

COMPENDIUM OF PLANS REVIEW

Long-Range Transportation Plan and Bicycle Mobility Plan

Statewide Rhode Island



**MOVING
FORWARD** **RI**
2040

PREPARED FOR

Statewide Planning Program
Division of Planning
Rhode Island Department of Administration

March 2018



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Baseline Review of Planning Documents

This chapter documents the review of state, regional and local planning documents to identify goals, objectives and strategies relevant to the State's multi-modal transportation network. It identifies recurrent themes echoed by the range of different plans, ultimately recommending a set of new goals for inclusion in *RI Moving Forward*, the State's 2018 long-range transportation plan.

1.1 Introduction

This review of existing planning documents was completed in order to inform the development of goals and objectives for the long-range transportation plan (LRTP) *RI Moving Forward*. There were three key components to this baseline review of planning documents:

1. **Federal Transportation Goals:** Identification of overarching and guiding goals for U.S. Department of Transportation (USDOT) programs to ensure consistency on federally funded transportation projects in Rhode Island and to meet the requirements of the *Fixing America's Surface Transportation (FAST) Act*.
2. **State and Regional Transportation Goals and Objectives:** A review of statewide transportation planning documents and mode-specific strategic plans

was conducted to identify goals, objectives, modal priorities, and recurring themes. Long-range transportation plans for neighboring Massachusetts and Connecticut were also reviewed.

3. **Other State, Regional and Local Goals:** Elements of the RI State Guide Plan that address topics such as Land Use, Economic Development, Housing and Energy were reviewed to identify transportation relevant objectives. Other statewide, regional and local plans impacted by transportation investment were also included in this review.

1.2 Federal Transportation Goals

National Goals and Planning Factors

Congress enacted the multi-year federal transportation authorization, the *Fixing America's Surface Transportation (FAST) Act* in 2015. The Act authorizes USDOT funding for surface transportation over a multi-year period and outlines program goals and requirements. It continues to follow the goals and performance-based program established by a previous authorization (MAP-21), and therefore have not significantly changed since *Transportation 2035* was issued in 2012. These goals are:

- › **Safety:** Achieve a significant reduction in transportation fatalities and serious injuries.
- › **Infrastructure Condition:** Maintain transportation infrastructure in a state of good repair.
- › **System Reliability:** Improve the efficiency of the transportation system.
- › **Congestion Reduction:** Achieve a significant reduction in congestion on the NHS.
- › **Freight Movements & Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- › **Environmental Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- › **Reduce Project Delivery Delays:** Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion (e.g. eliminating delays in project development and delivery, reducing regulatory burdens and improving agency work practices).

Similar to the National Goals, metropolitan planning organizations and state transportation officials are provided the following planning factors by FHWA to guide the development of long range transportation plans. Similar to the National Transportation Goals, eight of the current planning factors are consistent with MAP-21 and therefore *Transportation 2035*. The final two planning factors concerning resiliency and reliability and travel and tourism are new to the FAST Act.

- › Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- › Increase the safety of the transportation system for motorized and non-motorized users.
- › Increase the security of the transportation system for motorized and non-motorized users.
- › Increase the accessibility and mobility of people and for freight.
- › Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- › Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- › Promote efficient system management and operation.
- › Emphasize the preservation of the existing transportation system.
- › Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- › Enhance travel and tourism.

The planning factors are consistent with the National Transportation Goals and provide a framework specific to a planning-level document.

1.3 State and Regional Transportation Plans

The State of Rhode Island regularly prepares a range of transportation planning documents to guide investments in the State's transportation network. The two overarching documents are the State's Long-range Transportation Plan (LRTP) and Statewide Transportation Improvement Program (STIP). These documents establish long-term objectives and establish program funding to achieve desired outcomes. This plan review is being completed to inform the goal and objectives development for the upcoming long-range transportation plan.

Other State transportation plans help Rhode Island qualify for specific federal transportation funding programs, or are completed to ensure that investments in the transportation network are cost-effective and responsive to local and regional needs. These transportation plans are listed in Table 1. A compendium of relevant goals and objectives from these plans is included in the Appendix.

Table 1 Transportation Plans Reviewed

Plan Type/Name	Mode	Date of Issue
Transportation 2037	Multi-modal	2017
Statewide Transportation Improvement Program (FFY2018-FFY2027)	Multi-modal	2017
Rhode Works Ten Year Transportation Improvement Proposal	Multi-modal	2015
RI Freight and Goods Movement Plan	Multi-modal	2016
RI State Rail Plan	Rail	2014
RIPTA Comprehensive Operational Analysis	Transit	2013
RI Waterborne Transportation Plan (<i>draft</i>)	Water	2017
RI Congestion Management Process	Highway	2012
RIPTA Five Year Strategic Plan	Transit	2011
State Airport System Plan (<i>draft</i>)	Airport	2017
NEC Future Record of Decision	Rail	2017
Aquidneck Island Transportation Study	Multi-modal	2013
MA Long Range Transportation Plan	Multi-modal	2013-16
CT Long Range Transportation Plan (<i>draft</i>)	Multi-modal	2017

Transportation 2037:¹ Adopted 2017

Rhode Island’s last LRTP, *Transportation 2037*, was issued in 2017 and presents long-term goals, objectives, strategies, policies and performance measures to improve the State’s surface transportation network over 20 years.

Vision Statement from *Transportation 2037*

Our common vision recognizes transportation as a core function that threads through other elements of society. Transportation connects the state with the global and regional economies, the home with the workplace, the individual with the community, and all of us with one another. It must equitably benefit all communities, and must be reconciled with quality of life issues as vital as the air we breathe, the water we drink, and the preservation of our natural and historic heritage and beauty of the natural and built environments. It cannot exist independently of these concerns.

¹ Transportation 2037, Interim Long-range Transportation Plan, State Guide Plan Element 611, Report #116, Rhode Island Statewide Planning Program, December 2017. <http://www.planning.ri.gov/documents/trans/2017/LRTP-37.pdf>

Statewide Transportation Improvement Program (STIP) FFY2018-2027²

The most recent STIP (FFY18-FFY2027) STIP was prepared and adopted in 2017 and represents the fiscally-constrained program of projects slated to carry out the goals and objectives of the LRTP.

The STIP allocates funding within seventeen different program areas, based on federal authorization levels established in the FAST Act and matching State funds (typically 20%). Rhode Island anticipates Federal Highway Administration (FHWA) program funding of about \$265 million annually by FFY2021 and Federal Transit Administration (FTA) funding of about \$60 million by that same year. Beyond FFY2021, the STIP assumes modest increases in federal funding similar to the rate experienced over the last few years. The long-range transportation plan is a key factor in project selection.

RhodeWorks Ten Year Transportation Improvement Program Proposal for FY2016-FY2025³

Rhode Island transitioned from a four year STIP to a 10 year STIP in 2015 (FFY17) and, to support this effort, RIDOT proposed a ten-year slate of projects and programs that would be funded through RhodeWorks, State gas tax, Rhode Island Capital Plan (RICAP) funds, and FTA funding.

The RhodeWorks initiative is supported by a heavy truck toll being implemented in 2018, which will allow the State to issue a new \$500 million bridge bond to fund a “surge” of bridge improvements. The plan held federal funding at levels equal to 2015 over the subsequent ten-year period, but provides more funding for bridge, pavement, transit and transportation alternatives due to the new RhodeWorks program.

