



State of Rhode Island and Providence Plantations  
Department of Administration  
Division of Planning  
Statewide Planning Program  
(401) 222-7901  
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FFY 2018-2027 State Transportation Improvement  
Program

# Major Amendment #19

Public Comment and Hearing Report

**Public Hearings:**

*August 13, 2019 and August 15, 2019*

**Public Comment Period:**

*July 23, 2019 to August 22, 2019*

**Public Comment and Hearing Report Date:**

*August 27, 2019*



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Department of Administration, Division of Planning	
Department of Transportation	

## ***I. INTRODUCTION***

### ***Public Comment Period***

The public comment period ran from Tuesday, July 23, 2019 through Thursday, August 22, 2019 (30 days). Additionally, public hearings were held on 1) Tuesday, August 13, 2019, at 5:00 p.m., at the Narragansett Town Hall – Council Chambers, 25 Fifth Avenue, Narragansett, R.I. 02882, and 2) Thursday, August 15, 2019, at 4:00 p.m., at the Department of Administration William E Powers Building, Conference Room A, One Capitol Hill, Providence, R.I. 02908.

Notice of the public hearing and opportunity to comment on the proposed changes were provided in English and Spanish through a posting on the Rhode Island Secretary of State website, a posting on the Rhode Island Statewide Planning website, through the direct mailing of 70 notices that were sent to individual stakeholders, and email notice to over 1400 stakeholders.

Transportation Advisory Council (TAC) Chair, Mike Cassidy, and Division of Planning Assistant Chief, Linsey Callaghan, conducted the public hearings. The hearing locations was accessible to individuals with disabilities. Any individual with physical or sensory impairments requiring assistance for a reasonable accommodation in order to participate in the hearing was able to make requests for accommodation prior to the hearing. Translation services were also available to those in need.

Written statements could be e-mailed to Michael D’Alessandro, Supervising Planner, at [Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov) or mailed to One Capitol Hill, Providence, R.I., 02908. Written and verbal statements were also accepted at the hearing. In total, **77** people attended the hearings, and **34** people provided verbal comments. Over the course of the public comment period, over **200** people or organizations submitted either verbal or written comments.

### ***How the Comments are Organized***

What follows summarizes the major themes that were heard, provides all formal written comments received, as well as a detailed record of all spoken comments offered. There were a number of common themes expressed by the public – this report captures what was heard under each of those themes and summarizes staff response and any subsequent changes made to the document as a result.

## ***II. Summary of Comments & Responses***

### ***Comments Received on the Draft STIP***

The following is a summary of comments received on the proposed Major Amendment to the FFY 2018-2027 STIP and agency response.

Summary of FFY 2018-2027 STIP Public Comments & Responses

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Peter Friedrichs	City of Newport	Unsure what bridge #064921 is (being added to bridge group 15B). It appears that bridge 090501 is being demolished as part of the Pell Bridge ramp realignment, so unsure why RIDOT is spending money to preserve it this year.	7/24/2019	email	Bridge #064921 is Eight Rod Way, Fish Rd SB at RI 21 NB. It carries RI-24 SB over Fish Rd in Tiverton. It is in fair condition and was added to Bridge Group 15B in the Amendment. It was not previously in the TIP, but it was added to this group because its sister bridge, #064901, was already included, so preserving both of them at the same time will efficiently extend the lives of both structures. Thank you for noticing that this bridge is out of place. The fact that it appears in Bridge Group 15B in the STIP is an error. The preservation contract associated with Bridge Group 15B does not include repairs to bridge #090501. It will be removed from that group in a future adjustment to the STIP. Demolition of Bridge 090501 is being considered as part of Phase II of the Pell Bridge Ramps project (TIP ID 9201), which is in the design phase.
Stephen Martin; Ed Kenyon; Theodore Shwartz; Raul Silvia; Mary E. Joyal; John Cassese; Jerry Hobbs; Maurice Chamberland; Sona Adamjan-Guerra; Mary Chernov; Stephanie Fauteux; Judith Little; James Card; Brian Wood; Robert Brodeur; Peter Parker; Matthew Leyden; Cynthia Bertozzi; Jack Lancellotta; Karen Chapman; Tom Peters; John Trahan; Steve Kahan; Bill Aldrich; Michael Rinaldi; Heather Sanford; Kristine Barraco; Bob Shaw; Marc Hamlin; Anna Hopper; L.A. Bourret; Joel VanderWeele; Kirk Jordan; David Krolick; Janet Gargaro-Larson; Shiriram Krishnamurthi; Ben Willis; Matt Hall; Kelly McDermott; Mal Skowron; Chris Josephson; Robert Gimlich; Brook Moles; John Nery	Miscellaneous	Requested that cuts not be made to bike and pedestrian projects by shifting money from TAP. Opposed to STIP Major Amendment #19, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders. An improved and expanded bicycle infrastructure will result in economic growth, connect our communities as well as improve our public and community health. Green policy investments would make RI an example for other states to follow. Completed bike projects are an asset to the state and generate tourism -- complete current projects like the Trestle Trail and South County/O'Neill Bike Path.	various	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.  Amendment #19 only calls for the cancelation of 3 projects, STIP IDs #5007 (Hereshoff), #1488 (Prov Bicycle Master Plan), and #5200 (Prov Wayfinding) none of which are located on greenways. In regards to maintenance project questions and concerns, Amendment #19 also adds the term "State of Good Repair" to the contingency line item. Further, DEM and RIDOT are and will continue to work collaboratively to maintain a SOGR along State owned and maintained bike paths. This includes Rec Trails funds for SOGR of Blackstone Bikeway (TIPID 1495).
Greg Gannotti; Helen O'Malley; Jeffrey Herman; Christine Satterwhite	Miscellaneous	Stated that taking funding away from bicycle greenway construction (in particular Trestle Trail) and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.	various	email	The project has been deferred for cost and readiness review by Statewide Planning and RIDOT under Statewide Planning's Unified Planning Work Program (UPWP). The results and recommendations will be made available to the Transportation Advisory Committee and State Planning Council.

