to Exchange St	88	47	47	P19	8/10	-	-
P18	-	-	Plainfield St/Plainfield Pike	76	17	17	P19	10/10	-	-
P18	582	Providence	Plainfield St/Plainfield Pike from Independence Way to Hartford Ave	87	58	58	P19	10/10	-	-
P19	-	-	Cranston St	82	13	13	P18	10/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P19	699	Providence	Cranston St from Huntington Ave to Westminister St	92	16	16	P18	9/10	-	-
P20	-		Park Ave	67	27	25	P16, P17, P18	7/10	-	-
P20	276	Cranston	Park Ave from Elmwood Ave to FC Greene Memorial Blvd	62	244	20		8/10	-	-
P20	322	Cranston	Park Ave from FC Greene Memorial Blvd to Rte 117	62	241	19		7/10	-	-
P20	526	Cranston	Park Ave from Washington Secondary Bike Path crossing Park Ave to Elmwood Ave	70	191	16		7/10	-	-
P20	527	Cranston	Park Ave from Warwick Ave to Milton Ave	56	276	28		7/10	-	-
P21	-		Pontiac St	61	29	26	P22, P23, P24	9/10	-	-
P21	525	Providence	Pontiac St from Elmwood Ave to Park Ave	77	139	130	P22, P23, P24	9/10	-	-
P22	-		Hwy 1 - Elmwood Ave - Westminster St	89	4	4	P21, P23, P24	9/10	-	-
P22	124	Providence	Broad St/Weybosset St/Westminster St from Memorial Blvd to Chestnut St	89	35	35	P21, P23, P24	8/10	-	-
P22	316	Providence	Elmwood Ave from Bridgham St to Park Ave	94	2	2	P21, P23, P24	9/10	9529	2024-2027
P22	661	Providence	Hwy 1/Elmwood Ave from Post Rd to Park Ave	59	265	221	P21, P23, P24	7/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P22	697	Providence	Broad St from I-95 to Empire St/Chestnut St	89	33	33	P24	9/10	-	-
P22	698	Providence	Broad St from Elmwood Ave/Bridgham St to I-95	91	20	20	P24	9/10	-	-
P23	-		Broad St - Prairie Ave - W Franklin St	93	2	2	P24	10/10	-	-
P23	345	Providence	Prairie Ave from Friendship St to Broad St	94	4	4	P24	10/10	-	-
P23	393	Providence	Prairie Ave from Dudley St to Public St	91	21	21	P24	9/10	-	-
P23	516	Providence	W Franklin St from Broadway to Pine St	90	29	29	P24	8/10	-	-
P24	-		Allens Ave	71	23	22	P23	9/10	-	-
P24	524	Providence	Allens Ave from Eddy St to Ocean Ave	83	94	92	P23	9/10	-	-
P25	-		Angell St - Waterman St	82	12	12		6/10	-	-
P25	295	Providence	Angell St from Governor to Paterson St	70	192	175		6/10	-	-
P25	296	Providence	Waterman St from Prospect St to Governor St	80	111	108		6/10	-	-
P25	365	Providence	Angell St from Brown St to Hope St	77	140	131		6/10	-	-
P25	366	Providence	Angell St from Hope St to Governor St	68	204	186		6/10	-	-

