Executive Summary

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RI STATEWIDE PLANNING PROGRAM
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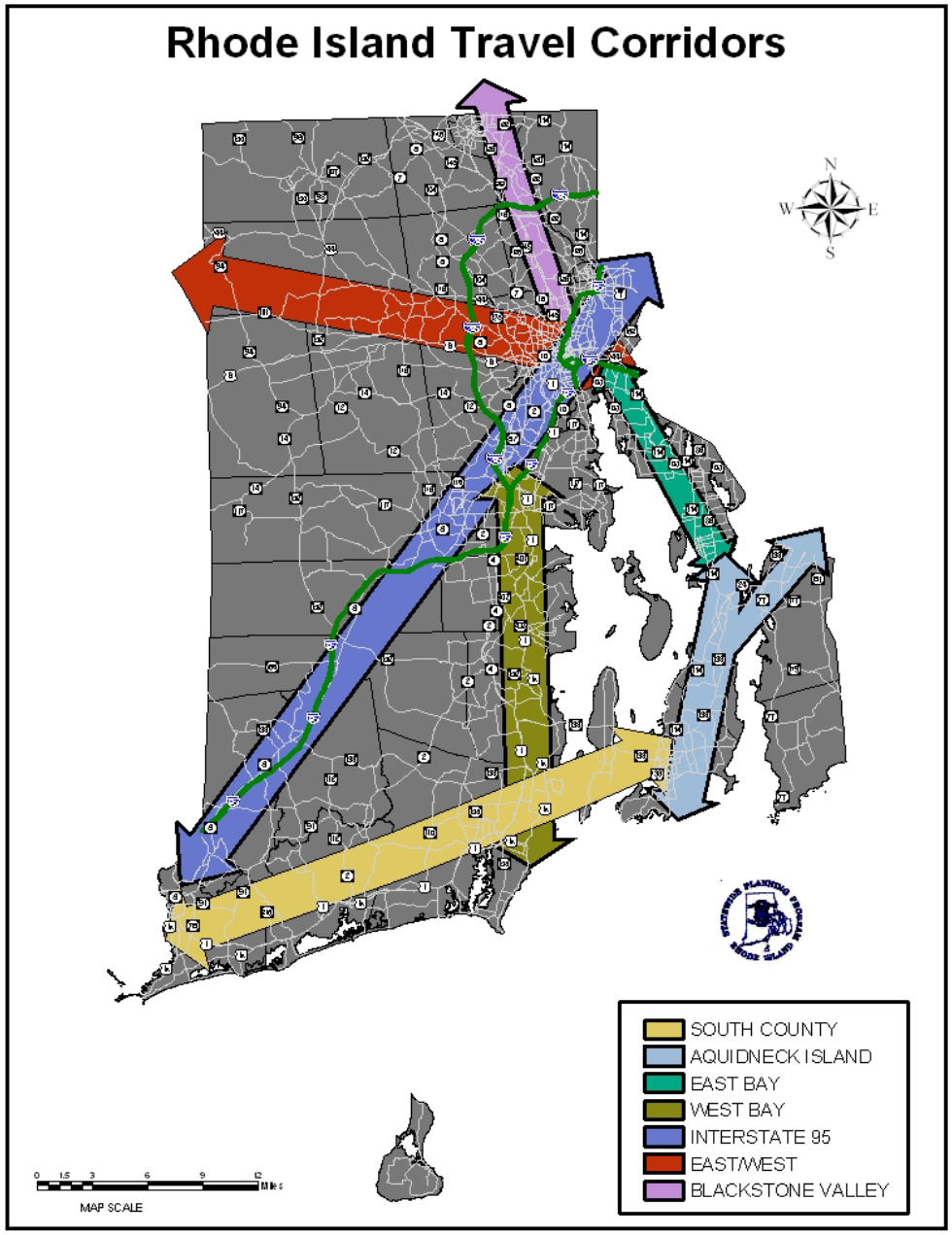

EAST WEST

Cranston, Foster, Glocester, Johnston, North Providence, Providence, Scituate, Smithfield

SOUTH COUNTY

Charlestown, Exeter, Hopkinton, Jamestown, Narragansett, New Shoreham, North Kingstown, Richmond, South Kingstown, Westerly

AQUIDNECK ISLAND

Little Compton, Middletown, Newport, Portsmouth, Tiverton

EAST BAY

Barrington, Bristol, East Providence, Warren

WEST BAY

Cranston, East Greenwich, Exeter, Narragansett, North Kingstown, Providence, South Kingstown, Warwick, West Warwick

BLACKSTONE VALLEY

Burrillville, Central Falls, Cumberland, Lincoln, North Providence, North Smithfield, Pawtucket, Providence, Smithfield, Woonsocket

INTERSTATE 95

Statewide study area

EXECUTIVE SUMMARY

The Rhode Island Statewide Planning Program, in cooperation with the RI Department of Transportation (RIDOT) and the RI Public Transit Authority (RIPTA), sponsored this initiative. This planning concept emerged in Rhode Island in Transportation 2020 (2001 Update), the State's long range (20 year) ground transportation plan as an effort to connect land use and transportation planning as well as mitigate traffic congestion. Corridor planning can be used as a bridge between policy level state planning and more narrowly focused local plans. Specifically, this effort encourages: multi-modal and intermodal analysis of a travel corridor, consideration of "upstream" and "downstream" impacts, regional communication and cooperation, and the consideration of land use as well as transportation solutions to traffic problems. The objectives of this initiative were to define major travel corridors in the state, identify major corridor planning issues, and formulate a vision for each corridor.

The Transportation Advisory Committee (TAC) of the State Planning Council helped to shape this study. Seven major travel corridors of statewide significance were identified. All 39 cities and towns are included in at least one corridor, and some are included in several. In many cases the corridors extend into Massachusetts and/or Connecticut. This was a multi-modal effort and was not confined to highways. Rail, bicycle, pedestrian, ferry, and transit were considered as appropriate. This study included a series of workshops for local planning officials in each corridor, followed by a series of public workshops.

This Executive Summary contains only the Vision Statements from each corridor. The complete results of this effort can be viewed on the CD-ROM. The Corridor Profiles, Planner Workshop Summaries, Public Workshop Summaries, Land Use Maps, Aerial Photographs, and Vision and Goals document the course of the study from data collection to identification of issues for further study. The vision statements as drafted are the result of a public process with input from professional staff. They should not be interpreted as policies of the state. No specific recommendations were developed as part of this Technical Paper. The results of this effort will be used: to formulate objectives, policies, and strategies in the next update of the long range transportation plan; as a platform for more detailed individual corridor studies; to prioritize projects for the Transportation Improvement Program; and to assist communities in making local land use decisions and identifying growth centers.

The public workshop exercise of prioritizing a series of planning issues was undertaken to get a sense within each corridor of what the key issues are, but also to compare the corridors with each other. Certainly these are not statistically valid observations, and therefore it is only possible to try to make some broad generalizations. The results are not surprising, and there was enough commonality to identify the following groupings:[1]

Transportation: In the two most densely developed corridors, East Bay and Blackstone Valley, land use issues were less of a priority and Transit and Traffic congestion were the two top issues in both corridors.

[1] This exercise was not completed for the Interstate Corridor.

Land Use: Similarly, in the two corridors which contain some fairly rural areas and pressure for development, the opposite was true. Land Use and Community Character were selected as the most important two issues in the South County and West Bay Corridors.

Transitional Areas: The two corridors that had the greatest diversity of land, containing urban as well as rural areas, had mixed results. The East West Corridor, from Providence to Foster/Glocester, had Community Character and Traffic Congestion as their top two issues. Likewise, the Aquidneck Island Corridor which contains the very built up Middletown and Newport area as well as the pristine town of Little Compton listed Land Use and Traffic Congestion as the two most important issues.

It is also noteworthy to mention the other issues that did not rank very highly. Pedestrian, Bicycle, and Freight fall into this category. When forced to rank them in priority order, these items fell to the bottom because, for some people, these issues may not touch their lives on a daily basis. The table below documents the results of this exercise and contains some summary data.

ISSUE PRIORITIZATION EXERCISE

Issue	East/West	South County	Aquidneck Island	East Bay	West Bay	Blackstone	SUM	PERCENT	RANK	RANGE	#1's
Traffic/Congst/AccsMgt	13	6	8	4	6	6	43	20%	1	33-14%	2
Transit	1	5	3	5	6	7	27	12%	4	22-2%	2
Environment	10	1	3	1	4	4	23	10%	5	17-3%	0
Grwth/Sprl/Land Use	7	9	4	2	8	5	35	16%	3	25-8%	1
Community/Aesthetic	12	8	3	2	11	5	41	19%	2	25-8%	1
Safety	8	3	1	2	5	1	20	9%	6	13-3%	0
Pedestrian	1	3	1	3	2	2	12	5%	7	13-2%	0
Bike	3	1	0	3	2	2	11	5%	8	13-0%	0
Freight	5	0	1	2	0	0	8	4%	9	8-0%	0
SUM	**60**	**36**	**24**	**24**	**44**	**32**	**220**				

During the course of the planner workshops and public workshops, some issues emerged that were beyond the scope of the Travel Corridor Planning Initiative, but nonetheless impact the transportation system and are worthy of further study, either as part of an individual corridor study or as a separate undertaking. These issues include: local property tax, state surplus property, frontage roads, interstate commuting, and the addition of Route 117 as a corridor of statewide significance.

A VISION OF THE EAST/WEST CORRIDOR IN THE YEAR 2020

The East/West Corridor is preserved using growth management principals strengthening Village Centers including Esmond, Greenville, Harmony, Scituate and North Scituate that evoke a Main Street character. Villages are pedestrian friendly with sidewalks and crosswalks. The historic village character is revitalized through the rehabilitation of existing housing stock, infill development and increases in "good" development density that retains the local scale. The rural character of this Corridor is maintained by encouraging density to the village centers.

Route 6 is characterized by economic vitality and light commercial businesses that increase the tax base and integrate well with the local character. Safety improvements on Route 6 enhance this road both as a local connector and a major Hartford to Providence linkage for commuters and commercial transportation. In Providence, the Route 6 and 10 merge is redesigned for a smoother traffic flow. Congestion on Route 44 is reduced through access management internally connecting shopping areas. All roadways have improved maintenance including regular removal of debris. Safety is emphasized through enforcement of speed limits, additional traffic lights at designated intersections, and increased sidewalks and crosswalks enhancing pedestrian usage. Mall intersections are redesigned with left-turn storage lanes to ease traffic flow.

Increased public transportation services to the less densely populated areas of the Corridor are provided by RIPTA. Convenient schedules complemented by more Park n' Rides have attracted more riders. Elderly and disabled persons have more access to the RIde. The Northwest Bike Trail connects these communities to each other and to the Statewide Bicycle Network.

A VISION OF THE BLACKSTONE VALLEY CORRIDOR IN THE YEAR 2020

The Blackstone Valley Corridor encompasses preserved Mill Villages such as Manville, Saylesville, Ashton and Lonsdale which showcase the unique architectural style, cultural quality and sense of community retained through mixed-use development creating vibrant and economically energized Village Centers. The re-urbanized communities of Central Falls, Pawtucket, Valley Falls and Woonsocket provide a range of improved housing consistent with its historical context and dynamic and diverse community composition. Re-introduction of train service in Central Falls and Pawtucket assists in the revitalization of these older cities.

While a high quality of life is preserved, improved economic opportunities are realized through regional planning of developed transportation options including rail, bus, bikeways and pedestrian walkways integrating linkages between Massachusetts's and Rhode Island's transportation systems. MBTA stations (such as Forge Park and South Attleboro) are served by RIPTA and public transit is improved between underserved communities such as Woonsocket, Smithfield, and Cumberland. Pedestrian movement is facilitated with crosswalks, sidewalks and better maintenance of walkways. Bike paths highlight this Corridor's natural features and points of interest.

Highway safety is increased through enforcement of speed limits and the elimination of U-turn center median cuts. Access management along this Corridor is implemented reducing curb cuts specifically along northern Diamond Hill Road and Route 146. Routes 146, 122 and 114 are redesigned with improved intersections and increased left-turn storage lanes. The safety of pedestrians and bicyclists is improved with sidewalks, crosswalks, bike pathways and improved street cleaning. Route 99 continues to provide access to the Woonsocket Industrial Park and Northern Cumberland.

A VISION OF THE AQUIDNECK ISLAND CORRIDOR IN THE YEAR 2020

The unique qualities of this corner of the State are protected and showcased contributing to the economic vitality of the Aquidneck Island Corridor. Innovative and stringent growth management techniques protect open space and scenic vistas of ocean and agricultural lands by confining mixed-use development to designated Growth Centers. Developed transportation linkages connect Aquidneck Island and Sakonnet River towns with tourist and cultural destinations through a variety of transportation alternatives including expanded ferry service, increased bus schedules and improved bicycle and pedestrian friendly pathways. Express routes, provided by RIPTA, accommodate both the year-round residents and seasonal commuters. More Park n' Rides are available providing safe linkages to other transportation modes.

Route 138 maintains its character as a local connector with very limited commercialized development. By utilizing access management to reduce curb cuts and increasing left-turn storage lanes, traffic flows more easily along Routes 114 and 138. Traffic on Route 138 is decreased in large part due to new interior connections between shopping centers. New and/or improved east/west roads connecting Routes 138 and 114 facilitate movement within the corridor. Runoff is reduced into Narragansett Bay through landscaping and parking lot construction designed specifically to increase surface porosity. Route 114 is designated for freight and tour buses allowing Route 138 to maintain its more rural character. Breakdown lanes for buses and motorist ease congestion and increase safety.

Route 24 provides alternative routing from 95 and serves Routes 81 and 77 as routes to beaches and local destinations including linkages to alternative transportation modes. These roads, in Tiverton and Little Compton, continue to provide access to the local villages while retaining their character and scenic beauty.

A VISION OF THE EAST BAY CORRIDOR IN THE YEAR 2020

East Bay Corridor consists of preserved and vibrant coastal village centers, a retrofitted Route 136 and a developed water transportation system. Ferries provide a convenient and competitive alternative to driving to such places as Providence, Newport and locations in the West Bay. Water transportation is both an attraction to this unique Corridor and a pragmatic solution for the transportation demands of commuters, local traffic and tourist. Existing facilities are utilized creating a multi-modal transportation system.

Route 136 is retrofitted with traffic calming, pedestrian controlled signalization, interconnecting shopping centers, extensive landscaping, attractive signage, consolidated uses, and revised zoning and land-use plans. The retrofitting of Route 136 reinforces smaller scale commercial development and increases pedestrian and bike access decreasing the feeling of isolation while improving east to west passage. Safety is increased and congestion is decreased through the use of designated left-turning storage lanes and reduced curb cuts.

Route 114 retains and enhances its historic character. It is strengthened with mixed-use development and ADA compliant sidewalks along with bus turnouts providing safer transport of bus passengers. The Wampanoag Trail is protected for its visual and environmental values retaining the character of a parkway.
Regional planning facilitates transportation, growth management, economic development, and environmental protection and preservation of the East Bay's unique character and natural resources.

A VISION OF THE WEST BAY CORRIDOR IN THE YEAR 2020

The West Bay Corridor provides affordable and convenient travel options through expanded transportation alternatives including regional high-speed ferry service, commuter rail, and bus service. Commuter rail successfully serves residents, shoppers, and air travelers with local and express trains. Local trains stop at East Greenwich, Wickford Junction, Kingston, Westerly, TF Green Airport, Providence, and Boston. The train stations along the Corridor support mixed-use, higher density, transit oriented developments, which in turn, justify increased public transportation services. Growth Centers such as Kingston, Wakefield, Peace Dale, Narragansett, Wickford and Warwick Station realize local scale, "good" development that complements their community design standards. Public schools no longer depend on property taxes, which decreases the need for commercial development to support the tax base. Growth in the area is understood at both the local and regional level. Sprawl is controlled due to implementation of growth management techniques accommodating the diverse range of land use along this Corridor. These communities understand that growth does not stop at town boundaries and regional planning guides the corridor in the most sustainable direction.

The Routes 4 and 1 segment of the Corridor/Improve the parkway character. This includes the elimination of median cuts and grade separations where possible, enhanced landscaping, and enforced speed limits. Routes 4 and 1 provide a driving experience that showcases the area's character.

Route 2, south of Warwick, has strong land use controls maintaining the rural, lower density character along this highway. Route 2 is highlighted as an alternative access to the coastal communities and University of Rhode Island. In addition, throughout the corridor bicycle paths and pedestrian facilities are enhanced and expanded.

A VISION OF THE SOUTH COUNTY CORRIDOR IN THE YEAR 2020

The South County Corridor's local character is preserved with a protected natural environment and improved intermodal transportation. There is higher density, mixed used and Transit Oriented Development (TOD) at the Corridor's train stations. Access to commuter rail and improved bus service reduces commuter traffic to the Providence Metro area. Peace Dale, Wickford, Westerly, Kingston and Narragansett are identified as growth centers. Sprawl is contained through sound planning and strengthened growth management regulations.

Route 1 is redesigned to address safety concerns including excessive curb cuts and median turn-arounds making it a safer road for cars, bicycles, and pedestrians. As the gateway to Rhode Island, scenic views are protected through land use controls and improved signage directing tourists through the State. Adopted design guidelines preserve scenic roads throughout the corridor. Route 1 remains a coastal road and community connector. Route 2, a major connector to the northern part of the State, continues to retain its rural character.

Route 138 continues as a major connector between Newport and Route 95 and is the main access road to University of Rhode Island. Route 138 is improved by better traffic management while retaining both the historic character of Kingston and its scenic beauty.

A VISION OF THE INTERSTATE I-95 CORRIDOR IN THE YEAR 2020

The Interstate 95 travel corridor forms the spine of the Boston - Washington megalopolis (also known as Northeast Corridor). This immense urban area houses 70 million people. The financial, cultural, educational, medical, industrial, government, and historic resources located in this corridor contribute to a staggering concentration of wealth. The area is fortunate to have a healthy tourism industry supported by the region's mountains, forests, beaches, and other natural resources.

It is within this context that the vision for Rhode Island's core Interstate Corridor, which includes I-95, I-195, 1-295 and Route 10, is of a highway system that is regionally planned fluidly connecting Rhode Island to both Connecticut and Massachusetts and beyond. The I-95 Corridor is the major element of a multi-modal system that effectively integrates the movement of commercial goods (freight) and people both within and through the State via a seamless system of highway, bus, rail, air and water transportation optimizing its geographical and infrastructural resources. Congestion is alleviated as a result of increased transportation options, Intelligent Transportation Systems (ITS), road design and access management. Local, short trip use of the Interstate highway system is decreased.

This Corridor's land-use and transportation needs complement each other showcasing Rhode Island's diverse range of natural and man-made attributes and its unique capacity to utilize these resources effectively while preserving aesthetic quality. Changes in the property tax system eliminate the reliance on commercial development to fund local budgets. Stricter zoning guidelines for interchange areas, protects each community's distinctive character. Redundant big-box development and residential sprawl is controlled. All large developments are assessed through a regional impact analysis. Local communities place a high value on retaining community character and controlling sprawl through growth management techniques.

Development is encouraged in the cities and small town centers within the corridor. Westerly, Kingston, Wickford Junction, East Greenwich, Warwick, Providence, and Pawtucket, are well designed, multi-functioning multi-modal Transportation Oriented Developments. These TODs are mixed-use with high-density development, realizing the efficiencies and economies of scale of integrating work and living space in close proximity to transportation options. Economic development is thriving in the older towns designated as growth centers as well as the new TODs with conveniently located amenities and services.

Rhode Island's five Interstate entrances in Cumberland, Hopkinton, Pawtucket, East Providence, and at TF Green are attractive, welcoming Gateways. Enhanced signage throughout the State better guides all users. This sets the tone for a visually pleasing driving experience through the corridor that includes an interesting and aesthetically pleasing landscape traversing the rural, suburban and urban character of this Corridor.

ABOUT THE RHODE ISLAND STATEWIDE PLANNING PROGRAM....

The Rhode Island Statewide Planning Program is established by Chapter 42-11 of the *General Laws* as the central planning agency for state government. The work of the Program is guided by the State Planning Council, comprised of state, local, and public representatives and federal advisors. The staff component of the Program is comprised of the Statewide Planning unit of the Office of Library and Information Services within the Department of Administration.

The objectives of the Program are to plan for the physical, economic, and social development of the state; to coordinate the activities of government agencies and private individuals and groups within this framework of plans and programs; and to provide planning assistance to the Governor, the General Assembly, and the agencies of state government. The Program prepares and maintains the State Guide Plan as the principal means of accomplishing these objectives. The State Guide Plan is comprised of a series of functional elements that deal with physical development and environmental concerns, the economy, and human services.

Program activities are supported by state appropriations and federal grants. Funding for production of this report was provided principally by grants from the Federal Highway Administration and Federal Transit Administration. State of Rhode Island general appropriations to the Statewide Planning Program provided additional support. The contents of the document reflect the views of the Statewide Planning Program, which is responsible for the accuracy of the facts and data presented herein. The contents do not necessarily reflect the views and policies of the U.S. Department of Transportation.

This information can be made available in a format for the physically challenged or electronically on computer disk.
Contact the Statewide Planning Program, One Capitol Hill, Providence, RI (401) 222-7901.

ABSTRACT

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ABSTRACT: This technical paper explores land use and transportation issues along seven major travel corridors in the State of Rhode Island. It documents two series of workshops with local planning officials and the general public and presents vision statements and goals developed for each corridor. This paper in its entirety is intended to be viewed electronically, either on-line at www.planning.ri.gov or via a CD-ROM. No full reports have been printed; however executive summaries are available in hard copy. The material contained herein reflects the views of professional staff and the general public who participated in this effort. This is not adopted as a state guide plan element; nor does it constitute official state policy. Activities of Statewide Planning are supported by federal grants and state appropriations. This material may be copied and reprinted with the customary crediting of the source.

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INTRODUCTION

BACKGROUND

The Rhode Island Statewide Planning Program (RISPP), in cooperation with the RI Department of Transportation (RIDOT) and the RI Public Transit Authority (RIPTA), sponsored this initiative. This planning concept emerged in Rhode Island in Transportation 2020 (2001 Update), the State's long range (20 year) ground transportation plan. A multi-disciplinary focus group met during the development of this Plan to discuss how this concept should be carried forward. It was subsequently identified as a strategy in the Plan to begin to connect land use and transportation planning as well as mitigate traffic congestion. Specifically, policy number 1-C states:

> *"ORGANIZE TRANSPORTATION PLANNING IN RHODE ISLAND AROUND A TRAVEL CORRIDOR FRAMEWORK emphasizing coordination with land use and congestion management planning. Travel corridor plans will be developed in close cooperation with cities and towns located within the corridors."*

Additionally, recommendations in the Plan, as put forth by the focus group are as follows:

2-6 Organize transportation planning in Rhode Island around a travel corridor planning approach.

a. *Devise a multi-disciplinary, multi-jurisdictional corridor planning process that includes land use, intermodal facilities, multimodal transportation, travel demand modeling, existing capacity and infrastructure (to name a few) along with performance measures and fundamental data requirements.*

b. *Use the corridor approach as a framework to integrate Rhode Island's transportation planning into the interstate regional transportation systems of New England and the northeastern United States.*

c. *Recognizing that transportation and land uses are intrinsically intertwined so that one cannot be planned for properly without the other, undertake as part of transportation corridor planning coordinated, cooperative, and proactive land use/land management planning effort by the State and city and towns located in transportation corridors.*

d. *Upon adoption of corridor plans as part of the state guide plan, work with municipalities to insure that local comprehensive plans incorporate, and become consistent with, the recommendations of the Corridor plan(s) for which they are a component. Corridor planning will enable transportation planning to go beyond the municipal boundaries.*

e. *Provide assistance to communities to enable their participation in a cooperative planning effort to support corridor planning studies.*

f. *Integrate the State's Congestion Management and Air Quality planning process within the travel corridor planning process.*

g. *Identify and prioritize travel corridors for study. Statewide Planning, in cooperation with RIDOT, will provide the results of this process to the State Planning Council for endorsement.*

Statewide Planning's Unified Planning Work Program, as approved by the State Planning Council and the Federal Highway Administration, includes this report as a program deliverable in fiscal year 2004. The Transportation Improvement Program for FY 2003-2004 also identifies corridor planning studies as an activity for RIDOT to undertake within the Planning Program. The Corridor Planning Initiative is a beginning to what may perhaps be a new framework for planning within the State.

PURPOSE

Rhode Island needs to better integrate land use and transportation planning in order to preserve the capacity and functionality of the major travel corridors. Congestion and sprawl are caused in part by the land use and transportation cycle whereby a transportation improvement (such as a new or improved highway, rail line extension, or airport) creates increased land value and accessibility. Development, and often over-development, of residential or commercial uses follows, causing congestion, and driving the need for improved transportation facilities. The disconnect between land use and transportation planning is inherent in the structure of our government where transportation planning occurs at the state and federal level, but land use planning and control occurs at the local level. RI's practice of selecting transportation projects as submitted by municipalities does not fully take into account the regional scope of certain elements of the transportation system. Corridor planning can be used as a bridge between policy level state planning and more narrowly focused local plans. Specifically, this effort encourages:

- Multi-modal and intermodal analysis of a travel corridor
- Consideration of "upstream" and "downstream" impacts

- Regional communication and cooperation
- Land use[1] as well as transportation[2] solutions to traffic problems

The objectives of this initiative are to define major travel corridors in the state, identify major corridor planning issues, and begin to formulate a vision for individual corridors. The results of this effort will be used:

- To formulate objectives, policies, and strategies in the 2004 update of the long range transportation plan
- As a platform for more detailed individual corridor studies
- To prioritize projects for the Transportation Improvement Program
- To assist communities in making local land use decisions and identifying growth centers

METHODOLOGY

The Transportation Advisory Committee (TAC) of the State Planning Council helped to shape this study. Seven major travel corridors of statewide significance were identified. All 39 cities and towns are included in at least one corridor, and some are included in several. In many cases the corridors extend into Massachusetts and/or Connecticut. This was a multi-modal effort and was not confined to highways. Rail, bicycle, pedestrian, ferry, and transit were considered as appropriate. A small working group consisting of RISPP, RIDOT, and RIPTA staff, and others with expertise in regional planning was convened periodically to provide direction.

Following the initial identification of corridors, the following steps were completed:

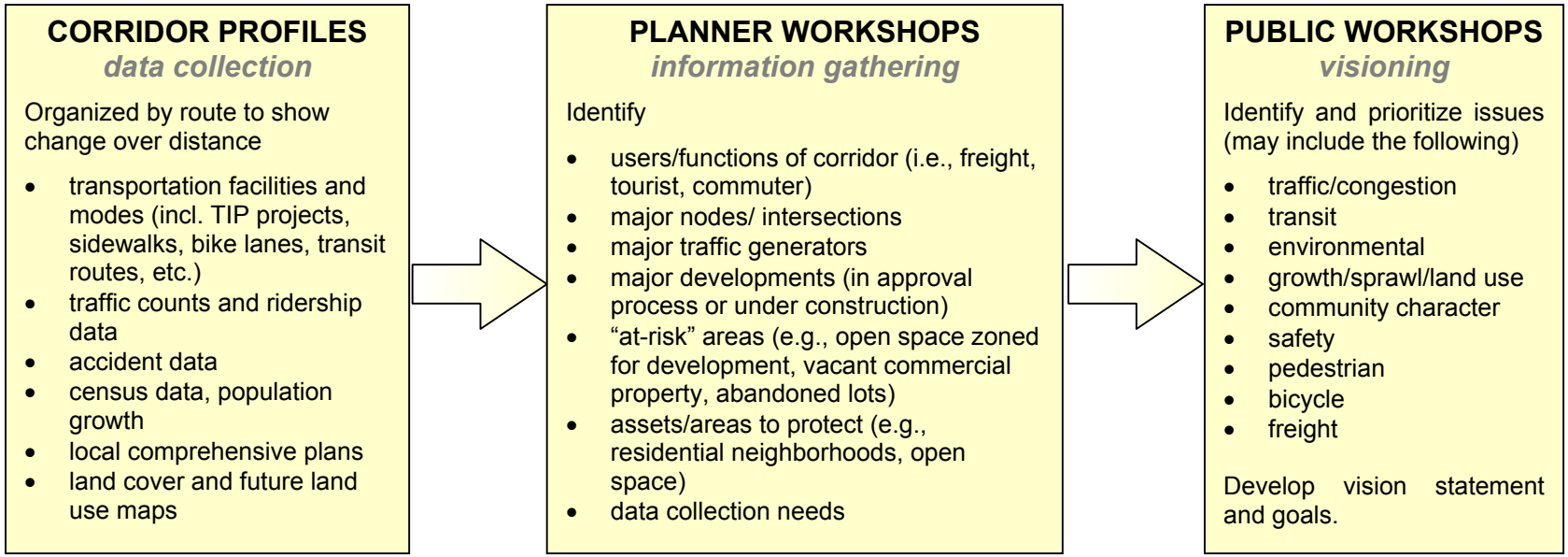
- DATA COLLECTION: Statewide Planning staff developed a PROFILE for each corridor. Although they are arranged by roadway (route number), they are multimodal and include information on pedestrian, bicycle, and transit facilities. They are arranged for the reader to better understand how the corridor changes over distance; for example, how the characteristics of a roadway (such as traffic volume and transit ridership) change as it proceeds from an urban to a rural area. The product is a matrix of major roadways in each corridor with data and characteristics for each town in geographic order.

[1] Land use solutions may include: access management, zoning, land preservation, and transit oriented development.

[2] Transportation solutions may include: transit service, traffic flow and intersection improvements, safety projects, and capacity enhancements.

- INFORMATION GATHERING: The corridor profiles, land cover maps, and future land use maps were presented to local and regional planning staff at a series of PLANNER WORKSHOPS. The planners were then asked to identify important intersections and traffic generators in their communities as well as new developments planned or underway. Statewide Planning staff pulled this information together and mile-wide corridor land use maps for each major roadway. This local input provided a much clearer understanding of how the corridor functions. Clusters of new developments appear as areas to monitor in the future. The product is a map of each study area showing land use and the various activity centers.

- VISIONING: Following the planner workshops, a series of PUBLIC WORKSHOPS was held to identify and prioritize issues and generate goals and a vision for each corridor. Invitation letters were sent to local officials, chambers of commerce, and other interested parties. Newspaper ads were published, and press releases generated other media coverage. Notices were posted in key locations, including the State House and Kennedy Plaza. These workshops were professionally facilitated and included exercises for participants to locate their residence and place of work, as well as rate the importance of various issues. Over 100 members of the public attended the workshops. The corridor profiles and maps from the planner workshops were displayed. The products are aerial photographs and graphs that show the relative importance of various planning issues. Written comments were received during the process and are included in the workshop summaries. The figure below describes these phases in greater detail.



The results of this effort are pesented in this report and can be viewed by individual corridor. The Corridor Profiles, Planner Workshop Summaries, Public Workshop Summaries, Land Use Maps, Aerial Photographs, and Vision and Goals document the course of the study. The vision statements as drafted are the result of a public process with input from professional staff. They should not be interpreted as policies of the state. The Conclusions Chapter compares the corridors to each other and makes some broad generalizations. It also identifies issues for further study. No specific recommendations were developed as part of this Technical Paper. This effort will serve as a framework for the next update of the long range plan and provide a basis for future development of policies, strategies, and performance based objectives.

A VISION OF THE INTERSTATE 95 CORRIDOR IN THE YEAR 2020

The Interstate 95 travel corridor forms the spine of the Boston - Washington megalopolis (also known as Northeast Corridor). This immense urban area houses 70 million people. The financial, cultural, educational, medical, industrial, government, and historic resources located in this corridor contribute to a staggering concentration of wealth. The area is fortunate to have a healthy tourism industry supported by the region's mountains, forests, beaches, and other natural resources.

