



Vanasse Hangen Brustlin, Inc.

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**Meeting
Notes**

Attendees: **Technical Steering Committee Members:**

Tina Dolen, AIPC
John Burke, AIPC
Paige Bronk, Newport
Ron Wolanski, Middletown
Mark Therrien, RIPTA
Evan Smith, Newport NCCVB
Jody Sullivan, Newport Chamber
Roger Poisson, Naval Station Newport

Date/Time: September 29, 2009 6:00 PM

VHB:

Peter Pavao
David Wilcock
Bill DeSantis
Geoffrey Morrison-Logan
Ken Schwartz
Joe Wanat
Bill Ashworth

Also approximately 80 people from the public

Project No.: 72204.00

Place: Middletown Town Hall
Council Chamber
350 East Main Road
Middletown, RI

Re: Aquidneck Island
Transportation Study -
Public Information
Meeting #1

Notes taken by: VHB

PUBLIC INFORMATION MEETING #1 AGENDA:

1. WELCOME AND OPEN HOUSE
2. PUBLIC INFORMATIONAL MEETING
 - Presentation of Study Overview
 - Interactive Audience Polling
 - Interactive Break-Out Stations
 - Feedback from Break-Out Stations
 - Open Public Comment Period

1. WELCOME AND OPEN HOUSE

- The first 30 minutes of the meeting was an open house format where people signed in, used the live/work pushpin board, grabbed a refreshment, walked around the room, and talked to project team members and modal experts positioned in three different areas broken out by transportation mode:
 - Walking & Bicycling
 - Bus, Rail, & Water
 - Automobile & Truck
- During this period, members of the public were also given post-it notes to post concerns and recommendations on “wish list” boards at each modal station. A summary of the comments that were posted on the “wish list” boards is included as an attachment to the meeting notes.

2. PUBLIC INFORMATIONAL MEETING

Presentation of Study Overview

- Tina Dolen thanked everyone for coming, and provided an overview of the AIPC and the extensive amount of work that the AIPC has been involved with in recent years.
- T. Dolen introduced the AIPC Project Manager, John Burke, who provided an overview of the meeting agenda, highlighted the study team and Technical Steering Committee members, and summarized the study purpose, goals, and objectives.
- The purpose of the study is to develop a balanced, comprehensive Multi-Modal Transportation Master Plan for Aquidneck Island that will guide the investment of future funds into its transportation system. The Plan will include:
 - Short-, medium-, and long-range transportation improvements suitable for inclusion into municipal and statewide capital improvement plans; as well as
 - Recommended strategies, policies, and actions to improve the transportation system on Aquidneck Island consistent with community values.
- A summary of the goals and objectives for the study include:
 - Include all modes of transportation (bus, rail, ferry, pedestrian, auto, etc.);
 - Seek modal enhancements and connections;
 - Preserve, maintain, and improve the efficiency of our existing transportation facilities and services in consideration of both current and future travel demands; and
 - Increase mobility, modal choice, accessibility, and safety for all residents, businesses, employees and visitors while decreasing traffic congestion and its negative impacts on our environment, economy, and quality of life.
- Bill Ashworth reviewed the project study area, which consists of the majority of the state roadways on Aquidneck Island including West Main Road/Bristol Ferry Road, East Main Road, Turnpike Avenue, Burma Road/Defense Highway/Stringham Road (under the jurisdiction of the Navy), America’s Cup Avenue, Memorial Boulevard, Coddington Highway, JT Connell Highway, Admiral Kalbfus Boulevard, Aquidneck Avenue, and Valley Road.
- B. Ashworth reviewed the project tasks and schedule:
 - **Task 1: Outreach & Community Vision (May 2009 to April 2011)** - Task 1 will establish the framework for the study – goals, objectives, evaluation/screening

- criteria, and includes Public Participation throughout the study. Task 1 is integrated into all tasks throughout the study duration.
- **Task 2: Technical Investigation (June 2009 to November 2009)** - Task 2 includes the extensive data collection effort.
 - **Task 3: Transportation Improvement Alternative & Integrated Scenarios (October 2009 to June 2010)** - Task 3 is where we start to analyze the data and forecast future conditions (2020 and 2030). Task 3 also includes the development of transportation alternatives that meet the project goals and objectives. Public Workshop #2 will be held in Spring 2010.
 - **Task 4: Evaluation of Alternative Transportation Improvements & Integrated Scenarios (May 2010 to November 2010)** - Task 4 includes the detailed evaluation of transportation improvement alternatives and integrated land use scenarios. Public Workshop #3 will be held in Fall 2010.
 - **Task 5: Transportation Improvement Plan (October 2010 to February 2011)** - Task 5 includes developing a Transportation Improvement Plan that is a compilation of recommendations and implementation timeframes.
 - **Task 6: Plan Implementation (January 2011 to April 2011)** - Task 6 involves developing an implementation plan for the recommended Transportation Improvement Plan. Public Workshop #4 will be held in Spring 2011.
- Public outreach is a very important part of the project. A Public Participation Work Plan has been developed and is posted on the project website.
 - There are 4 key components of the public outreach plan:
 1. Technical Steering Committee Meetings - regular meetings every other month (12 meetings total)
 2. Public Workshops - occurring at key milestones (4 meeting total)
 3. Stakeholder Interviews - occurring during Task 2: Technical Investigation, with most interviews being held in September and October 2009. Stakeholders for this project include people, groups, and organizations that could be affected by the Study and who can provide valuable insight and input into the Study. Over 20 interviews with key stakeholders are anticipated, and they are expected to be completed by November, 2009.
 4. General Public Engagement - outreach efforts through the use of the project web-site, media releases, online surveys, postcard surveys, and E-newsletters, to keep the public informed about the status of the project as it advances from "big picture" issues to more specific project recommendations and initiatives.
 - B. Ashworth reviewed the project website (www.vhb.com/aquidneck), the online survey, and email comment form.
 - The technical investigation/ data collection phase is well underway. VHB has completed the following work to date:
 - Reviewed prior studies;
 - Inventoried existing transportation system including photo and video logs;
 - Collected extensive amount of new traffic data;
 - Distributed over 9,000 origin-destination postcard surveys at three Island locations (East Main Road at Turnpike Avenue, Mount Hope Bridge/ Boyds Lane at Bristol Ferry Road, and the Pell Bridge Toll Booths - special thanks to the Rhode Island Turnpike and Bridge Authority for their cooperation and assistance);

- Reviewed the Comprehensive Land Use Plans for Newport, Middletown, and Portsmouth;
- Reviewed Census and employment data;
- Reviewed planned transportation projects; and
- Mapped top 50 crash locations on Aquidneck Island.