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Dennis Markatos-Soriano, Executive Director and Kristine Kenney, NE Coordinator - East Coast Greenway Alliance	East Coast Greenway	The East Coast Greenway Alliance (ECGA) strongly opposes RIDOT's proposed Amendment #19. The ECGA is developing a 3,000-mile traffic-separated bicycling and walking path connecting communities from Maine to Florida. Rhode Island has made substantial progress toward completing the East Coast Greenway; however, the proposed cuts would substantially delay or cancel several ECG-related projects. Affected projects include the South County Bike Path extension, Trestle Trail, Blackstone River Bikeway, & San Souci Drive project. Funding for the latter two is being replaced with Green Economy Bond (GEB) funds. The GEB funds were approved by 79% of the voters and were intended to supplement funds that were already programmed in the 10-year STIP, not to replace them. Approval of Amendment #19 would undermine voter confidence in future bond proposals. See Appendix A - Attachment 5 for written statement.	8/13/2019	email	The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to the Department of Environmental Management. See response of regarding Trestle Trail and response below regarding the O'Neil Bike Path.
David and Rosemary Smith, Suzan Amoruso	Friends of the South County Bike Path	Stated that the Friends of the South County Bike Path strongly oppose funding cuts to the William C. O'Neill Bike Path (South County Bike Path - 4B). The representatives feel they have demonstrated its commitment to the completion of the bike path, having stepped forward to assume the responsibility for designing and constructing Phase 4A of the path using funds from the 2016 GEB. Nevertheless, they also believe that permitting hurdles and a "Readiness Assessment", conducted in 2019, is providing RIDOT with a premise to thwart their efforts. With reduced funding and an unknown date of completion, they fear that not only will time and effort have been lost, but also a safe route and fully realized recreational and economic asset. Additionally, objections to the delay for the completion of three repaving projects were voiced. See Appendix B - Attachments 2&3 for written statements.	8/13/2019	public hearing, email	The O'Neill Bike Path (South County Bike Path 4B) was initially listed at \$8.43 million in the STIP. After meeting with the Town's Planner, RIDOT conducted a readiness review in advance of the Town moving forward with the project under a Sub-Recipient Agreement with the Department (Town designs and builds the project, RIDOT reimburses for the work and Transit/TAP ensures that State/Federal regs are met). There were 6 different alternatives that were considered. The readiness study was undertaken to narrow down the least environmentally damaging, most practical alternative. The alternative the Town prefers would be difficult, if not impossible, to get permitted. This alternative was estimated at \$3 million. RIDOT sent the report (completed in April) to the Town and awaits their acceptance/approval. When it came time to put together Amendment 19, RIDOT carried forward the \$3 million alternative.
Michael DeLuca, Planning Director	Town of Narragansett	Mr. DeLuca expressed concern over the funding reduction for the William C. O'Neill Bike Path and the proposed delay to 3 pavement projects: South Pier Road, Boston Neck Road, and Bridgetown Road. See Appendix B - Attachment 1 for written statement.	8/13/2019	public hearing	RIDOT has determined that this project should be delayed based on an evaluation of the current pavement conditions and funding availability. RIDOT will continue to monitor pavement conditions around the State and adjust the STIP accordingly.

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
James Baumgartner		<p>Urged the TAC to vote against STIP Major Amendment 19. Funding for bicycle, pedestrian, and ADA infrastructure is small enough as it is. This money was designated for these projects and we shouldn't funnel it into RIDOT's highway, bridge and other projects. According to some calculations, this amendment would eliminate or delay \$37 million from bike and pedestrian projects. The \$37 million should be redirected to bike and pedestrian infrastructure. At the same time as this amendment is proposed, RIDOT is proposing to add a lane to a section of I-195 for an estimated cost of \$70 million. That's almost double the cost of the proposed bike and pedestrian budget cuts. RIDOT says that the additional lane on I-195 will help provide "congestion relief." Decades of research has shown that adding lanes to a highway does not relieve traffic congestion because the additional capacity is quickly swallowed up by more people driving. RIDOT is also on course to spend hundreds of millions of dollars rebuilding the I-95 viaduct and add a lane there as well. They are using "congestion relief" as the justification for adding a lane onto I-95 as well. When RIDOT wants to expand a highway, they have no problem finding the money for it. But when it comes to bike and pedestrian improvements (at a fraction of the cost), they have a much harder time finding the money, claiming that it is needed to repair deficient bridges. Meanwhile, they spend tens of millions of dollars expanding bridges which will only make it more expensive to repair in the future. For all of the small reasons above, you should vote against this amendment. But there is a much bigger reason as well. According to a Washington Post analysis of national temperature data, Rhode Island is the fastest-warming state in the lower 48 states, with a 2 degree Celsius average temperature increase since 1895. We must significantly reduce carbon emissions in the next few years in order to avoid the more catastrophic effects of climate change. Funding bike and pedestrian infrastructure is your opportunity to do something different.</p>	8/15/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>The proposed Washington Bridge Rehabilitation and Redevelopment Project would not add a lane to I-195. Rather, the project would <u>restripe</u> I-195 between Broadway in East Providence and the Washington Bridge to maintain 4 travel lanes, eliminating the current lane drop, and reconfigure the ramps in the area to eliminate conflicting weaves.</p> <p>The I-95 Northbound Viaduct is currently in structurally deficient condition. Simply replacing the Viaduct in-kind (at an estimated cost of \$189M) would lock in the existing congestion and safety issues for another 100 years, which cannot be allowed to happen. Instead, the proposed \$250M project for which RIDOT recently received funding will include integral access facility improvements that will serve to remedy critical deficiencies in the existing freeway network. Here are a few reasons why the additional \$61M is an incredibly worthwhile investment:</p> <ul style="list-style-type: none"> <li>- Redesigning the Viaduct to eliminate dangerous conflicting weaves and shorten traffic queues will prevent an estimated 90 crashes per year;</li> <li>- Fewer crashes, along with new ramp and C-D road configurations will significantly reduce traffic delays in the project area alone by up to 6 minutes per driver, every day;</li> <li>- Improved traffic flows on the Viaduct will reduce harmful emissions, reducing CO2 emissions by 8,452 tons per year and generating a weighted average emissions benefit to society of \$3.2M per year;</li> <li>- Relieving the bottleneck at this location will address the #1 priority need identified in the RI Freight Plan and reduce pressure on the 35th-worst congestion point for freight traffic in the country according to ATRI;</li> <li>- The proposed project may create as many as 142 jobs in Rhode Island; and</li> <li>- Simply replacing the Viaduct in-kind will generate none of the above benefits, increased traffic flows will make the Viaduct more dangerous, and traffic delays will increase, ensuring that by 2035, a typical trip from Reservoir Ave in Cranston to Branch Ave in Providence (7 miles) will take 35 minutes to complete</li> </ul> <p>The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will significantly reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing greenhouse gas emissions.</p>
Diane Williamson, Director of Community Development; Steven Contente, Town Administrator	Town of Bristol	<p>STIP ID 1300, Hope Street (Route 114) repaving and streetscape improvements has been the No. 1 priority for Bristol for decades and the delay from 2022 to 2024 is concerning. Roadway and pedestrian amenities on this roadway continue to deteriorate. Don't delay the project. See Appendix B - Attachment 4 for written statement.</p>	8/13/2019	public hearing	<p>RIDOT has determined that this project should be delayed based on an evaluation of the current pavement conditions and funding availability. RIDOT will continue to monitor pavement conditions around the State and adjust the STIP accordingly.</p>