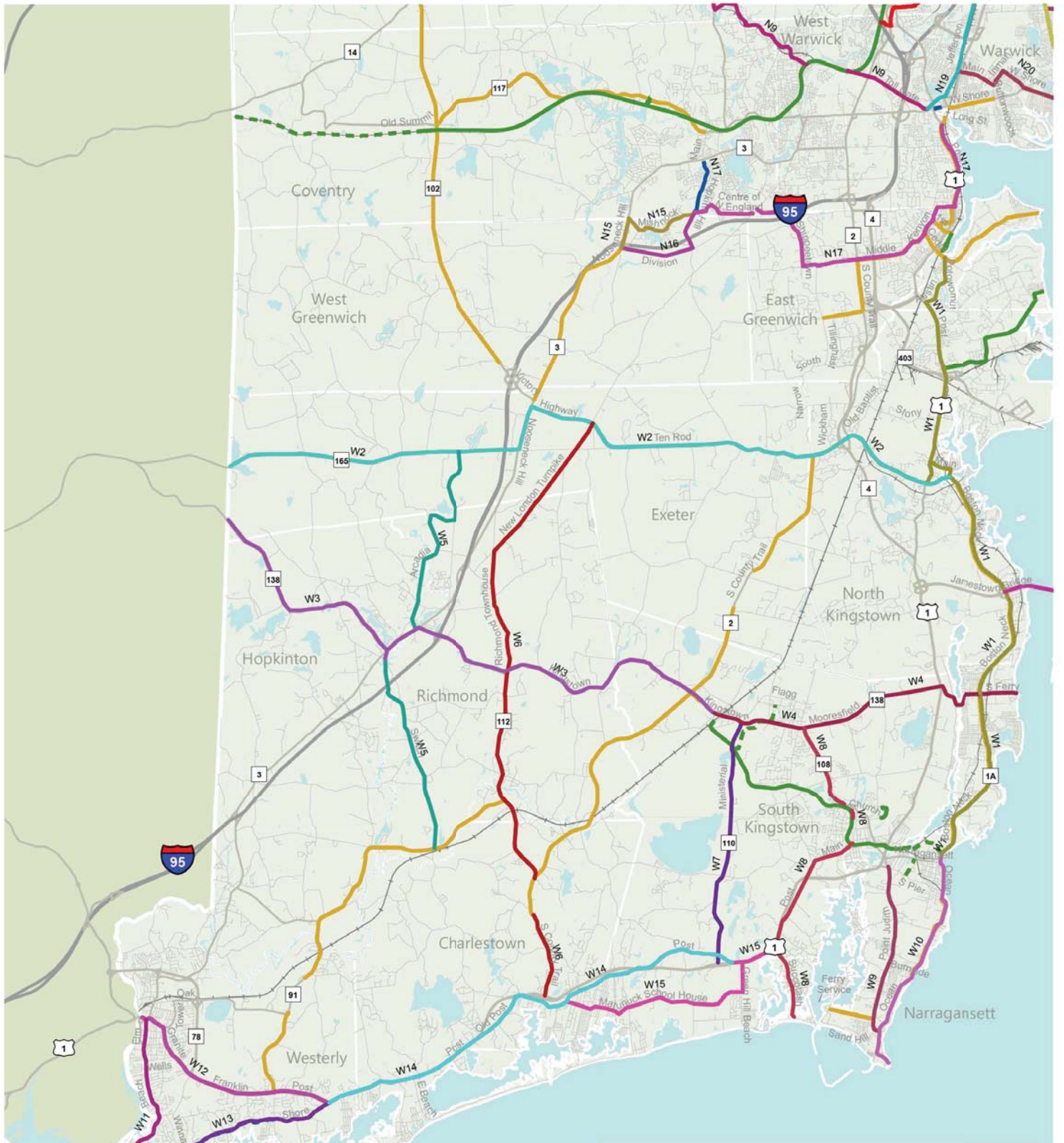
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
P25	367	Providence	Angell St from Benefit St to Prospect St	80	118	114		7/10	-	-
P25	368	Providence	Angell St from Prospect St to Brown St	79	127	121		7/10	-	-
P25	369	Providence	Waterman St from Governor St to Butler Ave	71	179	166		6/10	-	-
P25	370	Providence	Waterman St from Benefit St to Prospect St	81	106	103		7/10	-	-
P26	-		Dean St - Broadway - Thomas St	89	5	5	P17	8/10	-	-
P26	288	Providence	Broadway from Dean St to I-95	89	39	39	P17	8/10	-	-
P26	519	Providence	Dean St from Promenade St to Atwells Ave	86	66	66	P17	8/10	-	-
P26	520	Providence	Dean St from Atwells Ave to Broadway	87	60	60	P17	8/10	-	-
P26	529	Providence	Pleasant Valley Pkwy from Chalkstone Ave to W Park St	74	157	147	P17	8/10	-	-
P26	544	Providence	Broadway/Sabin St/Exchange Ter from Exchange St to Dave Gavitt Way	89	38	38	P17	8/10	-	-
P26	546	Providence	Steeple St / Thomas St from Exchange Ter to Angell St	82	97	95	P17	7/10	-	-
P26	745	Providence	Pleasant Valley Pkwy from W Park St to Promenade St	78	137	129	P17	8/10	-	-
P27	-		Francis St - Dorrance St	85	9	9		8/10	-	-
P27	588	Providence	Francis St from Smith St to Gaspee St	85	75	75		8/10	-	-
P27	589	Providence	Francis St from Gaspee St to Exchange Ter	87	59	59		8/10	-	-
P27	705	Providence	Francis St/Dorrance St from W Exchange St/Exchange Ter to Weybosset St	88	51	51		8/10	-	-

Kent County and Washington County Candidate Bikeway Network



**Candidate corridors are conceptual in nature and require design assessments*

To view a scalable map click here:
<https://bit.ly/2Hh8wqf>



Legend

Candidate Corridors		Existing Bikeways	
			Shared-use Path
			Bicycle Lane
			4' Min. Shoulder & Signage
Future Funded Bikeways			
			Shared-use Path/Sidepath
			Bicycle Lane

0 1 2 Miles

N

WEST RHODE ISLAND CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W1	-	-	Boston Neck Rd - Post Rd - Potowomut Rd	52	33	1	1/10	-	-	-
			Post Rd/Tower Hill Rd from Newcomb Rd to Victory Hwy/Phillips St	47	360	12	2/10	-	-	-
W1	58	North Kingstown	Boston Neck Rd from Unnamed Rd (180' south of Crowfield) to Barbers Heights Ave	15	630	100	0/10	5060	2022-	2022
W1	91	Narragansett	Boston Neck Rd from Beach St to Narragansett Ave	38	430	34	2/10	1362	2022-	(2024-2027)