Freight Forward RI: State of RI Freight and Goods Movement Plan (2016)⁴

The State Freight Plan establishes specific goals for freight transportation and the movement of goods into, out of, and through Rhode Island. The plan assesses the condition of the State’s multi-modal freight network as well as ongoing trends related to highway, rail, marine and airport shipping.

² State of RI Transportation Improvement Program (TIP) FFY2017-2025, RI Statewide Planning Program, September 2016; amended January 2017. http://www.planning.ri.gov/documents/tip/2017/RI_STIP_FFY2017_2025_Amended_01312017-Final.pdf

³ Rhode Works Ten Year Transportation Improvement Program for FY2016-FY2025, RI Department of Transportation, October 2015. http://www.dot.ri.gov/documents/news/TAC_Submission/RIDOT_2015_TAC_Submission.pdf

⁴ Freight Forward RI: State of RI Freight and Goods Movement Plan, RI Statewide Planning Program in cooperation with RI Department of Transportation, September 2016. <http://www.planning.ri.gov/documents/trans/freight/freight-plan.pdf>

Rhode Island's freight distribution system is fundamentally important to Rhode Island residents and businesses. Nearly everything businesses and consumers use on a daily basis is not made locally, but must be transported into the state. In 2014, Rhode Island imports totaled \$8.35 billion, and exports were \$2.4 billion.

The Plan identifies needs, gaps, bottlenecks and inefficiencies in the network, and a set of goals and objectives to address these issues. Priority projects are listed for each mode, and general freight-related policy recommendations are put forth, including the need to assign freight coordination responsibilities to a single entity at the State level.

RI State Rail Plan (2014)⁵

The State Rail Plan addresses both freight and passenger rail, and provides a guide for investment in the State's rail system. It assesses economic and environmental impacts, as well as issues related to energy consumption, land use, safety and security. The plan is consistent with the Federal Railroad Administration (FRA) National Rail Plan.

Both freight and passenger rail services have been growing in Rhode Island. The completion of the Freight Rail Improvement Project (FRIP) in 2006 improved the capacity of freight service and has played a direct role in the revitalization of the Ports of Providence and Davisville. New commuter rail stations and increased MBTA services to Providence, T.F. Green Airport and Wickford Junction, along with ongoing Amtrak intercity services, have contributed to rising passenger rail ridership along the Northeast Corridor.

The completion of rail bridge upgrades will increase the capacity for freight and a new commuter rail station planned for Pawtucket/Central Falls will further contribute to the role of rail in Rhode Island.

In addition to specific objectives, the Plan identifies policies and implementation actions intended to

Rail Plan Vision Statement

The RI rail system provides safe, reliable, efficient, and effective mobility for people and goods. It contributes to a more balanced transportation system, contributes to economic development, and enhances environmental quality. It efficiently links RI passengers and goods to national and global markets to cost effectively meet freight and passenger market demands.

⁵ RI State Rail Plan, State Guide Plan Element 661/Report 117, RI Statewide Planning Program, March 2014.
http://www.planning.ri.gov/documents/trans/Rail/RI_State_Rail_Plan_2014.pdf

help achieve each of the six goals, and performance measures for monitoring progress.

Airport System Plan 2016-2035 (draft, 2017)⁶

The Airport System Plan, part of the State Guide Plan is a strategic plan for the six state-owned airports. It identifies goals, policies, and strategies needed to ensure that Rhode Island maintains an airport system that is capable of meeting the state's long-term transportation and economic needs. An aviation network is a critical element of a well-balanced transportation network that connects Rhode Island travelers to the country and the world, and supports the movement of goods. The plan defines the role of each public use airport, notes their needs, and outlines improvements needed to meet the current and forecasted air transportation needs.

A report card on System Performance finds that, with notable exceptions in runway capacity and ground access, there is room for improvement in meeting a number of key goals. A detailed action plan is set forth for meeting these goals over the short and long-term (20 years).

A Vision for the Future of Transit in RI (2011)⁷

As the State's designated Mobility Manager, the RI Public Transit Authority (RIPTA) works with federal, state, local and private partners to realize the benefits a modern transit system can provide and to improve the overall quality of life in Rhode Island. RIPTA issued their first Strategic Plan guiding near-term priorities for FY12-FY16.

RIPTA Vision Statement

Imagine a future in which a wide range of multi-modal, convenient and attractive transportation choices help promote growth, and support thriving livable communities throughout RI.

The plan identified five agency goals for maintaining, improving and expanding transit service in Rhode Island, including a goal to identify a long-term sustainable funding stream for transit.

"...there should be more, not less, investment in our transit network, allowing Rhode Island to accrue the mobility, economic and environmental benefits that a robust transit system provides. These conclusions are supported by an enthusiastic call for increased transit from nearly every corner of

⁶ RI Airport System Plan (Draft), Revisions to State Guide Plan Element 640, RI Airport Corporation, June 2017.

http://www.planning.ri.gov/documents/guide_plan/ASP_report_114.pdf

⁷ A Vision for the Future of Transit in RI, RIPTA's Five Year Strategic Plan (FY12-FY16), RI Public Transit Authority, March 2011.

https://www.ripta.com/stuff/contentmgr/files/0/4a2040cecbc1eacc7ed03acf4b3d79e4/files/strategic_plan.pdf

our state and are echoed in virtually every state and local planning document released in Rhode Island over the last decade.”

RIPTA Comprehensive Operational Analysis (2013)

RIPTA is continually assessing the overall effectiveness of individual bus routes in Rhode Island, making schedule and service changes three times each year. In contrast, the Comprehensive Operational Analysis (COA) completed in 2013 evaluated statewide service from a broader perspective and made recommendations based on the following three core principles:

1. Improve Service Design;
2. Improve Transit Scheduling; and,
3. Improve Branding and Public Information.

Although RIPTA has successfully implemented most specific recommendations the three core principles continue to apply to ongoing service planning within RIPTA.

RI Waterborne Passenger Transportation (draft, 2017)⁸

Waterborne Transportation was addressed by the RI Statewide Planning Program as Appendix F of *Transportation 2030*, the 2008 long range transportation plan. This element of the State Guide Plan, is currently being updated by Statewide Planning, including a recent review of existing and possible future facility sites for waterborne passenger transportation. The update discusses potential funding sources and identifies goals to support the waterborne passenger transportation mode, including public-private partnerships to operate service, improve terminals and offer land-side transportation connections.

Congestion Management Process (2012)⁹

RIDOT's Transportation Management Center (TMC) and Intelligent Transportation Systems (ITS) are used to monitor congestion on the Rhode Island transportation network. As outlined in *Transportation 2035* (Appendix A), four statewide goals have been set along with specific performance measures in order to evaluate the effect of implemented strategies to reduce congestion on our transportation network. These strategies include; 1) improved maintenance, monitoring and data collection on our

⁸ Draft update to Transportation 2030, State Guide Plan Element 611, Appendix F (RI Waterborne Transportation), RI Statewide Planning Program, December 2017.

⁹ Congestion Management Process (Appendix A of Transportation 2035), December 2012.
<http://www.planning.ri.gov/documents/trans/LRTP%202035%20-%20Final.pdf>

roadways; 2) encouraging “mode shift”; 3) coordinating land use and transportation policies; and, 4) adding capacity to our transportation network.