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Brian C. Newberry, RI State Representative; Gary Ezovski, North Smithfield Town Administrator	District 48, North Smithfield	Requested acceleration of the paving of Route 146 and does not want to delay the start of repaving of this stretch of highway. Route 146 is one of five main limited access highways into RI and is a major thoroughfare for people commuting into and from Rhode Island. See Appendix A - Attachment 1 for written statement.	8/7/2019	email	Rt. 146 is divided into two section in the STIP. The TIPID# 1293 portion remains on schedule. TIPID# 1292 has been delayed two years based on an evaluation of the current pavement conditions and funding availability. RIDOT will continue to monitor pavement conditions around the State and adjust the STIP accordingly.
Ken McLeod, Policy Director	League of American Bicyclists	<p>Building biking and walking networks and facilities recommended in the BMP will also make RI streets safer. More than a quarter of roadway fatalities in Rhode Island between 2014 and 2016 were pedestrians and cyclists--one of the worst records in the country. Building safe and accessible bicycling and walking facilities, particularly where those projects connect networks, or are on key corridors, is one of the best options to improve and protect your citizens from these senseless deaths.</p> <p>Making bicycling safer and more accessible to all Rhode Islanders will also help the state meet the Governor's climate change goals. Governor Raimondo has established aggressive goals to lower carbon emissions, and the US DOT is requiring states to set goals to shift mode share away from single occupancy vehicles to cleaner modes like biking and walking. The climate needs us to lower emissions now, and shifting resources away from zero carbon transport to give to the biggest source of emissions, oil-powered cars and trucks, would be a step in the wrong direction for the Ocean State.</p> <p>We hope you will reconsider this proposal to shift \$37 million away from the Transportation Alternatives Program (TAP) and reassert your commitment to build safe, accessible and healthy transportation options.</p>	8/12/2019	email	<p>Projects recommended in the Bicycle Master Plan, when approved, will be considered for inclusion in a future STIP.</p> <p>The congestion relief generated by major projects like the I-95 Viaduct project and the Washington Bridge project will significantly reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and a component of reducing greenhouse gas emissions.</p>

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Kenneth Horri, Karen Hynes; Michael Borden; Greg Choiniere; Michael Manchester; Thomas Christiansen; Barry O'Brien; Kathleen Naughton; Craig Kaspark; John Klos; Maggie Pizzuti; Larry Davis; John Lancellota; Daria Phoebe Brashear; Sarah Luczowski; Dr. Mary Bandura; Sarah Gaines; Chris Josephson; Jean-Jacques Larrea; Ellen Biegert; Theodore Bell; Barbara Meier; Richard Gaitskell; Rick Rounds; Virginia Rounds; Jennifer Kennedy; Ian Hutchinson	Miscellaneous	Requested that RIDOT stop targeting funding for Trails, Walking, and Biking. By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond. Vote to maintain all the funds and timelines designated in the current STIP.	various	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>Amendment #19 only calls for the cancellation of 3 projects, STIP IDs #5005, #5157, and #5200, none of which are located on greenways. In regards to maintenance project questions and concerns, Amendment #19 also adds the term "State of Good Repair" to the contingency line item. Further, DEM and RIDOT are and will continue to work collaboratively to maintain a SOGR along State owned and maintained bike paths. This includes Rec Trails funds for SOGR of Blackstone Bikeway (TIPID 1495).</p> <p>The STIP must shift to meet funding needs to meet Federal mandates for Bridges, Pavement, Storm Water and ADA Transition Plan. The STIP must balance these State of Good Repair mandates with trails and biking. GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to the Department of Environmental Management.</p>
Charlotte North		Ms. North is concerned with STIP ID #9005 (East Main Road Shared Use Path, #1380 (Route 138 paving), and #1357 (Route 138 pavement). Does the order of these projects make sense? Why add a side bicycle path before complementary safety improvements such as a road diet or smart traffic lights? Why not consider a more functional bicycle path along secondary roads (Middle Road, Union Street, Gardner Seveney, Sandy Point, Wapping Road, Mitchell's Lane, Wyatt Road, etc.)? Other concerns as planned work on East Main Road continue: the drainage is poor, there are historic walls on either side that should be maintained, this road is the "Main Street" for many in Portsmouth and Middletown and the public should have a say in what happens. Overall, supports improvements on East Main Road to improve safety and accommodate bicyclists. See Appendix A - Attachment 7 for written statement.	8/15/2019	email	Thank you for the recommendation. RIDOT will evaluate the order and scope of these projects and consider adjusting the STIP accordingly.
Nancy Howard		Ms. Howard does not want a bike lane on East Main Road (Route 138) in Portsmouth as the roadway is not suited for a bike lane. East and West Main Roads are main routes onto Aquidneck Island from all points north and neither road has a breakdown lane. A bike lane on East Main Road would increase traffic on West Main Road. The Bicycle Mobility Plan lists East Main Road as a low priority (53 statewide and 7 east) but now it is a high priority and the East Main Bike Lane is also not included on the "Future Funded Bicycle Lanes", page 21. See Appendix A - Attachment 6 for written statement.	8/14/2019	email	Thank you for the recommendation. RIDOT will evaluate the relevant projects and consider adjusting the STIP accordingly.