It is within this context that the vision for Rhode Island's **core** Interstate Corridor, which includes I-95, I-195, 1-295 and Route 10, is of a highway system that is **regionally planned** fluidly connecting Rhode Island to both Connecticut and Massachusetts and beyond. The I-95 Corridor is the major element of a **multi-modal system** that effectively integrates the movement of commercial goods (freight) and people both within and through the State via a seamless system of highway, bus, rail, air and water transportation optimizing its geographical and infrastructural resources. **Congestion is alleviated as a result of increased transportation options, Intelligent Transportation Systems (ITS), road design** and **access management**. Local, short trip use of the Interstate highway system is decreased.

This Corridor's land-use and transportation needs complement each other showcasing Rhode Island's **diverse range of natural and man-made attributes** and its unique capacity to utilize these resources effectively while preserving aesthetic quality**.** Changes in the **property tax system eliminate the reliance on commercial development to fund local budgets. Stricter zoning guidelines** for interchange areas, protects each community's **distinctive character.** Redundant big-box development and residential **sprawl is controlled**. All large developments are assessed through a **regional impact analysis**. Local communities place a high value on **retaining community character** and **controlling sprawl** through **growth management techniques**.

Development is encouraged in the cities and small town centers within the corridor. Westerly, Kingston, Wickford Junction, East Greenwich, Warwick Providence, and Pawtucket, are well designed, multi-functioning multi-modal **Transportation Oriented Developments**. These TODs are mixed-use with high-density development, realizing the efficiencies and economies of scale of integrating work and living space in close proximity to transportation options. **Economic development is thriving** in the older towns designated as growth centers as well as the new TODs with conveniently located amenities and services.

Rhode Island's five Interstate entrances in Cumberland, Hopkinton, Pawtucket, East Providence, and at TF Green are attractive, welcoming **Gateways. Enhanced signage** throughout the State better guides all users**.** This sets the tone for a visually pleasing driving experience through the corridor that includes an interesting and aesthetically pleasing landscape traversing the rural, suburban and urban character of this Corridor

GOALS FOR I-95 CORRIDOR

- ✓ **Reduce congestion in the I-95 Corridor** through a combination of **upgraded multi-modal transportation options, travel demand management, and limited capacity enhancements.**
  - Integrate the Interstate Corridor with enhanced air, water, rail and bus linkages.
  - Invest in commuter rail infrastructure in as many communities as is practicable and support the North South rail link in Boston.
  - Use travel demand management techniques such as transit incentives, parking disincentives, and telecommuting.
  - Consider capacity expansion projects such as new travel lanes on I-295 between Routes 6 and the I-95 merge.
  - Expedite the I-95 and Route 4 interchange project.

- ✓ **Improve driver information and education through the use of ITS. Advertise Ozone Alert Days on variable message boards.**

- ✓ **Increase safety** by continually evaluating the relationship between **accident data and road design.**

- ✓ **Use Access Management to evaluate interchange intervals** as a means to **limit the misuse of the Interstate** as a local, short-trip roadway.

- ✓ **Improve signage** making travel within Rhode Island safer and more enjoyable by:
  - **Welcoming travelers to Rhode Island at the four** Interstate Gateway locations.
  - **Informing travelers of** alternative transportation modes, safe driving practices, and publicize attributes such as recreational opportunities, colleges, historical sites, shopping, entertainment, and business districts.
  - **Providing "warning signage"** that prepares users for irregularities such as left exits, low overpass clearance height, truck climbing lanes and highway curvatures that require speed reductions**.**

- ✓ **Increase safety through a positive guidance system of lighting, imbedded reflectors, signing, and striping** that increases the driver's expectations and understanding of unfamiliar highways thereby **decreasing the number of accidents and fatalities along this Corridor**.

- ✓ **Maintain and vary lighting** considering both safety and the environmental impact that **over-lighting** (light pollution) can cause in sensitive rural areas. Interstate lighting needs to accommodate both safety and the environmental requirements of respective urban and rural communities.

- ✓ **Understand the economic opportunity of interchanges and** encourage "good" development that maximizes the economic benefits of the existing infrastructure while minimizing sprawl and environmental impacts. Local communities must consider interchange development as an **asset and encourage uses** that are complementary to their **community and the region**.

- ✓ **Reform local property tax** through the implementation of a State Property Tax thereby decreasing reliance on redundant big-box development, shopping centers and industrial parks along highways and interchanges.

- ✓ **Decrease sprawl** through **local zoning guidelines** and **regional impact assessment procedures** that **protect** open space **beyond municipal borders**.

- ✓ **Adopt regional planning guidelines** restraining development in rural areas and encouraging economic development at well-planned growth centers and transportation-oriented-developments (TODs).

- ✓ **Preserve rural vistas** and **restore** the environmental values of **degraded sites** through "beautification" efforts such as plantings, landscaping, and removal of overhead power lines where feasible and appropriate. Use attractive/natural buffering to **camouflage unappealing development**.

- ✓ **Create an aesthetically pleasing driving experience** while protecting the interests of Interstate right-of-way neighbors by converting State-owned property along the highway into **functional buffers and using attractive jersey and sound barriers**.

- ✓ **Designate portions of the Corridor as Scenic – Parkway.** Careful consideration should be given when using the "Scenic" designation to solve Corridor problems. It should be used to **solve aesthetic issues**, not traffic issues as it could actually exacerbate problems if misused.

- ✓ **Maintain journey to work travel time**. Rhode Islanders boast a relatively short commute to work time. Interstate improvements and enhancements preserve this commute quality through **transit oriented developments** and increased multi-modal transportation options.

Interstate 95 Travel Corridor –
RIEDC Office, Quonset Davisville
July 24, 2003 from 6:30 to 10:00 p.m.
including I-195, I-295 and Route 10

This workshop was conducted somewhat differently from the other six in that there was no workshop for local planners held prior to the public workshop. The reason for this is that the study area for the I-95 corridor covers nearly the entire state, and enough information was provided by the local planners at the other 6 workshops to convey an understanding of the highway interchanges in those communities. This public workshop was held as part of the regular monthly meeting of the Transportation Advisory Committee (TAC), and invitations were sent to municipal planners. The TAC is a diverse group representing many transportation, economic, and environmental interests as well as cities and towns. Additionally, the Connecticut Department of Transportation sent staff members to present the proposed widening of I-95 in southeast Connecticut to 3 lanes in each direction up to the Rhode Island border.

Workshop Participants
Workshop participants included the Transportation Action Committee, Statewide Planning staff, Connecticut Department of Transportation, and the general public.

Who are the users of Interstates 95, 195, 295 and Route 10?

- Truckers
- Commuters
- Vacationers
- Local residents/shoppers

How are Interstates 95, 195, 295 and Route 10 used?

- Commuting to work and school
- Transporting of goods
- Through traffic – regional travel
- Local traffic – short trips
- Recreation – beaches etc.
- Emergency and medical services

What are the other modes of transportation available within this Corridor?

- Rail – Amtrak and MBTA (Providence only); freight rail
- Ferry
    - Newport/Providence
    - Highspeed to Quonset/Martha's Vineyard
- Buses (including Park and Ride facilities)
- Bicycles
- Air Transport
    - Freight
    - Passenger

What are the positive attributes of Interstates 95, 195, 295 and Route 10?

- Makes commuting easier
- Reduces traffic on local roads
- Safer than older, local roads
- Saves travel time
- Enhances business environment
- Intermodal options exist
- Facilitates more efficient movement of trucks and goods to and from other states
- Its existence has allowed for the funneling of enhancement funds for other modes/projects (i.e. bikes, recreation)
- National defense and emergency response

Location of Major Transportation and Land-Use Issues within I-95 Corridor

To initiate the workshop, participants were given 2 red dots and 2 blue dots to pinpoint, on an aerial map of this Corridor, the Transportation and Land-Use issues respectively. The resulting "dot" map provided a visual representation of the dispersion of transportation and land-use issues within the Corridor. The following two charts enumerate the location of these Transportation and Land-Use issues.

Location of Transportation Issues

Corridor – Highway	Location in Corridor (closest exit identified)	Number of 'dots' placed in location area
I-95	'S' curve in Pawtucket	3
	Civic Center/Providence Place Mall/Route 146	8
	'S' curve at Thurbers Avenue in Providence and I-195 East	11
	Route 10 Interchange (Exit 16)	1
	Route 37/Jefferson Blvd (Exit 14/15)	4
	Route 295 (Exit 11/12)	5
	Centerville Road (Exit 10)	2
	Route 4 & I-95 connection (Exit 9)	10
	Route 78 (Exit 2)	2
	Hopkinton/Connecticut Border (Exit 1)	1
I-295	Route 114/Diamond Hill Road (Exit 11)	2
	Route 146 (Exit 10)	1
	Cranston/West Warwick line (Between Exits 2 and 3)	1
Route 138	Route 1/Route 138/North Kingstown	1
	Route 1/Kingston Village	1
	Newport Bridge Toll Plaza	1

Location of Land-Use Issues

Corridor – Highway	Location/Interchange (closest exit identified)	Number of 'dots'
I-195	Recovered land from move of I-195/India Point Area	2
I-295	Routes 6 and 295 (Exit 5/6)	3
	Route 5 - no interchange with I-295	1
	Route 44/Shopping Center (Exit 7)	1
	Route 7 – Bryant/Fidelity/Dow (Exit 8)	2
	Route 12 - Cranston/Scituate border	1
I-95	Central Falls (Exit 26/27)	2
	Providence Hospitals (Exit 20)	2
	Route 37 to Route 2	1
	Jefferson Blvd. to new rail station area (Exit 14/15)	4
	Route 2 – Warwick/West Warwick town line	2
	Route 2 – Medical Complex – East Greenwich	2
	Route 2 - West Warwick Industrial Park (proposed casino location)	2
	Coventry, Center of New England (Exit 7)	2
	Coventry/West Greenwich GTech, Amgen (Exit 6A)	1
	West Greenwich (Exit 5)	1
	Richmond (Exit 3/4)	6
	Hopkinton (Exit 2)	1
	Hopkinton (Exit 1)	1
Route 4	Quonset	2
	Route 403	1
	Routes 4/102/2 Ten Rod Road (Walmart/Home Depot/Shaws)	2
Route 138	University of Rhode Island	1

Discussion of the Major Issues within I-95, I-195, I-295 and Route 10

Prompted by the aerial map "dot" placement exercise, the ensuing discussions resulted in the identification of specific issues pertaining to **Transportation Issues**, **Land-Use Issues** and **Community Impact**.

TRANSPORTATION ISSUES

Safety Issues

- **Striping** needs improvement
- Too many **trucks exceeding weight limits**. Need enforcement of weight restrictions
- **Civic Center Interchange** at Providence Place Mall/Francis Street**: Difficult environment for pedestrians, motorists, and buses**. Problematic intersection with pedestrian crosswalk at base of I-95 Interchange ramps

- **Two "S" Curves**: **Pawtucket** and **Thurbers Avenue** in Providence. Curvature dictates speed limit, otherwise an adverse event is likely. Trucks with shifting loads exacerbate the likelihood of an adverse event. **Traffic is too fast** and there is a **lack of sight lines**
- **Lighting**: Lack of **lighting maintenance** on overhead lights on I-95 on the highway itself as well as the entrance ramps

I-95 – General

- I-95 is **used as a local road** for short trips. Are there too many interchanges?
- I-95 in **Connecticut is increasing to three (3)** lanes and Rhode Island remaining at two lanes. The tapering point in Connecticut is not determined but there is potential for a bottleneck condition. Additionally, the **impact on Rhode Island's Route 3** is not determined. Connecticut consultant states that volume at Rhode Island border is less than anywhere else on Connecticut's portion of I-95.
- The shoulder is used as a travel lane by vehicles headed southbound on I-295 at the I-95 merge that exit to Route 117 West. Is another lane needed for this short segment?
- South of the Route 4 and I-95 split, I-95 southbound drops the right lane before Exit 8 to Route 2 in East Greenwich. The lane drop should occur after the exit rather than before
- **Quonset Industrial Park** (job source)

  How will existing infrastructure handle
  - **Access to I-95/Completion Route 403**
  - Growth in **commuter traffic**
  - **Volume increases** on highway/transportation system for **freight**

I-95/Route 4

- **Congestion** at interchange of **Route 4 and I-95 in all directions**
- **Route 4 South**: It is perceived by some that the **left exit for Route 4 off of I-95** South from Providence has poor signage and not enough warning for through-traffic in left lanes to switch to right lanes to avoid **Route 4 Exit** and continue of I-95 South
- **No fluid movement from Route 4** North to I-95 South or I-95 North to Route 4 South. This is an entrance and egress problem for trucks and commuter traffic to and from Quonset Davisville

I-295

- **I-295 lanes shifts from 3 to 2 lanes** where traffic increases in Johnston south of the Route 6 interchange. This is a **safety and capacity issue**.
- **I-295 North, after the Route 37** interchange, has a steep incline that is difficult for trucks to climb. Needs a "**truck-climbing lane**".
- I-295: **Speeding** is a problem; **enforcement** is needed

I-195

- **Washington Bridge**: With the **closing of the Gano Street entrance** onto the Washington Bridge, the **Henderson Bridge detour needs improved signage** to re-route traffic from the East Side onto I-195

Route 10

- **Traffic regulations need enforcement**. **Lanes are too narrow**; **speeding** and **tailgating** are problems

Rail

- Amtrak **fares** are **too high for local commutes** and short trips.
- **Lack of local commuter rail**
- Planning is necessary for **regional rail transportation** and the interconnecting of rail lines**. Improve access to rail connections** linking Rhode Island with neighboring states requires regional planning

Bus

- **Limited and slow bus service** from the Providence metropolitan **area to South County and beaches** is a factor contributing to low ridership
- **Demand for bus service to New Haven** should be evaluated

Signage

- There is an overall need for **upgrading of signage** along I-95 Corridor.
- **T.F. Green**: Some signs need improvements. In addition to existing directional signage to New York and Boston, should local destinations such as Providence and Newport be added?
- Improved signage is needed rerouting **Washington Street Bridge** traffic to **Henderson Bridge** and onto I-195 in East Providence. This **detour has poor signage** and can be very confusing
- **Entrance to Rhode Island: message and image**
  The Interstate highway system presents **5 Gateways** into Rhode Island:
  I-295 in Cumberland
  I-95 in Pawtucket
  I-95 in Hopkinton
  I-195 in East Providence
  T.F. Green – Airport Connector
  What message and image should these gateways convey about Rhode Island?

Aesthetics

- Overall consideration should be given to the '**image'** that is conveyed by Rhode Island particularly at interchanges and **Gateways**
- Improve interchanges to **preserve pristine vistas** where they still exist
- **Restore aesthetic quality to highways and interchanges** through plantings and landscaping where sites are degraded
- **Signage** should be **improved** with consideration given to aesthetics and positive guidance throughout the Corridor
- **Jersey barriers** and **sound barriers** should be **attractive**

LAND USE ISSUES

- **Interstate** highways should be considered part of the **infrastructure system; they enable and encourage growth and development**. Local communities need to **plan** in order to **direct** and **control the growth and economic**

development in these areas. Communities have to **create a vision** of how they want these interchanges to develop and **plan for interchange development accordingly**

- **Interchange development** is all starting to **look the same.** Gas stations and fast food restaurants should not dominate the off-ramp landscapes of Rhode Island's Interstate interchanges. Where it still exists, **the rural character needs to be preserved and showcased**
- Local **property tax needs change** so that communities will not approve **sprawl commercial development** to off-set local revenue demands.
- Need **regional planning** to **reduce redundant big-box development along major highways and at interchanges**
- Any **State Property** along Interstate Corridor should be held for **buffering** the highways to **improve aesthetics** and **preserve open space**.
- **Standards** should be developed **for buffers** along interstates.
- With development pressure increasing in Massachusetts and Connecticut, it is crucial that **Rhode Island be prepared** to assess the state and regional **impact of development**, especially as it relates to transportation and land use. Massachusetts has the **MEPA process** for review of projects above set thresholds. This review requires a regional approach. The **Cape Cod Commission** has the **Development of Regional Impact** review process for projects with impacts beyond municipal borders. Rhode Island should be protected from developers looking for easy permitting. The **Physical Alteration Permit Application** process is insufficient to deal with the full spectrum of environment impacts.
- **Center of New England** – is this the type of development that every town should be pursuing for tax purposes?
- **Center of New England** – **Impact** of such a large development must be considered in the approval process, i.e., impact on interstate highways, highway ramps, local roads, and **air, water, and visual environments**
- Potential **impact of a casino in West Warwick**
- The **relocation** of **I-195** at the head of Narragansett Bay presents **new land use issues** at India Point and downtown Providence
- Access to I-295 has encouraged **sprawl** and **poor usage of Interstate as a local road**. Additionally, because development is so spread out, it is difficult for RIPTA to service this area efficiently leaving residents with **few transportation options**

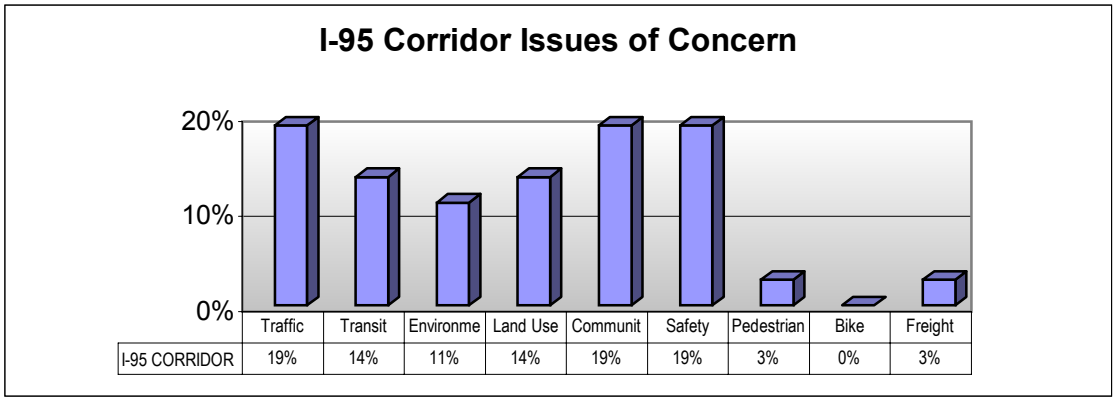
COMMUNITY IMPACT

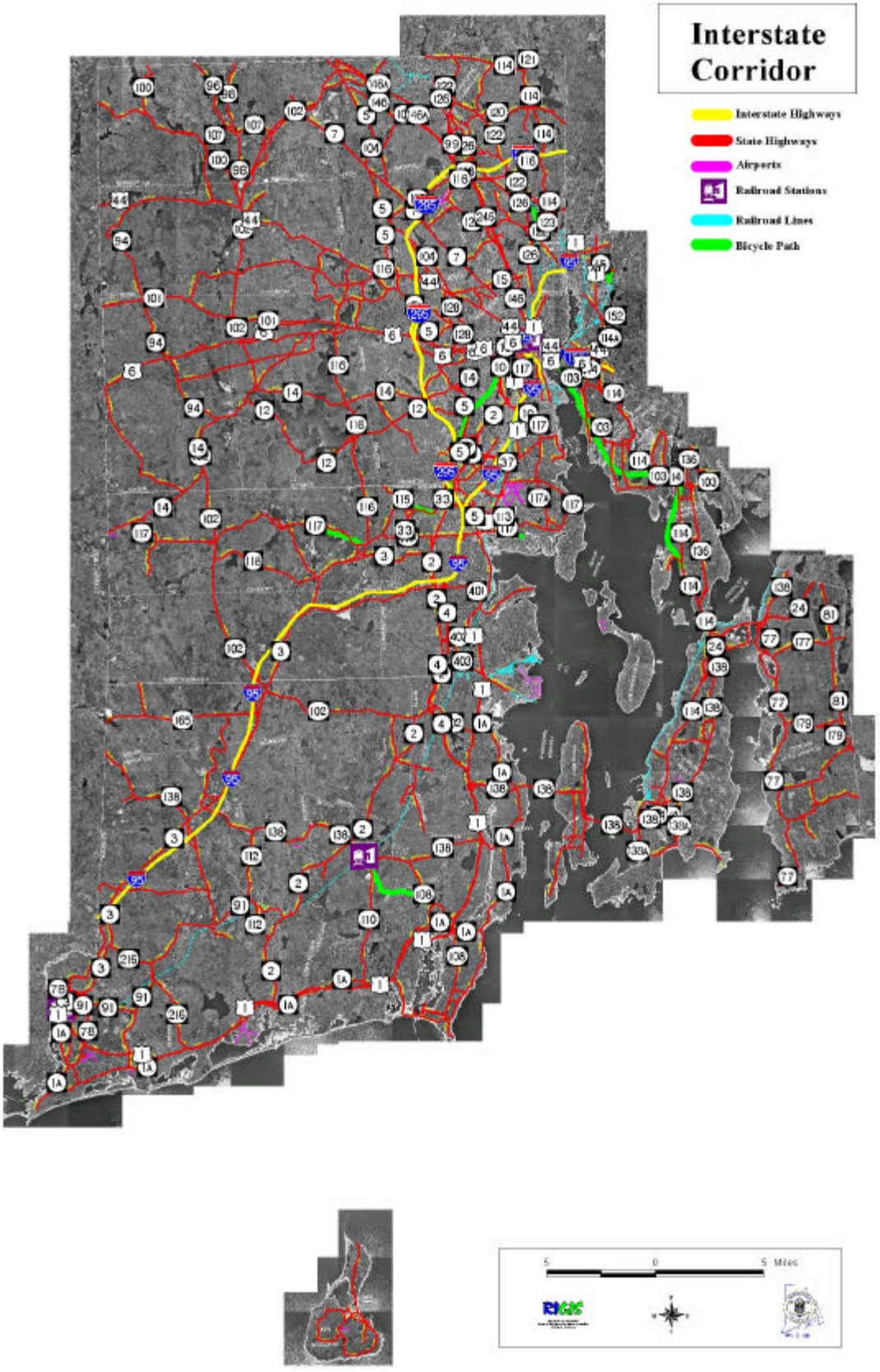
- **Keep Communities intact.** Efforts should be made to **prevent highways** and transportation improvements **from dividing** of communities
- **I-195 relocation** will **separate** Providence from **waterfront**
- **Lack of sound barriers**. Investigate attractive ones such as those used in Holland
- Where there is **greatest congestion**, **air and water quality evaluation is critical**.
- Need to **reduce reliance on cars**
- Pollution caused by Interstate **overhead lighting in rural areas** needs to be balanced with safety concerns

- Local **emergency response** to **Interstate emergencies** is not funded. Need a mechanism to provide **reimbursement**
- **Reduce** the placement of **billboards** along interstate highways
- Overhead utility lines along I-195 in Providence are blight on the city

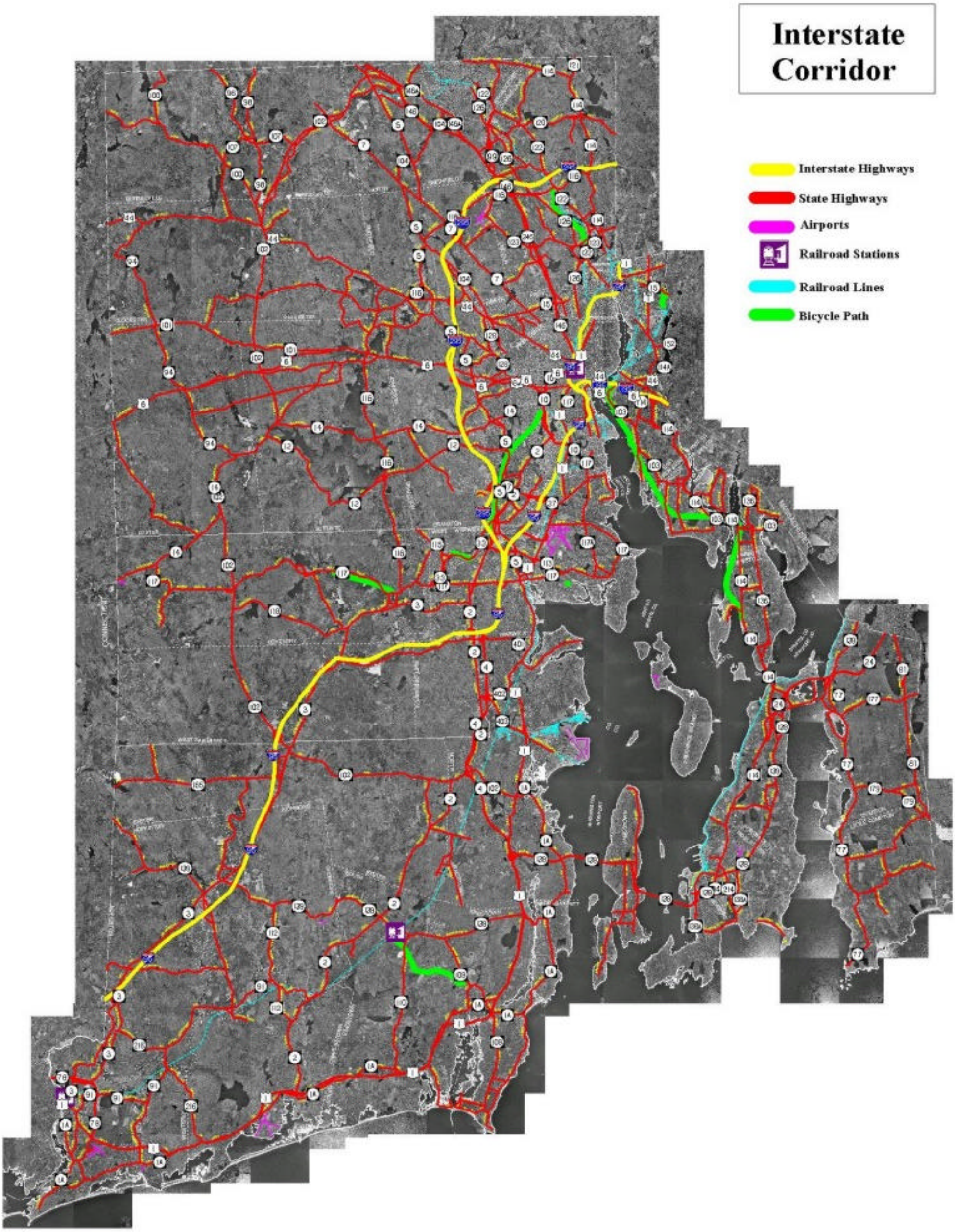
Issues Identified by Participants at End of Session

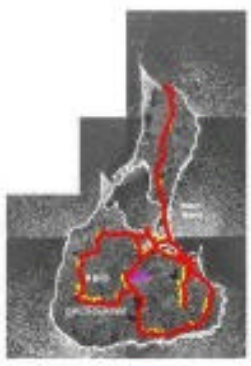
At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.




Interstate Corridor
Interstate Highways
State Highways
Airports
Railroad Stations
Railroad Lines
Bicycle Path
5
0
5 Miles

Interstate Corridor





RIGIS

5 0 5 Miles

I-95 Travel Corridor

RI 10

	Cranston	Providence
Land use	Com. Res.	Com.Ind./Res.
Modes		
Sidewalk	N/A	
Bicycle	N/A	
Lanes	6	6
Parking	N/A	No
Park n Ride	No	No
RIPTA	No	No
Ridership	----------	----------
TIP 02 - 03	Pave Mgt.	
TIP 04 - 08		Union Ave Bridge
ADT	73,400	45,700
LOS		
V/C	1.1-1.6*	1.1-1.6*
Speed Limit	50-35	50
Freight	NA	NA
Accidents(2002)	251	113
Pop 2000	79,269	173,618
Pop 2020		
Problem areas	6/10 Connect. No connect to 6 West.	
	****V/C based on LOS C**	

I-95 Travel Corridor

INTERSTATE 195

	Providence	East Providence
Land use	Commercial/Industrial	Commercial/Industrial
Modes		
Sidewalk	N/A	
Bicycle	N/A	
Lanes	6	6-8
Parking	N/A	
Park n Ride	No	No
RIPTA	32-Barrington, 33-Riverside, 60-Newport, GATRA #19-Taunton	32-Barrington, 33-Riverside, 60-Newport, GATRA #19-Taunton
Ridership	95(32), 1095(33), 1223(60)*	95(32), 1095(33), 1223(60)
TIP 02 - 03	I-195 Relocation & Washington Bridge	I-195 Bridges, Washington Bridge
TIP 04 - 08	I-195 Relocation & Washington Bridge	Washington Bridge
ADT	128,100-161,600	102,500
LOS		
V/C	.7-3.4**	.7-1.1**
Speed Limit	50	55
Freight	NA	NA
Accidents(2002)	856	244
Pop 2000	173,618	48,688
Pop 2020		
Problem areas	I-195/95 "fishhook" curve	Washington Bridge

*** Average weekday passenger count per route.**

**** V/C based on LOS of C.**

I-95 Travel Corridor

INTERSTATE 295

	Warwick	Cranston	Johnston	Smithfield	Lincoln	Cumberland
Land use	Com. Res	Com. Res.	Com. Res	Rural/Res. Com.	Rural/Res.	Rural/Res.
Modes						
Sidewalk	N/A					
Bicycle	N/A					
Lanes	4	4	4	6	6	6
Parking	N/A					
Park n Ride	No	No	No	No	No	No
RIPTA	No	No	No	No	71-Broad	No
Ridership					656*	
TIP 02 - 03	I-295 Safety and Bridge					
TIP 04 - 08						
ADT	52,600	73,400	66,000-79,700	45,900-51,100	45,700	50,300
LOS						
V/C	.3-.7**	.3-1.1**	.3-1.1**	.3-.7**	.3-.7**	.3-.7**
Speed Limit	65	65	65	65	65	65
Freight	NA	NA	NA	NA	NA	NA
Accidents (2002)	105	180	163	118	75	44
Pop 2000	85808	79269	28195	20613	20898	31840
Pop 2020	83631	77157	29419	23556	18992	30103
Problem areas	Two lane section of travel.	Two lane section of travel.	Two lane section of travel.	Numerous back ups at 295/44 off ramps.		
	*** Average weekday passenger count per route.**					
	****V/C based on LOS of C.**					

I-95 Travel Corridor

INTERSTATE 95

	Pawtucket	Providence	Cranston	Warwick	West Warwick	East Greenwich	West Greenwich	North Kingstown	South Kingstown	Exeter	Richmond	Hopkinton	Westerly
Land use	Com/Ind. Res.	Com/Ind. Res.	Com/Ind. Res.	Com/Ind. Res	Res. Com.	Res. Com.	Com/Ind. Res	Com/Ind. Res.	Com. Res.	Rural	Rural	Rural	
Modes													
Sidewalk	N/A												
Bicycle	N/A												
Lanes	8	8	8	8	4	4	4			4	4	4	4
Parking	N/A												
Park n Ride	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
RIPTA				8-Jeff Blvd, 14-Narragansett, 66-URI, 90-117 PNR			90 (PNR)					90 (PNR)	
Ridership*	NA			213(14) 157(8)* 371(66) 21(90)			21				21	21	21
AMTRK/MBTA	future station proposed	Amtrak and MBTA	No	future station planned	No	future station proposed	No	future station planned	Amtrak	No	No	No	Amtrak
Ridership*		Amtrak-512 MBTA-1000							113				23
P&W-Service	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No	No	No	No
TIP 02 - 03	Storm Drain Retrofit; I-95 Safety & Bridge, I-95 Ramp Mitigation												
TIP 04 - 08	I-95 Safety & Bridge.												
ADT	91,300-133,500	182,000-261,000	166,600-182,200	157,000-158,900	158,900	158,900	50,900-65,700	NA	NA	45,900	44,400-47,300	44,400-47,300	47,300
LOS													
V/C**	.7-1.6**	.7-3.4**	.7-1.1**	.7-3.4**	.7-3.4**	.7-3.4**	.3-.7**			.3-.7**	.3-.7**	.3-.7**	.3-.7**
Speed Limit	55	55	55	55	55	55	65			65	65	65	65
Freight	NA	19%	NA	10%	10%	10%	18%			NA	NA	NA	NA
Exits	30-25	24-18	17-14	13-8	8A	7	7-5	NA	NA	NA	3, Welcome Center	2,1	NA
Accidents (2002)	471	1896	180	105	0	6	167			12	75	58	NA
Pop 2000	72,958	173,618	79,269	85,808	29,581	12,948	5,085	26,326	27,921	6,045	7,836	7,836	22,966
Pop 2020***													
Problem areas		95/195 95/146 95/10/6				Access from Route 4 to I-95 South							

*** RIPTA and MBTA - Average weekday passenger count per route. Amtrak - Average daily ridership (annual ridership/365)**

****V/C based on LOS of C.**

***** Available later this year.**

A VISION OF THE AQUIDNECK ISLAND CORRIDOR IN THE YEAR 2020

The unique qualities of this corner of the State are protected and showcased contributing to the economic vitality of the Aquidneck Island Corridor. Innovative and stringent growth management techniques **protect open space** and scenic vistas of ocean and agricultural lands by confining **mixed-use development** to designated **Growth Centers**. Developed transportation linkages connect Aquidneck Island and Sakonnet River towns with tourist and cultural destinations through a variety of transportation alternatives including **expanded ferry service**, **increased bus schedules** and **improved bicycle** and **pedestrian friendly pathways**. Express routes, provided by **RIPTA**, accommodate both the year-round residents and seasonal commuters. **More Park n' Rides** are available providing safe linkages to other transportation modes.