NEC Future / FRA Record of Decision (2017)

Amtrak owns and maintains the Northeast Corridor (NEC) rail line which operates through Rhode Island and hosts both Amtrak intercity and MBTA commuter rail services. The Federal Railroad Administration (FRA) has just completed a long-range planning effort, *NEC Future*, to define the future vision and scope of improvements to address passenger rail needs along this corridor between Washington, DC and Boston, MA through 2040 and beyond.

In July 2017, FRA identified the Selected Alternative via their Record of Decision,¹⁰ which proposes improving NEC service, modernizing NEC infrastructure and expanding capacity between Washington, DC and New Haven, CT and between Providence, RI and Boston, MA.

FRA recommends that Rhode Island and Connecticut further study the means to expand NEC capacity between New Haven and Providence and identify infrastructure needed to achieve the service and performance objectives.

These improvements are designed to grow the role of rail in the Northeast and, as proposed, would continue to operate both high-speed and regional services through Rhode Island. The NEC vision also supports improved connectivity to local transit, and improved bike and pedestrian infrastructure at local Amtrak stations.

Aquidneck Island Transportation Study (2013)

The Aquidneck Island Planning Commission developed a Comprehensive Multi-modal Master Plan to guide future investments in the transportation network in the island communities of Newport, Middletown and Portsmouth.

The study recommended a program of transit, pedestrian/bicycle and roadway improvements, along with transportation policies. Implementation actions were selected based on their consistency with the RI Statewide Planning Program’s Transportation Improvement Program (TIP) criteria for evaluation of proposed

¹⁰ NEC Future, Record of Decision, US Department of Transportation, Federal Railroad Administration, July 2017.
http://www.necfuture.com/tier1_eis/rod/rod_web.aspx

projects at the time. These included mobility benefits, cost-effectiveness, economic development impact, environmental impact, degree of support, and safety, security, and technology needs.

Long Range Transportation Planning in Massachusetts (2013-2016)

The long-range transportation plan for Massachusetts¹¹, last updated in 2013, has no specific reference to Rhode Island transportation connections. However, the Southeastern Massachusetts long range plan¹² recommends the development of future bike trail connections as part of regionally connected bicycle system. The Central MA plan¹³ includes, under "Needs/Next Steps," the ongoing study of commuter rail service between Providence and Worcester by a private entity.

Connecticut Statewide Long Range Transportation Plan (draft, 2017)¹⁴

Connecticut released a draft update to its long-range transportation plan in December 2017. It sets forth a vision for a transportation network that is safe, in a state of good repair and that supports a strong economy and efficient mobility while managing congestion, protecting the environment and creating livable communities. Although no specific projects with an impact on Rhode Island are noted, the plan does consider implementing tolls along I-95 and other highways and includes an objective to improve partnerships with neighboring states.

Massachusetts Statewide Bicycle Transportation Plan¹⁵

Massachusetts is in the process of developing a statewide bicycle transportation plan to enhance bicycle mobility in Massachusetts. When available, this plan will be

¹¹ We Move Massachusetts, Planning for Performance, Massachusetts Department of Transportation, December 2013. https://www.massdot.state.ma.us/Portals/22/Docs/WWM_Planning_for_Performance.pdf

¹² *Traveling into the Future, Destination 2040*, 2016 Regional Transportation Plan, prepared by the Southeastern Regional Planning and Economic Development District (SERPEDD) for the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), March 2016. <http://www.srpedd.org/manager/external/ckfinder/userfiles/resources/Transportation/RTP%202016/Chapters/RTP%202016%20Main%20Text.pdf>

¹³ Mobility 2040, Invest in Your Future, 2016 Long Range Transportation Plan, prepared by the Central Massachusetts Metropolitan Planning Organization, July 2015. <http://cmrpc.org/finalmobility2040>

¹⁴ Draft: Connecticut's Statewide Long-Range Transportation Plan, 2018-2050. Connecticut Department of Transportation, 2017. http://www.ct.gov/dot/lib/dot/documents/dpolicy/lrp/2018lrp/draft_connecticut_statewide_long-range_transportation_plan_12-18-17_3.pdf

¹⁵ Massachusetts Statewide Bicycle Transportation Plan. <https://www.mass.gov/service-details/bicycle-plan>

reviewed for alignment with Rhode Island regional cycling goals. This plan is scheduled to be released in 2018, and will identify and prioritize network gaps.

1.4 Other State, Regional and Local Planning Documents

A review of the State Guide Plan elements and other State and regional plans shown in Table 2 has also been performed. A brief summary of each plan is provided below; goals and objectives that are relevant to transportation have been pulled from each plan and are listed in the Appendix.

Table 2 Other State, Regional and Local Planning Documents

Area of Focus/Plan Name	Date of Issue	Part of State Guide Plan?
Safety/Access/Equity		
RIDOT Strategic Highway Safety Plan*	2012	
RIDOT ADA/Section 504 Transition Plan	2014	
Coordinated Plan for Public Transit and Human Services Transportation in RI (<i>draft</i>)	2018	
Land Use and Community Planning		
Land Use 2025	2006	✓
RI Rising	2015	✓
RI Five Year Strategic Housing Plan	2006	✓
Economic Development		
RI Innovates: A Competitive Strategy for the Ocean State	2016	
Energy/Environment		
Energy 2035	2015	✓
RI Greenhouse Gas Reduction Plan	2016	
Vulnerability of Transportation Assets to Sea Level Rise	2014-2016	
Statewide Climate Resiliency Strategy*	underway	
Public Health		
A New Vision for Outdoor Recreation in RI	2016	
Health Equity Zones	Ongoing	
Relish Rhody, RI Food Strategy	2017	

Interim ADA/Section 504 Transition Plan (2014)¹⁶

This plan describes RIDOT's program to ensure compliance with two federal civil rights laws: 1) the Americans with Disabilities Act (ADA) of 1990; and, 2) Section 504 of the Rehabilitation Act of 1973.

The Rhode Island Department of Transportation ADA Transition Plan presents a series of actions designed to ensure that people with disabilities have an equal opportunity to access all programs, services, and activities.

The plan is based on a multi-agency review of statewide technical and guiding documents, identifies existing barriers, and presents a plan to address deficiencies. It set a goal to bring all non-conforming sidewalks and curb ramps into compliance by FY16.

Strategic Highway Safety Plan (2017)¹⁷

The Strategic Highway Safety Plan aims to lead Rhode Island towards zero roadway fatalities, as part of a national effort to cut traffic fatalities and serious injuries in half by 2030. The Plan set annual performance targets for reducing fatalities and serious injuries in various emphasis areas.

Overall Goal
Rhode Island continues to move "Toward Zero Deaths" and halving serious injuries by 2027.

The Strategic Highway Safety Plan update was adopted in 2017 and has found that, while much progress has been made on traffic safety, the State cannot be complacent and must continue to work until achieving its goal of zero traffic deaths.