W1	198	Narragansett	Boston Neck Rd from Old Boston Neck Rd to Beach St	21	603	92	2/10	1362	2022-	(2024-2027)
W1	203	Narragansett	Boston Neck Rd from Bridgetown Rd/S Ferry Rd to Old Boston Neck Rd (south)	36	445	41	1/10	1362	2023-	(2024-2027)
W1	205	North Kingstown	Boston Neck Rd from Earle Dr to Unnamed Rd (180' south of Crowfield)	18	615	94	0/10	1365	2023-	(2024-2027)
W1	206	North Kingstown	Boston Neck Rd from Beach St to Earle Dr	27	532	76	0/10	1365	2023-	(2024-2027)
W1	207	North Kingstown	Boston Neck Rd from Brown St to Updike Ave	28	520	70	0/10	-	-	-
W1	209	North Kingstown	W Main St from Tower Hill Rd to Brown St	32	480	53	2/10	1368	2019-	2020
W1	210	North Kingstown	Brown St from Main St to Phillips St/Boston Neck Rd	29	508	66	1/10	-	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W1	225	North Kingstown	Post Rd from Devils Foot Rd/Newcomb Rd to Essex Rd	41	404	25		3/10	-	-
W1	226	North Kingstown	Post Rd from Essex Rd to Austin Rd	28	519	69		3/10	-	-
W1	227	North Kingstown	Austin Rd from Potowomut Rd to Post Rd	24	563	84		1/10	-	-
W1	228	North Kingstown	Potowomut Rd from Old Forge Rd to Austin Rd	34	465	47		1/10	-	-
W1	403	North Kingstown	Boston Neck Rd from Barbers Heights Ave to Narragansett Town Line	22	583	87		1/10	1365	2023-2024-2027)
W1	570	Narragansett	Boston Neck Rd from North Kingstown Town Line to S Ferry Rd	32	483	55		1/10	1365	2023-2024-2027)
W2	-	-	Ten Rod Rd - Victory Hwy - Phillips St Victory Hwy/Ten Rod Rd from Nooseneck Hill Rd to S County Trail	30	56	6		3/10	-	-
W2	6	North Kingstown	Ten Rod Rd from S County Trail to Roberts Way	16	626	98		4/10	-	-
W2	32	North Kingstown	Ten Rod Rd/Victory Hwy from Roberts Way to Tower Hill Rd	29	507	65		4/10	-	-
W2	45	North Kingstown	Phillips St from Tower Hill Rd to Boone	35	451	42		3/10	-	-
W2	208	North Kingstown	Phillips St from Boone St to Brown St	32	481	54		2/10	-	-
W2	224	North Kingstown	Ten Rod Road from State Border to Nooseneck Hill Rd	32	487	57		1/10	-	-
W2	469	Exeter	Nooseneck Hill Rd from Victory Hwy to Ten Rod Rd	10	681	121		4/10	-	-
W2	470	Exeter	Rt 138 - Main St - Kingstown Rd	12	649	107		3/10	-	-
W3	-	-	Kingstown Rd from Driveay (1600' east of South County Trail) to Blackbird Rd	18	68	11		3/10	-	-
W3	70	South Kingstown	Rt 138 from State Border to Rte 3	31	493	59		4/10	1397	2020-2022
W3	485	Hopkinton		8	696	132		2/10	-	-