Route 138 maintains its character as a local connector with very limited commercialized development. By utilizing **access management** to **reduce curb cuts** and increasing left-turn storage lanes, traffic flows more easily along Routes 114 and 138. Traffic on Route 138 is decreased in large part due to new **interior connections** between shopping centers. **New and/or improved east/west roads** connecting Routes 138 and 114 facilitate movement within the corridor. **Runoff is reduced** into Narragansett Bay through landscaping and parking lot construction designed specifically to increase surface porosity. **Route 114 is designated for freight and tour buses** allowing **Route 138 to maintain its more rural character**. Breakdown lanes for buses and motorist ease congestion and increase safety.

Route 24 provides alternative routing from 95 and serves Routes 81 and 77 as routes to beaches and local destinations including linkages to alternative transportation modes. These roads, in Tiverton and Little Compton, continue to provide access to the local villages while retaining their character and scenic beauty.

GOALS FOR AQUIDNECK ISLAND CORRIDOR

- ✓ Enhance pedestrian experience through **enforcement of speed limits** and traffic regulations, sidewalks and crosswalk improvements, and **linkages to transportation alternatives.**

- ✓ **Avoid sprawl and preserve open space in a regional context**. The Aquidneck Island Partnership and the three island communities will continue to work and develop strategies to create a sustainable future for this Corridor that encourages design at a local scale and preservation of unique character.

- ✓ **Maintain the scenic character** and charm along Route 138 that exists today and ease congestion on both Routes 114 and 138 through the creation of **interior connections** between shopping centers and **new and/or improved east/west roads** that provide alternative routes for local traffic and decrease highway overuse.

- ✓ **Improve auto movement on Routes 114 and 138** through the **reduction in curb cuts**, the **provision of left-turn storage lanes and breakdown** lanes by using **access management** to design and control traffic patterns thereby meeting the demands of year-round commuters, local traffic and seasonal tourists.

- ✓ **Expand bus and ferry schedules** to provide increased opportunities for alternative modes of transportation to Providence. Expand bus service within Aquidneck Island to reduce local reliance on auto transportation.

Aquidneck Island Travel Corridor Planner Workshop

Planner Workshop May 14, 2003 9:30 am - 12:30pm

Facility Studied Route 24

- Boundaries.

- Users and functions.
  Commuters to Boston and Providence
  Freight

- Major Nodes and Intersections.
  Tiverton – Fish Road Exit
  RI 114
  RI 138 (both sides of bridge)

- Major Traffic Generators.
  Commuters, Tourists, Trade

- Major developments.
  Tiverton Industrial Park (<100 acres)
  Starwood high-end condo at old tank farm near potential commuter rail station

- "At Risk" Areas.
  Tiverton exits – pressure for large-scale highway commercial for regional service area. Fish Road zone change required

- Assets to Protect.
  Acreage to be "freed up" when road moved for new bridge.

Facility Studied. Route 77

- Boundaries.

- Users and functions.
  Tiverton:
    North of Bulgarmarsh - Main Road is the main commercial corridor in town. General business, secondary connection to Fall River
    South of Bulgarmarsh - residential access. Travel corridor to Four Corners, Little Compton
  East West Route to Horseneck
  Sakonnet River Bikeway

- Major Nodes and Intersections.
  Tiverton: Bulgarmarsh

- Major Traffic Generators.
  Tiverton: Starwood (future)

- Major developments.
  Tiverton:
    North of Bulgarmarsh – Main Road experiencing some redevelopment – chain retail.
    Major development off Main Road – Starwood Development at the site of the old tank farm, high-end condo development (age restricted) with some retail.

- "At Risk" Areas.
  More pressure in Commercial corridor

- Assets to Protect.
  Scenic Road south of Bulgarmarsh. State/local designated
  Four Corners area – protect integrity – village commercial/design review

Facility Studied. Route 81

- Boundaries.

- Users and functions.
  Secondary north/south corridor through Tiverton/Little Compton
  Alternate travel way to Westport, MA

- Major Nodes and Intersections.
  Bulgarmarsh/Stafford Road. Small commercial center

- Major Traffic Generators.
  North of Bulgarmarsh – Small-scale commercial
  South of Bulgarmarsh – residential. Through traffic to Little Compton

- Major developments.
  No major developments right now, some turnover in uses.
  Maybe some interest in redeveloping highway commercial near Fall River line.

- "At Risk" Areas.
  Stafford Road is a secondary commercial corridor with residential uses. Town would this stay – no additional pressures to upgrade

- Assets to Protect.
  South of Bulgarmarsh the area is low density residential – R80 development will be somewhat limited

Facility Studied. Route 114

- Boundaries.

- Users and functions.
  Middletown – Retail, office, some residential, connection to Newport
  Portsmouth – connection to Newport, Mellville marine trades and Raytheon.
  Future light industrial and office,
  Access to Naval Station Newport, strip commercial

- Major Nodes and Intersections.
  114/138
  One Mile and Two Mile corners
  O'Connell Highway
  Gate 17 Access Road and West Main
  Hedly, Stringham, Union

- Major Traffic Generators.
  Naval Station Newport, Raytheon, Newport Mall/Newport town Center

- Major developments.
  Newport Heights – north end Coddington - mixed income housing
  Middletown Square strip mall
  Hampton Inn
  CCRI/Government Centers
  Bridge Ramp alignment
  Rotary at Admiral Kalbfus Hwy
  Carnelih Abbey – Golf, top end Residential

- "At Risk" Areas.
  Vanieck Property, Middletown. 70 Acres, currently zoned agriculture possible
  change to general Business/mixed use retail zoning.
  Old Navy Hospital – currently vacant
  Waite's Wharf
  Every large vacant parcel over the next 10 years

- Assets to Protect.
  Portsmouth – Farmland

Facility Studied. Route 138

- Boundaries.

- Users and functions.
  Through traffic to and from Newport
  Residential land use
  Local retail and service
  Link to Route 24
  Reconnection of Connell Highway to Americas Cup

- Major Nodes and Intersections.
  Forrest Avenue and East Main
  Valley, Aquidneck, East Main
  Turnpike and East Main – emerging "Town Center"
  Hedly

- Major Traffic Generators.
  Aquidneck Shopping Center
  Through traffic
  Residential, local commercial
  Newport
  Beaches

- Major developments
  Portsmouth "Town Center"
  Farmland to subdivision activity
  Bridge ramp realignment

- "At Risk" Areas.
  Nursery land currently zoned R30/R40/R60
  Other "Open Space currently zoned R40/R60
  Portsmouth "Town Center" and all farmland not currently protected

- Assets to Protect.
  All stone walls and historic trees
  Fields currently zoned as General Business, Commercial Business, and Industrial
  Open space/agricultural

Define Study Area Boundaries

Include Thames/Americas Cup Blvd in Newport
More on rail corridor/ferry

Data Collection Needs

Compare weekend summer traffic to ADT
Ferry Ridership
Build on West Side Master Plan vision
East/West Main – not bikeable

Aquidneck Island Corridor
at Middletown High School
June 9, 2003 from 6:30pm to 9:00pm

Approximately 10 residents from the Aquidneck Island corridor participated in a public workshop on June 9, 2003. The towns and cities represented by participants at the corridor were Middletown, Newport and Portsmouth. There were also representatives from the Rhode Island Association of Railroad Passengers, Portsmouth Planning Board, DOT Watch and the Southeastern Regional Planning and Economic Development District.

Workshop Participants

- 3 had lived in the corridor more than 25 years
- 4 had lived in the corridor 15-25 years
- 1 had lived in the corridor 10-15 years
- 2 had lived in the corridor 5-10 years

Corridor Municipalities

- Little Compton
- Middletown
- Newport
- Portsmouth
- Tiverton

Major Roads of the Corridor

- **Route 24** – Major route to Providence. Saves time versus Route 95 and Newport Bridge for Portsmouth and some Middletown residents
- **Route 114**
  - Commonly referred to as **West Main Road**
  - Has more traffic than Route 138, which is a parallel alternate route
  - Tourist road
  - Used for shopping and work trips
  - Major artery of the island
  - More difficult driving than Route 138
- **Route 138**
  - Commonly referred to as **East Main Road**
  - Easier to drive than Route 114 with less traffic and better road conditions
  - Has scenic views
  - Road preferred by local residents
  - Has access to beaches
  - Used for shopping and work trips
  - More comfortable driving experience and slower speeds
  - Major artery for island travel
- **Route 81 and Route 77**
  - Route into Massachusetts
  - Rural road, access to beaches, Little Compton and Tiverton

Other Transportation Modes in the Corridor:

Ferry

- High speed service is seasonal from Newport to Providence

Rail

- Has limited potential on the island because of out-of-service bridge over Sakonnet River
- Used as a dinner train, tourist attraction

Airport

- Newport State Airport (located in Middletown) serves general aviation market, no scheduled airline service

Bus

- RIPTA Service to Providence at rush hour is excellent.
- Bonanza Buses provide access to Boston.
- Tour buses service cruise ships.
- Salve Regina service is good.
- Four bus routes within Island.
- Trolleys service Newport.

Bicycle

- Burma Rd. signed bike lanes along west side of island

Using the Corridor Roads

A high percentage of the residents of this area live and work within Corridor. Most of the participants used their cars as their main mode of transportation. Residents felt forced to use their cars to get them to **basic needs** and that the corridor is becoming very **suburbanized**. The car dependent residents used Route 114 and Route 138 to travel almost everywhere. There are few cross roads, so drivers are forced to drive along the main routes. The Sakonnet River Bridge carries more cars per day than the Newport Bridge, but Newport County has the highest percent of person who live and work in the same county.

There is limited use of other transportation modes. To commute to work, two participants used pubic transportation (one used RIPTA, the other Bonanza bus service). Residents used the ferry to Providence, but only for recreational and day trips, not commuting to work.

Positive Features of the Corridor

Route 138

- Views in Portsmouth
- A nice road that is a show piece of the island

Route 24

- A good alternative for Route 95 and Newport Bridge with less congestion

Ferry Service

- Good experiment in public transportation
- Positive experience in Bay that can not otherwise be obtained on the roads in the corridor
- Opportunity for access to Providence for day visits and commuters
- No need to drive, less cars on road, visual corridor experience

Bus Service

- Can be great option to Providence, especially during rush hour commutes
- Bonanza bus to Boston
- Trolleys have a dual market of students and tourist
- Gateway Center good location for parking

Issues with the Corridor

The residents wanted to ensure the quality of life in the corridor and were wary of providing new modes of transportation because they feared that would add to the population and congestion of the area.

Traffic/Congestion/Access Management/Safety

Route 114

- West Main Road and Union Street – people cut across to avoid light
- Melville access Road and Two Mile Corner need 3rd turning lane
- Turning access on West Main Road
- Two Mile Corner to Coddington Highway – bumper to bumper
- Two Mile Corner to Valley and Coddington Highway needs turning lane
- Too many curb cuts
- Road unsafe for bike and pedestrian traffic
- Limited sidewalks
- Left hand turns
- Troubled intersection at Union Street and Red Wood Farms

Route 138

- Aquidneck Avenue and East Main Road in Middletown
- Turnpike Avenue and East Main Road in Portsmouth
- Left turn lanes needed
- Limited sidewalks
- Utility poles too close to road
- No breakdown lane

Car Travel

- Not enough enforcement of traffic regulations
- No east-west road connections or internal routes/would need traffic lights

Bus Service

- Block travel lanes
- Too many tour buses
- Pick up right at street putting riders and drivers behind bus in danger. Need to drive into shopping areas and developments
- No side walks to use while walking or waiting for bus
- Not enough service for commuter
- Not enough Park n' Ride locations
- Still have to drive to bus stop/park and ride
- Old buses cause pollution – environmental problem

Freight

- Old roads cannot handle the large trucks

Land Use and Sprawl

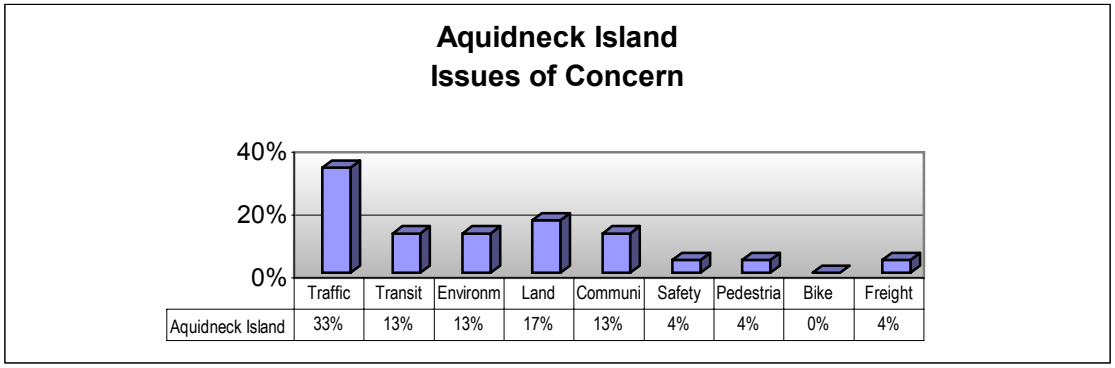
- Increasing recreational and commuter travel options would induce growth.

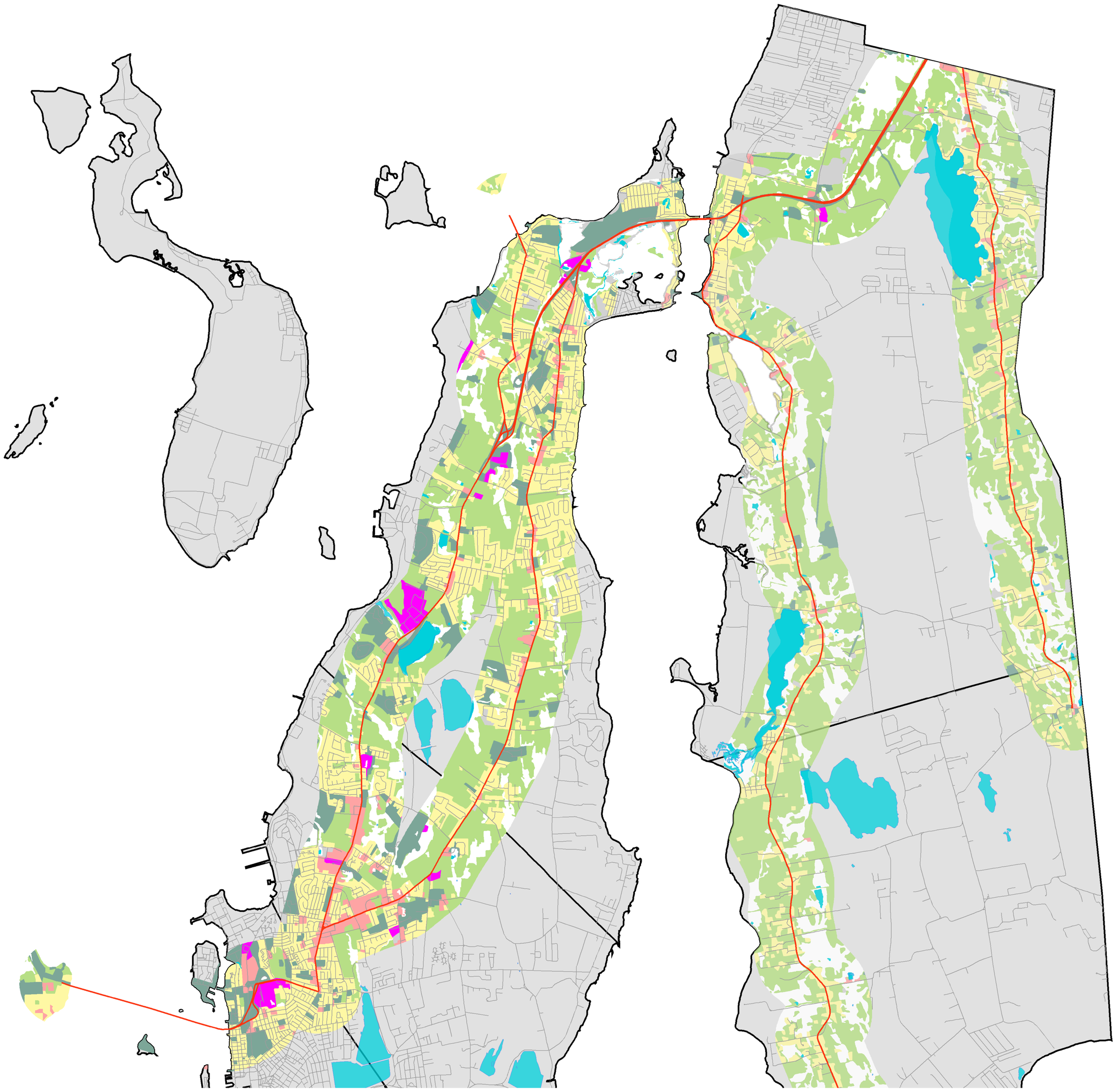
General Concerns

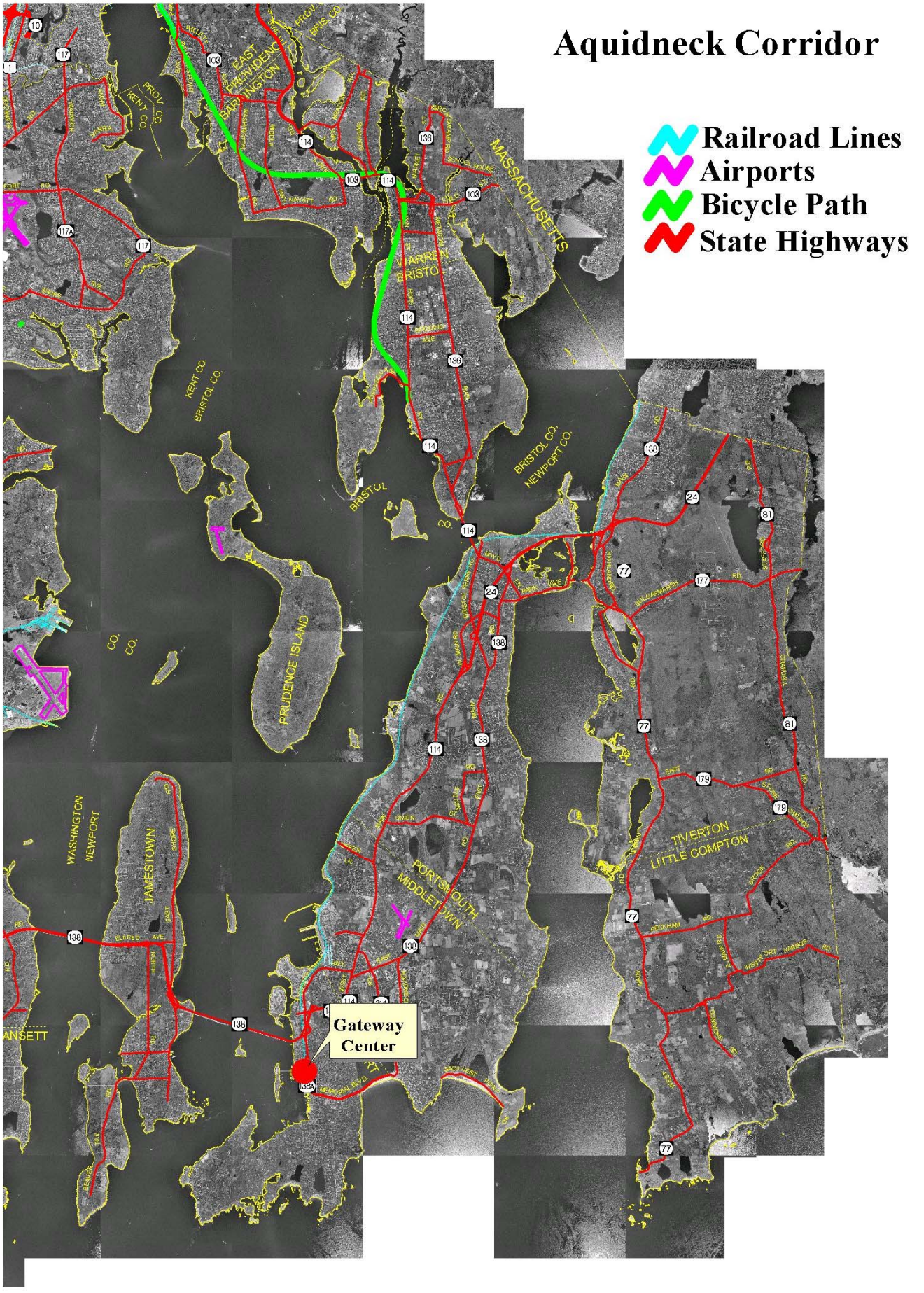
- Need for increased service for commuters
- Lack of sidewalks
- Air pollution
- Lack parking spaces for cars
- Increased population will create more traffic and cars

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.






Aquidneck Corridor
Railroad Lines
Airports
Bicycle Path
State Highways
Gateway Center
PRUDENCE ISLAND
JAMESTOWN
WASHINGTON
NEWPORT
PORTSMOUTH
MIDDLETOWN
TIVERTON
LITTLE COMPTON
WARREN
BRISTOL
EAST PROVIDENCE
BARRINGTON
MASSACHUSETTS
KENT CO.
BRISTOL CO.
NEWPORT CO.
PROV. CO.
BRIG. CO.
RHODE ISLAND SOUND
1 0 1 Miles
RIGIS

RI - 114 Aquidneck Corridor

	Middletown	Portsmouth
	West Main Road	**West Main Road** **Bristol Ferry Road**
Land use	residential, General Business Open Space, Public, Semi-Public	
Modes		
Sidewalk	Yes	Yes
Bicycle (1)	Not suitable	Not suitable
Park n Ride	No	No
RIPTA Routes	60, 63	60
RIPTA Ridership	(60) 29 passengers per trip (63) 16 passengers per trip	(60) 29 passengers per trip
TIP 02 - 03		
TIP03 - 04 (1)	**(PM)** East Main Road to RI-24	Re-alignment of Corey's Lane and Headly Street with West Main Road **(PM)** East Main Road to RI-24
ADT	15,900 - 22,400	8,800 - 22,500
LOS	Varies from C to E	B
V/C		
Speed Limit		
Freight (1)	5% Trucks, 2% Heave Trucks	3% Trucks, 1% Heavy Trucks
Accidents	407 (2001) 84 (2002)	172 (2001) 191 (2002)
Pop 2000	17,334	17,149
Pop 2020	24,245	20,090
Problem areas		

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

TIP FFY 03-04 (1) (PM) Pavement Management Program

Freight (1) 1998 RIDOT Truck Map

RI - 138 Aquidneck Corridor

	Newport	Middletown	Portsmouth	Tiverton
	Bridge Access Rd Admiral Kalbfus Rd	**East Main Rd**	**East Main Rd**	**Main Rd** from Rt 24 to MA State line
Land Use	Com. Res.	Residential, General Business	Com. Res.	Com. Res.
Modes				
Sidewalk	Yes	Yes	Yes	Yes
Bicycle (1)	Not suitable	Suitable: from Union Street to Glen road	Suitable: from Hedly Street to Turnpike Avenue	Suitable: entire length of Main Road
Park n Ride	No	No	No	No
RIPTA Routes	62, 63, 64	60	60	No
RIPTA Ridership	(62) 6.5 passengers/trip (63) 16 passengers/ trip (64) 5 passengers /trip	29 passengers per trip	29 passengers per trip	--------
TIP 02 - 03				
TIP 03 - 04 (1)	**(SD)** Pell Bridge Ramps from Pell Bridge to Adm. Kalbfus Rotary.	No	**(SD)** Improving the intersection of Turnpike Ave and East Main Rd **(SD)** Middle TL to Rt 24	No
ADT	16,900 - 25,700	16,700 - 21,400	11,700 - 22, 100	9,500
LOS				
V/C				
Speed limit				
Speed Limit				
Freight (1)	N/A	2% Trucks	3% Trucks, 1% Heavy Trucks	2% Trucks
Accidents	115 (2001) 57 (2002)	227 (2001) 82 (2002)	213 (2001) 268 (2002)	71 (2001) 96 (2002)
Pop 2000	26,475	17,334	17,149	15,260
Pop 2020	28,007	24,245	20,090	15,135
Problem areas				

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001
TIP 03 - 04 (1) **(SD)** Study and Development
ADT (1) RIDOT 1999 Traffic flow map
Freight (1) 1998 RIDOT Truck Flow Map

RI - 24 Aquidneck Corridor

	Portsmouth	Tiverton
Land use	Com. Res.	Com. Res.
Modes		
Sidewalk	No	No
Bicycle (1)	Not Suitable	Not Suitable
Park n Ride	No	Yes (P)
RIPTA Routes	60	60
RIPTA Ridership (1)	29 passengers per trip	29 passengers per trip
TIP 00 - 02 (1)	Sakonet River Bridge **(Br/S) (Bf)**	Sakonet River Bridge **(Br/S) (Bf)**
TIP 03 - 04 (1)		**(PM)** MA State Line to Sakonnet River Bridge
ADT	27,500 - 34,400	35,600 - 36,300
LOS		
V/C		
Speed Limit		
Freight (1)	N/A	N/A
Accidents	82 (2001) 57 (2002)	96 (2001) 57 (2002)
Pop 2000	17,149	15,260
Pop 2020	20,090	15,135
Problem areas	Sakonnet River Bridge Construction	

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

TIP 00 - 02 (1) **(Br/S)** Bridge Program/Study
(Bf) Bridge Funds

RIPTA Ridership (1) Average weekday passengers

TIP 03-04 (1) (PM) Pavement Management Program

Freight (1) 1998 RIDOT Truck flow map

RI - 77 Aquidneck Corridor

	Little Compton	Tiverton
	Sakonnet Rd **West Main Rd**	**Main Rd** from Little Compton TL to RI 24
Land use	Residential,	Commercial, Residential
	Forest and Brushland,	
	Agricultural	
Modes		
Sidewalk		only in limited areas
Bicycle (1)	Suitable: Tiverton Town line to Peckham Street. Most Suitable: From Peckham Rd to Rhode Island Road	Suitable: from Little Compton Town line to Riverside Drive.
Park n Ride	No	No
RIPTA Routes	--------	--------
RIPTA Ridership	--------	--------
TIP 02 - 03	No	No
TIP 03 - 04	No	No
ADT	1,700 - 3,200	6,300 - 8,800
LOS		
V/C		
Speed Limit		
Freight (1)	3% Truck, 1% Heavy Truck	N/A
Accidents	17 (2001) 4 (2002)	94 (2001) 95 (2002)
Pop 2000	3,593	15,260
Pop 2020	4,051	15,135
Problem areas		Poor pavement conditions

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

Freight (1) 1998 RIDOT Truck Flow Map

RI - 81 Aquidneck Corridor

	Little Compton	Tiverton
	Crandall Road	**Crandall Road** **Stafford Road**
	Mixed Urban,	Commercial, Residential
Land use	Residential,	
	Forest and Brushland	
Modes		
Sidewalk		No
Bicycle (1)	Suitable from Main St to Tiverton Town line.	Suitable: entire length
Park n Ride	No	No
RIPTA Routes	No	No
RIPTA Ridership	----------	----------
TIP 02 - 03	No	No
TIP 03 - 04	No	No
ADT	----------	11,900 - 15,100
LOS		
V/C		
Speed Limit		
Freight (1)	N/A	2% Trucks
Accidents	5 (2001) 1 (2002)	81 (2001) 113 (2002)
Pop 2000	3,593	15,260
Pop 2020	4,051	15,135
Problem areas		

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

Freight (1) 1998 RIDOT Truck Flow Map

Bike Path Aquidneck Corridor

	Newport	Middletown	Portsmouth	Tiverton
Land Use				
Parking facilities				
Intersects	RI 138	--------	--------	
Parallels	RI 114	RI 114	RI 114	
RIPTA Routes	--------	--------	--------	--------
RIPTA Ridership	--------	--------	--------	--------
TIP 02 - 03 (1)	Aquidneck Island West Shore Bike Path **(BP, SE/P, AS)**	Aquidneck Island West Shore Bike Path **(BP, SE/P, AS)**	Aquidneck Island West Shore Bike Path **(BP, SE/P, AS)**	Bikeway/Walkway **(BP, SE/D, S, C)**
TIP 03 - 04 (1)	--------	--------	--------	**--------**
Pop 2000	11,360	16,819	17,149	48,688
Pop 2020	11,595	14,332	20,090	49,924
Problem areas				

TIP 02 - 03 (1)

A VISION OF THE BLACKSTONE VALLEY CORRIDOR IN THE YEAR 2020

The Blackstone Valley Corridor encompasses **preserved Mill Villages** such as Manville, Saylesville, Ashton and Lonsdale which showcase the unique architectural style, cultural quality and sense of community retained through **mixed-use development** creating vibrant and **economically energized Village Centers**. The **re-urbanized** communities of Central Falls, Pawtucket, Valley Falls and Woonsocket provide a range of improved housing consistent with its historical context and dynamic and diverse community composition. Re-introduction of train service in Central Falls and Pawtucket assists in the revitalization of these older cities.

While a high quality of life is preserved, **improved economic opportunities** are realized through regional **planning of developed** transportation options including rail, bus, bikeways and pedestrian walkways **integrating linkages between Massachusetts's and Rhode Island's transportation systems**. **MBTA stations** (such as Forge Park and South Attleboro) are served by RIPTA and public transit is improved between underserved communities such as Woonsocket, Smithfield, and Cumberland. Pedestrian movement is facilitated with crosswalks, sidewalks and better maintenance of walkways. Bike paths highlight this Corridor's natural features and points of interest.

Highway safety is increased through **enforcement of speed limits** and the elimination **of U-turn center median cuts**. **Access management** along this Corridor is implemented **reducing curb cuts** specifically along northern **Diamond Hill Road** and **Route 146**. Routes 146, 122 and 114 are redesigned with improved intersections and **increased left-turn storage lanes**. The **safety of pedestrians and bicyclists is improved** with sidewalks, crosswalks, bike pathways and improved street cleaning. **Route 99** continues to provide access to the **Woonsocket Industrial Park** and **Northern Cumberland.**

GOALS FOR BLACKSTONE VALLEY CORRIDOR

- ✓ **Maintain historic character** even as the Corridor develops. This Corridor must anticipate growth and **encourage 'good development'**. Development using sound planning tools and growth management and a regional planning approach will enhance the historic character while retaining village scale and character.

- ✓ **Preserve natural amenities** through an ongoing and sustained level of effort. In particular, this corridor described as 'a river runs through it' must be cognizant of the important scenic and recreational potential provided by Blackstone River.

- ✓ **Increase pedestrian and bike access and safety on existing roadways and establish linkages to other transportation options**. Enhanced safe passage for pedestrians and bikes includes upgrading sidewalks, crosswalks and **street maintenance**. These improvements will encourage increased usage of **alternative modes of transportation**.

- ✓ **Increase public transportation opportunities through regional planning** to Boston with RIPTA access to Massachusetts' Forge Park and South Attleboro MBTA stations, and to Providence through expanded RIPTA schedules.