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Peter Brassard	RI Association of Railroad Passengers	See Appendix B - Attachment 6 for written statement.	8/15/2019	public hearing	Thank you for your comments.
Sarah Mitchell, Chair - Rhode Island Bicycle Coalition; Peter MacDonald, involved in bicycle accident		<p>Stated that she is a Pawtucket resident who relies on transit and bicycle to travel without a car. Speaking against the changes in the amendment because it discounts safety and climate change goals – more people are getting hurt each year on the street when walking and biking. Only 7 of the 222 projects submitted to the STIP in 2017 were funded. There is an expectation for biking and walking facilities to be incorporated into all projects, i.e., the complete streets action plan. The off-road paths and bike paths are a critical component of bicycle transportation network, as they are the safe highways for people that walk and bike. Commuters travel to and from work daily utilizing the East Bay Bike Path, Washington Secondary Rail-Trail, and Blackstone River Bikeway. The South County Bike Path, and Trestle Trail will serve as economic engines. Bicycle infrastructure must be more than just paint on the road – people are deterred from bicycling unless there is safe infrastructure to do so. See Appendix B - Attachment 7 for written statement.</p>	8/15/2019	public hearing	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The application process is competitive, and the STIP must balance bringing existing assets in State of Good Repair (and keeping same in SOGR) and meet mandated benchmarks for bridges, pavement, storm water and ADA Transition Plan. STIP must balance bringing existing assets in State of Good Repair (and keeping same in SOGR) and meet mandated benchmarks for bridges, pavement and storm water while remaining fiscally constrained. Note also that condition of bridges (last in the country is also a safety concern that must be balanced in programming in the STIP) The Complete Streets Action Plan/Bike Mobility Plan can be considered in the upcoming update of the STIP. With the exception of the Trestle Trail (which is being deferred pending a readiness evaluation) , all of the work on the paths mentioned is moving forward in Amendment 19. In fact the replacement of the East Bay Bike Path Bridges has been accelerated.</p>
Jeffrey Herman, CyclingRI.com President	CyclingRI.com	<p>Stated opposition to Major Amendment #19 of the STIP, which would shift \$17 million away from the Transportation Alternatives Program.</p> <p>Taking funding away from current and future bike-related projects risks the safety, health, and well-being of all Rhode Islanders. Stated that he is an avid cyclist who lives only a mile from the Greenway in West Warwick. He rides it often and hosts group rides that go to the very end of the path at Summit General Store in Coventry. Many cyclists have been waiting a very long time for the end of the path to be extended to the beginning of the CT Greenway, but have seen little progress. Also stated that the Providence to West Warwick section of the Greenway is in desperate need of repair. If RI intends to be a model for green living, please don't sacrifice the funds needed to make it so.</p>	8/6/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.</p>

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Kelly Nevins		<p>Stated that she is an avid cyclist and bicycle commuter from the Elmhurst area of Providence to the East Side. Explained that her commuting route takes her directly through Providence's center and often feels as if she is taking an unhealthy risk on her life.</p> <p>Stated that she also rides for health and for the environment. Riding is a great way to see Rhode Island and discover new spaces. Emphasized that she is part of a bike club called the Narragansett Bay Wheelmen, which organizes club rides on roads throughout Rhode Island and nearby CT or MA. Based on the large group of cyclists she see each week at the club ride, acknowledged that she is not alone in wanting a safe cycling city and state.</p> <p>Ms. Nevin's added that she is the Executive Director of the Women's Fund of Rhode Island, an organization that is fighting for equity for our constituents. For many low income individuals, cycling is one of the few low cost ways they can get to work, school or anything they wish to participate in. Spending on bicycle and pedestrian infrastructure can promote increased economic and health opportunities in our community.</p> <p>Stated that she is vehemently oppose the proposed STIP Major Amendment #19. In particular, objects to RIDOT shifting \$17 million dollars from the Transportation Alternatives Program. By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.</p> <p>Urged the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP. See Appendix A - Attachment 3 for written statement.</p>	8/7/2019	email	Both RIDOT and Statewide Planning acknowledge the importance of equity issues transportation. To account for this, RIDOT and Statewide Planning factor in the role income plays when making transportation choices in the criteria established for evaluating TAP projects. This includes projects benefiting bicyclists and pedestrians.
Miscellaneous		Emails refer to opposition to "significantly reducing, substantially delaying or eliminating outright MOST of the bicycle and pedestrian projects included in the STIP."	various	email	RIDOT has not significantly reduced funding on most projects. We have delayed 19 projects (see RIDOT's presentation from the TAC Meeting on July 18, 2019), all of which are still programmed for completion within the 10 year time frame of the STIP. Of the projects in the TAP, only 3 have been eliminated in their entirety: STIP IDs #5007 (Hereshoff), #1488 (Prov Bicycle Master Plan), and #5200 (Prov Wayfinding).
Micah Epstein		<p>Stated that he was appalled to find out that RIDOT is attempting to move funds away from bicycle projects in Rhode Island under STIP major amendment #19 as that would be a mistake. According to the IPCC report, we have 10 years to make dramatic changes to our transportation system, and cycling infrastructure is the best way to do this. Stated that cycling is one of his favorite parts of living in Providence, but the city needs more infrastructure to make it a safe way to get around. With the existing trails and the Jump bikeshare, we are close to being able to reduce car usage - but this amendment would push us even further back. For those of us that can't afford a car, or want to travel in a way that is safe and environmentally friendly, bicycling is our best chance. Please consider voting against this amendment.</p>	8/6/2019	email	RIDOT always welcomes local funding to support local infrastructure along with local matching funds.