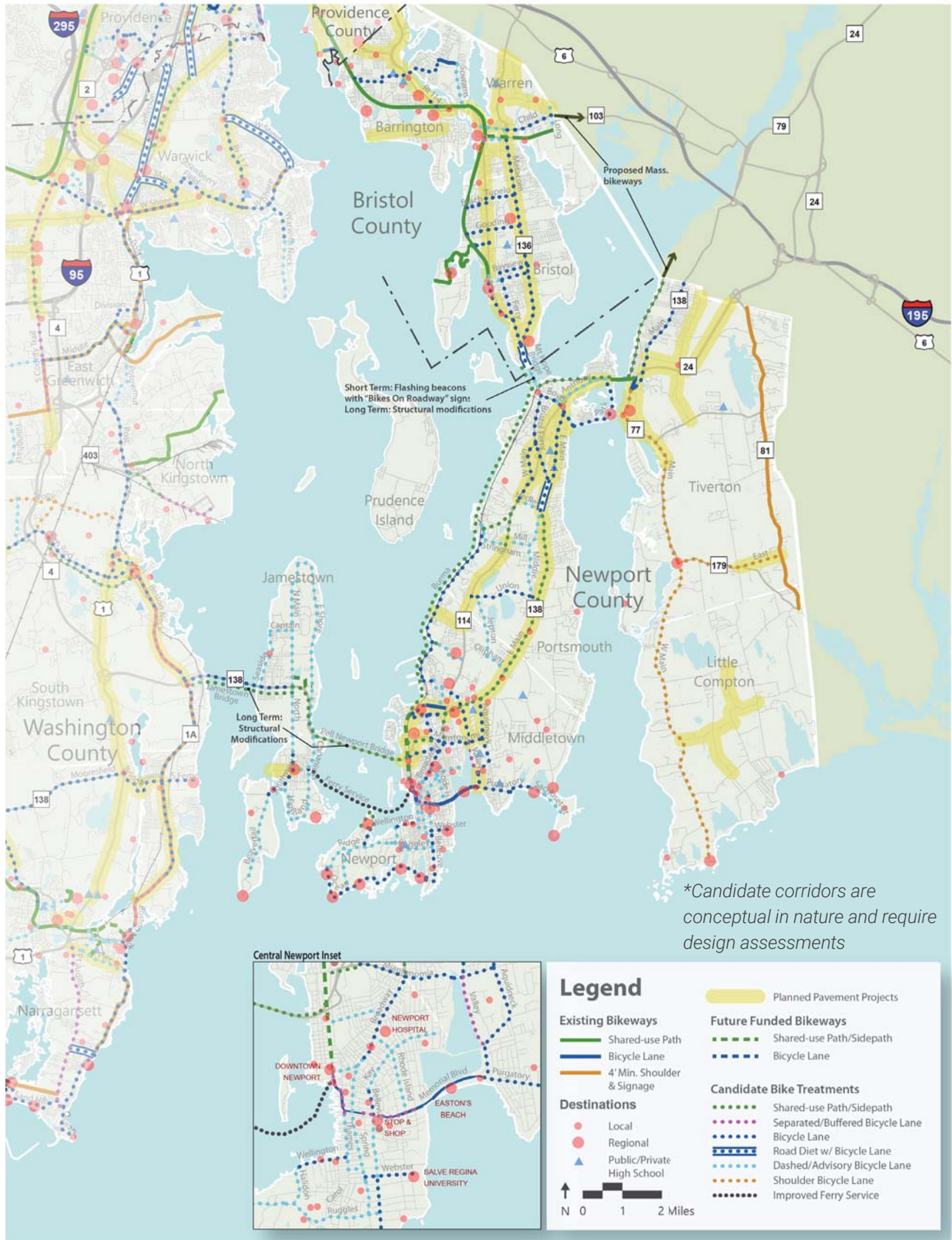
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W3	487	Richmond	Main St/Kingstown Rd/Usquepaugh Rd from South County Trail to Mechanic St	23	578	86		3/10	-	-
W4	-		Kingstown Rd - Mooresfield Rd - S Ferry Rd	37	48	4		4/10	-	-
W4	29	Narragansett	S Ferry Rd from Boston Neck Rd to Aquarium Rd	30	499	61		2/10	-	-
W4	75	South Kingstown	Kingstown Rd from Blackbird Rd to S Rd	42	398	22		5/10	1399	2018-2021
W4	102	South Kingstown	Kingstown Rd/Mooresfield Rd from S Rd to Tower Hill Rd	26	544	78		4/10	-	-
W4	204	South Kingstown	Bridgetown Rd from Tower Hill Rd to Narragansett Town Line	24	558	82		2/10	1401	2019-2020
W4	568	Narragansett	Bridgetown Rd from South Kingstown Town Border to Boston Neck Rd	31	497	60		2/10	1401	2019-2020
W5	-		Switch Rd - Arcadia Rd	5	78	14	W6	2/10	-	-
W5	90	Richmond	Switch Rd/Mechanic St from Highway Ave to Carolina-Alton Rd/Church St	9	688	126	W6	2/10	-	-
W5	486	Hopkinton	Arcadia Rd from Ten Rod Rd to Main St	7	702	137	W6	3/10	-	-
W6	-		S County Trail - New London Turnpike	4	79	15	W5	2/10	-	-
W6	63	Charlestown	S County Trail from Charlestown Town Hall driveway to Post Rd	10	685	124	W5	2/10	-	-
W6	64	Charlestown	Carolina Back Rd from Alton Carolina Rd to S County Trail	5	713	146	W5	2/10	-	-
W6	65	Richmond	Richmond Townhouse Rd/Carolina Back Rd from Kingstown Rd to Alton Carolina Rd	5	715	148	W5	2/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W6	66	Richmond	Carolina Nooseneck Rd from New London Turnpike to Kingstown Rd	6	707	141	W5	2/10	-	-
W6	67	Exeter	New London Turnpike from Carolina Nooseneck Rd to Ten Rod Rd	6	712	145	W5	3/10	-	-
W7	-	-	Ministerial Rd	20	67	10	W7	1/10	-	-
W7	22	South Kingstown	Ministerial Rd from Kingstown Rd to Commodore Perry Hwy	35	454	44	W7	2/10	-	-
W8	-	-	Succotash Rd - Commodore Perry Hwy - Kingstown Rd	38	47	3	W7	2/10	-	-
W8	35	South Kingstown	Succotash Rd from Commodore Perry Hwy to Succotash Marsh State Management Area	7	703	138	W7	0/10	-	-
W8	40	South Kingstown	Railroad St from Kingstown Rd to Church St	49	335	7	W7	3/10	-	-
W8	99	South Kingstown	Post Rd from Commodore Perry Hwy (near Browns Brook) to Commodore Perry Hwy (near White Pond Rd)	10	680	120	W7	1/10	1400	2023-2024-2027)
W8	100	South Kingstown	Main St from S Rd to Oneill Bike Path (100' east of Robinson St)	40	416	28	W7	2/10	-	-
W8	202	South Kingstown	Post Rd from Main St to Commodore Perry Hwy	12	658	111	W7	2/10	-	-
W8	490	South Kingstown	Kingstown Rd from Mooresfield Rd to South County Bike Path	43	379	17	W7	4/10	9509	2018
W8	741	South Kingstown	Commodore Perry Hwy from Succotash Rd to Post Rd	9	692	129	W7	0/10	-	-
W9	-	-	Point Judith Rd	25	63	9	W10	2/10	-	-
W9	87	Narragansett	Point Judith Rd from Foddering Farm Rd/Windermere Rd to Ocean Rd	43	387	20	W10	2/10	-	-
W10	-	-	Ocean Rd - Beach St	27	59	8	W9	2/10	-	-
W10	195	Narragansett	Ocean Rd from South Pier Rd to Point Judith Rd/Old Ocean Rd	36	442	38	W9	3/10	-	-

