







Vision: 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 services, and promote a sustainable and competitive Rhode Island economy.

Goal Area	Objective	Strategies	Performance Measures	Tracking
Connect People & Places	Expand connectivity across modes	<ul style="list-style-type: none"> > Focus on intermodal connections such as improved pedestrian and bicycle connections to transit stations and appropriate types and siting of bike parking. > Provide incentives for use of active and public transportation. 	<ol style="list-style-type: none"> 1. Percent of the Person-Miles Traveled on the Interstate that are Reliable* 2. Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable* 	<ol style="list-style-type: none"> 3. Transit Ridership 4. On-Time Performance for RIPTA Service 5. Number of Bottlenecks in the NHS
	Reduce Travel Congestion	<ul style="list-style-type: none"> > Study and implement transportation management systems and other technologies to reduce congestion and lower emissions. > Remain engaged in and aware of emerging technologies. > Identify priority networks for all modes based on connectivity and access to destinations; integrate priority networks into decision-making. 		
	Improve regional connectivity	<ul style="list-style-type: none"> > Encourage coordination in investment and operations among transportation stakeholders. > Use real-time data to improve user confidence in transportation systems. > Pursue strategic shared mobility partnerships 		
Maintain Transportation Infrastructure	Design roadways to increase transportation choices	<ul style="list-style-type: none"> > Facilitate coordination from partners across transportation modes to work together to improve safety and mobility for all travelers. 	<ol style="list-style-type: none"> 6. FHWA Infrastructure PMs* 7. FTA Asset PMs* 8. FHWA Safety PMs* 9. FTA Safety PMs* 10. Bicycle Dedicated Lane Miles 11. Bus Transit Dedicated Lane Miles 	<ol style="list-style-type: none"> 12. No. of assets vulnerable to sea level rise
	Achieve a state of good repair	<ul style="list-style-type: none"> > Collaborate with local, regional, state and federal planning efforts to ensure efficient and coordinated response to special, emergency and disaster events. 		
	Enhance transportation network resilience	<ul style="list-style-type: none"> > Embrace opportunities for project bundling not simply replace in-kind; potential enhancements, such as multimodal facilities, armoring against extreme weather, ADA needs, improving safety. > Identify and prioritize multimodal solutions that have a high return on investment. 		
	Enhance transportation safety	<ul style="list-style-type: none"> > Focus asset management resources to identified priority infrastructure. > Utilize the Transportation Asset Management Plan to make data-driven decisions. > Use best practices to maintain assets and reduce life cycle costs. 		
Strengthen Communities	Improve individual and community health	<ul style="list-style-type: none"> > Identify and give priority to improvements that encourage mode shift (intermodal connections, bike and pedestrian infrastructure in more densely developed cities). > Support and encourage municipalities to adopt and effectively implement Complete Streets Ordinances. > Support and encourage municipalities to adopt Transit-Orientated Development (TOD) Ordinances. 	<ol style="list-style-type: none"> 13. Percentage of population within ¼ mile of a bike facility 	<ol style="list-style-type: none"> 14. No. of cities/towns with Complete Streets Ordinances 15. Transportation Equity Benefit Analysis (TEBA)
	Foster social equity	<ul style="list-style-type: none"> > Promote regional TOD funds that leverage public resources with private-sector investment to provide flexible capital funding for TOD projects. > Explore ways to ensure that transportation investments benefit existing residents and businesses, low-income and disadvantaged communities, and minimize displacement. 		
	Encourage connected communities	<ul style="list-style-type: none"> > Ensure that public transportation is accessible, affordable, frequent, and gets people where they need to go. > Consider transportation investments that support better connected land use. > Encourage local governments to adopt and implement smart growth/compact growth policies that can support more connected and mixed land use patterns. > Expand the sidewalk network and improve the quality of existing sidewalks and crossings in urban centers and in the vicinity of mobility hubs (e.g. Kennedy Plaza, Providence Station, Pawtucket/Central Falls Station). 		