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Don Wineberg		Stated that he owns two electric cars and generates his own electricity. He also use electric scooters and bikes to get around Providence where he works as a lawyer. Expressed the need to do more to eliminate greenhouse gas emissions, not build more roads to promote more driving. Therefore opposes Major Amendment #19 of the STIP, which would shift \$37.47 million away from the Transportation Alternatives Program. Biking and walking projects also improve the attractiveness of our state for jobs and economic development, something the Governor has been excellent at, but she needs more tools.	8/8/2019	email	RIDOT is committed to improving roadway safety through limited and strategic added capacity on major highway infrastructure, thereby managing congestion through eliminating dangerous weaves and reducing emissions.  The congestion relief generated by major projects like the I-95 Viaduct project and the Washington Bridge project will reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and a component of reducing greenhouse gas emissions.
Beth Malham		Requested that the State NOT cut funding for bike path projects! Stated that we voted for bicycle projects. We did not do so in order for you to divert the funds to other projects. You risk having your future bond issue requests turned down by voters if we cannot trust that you will use the funds for the projects we voted for. Not only are you defying our will, you are cutting your own future funding prospects. Do not subvert the will of the voters, or we will never trust you again, and will personally campaign against any future RIDOT bond issues.	8/8/2019	email	Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to DEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to the Department of Environmental Management.  Amendment 19 does not impact GEB projects in any way.
Maggie Bulmer	Middletown resident	Stated that she is adamantly opposed to the taking away of \$37.47 million of TAP funding in the STIP.	8/9/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.  Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to DEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.

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Giulia Righi		Stated opposition to Major Amendment #19. Explained that she is a cyclist and the local bike infrastructure is very important. RI has wonderful bike paths and has the potential to offer a very pleasant and safe environment for cycling with some improvements. Diverting funds away would be a huge waste given how much has already been invested in the infrastructure. If the local bike paths were better connected with roads with safe shoulders, many more people would likely use bikes as primary transportation, which would have great benefits on our community as a whole.	8/8/2019	email	RIDOT is currently working on increasing bike path connectivity and is looking forward to publishing the Bike Mobility Plan to guide future projects.
Matt Hall		Stated that he and his husband are Providence residents and homeowners, and both are avid cyclists and pedestrians. Expressed OPPOSITION to RIDOT's STIP amendment #19. Why are pedestrians and cyclists always forced to take a back seat to motorists when it comes to RIDOT's funding?	8/13/2019	email	RIDOT is investing \$200M over 10 years into bicycle and pedestrian infrastructure. This is balanced against federal mandates of bridge, pavement, and stormwater infrastructure.
Suzan Amoruso		Stated that she is opposed to a reduction in phase 4 funding to the South County Bike Path and Amendment 19. Feels that the South County bike path needs to be completed for so many reasons. Of prime concern is the safety, or lack of, on Narragansett Avenue. The road is narrow and heavily traveled. And worries when she sees families completing the last section of their trip to the beach. Also noted the obvious health and economic benefits derived from the bike path are also compelling reasons to restore the funds to complete the South County bike path. Restore the funds and finish the path.	8/15/2019	email	RIDOT concurs on the importance of completing section 4B of the O'Neill bike path. Proceeding with the \$3M will achieve this end in the most environmentally friendly and practical way possible. The safety of Narragansett Avenue, a state-maintained road, will be part of the overall design concerns of the entire project. RIDOT's first priority is safety.
Kevin Murphy		Expressed thanks for the State holding a public hearing at the Narragansett Town Hall. States that at first glance, the cut of funds for the South County bike path seems devastating from \$8.5 million dollar project cut to a \$3 million dollar project. However understands the frustration that many people in Narragansett have seen this project dragged along, changed and changed again. States that he has commuted the past 3 years down the bike path and up to the northern part of Narragansett for approximately 180 days. Suggests that the bike path should go around the Narragansett community center, through Sprague field, around Sprague playground, and down Wanda Street. Acknowledges that he is a not an engineer but it appears that the completion of the path can be done for \$3M. Suggest to have a reasonable, functional and fiscally responsible ending to the GREAT South County Bike Path	8/15/2019	email	Thank you for your support of the South County Bike project and the chosen alternative.