The 2017-2022 update of this federally required plan continues to move the State "Toward Zero Deaths" and halving serious injuries by 2027. This update will expand the number of targeted emphasis areas, setting performance targets in ten areas to help achieve these goals. Those ten emphasis areas are: Impaired Driving, Occupant Protection, Intersection and Run-Off-The-Road, Speeding, Vulnerable Users

¹⁶ Interim ADA/Section 504 Transition Plan, RI Department of Transportation, March 2014.
http://www.dot.ri.gov/documents/about/civilrights/ADA_Interim_Transition_Plan.pdf

¹⁷ RI Strategic Highway Safety Plan, Rhode Island Department of Transportation, December 2017.
http://www.dot.ri.gov/documents/community/safety/Strategic_Highway_Safety_Plan.pdf

(Bicyclists, Pedestrians, Motorcyclists), Aging Driving, Younger Drivers, Distracted Driving, Traffic Incident Management, and Data.

Coordinated Plan for Public Transit and Human Services Transportation in RI (draft, 2018)

This is a federally mandated document intended to identify strategies for meeting the needs of elderly persons and individuals with disabilities, and to better coordinate federal transportation spending across programs serving these populations. The plan assesses the transportation options available to these populations and makes recommendations to ensure that federally assisted community transportation services are seamless, comprehensive, and accessible to those who rely on them.

RIPTA has worked with a wide group of stakeholders to update the plan and to identify and prioritize coordination strategies and other actions for implementation. Approval of a final plan is anticipated for 2018. Draft recommendations include: developing state and local coordinating councils, centralizing mobility management and a statewide call center, the sharing of facilities, equipment and administrative activities, and the integration of non-emergency medical transportation with other services.

Land Use 2025¹⁸

Land Use 2025, part of the State Guide Plan, evaluated alternative growth patterns and set forth a strategy to focus future growth within the existing "Urban Services Boundary" and in other identified growth centers. Other elements of the State Guide Plan and additional statewide planning documents reinforce this concept.

Key objectives of the land use plan recommend prioritizing State investments and encouraging higher density growth within these designated areas where infrastructure and services (including transportation) are available, in order to help preserve open space, create vibrant urban and village centers, reduce the need for driving, and attain State air quality goals.

State land use policy is to focus growth within the Urban Services Boundary and established growth centers, a strategy

¹⁸ Land Use 2025, RI State Land Use Policies and Plan, RI Statewide Planning Program, April 2006. State Guide Plan Element 121, Report #109 http://www.planning.ri.gov/documents/guide_plan/landuse2025.pdf

conducive to more effective and efficient use of public transportation and non-motorized modes.

Related objectives aim to link State land use and transportation policy, encourage transit-oriented development, and encourage the use of transit, bicycle and pedestrian modes. The plan also cites the opportunity that State and local facilities, such as intermodal transportation hubs, have to serve as the anchors and centers of well-designed communities.

RI Rising (2015)¹⁹

The State Economic Development Plan, part of the State Guide Plan, provides a 20-year framework for improving the economy by coordinating investments in housing, job creation, workforce training and transportation. Equity and access to opportunity were critical factors in this process.

RI Rising reinforces concepts proposed in *Land Use 2025* by recommending to “Create great places by coordinating economic, housing and transportation investments.”

The plan sets forth goals to make our State more competitive, with a vibrant economy that supports a healthy population and enhances economic efficiency, and provides access to job opportunities for all residents. As part of this effort, five “Growth Center Concept Plans” were prepared by the Statewide Division of Planning in cooperation with local communities in order to help them pursue six key livability principles including transportation choice. These communities are: Middletown, Smithfield, West Warwick, Pawtucket/Central Falls, and Richmond.

RI Five Year Strategic Housing Plan (2006-2010)²⁰

The Strategic Housing Plan sets affordable housing goals, identifies suitable locations for higher density development consistent with *Land Use 2025*, and sets forth an implementation plan.

Building new housing near jobs and transportation has a direct impact on quality of life, particularly for those without access to

¹⁹ RI Rising, A Plan for People, Places and Prosperity. RI State Guide Plan Economic Development Element, Report #121, December 2014. <http://www.planning.ri.gov/documents/Econdev/2015/RhodeIslandRisingFinalwReport121.pdf>

²⁰ RI Five Year Strategic Housing Plan, State Guide Plan Element 423/Report #110, RI Statewide Planning Program, June 2006. http://www.planning.ri.gov/documents/guide_plan/shp06.pdf

a vehicle, and encourages transit-oriented development and increased density within designated growth centers, which in turn will support a more efficient and sustainable transportation network.

Rhode Island Innovates: “A Competitive Strategy for the Ocean State” (2016)²¹

This economic development strategy represents a fact driven action plan to stimulate the state economy. It evaluates economic trends relevant to Rhode Island and identifies opportunities to foster high-quality economic growth and supports an economy that works for residents with varying educational backgrounds.

The “Transportation, Distribution and Logistics” sector has opportunity for growth based on recent trends, regional demand for warehousing and Rhode Island’s strong multi-modal freight transportation network (ocean, rail and truck shipping).

The report also recommends enhancing regional intercity rail connections, particularly with the Boston market, through subsidized fares, increased speed and frequency, and station and infrastructure upgrades.

RI Greenhouse Gas Reduction Plan (2016)²²

The Executive Climate Change Coordinating Council, as directed by the 2014 Resilient RI Act, has established this plan to reduce greenhouse gas emissions (GHG) by eighty percent (80%) below 1990 levels by 2050. The Plan includes strategies, programs, and actions to meet these targets and recommends specific areas of opportunity for decision-makers to consider, including reductions in vehicle miles of travel (VMT), a transition to zero emission fleets, electrification of our rail system, and regional collaboration.

²¹ RI Innovates, A Competitive Strategy for the Ocean State, prepared by Battelle Technology Partnership Practice in Associate with the Metropolitan Policy Program at Brookings Institute, January 2016. <http://commerceri.com/wp-content/uploads/2016/10/Brookings-Report-Rhode-Island-Innovates.pdf>

²² Rhode Island Green House Gas Emissions Reduction Plan, Executive Climate Change Coordinating Council, December 2016. <http://climatechange.ri.gov/documents/ec4-ghg-emissions-reduction-plan-final-draft-2016-12-29-clean.pdf>

“Achieving a 10% reduction in passenger vehicle and truck VMT by 2050 would contribute to meeting the State’s greenhouse gas reduction targets. The long-range transportation plan update should support this effort by setting more aggressive mode share targets.”

The plan recognizes that investing in alternatives to driving alone to reduce VMT will result in a decline in Rhode Island gas tax revenues; the replacement of these lost revenues for transportation infrastructure improvements should be an important consideration for decision makers. The Plan also supports integrated land use and transportation decisions to bolster the effectiveness of transportation policy and investments (e.g., development or redevelopment of transit stations) as identified in *Transportation 2035*.

Energy 2035 (2015)²³

The State Energy Plan addresses energy supply, access, and conservation, as well as the development of renewable energy sources. The plan sets goals and policies to ensure a cost-effective, secure and sustainable systems across all sectors of energy production and consumption, including transportation which relies on dependable access to energy.

Transportation use accounts for about one-third of our statewide energy use, but creates about 41% of total carbon dioxide emissions.

Transportation related objectives in the plan aim to reduce regional vehicle miles of travel, improve fuel efficiency, and promote the use of alternative fuels. These measures would benefit our economy and meet targets to reduce greenhouse gas emissions as set by the RI Greenhouse Gas Reduction Plan.