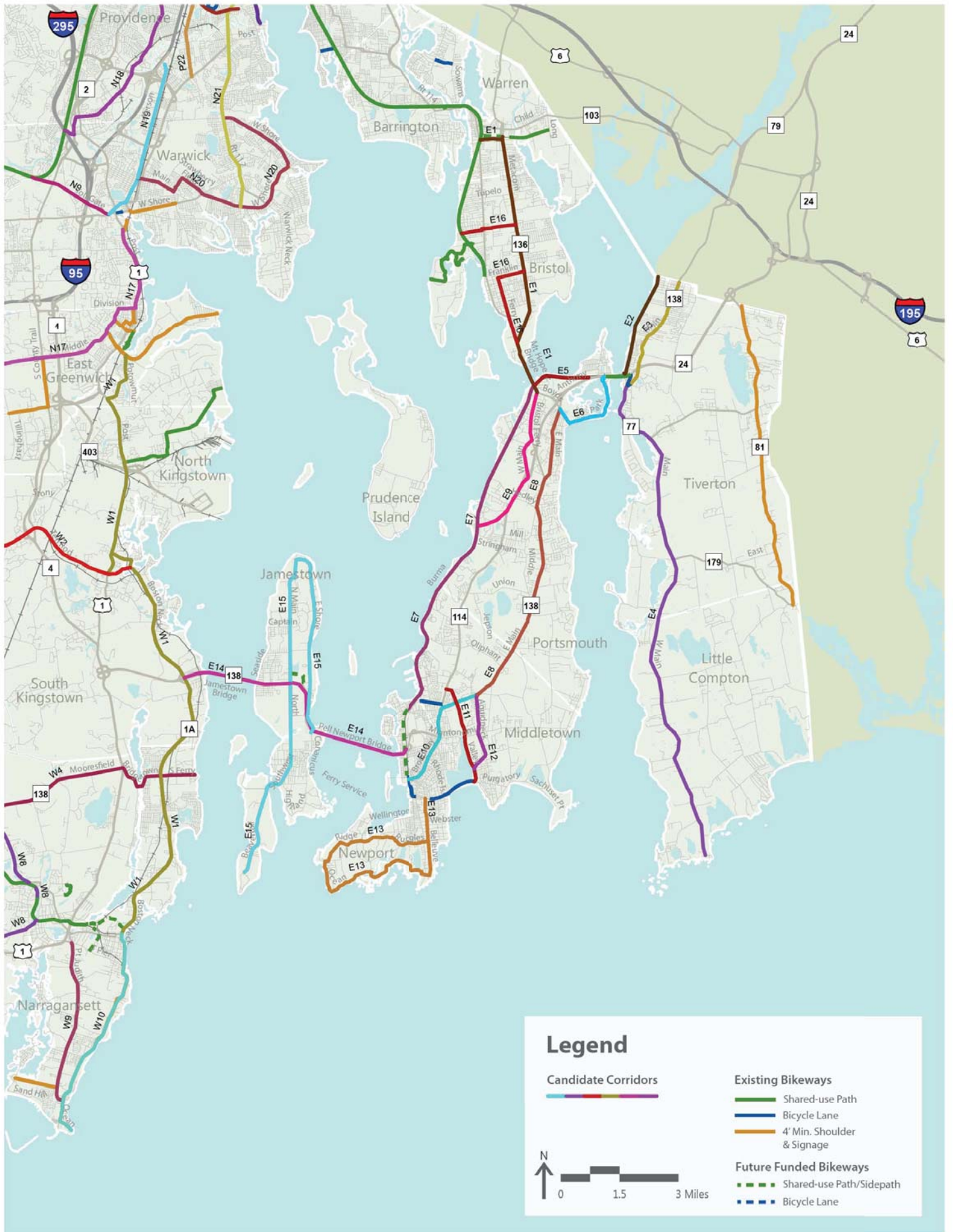
CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W10	196	Narragansett	Beach St/Ocean Rd from Narragansett Ave to Earles Ct	39	421	31	W9	2/10	-	-
W10	435	Narragansett	Ocean Rd from Point Judith Rd to Point Judith Lighthouse	17	620	95	W9	3/10	-	-
W11	-	-	Watch Hill Rd - Beach St - Elm St	34	52	5		5/10	-	-
W11	182	Westerly	Elm St from Broad St to Beach St	51	324	5		5/10	-	-
W11	183	Westerly	Beach St from Elm St to Sosoa Ln	33	471	50		5/10	-	-
W11	184	Westerly	Watch Hill Rd from Sosoa Ln to Shore Rd	12	657	110		3/10	-	-
W11	495	Westerly	Watch Hill Rd from Shore Rd to Ninigret Ave	6	710	144		0/10	-	-
W12	-	-	Post Rd - Franklin St - Broad St	43	42	2		5/10	-	-
W12	74	Westerly	Post Rd from Airport Rd/Veterans Way to Dunns Corner Rd/Langworthy Rd	27	531	75		5/10	-	-
W12	178	Westerly	Broad St from High St to Grove Ave	51	319	3		6/10	-	-
W12	179	Westerly	Granite St from Grove Ave to Tower St	51	323	4		5/10	1420	2024-2027
W12	180	Westerly	Granite St from Tower St to East Ave	39	425	32		5/10	1420	2024-2027
W12	181	Westerly	Franklin St from East Ave to Wells St	33	470	49		5/10	1420	2024-2027
W12	188	Westerly	Post Rd from Langworthy Rd to Shore Rd	14	634	102		4/10	-	-
W12	223	Westerly	Franklin St from Wells St to Airport Rd/Veterans Way	29	513	67		5/10	1420	2024-2027
W13	-	-	Ninigret Ave - Ocean View Hwy - Shore Rd	29	58	7	W12	1/10	-	-
W13	185	Westerly	Shore Rd from Ocean View Hwy to Winnapaug Rd	28	523	72	W12	1/10	-	-
W13	189	Westerly	Shore Rd from Langworthy Rd/Weekapaug Rd to Post Rd	26	550	80	W12	2/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
W13	497	Westerly	Ninigret Ave from Watch Hill Rd to Ocean View Hwy	5	716	149	W12	0/10	-	-
W13	498	Westerly	Ocean View Hwy from Shore Rd to Ninigret Ave	6	708	142	W12	0/10	-	-
W14	-	-	Post Rd - Old Post Rd	11	75	12	W15	1/10	-	-
W14	8	Charlestown	Post Rd from Westerly Town Border to Prosser Trail	14	642	104	W15	1/10	1423	2023-(2024-2027)
W14	98	Charlestown	Old Post Rd from Post Rd (W) to Post Rd (E)	8	698	134	W15	1/10	1308	2020-2021
W14	190	Charlestown	Old Post Rd from Post Rd to Matunuck School House Rd	10	676	118	W15	3/10	-	-
W14	191	South Kingstown	Old Post Rd/Post Rd from Matunuck School House Rd to Highway 1	11	670	114	W15	2/10	-	-
W14	192	South Kingstown	Post Rd from Highway 1 (W) to Highway 1 (East)	7	705	139	W15	0/10	-	-
W14	569	Westerly	Post Rd from Shore Rd to Charlestown Town Border	5	718	150	W15	1/10	1423	2023-(2024-2027)
W15	-	-	Matunuck School House Rd - Commodore Perry Hwy	9	77	13	W14	0/10	-	-
W15	20	South Kingstown	Commodore Perry Hwy from Upper Farm Way to Succotash Rd	10	682	122	W14	0/10	-	-
W15	21	South Kingstown	Matunuck School House Rd from Old Post Rd to Matunuck Beach Rd	11	671	115	W14	1/10	-	-
W15	36	South Kingstown	Matunuck Beach Rd from Post Rd to Matunuck School House Rd	9	687	125	W14	0/10	-	-