Interactive Audience Polling

- Ken Schwartz led an interactive polling session where audience members were asked 20 questions using wireless keypads to vote. The results of the voting were posted in real time and reviewed briefly with the audience. The questions and responses are included as an attachment to the meeting notes.

Interactive Break-Out Stations

- Two break-out stations were formed for three groups of transportation mode, and each station was assigned a facilitator as summarized below. Attendees were split between the six break-out stations and asked to provide their thoughts, concerns, and recommendations for the different modes of transportation. The groups were rotated between modes every 15 minutes.
 - Walking & Bicycling (Facilitators: Bill DeSantis and John Burke)
 - Bus, Rail, & Water (Facilitators: David Wilcock and Mark Therrien)
 - Automobile & Truck (Facilitators: Joe Wanat and Geoffrey Morrison-Logan)

Feedback from Break-Out Stations

- At the conclusion of the break-out stations, each of the facilitators gave a brief overview of the common themes that they heard throughout the night. A summary of the comments received during the break-out stations and on the wish list boards is included as an attachment to the meeting notes.

Open Public Comment Period

- T. Dolen moderated a public open comment period. Comments received are summarized below.
 - Very encouraged with tonight's meeting, which was a very well run program. However, the "elephant in the room" that needs to be addressed is greenhouse gas emissions. The development of improvements that decrease vehicle miles traveled (VMT) needs to be the goal of the study. Two questions were asked:
 - Can you assure a significant reduction in VMT?
 - Can each recommendation estimate the impact on greenhouse gases?
 - A resident of Wapping Road expressed concern over the potential expansion of Greenvale Vineyards (although outside of the study area).
 - The amount of automobile traffic (and resulting impacts to air quality) needs to be reduced. Also, the stakeholder list should be broadened to include more environmental groups.
 - The rail line on Aquidneck Island has been preserved for future use, which may include shuttle service to satellite parking areas in the short term. The rail line from Tiverton to Fall River also needs to be protected for future commuter rail service.
 - Crosswalks and pedestrian controls need to be improved. Pedestrian countdown timer signals should be standard for all signalized crosswalks on Aquidneck Island.

- Traffic in Newport increases significantly during the summer months. We should not be over designing our transportation system for congestion that only occurs 3 months a year.
- This is a transportation study, and it needs to look at how to best facilitate the movement of traffic on Aquidneck Island.
- Very interested in Evaluation Criteria. When will the evaluation criteria be released for the public to view? *(Response given: The evaluation criteria will be vetted at the next Technical Steering Committee (TSC) meeting scheduled for late October. If consensus is reached, it will be released sometime in November. Otherwise, it may lag to the next TSC meeting in December.)*
- Traffic should be segregated by speed. Intermodal paths are needed. The study should also look at best practices across the country.
- The priority issue should be the use of the train tracks on the west side of the island with stops at transit oriented development opportunities.
- The study needs to have action. It cannot be another series of big ideas with no action.
- Some of the study money should be used for public education on alternate modes of transportation.
- A goal of the study should be that the improvements will lead to fewer RIPTA "Ozone Alert" days where buses are free.
- It is important that the study and the various comprehensive plans intersect.
- Open space needs to be remembered and preserved. If developed, it would result in a significant increase in traffic.
- Will emailed comments and AIPC responses be released for public viewing? *(Response given: Emailed comments entered through the study website and the AIPC responses will be posted on the website).*
- Can the results of the audience polling session be posted on the website? *(Response given: The results of the audience polling session will be posted on the study website.)*
- Traffic on Aquidneck Island will increase for at least the next 20 years. A solution to accommodate the traffic would be to build an interstate highway from Route 24 to the Pell Bridge, as proposed over 20 years ago. Why did that concept die? This would definitely help reduce traffic on the local roadways, would help move vehicles efficiently, and would reduce travel times.
- Where will the next meeting be held? It may need to be in a larger room.
- Loved the format of the meeting. The same structure should be followed at future meetings.
- There were a lot of good ideas voiced at the meeting. Can the public get status updates before the next public meeting in the Spring? It would be good to know if some of the ideas fall off the list.
- Newport Biodiesel should be used to fuel RIPTA buses and trolleys.



Attachments

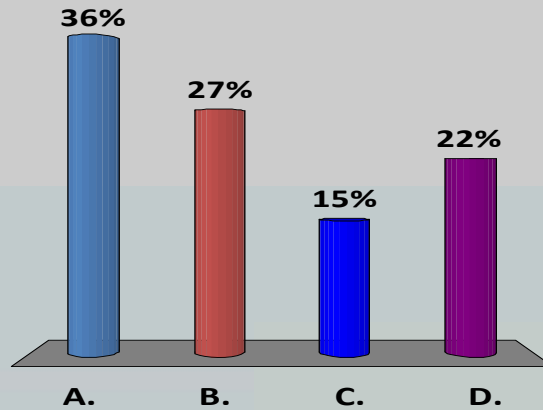
- Audience Polling Results
- Wish List/Break-Out Station Comments

Audience Polling Results



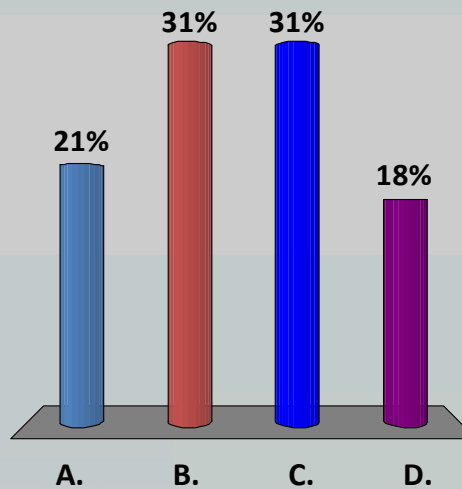
1. Will the Boston Red Sox win the World Series this year?