²³ Energy 2035, RI State Energy Plan, State Guide Plan Report #120, October 2015, RI Statewide Planning Program, <http://www.planning.ri.gov/documents/LU/energy/energy15.pdf>

Vulnerability of Transportation Assets to Sea Level Rise (2014-2016)²⁴

Technical papers have been prepared by Statewide Planning Program, utilizing analytical techniques developed at the University of Rhode Island, to assess the vulnerability of both state and municipal transportation assets and where this infrastructure might be exposed to sea level rise.

The plan concludes that most major transportation assets are located well away from flood zones, and some population centers have built up systems of flood defense. Yet, minor facilities and dispersed settlement along the coast are at major risk of exposure to climate change and sea level rise, which could have major economic and social ramifications to the communities affected and the state as a whole. Given the long-term nature of planning, the plan recommends that near-term decision making take these potential long-term impacts into account.

“The long-range transportation plan is a logical place for the State to start exploring options for managing sea level rise while maintaining transportation functions.”

Statewide Climate Resiliency Strategy

The State of Rhode Island recently initiated a Statewide Climate Resiliency Strategy with the appointment of the state’s first Chief Resiliency Officer. The strategy is slated to be released in Summer 2018.

A New Vision for Outdoor Recreation in Rhode Island (2016)²⁵

The Outdoor Recreation Council has made recommendations for improving and promoting Rhode Island’s recreation system. Goals include improving the health and welfare of our citizens, more fully connecting residents to their communities and one another, and supporting economic growth. The plan calls for the establishment of an overall bike and trail plan, improved connectivity of our bicycle network,

²⁴ Vulnerability of Transportation Assets to Sea Level Rise, Technical Paper 164, RI Statewide Planning Program, January 2015. http://www.planning.ri.gov/documents/sea_level/2015/TP164.pdf

²⁵ A New Vision for Outdoor Recreation in Rhode Island, A Report to Governor Raimondo from the RI Outdoor Recreation Council, December 2016. <http://governor.ri.gov/documents/press/ORCFinalReport.pdf>

implementation of Complete Street principles, and improved access to recreational sites via public transit.

Health Equity Zones (ongoing program)²⁶

Health Equity Zones (HEZs) are geographical areas in which programs are designed to eliminate health disparities and promote healthy communities using place-based strategies. The RI Department of Health is working with community partners in 10 designated HEZs to implement work plans to improve community health.

1. Providence: Citywide
2. Pawtucket and Central Falls: Citywide
3. North Providence: Marieville Elementary School and Birchwood Middle School
4. Providence: Olneyville
5. Providence: Southside, Elmwood, West End
6. Washington County: Countywide
7. West Warwick: City wide
8. Woonsocket: City wide
9. Bristol: Town wide
10. Newport: City wide

While each HEZ has unique program goals, all aim to increase access to healthy, affordable food and/or farmer's markets, fitness opportunities, open space, jobs, and community centers.

Local Health Equity Zones have transportation-related objectives, including: linkages to job training, safe routes to school, improved public transportation, improved walkability and new trails, access to recreation, and the adoption of Complete Streets policies.

²⁶ Health Equity Zones, RI Department of Health. http://www.health.ri.gov/programs/detail.php?pgm_id=1108

Relish Rhody, RI Food Strategy (2017)²⁷

This five-year action plan supports the State in growing its local food economy to benefit all Rhode Islanders. It notes that transportation is consistently raised as a key barrier to connecting hungry Rhode Islanders to resources.

It recommends action to “reduce transportation barriers to food access” and suggests use of place-based strategies per the State’s Health Equity Zone (HEZ) program to promote healthy communities. It also encourages resources and tool such as those used by the HEZs to map and correlate data (such as childhood poverty rates, car ownership rates, RIPTA routes and stores that accept SNAP benefits) to help develop solutions to transportation barriers.

The recommendations of Hunger Task Force and Health Equity Zone communities should be submitted as part of statewide long-term transportation planning process.

1.5 Summary: Goals, Objectives and Strategies to be Retained

A number of common themes have emerged from this review of planning goals and objectives related to transportation in Rhode Island. While each plan reviewed generally targeted a specific transportation mode or other sector of Rhode Island’s economy, many indicated a desire to achieve similar outcomes.

The current LRTP update, *RI Moving Forward*, aims to be consistent with statewide and regional plans, and to support overall common goals. To this end, the following set of goals is proposed as the basis for organizing updated goals, objectives, strategies and policies for the enhancement and improvement of the State’s transportation network.

As a next step, a workshop or discussions with the broader project team to narrow down the top priorities of this long-range transportation plan is recommended. The purpose of this workshop would be to identify a vision and a concise and memorable set of goals that the updated long-range transportation plan will be built around.

²⁷ Relish Rhody, RI Food Strategy, An Actionable Vision for Food in Rhode Island, RI Department of Environmental Management, 2017. <http://dem.ri.gov/relishrhody/pdf/rifood17.pdf>

- › **Efficiency:** Maintain assets in a state of good repair, provide seamless multi-modal connections, eliminating redundancies, reduce congestion, address bottlenecks, and use operational best practices.
- › **Access & Mobility:** Provide a transportation network that provides access to jobs, open space, education, and community resources for all users in a safe and efficient manner.
- › **Public Health:** Ensure access to food, open space and recreation, and encourage walking, biking and other alternative modes that reduce overall emissions.
- › **Economic Development & Competitiveness:** Improve RI's competitiveness on a regional and global scale, create jobs, efficiently move people and goods, and strengthen our downtowns.
- › **Safety & Security:** Reduce fatalities and serious injuries for all users across all modes, and protect the transportation system from threats and disruptions.
- › **Alternative Transportation:** Encourage use of transit, bike and pedestrian modes to offer transportation choice, enhanced mobility and to achieve desired outcomes such as improved public health and improved air quality.
- › **Livability & Placemaking:** Coordinate transportation and land use policy, focus state investments within designated growth areas, create hubs and encourage TOD, and build pedestrian and bicycle improvements as part of livable communities.
- › **Funding & Financial Sustainability:** Assess the costs and benefits of individual projects, demonstrate fiscal responsibility, identify long-term sustainable funding streams for transportation, and pursue public-private partnerships.
- › **Technology Integration & Innovation:** Incorporate technology and innovation to improve efficiency, enhance safety, improve the experience for users of the transportation network, and reduce costs.
- › **Social Equity:** Make our transportation network accessible for all users, and provide linkages to jobs, education and other critical services.
- › **Environmental Sustainability:** Achieve GHG reduction targets, encourage use of alternative energy sources, plan for climate change and adapt to sea level rise.
- › **Planning, Policy & Partnerships:** Work collaboratively on the local, state and regional levels to address mutual challenges meet common objectives. Analyze performance data and advance planning to improve overall system performance.

It is recommended that each of the relevant transportation goals and objectives identified as part of this review (and listed in the Appendix) be categorized under one of the thematic goals listed above. The range of mode-specific or sector-specific objectives and actions set forth in individual planning documents can then be updated and/or condensed to eliminate redundancies, or refined to meet current needs as part of the ongoing long-range transportation plan update process.