Goals, Objectives, Strategies, and Performance Measures

Promote Environmental Sustainability	 Reduce vehicle miles traveled	<ul style="list-style-type: none"> > Fund and promote transportation alternatives to drive-alone trips, particularly public transportation options. > Pilot and develop mileage-based road pricing strategies as an alternative to the gasoline tax. > Encourage local governments to adopt and implement smart growth/compact growth policies that can support more connected and mixed land use patterns. > Encourage state agencies to work together within the Municipal Resilience Program at the RI Infrastructure Bank and with municipalities across the state to support comprehensive climate resilience planning. 		
	 Reduce transportation greenhouse gas emissions	<ul style="list-style-type: none"> > Promote parking reduction in areas where viable transportation alternatives exist. > Explore creation of Low-Emission Vehicle zones for designated sensitive areas, such as residential areas and congested urban centers. > Monitor major transportation sources of greenhouse gas emissions (e.g. port operations) and develop reduction countermeasures. 	16. Vehicle Miles Traveled Annually	17. No. of registered electric vehicles
	 Create a network of open space, trails, and paths	<ul style="list-style-type: none"> > Develop a public benefit electrification policy to govern Utilities' role in public fleet electrification. > Create dedicated state funding to leverage local funds to expand, improve or create new open spaces connected by trails and paths (e.g. Green Economy Bond). > Actively facilitate inter-governmental and inter-agency planning to connect open spaces, trails and pathways, including provision of technical assistance if needed. > Support active transportation, transit, shared mobility, infill development, and land use densification (e.g. TOD, arterial corridor planning). > Collect bike miles traveled data. > Establish a Mobility Innovation Working Group to advance a state-level investment strategy to build support for the Transportation and Climate Initiative (TCI) in Rhode Island. 		
Support Economic Growth	 Expand connections to jobs	<ul style="list-style-type: none"> > Continue efforts to enhance strategic investments around surface transportation (e.g., roads, bridges, rail stations, transit, bike paths) via the 2016 RhodeWorks legislation. > Intensify quality of place initiatives that invest in city and town centers as critical nodes in the state's transit planning. 		
	 Improve freight connectivity access to national/global freight markets	<ul style="list-style-type: none"> > Provide ample opportunities for adapting successful transit-oriented development efforts. > Work to maximize efficient multimodal connections at TF Green Airport. > Improve and expand ferry services to/from Providence Ferry Terminal. > Form partnerships with MPOs, DOTs, transit providers, and municipal transportation departments across state lines to plan for and invest in regional mobility enhancements (e.g. expanded MBTA service). > Coordinate cross-border transit service throughout the Providence and Westerly/New London urbanized areas. > Form partnerships to promote non-SOV transportation and to engage in mobility service cost-sharing (e.g. mobility hubs, bike and scooter sharing). 	18. Truck Travel Time Reliability (TTTR) Index*	21. Residents within ½ mile of frequent transit
	 Make transportation investments supportive of tourism	<ul style="list-style-type: none"> > Improve freight operations and intermodal freight connections (e.g. ProvPort, Port of Davisville multimodal access). > Ensure proactive involvement of tourism groups—such as Visit Rhode Island—in the transportation planning process. > Improve and expand multi-use trails throughout the state, and work to connect to key destinations and points of interest (leverage the Green Economy Bond). > Collect relevant transportation data related to tourism and use in transportation planning efforts. > Explore the possibility of establishing a Port Authority of Galilee and evaluate long term options for development, parking, transportation access and management decisions. > Encourage state agencies to work with towns (specifically those supporting summer tourism) on implementing transportation improvements that could improve safety including continued expansion of sidewalks along state-owned roads in village areas and exploring improvements to bicycle transportation. 	19. Percentage of Construction Projects On-Time 20. Percentage of Construction Projects On-Budget	22. Jobs within ½ mile of frequent transit 23. Number of Electric Vehicle Charging Stations

* - Denotes Performance Measure that is Federally Required