Bristol County and Newport County Candidate Bikeway Network



To view a scalable map click here:
<https://bit.ly/2Hh8wqf>



EAST RHODE ISLAND CORRIDORS

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E1	-	-	Franklin St - Metacom Ave - Mt Hope Bridge	50	34	2	4/10	-	-	-
E1	26	Bristol	Metacom Ave from Jameson Dr to Ferry Rd	45	369	42	5/10	1301	2018	
E1	108	Warren	Metacom Ave from Child St to Jameson Dr	49	340	34	4/10	1409	2018	
E1	109	Warren	Franklin St from East Bay Bike Path to Metacom Ave	59	269	22	5/10	-	-	
E1	114	Bristol	Ferry Rd from Metacom Ave to Mt Hope Bridge	26	543	93	5/10	-	-	
E1	116	Bristol	Mt Hope Bridge from Ferry Rd to Bristol Ferry Rd	25	555	97	4/10	-	-	
E2	-	-	Railroad Right of Way	18	70	14	E3	3/10	-	-
E2	25	Tiverton	Railroad Right of Way from State Border/State Ave to Evans Ave	29	510	79	E3	3/10	-	-
E3	-	-	Main Rd	18	69	13	E2	2/10	-	-
E3	117	Tiverton	Main Rd from State Ave to Quaker Ave	32	477	68	E2	2/10	-	-
E4	-	-	Main St - Warren Point Rd	10	76	16	1/10	-	-	-
E4	23	Little Compton	W Main Rd/Warren Point Rd from East Rd to Atlantic Dr	9	686	137	2/10	-	-	2023-
E4	94	Tiverton	Main St from Central Ave to East Rd	22	590	110	2/10	1405	2027)	
E5	-	-	Future Path	15	73	15	E6	4/10	-	-
E5	552	Portsmouth	Future Path from Mt Hope Bridge to Anthony Rd	23	568	101	E6	3/10	-	-
E6	-	-	Boys Ln - Park Ave - Point Rd	24	65	11	E5	3/10	-	-
E6	119	Portsmouth	Boys Ln from E Main St to Park Ave	29	514	81	E5	3/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E6	120	Portsmouth	Park Ave from Boyds Ln to Point Rd/Teddys Beach	27	542	92	E5	3/10	-	-
E6	121	Portsmouth	Hummock Point Rd/Hummocks Ave/Point Rd from Fall River Expy to Park Ave/Teddys Beach	29	511	80	E5	3/10	-	-
E7	-	-	Railroad Right of Way	33	54	8	E8	6/10	-	-
E7	42	Portsmouth	Railroad Right of Way from Mt Hope Bridge to US Naval Center driveway	27	537	91	E8	5/10	-	-
E7	123	Middletown	Railroad Right of Way from US Naval Center driveway to Peary St/JT Connell Hwy On/Off Ramps	53	306	28	E8	7/10	-	-
E8	-	-	E Main Rd	33	53	7	E7	5/10	-	-
E8	43	Portsmouth	East Main Rd from Turnpike Ave to Hedly St	31	492	73	E7	4/10	1379	2019-2023
E8	79	Portsmouth	E Main Rd from Boyd Ln to Turnpike Ave	40	413	54	E7	4/10	1378	2018
E8	131	Portsmouth	E Main Rd from Middletown Town Line to Hedly St	34	466	65	E7	5/10	9005, 1380	2021-2022
E8	566	Middletown	E Main Rd from Aquidneck Ave to Portsmouth Town Border	32	479	70	E7	5/10	9005, 1380	2021-2022
E9	-	-	Melville Connector - W Main Rd - Bristol Ferry Rd	23	66	12		4/10	-	-
E9	78	Portsmouth	Bristol Ferry Rd from Mt Hope Bridge/Boyd's Ln to W Main Rd	42	396	50		4/10	-	-
E9	125	Portsmouth	W Main St from Bristol Ferry Rd/Turnpike Ave to Hedly St	31	496	76		4/10	1376	2023-(2024-2027)
E9	475	Portsmouth	Melville Connector from West Main Rd to Burma Rd	19	613	119		4/10	5161	2024-2027
E9	732	Portsmouth	W Main Rd from Hedly St to Melville Connector	18	616	121		4/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E10	-	-	Marlborough St - Broadway - E Main Rd	68	25	1	E11, E12	7/10	-	-
E10	130	Middletown	E Main Rd from W Main Rd to Aquidneck Ave	59	262	20	E11, E12	6/10	1356	2018
E10	174	Newport	Marlborough St from Americas Cup Ave to Broadway	68	205	3	E11, E12	6/10	5108	2021-2021
E10	175	Newport	Broadway from Marlborough St to Oak	62	243	15	E11, E12	7/10	-	-
E10	176	Newport	Broadway from Mantonmi Ave to Oak	66	218	6	E11, E12	7/10	-	-
E10	474	Newport	W Main Rd from E Main Rd to Miantonomi Ave	63	235	12	E11, E12	7/10	-	-
E11	-	-	Valley Rd - Aquidneck Ave	42	45	5	E10, E12	6/10	-	-
E11	144	Middletown	Valley Rd from Green End Ave to Aquidneck Ave	34	455	60	E10, E12	6/10	-	-
E11	145	Middletown	Aquidneck Ave from Valley Rd to Purgatory Rd	39	420	56	E10, E12	6/10	5070	2020-2021
E11	473	Newport	Valley Rd from West Main Rd to Green End Ave	58	271	23	E10, E12	6/10	1359	2024-2027
E12	-	-	Aquidneck Ave	30	57	9	E10, E11	5/10	-	-
E12	134	Middletown	Aquidneck Ave from E Main Rd to Green End Ave	40	415	55	E10, E11	5/10	1355	2018-2019
E12	472	Newport	Aquidneck Ave from Green End Ave to Valley Rd	31	494	74	E10, E11	5/10	-	-
E13	-	-	Bellevue Ave - Ocean Ave - Ruggles Ave	44	41	3		1/10	-	-
E13	59	Newport	Ocean Ave from Castle Hill Ave to Coggeshall Ave	21	602	113		0/10	-	-
E13	85	Newport	Harrison Ave/Beacon Hill Rd from Ridge Rd to Brenton Rd	17	618	122		0/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E13	159	Newport	Castle Hill Ave from Ocean Ave to Ridge Rd	11	674	134		0/10	-	-
E13	160	Newport	Ridge Rd from Harrison Ave to Castle Hill Ave	10	683	136		0/10	-	-
E13	161	Newport	Bellevue Ave from Coggeshall Ave to Narragansett Ave	47	354	37		3/10	-	-
E13	162	Newport	Coggeshall Ave from Ocean Ave to Bellevue Ave	14	639	126		0/10	-	-
E13	163	Newport	Wickham Rd from Brenton Rd to Hazard Rd	17	619	123		0/10	-	-
E13	164	Newport	Brenton Rd from Beacon Hill Rd to Wickham Rd	17	621	124		0/10	-	-
E13	165	Newport	Ruggles Ave from Hazard Rd to Bellevue Ave	32	482	71		0/10	-	-
E13	168	Newport	Bellevue Ave from Memorial Blvd to Webster St	60	257	19		6/10	-	-
E14	-	-	Jamestown Bridge - Pell Newport Bridge	38	46	6		6/10	-	-
E14	11	Jamestown	Rt 138/Claiborne Pell Newport Bridge from North Rd to Rt 238	56	282	25		6/10	-	-
E14	460	Jamestown	Jamestown Bridge from Boston Neck Rd to North Rd	22	589	109		1/10	-	-
E15	-	-	Beavertail Rd - N Main Rd - E Shore Rd	26	62	10		0/10	-	-
E15	151	Jamestown	North Rd from Rt 138 to Whittier Rd	23	576	107		1/10	-	-
E15	152	Jamestown	North Rd from Whittier Rd to Narragansett Ave	29	509	78		1/10	-	-
E15	153	Jamestown	Southwest Ave from Narragansett Ave to Hamilton Ave	28	527	86		1/10	-	-
E15	154	Jamestown	Beavertail Rd from Fort Getty Rd to Hamilton Ave	11	675	135		1/10	-	-