- ✓ **Assess the feasibility of a train station** in Pawtucket/Central Falls.

- ✓ Enhance safety through speed limit and **traffic regulation enforcement.** Eliminate traffic conflicts caused by median turn-arounds, left hand turns and excessive curb cuts.

ROUTE 146

USERS/FUNCTIONS OF CORRIDOR:
Downtown Providence
Gateway into RI from Central/Western Massachusetts and beyond
Primary transportation corridor for Blackstone Valley
Highland Corporate Park

MAJOR NODES/INTERSECTIONS:
Route 146 & Admiral St., Providence
Route 146 & Branch Ave., Providence
Route 146 & I-95, Providence
Route 146 & Mineral Spring Ave., North Providence
Route 146 & Charles St. "on-ramp", North Providence
Route 146 & I-295, Lincoln
Route 146 & 146A northbound into Woonsocket (North Smithfield)
Route 146 & 99, Lincoln

MAJOR TRAFFIC GENERATORS:
Retail/Commercial – Route 146 & Branch Ave., Providence
Home Depot/ Route 146 & Charles St., Providence
Route 146 & Mineral Spring, North Providence
Smithfield area now office development

MAJOR DEVELOPMENTS (in approval process or under construction):
Amerisuites Hotel (Charles/Silver Spring St.), Providence
IMSF in Massachusetts – long term in Uxbridge. E.g., gravel operation, perhaps another at the next interchange

"AT-RISK AREAS (e.g. open space zoned for development, vacant commercial property, abandoned lots):
Esek Hopkins Homestead (Admiral St.), Providence
Need to eliminate at-grade crossing parallel service road at Sayles Hill Rd., North Smithfield
Former Ames site at Charles St./Silver Spring, Providence
Canada Pond, North Providence

ASSETS TO PROTECT (e.g., residential neighborhoods, open space)
Canada Pond, North Providence

ROUTE 7

USERS/FUNCTIONS OF CORRIDOR:
Downtown Providence
Access to I-295/ Commuters
DOT Salt Barn at Routes 116/7
RIPTA
Major businesses, hotels
Commercial and Light Manufacture

MAJOR NODES/INTERSECTIONS:
Route 7 & Branch Ave., Providence
Route 7 & Admiral St. (Eagle Park), Providence
Route 7 & Eaton St., Providence
Route 7 & Chalkstone Ave. (Access 95 South), Providence
Route 7 & & Orms St., Providence
Routes 7 & Mineral Spring, North Providence
Routes 7 & 116, Smithfield
Route 7 & Limerock Rd., Smithfield
Routes 7 & Routes 104/ 5, North Smithfield
Routes 7 & Whipple Rd., Smithfield

MAJOR TRAFFIC GENERATORS:
Routes 7 & Mineral Spring, North Providence
Route 7 (Lees Plat – north & east near West River Pkwy., North Providence
Route 7 & Fitzhugh (Wenscott Lane), North Providence
Employees, students
Compost facility, Routes 7 & 116
Fidelity; Bryant College, Smithfield
Large church and school on Route 7

MAJOR DEVELOPMENTS (in approval process or under construction):
Corridor study done by Smithfield 2002 for Route 7
Central Falls C.U. – routes 116/ 7, Smithfield
200+ units along Route 7 in North Smithfield **[location?]**.
2 low & moderate income housing 100+ unit at Route 7 & Whipple, route 7 & Harris
Commercial development (Douglas/Chalkstone), Providence
Housing Rehab One Douglas Ave. (Orms-Eaton), Providence
Dow Chem. Subdivision & Rd. at Routes 116 & 7 75' N. (Smithfield)
Hotel - Comfort Suites 75' north of Routes 7 & 116

"AT-RISK" AREAS (e.g., open space zoned for development, vacant commercial property, abandoned lots):
Gravel operations looking for zone changes
Hanton City Trail, Smithfield

ASSETS/AREAS TO PROTECT (e.g., residential neighborhoods, open space):
Woonasquatucket Headwaters – North Smithfield
Existing medium and low density residential
Potential for bike lane
Semi-rural character (Brayton Rd.), Smithfield
Farms on route 7
Hanton City Trail, Smithfield
Nasonville Water Association ground water service goes right through Route 7 in the vicinity of Old Tarklin Rd., Burrillville

ROUTE 114

USERS/FUNCTIONS OF CORRIDOR:
Southern End (East Providence/ Pawtucket) functions as shortcut from Route 195 to Pawtucket/ Cumberland/ Lincoln to avoid I-195/ I-95 Interchange
Dense residential in South
Shoppers from Massachusetts to Woonsocket Mall area

MAJOR NODES/ INTERSECTIONS:
Route 114 & I-295, Cumberland
Routes 114 & 120, Cumberland
Route 114 & Angell Rd., Cumberland
Routes 114 & 121, Cumberland

MAJOR TRAFFIC GENERATORS:
Woonsocket commercial area

MAJOR DEVELOPMENTS (in approval process or under construction):

(no comments)

"AT-RISK" AREAS (e.g., open space zoned for development, vacant commercial property, abandoned lots):
More residential construction along the east – west section of Route 114, Cumberland

ASSETS/AREAS TO PROTECT (e.g., residential neighborhoods, open space):
Diamond Hill State Park, Cumberland
Monastery Property (contains Town library) – need sidewalks between this property and nearby school, Cumberland
Stonewalls/ street trees along northern Route 114, Cumberland (?)
Reservoirs near northern Route 114, Cumberland
"Chapel Four Corners" intersection with Bear Hill & Angell Rd. – needs beautification/improved traffic flow – possible future Town Center with Town Hall - adjacent to Town-owned Monastery property, Cumberland

ROUTE 122

USERS/FUNCTIONS OF CORRIDOR:
Collector Rd.
Main Rd. to Woonsocket
Residential/commercial traffic in Cumberland

MAJOR NODES/ INTERSECTIONS:
Routes 122 and 99 – Woonsocket and Cumberland
Routes 122 and I-295 – Cumberland
Problem intersection: Route 122 & Scott Rd., Cumberland

MAJOR TRAFFIC GENERATORS:
Highland Corporate Park – Woonsocket
Industrial (trucking on Martin St.), Cumberland
Most congestion: area between I-295 and Angell Rd., Cumberland

MAJOR DEVELOPMENTS (in approval process or under construction):
Ashton Mill near bike path approved for residential rehab, nearby mill housing targeted for rehab – low/ moderate housing, Cumberland
Recently approved 300 residential lots in Ashton Village (near intersection of I-295) and PUD, Cumberland
? Potential 10 acre common (new) development on Mineral Spring Ave./ near Smithfield Ave. (near Route 126 in Pawtucket)

"AT-RISK" AREAS (e.g., open space zoned for development, vacant commercial property, abandoned lots):
Huge quarry near Routes 122 & 99 nearly ready for reuse (within next 5 years)- Woonsocket and Cumberland

ASSETS/AREAS TO PROTECT (e.g., residential neighborhoods, open space):
Bike Path (connection south)

OTHER:
Railroad switching/siding area – seedy looking in Valley Falls
Encourage linkage to bike path/ river (signage, etc.)

BLACKSTONE VALLEY BIKE PATH

Access Points – Route 122 in Cumberland
Blackstone, Massachusetts access point is more advantageous than in RI
Pawtucket #1 issue to complete
Status of segment #8 North/South in Woonsocket (future construction)

**** Items added after GIS map printed; can be added to final version.***

Blackstone Valley Corridor
at CCRI Lincoln Campus
June 16, 2003 from 6:30pm to 9:00pm

Approximately 10 residents participated in the workshop. The participants represented the cities and towns of: Lincoln, North Providence, Providence, Smithfield and Woonsocket. There was also a representative from the Pawtucket Foundation and the TAC.

Workshop Participants:

- 2 had lived in the corridor more than 25 years
- 1 had lived in the corridor for 20-25 years
- 2 had lived in the corridor for 10-20 years
- 5 had lived in the corridor less than 10 years

Corridor Municipalities

- Burrillville
- Central Falls
- Cumberland
- Lincoln
- North Providence
- North Smithfield
- Smithfield
- Pawtucket
- Providence
- Woonsocket

Major Roads of the Corridor

- Route 146
- Route 146A
- Route 7
- Route 114
- Route 122
- * Blackstone Valley Bikeway
- * Route 99 was discussed as a connector that eases commuting but was not designated a corridor road

Other Transportation Modes in the Corridor

Bike

- The Blackstone Valley Bike Path is available for transportation and recreation.

Bus Service

- RIPTA bus routes are available, but limited in scope and schedule

Train

- There is freight rail access in the corridor
- MBTA service to Boston is available at Forge Park in Franklin, MA, but no Rhode Island buses serve the train station.

Using the Corridor Roads

Most workshop participants either worked in the corridor or commuted north into Massachusetts. The corridor is diverse, and the outer, rural areas of the corridor are extremely car dependent.

Access to Massachusetts is limited to automobile only. Even though there is MBTA access in close proximity, RIPTA does not cross over the border. Residents use Route I- 295, north and south, to access Providence, Boston and southern Rhode Island, via Routes I-95 and I-93. Route 99 takes traffic off of other roads and is a major connector from Route I-95 to North Cumberland and Woonsocket. Other parts of the corridor are more urban and provide better access to public transportation. Many participants wanted to bike to work, but were concerned about the inability to bike to and from work safely.

Positive Features of the Corridor

Blackstone River is the focus of the valley. "**A river runs through it**" was how one participant described the area; the Blackstone River is the **spine** of the corridor. The area has many natural and cultural amenities that are connected to the river. The historic mill villages that dot the rivers edge are an attraction along with the recreational opportunities that the river provides. The area offers a semi-rural setting with access to employment options. The small mill villages, including Manville, Lonsdale, Woonsocket Falls, Salyersville, Ashton, Berkeley and Albion create Main Streets and positive community settings. Breakneck Hill Road is a pleasant drive with good views. The corridor can be described as being an **urban wilderness** with bucolic sections and an easy commute to Providence.

- Historic treasure of road, mill villages and architecture
- Suburban areas with industry
- Mill villages have successful, mixed-income neighborhoods, mixed housing stock and large mill buildings available for adaptive reuse
- Easy commute to Providence, Boston, Worcester
- High quality of schools
- Higher Boston cost of housing attracts commuters to live north of Providence
- Natural beauty of towns, rivers and scenic roads
- Freight rail is an asset for State and supports businesses
- RIPTA Flex Service has been initiated

Issues with the Corridor

As much as residents enjoy the benefits of the corridor, they stated concerns about safety, deteriorating aesthetics, environmental impacts and increased growth in the area.

Traffic/Congestion/Access Management/Safety

- Diamond Hill Road has too many curb cuts
- Potential problem for over-development, curb cuts (for big and little boxes), and sprawl along undeveloped roads as population increases
- Lack of East/West routes
- Congestions at intersections
    - Routes 146, 116 and 295 intersection is heavily used
    - Route 146 - old U-Turns are dangerous
    - Acceleration and deceleration from Route 116 onto Route 146 needs review
    - The intersection of Route 295 and Route 122
    - The intersection of Route 295 and Route 114
    - The intersection of Route 295 and Route 7
- Pedestrian access limited

- Few sidewalks
- Lack of maintenance on roads and sidewalks
- Speeding and lack of enforcement

Land Use and Sprawl

- Growth induced by increased flow on Route 295 and Route 495
- Anticipated development of open space
- Large areas available for redevelopment and residential development
- Fear of over-commercialization of the corridor
- Land uses on Diamond Hill Road have too many curb cuts

Pedestrian Issues

- Lack of pedestrian facilities along roads and within villages
- Need for sidewalk along Smithfield Road in North Providence
- Lack of pedestrian access to major facilities, i.e. CCRI, malls and shopping
- No access from Woonsocket to MBTA station in Franklin, MA
- Woonsocket train station not connected to MBTA
- Providence and Worcester rail is an active freight line without passenger services
- Pawtucket and Central Falls want to rehab existing historic train station along commuter route from Providence to Boston

Environmental

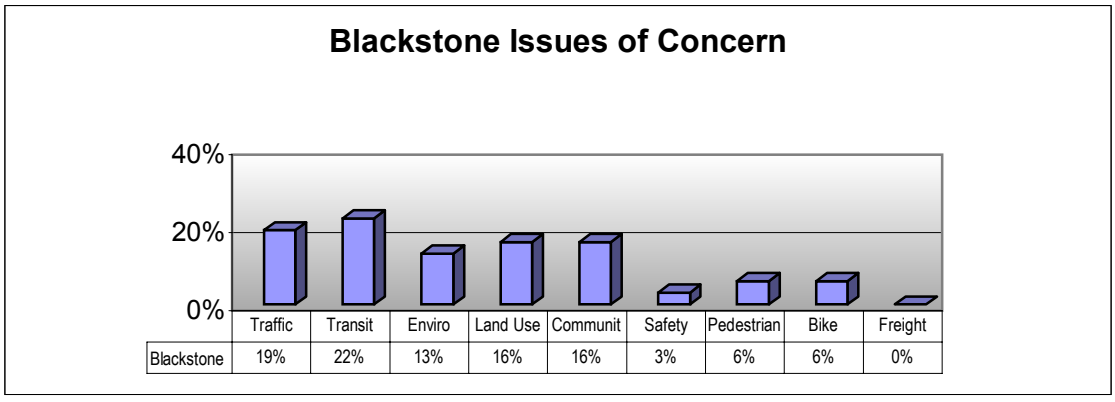
- Damaging run-off into Blackstone River from increased development and traffic
- Access to Blackstone River is not open to most of public and is cut off by bad development
- Under-utilizing Blackstone River views and cultural significance

Transit

- No cross-state transit options
- No "walkable" access to transit stops
- Underserved areas in high density sections of corridor (Woonsocket)
- Gaps in public transportation service throughout the corridor

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.



Blackstone Valley Corridor

Route 7
Route 122
Route 114
Route 146

MASSACHUSETTS

WOONSOCKET

BURRILLVILLE

NORTH SMITHFIELD

CUMBERLAND

LINCOLN

CENTRAL FALLS

SMITHFIELD

PAWTUCKET

NORTH PROVIDENCE

JOHNSTON

PROVIDENCE

EAST PROVIDE

GLOCESTER

SCITUATE

STATEWIDE PLANNING PROGRAM
RHODE ISLAND

The Department of Transportation

Legend

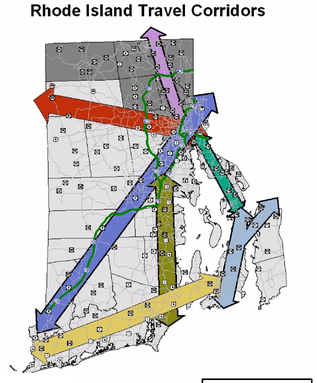
- Hospitals
- Park & Ride
- Lakes
- Bike Path
- Rail
- Major Traffic Generators
- Major Nodes & Intersections
- Major Developments
- "At Risk" Areas
- Assets to Protect

1995 Land Use (1 Mile Buffer)

- Residential
- Commercial
- Industrial
- Other Urban
- Ag./Forest/Brush
- Open Water
- Wetlands
- Barren

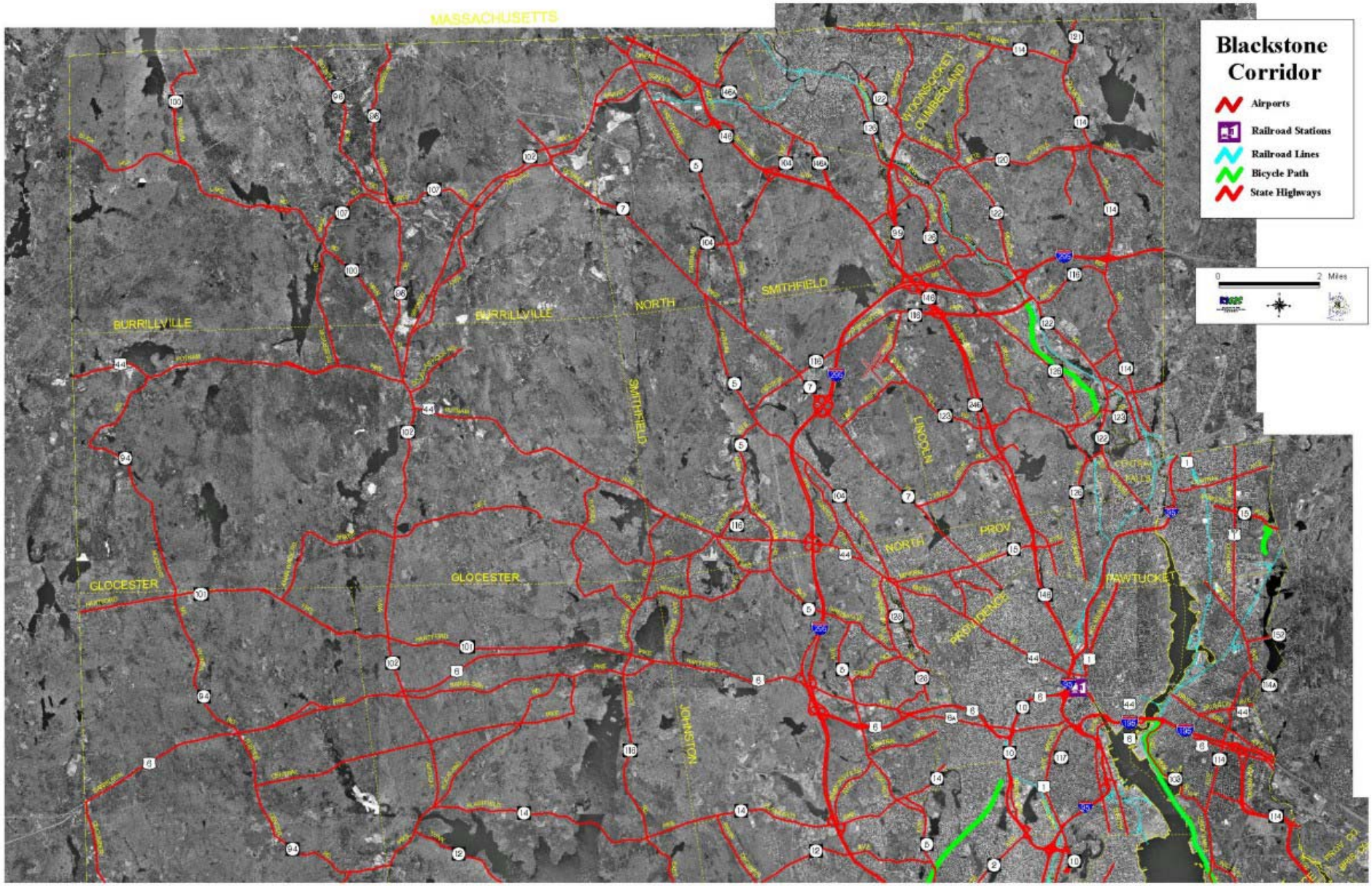
* Major corridor features identified by state and local planners at the Blackstone Valley Travel Corridor Planner Workshop conducted in May 2003.

Rhode Island Travel Corridors



0 2.5 5 Miles

V. Flood


Blackstone Corridor
Airports
Railroad Stations
Railroad Lines
Bicycle Path
State Highways
0
2 Miles
MASSACHUSETTS
BURRILLVILLE
GLOCESTER
SMITHFIELD
NORTH SMITHFIELD
WOONSOCKET
CUMBERLAND
LINCOLN
CENTRAL FALLS
PROV
NORTH PROV
PAWTUCKET
PROVIDENCE
JOHNSTON

Blackstone Valley: RI 114

	Pawtucket	Central Falls	Cumberland	Woonsocket
	Broad, Prospect, Main St.	**Broad St.**	**Diamond Hill Rd.**	**Diamond Hill Rd.**
Land use	High density residential, Commercial, Industrial, Institutional, Conserv. Rec. open space	Commercial, Institutional, High density, Conserv. rec. open space Industrial	Medium high density resid., Industrial, Conserv. rec. open space, commercial, Low density residential, Medium density residential, Med. low density agriculture, Water	High density resid., Medium high density resid., Commercial, Conserv. Rec. open space, Water, Mixed use, Industrial
Modes				
Sidewalk	yes	yes	Some partial, some none (some by commercial)	yes
Bicycle		Blackstone River Bikeway passes by RI 114	Some bike shoulders	No bike lanes
Lanes	2; some 4 lanes on a few streets	2	2 lanes (4 by 295 interchange); 4 lanes by multi-family	4 lanes; 2 lanes past Diamind Hill Apts.
Parking			some; then none	
Park n Ride	Bus #42 at Grace St. & George St. near RI 114	No	No	No
RIPTA	Bus #42, #71, #72, #73,#75, #78, #99	1997 RIPTA count show 328 passengers rep. 164 rd. trips using Broad St. bus 50% from Central Falls(Bus # 71	n/a	Bus #87
Ridership*	#71: see Central Falls; #99: 24.14 pass/trip, 4199.96 wkday pass #72: 5.29 pass/trip, 217 wkday pass; #73 : 5.03 pass/trip, 211 wkday pass; #75:4.83 pass/trip, 213 wkday pass; #78: 9.39 pass/trip, 413 wkday pass; #42: 25.03 pass/trip, 2778 wkday pass	#71: *8.86 pass/trip, 655.63 wkday pass	n/a	#87: 6.27 pass/trip, 144.21 wdday pass
TIP 02 - 03	n/a	n/a	n/a	n/a
TIP 04 - 08	n/a	n/a	n/a	n/a

ADT	Not counted	Not counted	14,500; 13,900; 13,300;16,000; 8500;9900;7900; 8300	700
LOS				
V/C	Not shown	Not shown	0.662-1.086; 1.086-1.62	1.086-1.62; 0.6661-1.086
Speed Limit	25 mph	25 mph	30 mph	35 mph
Freight	Not shown	High amount of truck use in city. Rail freight service dalily by Prov. & Worcester Railroad. Truck % not shown on map	T 2% HT 1%	T 1% HT 0%
Accidents	not listed on chart	213(2001); 31(2002	268(2001); 11(2002)	128(2001);127(2002)
Pop 2000	72,958	18,928	31,840	43,224
Pop 2020**	68,428	15,539	30,103	41,424
Problem areas RI 114 p. 2		Frequent congestion on major streets.		Comprehensive Plan (1992) indicates that a common problem of Woonsocket's connection with entire regional road network is the absence of clear signs & route designations directing drivers into and out of Woonsocket. Improvements to State route & destination signing within the City urgently needed. City regulations require truck traffic to follow numbered routes including Rt. 122 & 114. Some of the routes particularly downtown are circuitous and poorly

*RIPTA Bus passenger information for whole route not just specific town

Blackstone Valley: RI 122

	Pawtucket	Central Falls	Lincoln	Cumberland	Woonsocket
	Lonsdale Ave.	**Lonsdale Ave.**	**Lonsdale Ave**	**Mendon St.**	**Cumberland Hill Rd., etc.**
Land use	High density residential, Commercial, Conservation rec. open space	Commercial, High density resid., Conservation rec. open space, Institutional, Medium High resid., Industrial	High density resid. conservation rec. open space, [Close to water], Industrial, Medium high residential, Commercial	Commercial, Medium high resid., [Close to industrial], Low density residential, Medium density residential, Conserv. rec. open space, Industrial, Medium low density resid.	Industrial, Medium high density resid., Conserv. rec. open space, Mixed use, High density resid., Water, Commercial
Modes					
Sidewalk	yes	yes		Some; then none; pedestrian overpass by Cumberland H.S.	yes
Bicycle	2 lanes, no shoulder		variable shoulder	some lanes ; then none	no
Lanes	2 lanes	2 lanes	2 lanes	2 - 4 lanes	2 - 4 lanes
Parking				onstreet in Ashton with small bike shoulder	
Park n Ride				Chimney Hill Apts.	*Bus #90: At Main & Clinton or Park Square near RI 122; Bus #54
RIPTA	#75, #53	#53, #71, #75	n/a	#71	#90; #54 stops at Park n Ride
Ridership*	(See Central Falls)	#53: *9.69 pass/trip, 513.50 wkday pass; #71: 8.86 pass/trip, 655.63 wkday pass; #75:4.83 pass/trip, 213 wkday pass	n/a	(See Central Falls)	#90: 41 wkday pass rd.trip daily; #54: 14 wkday pass from Park n Ride stop
TIP 02 - 03	n/a	n/a	n/a	n/a	n/a
TIP 04 - 08	n/a	n/a	n/a	n/a	n/a
ADT	Not shown	Not clear on map	15,400	12,500,13,800, 15400	19,900
LOS					
V/C	1.086-1.62; 1.62-3.409	1.062-3.409;1.086-1.62	0.661-1.086;1.086-1.62	0.661-1.086; 1.62 - 3.409; 1.086-1.62, etc.	0.661-1.086
Speed			30 mph	35 mph	35 mph
Freight	Not shown	High amount of truck use in city. Rail freight service daily by Prov. & Worcester Railroad. Not shown on map.	Not shown	T 6% HT 2%	Not shown
Accidents	Not shown	65(2001); 14 (2002)	27(2001); 38(2002)	289(2001); 17(2002)??	188(2001); 158(2002)
Pop 2000	72,958	18,928	20,898	31,840	43,224
Pop 2020**	68,428	15,539	18.992	30,103	41,424
Problem areas	Congestion in areas	Frequent congestion on major city streets.			Congestion @RI106 & RI122. Tough intersection Hamlet & Manville. Comprehensive Plan (1992) indicates that a common problem of Woonsocket's connection with entire regional road network is the absence of clear signs & route designations directing drivers into and out of Woonsocket. Improvements to State route & destination signing within the City urgently needed. City regulations require truck traffic to follow numbered routes including Rt. 122 & 114. Some of the routes particularly downtown are circuitous and poorly signed.

*RIPTA Bus passenger information for whole route not just specific town

Blackstone Valley: RI 146

	Providence Louisquisset Pike	No.Providence Louisquisset Pike	Lincoln Eddie Dowling Hwy	No. Smithfield No. Smithfld Exway
Land use	Industrial, Commericial, High density residential, Conservation recr.open space, Water	Medium high density residential, Commercial, Conservation recr.open space; [near Medium density residential]	Medium density residential, Medium high density resid, Conservation recr.open space, Water, Commercial, Industrial	Commercial, Medium density residential, Medium low density residential, Low density residential, Water, Industrial, Conservation recreation open space
Modes				
Sidewalk	n/a	n/a	n/a	n/a
Bicycle	n/a	n/a	n/a	n/a
Lanes			4 lanes, divided facility; narows to 2 lanes at Blackstone River crossing & west of Albion Rd.	4 lanes with shoulders
Parking	n/a	n/a	n/a	n/a
Park n Ride	No	No	*Bus #90 at Lincoln Mall near RI 146	No
RIPTA	#15	#54	#90, #54	#54
Ridership*	#15: 4.53 pass/trip, 45.31 wkday pass	(See Lincoln)	#54: *20.51 pass/.trip, 1702.23 wkday pass; #90 Park & Ride @ Lincoln Mall: 71 wkday pass	(See Lincoln)
TIP 02 - 03	n/a	n/a	Rt 146/Rt 116: N.E. Quadrant, Ramp Bridge #027621 $6.50 (million) in 2003; Rt.146 from Reservoir Rd. to Rt. 146A in 2003	Rt. 146 from Reservoir Rd. to Rt. 146A in 2003
TIP 04 - 08	n/a	n/a	RTt146/Rt 116: N.E. Quadrant, Ramp Bridge #027621 $3.00 (million) in 2004;	n/a
ADT	66,800	66,800	#s between Prov & No. Smithfield	29,200
LOS				
V/C	1.086-1.62	1.086 - 1.62	0.7-1.6	0.7 - 3.4
Speed Limit			35 - 50 mph	
Freight	Not counted	Not counted	T 6% HT 2%	T 7% HT 5%; T8% HT4%; T13% HT7%
Accidents	190 (2001); 239 (2002)	39 (2001); 41 (2002)	281 (2001); 304 (2002)	133 (2001); 115 (2002)
Pop 2000	173,618	32,411	20,898	10,618
Pop 2020**	141,656	32,737	18,992	10,954
Problem areas				

*RIPTA Bus passenger information for whole route not just specific town

Blackstone Valley: RI 146A

	No. Smithfield Great Road/ Eddie Dowling Hwy	Woonsocket** Great Road
Land use	Commercial, Medium density resid., Mixed use, Low density resid., Industrial, Water, Conserv. rec. open space	[Near Conservation recreation open space], Medium high density resid., Commercial
Modes		
Sidewalk		
Bicycle Lanes	Part 2 lanes & part 4 lanes with shoulders	
Parking		
Park n Ride	No	No
RIPTA	#54	#54
Ridership*	#54: *20.51 pass/trip, 1702.23 wkday pass	(See North Smithfield)
TIP 02 - 03	n/a	n/a
TIP 04 - 08	n/a	n/a
ADT	18,400, 16,200,14,300	18400 (146A is near the Woons.border)
LOS		
V/C	1.986-1.62;1.62-3.409	1.086 - 1.62; 0.661-1.086
Speed limit		
Freight	T 7% HT 2%	n/a
Accidents	74(2001); 81(2002)	14(2001); 29(2002)
Pop 2000	10,618	43,224
Pop 2020*	10,954	41.424
Problem areas		

*RIPTA Bus passenger information for whole route not just specific town

** NOTE: RI 146A IS NEAR THE BORDER OF WOONSOCKET, NOT IN IT

Blackstone Valley: RI 7

	Providence	No.Providence	Smithfield	No. Smithfield	Burrillville
	Douglas Ave.	Douglas Ave.	Douglas Pike	Douglas Pike	Douglas Pike
Land use	Mixed use (downtown), High density residential, Industrial, Commercial, Conservation recreation open space, Water	Medium high density resid., Industrial, Water, Commercial, Institutional, [near Medium density residential, Conservation Recr. Open Space	Water, Medium density resid., High density resid., Commercial, Mixed use, Industrial, Low density resid.	Medium low density residential, [close to water] [RI 146 is a liited access highway in RI except for 1 1/2 miles in North Smithfield between Rt. 146A cutoff & new Rt. 99 interchange in Lincoln	Low density residential, Industrial, Medium low density resid., medium density residential., Water, [close to commercial]
Modes					
Sidewalk					
Bicycle					
Lanes				2 lanes w/ shoulders	2 lanes
Parking					
Park n Ride	No	No	No	No	No
RIPTA*	Bus # 50	Bus #50*	Bus # 52	n/a	n/a
Ridership	Bus #50: 14.59 pass/trip; 1182 wkday pass	Bus #50: 14.59 pass/trip; 1182 wkday pass	Bus # 52: 7.08 pass/trip; 269.17 wkday pass	n/a	n/a
TIP 02 - 03	n/a	n/a	n/a	n/a	n/a
TIP 04 - 08	n/a	n/a	n/a	n/a	n/a
ADT	Not listed	12,300; 10,600	12,600	5600	5,500
LOS					
V/C	1.086-1.62	0.661-1.086	0.3 - 1.7	0.661-1.086	1.086-1.62
Speed limit					
Freight	Not listed	Not listed	T 7% HT 1%	Not listed	T 6% HT 2%
Accidents	137 (2001); 218(2002)	105 (2001); 58(2002)	not listed on chart	27(2001); 16(2002)	29 (2001); 27(2002)
Pop 2000	173,618	32,411	20,613	10,618	
Pop 2020**	141,656	32,737	23,556	10,954	21,717
Problem areas					

*RIPTA Bus passenger information for whole route not just speacific town

Blackstone River Bikeway

	Providence	No.Providence	Pawtucket	Central Falls	Lincoln	Cumberland	Woonsocket
Land use							
Modes				Off road bike & walking path			
Sidewalk					walking path		
Bicycle	Exploring options for on-road segment (Blackstone Blvd.)	n/a	Early design stage	Early development stage	6.5 miles	Anticipate construction 2003 segments 4A & 4B	Design Stage; Bikeway Trailhead 2006; River Landing 2004 anticipated
Park n Ride							*Bus #90 @Main & Clinton or Park Square Express #90; for add'l trips Bus # 54
RIPTA					Bus #71; #15		Bus #54
Ridership*					*#71: 8.86 pass/trip, 655.63 wkday pass; #15 4.53 pass/trip, 45.31 wkday pass		#54: 20.51 pass/trip, 1702.23 wkday pass; Bus #90: 41 pass/trip rdtrip daily
TIP 02 - 03	Blackstone River Bicycle Facility 2.50 (millions) in 2003	n/a	n/a	n/a	I-295 Blackway Access-	n/a	Blackstone River Bicycle Facility 2.50 (millions) in 2003
TIP 04 - 08	$10,000,000. Listed Providence & Woonsocket 2004 - 2008		Blackstone River Navigation System 2007; River Landings 2005	n/a	Blackstone River Navigation System 2005		$10,000,000. Listed Providence & Woonsocket 2004 - 2008
ADT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LOS	n/a	n/a	n/a	n/a	n/a	n/a	n/a
V/C	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Freight	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Accidents	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Pop 2000	173,618	32,411	72,958	18,928	20,898	31,840	43,224
Pop 2020**	141,656	32,737	68,428	15,539	18,992	30,103	41.424
Problem areas				Frequent congestion on major city streets.			