- A. Yes
- B. No
- C. I don't know
- D. I don't care



2. Where do you live?

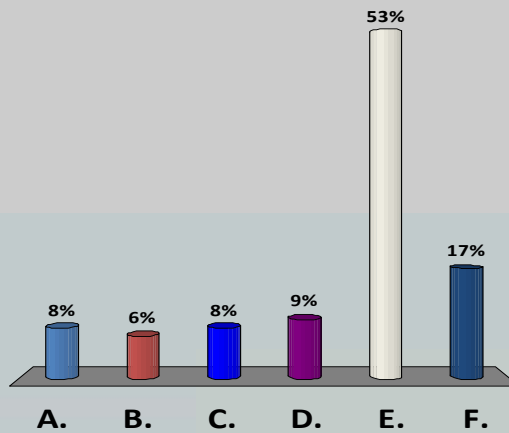
- A. Portsmouth
- B. Middletown
- C. Newport
- D. Other





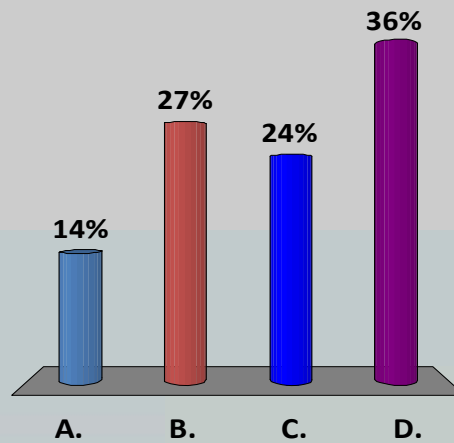
3. How long have you lived on Aquidneck Island?

- A. 0 - 5 years
- B. 6 - 10 years
- C. 11 - 15 years
- D. 16 - 20 years
- E. Over 20 years
- F. I don't live on the Island



4. Where do you work?

- A. Portsmouth
- B. Middletown
- C. Newport
- D. Off Island





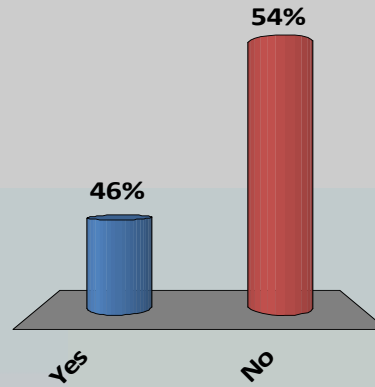
Aquidneck Island
Planning Commission

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



5. Have you visited the project website
(www.vhb.com/aquidneck)?

- A. Yes
- B. No



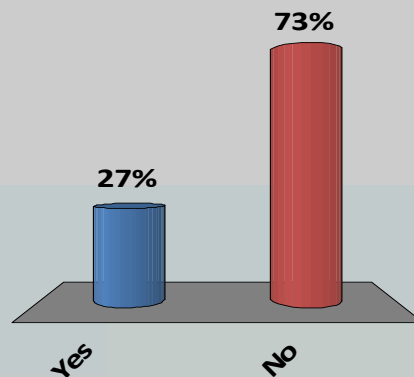
Aquidneck Island
Planning Commission

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



6. Have you completed the online survey for the
project? (www.vhb.com/aquidneck)?

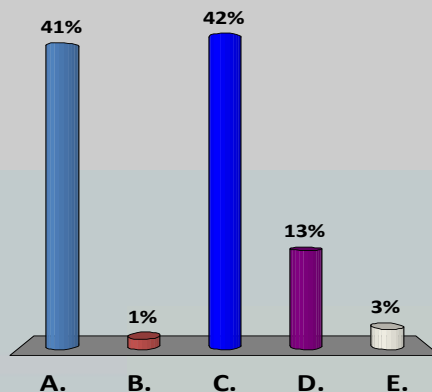
- A. Yes
- B. No





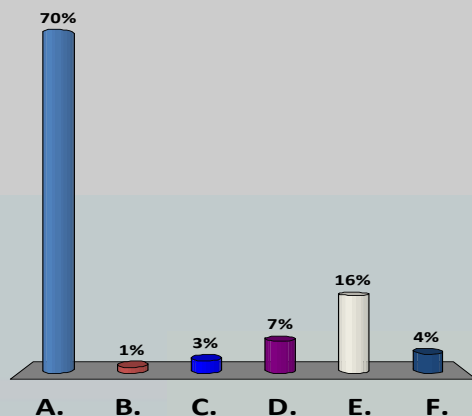
7. What is the most common type of trip you make on Aquidneck Island?

- A. Work-related
- B. School-related (for students)
- C. Errands/shopping
- D. Recreational purposes
- E. Other



8. What is your primary mode of transportation on Aquidneck Island?

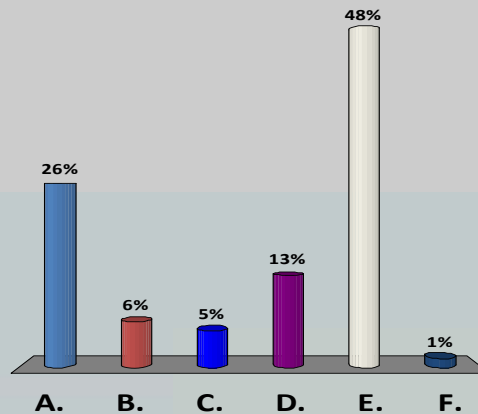
- A. Car (driver only)
- B. Carpool/vanpool (driver or passenger)
- C. Bus
- D. Walk
- E. Use a combination of these modes
- F. Other





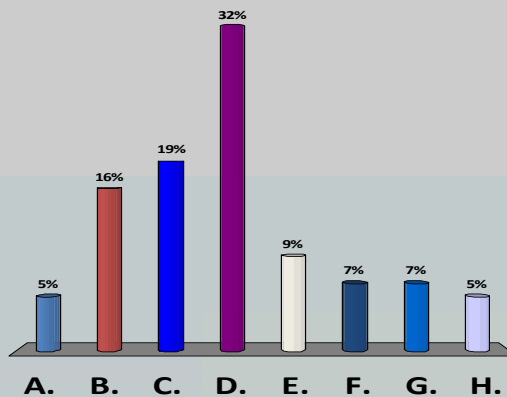
9. What is the biggest transportation challenge facing Aquidneck Island?