CID	PID	MUNI	LOCATION	SCORE	STATE RANK	REGION RANK	PAR-ALLEL	EQUITY	TIP ID	TIP YEAR
E15	155	Jamestown	Beavertail Rd from Fort Getty Rd to Beavertail State Park	11	669	133		1/10	-	-
E15	453	Jamestown	N Main Rd from Rte 138 to Summit Ave	23	571	104		1/10	-	-
E15	454	Jamestown	Summit Ave from E Shore Rd to N Main Rd	5	717	142		1/10	-	-
E15	455	Jamestown	E Shore Rd from Summit Ave to Conanicus Ave	19	612	118		1/10	-	-
E16	-	-	Gooding Ave + Franklin St - Wood St - Ferry Rd	42	44	4		4/10	-	-
E16	83	Bristol	Wood St from Franklin St to Ferry Rd	46	361	40		5/10	-	-
E16	84	Bristol	Franklin St from Wood St to Metacom Ave	42	392	48		5/10	-	-
E16	115	Bristol	Ferry Rd from Wood St to Metacom Ave	32	476	67		5/10	1299	2021-2022
E16	662	Bristol	Greylock Rd from East Bay Bike Path to Westwood Rd	33	472	66		3/10	-	-
E16	663	Bristol	Westwood Rd from Greylock Rd to Wayland Rd	26	547	95		3/10	-	-
E16	664	Bristol	Wayland Rd from Westwood Rd to Hope St	27	534	89		3/10	-	-
E16	665	Bristol	Hope St from Gooding Ave to Wayland Rd	27	529	87		3/10	-	-
E16	666	Bristol	Gooding Ave from Hope St to Metacom Ave	34	463	64		3/10	-	-