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Liza Burkin		<p>Stated that there are many reasons to oppose the \$37 million cut to the Transportation Alternatives Program. Noted that she is sure many others are talking about induced demand and the outrageously expensive folly of highway widening, the climate crisis which demands we stop building fossil fuel infrastructure, the public safety and health crisis which sees more pedestrians and bicyclists dead on our roads every year, and many other angles to why Rhode Island should be investing in, not cutting, funds for walking, biking, and transit. Offered some thoughts on the moral imperative our government has to provide non-car transportation options for all our residents. Stated that she is a resident of both Providence and Newport, with family in Narragansett. She does not own a car and rides her bike and takes the bus and ferry all over the state, every day. This is entirely by choice - she could afford a car if she wanted to but chooses not to. This is likely true of many people in this room, people who are able to take the time out of their work to attend a 4pm meeting. With respect, I aim to speak for those not in the room. The people who walk, bike, and take transit because they have to, not because they want to. These are the people you are obligated to serve and protect. They are children and youth - anyone too young to drive. They are older adults and those with disabilities - anyone whose bodies won't allow them to drive. They are our economically struggling neighbors, families, and friends - anyone who can't afford the average cost of \$8,469/year to own and operate a vehicle. They are newcomers to our state and those who have had their licenses suspended or removed - anyone without the legal privilege of driving. Combined, these Rhode Islanders make up a massive portion of our population. And they are not being included in our state's transportation system. That means a loss of economic opportunity, of independence, and basic mobility. As law professor Gregory Shill writes in the Atlantic, "In America, the freedom of movement comes with an asterisk: the obligation to drive." \$37 million is not nearly enough to set non-drivers free. But taking any amount of money from the Transportation Alternatives Program instead of adding to it is a sign that the State of Rhode Island is fully committed to preserving the status quo which restricts the mobility of so many people, and forces others to be reliant on personal vehicles. Requests to restore this funding to its rightful place in our budget.</p>	8/15/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains invested in bike and pedestrian projects, both within the TAP program and in other capital programs.</p> <p>Both RIDOT and Statewide Planning acknowledge the importance of equity issues transportation. To account for equity, the STIP's Appendix A: Transportation Equity Benefit Analysis for the STIP FFY 2018-2021 provides a detailed analysis of Rhode Island's transportation investments in relation to specific and minority populations groups. Please refer to the STIP's Appendix A: Transportation Equity Benefit Analysis for the STIP FFY 2018-2021 for a full analysis of the State's investments from an Equity perspective.</p>

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Dana Powers, Director of Operations	Union Studio Architecture	<p>Union Studio Architecture would like to register opposition to RIDOT's Major Amendment #19 in the STIP, which would shift \$37.47 million away from the Transportation Alternatives Program. This program funds local government priorities that provide Rhode Islanders safe, accessible, convenient and healthy transportation options.</p> <p>As a professional practice we have seen first-hand how a small investment in pedestrian and bike infrastructure can have a big impact; better pedestrian and bike infrastructure helps reduce illness and disability, draw tourism, generate employment, increase property values and increase tax revenues. When we work with developers, we focus on the bottom line. We know that projects located in walkable neighborhoods or near bike paths will have an easier time selling and usually enjoy higher property values. Studies in Delaware, North Carolina, Indianapolis, Minneapolis, and Baltimore have all shown the marketing and sales benefits of bike paths, in some cases measuring a 50% increase in property values for homes within a block of a connected bike path. Our project at Kettle Point, situated on the East Bay Bike Path, is a prominent local example of this.</p> <p>When we work with municipalities to create the vision documents that will guide future development, such as the Design Guidelines we helped put together for the Conant Thread District in Pawtucket/Central Falls, we advocate for more robust bike and pedestrian infrastructure whenever possible. We know that regions that have invested in these areas have seen a beneficial impact on their economies. Nationally, cycling contributes an estimated \$133 billion annually to the U.S. economy, supporting 1.1 million jobs and generating nearly \$18 billion in tax revenues, and an additional \$46 billion non-cycling-specific industries. We have also seen that improving our pedestrian and bike infrastructure will help convince young professionals to put down roots here in Rhode Island. Several of our employees currently rely on existing pedestrian and bicycle networks to get to work every day, and the ability to do so has been critical to our firm's ability to recruit and retain top talent.</p> <p>Thank you for continued support of pedestrian and bike programs throughout the state. Please do what you can to maintain all the funds and timelines for bicycling projects currently designated in the STIP.</p>	8/15/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>RIDOT remains committed to improving pedestrian, bicycle, and transit infrastructure around the state.</p>
Barbara Meier	Barrington Resident	<p>Stated that as a Rhode Island resident his choice to move back to the Ocean State was in large part based on the beauty and accessibility of bicycle paths. Commutes several days a week for ten miles each way on the East Bay Bike path. Can't imagine his quality of life without this and was horrified to learn that previously funded cycling and walking paths were at risk of being defunded. This is what RI voters asked for and will improve life for so many in our state. In particular, states that he strongly opposes RIDOT shifting nearly \$37 million dollars from the Transportation Alternatives Program.</p> <p>By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.</p> <p>Urges the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.</p>	8/15/2019	email	<p>Amendment 19 does not cut "dedicated" funding. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>