- A. Congested roadways
- B. Pedestrian safety
- C. Lacking bicycle accommodations
- D. Insufficient transit
- E. Too much reliance on automobiles
- F. Other



10. Without consideration of cost, where is investment most needed on Aquidneck Island?

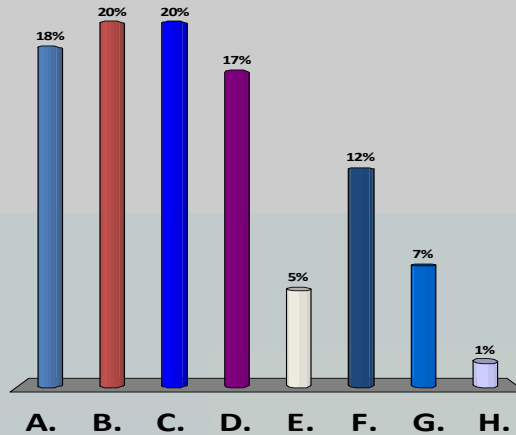
- A. Pedestrian accommodations
- B. Bicycle accommodations
- C. Improved bus service
- D. Introduction of rail service
- E. Additional roadway capacity
- F. Traffic signal retiming
- G. More parking
- H. Other





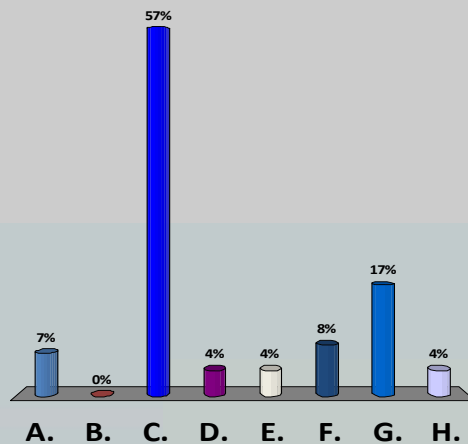
11. What is your second preference in terms of where investment is most needed on Aquidneck Island?

- A. Pedestrian accommodations
- B. Bicycle accommodations
- C. Improved bus service
- D. Introduction of rail service
- E. Additional roadway capacity
- F. Traffic signal retiming
- G. More parking
- H. Other



12. What factor would make you take public transportation more?

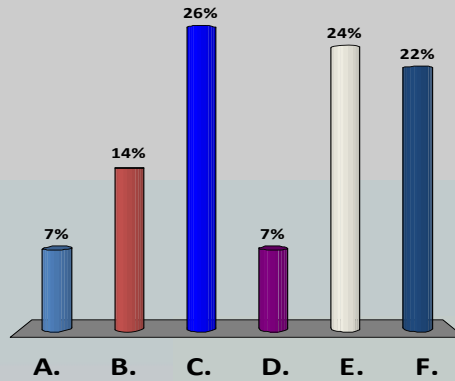
- A. High gas prices
- B. High parking costs
- C. More frequent service/improved reliability
- D. Lower fares
- E. More bike racks on buses
- F. Cleaner/higher quality buses and bus stops
- G. Introduction of rail service
- H. I would never consider taking public transportation





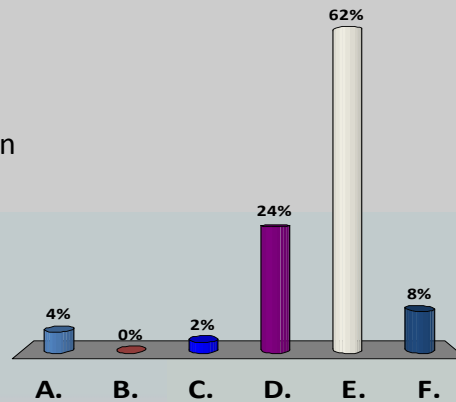
13. At what price of gas would you consider carpooling or taking transit regularly for your commute to/from work?

- A. \$3.00
- B. \$4.00
- C. \$5.00
- D. \$6.00 or higher
- E. I already carpool or take transit regularly
- F. I would never consider carpooling or taking transit regularly



14. Does your employer encourage or promote carpooling to/from work?

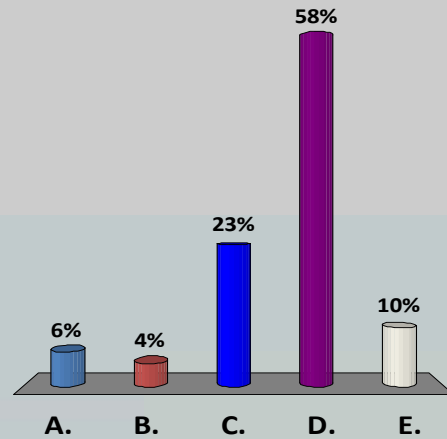
- A. Yes, there are dedicated parking spaces
- B. Yes, my employer helps match employees so they can carpool
- C. Yes, both A and B
- D. Yes, but there are no formal programs or incentives
- E. No
- F. Don't know





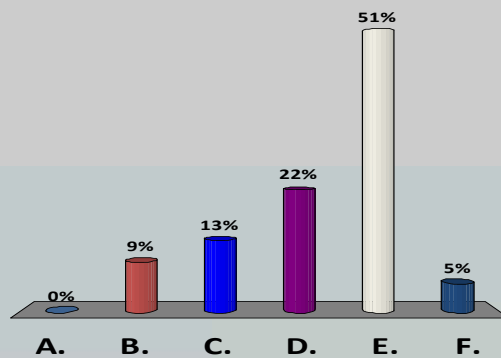
15. Does your employer encourage or promote bicycling to/from work?

- A. Yes, there are bike racks and showers/changing areas available at no cost
- B. Yes, there are bike racks (but no showers)
- C. Yes, but without incentives
- D. No
- E. Don't know



16. Do you agree that traffic and parking is effectively managed on Aquidneck Island during major special events (Tall Ships, Boat Show, Tennis Hall of Fame Events, etc.)?

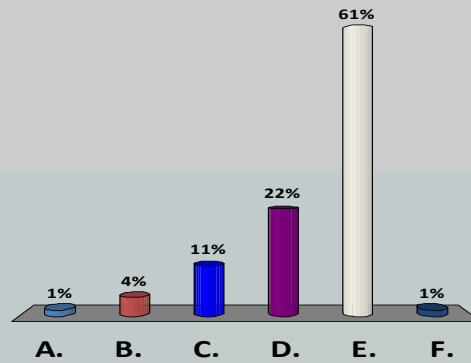
- A. Strongly agree
- B. Agree
- C. Neutral
- D. Disagree
- E. Strongly disagree
- F. Don't know





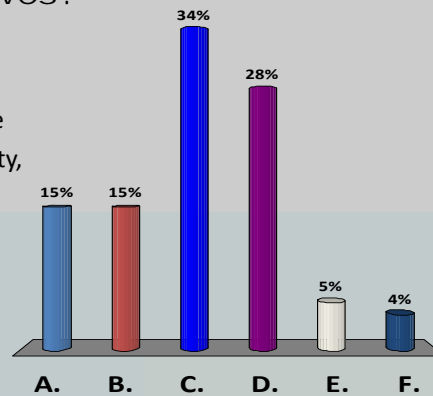
17. Do you agree that traffic and parking is effectively managed during roadway construction projects on the major Island roadways?