▶ RHODE ISLAND
**MOVING
FORWARD**

STATEWIDE BICYCLE
MOBILITY PLAN

APPENDIX

A8. Performance Measures

Statewide Performance Measure	EXISTING			GEB FUNDED			WORKING DRAFT 2030 and 2040 TARGETS						LONG TERM NEED		
	2019			2019			TARGET - 10-YEAR, 50% COMPLETE (2030) <small>(existing, GEB funded, & 50% of Candidate Projects)</small>			TARGET - 20-YEAR, 100% COMPLETE (2040) <small>(existing, GEB funded, & 100% of Candidate Projects)</small>			(Candidate Projects)		
	Urban*	Rural*	Total	Urban*	Rural*	Total	Urban*	Rural*	Total	Urban*	Rural*	Total	Urban*	Rural*	Total
1 Miles of shared use paths (A)	66.2	9.0	75.2	16.2	5.8	22.0	120.5	34.8	155.2	158.5	54.7	213.2	76.1	39.9	116.0
<i>Order of Magnitude Cost for Candidate Projects</i>							<i>Est. Cost for 50% of Candidate Projects</i>			<i>Est. Cost for 100% of Candidate Projects</i>					
									\$86,100,000			\$172,200,000			
2 Miles of separated/ buffered bike lanes	3.4	0.0	3.4	0.0	0.0	0.0	18.5	0.0	18.5	33.5	0.0	33.5	30.1	0.0	30.1
<i>Order of Magnitude Cost for Candidate Projects</i>							<i>Est. Cost for 50% of Candidate Projects</i>			<i>Est. Cost for 100% of Candidate Projects</i>					
									\$6,250,000			\$12,500,000			
3 Miles of standard bike lanes (includes road diet projects and shared lane markings) (B)	22.5	0.2	22.7	6.3	0.0	6.3	138.3	15.1	153.4	247.8	30.0	277.8	219.0	29.8	248.8
<i>Order of Magnitude Cost for Candidate Projects</i>							<i>Est. Cost for 50% of Candidate Projects</i>			<i>Est. Cost for 100% of Candidate Projects</i>					
									\$35,600,000			\$71,200,000			
4 Miles of dashed bike lanes/advisory bike lanes/shoulder bike lanes	60.9	56.0	116.9	0.0	0.0	0.0	108.7	121.9	230.5	156.4	187.7	344.1	95.5	131.7	227.2
<i>Order of Magnitude Cost for Candidate Projects</i>							<i>Est. Cost for 50% of Candidate Projects</i>			<i>Est. Cost for 100% of Candidate Projects</i>					
									\$15,700,000			\$31,400,000			
Miles of ALL facilities	153.0	65.2	218.2	22.5	5.8	28.3	385.9	171.8	557.6	596.2	272.4	868.6	420.7	201.4	622.1
<i>Order of Magnitude Cost for Candidate Projects</i>							<i>Est. Cost for 50% of Candidate Projects</i>			<i>Est. Cost for 100% of Candidate Projects</i>					
									\$143,650,000			\$287,300,000			
5 % of Rhode Island residents within 1/4 mile of shared use path		10.0%			13.9%			16.0%			18.0%			18.0%	+4.1%
6 % of Rhode Island residents within 1/4 mile of shared use path OR bike lane (all types)		15.6%			21.3%			35.7%			50.1%			50.1%	+34.5%
7 Bicycle commuter mode share		0.4% <small>(based on 2011-13 data:</small>			N/A			0.8% <small>(100% increase over 2011-2013 data)</small>			1.6% <small>(100% increase over 2023 Performance Measure)</small>				
8 Crash-related fatalities and serious injuries for bicyclists		18.6/year <small>(based on RIDOT data from Jan 2014 to Aug 2017)</small>			N/A			9.3/year <small>(equates to 50% crash rate reduction to 2030 from current rate)</small>			4.6/year...0.0/year as aspirational goal <small>(equates to 75% crash rate reduction from current rate)</small>				
9 Number of communities with Complete Street ordinances		1			N/A			goal is all communities			goal is all communities			goal is all communities	
10 League of American Bicyclists (LAB) designated Bicycle Friendly Communities**		1			N/A			5			10			9	

*2010 U.S. Census Bureau urban-rural classification via the Federal Highway Administration (<https://hepgis.fhwa.dot.gov/fhwagis/#>)
** <https://bikeleague.org/bfa/awards#state>

(A) Completed & Opened Bike Paths (Source: RIDOT, July 2019)	Miles
Blackstone River Bikeway, Segment 1A, Providence	0.71
Blackstone River Bikeway (On-road-Gano Street, Providence to Pawtucket Landing	4
Blackstone River Bikeway (On-road- Central Falls, Pawtucket)	2
Blackstone River Bikeway Visitors Center, Lincoln	0.5
Blackstone River Bikeway (Woonsocket, North Smithfield, Cumberland, Lincoln	9
Burrillville Rail Trail	1.2
Colt State Park Bike Path Improvements, Bristol	3.1
East Bay Bicycle Path (Providence, East Providence, Barrington, Warren, Bristol	14.5
East Greenwich Bicycle Path, Former Crompton Avenue Landfill	0.43
George Redman (Washington Bridge) Linear Park, Providence, East Providence	0.34
Quonset Point/Davisville Bicycle Path, North Kingstown	2.5
Sakonnet River Bridge Bicycle/Pedestrian Access, Tiverton, Portsmouth	0.7
Ten Mile River Greenway (Pawtucket, East Providence)	3.01
Warren Bike Path (Former Warren/Fall River Railroad ROW)	0.85
Washington Secondary Bike Path (Coventry Greenway)	4.3
Washington Secondary Bike Path (Cranston Bike Path)	5.5
Washington Secondary Bike Path (Warwick Bike Path)	1.6
Washington Secondary Bike Path (West Warwick Greenway)	2.8
Washington Secondary Bike Path, Trestle Trail East (Coventry)	4.8
William C. O'Neil (South County) Bike Path (South Kingstown, Narragansett)	7.8
Woonasquatucket River Greenway (Off-road-Providence, Johnston)	3.5
Woonasquatucket River Greenway (On-road-Providence)	2.8
Total Completed & Opened	75.23

(B) Bike Lanes and Shared Lane Markings (Source: RIDOT, July 2019)	Miles
Middletown	2.0
Newport	0.7
Newport	4.0
Newport	2.0
Pawtucket	0.6
Providence	0.4
Providence	0.1
Providence	0.1
Providence	0.2
Providence	1.0
Providence/Cranston	6.2
Providence	0.4
Providence	4.2
Providence	0.8
TOTAL BIKE LANE MILES	22.7