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Christian Parobek		<p>As a recent transplant to RI and PVD, I was disheartened to hear about the proposed STIP major amendment, and the way in which it will de-fund bicycling facilities. Though I have a car, I bike-commute whenever possible, and I see first hand the ways in which bicycling could be safer, more inclusive, and more convenient in Rhode Island. The Transportation Advisory Committee no doubt has difficult decisions to make regarding funding priorities for the state. However, it is disappointing that they have chosen to withdraw support for the most vulnerable roadway users. Rhode Island has the potential to be the most bicycle friendly state in the country. If we invest our resources to provide safe and accessible bike-commuting facilities, we could not only decrease congestion and pollution (PVD has some of the poorest air quality in New England) but also build a bike-friendly reputation for our state that would attract new residents and help address our (relatively) declining population. I want my 2-year-old daughter to grow up in a state that gives her safe, healthy, and efficient options for commuting. One of the best ways to do that is by supporting cycling infrastructure. I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking (and walking), and to maintain all funds designated in the current STIP.</p>	8/16/2019	email	<p>Amendment 19 does not "de-fund" bicycle facilities. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP program, while the net reduction over this time period is \$12.85 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
Pascal Mickelson	Providence Resident	<p>Expressed reservations about the proposed amendment to the STIP Major Amendment #19. Particularly concerned about RIDOT's shifting \$37 million from the Transportation Alternatives Program (TAP).</p> <p>When my spouse and I moved to Providence several years ago, we were already a one-car family, but we decided to go one step further and become non-car-owners. Now, we do nearly all of our errands, commuting, and recreation by walking or biking, sometimes supplemented by bus rides, ride sharing, or car rentals. All that is to say that we place a high value on transportation infrastructure that doesn't require a car. Furthermore, we were very excited when the Green Economy Bond passed during last year's election because it indicated to us that our fellow Rhode Islanders put a similar premium on expanding transportation options statewide.</p> <p>For these reasons, I am dismayed to hear that money is being taken away from TAP. Pedestrian and bicycle projects all over the state benefit from having a dedicated funding source that is transparently allocated. Additionally, while my spouse and I have been able to choose not to have a car, not all families are so fortunate—these families rely even more critically on comprehensive and reliable transportation options beyond the traditional model of car ownership. What kind of message does cutting dedicated funding send about the state's commitment to a diverse and functional transportation system that benefits everyone?</p> <p>I am hopeful that the Transportation Advisory Committee will agree with me and the majority of Rhode Islanders who voted last year to expand transportation options: please reject Major Amendment #19, maintain all funds designated in the current STIP, and vote to commit to continued and/or increase funding for walking and biking projects.</p>	8/16/2019	email	<p>Amendment 19 does not cut "dedicated" funding. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP program, while the net reduction over this time period is \$12.85 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>RIDOT's amendments are subject to the review of and approval of the Transportation Advisory Committee and the Statewide Planning Council. The amendment process also includes public hearings to ensure transparency throughout the process.</p>

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Teresa Tanzi, RI State Representative	District 34	<p>Objects to Amendment 19, including but not limited to the reduction of the GEB Bicycle Improvements Contingency Account. Need to clarify the term contingency. RIDOT's presumed efficiency implementing projects suggests that they have leftover funding. She would like to see a breakdown on those projects. In February a breakdown of that funding was requested but not delivered upon because the Amendment 11 was rescinded.</p> <p>Ms. Tanzi speaking to the Green Economy Bond (GEB). Ms. Tanzi is founding member of the Paths to Progress. Clarifies that the GEB is to connect and complete GEB projects. The economic development, health, safety, etc., benefits are critical to the focus of the GEB. This was identified as additional funding.</p> <p>Ms. Tanzi opposes the Coventry, Trestle Trail which was cut to \$5.5 million. This project was a major connector, as it connects Rhode Island to Connecticut.</p> <p>Ms. Tanzi opposes the changes to the South County Bike Path (William C. O'Neill Bike Path), in particular the significant cut (\$5.43 million) in funds to this project. This concept behind the project was to connect Kingston all the way to Narragansett Town Beach.</p> <p>Cites a 12.3% cut to bike and pedestrian projects over 10-years. This shows a lack of prioritization and goes against what voters approved.</p>	8/13/2019	public hearing	<p>The term "contingency" was utilized in the STIP prior to the submission of Amendment 19. The GEB Contingency Account (#1492) was intended to be used towards funding future TAP projects. This contingency account was created in 2017, when the Green Economy Bond funding was applied to certain projects that were already included in the FFY 2017-2025 STIP: basically, funding became available, but projects that needed funding also needed further design and evaluation. On the other hand, the TAP General Contingency Account (#1493) is intended to be directed at funding unanticipated cost increases for programmed TAP projects during the construction phase and to fund new TAP projects, to be identified through the Bicycle Mobility Plan and the TAP data-driven project selection criteria currently being developed by RIDOT and the Division of Statewide Planning.</p> <p>The STIP balances of funds and uses of those funds, and thereby has no left over funding. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains invested in bike and pedestrian projects, both within the TAP program and in other capital programs.</p> <p>Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to RIDEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. Any questions regarding these projects should be directed to RIDEM.</p> <p>The project has been deferred for cost and readiness review by Statewide Planning and RIDOT under Statewide Planning's Unified Planning Work Program (UPWP). The results and recommendations will be made available to the Transportation Advisory Committee and State Planning Council.</p> <p>The O'Neill Bike Path (South County Bike Path 4B) was initially listed at \$8.43 million in the STIP. After meeting with the Town's Planner, RIDOT conducted a readiness review in advance of the Town moving forward with the project under a Sub-Recipient Agreement with RIDOT (Town designs and builds the project, RIDOT reimburses for the work and Transit/TAP ensures that State/Federal regs are met). There were 6 different alternatives that were considered. The readiness study was undertaken to narrow down the least environmentally damaging, most practical alternative. The alternative the Town prefers would be difficult, if not impossible, to get permitted. This alternative was estimated at \$3 million. RIDOT sent the report (completed in April) to the Town and awaits their acceptance/approval. When it came time to put together Amendment 19, RIDOT carried forward the \$3 million alternative.</p>