- A. Strongly agree
- B. Agree
- C. Neutral
- D. Disagree
- E. Strongly disagree
- F. Don't know



18. What is the most important criteria that the study team should use when evaluating improvement alternatives?

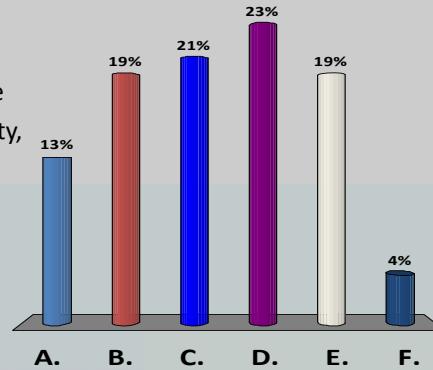
- A. Improved safety
- B. Reduced delay/improved travel time
- C. Environmental benefits (sustainability, reduction in greenhouse gas emissions, etc.)
- D. Reduction in miles traveled by automobiles
- E. Economic development potential
- F. Funding potential





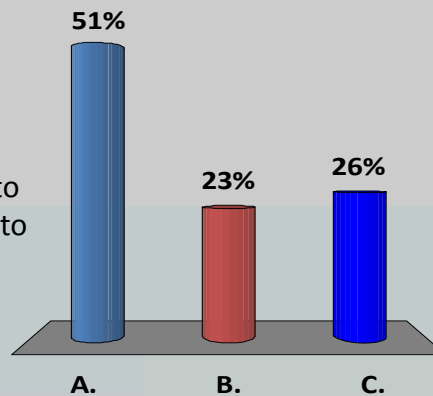
19. What is the second most important criteria that the study team should use when evaluating improvement alternatives?

- A. Improved safety
- B. Reduced delay/improved travel time
- C. Environmental benefits (sustainability, reduction in greenhouse gas emissions, etc.)
- D. Reduction in miles traveled by automobiles
- E. Economic development potential
- F. Funding potential



20. Did you enjoy this interactive polling session?

- A. Yes, very much
- B. Yes, somewhat
- C. Yes, so much that I am going to tell everyone I know to come to the next public meeting



Wish List/Break-Out Station Comments

PUBLIC INFORMATION MEETING #1 (SEPTEMBER 29, 2009)

WISH LIST/BREAK-OUT STATION COMMENTS

BICYCLING & WALKING

Bicycles – General Policy:

- We want bikes to replace auto trips, not just an add on. How can we persuade people to switch, not just take up a new recreation on the weekend?
- Too many accommodations for cars and not enough for bikes and pedestrians.
- Right-of-way is given to cars. There is no room provided for pedestrians and bike lanes.
- Need complete streets.

Bicycles – General Accommodations/Comments:

- Lack of bicycle facilities on Aquidneck Island.
- Existing facilities are not maintained.
- Need more off-road paths.
- Bike paths and signed routes.
- We need bike paths along bike routes. The bike routes are dangerous in many places.
- More sidewalks and bike paths throughout the Island.
- Bike lanes wherever possible. “Share the Road” where not.
- Bike lanes in shoulders to separate the different speeds of traffic.
- If there is adequate width, bike lanes should be striped.
- Bicyclists belong with vehicles and have the right to be there, with or without stripes.
- Bike accommodations for commuters and locals, not just for sightseers.
- Bikes should “trip” traffic signals.
- Adequately paved streets to permit safe biking.
- Poor pavement surface conditions make it difficult for bikes.
- One-way streets in some areas limit connectivity.

Bicycles – General Areas:

- Bikes and walkways from Downtown Newport to Middletown Shops.
- Off-Island bicycle connections. No bikes on Newport Bridge. Mount Hope Bridge?
- Land trust Greenway should be extended.
- Roads at beaches too narrow for bikes.
- Bike stations at gateways.
- Sight distance improvements/truck restrictions along bike routes.

Bicycles – Specific Study Area Roadways:

East Main Road/West Main Road:

- Try biking on East Main Road.
- Bike lanes along East Main Road.
- The hill on East Main Road between Turnpike and Middle Road in Portsmouth is not bikeable. The hill is bad enough, but there is no room on the road.
- Bike/walking path along/on East Main Road, especially from Wyatt to end of Aquidneck Island – then possibility of riding bike to work!
- The steep hill on West Main Road near Mill Street can be difficult. Sorry – till bike paths – no bikes on 138 and 114.

Memorial Boulevard/America's Cup Avenue:

- Bikeway/running trail on Memorial Boulevard segregated from roadway and sidewalk.
- No room to bike on Memorial Boulevard, America's Cup, and Bellevue.

Burma Road/Rail Line:

- Designated shell fishing and swimming areas along Burma Road bike path (show public water access).
- Browns Lane connection to Burma Road for pedestrians and bicyclists.
- Regardless of other modes going in, the rail corridor should include bikes and pedestrians.
- Need wider bike lanes on Burma Road.
- Bike path on Secondary Rail Line from Melville to Bristol Ferry Road.
- Bike path on or next to the train tracks.
- Need off-road path along the entire length of the Island on the east side. Rail with trail path along the west side of the Island.

Additional Specific Locations:

- The following roads need bike lanes: East Main Road, Spring Street, Thames Street, America's Cup Avenue, and Ocean Drive. (Should be under General Areas?)
- The following areas need improved access for pedestrians and bicycles:
 - Salve Regina University
 - Bellevue Avenue
 - Memorial Boulevard
 - CCRI/Coddington Highway
 - Aquidneck Avenue school
- The following off-road bicycle connections are needed:
 - Navy right-of-way
 - Stringham Road at Melville to Corys Lane
 - Second Beach Area
 - Middle Road connection to Wapping Road
 - Entire length of train tracks

Bicycles – Specific Roadways Outside of Study Area:

- Need bike lane on Purgatory Road.
- There is existing bike route on Wapping Road; however road is too narrow. There should be enforced truck restrictions and the pavement needs to be resurfaced.
- Need bike route end to end of Sandy Point Road.
- I've lived in Newport 30 years. It's no longer safe to bike Ocean Drive and Spring Street. We need a bike path or lanes.
- The pavement condition from lower Thames Street to Ocean Drive is poor and the width is too narrow for bicyclists.
- Ocean Drive needs bicycle/pedestrian facilities.
- Ocean Drive bikeway. Bike racks on all school buses.