Appendix Matrix of Transportation-related Goals & Objectives from Other State & Regional Plans

Matrix of Transportation-Related Goals & Objectives from Other State & Regional Planning Documents

LEGEND

Plan or Report
Goal Area
Objective

●	Direct Link/Impact on Focus Area
○	Indirect Link/Impact on Focus Area



FOCUS AREAS											
Efficiency	Access & Mobility	Public Health	Economic Development & Competitiveness	Safety & Security	Alternative Modes	Livability & Placemaking	Funding & Financial Sustainability	Technology Integration & Innovation	Social Equity	Environmental Sustainability	Planning, Policy & Partnerships

Transportation Plans											
Freight Forward: RI Freight & Goods Movement Plan (2016)											
Operational Efficiency											
Maintain existing infrastructure in State of Good Repair	●		●	●			●				
Increase efficiency of the freight system	●		●					●			
Expand capacity of the freight system	●		●				●				
Improve safety and security		○		●		○	○	●			
Improve resiliency	●									●	
Encourage innovation			○					●			●
Monitor system performance	○		○	○							●
Economic Growth and Competitiveness											
Identify sustainable, flexible funding for freight priorities			●				●				●
Pursue public-private partnerships							○				●
Improve regional and global competitiveness			○								○
Mitigate environmental impacts		○				○	○		○	○	
Connectivity											
Improve regional connectivity	●		●				○				
Enhance intermodal access to national and global markets			●				○				
Build regional partnerships/planning	○										●
Policy Recommendation Areas											
State leadership and responsibility for freight activities	○										○
Freight transportation funding			●	●			●	●		○	
Workforce development			○						○		●
Land use and development	○					○				○	●
Safety and enforcement		○		●		○	○			○	○
Environment		○	○						○	○	
Regional coordination	●		●								●
Resilience	●		●				○			○	

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RI State Rail Plan (2014)

Safety and Security											
Reduce fatalities and serious injuries on the overall rail system		●		●				●			○
Increase passenger safety		○		●	●			●			○
Reduce illegal trespassing and enhance security on rail rights of way				●				●			●
Improve security of passengers on railcars and at stations consistent with federal policy				●	●			●			●
Infrastructure Condition											
Maintain rail infrastructure in a state of good repair	●		●	●	●		●				
Improve or enhance infrastructure, service and capacity in the regional rail network	●	●	●		●		●		●		
Improve user comfort, convenience and information at rail stations and on rail cars		●			●		●				
System Reliability											
Balance multimodal passenger service alternatives with reliable freight service	●		●		●						○
Increase speed and on-time performance of freight and passenger service	●		●		●			●			
Congestion Reduction											
Reduce vehicular (passenger) or truck (freight) miles traveled		○		●	●	○				○	
Improve traffic flow in RI's transportation network	●		●	●	●			●			
Increase capacity along congested rail routes	●		●				●				
Economic Vitality											
Move people and goods efficiently to, from, and within Rhode Island	●		●		●						
Increase opportunities for economic development adjacent to rail service	●		●			○				○	●
Catalyze smart growth (multi-modal connections, mode choice, TOD/economic growth)	○	●	●		●	●				○	●
Reduce transport costs and increase market access to increase RI competitiveness			●				○				
Environmental Sustainability											
Market the positive environmental impacts of rail based development and transportation		○	○		○	○				○	●

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State Airport System Plan (draft, 2017)

Provide improvements to meet current and future aviation demand											
Maintain system effectiveness and infrastructure	●		●	●							
Develop role of PVD as defined by regional plan			●		○	○					●
Improve and protect accessibility for instrument landing conditions		●	○	●				●			
Ensure airport security is consistent with industry standards			○	●				●			
Meet federal and state environmental requirements			●	○					○	●	
Promote actions to enhance compatibility of surrounding land use and zoning	○		●			●			○		○
Provide essential infrastructure to support airport roles											
Upgrade terminal facilities to meet demand	●		●								
Evaluate equipment to ensure performance and plan for replacement as needed	●		●	●							
Design and repair the sea wall at Quonset Airport	●			●						●	
Support the RI economy while striving toward financial self-sufficiency											
Pursue revenue-generating projects			●				●				●
Promote the development of related industries and activity	●		●								●
Use best management practices and protect infrastructure investments	●		○	○			○	○			
Conduct airport economic impact studies			●				○				●
Encourage greater use of general aviation airports	●	●	●				○				
Encourage programs to improve auto/taxi and public transportation											
Participate in coordinated planning for landside facilities and transportation connections	●	●	○			○					●
Provide adequate and efficient ground transportation, circulation and parking	●	●	○								
Encourage frequent and effective transit service, especially at TF Green Airport	●	●	○	○	●	○				○	
Maintain eligibility of primary access roads for federal funding							●				
Work with RIPTA, MBTA, Amtrak to provide/enhance transit to TF Green and other airports	●	●	○	○	●	○				○	●

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A Vision for the Future of Transit in RI: RIPTA's 5-Year Strategic Plan (2011)

Serve as RI's Mobility Manager											
Provide public transit services in RI		●	○			●	○	●		○	○
Improve intermodal connections	●	●				●		●			
Support regional mobility and interstate travel	●	●		●		●					○
Address the needs of individuals with disabilities and seniors		●	●			●			●		●
Be the definitive transportation resource for RI	●	●				●					●
Increase Ridership by Making Transit More Convenient, Attractive and Easy to Use											
Initiate a bus stop improvement program				●	●	○	●				
Make route information, schedules and fare products easily accessible		○				●					○
Use technology to better support the customer	○					○		●			
Make transit faster and more competitive with auto travel	●		●		●					○	
Ensure the safety and security of our passengers and employees			○	●							
Put a renewed emphasis on customer service					●						
Grow Our Transit Network to Expand Mobility and Support Economic Growth											
Better coordinate and communicate the process for advancing transit projects	●					●			●		●
Provide additional bus and Flex services to meet demand	●	●				●	○	●		○	○
Introduce Rapid Bus in high ridership corridors	●			●		●	○	●			
Strengthen and expand downtown transit hubs	●	●		●		●	●	●			
Enhance Flex services and focus rural transit in key activity centers	●	●				●	●	●			
Build a streetcar or other transit service to better connect and grow downtown Providence	○			●		●	●	●			
Realize the Environmental, Economic and Quality of Life Benefits of Transit											
Support policies to enhance the efficiency of transit and create incentives to encourage use	●		○			●		○		●	●
Develop win-win relationships with private businesses and local institutions	○					●		●			●
Be a full partner in achieving local sustainability goals			○	○			○			●	●
Identify a Sustainable Funding Strategy											
Integrate RIPTA's strategic planning, budgeting and management processes	○							○			●
Achieve greater levels of operational efficiency/Demonstrate fiscal responsibility	●							●			
Work proactively to identify sustainable funding streams for transit						●		●			●