*RIPTA Bus passenger information for whole route not just specific town

A VISION OF THE EAST BAY CORRIDOR IN THE YEAR 2020

East Bay Corridor consists of **preserved and vibrant coastal village centers**, a retrofitted Route 136 and a developed water transportation system. **Ferries provide a convenient and competitive alternative to driving to such places as Providence, Newport and locations in the West Bay**. Water transportation is both an attraction to this unique Corridor and a pragmatic solution for the transportation demands of commuters, local traffic and tourist. Existing facilities are utilized creating a **multi-modal transportation system**.

Route 136 is retrofitted with traffic calming, pedestrian controlled signalization, interconnecting shopping centers, extensive landscaping, attractive signage, consolidated uses, and revised zoning and land-use plans. The retrofitting of Route 136 reinforces smaller scale commercial development and increases pedestrian and bike access **decreasing the feeling of isolation** while improving east to west passage. Safety is increased and congestion is decreased through the use of designated left-turning storage lanes and reduced curb cuts.

Route 114 retains and enhances its historic character. It is strengthened with mixed-use development and **ADA compliant sidewalks** along with bus turnouts providing safer transport of bus passengers. The **Wampanoag Trail is protected** for its visual and environmental values retaining the character of a **parkway**.

Regional planning facilitates transportation, growth management, economic development, and environmental protection and preservation of the East Bay's unique character and natural resources.

GOALS FOR EAST BAY CORRIDOR

- ✓ **Protect East Bay's unique character** through **regional planning** that integrates transportation systems fostering increased economic vitality while protecting the environmental resources of this Corridor.
- ✓ **Develop ferry service** as a viable form of public transportation. The Bay is a valuable asset to this corridor and its transportation potential as a way to absorb cross bay traffic is underutilized. The existing dock facilities could be readily converted and upgraded to facilitate a range of transportation options.

- ✓ **Reduce isolation of neighborhoods east of Route 136** through enhanced pedestrian controls and crosswalks.

- ✓ **Improve curb appeal of existing development and signage through revised zoning ordinances**. **Reduce curb cuts by interior connections of shopping areas**.

- ✓ **Maintain the parkway-driving environment on the Wampanoag Trail** section of Route 114 preserving the character of the corridor and enhancing the environmental and cultural quality of the area.

- ✓ **Maintain the historic character of Route 114** thru Barrington, Warren and Bristol through a continuous, linear historic district.

- ✓ **Improve safety for pedestrians** along Routes 114 and 136 by complying with ADA requirements and providing for pedestrian controlled traffic signals and other amenities.

East Bay Travel Corridor Planner Workshop

Planner Workshop May 15, 2003 9:30 am - 12:30pm

Facility Studied Route 103

- Boundaries.

- Users and functions.
  Neighborhood residents
  Barrington to Riverside travel
  Riverside to Central East Providence to Providence travel

- Major Nodes and Intersections.
  114 in Barrington
  Pawtucket Avenue

- Major Traffic Generators.
  Bay View Academy
  Bradley Hospital

- Major developments.
  None

- "At Risk" Areas.
  Monet/Trifari property
  Mobile property

- Assets to Protect.
  Barrington: almost entirely single family residential neighborhoods
  Riverside: Residential areas

Facility Studied. Route 44

- Boundaries.

- Users and functions.
  Access to "downtown East Providence
  Access to retail node at Pawtucket Ave.
  Access to Seekonk, MA
  Route to/from I-195 for all of East Providence north of 44, and portion of East Providence south of 44, portions of Seekonk, MA
  Major truck route for East Providence businesses

- Major Nodes and Intersections.
  Route 195 access
  Six Corners
  Pawtucket Avenue

- Major Traffic Generators.
  Disbursed from many sources

- Major developments..
  None

- "At Risk" Areas.
  Waterfront redevelopment will generate major traffic impact.
  Waterfront access concept will link Veterans Memorial Parkway to Route 44 and provide direct access to I-195

- Assets to Protect.

Cut-through traffic in abutting residential areas

Facility Studied. Route 114

- Boundaries.

- Users and functions.
  Local Access to business and residential areas in Riverside and Bristol
  Direct access to homes and business fronting on 114
  Access to Seekonk, MA commercial areas
  Arterial through Bristol from points north and south
  Truck traffic concerns on Hope Street

- Major Nodes and Intersections.
  East Providence: Mink Rd., "Old" Wampanoag Tr., Forbes St., Rt 103, and Amaral St.
  Warren: Bike Path,
  Barrington: Bike path, Maple St., Wauseca St. Barrington Shopping Ctr.
  Bristol: Gooding Ave., Gooding Plaza and connection with industrial park, Chestnut St., High school, Benjamin Church housing, Poppasquash Rd., Downtown business district, Colt State Park/Asylum Rd.
  .
- Major Traffic Generators.
  Seekonk, MA: Retail/Commercial Areas
  Bristol: Downtown Business District; Museums, etc; scenic roadway; Roger Williams University; Colt State Park
  East Providence: Mobile/Exxon Terminal; Riverside residential areas; commuter traffic; Amaral Street – office/industrial area
  Bike path access
  Local traffic movements

- Major developments.
  Atlantic Crossing (feeds into 114 from Upland-Lincoln) 20 units
  Carpunato development at Reardon Avenue. (150 unit residential, 50,000sf commercial development.)
  Premier Thread Condos. 81 units on Thames St – access via Hope St. approved.
  Robin Rug potential future reuse Current Mfg on Thames Street possible conversion to residential/mixed use.
  Herreshoff Marine Museum future expansion in planning

- "At Risk" Areas.
  Tockwatter Farm
  Leonardo Farm (56 Acres considered for 300-unit multi-family (mixed development
  Mobile/Exxon property (800 acres. 500 acre potential for development-post remediation. Mixture of retail, industrial, commercial, multi-family residential. Called for in 1992 Comp Plan.

Forbes Street landfill. (220 acres, closed, city owned landfill. Feasibility study completed in 2001 for redevelopment as a 9-hole golf course and public recreation area.

- Assets to Protect.
  County Road from Rumstick to Warren is still primarily residential and quite pretty.
  Protect scenic quality of roadway
  Improve access to local traffic
  Designated Scenic Roadway from Mt Hope Bridge to Warren Town line

Facility Studied. Route 136

- . Boundaries.

- Users and functions.
  Local traffic – commuters;
  Through traffic Providence to Aquidneck Island;
  Shopping trips

- Major Nodes and Intersections.
  Warren: RI 103; Market St.
  Bristol: RI 114; Chestnut St (high school); Tupelo St, (industrial park);
  Franklin St. (Buttonwood St area industrial and redevelopment potential)

- Major Traffic Generators.
  Providence; Aquidneck Island; Roger Williams University; shopping plazas Fed Ex.

- Major developments.
  Bristol: 100 units in planning for low/mod housing on west side Rt 136, Walgreen's in planning process for northwest corner of Gooding Ave and Rt 136 (service road from Stop & Shop to Gooding Ave mandated as part of zone change for Walgreen's).
- "At Risk" Areas.
  . Fales Farm – 30 acres (potential for 15,000 sf residential);
  Ushers Farm – 100 acres (potential for 15,000 sf residential);
  Redevelopment of industrial off Franklin St. that intersects with Rt 136
  Carol Cable in Warren impacts truck traffic for industries in Bristol
  Bottleneck at Warren/Bristol town line from 136 going from 4 lanes to 2 lanes
- Assets to Protect.
  Warren: Fales Farm; Ushers Farm – Significant O.S. East side Metacom Ave.; residential neighborhoods, east side Metacom Ave

- Other Thoughts
  Need Roger Williams University to do bus pass.
  Need local loop on bus from Metacom Ave, to Hope St. without going to Providence to transfer.
  Reduced level of service on 136

Facility Studied. Bike Path

- . Boundaries.

- Users and functions.
  Recreation – most users seem to be local

- Major Nodes and Intersections.
  Bike path extension by the bridge in Barrington being built over the next five years
  Linkages with Hope St and Metacom Ave - Incorporate bike routes along these roads if feasible

Facility Studied. Route 6

- . Boundaries.
- Users and functions.
  Local/shopping
- Major Nodes and Intersections.
  I-195; RI 114; Wampanoag Trail; Broadway
- Major Traffic Generators.
  Major retail corridor
- Major developments.
- "At Risk" Areas.
- Assets to Protect.

East Bay Corridor

at Barrington Senior Center
June 10, 2003 from 6:30pm to 9:00pm

Approximately 5 residents of the East Bay corridor attended the public workshop on June 10, 2003 in Barrington, Rhode Island. The cities and towns represented at the workshop were: Barrington, East Providence and Warren. A representative from Senator Jack Reed's office was in attendance.

Workshop Participants

- 2 had lived in the corridor more than 25 years
- 1 had had lived in the corridor 15-20 years
- 1 had had lived in the corridor less than 10 years

Corridor Municipalities

- Barrington
- Bristol
- East Providence
- Warren

Major Roads of the Corridor

General Comments

- Many commute to Providence by bus
- Need car within Corridor
- Park n' Ride is heavily used
- Bus #60 is one of the most popular
- Residents use bus to Newport
- Bus is multi-directional and multi-purpose
- Southern Bristol uses Route 24 to Route I-195 to commute to Providence
- Within Corridor, Route 114 is considered beautiful with pedestrian scale while Route 136 is considered unattractive with too much small-box development

Route 114

- Major road into Providence
- Commuter road
- Has good pedestrian access in towns but not ADA compliant due to historic character
- Historic and big box development

Route 136

- Not pedestrian friendly
- Must have a car to access the road
- Used as part of a bypass for traffic through Fall River

Other transportation modes

Bike Path

- Mostly recreation but used by some for commuting
- Used for daily short trips and non-work trips
- Keeps children off the roads and highly used by students
- Train right-of-way in Portsmouth could be used for bike path

Bus Service

- This is a healthy and highly utilized public transit corridor, especially Bus #60
- Used as transportation for homeless persons attending weekly lunch in the Corridor
- Public transportation is multi-purpose
- Park and Rides fill up quickly (for example, the Park and Ride at White Church in Barrington)
- Residents bus to Newport in the summer

Ferry Service

- Seasonal ferries to Prudence Island and Hog Island
- Heavy summer use in Bristol
- Issues with parking at ferry

Using the Corridor Roads

Participants used the roads to commute into Providence and as connections to the many village centers in the corridor including, Riverside, West Barrington, Barrington, Bristol and Six Corners. There is a range of uses in the corridor from high density mixed use, large lot residential, historic areas and developing coastal communities. The corridor has two main faces: 1) Route 136 - small box commercial, a sea of pavement and parking along a strip of road; and 2) Route 114 - smaller scale, pedestrian oriented and more historic.

Positive Features of the Corridor

The corridor has many **natural amenities** that contribute to the positive features of the corridor. The **scenic views** and bay vistas are visible from the roads. The area boasts small town quality combined with coastal and **historic character**. The area is described as laid back with **developing water front communities**. The roads are good for 'cruising', enjoying the scenery and taking the back roads to capitalize on the great views.

Issues of the Corridor

As much as residents enjoy the benefits of the corridor residents stated concerns about safety, deteriorating aesthetics, environmental impacts and increased growth in the area.

Traffic/Congestion/Access Management

Route 114

- Increased volume of traffic
- Traffic bottleneck and causing slow down of traffic flow
- Crossing the street at RIPTA stops
- Sand on the street
- Bus connection at Route 114 and Pawtucket Avenue has poor access to job locations and medical offices
- Lack of bus turn-outs causes traffic to back up behind stopped buses

Route 136

- Non-intuitive traffic patterns in Warren
- Route 136 and Market Street intersection
- East Bay 'S' curves dangerous in both directions
- Isolation of neighborhoods east of Route 136 (Bristol, Warren)

- Pedestrian crossing is difficult
- Access to developments along the road is cut off and the safety of children on bikes is threatened
- Too many curb cuts
- Large strips of open pavement

Land Use and Sprawl

- Lack of land use controls to contain and designate growth

Aesthetics

- Unattractive signage, too much pavement and poor site development on Route 136
- Lack of landscaping on Route 136

Environment

- Runoff issues because of too much impervious surface
- Run-off into the Kickemuit River
- Drainage issues including flooding and ice in roadways

Access/Service

Bike

- Needs Eastern spur access in Warren
- Side spurs to elementary schools for better student access
- Need access across Mt. Hope Bridge

Ferry

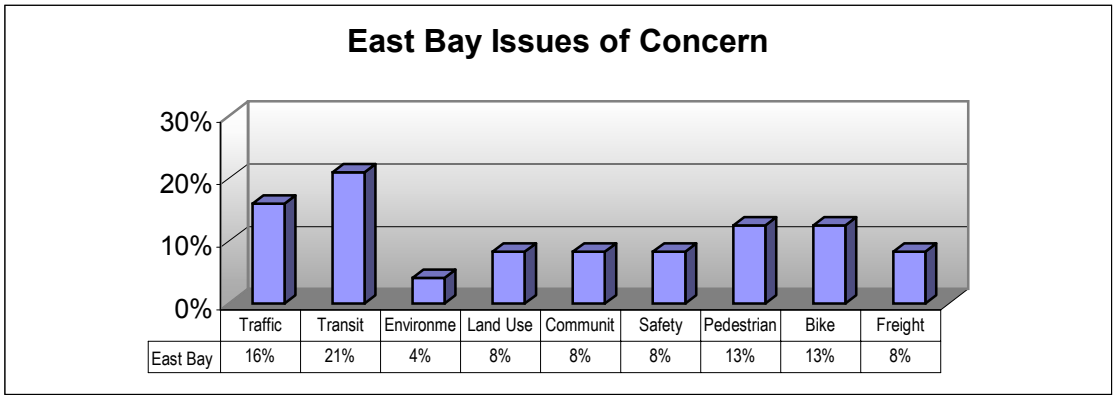
- Under developed option of transportation in coastal communities
- Not utilizing town dock facilities

Bus Service

- Need more Park n' Rides

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.



East Bay Corridor

Route 1A
Route 114
Route 44
Route 6
Route 103
Route 136

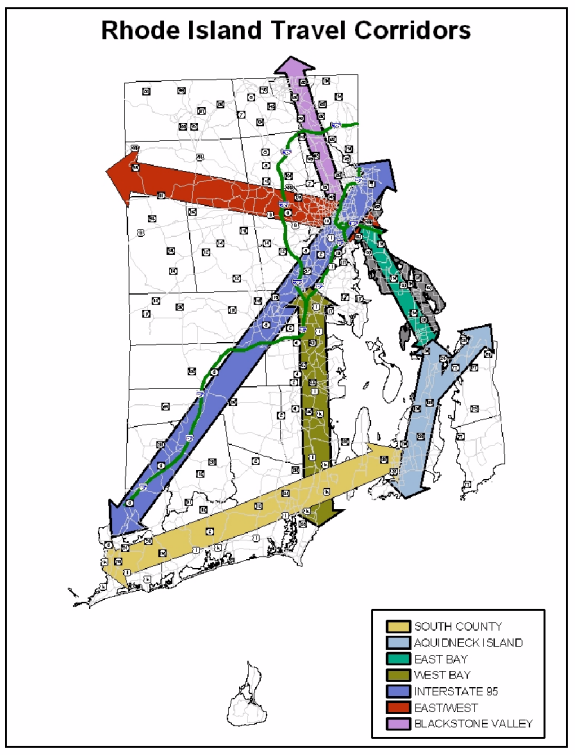
Legend

- East Bay Bike Path
- Park & Ride
- * Major Traffic Generators
- Major Nodes & Intersections
- Major Developments
- "At Risk" Areas
- Assets to Protect

1995 Land Use (1 Mile Buffer)

- Residential
- Commercial
- Industrial
- Other Urban
- Ag./Forest/Brush
- Open Water
- Wetlands
- Barren

* Major corridor features identified by state and local planners at the East Bay Travel Corridor Planner Workshop conducted May 15, 2003



EAST PROVIDENCE
BARRINGTON
WARREN
BRISTOL
MASSACHUSETTS
PARK & RIDE
44
195
114
103
152
136

STATEWIDE PLANNING PROGRAM
RHODE ISLAND

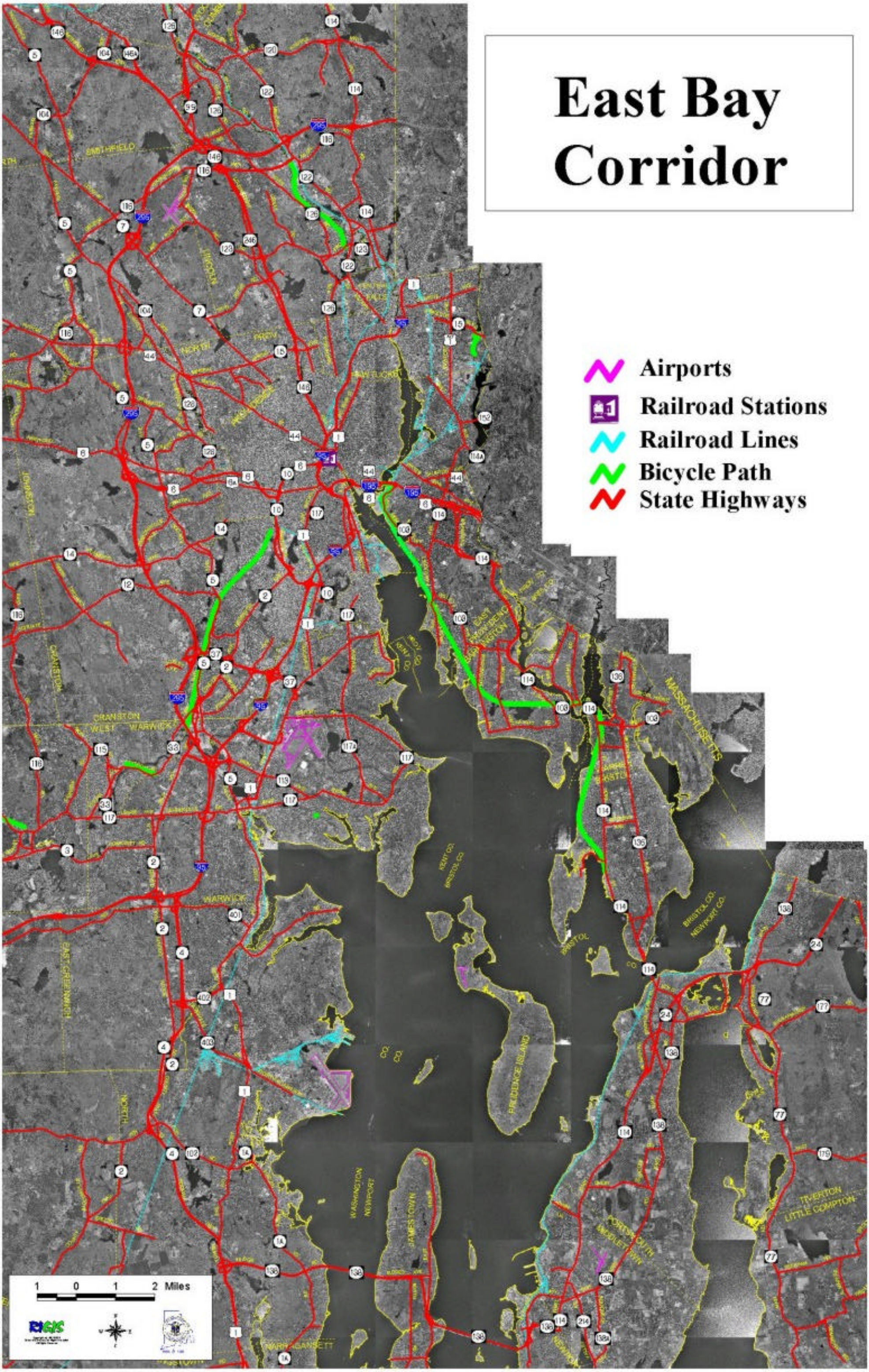
RIGIS

0 2.5 5 Miles

N

V. Flood

East Bay Corridor



RI 103 East Bay Corridor

	Warren	Barrington	East Providence
	Wilbur Avenue **Child Stree**t **Main Street** from Child Street to Barrington town line	**County Rd** from Warren town line to the point where the divided highway starts	**Willett Ave** from Barrington town line to Pawtucket Ave **Pawtucket Ave** from Willett Ave to Veterans Memorial Parkway
Land use	Com. Res.	Com. Res.	Commercial, Residential Public/Semi-Public
Modes			
Sidewalk	Yes	Yes	Yes
Bicycle (1)	Not Suitable	Most Suitable: County Road from Middle Highway to East Providence City line	Most Suitable: From East Providence City line to Pawtucket Ave.
Park n Ride	Yes	Yes	No
RIPTA Routes (1)	60	32, 60	32, 33
RIPTA Ridership	(60) 29 passengers per trip	(32) 8 passengers per trip (60) 29 passengers per trip	(32) 8 passengers per trip (60) 29 passengers per trip
TIP 02 - 03	No	No	No
TIP 03 - 04	No	No	Traffic management and access study between Veterans Memorial Parkway and Bullocks Point Ave.
ADT	6,200	6,000 - 22,8000	10,000 - 24,200
LOS			
V/C			
Speed Limit			
Freight (1)	2% Trucks	N/A	N/A
Accidents	124 (2001) 106 (2002)	190 (2001) 256 (2002)	170 (2001) 196 (2002)
Pop 2000	11,360	16,819	48,688
Pop 2020	11,595	14,332	49,924
Problem areas			

RIPTA (1) In Barrington, RIPTA route 60

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

Freight (1) 1998 RIDOT Truck flow map

RI 114 East Bay Corridor

	Bristol	Warren	Barrington	East Providence
	Ferry Road from Mount Hope Bridge to Hope St. **Hope Street** to Warren Town line	**Main Street**	**County Road** from Warren town line to the point where the divided highway starts	**Wampanoag Trail** from East Shore Expressway to Pawtucket Ave. **Pawtucket Ave** from Wampanoag Trail to Pawtucket city line
Land use	Industrial, Commercial, Residential, Open Space Institutional	Com. Res.	Com. Res.	Commercial, Residential, Industrial, Public/Semi-Private
Modes				
Sidewalk	Yes	Yes	Yes	Yes
Bicycle (1)	Suitable	Suitable	Not Suitable	Suitable: Pawtucket Ave. from Pawtucket City line to Roger Williams Ave
Park n Ride	No	Yes	Yes	Yes
RIPTA Routes (1)	60	60	60	33, 35, 78
RIPTA Ridership	(60) 29 passengers per trip	(60) 29 passengers per trip	(60) 29 passengers per trip	(33) 18 passengers per trip (35) (78) 9 passengers per trip
TIP 02 - 03 (1)	No	Downtown Revitalization, Main Street **(E, S)**	No	No
TIP 03 - 04 (1)	**(PM)** Haile Street to Ferry Road **(E-SM)** Hope Street Sidewalks	**(PM)** Haile Street to Ferry Road **(E-SM)** Downtown Revitalization	No	**Resurfacing:** from Waterman Ave to Newman Ave.
ADT	15,7000 - 18,200	19,300	6,000 - 22,800	9,800 - 19,500
LOS				
V/C				
Speed Limit				
Freight (1)	3% Trucks	N/A	N/A	N/A
Accidents	246 (2001) 272 (2002)	35 (2001) 23 (2002)	199 (2001) 262 (2002)	491 (2001) 379 (2002)
Pop 2000	22,469	11,360	16,819	48,688
Pop 2020	23,694	11,595	14,332	49,924
Problem areas				

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001
RIPTA (1) In East Providence, RIPTA route 35 only
TIP 02 - 03 (1) **(E)** Enhancements Program **(S)** STP Funds
TIP 03-04 (1) **(PM)** Pavement Management Program **(E-SM)** Enhancements - System Management
Freight (1) 1998 RIDOT Truck flow map

RI 136 East Bay Corridor

	Bristol	Warren
	Metacom Avenue	**Metacom Avenue** **Kickemuit Avenue** **Market Street**
Land use	Institutional, Commercial, Residential, Industrial, Government	Com. Res.
Modes		
Sidewalk	Yes	Yes
Bicycle (1)	Not Suitable	Kickamuit St to MA state line.
Park n Ride	No	No
RIPTA Routes	60	60
RIPTA Ridership	29 passengers per trip	29 passengers per trip
TIP 02 - 03		
TIP 03 - 04 (1)	Reconstruction	**(E-SM)** Market Street sidewalks and Improvements
ADT (1)	9,600 - 25,400	22,200 - 24,700
LOS		
V/C		
Speed Limit		
Freight (1)	2% Trucks, 1% Heavy Trucks	N/A
Accidents	267 (2001) 308 (2002)	268 (2001) 181 (2002)
Pop 2000	22,469	11,360
Pop 2020	23,694	11,595
Problem areas		

ADT (1) 1999 RIDOT Traffic Flow Map

TIP 03 - 04 (1) **(E-SM)** Enhancements - System Management

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

Freight (1) 1998 RIDOT Truck flow map

East Shore Expressway/Wampanoag Trail
East Bay Corridor

	East Providence	Barrington
	East Shore Expressway **Wampanoag Trail** from East Shore Expressway to Barrington Town line	**Wampanoag Trail** from East Providence Town line to the point where the divided highway ends
Land Use	Park/Open Space, Industrial, Commercial, Residential	Com. Res.
Modes		
Sidewalk	No	No
Bicycle (1)	Not Suitable	Not Suitable
Park n Ride	No	No
RIPTA Routes	60	60
RIPTA Ridership	29 passengers per trip	29 passengers per trip
TIP 02 - 03	No	No
TIP 03 - 04	Widening of road for acceleration/ deceleration lane at Forbes Street	No
ADT	22,400 - 32,000	25,400
LOS		
V/C		
Speed Limit		
Freight (1)	2% Trucks	2% Trucks, 1% Heavy Trucks
Accidents	East Shore Expressway only 15 (2001) East Shore Expressway only 13 (2002)	Included in RI 114 Included in RI 114
Pop 2000	48,688	16,819
Pop 2020	49924	14332
Problem areas		

Bicycle (1) Rating based on Guide to Cycling in the Ocean State 2001

Freight (1) 1998 RIDOT Truck flow map

Bike Path East Bay Corridor

	Bristol	Warren	Barrington	East Providence
Land Use	Residential, Open Space, Governmental	Com. Res.	Com. Res.	Residential, Commercial, Industrial, Park/Open Space, Public/Semi-Public
Parking facilities	Yes	Yes	Yes	Yes
Intersects	--------	RI-103	RI-103/RI-114	--------
Parallels	RI-114	RI-114	RI-103/RI-114	RI-103
RIPTA Routes	60	No	60	No
RIPTA Ridership	--------	--------	--------	--------
TIP 00 - 02 (1)		Extended East Bay Bike Path **(E, S)**	Bike/Pedestrian Connector **(C/SM) (A)**	Extended East Bay Bike Path **(E, S)**
TIP 03 - 04 (1)	Colt State Park Connector **(B/P) (S)**	Warren extension East Bay Bike Path **(B/P) (SE) (I)**	No	No
Pop 2000	22,469	11,360	16,819	48,688
Pop 2020	23,694	11,595	14,332	49,924
Problem areas				

TIP 00 - 02 (1)
(E) Enhancements Program
(S) STP Funds
(C/SM) CMAQ Program/System Management
(A) CMAQ Funds

TIP 03 - 04 (1)
(B/P) Bike/Pedestrian Program
(SE) System Extension

TIP 03-04 (1)
(B/P) Bike/Pedestrian Program **(SE)** System Expansion
(I) Programmed for Implementation
(S) Preliminary and Environmental studies necessary

A VISION OF THE EAST/WEST CORRIDOR IN THE YEAR 2020

The East/West Corridor is **preserved using growth management principals** strengthening Village Centers including Esmond, Greenville, Harmony, Scituate and North Scituate that evoke a Main Street character. **Villages are pedestrian friendly** with sidewalks and crosswalks. The **historic village character is revitalized** through the rehabilitation of existing housing stock, infill development and increases in "good" development density that retains the local scale. The **rural character of this Corridor is maintained** by encouraging density to the village centers.

Route 6 is characterized by economic vitality and **light commercial businesses** that increase the tax base and integrate well with the local character. **Safety improvements** on Route 6 enhance this road both as a local connector and a major Hartford to Providence linkage for commuters and commercial transportation. In Providence, the **Route 6 and 10 merge is redesigned** for a smoother traffic flow. **Congestion on Route 44** is reduced through access management internally connecting shopping areas. All roadways have improved maintenance including regular removal of debris. **Safety is emphasized** through enforcement of speed limits, additional traffic lights at designated intersections, and increased sidewalks and crosswalks enhancing pedestrian usage. Mall intersections are redesigned with left-turn storage lanes to **ease traffic flow**.

Increased public transportation services to the less densely populated areas of the Corridor are provided by RIPTA. **Convenient schedules** complemented by **more Park n' Rides** have attracted more riders. **Elderly and disabled persons have more access** to the RIde. The Northwest Bike Trail connects these communities to each other and to the Statewide Bicycle Network.

GOALS FOR EAST/WEST CORRIDOR

- ✓ **Retain local village character and rural quality** as part of a regional comprehensive plan with new development designed on a local scale tax-dependent commercial development. .
- ✓ **Ease commuting and decrease congestion** through development of viable public transportation options, which includes accessibility to less densely populated communities along the Corridor.
- ✓ **Reduce congestion** on Route 44 by creating interior connections between shopping centers where feasible and reviewing traffic design on Route 44 from 295 to the Connecticut border.
- ✓ **Enhance safety conditions** on Route 6 from Route 295 to the Connecticut border through better road design.
- ✓ **Eliminate traffic confusion** and congestion at merge of Route 6 and 10 in Providence through road design.
- ✓ **Complete the Northwest Bike Trail** to encourage more walking and bicycle trips.
- ✓ **Improve accessibility to the RIde program** for elderly and disabled persons.

East - West Travel Corridor

RI 101

	Scituate	Foster
Name	Hartford Pike	Hartford Pike
Land use	Com. Rural Res. (Pub. Water Shed)	Ag. Rural Res.
Modes		
Sidewalk	No	No
Bicycle	No	No
Lanes	2	2
Parking	No	No
Park n Ride	No	Yes
RIPTA	10	10
Ridership	27*	27*
TIP 02 - 03		
TIP 04 - 08		
ADT	4600-6800	3400-5300
LOS		
Speed Limit	40	40
V/C	1.1-.3**	1.1-.3**
Freight	5%	5 to 10%
Accidents	93/101***	26/19***
Pop 2000	10324	4274
Pop 2020	11390	59988
Problem areas		
	*** Average weekday passenger count per route.**	
	****V/C based on LOS C.**	
	***** Accident data 2001/2002**	

East – West Travel Corridor Planner Workshop

Planner Workshop April 29th, 2003 9:30 am - 12:30pm

Facility Studied Route 44

- Boundaries. Providence through Glocester.
- Users and functions. Commuter, commercial traffic and freight.