Bicycles – Education/Enforcement:

- Speed enforcement on bike routes.
- Enforcement is non-existent.
- Bicyclist's behavior/lack of enforcement.
- The sidewalk riding law needs to be clarified.
- Educational signage "Share the Road with Bicycles".
- Need driver education for "share the road".
- Education on "rules of the road" for cyclists, pedestrians, and motorists.
- Education! No one knows the rules of the road for bikes. You can't enforce what you don't know.

- Bicycle mobility needs education.
- Need bicycle safety education.

Walking – General Accommodations/Comments:

- Treat the right-of-way for sidewalks as you do the roadways (i.e. general condition, enforcement (bikes/cars parked on), maintenance, snow removal, etc.).
- Sidewalks everywhere!
- Walkways around our reservoirs for dogs and people.
- Sidewalks to and from all shopping areas, schools, churches, and recreational areas.
- Sidewalks need to be shoveled in the winter to make walking possible and safe.
- Snow is not cleared from sidewalks in winter.
- Pedestrian friendly sidewalks with appropriate landscaping to shield from traffic.
- Sidewalk widths throughout the Island are too narrow.
- ADA sidewalk widths are not provided everywhere.
- Accessibility for people with disabilities is not consistent. Some areas have ramps but no receiving ramps.
- Slower walking speeds at traffic lights.
- Enhance crossing signals.
- Need enforcement of cars yielding to people in crosswalks.
- As part of Safe Routes to School program, need better pedestrian facilities at schools.
- Pedestrian connections should be improved to activity areas (library, post office, grocery stores, etc.).

Walking – General Areas:

- Safer crossings on north-south routes.
- ADA compliance issues in Newport.
- Crosswalks in Newport are not repainted consistently.

Walking – Specific Study Area Roadways:

- Portsmouth East Main/Turnpike intersections. The sidewalk ends just before Clements Market. Dangerous to walk between Clements, Library, and CVS – all close together. No good way to walk between Clements Market and People’s CU.
- Schools in general have poor sidewalk connections, particularly on East Main Road and West Main Road.
- Pedestrian safety in crossings East Main Road and West Main Road.

- Are sidewalks necessary on Burma, East Main and West Main Roads? These are extremely busy-risky for pedestrians.
- Sidewalks on both sides of Purgatory Road, both sides of Valley Road (including walkway/bikeway along the pond that is segregated from roadway). Walkway/bikeway along Burma Road separate from roadway and railroad.
- Sidewalks are needed on Valley Road.
- Need improved pedestrian access to Middletown High School (Valley Road).
- The following areas need sidewalks/upgrades:
 - Valley Road (both sides)
 - Aquidneck Avenue
 - JT Connell Highway

Walking– Specific Roadways Outside of Study Area:

- Sidewalk rehaul in historic hill – tourists – very bad.
- The width of the sidewalk on Thames Street is too narrow.
- The following areas need sidewalks/upgrades:
 - Forest Avenue
 - Green End Avenue (for east-west walking)
 - Purgatory Road (to connect to beaches)
 - Gibbs Avenue

BUS, RAIL, & WATER

Bus – General Comments:

- Bus availability isn't enough. We need to push strategy to get people out of their cars and onto the bus. If fuel prices don't rise fast, what other incentives are available?
- Bus travel times are too long.
- More reliable transit.
- More frequent service confined to the Island.
- Route and schedules that will really encourage RIPTA rides to use their service.
- Better schedules/longer service windows/seasons.
- Need better modal connections.
- Need interstate public transit and public school transportation.
- Free RIPTA bus service for youth afterschool to recreational agencies and parks.
- Need more convenient bus routes and times.
- More frequent and smaller buses needed.
- BRT as alternate to rail.
- Expand bus routes and frequency.
- More bus routes.
- What has been done elsewhere? Flexible/frequent bus travel.
- Need to offer "school bus" type service with frequent stops.
- Late night drunk bus service.
- Sunday service/after hours on Saturday.

Bus – On-Island Accommodations:

- Some type of people mover (street car?) in Newport from Gateway Center to beach area.
- Intercommunity bus routes for employees, tourists, and residents) (i.e. downtown Newport to beaches, bird sanctuary, etc.).
- Free circulator trolley in summer in Newport.
- Develop bus service to new hotel district.
- Reinstate RIPTA beach run.
- Bus service to Newport Beaches and Middletown.
- Increase bus capacity on #60 line.
- Rapid transit on Burma Road "Transit Only". Bikes okay.
- Burma Road should be a transit/bike corridor.

- Expand South Aquidneck Flex Service to 3rd Beach Road area.
- Improved Flex Service communications.
- Trolley service in residential areas.
- Small trolleys/vans to connect key areas within the 3 communities.
- More bus routes in Kay Street area.

Bus – Off-Island Connections:

- Need more bus service to West Bay – Jamestown.
- Bus connection to West Bay needed.
- Direct bus service-Newport to Kingstown Amtrak timed to meet trains.
- Express RIPTA service-Newport to Kingstown Amtrak.
- Express RIPTA service-Newport to Airport.
- Public transit to Airport.
- TF Green Airport to Newport bus connection.
- Need interurban buses on Newport-Providence bus line.

Bus Accommodations:

- More bike racks on buses.
- Bike racks on buses with more bikes.
- Bike racks at all bus facilities and new developments.
- Storage lockers in all intermodal facilities.
- RIPTA bus shelters and benches along West Main Road in Portsmouth.
- Bus stops along West Main Road seem like they're 30 feet apart. How about fewer stops, better shelters, and move them out of the traffic flow – recessed bus stops.
- Better public information on transit on the Island outside of Newport.
- Need better information for bus system at bus stops.
- More shelters and better marked bus stops.
- Many more bus shelters.
- Maintain bus shelters.
- Larger bus stop signs.
- Bus stops too close in some areas. Big gaps in other areas.
- Next bus signs.
- Handicapped accessibility.

- Danger buses create due to narrow lanes.
- Cleaner/smaller buses.
- Cleaner running buses.
- Sidewalks to bus stops.
- East/West Bay tunnel (north of Bridges) only for transit.