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RIPTA Comprehensive Operational Analysis (COA) (2013)												
Improve Transit Service Design												
Develop a Frequent Service Network	●			●		●	○	●			○	
Make service faster and more direct	●			●		●		●			●	
Improve hubs and develop superstops	●			●		●	●	●				
Expand service to new areas		●	○	●		●		●		●	●	
Better integrate RIPTA and commuter rail service	●			●		●						●
Consolidate duplicative services	●					●		●				
Improve Transit Scheduling												
Revise service frequency and span to better match demand	●			●		●		●			○	●
Introduce all day scheduled Flex/Fixed route connections	●	●				●		●		●	○	
Improve Transit Branding and Public Information						●						●
RI Waterborne Transportation Plan (draft, 2017)												
Provide new and enhanced alternative transportation through waterborne passenger service												
Increase transit ridership and mode share	●	●	○			●						
Develop cost-effective infrastructure that promotes expansion of waterborne passenger travel	●	●	○	○		●		●				
Study new facilities as demand warrants												●
Conduct a waterborne passenger commuter feasibility study.						○						●
Water transit services should support and complement other transportation modes.												
Locate terminals where intermodal connections can be made and	●	●				●					○	
Partner with RIPTA and local municipalities to build these connected facilities	●	●				●		●				●
Develop funding mechanisms and leverage private investment to support water transit operations												
Water passenger service should be privately run, with the State as a partner on intermodal facilities	●							●				●
Identify funding to support demonstration routes						○		●				●
Encourage development of private terminals and shore side connections at cruise facilities	●	●		●		○						●
Wok closely with transportation providers to expand marine transportation facilities	●							●				●
Review proposed services to identify needs for improved shore side access or revised bus services		●				●						

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RI Congestion Management Process (2012)												
Improve Maintenance	●			●	●			●				
Monitor and Collect Roadway Data	●				●							●
Encourage "Mode Shift"	●		○			●					○	●
Coordinate Land Use and Transportation Policies	●	●	○	●		○	●	●		○	●	●
Add Capacity to Our Transportation Network	●	●		●		●						
FRA Northeast Corridor (NEC) Future Record of Decision (2017)												
Further study the means to expand NEC capacity between New Haven and Providence	●			●		●	○	●			○	●
Improve connectivity to local transit at Amtrak stations	●	●		●		●	●				●	
Improve bicycle and pedestrian infrastructure around Amtrak stations		●	●			●	●	●			●	
Aquidneck Island Transportation Study (2013)												
Mobility Benefits												
Reduce delays and back-ups	●		○	●	●			○	●		○	
Reduce travel times and VMT	●		○	●		●		○			●	
Improve access for transit	○	●	○	●		●		○		○	○	
Improve pedestrian and bicycle transportation		●	●			●	●	○			●	
Cost Effectiveness												
Consider cost-benefit of project and ability to phase the project over time	○							○				●
Economic Development												
Strengthen the Island's economy by attracting visitors or businesses and creating jobs				●			●					
Environmental Impacts												
Reduce vehicle emissions and GHG			●	○		○	○				●	
Consistency with State, Regional and Local plans	●	●	●	●	●	●	●	●	●	●	●	●
Safety, Security and Technology												
Safer conditions for all users of the transportation network			●	○	●	●	○			○		
Use technology for incident and event management	●			○	●			●	●			

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Southeastern Massachusetts Long Range Transportation Plan (2016)													
Develop a Regionally Connected Bicycle System													
	Southcoast Bikeway: Connect to existing paths in RI and Cape Cod		○	○			●	○				○	
	Connect downtown Fall River with the proposed Aquidneck Island Bikeway		○	○			●	○				○	
	Connect the Blackstone and Ten Mile bikeways with Seekonk and Attleboro		○	○			●	○				○	
Connecticut Long Range Transportation Plan (2009)													
Deliverability													
	Improve partnerships with neighboring states												●
Massachusetts Statewide Bicycle Transportation Plan (to be released in 2018)													

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Safety, Access & Equity Plans

RIDOT Interim ADA Transition Plan (2014)

Maintain ADA-compliant pedestrian facilities, including reasonable snow and ice removal		●			●	●	○	●		●	
Bring non-conforming sidewalks and curb ramps into compliance		●			●	●		●		●	

RIDOT Strategic Highway Safety Plan (2017) (update underway)

Emphasis Area 1: Alcohol Impaired Driving											
Reduce alcohol impaired driving fatalities by 3.2% annually			●		●						
Reduce alcohol impaired driving serious injuries by 3.2% annually			●		●						
Emphasis Area 2: Intersection and Run off the Road											
Reduce intersection and run off the road fatalities by 5% annually			●		●						
Reduce intersection and run off the road serious injuries by 5% annually			●		●						
Emphasis Area 3: Occupant Protection											
Reduce unbelted fatalities by 3.2 percent annually			●		●						
Reduce unbelted serious injuries by 3.2 percent annually			●		●						
Increase safety belt use			●		●						●
Emphasis Area 4: Speeding											
Reduce speeding fatalities by 3.2 percent annually			●		●						
Emphasis Area 5: Young Drivers (16-20)											
Improve driver preparation and increase outreach/education on the basics of roadway safety			●		●		●				●
Increase enforcement					●		●				●
Improve safe driving laws					●						●
Five new emphasis areas to be added in update											
Vulnerable Users (Bicyclists, Pedestrians, Motorcyclists)			●			●					●
Aging Drivers			●		●						●
Distracted Drivers			●		●						●
Traffic Incident Management	●							●			
Data	○							●			●

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Coordinated Plan for Public Transit and Human Services Transportation (to be adopted in 2018)

Develop Coordinating Councils												
	State Coordinating Councils	●	●	○			●			●	○	●
	Local Coordination Councils	●	●	○			●			●	○	●
	Formalize Statewide Mobility Management	●	●	○			●			●	○	●
	Travel Training	●	●				●					
	Joint Planning and Grant Applications/Shared Expertise and Training	●			○		●	○				●
	Shared Facilities and Vehicles				○		●					
Create Statewide Call Center												
	Information call center	●	●	○			●			●		●
	One-call/one-click call center for service (including Non-Emergency Medical Transportation)	●	●	○			●	○	○			●
	Phased Implementation	●					●	○				●

Economic Development Plans

RI Innovates: A Competitive Strategy for the Ocean State (2016)

Nurture Industries with High-Potential for High-Value Economic Growth												
	Use multi-modal freight network to grow the Transportation, Distribution and Logistics sector	●			●				●			●
Improve Rail Connections to Boston and Beyond to Strengthen Regional Economic ILnks												
	Target new rail subsidies (e.g. new Rhody Pass ticket option)				●		●					●
	Establish express commuter rail service between Providence and Boston	●			●		●					●
	Expand intercity rail service		●		●		●					
	Drive new station improvements and transit hub developments				●		●	●				

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Land Use and Community Planning

Land Use 2025 (2006)

1. A Sustainable RI that is Connected and Compact											
Prioritize state investments to support growth with the Urban Services Boundary	●		○			●	○			○	●
2. A Statewide Network of Greenspaces and Greenways											
Maintain and expand the State and local network of trails and pedestrian paths		●			●	●	●				
3. Excellence in Community Design											
Promote infill and redevelopment with supporting services	●		○			○	●			○	○
Direct investment towards major employment centers	●		●				○				○
Upgrade and maintain state and municipal facilities to serve as landmarks and anchors						●	●				
Locate new public facilities near urban/rural centers and ensure good transit/ped connections	●	●			●	●	●			○	○
4. First Class Supporting Infrastructure											
Focus development in higher density centers with transit and sidewalks to reduce VMT	●	●	●		●	●				●	○
Promote intermodal centers and a greater reliance on transit	●		●		●					●	○
Upgrade and maintain existing multi-modal terminals to serve more travelers	●				●		●				
Develop new multi-modal stations, particularly rail stations, to serve future demand	○	●	●		●		●			○	
Plan for TOD surrounding terminals	●		●			●				○	●
Support an effective intermodal network by providing transit supportive features	●				●		○			○	
Provide pedestrian connections through all centers and urban districts		●	●		●	●	○			○	
Maintain the functional integrity of all roadways	●		●	○			○				
Develop detailed multi-community corridor plans along State/Interstate highways	●	○	○		●	●				○	●
Coordinate transportation and land use planning to upgrade and protect corridors	●	○	○		○	●				○	●
Evaluate highway interchanges area to maximize economic benefit and complementary uses	●		●			●					●
Protect the character of scenic roadways by controlling of areas adjacent to right-of-way						●				●	●
Support ride sharing, park-n-ride and transit as alternatives to SOVs in all major developments	●	●	○	○	●	○				○	●
Mitigate the transportation impacts of existing development through public improvements			○			●	●		●	●	
Ensure the compatibility of land use with different roadway and ped characteristics					●	●					○
Develop and maintain the capacity of State /local government planning	○						●	●			●
Revisit "Projects of Regional Significance" process to allow more input by State/regional entities	○										●
Require local comp plans to include plans for community redevelopment and infrastructure						●					●