Access to residential neighborhoods. Access to local and regional commercial businesses.
Major route east to west for Providence, two colleges (Providence and RI College) and three hospitals (Fatima, Roger Williams and Veterans Hospital). Possible bike route at Route 44 and 5. Sidewalks through Smithfield to Harmony increased pedestrian use.

- Major Nodes and Intersections. Smith Street Canal and Charles Streets. Chalkstone Avenue. Fruit Hill Avenue. Centerdale. Esmond Street. Route 44 and I 295. Route 5. Route 116, Greenville, Smith Street, Greenville Avenue and Austin Avenue. Chepachet Village.
- Major Traffic Generators. State offices. Three hospitals, two colleges, Smithfield Crossings, strip commercial (from Rte. 5 east to Centerdale), Greenville residential, and seasonal apple orchards access.
- Major developments. Proposed Masonic Temple Hotel Smith and Francis Streets. Valueland (Providence College project). 336 residential apartments at Rte. 44 and Esmond Street. 40 plus unit residential subdivision off Greenville Avenue and 44. 40 plus unit residential subdivision of Austin Avenue and 44.
- "At Risk" Areas. Smith Street Business District. Village of Centerdale. Vacant and wooded land adjacent to Rte. 44 that could be developed into commercial. Audubon Land (LDR) on future land use. Conservation (wetlands/Reaper Brook and Hawkins Swamp). Established neighborhoods in Greenville. Greenville Center. Chepachet village.
- Assets to Protect. Audubon land Reaper Brook Hawkins Swamp. Greenville residential neighborhoods. Greenville Center. Glocester rural along Rte. 44 and Chepachet Village.

Facility Studied. Route 6

- Boundaries. Providence through Foster.
- Users and functions. Major access to Providence, Johnston Route 10/I-95. (Downtown). Commuters. Freight. Business/Commercial access. Access to public schools, university and hospitals.
- Major Nodes and Intersections. Routes 6/10 and I-95. Olneyville Square. SR 5, 116, I-295 and SR 102.
- Major Traffic Generators. Downtown Providence, Providence Place Mall, Hospitals, I-395 Connecticut, Scituate Village and seasonal festival's.
- Major developments. Riverside Mills.
- "At Risk" Areas. Olneyville Square Business District. Commercial between Rte. 10 and Johnston. HDR North and South of Rte. 6 in Johnston.
- Assets to Protect. Scituate Reservoir. Residential along Westminster Street. Public schools. Woonasquatucket Greenway.

Facility Studied. Route 14

- Boundaries. Providence to Scituate.
- Users and functions. Access to Commercial, residential, agricultural, and rural residential. West Cranston Industrial area. Commerce Industrial Park. Crossroads Condominiums (Comstock PKWY & Scituate Avenue). Newberry Village - Phase 1.
- Major Nodes and Intersections. Atwood Avenue. I-295. Comstock Parkway. Independence Way.
- Major Traffic Generators. West Cranston Industrial area. Commerce Industrial Park. Wal-Mart. Conway Trucking.
- Major developments. Brown's Dairy Bldg. AAA Bldg expansion. Pending MFD 175+ Du. Pending commercial retail/office 50,000. Sf. Possible Commercial office at interchange. 25,000. – 50,000. Sf. 9 lots of Amflex (Drive Industrial). Stamp Property 2 sites. Pending subdivision of 20+ industrial lots (30-60k sf.) 200 to 300k GSF). Newberry Village Phase 1 43 Du. Phase 2 – Potential 115 Du. Commerce Industrial Park (Sterling Way) 9 lots (75-100,000. GSF). Licht Property off Comstock 8 to 10 Industrial lots.
- Assets to Protect. Rural residential. Remaining farms west of RI Resource Recovery.
- "At Risk" Areas. Johnston side of Rte. 14, land set in Johnston Comp. Plan for commercial strip 200" deep to Scituate TL. – Farms west of Pippin Orchard Road.

Facility Studied. Route 12

- Boundaries. Cranston to Scituate.
- Users and functions. Rural residential. Commercial. City Hall. Fire Station #10 at Comstock Parkway. New Elementary School – 640. Public Works offices. Farming – Good Earth Farm. Church – Holy Apostles.
- Major Nodes and Intersections. Park/Atwood Avenue. I-295. Comstock Parkway.
- Major Traffic Generators. Atwood Avenue Commercial and retail area. West Cranston Industrial area.
- Major developments. New 640 seat Elementary school. West Cranston Center under review. Scituate Avenue at Pippin Orchard Road (MFD). Scituate Farms Phase 4 14 Du. Potential Phase 5 MFD 25-75 Du.
- "At Risk" Areas. Several areas of Western Cranston zoned A 80 (2 acre SFD). Several Farms west of Pippin Orchard Road.
- Assets to Protect. Former Highway garage site in Knightsville. Boy Scouts Reservation "Skeleton Valley". Western Cranston Farm – Recently Identified "Western Cranston Farm Route". Open space in front of New school-agricultural. Proposed village Center. Bike lane Incorporated into Cross City Bike Corridor.

East/West Corridor

at Smithfield Town Hall
June 2, 2003 from 6:30pm to 9:00pm

Approximately 20 residents from the East/West Corridor were present at the public workshop on June 2, 2003 in Smithfield Town Hall. The cities and towns represented at the meeting were: Gloucester, East Greenwich, East Providence, Providence and Smithfield.

Workshop Participants

- 5 had lived in the corridor more than 20 years
- 2 had lived in the corridor 15-20 years
- 4 had lived in the corridor 10-15 years
- 3 had lived in the corridor 5-10 years
- 3 had lived in the corridor less than 3 years

Corridor Municipalities

- Cranston
- Foster
- Gloucester
- Johnston
- North Providence
- Providence
- Scituate
- Smithfield

Major Roads of the Corridor

- Route 44
- Route 6
- Route 14
- Route 12

Using the Corridor Roads

Of those who commuted their modes of transportation for work were:

- 15 Automobile
- 1 Bus
- 1 Bike

The one person who stated he used public transportation for his commute to work, lived in the East Side section of Providence and commuted to Pawtucket.

Positive Features of the Corridor

Asked about how the roads benefited the attendant's lifestyle, how they used the roads and some of the positive features that their corridor provided them.

- A means to get to work
- Provides a comfortable commute compared to others commuting the same distance but from other corridors
- Less traffic during rush hour
- Historic rural character of corridor with small villages

- Potential for bike paths in Burrillville, North Smithfield, and Glocester
- Bike path along Woonasquatucket connects to Corridor

The benefits of the corridor including its 'slow country lifestyle' contributed to why the residents lived in the area. There is a historic character to the area and a general good quality of life among the towns and villages. The quality education systems and a less congested commute to surrounding metropolitan areas were also reasons why residents continued to live in the area or moved into the corridor. There are many villages in the corridor including, Esmond, Greenville, Spragueville, Harmony, Centerdale, Georgiaville, Stillwater, Hopkins Mills, Scituate, North Scituate, Chepachet and Smithfield. Residents also agreed that the area is easily accessible to many points of interest, recreation, Warwick airport and employment.

The residents enjoyed being able to have a fast commute to work to such places as Boston, Worcester and Providence while still living in a rural area. Comparing their commute to that of their colleagues, East/West corridor residents enjoyed their time on the roads, had less congestion with faster commutes than others who drove the same distance, but in different corridors.

Issues with the Corridor

As much as residents expressed the benefits in their more rural corridor, they expressed concern about safety, public transportation availability, congestion, sprawl and potential development in their corridor.

Traffic/Congestion/Access Management/Safety

As much as residents enjoyed their commute to work and compared to other corridors they had quicker commute times, they have been experiencing more congestion and issues with traffic as the area increases in population. Participants of the workshop expressed concern about speeds on corridor roads, pedestrian safety on streets and crossing intersections, very few "walkable" areas with sidewalks and lack of street sweeping that causes safety issues for bicyclists.

Route 6

- Johnston to Route 102 in Scituate
- Route 6 to Route 10 into Providence (at the interchange)
- Commonly referred to as 'suicide alley '
- Traffic light at Route 94 and Route 6 intersection, near an elementary school, has no traffic light to help pedestrians cross the street safely

Route 44

- Congested, especially from Providence to Apple Valley to the Village of Harmony
- Heavy traffic
- Traffic backs into the Village of Esmond
- Issues with mall traffic backing into flowing traffic lanes

Route 7

- Mineral Spring and Douglas Avenue intersection needs review
- Not bike friendly

Land Use/Sprawl

Residents expressed concern about the potential for development in their corridor and had concerns about congestion, land use, sprawl and aesthetics. Condominiums in North Providence have created congestion on roads. Lower density is preferable where infrastructure does not exist to accommodate higher density.

- Sprawl examples are Bryant/Fidelity/Dow developed after Route I-295.

Route 6

- In Johnston there has been too much commercial development, possibly induced by the Route 295 interchange

Centerdale Village

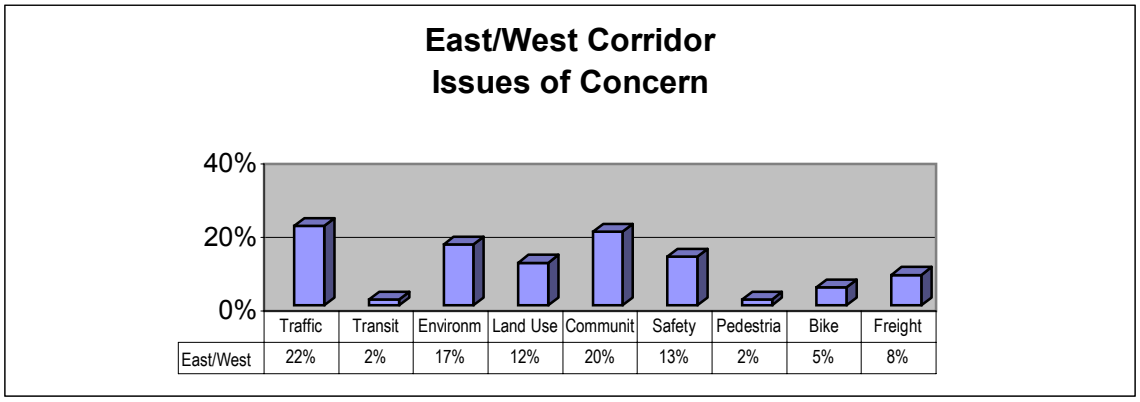
- The village rotary paved over landscaping improvements and is unattractive

Transit

- RIPTA has limited bus service to the area because there is not enough density to support better service
- The more flexible RIde system of RIPTA has limited availability to area residents in need of its service
- Too few public transit options for general public and elderly. Elderly and disabled persons can become isolated in the corridor with limited public transportation options and few walkable areas

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.



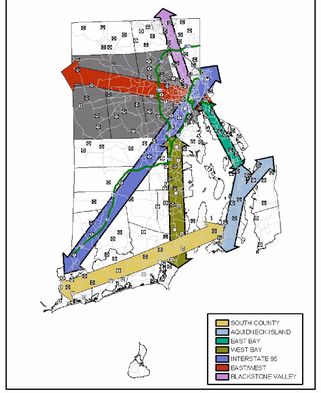
East West Corridor

Route 44
Route 6
Route 14
Route 12

GLOCESTER
SMITHFIELD
NORTH PROVIDENCE
PROVIDENCE
JOHNSTON
SCITUATE
FOSTER
CRANSTON

N
W
E
S

Rhode Island Travel Corridors



Legend

- Hospitals
- Park & Ride
- Lakes
- * Major Traffic Generators
- Major Nodes & Intersections
- Major Developments
- "At Risk" Areas
- Assets to Protect

1995 Land Use (1 Mile Buffer)

- Residential
- Commercial
- Industrial
- Other Urban
- Ag./Forest/Brush
- Open Water
- Wetlands
- Barren

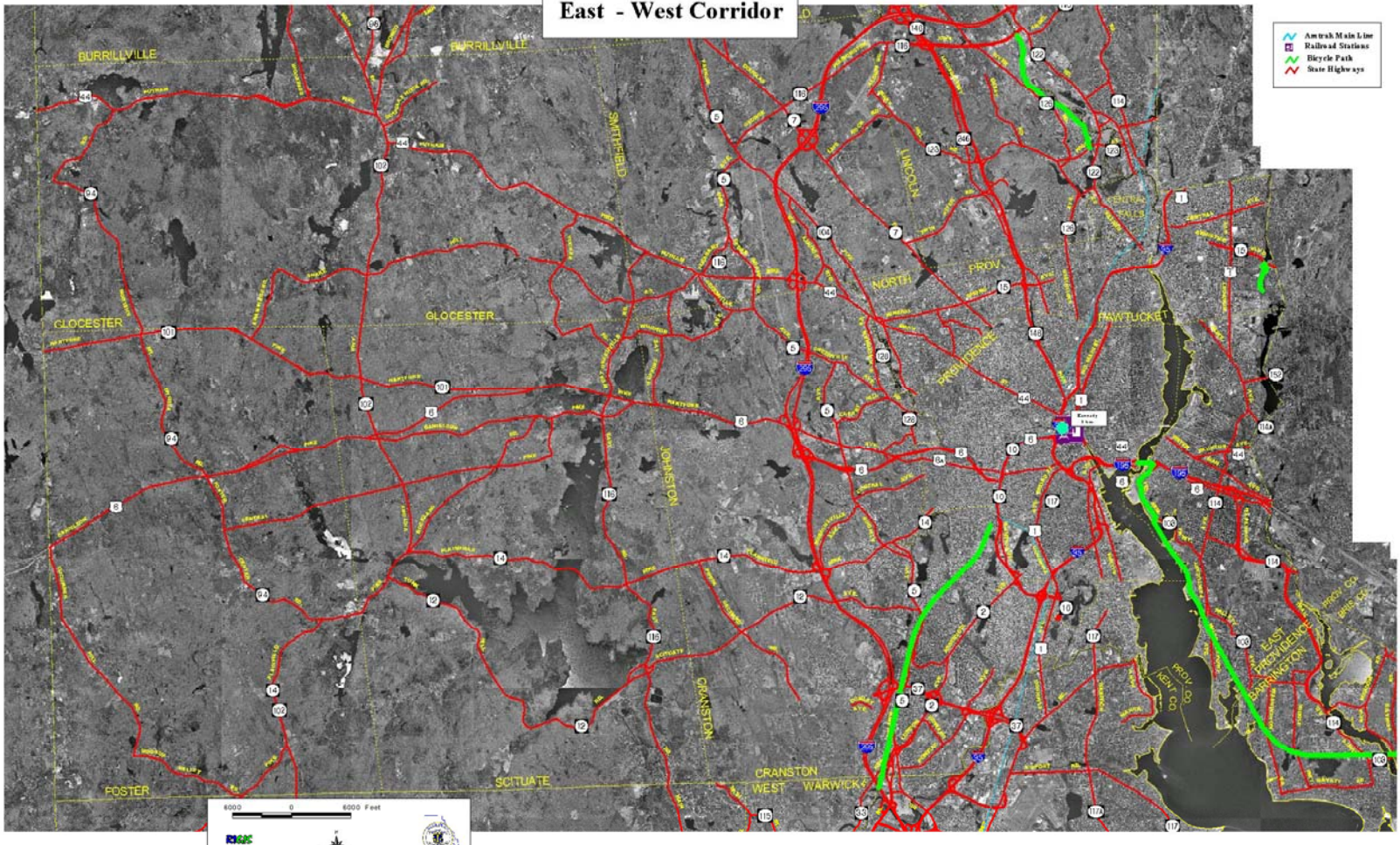
* Major corridor features identified by state and local planners at the East West Travel Corridor Planner Workshop conducted April 29, 2003

0 2.5 5 Miles

STATEWIDE PLANNING PROGRAM RHODE ISLAND

RIGIS

East - West Corridor



East -West Travel Corridor

RI 12

	Cranston	Scituate
Name	Park-Scituate Ave.	Scituate-Tunk Hill Ave.
Land use	Com. Res. Rural	Rural Res. (Pub. Water Shed)
Modes		
Sidewalk	Yes (Com.Sec.)	No
Bicycle	Bike Route (Rural& Res. Sec.)	Bike Route (Section)
Lanes	2	2
Parking		
Park n Ride	No	No
RIPTA	No	No
TIP 02 - 03		
TIP 04 - 08		Gainer Dam Pave. Mngt.
ADT	8600-10300	1000-5800
LOS		
V/C	3.4-.3*	.7-.3*
Speed Limit	W-E 45 to 30	45
Freight	3%	3%
Accidents	415/604**	44/65**
Pop 2000	79269	10324
Pop 2020	77157	11390
Problem areas	Frequently congested entire length.	
	***V/C based on LOS C.**	
	**** Accident data 2001/2002**	

East - West Travel Corridor

RI 14

	Providence	Cranston	Johnston	Scituate	Foster
Name	Plainfield Street	Plainfield Pike	Plainfield Pike	Plainfield Pike	Plainfield Pike
Land use	Ind. Com. Res.	Rural Res.	Ind. Com. Res. Rural (Farms)	Rural Res.Conser.	Rural Res.
Modes					
Sidewalk	Yes	No	No	No	No
Bicycle	No	No	Bike Route	No	No
Lanes	2	4	4 to 2	2	2
Parking	No	No	No	No	No
Park n Ride	No	No	No	No	Yes
RIPTA	19		19	No	No
Ridership	1401*		1401*		
TIP 02 - 03					
TIP 04 - 08			Rte. 14 & Cent. Av. Pave. Mngt.		
ADT	12700	8900-13700	8900-13700	1500-4900	2000-2800
LOS					
V/C	3.4-1.1**	1.6-.3**	1.6-.3**	1.1-.3**	.7-.3**
Speed Limit	25	35	40	40	40
Freight			8%	5%	
Accidents	361/443***	136/154***	118/91***	16/25***	12/8***
Pop 2000	173618	79269	28195	10324	4274
Pop 2020	141656	77157	29419	11390	5988
Problem areas			Narrow travel lanes on RI-14 to RI-5 intersect. Approach. Narrow streets. Same condition in Thornton Mill area. Congested due to signal. At RI-5/14 Intersect. Distress economic center of Thornton Village.	Rte.s 116/14. Int. 14/102 & Rockland Rd.	

*** Average weekday passenger count per route.**

****V/C based on LOS C.**

***** Accident data 2001/2002**

East - West Travel Corridor

US 44

	Providence	North Providence	Johnston	Smithfield	Glocester
Name	Smith Street	Smith Street	Putnam Pike	Putnam Pike	Putnam Pike
Land use	Com. Res.	Com. Res.	Com. Res.	Com. Res	Com. Rural-Res. Pub. Water Shed
Modes					
Sidewalk	Yes	Yes	Yes	Yes	No
Bicycle	No	No	No	No	No
Lanes	2	2	E-W 2 to 4	4	E-W 4 to 2
Parking	Yes	Yes	No	No	No
Park n Ride	No	No	No	Yes	No
RIPTA	57/9	57/9	9	9	9*
Ridership	1662**	1662**	157**	157**	157*
TIP 02 - 03		Enhance. Centerdale	Putnam Pike (44) Pavement	Putnam Pike (44) Pavement	
TIP 04 - 08	Smith St. Pave. Eval.		Woon. River Greenwy. N.W. Bike Pave. Mngt. Smith. TL to Geo. Waterm.Rd. Enhance. Prgm. for Hist. Sign. Bikewy.	US 44 Recon. Canceled (RIDOT) Pave Mngt. I-295-Johnston.TL.	US 44 Pave. N.W. Bike
ADT	12700	14200	19300	14600-28100	4100-14900
LOS					
V/C	3.4-1.1***	1.1-.7***	1.1-1.6***	3.4-.3***	.7-.3***
Speed Limit	25	25	40	40-35-25-35	45-25-50
Freight		3%	3%	4%	5-6%
Accidents	222/294****	164/97****	81/111****	**332/461****	152/144****
Pop 2000	173618	32411	28195	20613	9948
Pop 2020	141656	32737	29419	23556	13307
Problem areas		US 44 frequent cogest.	US 44 frequent cogest.	Crossings @ Smith. Greenville Cnt.	Chepachet Village

*** Express Park n Ride originates in Burrillville.**

**** Average weekday passenger count per route.**

*****V/C based on LOS C.**

****** Accident data 2001/2002**

East -West Travel Corridor

US 6

	Providence	Johnston	Scituate	Foster
Name		Hartford Ave.	Danielson Pike	Danielson Pike
Land use	Ind. Com. Res.	Com.	Com. Res. Conser.Pub. Water Shed	Com. Rural Res.
Modes				
Sidewalk	No	Yes (6 A)	Yes	No
Bicycle	No	No	No	No
Lanes	6 (Lim. Acc.)	4	4 to 2	W-E 2 to 3 to 2
Parking	No	No	No	No
Park n Ride	No	No	No	Yes
RIPTA		28	10	10
Ridership		1411*	27*	27*
TIP 02 - 03	I-195. Imp. US 6, I-295 to Hart. Av Int.			
TIP 04 - 08	I-195 Rte.10/6 Bridge. Imp. US 6, I-295 to Hart. Av Int.			
ADT	Lim. Acc. (39700)	(6 A) Hartford Av. 16600 to 29800	6100-13400	8200-9600
LOS				
V/C	3.4-1.1**	1.6-.7**	1.1-.3**	.7-.3**
Speed Limit	50 (Lim. Acc.)	35	W-E 50 to 30	W-E 45-40-50
Freight	NA	7%	11%	8%
Accidents	340/361***	292/307***	53/62***	60/38***
Pop 2000	173618	28195	10324	4274
Pop 2020	141656	29419	11390	5988
Problem areas	No access from RI 10 North to US 6 West.	Numerous turning conflicts and accidents. Hartford Av./RI-5 Intersect. Narrow lanes & no breakdown lane. Hartford Av/Rollingwood Dr. Intersect. Limited visibility.	Com. Strp. numerous accidents. 6/116. 6/Elmdale Rd. 6/Hartford Pk. 6/102.	
	*** Average weekday passenger count per route.**			
	****V/C based on LOS C.**			
	***** Accident data 2001/2002**			

A VISION OF THE SOUTH COUNTY CORRIDOR IN THE YEAR 2020

The South County Corridor's local character is preserved with a protected natural environment and improved intermodal transportation. There is higher density, mixed used and Transit Oriented Development (TOD) at the Corridor's train stations. Access to commuter rail and improved bus service reduces commuter traffic to the Providence Metro area. Peace Dale, Wickford, Westerly, Kingston and Narragansett are identified as growth centers. Sprawl is contained through sound planning and strengthened growth management regulations.

Route 1 is redesigned to address safety concerns including excessive curb cuts and median turn-arounds making it a safer road for cars, bicycles, and pedestrians. As the gateway to Rhode Island, scenic views are protected through land use controls and improved signage directing tourists through the State. Adopted design guidelines preserve scenic roads throughout the corridor. Route 1 remains a coastal road and community connector. Route 2, a major connector to the northern part of the State, continues to retain its rural character.

Route 138 continues as a major connector between Newport and Route 95 and is the main access road to University of Rhode Island. Route 138 is improved by better traffic management while retaining both the historic character of Kingston and its scenic beauty.

GOALS FOR SOUTH COUNTY CORRIDOR

- ✓ **Improve safety** on Route 1 through speed limit enforcement, revision of median turn-arounds, more visible road striping and better road conditions for bicyclists. Improve design at merge and cross-over lanes of Routes 1, 4 and 138-Jamestown Connector.

- ✓ **Improve overall signage**, along Corridor emphasizing safety, public information, alternative routes, alternative transportation linkages and corridor changes.

- ✓ Develop **intermodal transportation options** and increase opportunities for alternative commuter transportation through rail and bus to Providence, Boston and nearby Connecticut.

- ✓ **Encourage appropriate development in town and village centers that preserves their local historic character while accentuating their economic potential**.

- ✓ Support zoning revisions that allow **transit oriented developments** at commuter rail stations and along bus routes, which promote mixed-uses and higher densities.

- ✓ Create mechanism to facilitate **intra-state transportation planning** with Connecticut.

- ✓ **Recognize the aesthetics and rural character of the corridor** as assets and protect these **visual qualities** through better design standards. Use these assets as capital to enhance economic development that is compatible with this unique environment.

- ✓ **Support the role of the Washington County Regional Planning Council** in their efforts for regional planning and economic development practices for sustained vitality.

South County Travel Corridor Planner Workshop

Planner Workshop May 8th, 2003 1:00 am - 3:30pm

Facility Studied Route 1

- Boundaries. Westerly to North kingstown
- Users and functions. Commuter, Tourists (Beaches, Block Island, Jamestown/Newport), URI students/Faculty Personal Business, shopping/visiting, etc.), Recreation (Bike/Ped), School Buses

Major Nodes and Intersections.

- Routes 78,
- 2 (CT.)
- 138,
- 112/2,
- 216,
- 110,
- 108,
- 4,
- Steadman Govt. Ctr.,
- So. County Commons,
- Prout school,
- Old Tower Hill Road/Main St. Wakefield,
- Narragansett exits (summer),
- All beach exits (summer)

Major Traffic Generators.

- South County Beaches/State Parks,
- Downtown Westerly/Pawcatuck, Wakefield/Narragansett,
- URI/Ryan Center,
- Newport/Jamestown,
- Block Island,
- Big Box Retail @ Rt. 78/Airport Rd. and
- Dunn's Corner,
- Westerly/So. Kingstown Hospitals,
- So. Shore Mental Health Fac.,
- Ninnigret,
- Providence (Commuters),
- Ct. Casino's,
- New London/Groton (Commuters)

Major developments.

- So. County Commons,
- Dunn's Corner Walmart expansion,
- Home Improvement Superstores @ Rt. 78/Airport Rd.,
- Westerly Middle School (Sherwood Hills area,
- Low/Mod Income Housing Projects @ Kings Factory Rd and Dunn's Corner,

- Bradley School (north of So. Cnty. Commons),
- 170 Elderly Housing Townhouses (south of So. Cnty. Commons),
- Potential 3rd Casino in No. Stonington

"At Risk" Areas.

- RIDOT Open Space Strips Along Rt. 1,
- All other Open Space ,
- Zanella Farm @ Rt. 78/Airport Rd. – Proposed Re-Zoning,
- West Side of No. Kingstown Zoned Residential

Assets to Protect.

- Designated Scenic Views (Salt Ponds west to Dunn's Corner),
- Rural Character,
- Downtown Westerly,
- State Park/Mgmnt. Areas

Facility Studied. Route 138

- Boundaries. Exeter to South Kingstown and No. Kingstown to Jamestown
- Users and functions. Commuters, URI Students/Faculty, Tourists, Bike/Ped.

Major Nodes and Intersections.

- Jamestown Bridge,
- Richmond/Hopkinton Line,
- Route 108 intersection,
- Tower Hill/Rt. 1,
- Rt. 2,
- Upper College Rd.,
- Plains Rd.,
- Kingston Rail Station,
- Rt. 112,
- I-95/Stillson Rd.,
- Rt. 3,
- Rt. 1A,
- North Rd. (Jamestown)

Major Traffic Generators.

- Newport/Navy/Cape Cod,
- Wyoming/Hope Valley Commercial Strip,
- South Cnty Beaches,
- URI/Ryan Ctr.,
- APC,
- Wood River Health Svc's,
- Wash Cnty. Fairgrounds,
- Canonchet Cliffs Senior Housing,
- Chariho Schools,
- 6 public golf courses,
- Ct. casino's,
- Bay Campus

Major Developments.

- South Woods residential development (50 single family) @ Broad Rock Rd.,
- URI Housing/Senior Housing/golf course (500-700 units@ Peckham Farm Rd.),
- Exit 3 mixed use area,
- Richmond Commons (550 acres between Rt. 112 & I-95 – 1,000 seniors/500 res. Units, 2,000,000 Sq.Ft of LI/Ind.
- URI Freshman class increasing by 1,000 students

"At Risk" Areas.

- Meyer Property,
- Alliar Property (30 acres between Broadrock/Rose Hill)
- Former Champions Bar property at Tower Hill,
- DOT condemnation properties (town seeks preservation,

- Golf Courses,
- Meadowbrook flood plain,
- Farmers Daughter.
- Assets to Protect.
- Kingston Village,
- Meyer property @ Rose Hill Rd., Peckham Farm (URI),
- Main St. in Hope Valley,
- 2 large farms in Jamestown/view from Newport Br.,
- Rural character/scenic corridor in Jamestown,
- Richmond farms,
- golf courses,
- Meadowbrook watershed,
- rural character.
- North/south trail,
- RIDEM trailways,
- Acadia/Carolina Mgmnt. Areas.

Facility Studied. Route 102

- Boundaries. West Greenwich to North Kingstown
- Users and functions. Commuters, Bike/Ped, Ladd School students/faculty

Major Nodes and Intersections.

- Rt. 2,
- Rt. 4,
- Rt. 3,
- I-95

Major Traffic Generators.

- Wickford Jnctn. Plaza,
- Home depot/ Fiddlesticks,
- Wickford,
- URI – routing traffic from Rt. 2 to Rt. 102 to Rt. 4,
- Meadows office complex,
- Antique Shops along Rt. 102,
- Lafayette Mill,
- Quonset,
- Marthas Vineyard ferry,
- Public schools

Major developments.

- Wickford Jnctn. Commuter Rail,
- Dunkin Donuts,
- Bank Site,
- 2 office sites,
- Mini storage,
- Exeter Mall,
- Ladd School.

Assets to Protect.

- Lafayette Mill,
- Old mill houses/Rodman homes,
- Exeter portion of Rt. 102,
- Scenic Hwy (between Rt. 2 & Rt. 3 is designated “Scenic”)

“At Risk” Areas.

- Proposed Shaws @ Fiddlesticks site with 1 other pad site,
- 2 pad sites available in wickford Jnctn. Plaza,
- Bald Hill Nurseries,
- Area around I-95 exit.

South County Corridor

Define Study Area Boundaries:

- Include Rt. 2 intersection in Pawcatuck, CT. and Rt. 2/Rt. 78 in Stonington, CT.
- Include Rt. 1A in Narragansett/No. Kingstown

Data Collection Needs:

- ConnDOT ADT, etc.
- Location of employment Centers
- Bike Counts (especially Charlestown/Westerly

Areas That Need Work:

- Redesign/retrofit older commercial strips
  - Landscaping
  - Acess Mgmnt.
  - Consider Re-zoning/Comp. Plan Amendments
- Construct more round-abouts
- Address poor storm drainage along Rt. 1 & 1A
- Improve lane marking visibility, (Very poor night-time visibility especially with lots of heavy fog/mist)
- Improve dangerous turnarounds
- Preserve historic Charlestown village district (Rt. 1A)

South County Corridor

at Westerly Library
June 4, 2003 from 6:30pm to 9:00pm

Approximately 10 residents from the South County corridor were present for the public workshop on June 4, 2003. The towns and villages represented by participants at the workshop were: Green Hill, Kingston, Narragansett, North Kingstown, and Westerly. There were also representatives of the Narragansett Town Managers office, Washington County Regional Planning Council and the Westerly Planning and Downtown Development offices.

Corridor Municipalities

- Charlestown
- Exeter
- Hopkinton
- Jamestown
- Narragansett
- New Shoreham (Block Island)
- North Kingstown
- Richmond
- South Kingstown
- Westerly

Major Roads of the Corridor

Route 138

- Large undeveloped areas
- Many golf courses on road contribute to summer traffic
- Train station located off 138 in Kingston
- Connects to 95, Newport, RI and University of Rhode Island – Kingston (URI)
- Access to village of Kingston

Route 1

- Dual use road – a community connector and commuter thru way
- Northern Section including North Kingstown connecting to Route 4 is a commuter road
- Southern Section including South Kingstown and Westerly is a connecting road for local residents
- In Charlestown, Route 1 is a scenic highway.
- Gateway for tourist into South County beaches and attractions
- Coastal road that connects communities but also is being built up with shopping and residential developments (South County Commons in South Kingstown)
- Historic and scenic road
- Used for bicycling events

Route 102

- Alternative route to Newport
- Rural villages and less commercial development
- Major intersection with Route 95 is developing rapidly
- Summer traffic from golf courses

Route 108

- Link to beaches
- Link to Block Island Ferry
- Used by tourists and URI students

Other transportation modes in the corridor

Train

- Stops in Kingston and Westerly
- Train is underutilized, especially from Westerly
- Expensive to ride train to Boston
- Good use of train to NYC via Westerly
- Train connections better to Boston/ New York than for commuters within state

RIPTA

- Park and Rides along Route 1, Rte 3 in Hopkinton and Rte 138 in Richmond
- Limited access to Westerly and outer corridor limits
- Express bus to Providence from URI

Ferry to Block Island

- Fast ferry and car ferry out of Pt. Judith

Bike trail

- Partially completed (Kingston to Peace Dale)

Air

- Transportation to Block Island via Westerly Airport – vital for islanders for emergency evacuation and professional services

Land Use Characteristics of the Corridor

- Agricultural farms characterize much of the Corridor.
- Shopping/retail and historic downtown characterize Route 1 in Westerly
- Corridor is undergoing suburbanization
- Rural land use is predominant in much of Corridor
- Corridor is described as **rural** but becoming **suburbanized** because of the **commutable distance** into Providence and southeastern Connecticut.