Bus/General Transit:

- Take large buses out of downtown Newport. Substitute trolleys to Gateway. Old building foundations are being compromised.
- All hybrid buses – vehicles sized to needs of the routes.
- Like reduced price transit passes through employers.
- Intermodal station at Two-Mile Corner.
- Funding for transit not related to gas sales.
- Random DUI testing for transit operators.
- Look to other regions for solutions to challenges.
- Need more education on how to ride transit.
- Better information on service.
- Hybrid buses to plug into the grid.
- Biodiesel buses.

Rail – General Accommodations/Comments:

- Need modern, smaller, light weight rail cars.
- Rail/bus type vehicle.
- Light rail with bike accommodations.
- Frequent rail service (no schedule).
- Develop rail service.
- Rail system with outside parking to Newport Visitor’s Center.
- Interconnected rail service.
- Good idea to reestablish rail service.
- Rail service for the Island.
- Run rail down center of the Island.
- Protection signals at every crossing.
- Gate at every crossing.
- Enhance and educate people to use trains on western side of the Island.

Rail – On-Island Shuttle:

- Rail service commuter.
- Expedite rail shuttle service that is in the TIP.
- Use railroad to take some of the traffic off East and West Main Road. Residents will be better able to use roads if tourists then take train.
- Rail shuttle from parking lots (Melville, Green Lane, etc.) to Gateway Center to relieve Newport parking.
- Affordable rail on the Island – parking must be cheap.
- Need parking to match rail needs.
- Train service with park & ride lots.

Rail – Off-Island Connections:

- New railroad bridge. Rail between Newport and Boston.
- Fix the railroad bridge over the Sakonnet River Bridge and repair the railroad tracks. Bring the “T” down from Boston.
- Rail transportation to Providence and Boston would be good and would work if parking were free.
- Preserve rail right-of-way in Tiverton for connection to Fall River.
- Communicate with Fall River about future rail connection.
- Add rail to Fall River and make Boston accessible.

- Rail service to Fall River.
- Need to extend rail from Fall River to Aquidneck Island.
- Light rail from Newport to Providence.
- Frequent/affordable rail which could connect to Providence and Boston.
- Commuter rail Newport/Boston. New railroad bridge!
- Rail bridge to Fall River or use new Sakonnet River Bridge.
- Rail line over New Sakonnet River Bridge.
- Can new Sakonnet River Bridge somehow still accommodate rail?
- Fix the railroad bridge. Freight could also use the rail reducing trucks on the Island.
- Rail should be used as a local shuttle and for commuters off-Island.

Parking:

- Satellite parking and minimal auto traffic from visitors. Frequent shuttles.
- Establish park and ride areas.
- Satellite/Park & Ride lots at base of bridges.
- More effective park and ride strategies.
- Park and ride lots – “Hi-Li” lots.
- Hi-Li Parking lot.
- Park & Rides.
- Satellite parking with buses to Newport like during Tall Ships.
- Satellite parking for Newport and events.
- Satellite parking/shuttle service.
- Parking at beaches with bus to Downtown Newport during off-season.
- Direct tourists to gateway parking lots.

Ferry:

- Keep Providence – Newport Ferry going. Need to better market to tourists to be able to provide lower commuter rates.
- Providence – Newport Ferry year round, possible stop in Portsmouth, commuter & weekends.
- Providence – Newport Ferry – year round – cheaper for commuters.
- Expand the Providence – Newport Ferry to include multiple boats and a schedule that actually supports commuting.
- Bring back Providence – Newport Ferry. Do more ferries.
- Ferry from Melville to Downtown Newport.
- Water transportation to everywhere in RI.
- Jamestown Ferry for commuters.
- Puget Sound type ferry system here (frequency).
- Ferry service to airport.
- Ferry service to north and south ends of Island.
- Cruise ship terminal.

AUTOMOBILE & TRUCK

Automobile– General Accommodations/Comments:

General:

- Label lights or arrows for turns (i.e. “4-way stop” or “advanced green”)
- Curb/guard rail protection around utility poles.
- Eliminate travel lanes where possible.
- Dividing lanes into left and straight and right only is major cause of congestion.
- Paint directional movements in lanes.
- 4-way stop signs – more effective than lights. Use more.
- Shadow lanes for left turns.
- Red light running cameras.
- Improve way finding – lost cars are a big part of traffic congestion.
- Need better and more readable signage.
- At construction sites police should control traffic – not watch the work.
- When police stop speeders – use bull horn – direct them off main arteries for ticketing – less traffic disruption – safer for police.

Access Management:

- Only one curb cut allowed per parcel.
- Access management/curb cut reductions (especially at Dunkin Donuts).
- Frontage Roads.

Traffic Signals:

- Synchronize traffic signals.
- Lights need to be synchronized.
- Synchronize and maintain traffic signals.
- Signal synch needed.
- Update signals to “trip” for right turns.
- During major events in Newport, station police at major signalized intersections to adjust signal timings to real time traffic flow. Have event organizers pay for this.
- Major events need to synchronize traffic signals.

Roundabouts:

- Replace 4-way stops with roundabouts.
- Roundabouts instead of lights.
- Use roundabouts (Europe models).
- Roundabouts, where can they go?
- Consider roundabouts.

Automobile - Speed:

- Obey the speed limits.
- Police to enforce speed limits and signaling.
- Speed enforcement.
- Police enforcements of speeds.
- Install camera devices to identify and fine speeders.
- School speed zones generally not obeyed. Control time of zone say 8 AM – 9AM. Control kids with fences.
- School zone speed enforcement – rumble strips, raised crosswalks.
- Incorporate speed “platforms” in school zones – not speed bumps. Platforms can be plowed over or chatter strips to flow traffic.
- “Actual” speed East Main and West Main – 45 mph – too high – go to 3 lanes, 1 each north and south & 1 left turn lane – use chatter strips to keep cars out except for turns.
- Slow down traffic through narrower lanes and landscaping.
- Slow down traffic through residential areas.
- Speed issues – Road diets, urban design and landscaping.

Automobile – General Areas:

- Second set of bridges via Prudence Island. “Newport Bypass”.
- Better signage from beaches to main routes.
- Connect Route 24 to Pell Bridge with limited access road.

Automobile – Specific Study Area Roadways:

West Main Road:

- Time lights on East Main Road and West Main Road. Time for mornings and evening commuters and holidays and weekends.
- Review timing on West Main Road.