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RI Rising: A Plan for People, Places and Prosperity in RI (2014)

3. Support Industries that Play to RI Strengths											
Maintain waterfront infrastructure for the maritime and defense industries			●				●				
Invest in logistics to support shipping activity and ports	●		●				●	●			●
Identify distribution and access improvements to support food industry	●		●				●				○
Ensure underrepresented populations have access to jobs in new high paying sectors		●	●		●				●		
4. Create Great Places by Coordinating Economic, Housing and Transportation Investments											
Focus state investment on high priority redevelopment areas and growth centers	●		●			●	○			○	●
Fund ped, bike and transit amenities in local communities		●			●	●	●				
Invest in transit to increase workforce mobility and health, strengthen tourism and reduce env. Impacts			●	●	●		●			●	
Connect bike/greenways to create region-wide trails and prioritize those serving low income communities			●		●		●		●		
5. Create a Stronger and More Resilient Rhode Island											
Create sustainable funding mechanism for road, bridge, transit, freight and rail infrastructure			●		●		●				●
Investigate state infrastructure bank or other models to fund critical economic development projects			●				●				○
Promote initiatives to attract passengers and service to TF Green Airport	●		●								●
Pursue funding for the design and installation of green infrastructure							●			●	
Increase climate change preparedness and prepare targeted assessments of infrastructure assets	●									●	●
Advocate for federal funds to rebuild stronger, more resilient assets	○						●			●	●
Attract private capital to finance energy efficiency, renewable energy and infrastructure	○						●			●	
Ensure the prosperity of our ports with detailed vulnerability assessments and investment plans			●				○			●	●
5. Develop a Competitive Advantage for our Companies, Workers and the State											
Investigate new local governance models/tools (e.g. management districts, revenue sharing)	●										●
Foster a healthier population and workforce			●	●		○	○		○	○	●

RI Five Year Strategic Housing Plan (2006)

C. Provide Tools to Promote Compact Development											
Focus growth and investment within the Urban Services Boundary and rural centers	●					●					
Encourage growth in areas that have supporting infrastructure	●		●			●					●
Provide funding for transit oriented development	●				●	●	●				
Reduce traffic congestion and sprawl by encouraging workers to live near their work	●		○			●					●

Matrix of Transportation-Related Goals & Objectives from Other State & Regional Planning Documents

LEGEND

Plan or Report
Goal Area
Objective

●	Direct Link/Impact on Focus Area
○	Indirect Link/Impact on Focus Area



FOCUS AREAS											
Efficiency	Access & Mobility	Public Health	Economic Development & Competitiveness	Safety & Security	Alternative Modes	Livability & Placemaking	Funding & Financial Sustainability	Technology Integration & Innovation	Social Equity	Environmental Sustainability	Planning, Policy & Partnerships

Energy /Environmental Plans

Energy 2035: RI State Energy Plan (2015)

1. Maximize Energy Efficiency in All Energy Use Sectors											
Reduce VMT (via alternate modes, sustainable development/land use)	●				●	●				●	
Improve fuel efficiency and reduce vehicle emissions (adopt stringent standards)	●		●							●	●
3. Develop Markets for Alternative Transportation Fuels											
Expand use of biofuels , promote alternative fuel and electric vehicles								●		●	
7. Lead by Example											
Purchase high fuel efficiency and/or electric vehicles (fleets)	●		○				●	●		●	

Greenhouse Gas Emissions Reduction Plan (2016)

Build on State Success											
Achieve 10% reduction in auto/truck VMT by 2050	●		○		○					●	●
Incentivize the adoption of electric vehicles			○					●		●	●
Evaluate electrification for the State's passenger and freight rail system	●							●		●	●
Encourage RIPTA to transition to zero emission vehicles by 2050			○			●				●	●
Replace lost gas tax revenues with new sustainable funding for transportation							●				●
Enable Markets and Communities											
Ensure > 25% of new light-duty State fleet vehicles are zero-emission by 2025			○							●	●
Leverage Regional Collaboration											
Seek solutions through the regional Transportation and Climate Initiative (TCI)										●	●

Vulnerability of Transportation Assets to Sea Level Rise (2015)

Adaptation Strategies											
Enhance natural protections and buffers	○						●			●	
Accommodate in place (e.g. elevate roads, increase culvert size, better management)							●			●	
Accommodate through realignment							●			●	
Use Sea Level Rise (SLR) Information in Decision Making											
Include SLR and climate data in project selection and design	○									●	●
Use LRTP to explore options for managing SLR while maintaining transportation network	○							●			●
Set long term goals/metrics to minimize impacts of high tide on transportation	●			●							●

Matrix of Transportation-Related Goals & Objectives from Other State & Regional Planning Documents

LEGEND

Plan or Report
Goal Area
Objective

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FOCUS AREAS											
Efficiency	Access & Mobility	Public Health	Economic Development & Competitiveness	Safety & Security	Alternative Modes	Livability & Placemaking	Funding & Financial Sustainability	Technology Integration & Innovation	Social Equity	Environmental Sustainability	Planning, Policy & Partnerships

Public Health Plans

Health Equity Zones (2015-2018)

Increase access to healthy, affordable food and local farmers' markets		●	●			●	●	●		●	
Create linkages to job training		●		●		●		●		●	●
Create safe routes to school and encourage walking via the "Walking School Bus"	●		●		●	●	●			○	●
Improve public transportation		●				●		●		○	
Improve walkability and transportation		●	●			●	●	●		○	
Improve access to recreation		●	●			●	●	●		●	
Support the local pedestrian plan: <i>Woonsocket Walks - A City on the Move</i>			●			●	●			○	●
Adopt Complete Streets policies			●		●	●					●
Secure open space, parks and, trails			●			●		●		●	

A New Vision for Outdoor Recreation in RI (2016)

Connect Rhode Islander's to Their Communities and to Each Other											
Improve connectivity of bike paths and trails/Establish overall bike and trail plan	●	●	●		●	●					●
Further accelerate the incorporation of Complete Streets principles			●		●	●	●				●
Explore ways to improve public transportation to recreation sites (RIPTA pilot programs)		●	●			●		●			

Relish Rhody: RI Food Strategy (2017)

Ensure Food Security for all Rhode Islanders											
Reduce transportation barriers to food access		●	●			●			●		