Using the Corridor Roads

The automobile as the transportation mode of choice was widely expressed by the residents. Residents, tourist and local students use their cars on corridor roads to go almost everywhere. A car is needed to gain access to other modes of transportation including the ferry to Block Island, trains to regional destinations and Park n' Ride lots for RIPTA buses. Some RIPTA routes are well utilized such as the URI to Providence and Express buses to Providence, but Westerly has limited public transportation options.

Route 1 has a dual-use as a commuter road in the North that connects vehicles to Routes 4, 95 and 295 and as a road used by tourists and local residents to access beaches, town centers and area attractions. Foxwoods, New London and Groton are major work destinations. Route 1 is the **universal connector** to other roads.

Positive Features of the Corridor

The positive features of the corridor that the participants felt **benefited** them are:

- Location of the corridor close to amenities including beaches, camping, open space and good schools
- Lovely coastal communities

- Enjoy driving Route 1 for its **vistas**
- Gateway to Rhode Island
- All the positive features that turn tourists into residents
- Water views
- Easy 45 minute commute to metro areas
- Access to Bay
- Planned commuter rail at Wickford Junction

Issues with the Corridor

Participants were concerned about the rapid changes occurring within the corridor; traffic that is increased by new developments and tourism; safety on local roads; and, the under-utilization of multi-modal transportation options.

Traffic/Congestion/Access Management/Safety

Concerned about the increase in traffic and traffic patterns that cause congestion, residents expressed a need to change access and issues with seasonal traffic patterns. Residents of the corridor expressed concern for **safety** of pedestrians, bicyclists and vehicles along corridor roads. Safety issues included road design, sidewalks, transit stops and signage**.**

Route 1

- Summer beach traffic
- Congestion at stop lights
- Too many curb cuts, including median center cuts allowing u-turns

Safety -

- Conflict between campers (large vehicles) and cars changing direction at median cuts - referred to as '**suicide turns'**, traffic backs-up into high speed lane
- Lack of sidewalks for pedestrians
- Crossing Route 1 for all modes is **dangerous**
    - Pedestrians forces to cross four lanes of traffic at very large intersection from bus stop at Route 1 and Tower Hill Road
- Speed limits are not enforced
- Foggy conditions can make nighttime driving dangerous

Route 138

- Congestion from University of Rhode Island's Ryan Center events and campus traffic
- Summer traffic from area attractions (golf courses)
- Route 102 can be alternative road to Newport
- Thru traffic to Newport and Cape Cod

Route 108

- Summer beach and ferry traffic/parking
- Student and seasonal traffic to coastal communities

Land Use/Sprawl

As much as residents characterized the corridor as rural, they were concerned by the amount of growth and potential for growth along their corridor. Concerns include:

- Loss of rural character with incremental losses of open space by encroaching development
- Potential for 'big box' development due to current zoning
- Suburbanization of the area
- Development along Route 1 where there was once open space (South County Commons)

Transit Options

South County has limited options available to residents who do not have a car for transportation. There are many modes of transportation in the corridor, but a car is needed to reach most of them. Transit options include:

Train Service

- Expensive to ride for commuters (not competitive to other modes)
- Inconvenient
- Underutilized in Westerly

Bus Service

- Very limited schedule in Westerly
- Not convenient for people commuting to Connecticut for employment at Foxwoods, General Dynamics and Pfizer.
- Service should not stop at state borders. There should be cooperation between RIPTA and Connecticut DOT to expand service options.

Bike

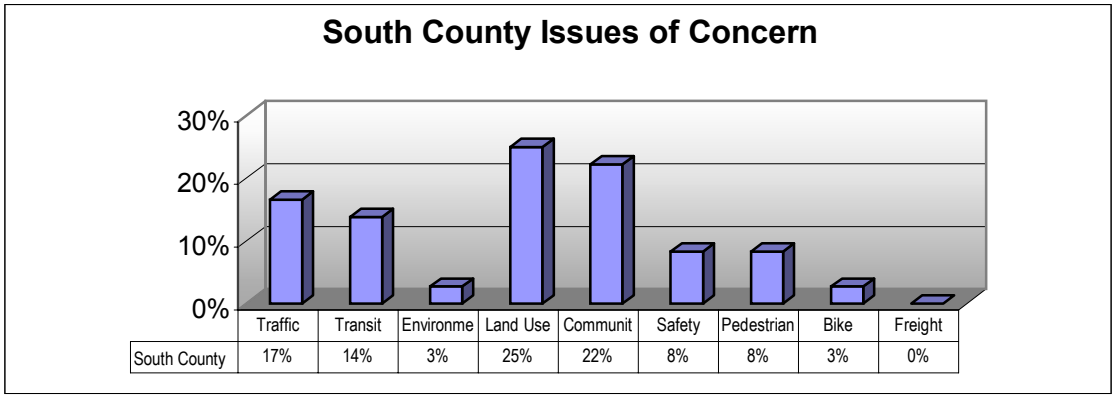
- Grates need turning on roads
- No bike connection for Jamestown Bridge
- Need bike designations on Route 1

Signage

- Lack of directional information and poorly designed signs on Route 1 (beaches, ferries, destinations)

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.



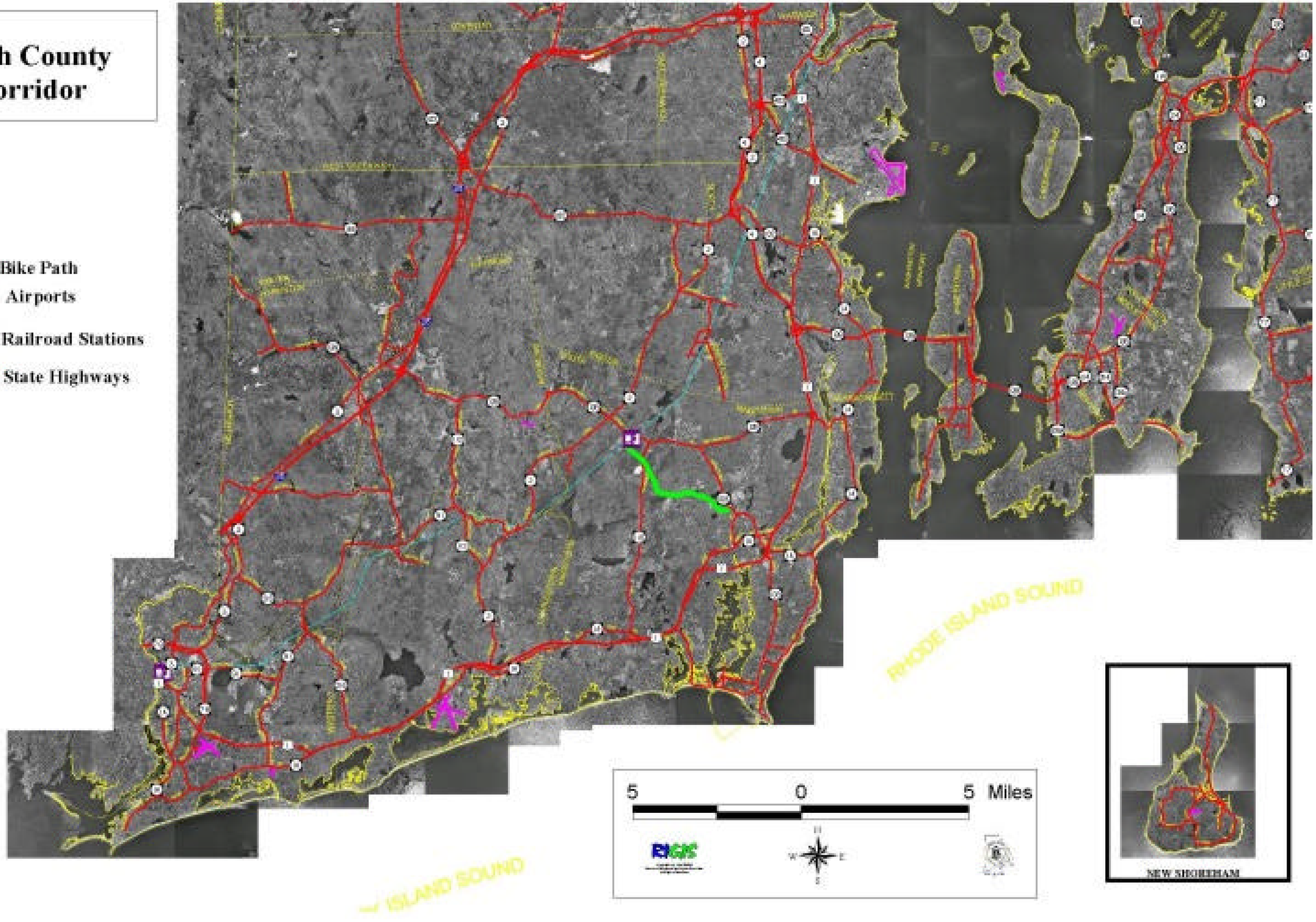
South County Corridor

Bike Path

Airports

Railroad Stations

State Highways



South County Travel Corridor

US 1 (Post Road)

	Westerly	Charlestown	So. Kingstown	Narragansett	No. Kingstown
Road Name	Broad St., Franklin St., Granite St., Post Rd.	Post Rd.	Post Rd.		
Land use	Com. Res. For. (H) Rec.	Com. Res.	Com. Res.	Com. Res	Com. Res
Modes					
Sidewalk	West of Rt.78	No	No	No	No
Bicycle	Yes	Yes	Yes	Yes	Yes
Park n Ride	Yes	No	Yes	No	Yes
RIPTA	#90, Flex		# 64,# 66, Flex	#64, #66, #14, Flex	#64, #66, #14
Ridership*			114, 371	114, 371, 214	114, 371, 214
TIP 02 - 03			Rt 1 Improvements & Rt. 1		Tower Hill Rd./Rt.1
TIP 04 - 08			Rt. 1		Tower Hill Rd./Rt.1
ADT	13,500 - 22,700	12,600 - 14,700	18,500 - 26,900	17,400	35,900 - 40,400
LOS					
V/C Ratio	.3 - .6 , Higher Downtown	.3 - .6	.3 - .6	.3 - .6	.6 - 1.1
Freight	4%T, 2% HT	2%T	2%T, 1% HT	2%T, 1%ht	4%T, 2%ht
Accidents					
Pop 2000	22,966	7,859	27,921	16,361	26,326
Pop 2020	24,444	11,210	30,715	24,098	28,963
Problem areas	Rush Hour/Weekend Congestion Downtown	Poor Night-time visibility / Dangerous Median Turn-Arounds	Summer Beach Traffic / Poor Night-time visibility/Dangerous Median Turn-Arounds	Summer Beach Traffic / Poor Night-time visibility/Dangerous Median Turn-Arounds	Summer Beach Traffic / Poor Night-time visibility/Dangerous Median Turn-Arounds

*** Average weekday passenger count per route.**

South County Travel Corridor

RI 102

	Exeter	North Kingstown
Road Name	Ten Rod Rd.	Ten Rod Rd.
Land use	Com., Ind., Res., AG./For./Brush	Com., Ind., Res., AG./For./Brush., Rec.
Modes		
Sidewalk	No	No
Bicycle	Suitable on-road	Suitable on-road
Park n Ride	No	Yes
RIPTA		#66
Ridership*		371
TIP 02 - 03		
TIP 04 - 08		
ADT	6,400 - 8,400	7,000 - 8,400
LOS		
V/C Ratio	.3 - 1.1	.6 - 1.1
Freight	4% T, 2% HT	4% T, 2% HT
Accidents		
Pop 2000	6,045	26,326
Pop 2023	7,764	28,963
Problem areas		
	*** Average weekday passenger count per route.**	

South County Travel Corridor

RI 138

	Richmond	Hopkinton	So. Kingstown	No. Kingstown	Jamestown
Road Name	Main St, Nooseneck Hill Rd.	Nooseneck Hill Rd. Spring St.	Usquepaugh Rd., Kingstown Rd., Mooresfield Rd.	Bridge Rd.	Bridge Rd.
Land use	m. Ind. Res. Open. R	Com. Res. Open. Rec.	Com. Res. Ag. Rec. Inst.	Open. Res.	Res. Open.
Modes					
Sidewalk	Portions in Wyoming	Portions in Hope Valley/	In Kingston	No	No
Bicycle	Suitable on-road, except in Wyoming	Suitable on-road	Suitable on-road, except in Kingston	Suitable on-road	No
Park n Ride	Yes	Yes	Yes	Yes	Yes
RIPTA	#90	#90	#66, #64	#14	#14, 64
Ridership*			371, 114	214	214, 114
TIP 02 - 03	Rt. 138/Rt. 112 Intsctn S&D		Rt138 Proj. S&D		
TIP 04 - 08	Rt. 138/Rt. 112 Intsctn S&D		Rt138 Proj. S&D		
ADT	7,900	2,300 - 3,200	12,200 - 20,800	25,200 - 28,400	25,700
LOS					
V/C Ratio	.3 - 1.1	0 - .6	.3 - 1.1	.3 - 1.1	.6 - 1.1
Freight	2%T, 1%HT	2%T, 1%HT	4%T, 1+%HT	3%T	3%T
Accidents					
Pop 2000	7,222	7,836	27,921	26,326	5,622
Pop 2020	8,563	8,019	30,715	28,963	6,945
Problem areas		Seasonal Congestion	URI congestion / Seasonal congestion	Summer Beach Congestion	

*** Average weekday passenger count per route.**

A VISION OF THE WEST BAY CORRIDOR IN THE YEAR 2020

The West Bay Corridor provides **affordable and convenient travel options** through expanded transportation alternatives including **regional high-speed ferry service**, **commuter rail**, and bus service. **Commuter rail successfully serves residents, shoppers, and air travelers with local and express trains**. Local trains stop at East Greenwich, Wickford Junction, Kingston, Westerly, TF Green Airport, Providence, and Boston. The train stations along the Corridor support mixed-use, higher density, transit oriented developments, which in turn, **justify increased public transportation services**. **Growth Centers** such as Kingston, Wakefield, Peace Dale, Narragansett, Wickford and Warwick Station realize local scale, "**good" development** that complements their community design standards. Public schools no longer depend on **property taxes**, which **decreases the need for commercial development** to support the tax base. Growth in the area is understood at both the local and regional level. **Sprawl is controlled** due to implementation of **growth management** techniques accommodating the diverse range of land use along this Corridor. These communities understand that growth does not stop at town boundaries and **regional planning guides the corridor** in the most sustainable direction.

The **Routes 4 and 1** segment of the Corridor/Improve the **parkway character**. This includes the elimination of median cuts and grade separations where possible, enhanced landscaping, and enforced speed limits. Routes 4 and 1 provide a driving experience that showcases the area's character.

Route 2, south of Warwick, has **strong land use controls** maintaining the rural, lower density character along this highway. Route 2 is highlighted as an alternative access to the coastal communities and University of Rhode Island. In addition**, throughout the corridor bicycle paths and pedestrian facilities are enhanced and expanded.**

GOALS FOR WEST BAY CORRIDOR

- ✓ **Enhance the local character** through the retrofitting of roads into **parkway-like** driving environments will make busy **commuting roads more enjoyable**.

- ✓ **Improve safety** by eliminating median turn-arounds on Route 1 from North Kingston to Narragansett, speed limit enforcement, more visible road striping and **better road conditions for bicyclists.**

- ✓ **Improve inter-modal transportation** and increase opportunities for alternative commuter transportation through the expansion of bus services and linkages to commuter rail service that are pedestrian friendly.

- ✓ **Better utilize Narragansett Bay** for recreation and **transportation** as part of a larger public transit system. In addition to the existing docking facilities, this option would also accentuate Narragansett Bay as a unique asset. Creating an expanded transit service to **link and integrate all of the modes of transportation** will provide more convenient movement in the corridor.

- ✓ Support zoning revisions that allow **transit oriented developments** with mixed-uses and higher densities adjacent to rail stations.

- ✓ **Implement growth controls to curb sprawl** and address this corridor's diverse land uses. These communities will realize well planned growth through regional planning that will guide the corridor in the most sustainable direction.

- ✓ **Maintain land-use character on Route 2** south of Division Road in East Greenwich through local zoning that decreases big-box development, industrial park development, and other commercial sprawl in local communities. Evaluate other roadway segments that could be reduced from four lanes to two lanes.

- ✓ **Reduce reliance on property tax** to generate local revenues to enable communities to make more sustainable land use decisions and enhance regional planning efforts.

- ✓ **Maintain viable connections** between Routes 1 and 2 (such as Route 102 in North Kingstown), with thoughtfully designed intersections/interchanges.

ROUTE 1

USERS/ FUNCTIONS OF CORRIDOR:
Frontage Rd. for I-95 (Collector road)
Retail access
Airport access
Tourism (southern end)
Commercial retail/ Industrial – Elmwood Ave., Providence, Warwick
Work trips to Quonset and other employers
Commuter traffic from South County to points North

MAJOR NODES/ INTERSECTIONS:
Downtown Providence
Routes. 2 & 1 (Columbus Square)
Elmwood Ave. and Route 10, Providence
Elmwood Ave. and Park Ave., Cranston
Park Ave., Cranston
Elmwood Ave. & Post Rd., Warwick
Airport Rd. & Post Rd., Warwick
Routes 1, 117 & 5 (Apponaug, Warwick)
Division Rd., East Greenwich
First Ave., East Greenwich
First Ave. & Main St., East Greenwich
Frenchtown Rd. and Post Rd., North Kingstown
Post Rd. & Rt. 403, North Kingstown
Routes 1 & 1A, North Kingstown
Routes 1 & 4, North Kingstown
Routes 1 & 138, North Kingstown (to Newport)
Route 1 & Tower, South Kingstown
Routes 1 & 108, South Kingstown

MAJOR TRAFFIC GENERATORS
Downtown Providence
Roger Williams Park (Providence, Cranston)
T. F. Green Airport, Warwick
Large residential population in Eastern Warwick
Main Street and waterfront shops/restaurants, East Greenwich
Post Rd. strip development
Goddard Park, Warwick
Quonset, North Kingstown
Davisville residential neighborhood, North Kingstown
Smith's Castle? (North Kingstown)
Wickford Village, North Kingstown
Wilson Park, (Wickford) North Kingstown
Access to Newport
Access to the South County beaches (seasonal)

University of Rhode Island, South Kingstown (off Route 1)
Commuter traffic to Route 10

Transit- dependant

Saint Elizabeth & Ocean State Assisted Living, East Greenwich
King's Grant Housing (corner of Rt. 1 & Newcomb Rd), North Kingstown (near 403)
South Shore Mental Health Center (west side of Post Rd. near Devils Food Rd.), North Kingstown
Heritage Green, Devils Foot Rd. & Rt. 1, North Kingstown
Mobile home parks?
South County Treatment Center, Post Rd., North Kingstown (near Davisville Rd.)

MAJOR DEVELOPMENTS (in approval process or under construction)

T. F. Green Airport and Airport District/ Train station
Saint Elizabeth & Ocean State Assisted Living, East Greenwich
Browne & Sharp, Route 402 (between Routes 1 & 2 – Precision Park, North Kingstown)
Multi-family development – west side Post Rd., North Kingstown (vicinity of Quonset, Routes 1 & 403)
Post Rd. Corridor Study, North Kingstown
South County Commons, South Kingstown – Planned District Area (opposite Stedman Government Center north of Wakefield exit)

"AT-RISK" AREAS (e.g., open space zoned for development, vacant commercial property, abandoned lots)

Gorton's Pond, Warwick (near Routes 5 & 117
15 acre collection of parcels behind American Legion along the rail line, East Greenwich (Cedar & Forge Rd.); Railroad crossing (possible use of bike path)
Corner of First Ave., Former Shell Station (East Greenwich?)
All villages: Wickford, Apponaug, Greenwood, East Greenwich, Elmwood
McKendall property (eastside of Route 1), North Kingstown – north of Smith's Castle
Davis Estate (corner of Routes 1 & 102), North Kingstown
Farmland – vicinity of Routes 4 & 1, North Kingstown –Scenic Highway Designation proposal

ASSETS/ AREAS TO PROTECT (e.g., residential neighborhoods, open space)

Pontiac Secondary Rail Right of Way, Cranston
Warwick Station Redevelopment District (between Jefferson Blvd. & Rt. 1
East Greenwich future commuter rail station site (behind American Legion)
Main Street, East Greenwich – Historic District
All villages: Wickford, Apponaug, Greenwood, East Greenwich, Elmwood
State property (10 acres +/-) along Amtrak line @ Forge Rd., Warwick
Route 4 (between Routes 102 & 1 corridor), North Kingstown
Smith's Castle, North Kingstown
Wilson Park, North Kingstown
Cocumcussoc State Park, North Kingstown (near Smith's Castle)
Wickford Jct. Rail Right of Way (ROW), North Kingstown (near Old Baptist Rd.)

ROUTE 1A

USERS/ FUNCTIONS OF CORRIDOR:
Downtown Providence
Industrial
Residential – Narragansett Blvd.
Commuters/ Residents/ Historic Village (Pawtuxet, Cranston)
Tourists (North Kingstown, Narragansett)
Residential
Some commuters
State Open Space overlook (RIDEM) (Bay Campus URI?)
Open Space preservation near Narrow River, Narragansett
Commercial nodes in Bonnet Shores, Narragansett Pier
Bike route (lanes on Route 1A)

MAJOR NODES/ INTERSECTIONS
Narragansett Blvd. and Norwood Ave.
Routes 1A and 1, Wickford, North Kingstown
Routes 1A and 102, North Kingstown
Routes 1A and 138, North Kingstown
Access 95
Routes 1A/ Ferry Rd. (Bay Campus), Narragansett
Ocean Rd./ Narragansett Ave., Narragansett

MAJOR TRAFFIC GENERATORS
Port (Providence)
Providence ferry
Yacht Clubs (Edgewood, RIYC), Cranston – Traffic/parking issues
North Kingstown High School
Connection to Newport
Heffy & gas station? (Routes 138 & 1A)
Casey Farm? (North Kingstown)
Beaches (Narragansett): Narragansett, Scarborough, Sand Hill Cove
Block Island Ferry, Narragansett (Galilee)

MAJOR DEVELOPMENTS (in approval process or under construction)
I-195 relocation
Albanese properties in Pawtucket Village (Cranston) – Commercial/ Residential Expansion

"AT-RISK" AREAS (e.g., open space zoned for development, vacant commercial property, abandoned lots):
Narragansett Landing (Fox Point, Providence)
Turco Farm (north of Rome Point – west side of 1A), North Kingstown
Route 1A – residential character

Residential zoned areas to west of Route 1A near Bonnet Shores and on the east side of 1A north of Ferry Rd.

ASSETS/ AREAS TO PROTECT (e.g., residential neighborhoods, open space):
Stillhouse Cove, Cranston
Pawtuxet Village, Cranston
Scenic qualities – Rome Point; Casey Farm (North Kingstown)
Residential neighborhoods east of Route 1A, North Kingstown
Views of Narragansett Bay
Scenic state land/ overlooks
Narragansett:

- Green belts identified in Narragansett Comprehensive Plan
- Bridgepoint Commons (Park near Sprague Bridge), Narragansett
- Old Sprague Bridge abutment **[location?]**
- RIDEM Overlook **[location?]**
- Low density character of development
- Narragansett Town Beach area
- Pier area

Old Wakefield, South Kingstown

ROUTE 2

USERS/FUNCTIONS OF CORRIDOR:
Reservoir Ave., Cranston – commercial retail
New London Ave., Cranston – to Warwick and Institutions
Residential – day to day trips
Commuting and tourism
Retail
Access to Rt. 4

MAJOR NODES/ INTERSECTIONS:
Routes 2 & 1 Columbus Square, Providence
Reservoir Ave./ Park Ave., Cranston
Sockanosset Cross Rd., Cranston – including new retail/office/residences
Routes 2 & 4, Warwick
Routes 2 & 115, by border of Warwick & East Greenwich
Routes 2 & 117, Warwick
Routes 2 & Division Rd., by border of Warwick & East Greenwich
Routes 2 & Frenchtown Rd., East Greenwich
Routes 2 & 138, South Kingstown (near URI)
Kingston Station/ Rt 138 area (Future commuter rail station), South Kingstown
Routes 2 & 102, North Kingstown

MAJOR TRAFFIC GENERATORS:
Reservoir Ave., Cranston commercial strip
Garden City Shopping Center, Cranston
Sockanosset Crossings (under construction), Cranston
State Institutions, Cranston
RI Mall & Warwick Mall, Warwick
Showcase Cinema, Warwick
Paul Bailey Ford (South County Trail, near Frenchtown Rd., East Greenwich
Stanley Bostitch (South County Trail, near Frenchtown Rd., East Greeenwich
East Greenwich Square – across from the Showcase Cinema
Home Depot/ Fiddlesticks/ Wickford Jct. (Routes 4 & 102), North Kingstown
Spotty commercial north of Routes 2 & 102, Exeter/North Kingstown
Boulders on the Trail (future) **[location?]**
University of Rhode Island, South Kingstown
All of Route 2 in Warwick, West Warwick especially weekends any season and the whole Christmas Season.

MAJOR DEVELOPMENTS (in approval process or under construction)
Sockanossett Crossings, Cranston
More capacity at Howard/Pastore Center (?), Cranston
Mulligan's Island (by the Institutions – miniature golf & pitch & putt), Cranston
Expansion of Citizen's Bank (Davol Bldg by Sockanosset Crossings), Cranston
Lowe's (intersection of Route 2 & Cowesett Rd., Warwick

Boulders on the Trail (110 units) near Division Rd., behind Ocean State Vets, East Greenwich
Residences at Fry Brook (23 units) at Middle Rd., East Greenwich
Office development between Routes 4 & 2, west side of Route 2, East Greenwich side of Division
Shaws (intersection of Routes 102 & 4), North Kingstown
Ladd Center (if developed), Exeter
Oak Harbor Shellfish Plant: now a commercial plaza, Exeter (on Rt. 2 near Mail Rd.)
2 additional developments: one across the street from Oak Harbor Shellfish Plant and another office development nearby proposed.

"AT-RISK" AREAS (eg., open space zoned for development, vacant commercial property, abandoned lots)
Pawtuxet River environs (Cranston, Warwick, West Warwick)
West Warwick Industrial Park – Casino??
Neighborhood commercial, East Greenwich
Bailey Farm, East Greenwich (between Middle Rd. & Frenchtown Rd.)
Fairgrounds, East Greenwich
Routes 102 & 2 – Bald Hill Nurseries sites (both sides Rt. 2), Exeter (near North Kingstown)

ASSETS/ AREAS TO PROTECT (e.g., residential neighborhoods, open space)
Bailey Farms, East Greenwich (between Middle Rd. & Frenchtown Rd.)
ANG Camp Fogarty, East Greenwich
Hunt River Watershed, North Kingstown, East Greenwich
Schartner Farms and other farms along Rt. 2 south of 102 (North Kingstown, Exeter, South Kingstown)
Route 102, Exeter (from North Kingstown line to West Greenwich line. This is a state designated scenic road.

ROUTE 4

USERS/ FUNCTIONS OF CORRIDOR:
Commute – for work and school (URI)
Local travel – within town
Tourism – access to beaches

MAJOR NODES INTERSECTIONS:
Route 4 & I-95 (Warwick)
Route 4 & Route 402/403 (East Greenwich)
Route 4 & Route 2 (East Greenwich)
Route 4 & Route 102 (North Kingstown)
Route 4 & Route 1 (North Kingstown)

MAJOR TRAFFIC GENERATORS:
South County
Quonset

MAJOR DEVELOPMENTS (In approval process or under construction):
Fiddlesticks/ Shaws Routes 4 & 102 (North Kingstown)

"AT-RISK" AREAS (e.g., open space zoned for development, vacant commercial property, abandoned lots):
Proposal: "Falls @ Pleasant Valley", North Kingstown (west side of Route 4 – residential)

ASSETS/ AREAS TO PROTECT (e.g., residential neighborhoods, open space)
Davisville Wildlife Refuge, Routes 4 & 403, North Kingstown
Bailey Farm – between Middle Rd. & Frenchtown Rd.
Ryan Park **(location?)**
Silver Spring Pond (recreation area) Routes 4 & 1, North Kingstown

WASHINGTON SECONDARY BIKE PATH

Great start – Now need to connect to Woonasquatucket Greenway and downtown Providence
Access Point?? Connections to East – West bike-able routes?
Protection of Public Access Points
Use of Utility (Providence Water Supply Board) ROW's (right-of-ways) for bike/ pedestrian spur connections to schools, neighborhoods
Signing for bicyclists to nearby commercial/recreational activities

West Bay Corridor

at North Kingstown Community Center
June 12, 2003 from 6:30pm to 9:00pm

Approximately 25 residents of the West Bay corridor attended the public workshop on June 10, 2003. There were representatives from the TAC, Sierra Club and planning departments of Cranston and East Greenwich.

- 8 participants were from North Kingstown
- 2 participants were from Providence
- 2 participants were from Warwick
- 2 participants were from East Greenwich
- 2 participants were from South Kingstown
- 1 participant was from Exeter
- 1 participant was from Cranston

Corridor Municipalities

- Cranston
- East Greenwich
- Exeter
- Narragansett
- North Kingstown
- Providence
- South Kingstown
- Warwick
- West Warwick

Major Roads of the Corridor

- Heading south - Gateway to South County
- Heading north – Major commuter routes to Providence metropolitan area
- Urban in the north, suburb in middle, rural in southern portions
- Connects town and village centers including Narragansett Pier, Wakefield, Wickford, East Greenwich and Apponaug, all destinations

Route 1

- Focused on automobile use
- Few users of bus routes, except # 14 bus
- Generally not pedestrian or bicycle friendly
- Summer beach traffic
- Trucking and freight route → Quonset
    - Ferry to Martha's Vineyard (MV)
- Connection to URI
- School bus route
- TF Green Airport and Goddard Park

Route 1A

- Access to local beaches and URI Bay Campus
- Residential setting
- Scenic drive and bay views
- A destination in and of itself

Route 4

- Commuter route
    - Access to Route 95
    - Connector to Route 1 and Route 95 to Providence metro area
- Access to Quonset
- Not a 'destination' road like Route 1A
- Gateway to South County attractions
- Bottlenecks at lights
- Lots of thru traffic

Route 2

- Alternative to Route 1 travel (south of Route 4)
- Alternative route to URI
- Dual characteristics:
    - north of East Greenwich- heavy commercial development, highly congested, including malls and Garden City
    - south of East Greenwich- less intensively developed with offices and light commercial nodes
- Overflow from Route 4
- Access to Ladd Center in Exeter

Route 102

- Ten Rod Road
- Scenic parts of road (Exeter, RI)
- Used by those coming East (via CT) to Newport
- Main connector to Route 1 and Route 4 and then into Providence metro area

Other modes of transportation in the Corridor

Bus

- Park and Rides are used for commuting

Air

- TF Green Airport

Ferry

- New seasonal ferry to MV
- Ferry out of Pt Judith to Block Island

Bike

- Warwick/East Greenwich Bicycle Network

Using the Corridor Roads

Participants described the corridor as **rapidly expanding** with new growth and getting 'busier each day''. The corridor's land-use is **diverse** and changes from a semi-rural corridor in the southern half to urban in the northern half. The corridor has historic areas with small villages. The area has destination attractions but is also a commuter route to Providence and Newport.