- West Main Road – recessed bus stops, more dedicated left and right-turn lanes. Better timing of traffic signals.
- Shared parking and curb cuts on West Main Road.
- Drainage on West Main Road (2 Mile Corner and 1 Mile Corner).
- Southbound at Stop & Shop left turn signal and at McDonalds.
- Enforcement – Use cameras on West Main Road. People are going through red lights.
- 1 Mile Corner – 2 lanes merge without warning into 1 lane. No dedicated left-turn – more congestion.
- Project on TIP for left-turn lanes. What is the status?

East Main Road:

- East Main Road at Aquidneck Avenue – skew and quick narrowing.
- Utility poles on East Main Road too close to edge of pavement.
- Clements Market on East Main Road. Double left-turn onto Turnpike?
- East Main Road left-turns on and off – center-turn lanes.
- Valley/East Main Road – overdesigned. Road built for speed limit.
- Improvements at Valley Road and East Main Road intersection working great.
- Telephone poles along sections of East Main are too close to road – deadly accidents waiting to happen – move them.
- 4 to 3 lanes in Portsmouth.
- 3 lanes with center-turn lanes.
- Widened lanes on Union Street, West Main Road, East Main Road.
- Intersection of Aquidneck and East Main – no left turn only. Make it right-turn only.
- Sorry – Dunkin Donuts – Middletown East Main Road – A significant source of congestion.

Valley Road/Aquidneck Avenue:

- Left-turn protection Valley and Green End.
- Valley Road @ Green End Avenue left-turn lanes.
- Fix light at Valley and Green End going up hill and add third right turn lane, one left-turn only and a straight away. I'm always stuck behind those turning.
- Green End Valley Road intersection – no right turn only lane, make a left-turn only lane. Same for Aquidneck and Green End.
- Aquidneck Avenue (north) Green End Avenue left lane left only.
- Add right turn lanes Green End Avenue/Valley Road.

Memorial Boulevard/America's Cup Avenue:

- Less lanes on Memorial Boulevard (Newport).
- North and south Bellevue at Memorial left-turns.
- Eliminate the left turn from Memorial Boulevard onto lower Thames.
- Memorial Blvd between America's Cup and Red Cross Avenue – one lane of traffic in each direction with parking. Currently its 2 lanes with parking – tight squeeze!
- Memorial Boulevard and America's Cup – parking intrudes on travel lanes and no room to bike.
- Reduce travel lane size on Memorial Boulevard near Easton's Beach – slow traffic, bikes, and pedestrian crossing.
- Traffic calming Green End Avenue, Turner Road, Memorial Boulevard, and America's Cup Avenue.
- America's Cup Avenue and Memorial Boulevard – 2 lanes not 4.

Burma Road:

- Route more through traffic via Burma Road by using the Navy Road between Gates 17 and 11.
- Burma Road is our only coastal road (also Ocean Drive). Do not let it become an artery.
- Do not widen Burma Road – Leave it narrow. Concentrate on trains instead. It's recreational and let's keep it.
- Leave Burma Road a small road for slow traffic and bikes, not through traffic – keep it quiet and recreational.
- Burma Road – no cars!

Additional Specific Locations:

- Roundabout at Mount Hope Bridge exit.
- Road to nowhere off Newport Bridge?
- More curb cuts in Newport. Very hard to maneuver wheelchairs (push) and cross streets safely.
- How to get traffic from Newport Bridge to northbound? What are the options?

Automobile – Specific Roadways Outside of Study Area:

- Bellevue – parking obscures crosswalks.
- Traffic calming needed in some areas (Broadway especially).
- Restrict cars from Washington Square to lower Thames Street.
- We need more 4-way stop signs to ease dangerous intersections i.e. Miantonomi Avenue at Boulevard and Wapping Road at Sandy Point Avenue (3-way).

Trucks:

- Send heavy trucks down Burma Road to avoid lights and improve intersection safety.
- Use Burma Road for trucks.
- Truck hours. Over certain weight trucks – no travel during rush hour.
- Weight limits on certain streets. Prohibit semis on certain streets.
- Weight and size restrictions on narrower roads.
- Weight/size limit on Island roadways.
- Exclude trucks on roads with 10' wide lanes (delivery only vs. thru traffic).
- Distinguish and add appropriate restrictions on older roads with 10 foot lanes – 25 mph, no through trucks – must be making a delivery on the street. Add weight restrictions – semis carry up to 80,000 lbs.
- No trucks on Wapping Road or Forest Avenue.
- On unsigned streets garbage trucks and service trucks block streets. Need truck education.

SUSTAINABILITY

- Can the Consultants estimate the impact on VMT of recommendations? To increase biking and walking is great to do this for exercise, but can we do this for GHG reduction? How much?
- Strong integration of transit, bikes, walking. Less dependence on and accommodation of cars.
- Encourage less auto traffic.
- Greenhouse gases and sustainability. Need to consider VMT, VHT, speed, and number of trips.
- Newport – Broadway, Spring, and Bellevue CO₂ emissions.
- No fossil fuel burning cars allowed on Aquidneck Island after 2015.
- Target a date for limiting fossil fuel on Aquidneck Island.
- Charging stations for electric cars.
- Tax credits for single auto families.
- Goal: Air Quality.
- Better integration of land-use planning with transit (TOD).
- TOD – focus on incorporating transit service and land development.

GENERAL COMMENTS

- Costs need to be incorporated.
- Have RIDOT respond better to state legislator's requests for traffic needs.
- Municipalities fund preliminary design to move project up in RIDOT funding.
- Prohibit manufacturing and commercial businesses in areas zoned residential.
- No strip malls. Traditional town centers/mixed use developments.
- Make events (wedding, etc.) illegal adjacent to alcohol and wine businesses.
- Limit tent weddings in residential areas.
- Need multimodal approach to road design.
- Seamless transitions across municipal boundaries.
- Interested in data collection – where work/what state?
- Idling limit ordinance in all towns – gas & diesel – enforced.
- When I moved here 1 year ago, my auto insurance doubled! Why? No enforcement of traffic laws.
- Lower auto insurance, fewer accidents, more enforcement.
- Auto insurance. Dangerous driver behavior/enforcement.
- Add Wapping Road to study area roadways.
- Plan should consider moped traffic – facilitating and providing parking.
- Survey motorcycles. What about them?
- What about motorcycles?
- Need animal/wildlife corridor crossing.
- Implement these recommendations.