The West Bay area is highly dependent on the use of automobiles to commute and travel within the corridor. There are few public transportation options to the various destinations and intermodal facilities in the area including, beaches, ferries, airport and Quonset.

Positive Features of the Corridor

The West Bay Corridor consists of cities, towns and small village centers that emanate historic New England charm. The area has many amenities including its coastal location, scenic views, recreational opportunities and easy commute to Providence metro area while still having areas that are rural.

Positive features also include:

- Good schools
- Recreation – golf courses
- Trails for hiking and biking
- Access to beaches and boating
- Less snow than the northwest part of the state
- Access to highways, airport and other transportation modes
- Retail, entertainment and medical facilities

Issues with the Corridor Roads

As much as residents enjoy the benefits of the corridor, they stated concerns about safety, deteriorating aesthetics, environmental impacts and increased growth in the area. Problems include:

Traffic/Congestion/Access Management/Safety

Route 4

- Speed limits are not enforced
- Intersections with Route 95 congested and dangerous
- Route 4 and Route 95 interchange needs review
- Connections needed to Route I-95
- Congestion commuting north in the mornings

Route 1

- Interchange with 138 to Newport dangerous traffic configuration
- Route 1 and Route 4 merge problems
- Left turn for Shady Lea is dangerous as are all crossovers on Route 1
- Route 138 West connecting to Route 1 needs additional turning lanes
- Gilbert Stuart and Sherman Town Roads have a high number of accidents
- Traffic lights create back-ups, especially beach traffic
- Center turn-arounds are dangerous
- Not pedestrian friendly (except East Greenwich)
- Pedestrians crossing at bus stops
- Tower Hill Road and Route 1 intersection is a bottleneck

Routes 4 and 1 – Access Management

- As area grows there is a major increase in traffic and congestion
- 'Suicide turns' with center median cuts
- Frequent congestion and traffic during rush hour
- Frequent bottlenecks

- Route 4 and Route 95
- Route 1 and Route 138
- Intersection of Route 1 and Route 4

Route 1A

- Intersection with Hamilton Allenton Road and Route 1A is a problem
- Intersection with Route 102 needs better definition
- Fairly good connections between Routes 1 and 2 (Routes 37, 102, 113, 117, 138, 401, 402 and 403, Coweseh Rd. and Division St.)

Route 2

- Unsafe for pedestrians
- Excessive congestion in Warwick and West Warwick
- Configuration of lights in Warwick

Aesthetics

- Area becoming too commercial and too densely developed
- Loss of open space
- Too many big boxes

Environmental

- New developments could contaminate ground water
- Sole source aquifer in the area could be damaged

Transit

- Lack of commuter rail options and difficulty in funding
- No bus service to Quonset
- Limited access to summer attractions including beaches
- Airport connections from South County not effective
- URI needs to find alternative transportation for students

Land Use and Growth

- Concern for developments at Route 1 in South Kingston and Route 2 in North Kingston are changing local character of area.
- Towns seek commercial development (which creates sprawl) to increase tax base.

Route 2

- Too much expansion of high density commercial development
- Pressures for increased development to accommodate new growth

Route 1

- Becoming too commercial
- Open space being bought-up for 'big box' development

Quonset

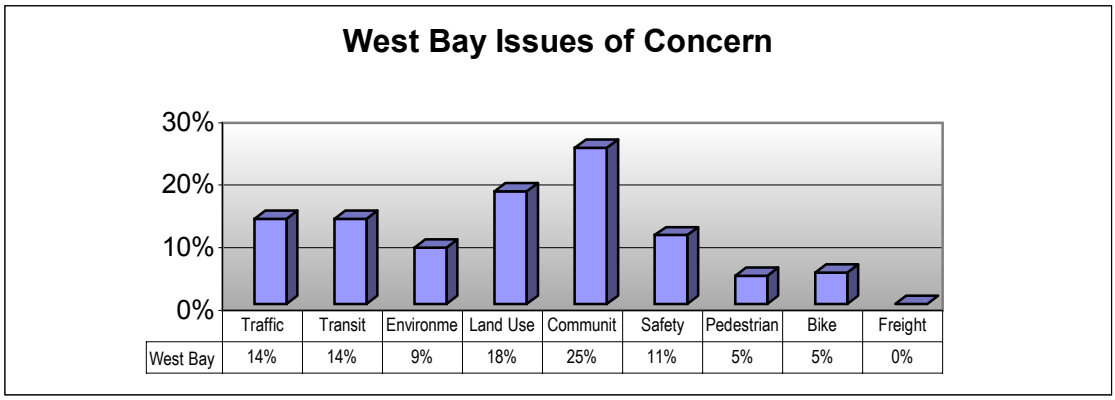
- Expansion could impact all area roads and increase congestion, traffic and freight
- Lack of Route 4 and Route 95 South interchange may hinder development at Quonset and impact East Greenwich and Warwick.

Route 403

- Needs to be completed

Issues Identified by Participants at End of Session

At the conclusion of the visioning session, participants were presented with a list of issues and asked to prioritize them. The following chart represents their priorities.



West Bay Corridor

Route 1
Route 1A
Route 4
Route 2

Legend

- Hospitals
- Park & Ride
- Lakes
- Bike Path
- Rail
- Major Traffic Generators
- Major Nodes & Intersections
- Major Developments
- "At Risk" Areas
- Assets to Protect

1995 Land Use (1 Mile Buffer)

- Residential
- Commercial
- Industrial
- Other Urban
- Ag./Forest/Brush
- Open Water
- Wetlands
- Barren

* Major corridor features identified by state and local planners at the West Bay Travel Corridor Planner Workshop conducted in May 2003.

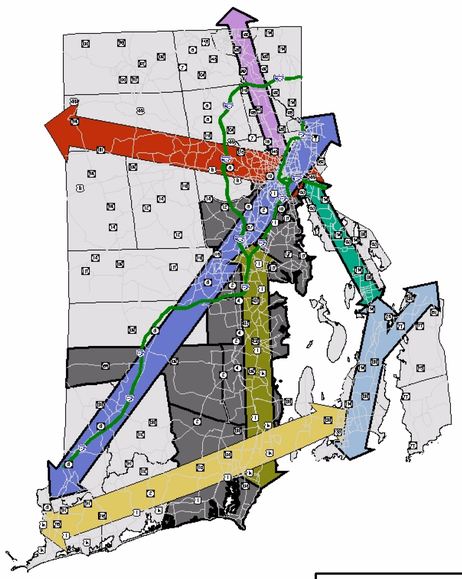
PROVIDENCE
CRANSTON
WARWICK
WEST WARWICK
EAST GREENWICH
NORTH KINGSTOWN
EXETER
SOUTH KINGSTOWN
NARRAGANSETT
JOHNSTON
FOSTER
EAST PROVIDENCE
BARRINGTON
WARREN
BRISTOL
PORTSMOUTH
HOPKINTON
RICHMOND
CHARLESTOWN
WESTERLY
MASSACHUSETTS

STATEWIDE PLANNING PROGRAM
RHODE ISLAND

The Department of Transportation

N

Rhode Island Travel Corridors



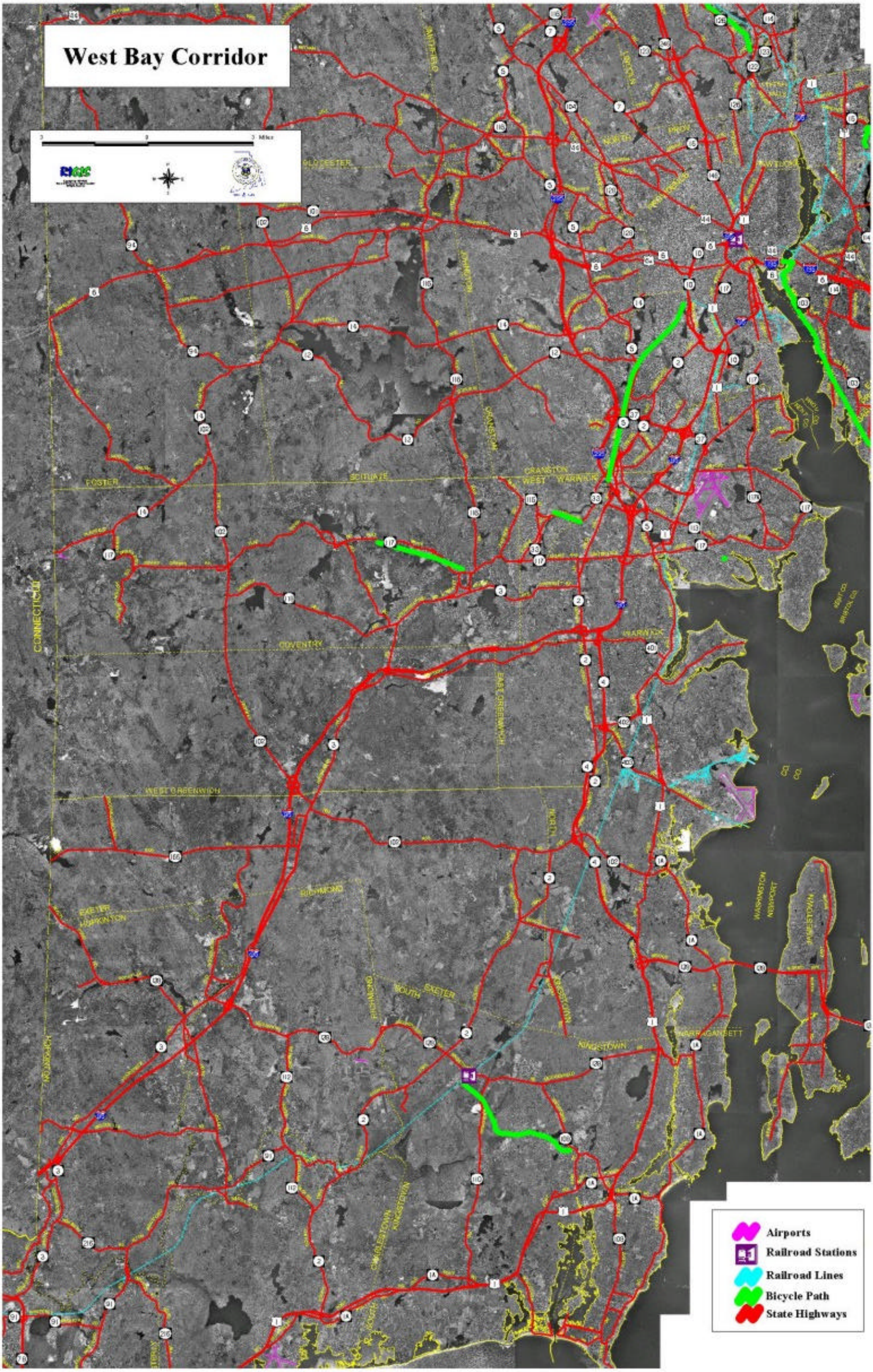
- SOUTH COUNTY
- AQUIDNECK ISLAND
- EAST BAY
- WEST BAY
- INTERSTATE 95
- EAST/WEST
- BLACKSTONE VALLEY

RIGIS

V. Flood

0 2.5 5 10 Miles

West Bay Corridor



West Bay: US-1

	Providence	Cranston	Warwick	EastGreenwich	No. Kingstown
	Elmwood Ave., Broad St., Francis St., Gaspee St. ,No. Main St.	**Elmwood Ave.**	**Elmwood Ave.; Post Rd.**	**Post Rd.; Main St.**	**Post Rd; Tower Hill Rd. [Ends @RI138 Jamest.BR See South County Corridor for South Kingstown segmt**
Land use	high density resid, commercial, industr, conserv/rec & open space	high density resid, commercial, water, conserv./rec & open space	med. density resid, high density resid, commercial, industr, institutional, water	med. density resid, high density resid, commercial	low density resid, med. density resid, water, conser.rec.&open space, institutional,industr., commercial
Modes					
Sidewalk	yes	yes	partial	yes	partial
Bicycle		Study & Devp: So. Elmwood Br. in Cranston: approx. 1.5 mile active RR line, owned by the P&W RR, study to link Pawtuxet River trial system to the proposed Pontiac Secondary Path			Study & Devp: Davisville Bicycle Path (Phase1): 1.75 mile shared-use path from Rt. 1 to Fletcher Rd.
Lanes					
Parking					
Park n Ride	Greenwood Comm. Church MainAv. by Jeff,.Blvd. Near Rt 1			On street parking on First Ave. near Main St.	Rt. 138 & Rt. 1 in South Kingstown near North Kingstown border.
RIPTA	#1,3,9,11,12, 13,18,20,22,26, 31,42,56,57,60, 66	Bus # 12, #20	#1, #12	#12, #14	#66
Ridership* (page 2)	#1:14.44 pass/trip,1357 wkday pass; #3: 17.62 pass/trip, 2133 wkday pass; #9: 11.19 pass/trip, 157 wkday pass; #11 24.03 pass/trip, 3965 wkday pass; #12: 19.38 pass/trip, 736 wkday pass; #13: 16.02 pass/trip, 625 wkday pass; #18: 10.92 pass/trip, 535 wkday pass; 20.95 pass/trip, 2054 wkday pass; #22: 23.88 pass/trip,2149 wkday pass; #26: pass/trip, 737 wkday pass; #31: 22.33 pass/trip, 2523 wkday pass; #42 25.03 pass/trip, 2778 wkday pass; #56: 22.39 pass/trip, 2642/ wkday trips; #57: 16.45 pass/trip, 1662 wkday pass; #60: 15.29 pass/trip,1224 wkday pass; #66: 11.6 pass/trip, 371 wkday pass.	See Providence information	See Providence information	#12: See Providence information; #14: 9.29 pass/trip, 214 wkday pass.	See Providence information

TIP 02 - 03				King St. (off Rt. 1) improvements (Enhancemt. Program $628,000)	
TIP 04 - 08	Broad St. Bridge & Banner Trail ($200,000 in 2004			Main St/King St. Streetscape (Enhancemt Program $500,000 in 2004)	Reynolds St/ US 1 Stormwater Improvemts. Enhancemt Prog. ($36,000 in 2006); Post Rd.(School St.-Frenchtown)Enhancemt. ($6,000,000 in 2004 & 2005); Rt.4/US 1 Turnaround, Rt1/138 Ramp $9,000,000 in 2004-2007
ADT	Not listed	Not listed	12,500 - 30,100	16,300; 7800 (intersection Roger Wms Way)	22,500 - 40,400
LOS					
V/C	0.6-3.4	0.6-3.4	0.2-3.4	0.2 - 1.0	0.6 - 1.6
Speed Limit					
Freight	Not listed	Not listed	T 4%; HT 2%	T2%; HT 0%	Not listed
Accidents	861 (2001) 1262 (2002)	43 (2001) 67 (2002)	1047 (2001) 1073 (2002)	128 (2001) 155 (2002)	516 (2001) 550 (2002)
Pop 2000	173,618	79,269	85,808	12,948	26,326
Pop 2020	141,656	77,157	83,631	13,229	28,963
Problem areas				Comprehensive Plan (1991) cites congestion at key intersections on Rt. 1 (Post Rd) as well as lack of parking downtown area.	Town Comp. Plan indicates Town ordinances limit access to adjacent land along protions of southern Rt 1 (I.e.safety & traffic flow). Anticipate conflicts between property owners, the Town & State of RI re: access to adjacent properties on Rt. 1
					Comprehensive Plan Update (written 2001) identified Rt. 1 & Rt 102 intersection and Rt 1 & Rt 4 intersection as dangerous.

*RIPTA Bus passenger inform. for whole route not just specific town

West Bay: RI 1A

	Providence	Cranston	Warwick	No. Kingstown	Narragansett
	Allens Ave.	**Narragansett Blvd.; Norwood Ave.; Warwick Ave.**	**Warwick Ave.; Post Rd. (Rt. 1A turns into Rt. 1)**	**Boston Neck Rd. [1A follows 1 from Ten Rod Rd in N.K. to Post Rd & Elmwood in Warwick [Town working with State to designate 1A as a scenic highway]**	**Boston Neck Rd; Ocean Rd.**
Land use	industrial	high density resid, conserv/rec & open space, institutional, commercial	Follows Rt 1 part of Warwick: med. density resid, high density resid, commercial, industr, institutional, water	low density resid, med. density resid, conserv/rec & open space, institutional. Follows Rt. 1: also includes commercial	Conserv/rec.& open space, high density resid, med. density resid.institutional
Modes					
Sidewalk					
Bicycle	Bike lanes striped on Allens Ave/Narrag. Blvd. (both directions) beginning a @ Public St. in Providence to Ocean Ave. in Cranston	Bike lanes striped on Allens Ave/Narrag. Blvd. (both directions) beginning a @ Public St. in Providence to Ocean Ave. in Cranston			
Lanes					
Parking					
Park n Ride				Saunderstown, Rte. 138 & 1A Narragansett-Jamestown Also# 60 Providence/ Newport	
RIPTA	#3	#3	#1, #3	#14, #60	#14. #64
Ridership*	#3: 17.62 pass/trip, 2133 wkday/pass	See Providence	#1: 14.44 pass/trip, 1357 wkday pass; see Providence	#14: 9.29 pass/trip, 214 wkday pass; 360 15.29 pass/trip, 1224 wkday pass	#14: See North Kingstown infor; #64: 7.10 pass/trip, 114 wkday pass.
TIP 02 - 03	n/a	Near Rt. 1A: Pawtuxet River Canoe Portages Enhancement Project ($16,000)			Ocean Rd. Beautification Enhancemt Program ($105,000 & $250,000 projects)
TIP 04 - 08	n/a	n/a		Main St. Stormwater Improvemts (near 1A) Enhancemt Program ($64,000 in 2005); Wickford Village Improvemts. Brown St (near 1A) Enhancemt ($575,000 in 2005)	Boston Neck Rd. Beautification (Enhancemt. Program $120,000 in 2005)
ADT	range 12,600 - 16,700	Not listed	Not listed	Not listed	range 2900 - 11,500
LOS					
V/C	Not listed	Not listed	Not listed	0.661 - 1.086	0.661 - 1.086
Speed limit					
Freight	Not listed	Not listed	Not listed	Not listed	T 2%; HT 0%
Accidents	159 (2001); 235 (2002)	50 (2001); 101 (2002)	77 (2001); 167 (2002)	76 (2001); 75 (2002)	not listed on chart
Pop 2000	173,618	79,269	85,808	26,326	16,361
Pop 2020	141,656	77,157	83,631	28,963	24,096
Problem areas					

West Bay: RI 2

	Cranston	Warwick	West Warwick	EastGreenwich	No.Kingstown	Exeter	So.Kingstown
	Reservoir Ave; New London Ave.	**Bald Hill Rd.**	**Quaker Lane**	**South County Trail**	**South County Trail**	**South County Trail**	**South County Trail [Ending @ Rt 138 for purposes of this study**
Land use	commercial, institutional, conserv/rec & open space, high density resid, water	medium density resid, commercial, institutional	commercial, high density resid, conserv/rec & open space	medium density resid; high density resid, commercial, industrial	low density resid, medium density resid, commercial	low density resid, commercial;Rt 2 is listed in Exeter Scenic Inventory in Comp. Plan(2002 rev.)	low density resid, water
Modes							
Sidewalk							
Bicycle				Study & Devp: Proposal to re-stripe travel lanes from 4 lanes to 2 lanes from N. Kingstown town line to Frenchtown Rd. for bike lane on both sides.			
Lanes							
Parking							
Park n Ride	Midway Ave. (behind Post Office @ Garden City) #13			Rts. 2 & 4 #66 (Providence/URI)	Rts. 2 & 102 #66 (URI)		
RIPTA	#13,	#29	#29	#66	#66		
Ridership*	#13: !6.02 pass/trip, 625 wkday pass	#29: 12/12 pass/trip, 267 wkday trips	See Providence	#66: 11.6 pass/trip, 371 wkday pass	#66: 11.6 pass/trip, 371 wkday pass		
TIP 02 - 03	n/a	n/a	n/a	n/a	For evaluation Pavement Mgmt: Rt 102 to East Greenwich	n/a	n/a
TIP 04 - 08	n/a	n/a	n/a	n/a		n/a	n/a
ADT	29,300; 22,900	21,700 - 27,200	23,900 - 27,200	10,700 - 25500	9800; 13,700	9800; 11,400	8800
LOS							
V/C	0.7 -3.4	0.7 -3.4	0.7 - 1.6	0.27 - 1.09	0.27 - 1.09	0.7 - 1.09	0.27 - 1.09
Speed limit							
Freight	Not listed	Not listed	Not listed	T 5%; HT 2%	T4%; HT 3%	Not listed	Not listed
Accidents	334 (2001); 444 (2002)	934 (2001); 1115 (2002)	10 (2001); 3 (2002)	96 (2001); 83(2002)	119 (2001); 119(2002	Not listed	Not listed
Pop 2000	79,269	85,808	29,581	12,948	26,326	6,045	27,921
Pop 2020	77,157	83,631	31,779	13,229	28,963	7,764	30,715
Problem areas				Comprehensive Plan (1991) cites congestion at Rt. 2 Cinema area			

*RIPTA Bus passenger inform. for whole route not just specific town

West Bay: RI 4

	East Greenwich	North Kingstown
	(no other name listed)	Col. Rodman Hwy
Land use	low density resid, medium density resid, high density resid, industrial	low density resid, medium density resid, institutional, conserv/ rec & open space water
Modes		
Sidewalk	No	No
Bicycle	No	No
Lanes	4 (controlled acess highway)	4 (controlled acess highway)
Parking	No	No
Park n Ride	Rts. 2 & 4 #66 (Providence/URI)	
RIPTA	#66	#66
Ridership*	#66: 11.6 pass/trip, 371 wkday pass	#66: 11.6 pass/trip, 371 wkday pass
TIP 02 - 03	n/a	n/a
TIP 04 - 08	I-95 / Rt. 4 interchange in S&D; Route 403 Phase 2 construction	Rt4/US 1 Gilbert Stuart Median Turnaround
ADT	84,000; 71,700	36,500 - 54,400
LOS		
V/C	0.7 - 1.6	0.7 - 1.6
Speed limit		
Freight	T8%; HT 3%	T5%; HT 2%
Accidents	116 (2001); 125(2002)	221(2001); 219(2002)
Pop 2000	12,948	26,326
Pop 2020	13,229	28,963
Problem areas		Comprehensive Plan Update (written 2001) identified Rt 1 & Rt 4 intersection as dangerous.

*RIPTA Bus passenger inform. for whole route not just specific town

Washington Secondary Bike Path

	Cranston	West Warwick	Warwick
Land use	high density resid, commercial, industrial, conserv/rec. & open space	commercial, conserv/rec & open space, institutional, high density resid, industrial	commercial
Modes			
Sidewalk	walking path/bike path	walking path/bike path	walking path/bike path
Bicycle	10 miles from	Cranston to	West Warwick
Park n Ride	Oaklawn Grange (Exchange St.); West Natick Rd. under 295	Hay St. off Providence St.	
RIPTA	near #31	near #31	Near #13
Ridership *			#13: 16.02 pass/trip, 625 wkday pass.
TIP 02 - 03	n/a	n/a	n/a
TIP 04 - 08	n/a	n/a	n/a
ADT	n/a	n/a	n/a
LOS	n/a	n/a	n/a
V/C	n/a	n/a	n/a
Freight	n/a	n/a	n/a
Accidents	n/a	n/a	n/a
Pop 2000	79,269	85,808	85,808
Pop 2020	77,157	83,631	83,631
Problem areas			

*RIPTA ridership for whole route - not just specific town

CONCLUSIONS

PRIORITY ISSUES: The public workshop exercise of prioritizing a series of planning issues was undertaken to get a sense within each corridor of what the key issues are, but also to compare the corridors with each other. Certainly these are not statistically valid observations, and therefore it is only possible to try to make some broad generalizations. The results are not surprising, and there was enough commonality to identify the following groupings:[1]

Transportation: In the two most densely developed corridors, East Bay and Blackstone Valley, land use issues were less of a priority and Transit and Traffic congestion were the two top issues in both corridors.

Land Use: Similarly, in the two corridors which contain some fairly rural areas and pressure for development, the opposite was true. Land Use and Community Character were selected as the most important two issues in the South County and West Bay Corridors.

Transitional Areas: The two corridors that had the greatest diversity of land, containing urban as well as rural areas, had mixed results. The East West Corridor, from Providence to Foster/Glocester, had Community Character and Traffic Congestion as their top two issues. Likewise, the Aquidneck Island Corridor which contains the very built up Middletown and Newport area as well as the rural town of Little Compton listed Land Use and Traffic Congestion as the two most important issues.

It is also noteworthy to mention the other issues that did not rank very highly. Pedestrian, Bicycle, and Freight fall into this category. When forced to rank them in priority order, these items fell to the bottom, because perhaps for some people, these issues may not touch their lives on a daily basis. The table below documents the results of this exercise and contains some summary data.

[1] This exercise was not completed for the Interstate Corridor.

ISSUE PRIORITIZATION EXERCISE

Issue	East/West	South County	Aquidneck Island	East Bay	West Bay	Blackstone	SUM	PERCENT	RANK	RANGE	#1's
Traffic/Congst/AccsMgt	13	6	8	4	6	6	43	20%	1	33-14%	2
Transit	1	5	3	5	6	7	27	12%	4	22-2%	2
Environment	10	1	3	1	4	4	23	10%	5	17-3%	0
Grwth/Sprl/Land Use	7	9	4	2	8	5	35	16%	3	25-8%	1
Community/Aesthetic	12	8	3	2	11	5	41	19%	2	25-8%	1
Safety	8	3	1	2	5	1	20	9%	6	13-3%	0
Pedestrian	1	3	1	3	2	2	12	5%	7	13-2%	0
Bike	3	1	0	3	2	2	11	5%	8	13-0%	0
Freight	5	0	1	2	0	0	8	4%	9	8-0%	0
SUM	**60**	**36**	**24**	**24**	**44**	**32**	**220**				

RECOMMENDATIONS: As RIDOT or other entities move forward with more detailed individual corridor studies, the following recommendations are offered:

Frontage Roads: The roadways selected to be included in this corridor study were the higher volume major arterials that carried through traffic in addition to local traffic. As the workshops progressed, the role of secondary roads parallel to a major highway was touched upon. Two examples are Route 1A in South County, which runs parallel to Route 1, and Route 3 from Westerly to West Warwick, which runs parallel to Interstate 95. It was not possible to study this relationship within the scope of this planning initiative; however when more detailed corridor studies are undertaken for these two corridors, the concept that certain highways can serve as "frontage roads" for limited access highways should be investigated further.

Interstate Travel: Although every effort was made to look beyond Rhode Island's borders in identifying these travel corridors, there is much to be learned about the true nature of interstate travel and commuting in particular. Destinations and employers in Connecticut (Foxwoods, Pfizer, and General Dynamics in particular) have a very significant impact on travel in South County. The same phenomenon occurs between Blackstone Valley and the Boston-Worcester area, and between the East Bay and Aquidneck Island regions of Rhode Island and Southeastern Massachusetts. There

does not appear to be a great deal of commuting between Providence County and northeast Connecticut, but there is a significant amount of freight traffic along the East West Corridor. The Interstate 95 Corridor functions on two levels: as a conduit for intrastate trips and as part of the Northeast Corridor. Current mapping and modeling limitations make this a difficult task, but with the recent release of 2000 Census journey to work data, more effort toward understanding and planning for interstate travel should be undertaken.

Addition of Route 117: Route 117 is an east-west high-volume arterial that runs from the Connecticut border in Coventry to the shore of Narragansett Bay in Warwick. This was not identified as one of the seven primary travel corridors, but this roadway and the bike path that runs parallel to it should be considered for inclusion in the East West Corridor, perhaps replacing Routes 12 and 14 which are lower in volume.

Environmental Issues: Air quality protection is built into the transportation planning process at a metropolitan area level (the entire state in the case of Rhode Island). Additionally, project level environmental concerns are addressed through the Environmental Impact Statement process as prescribed by the National Environmental Policy Act of 1969 (NEPA). A point was raised during this planning initiative that a corridor level planning framework may be appropriate for water quality and stormwater issues to be addressed. In certain corridors, this could be accomplished through early coordination with watershed organizations.

Intelligent Transportation Systems (ITS): Limited access highways in Rhode Island, including the Interstate 95 Corridor in the metropolitan Providence area, now boast a fairly well-developed network of traffic monitoring cameras and other electronic equipment such that operators of a 24 hour Transportation Management Center (TMC) can respond quickly to changes in traffic conditions and traffic incidents. There are likely other areas of the state, including non-Interstate highways, that can derive benefits and congestion relief from ITS solutions. It is difficult to implement ITS at a project level, but to fully realize the potential that ITS has to offer, technology enhancements should be mainstreamed into the transportation planning process at a corridor level.

FOR FURTHER STUDY: During the course of the planner workshops and public workshops, some issues emerged that were beyond the scope of the Travel Corridor Planning Initiative, but nonetheless impact the transportation system and are worthy of further study.

Local Property Tax: More than once, the issue of school funding through property taxes arose. In many communities, the school system consumes 50-70% of the municipal budget whose primary revenues are from residential

property taxes. Local elected officials, in an effort to expand and diversify the local base and avoid residential property tax increases, look toward commercial and industrial development. The subsequent increase in retail activity and employment may ease municipal budget woes, but they also may overburden the transportation system and create traffic congestion where none existed before. Moving forward, it is important in any land use discussion to acknowledge and address the relationship between local property taxes and land use decisions.

State Surplus Property: State rights-of-way contain many adjoining slivers and larger parcels of land that may have been acquired for the purpose of roadway construction or improvements (or any number of reasons) but are not needed for roadway function. These publicly owned parcels often serve to improve roadway aesthetics as well as limit development and curb cuts, and buffer environmental impacts. On the other hand, local and state officials may perceive this land as an opportunity to generate cash or tax revenue. There is no current systematic inventory of state owned property, along rights-of-way or otherwise, so the scope of this problem is unknown. Improved staffing and review procedures within the State surplus property disposal system would provide greater opportunities to protect some of these parcels where they indeed improve roadway function, preserve capacity, or provide other community benefits. As more communities move toward GIS and electronic parcel data, it should become easier to generate a state property inventory and undertake an analysis of the properties that should remain in public ownership.

Definition of Terms

Term	Meaning	Source
Name	Local name of road.	Official State Map.
Land use	Current use of land.	Local Comprehensive Plan.
Modes	Method of travel in use on road.	State Plans.
Sidewalk	Present or not on one side of road.	Field inventory.
Bicycle	Does the road have a bicycle facility, lane, route or separate facility?	State Plan.
Lanes	Number of travel lanes in both directions.	State map and field inventory.
Parking	On street.	Field inventory.
Park n Ride	RIPTA lot or shared facility.	State Plans.
RIPTA	Bus Route Number	Rhode Island Public Transit Agency.
Ridership	Average weekday ridership.	Rhode Island Public Transit Agency.
TIP 02 - 03	Transportation Improvement Program. Programmed or funded projects.	Statewide Planning Program.
TIP 04 - 08	TIP projects programmed for out years.	Statewide Planning Program.
ADT	Average Daily Traffic.	RI Department of Transportation 2002 (RIDOT).
LOS	Level of Service. Measurement of traffic flow and delays.	State and local studies.
V/C	Volume to Capacity Ratio of road.	Statewide Travel Model (TRANSCAD).
Speed Limit	Miles per hour. Range for the roadway.	RIDOT
Freight	Truck traffic as a percentage of the total traffic.	RIDOT
Accidents	Total accidents on road by town.	RIDOT
Pop 2000	US Census 2000 count.	Statewide Planning Program.
Pop 2020	Projections from 1995	Statewide Planning Program.
Problem areas	Areas of transportation related difficulties or deficiencies by town.	RIDOT, Statewide Planning Program and local plans.
"At Risk" Areas	Including, but not limited to open space zoned for development, vacant commercial property, abandoned lots, etc.	As identified by municipal planners at workshops.