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Bob Votava	Friends of South County Bike Path	Involved in early development of the South County Bike Path. Cites NYC and Mayor Bloomberg. Believes bike paths are an economic development engine and bring citizens into the community. Thinks it is critical to finish segment 4b of the South County Bike Path as it is a heartbeat of the community. Has asked that the Amendment includes a printing of the statewide bike path map (last printing was in 2002). Points out that the "RI Brewery Passport" is an important economic development tool. The Breweries have reached out to see if they could coordinate advertising with the FSCBP.	8/13/2019	public hearing	RIDOT concurs on the importance of completing section 4B of the O'Neill bike path. Proceeding with the \$3M will achieve this end in the most environmentally friendly and practical way possible.
James Lamphere, Planning Director	Hopkinton	Ashaway to Exit 1 (95) was completed ahead of schedule and the town is thankful to RIDOT. Two projects of concern to the town are Clarks Falls Road (scheduled for completion in 2021) and Laurel Hill and Maxon Streets (scheduled for completion in 2022). Laurel and Maxon is a high priority for the town and accommodates one of the town's larger employers And has requested that Laurel go before Clarks Falls Road project.	8/13/2019	public hearing	RIDOT will evaluate the possibility of shifting the order of STIP IDs #1332 and #1334 in future adjustments to the STIP.
Kathleen Fogarty, RI State Representative	District 35	Current District 35 representative and former Town of South Kingstown council member. Had formerly voted on previous STIPs and does not think it is appropriate to make changes to \$37 million in bike and pedestrian projects. Rep. Fogarty has advocated that the Route 138 bridge over the Amtrak right-of-way in Kingston be accessible to pedestrians. Rep. Fogarty thinks it's shortsighted to remove bike funding.	8/13/2019	public hearing	RIDOT's core mission is to bring Rhode Island's bridges up to 90% structural sufficiency by 2025 under RhodeWorks. All programs are carefully reviewed to ensure adequate funding across programs. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP program, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.

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Barry Schiller		<p>Addresses his concerns in the form of questions:</p> <p>1)Why is the state financing I-95 expansion by borrowing from future federal highway allocations? Wouldn't general obligation bonds have lower interest rates? Shouldn't voters have a say before taking on a lot of debt?</p> <p>2)Why is the Transit Bond identified as a funding source but there has been no discussion on how to spend it?</p> <p>3)Transportation is the leading cause of GHG emissions, principally from single occupancy vehicles. Why is the state ignoring the ways to reduce GHG emissions, i.e., building less roadways?</p> <p>4)Wouldn't more lanes and faster traffic encourage more driving and defeat any climate change goals?</p> <p>5)Shouldn't commuter rail be considered as a viable alternative to the I-95 northbound viaduct?</p> <p>6)Shouldn't the Transportation Climate Initiative and Transit Master Plan be evaluated before this Amendment is voted on?</p> <p>7)Wouldn't rapid rail be a better alternative to rebuilding the highway infrastructure?</p> <p>Supplemental comments.</p> <p>The I-95 project has opportunity costs, i.e., the project is taking resources away from other projects such as electric rail.</p> <p>North Providence resident. Mr. Shiller believes the I-95 widening will continue to damage transit operations. The state should not support projects that are used by motorists to speed through Providence at least until such time that congestion brings all the motorists to a halt. The amount of land already taken up by highway projects – 6/10, I-195, I-95, etc., could be used for better purposes. The I-95 highway widening will further bisect the city of Providence. There are other resource needs such as the Bicycle Mobility Plan that should be a priority for the state, in particular completing the Blackstone Bikeway. Bicycles are the closest thing to a zero-emission vehicle. Bicycles also save money for the economy; bicyclists don't spend money, especially on gasoline. Biking keeps the money in RI. Mr. Shiller asks that Amendment 19 be delayed until the Transit Master Plan, Bicycle Mobility Plan, and TCI.</p>	8/15/2019	public hearing	<p>1.) RIDOT made the decision to borrow from future Federal funds because the repayment of the debt is made with Federal and not state funds, which are limited for RIDOT and needed for operations and projects. The interest rates for both GARVEE and General Obligation bonds are relatively the same. Per State legislation and Federal regulations, GARVEE bonds do not need to be approved by the voters. However, the voters had a chance to speak at both the House Finance and Senate Finance meetings as well as the public hearing for the project that took place on August 14, 2019.</p> <p>(2) The STIP is the process in which the bond funding was identified for the Providence Intermodal Transportation Center project. This project fits the bond language to enhance and renovate mass transit hub infrastructure and to improve access to intermodal sites, healthcare, and other development locations.</p> <p>(3) It's true that 40 percent of the state's carbon emissions come from the transportation sector, which is a challenge not only to Rhode Island but to our region and country. The state continues to pursue options for reducing greenhouse gas emissions in the transportation sector. A recent RFP solicits bids for a carbon pricing study, for example, and we continue to work with our regional partners in the Transportation Climate Initiative.</p> <p>The current STIP is for the most part a state of good repair plan, maintaining the assets we have for passenger vehicles, freight and transit. RIDOT is also exploring ways to strengthen regional transit by working on improved Providence-to-Boston commuter rail service, and other innovative ways to reduce carbon emissions.</p> <p>(4) Congestion fixes on the I-95 Providence Viaduct are more about better management of current traffic and does little in terms of highway expansion.</p> <p>(5) With more than 220,000 vehicle trips a day the origin and destination for these trips can't always be serviced by commuter rail. However, RIDOT and RIPTA are looking at key transit corridors as part of the Transit Master Plan currently underway. These corridors could be served by fix guideway, bus rapid transit, or other mobility solutions. Specifically, for commuter rail, RIDOT continues to work hand in hand with MBTA to improve service to and from Boston, as well as increasing service to T.F. Green.</p> <p>(6) RIDOT requires quick passage of Amendment 19 to ensure that we meet federal and state performance measures for bridge sufficiency.</p> <p>(7) RIDOT and RIPTA are currently working on a Transit Master Plan that will address transit propensity and improved transit along key corridors in the State. The Northeast Corridor (NEC) has a service and capacity limitation on the number of trains and the type of service that can be run on any given track. The NEC serves long distance Amtrak services and regional stops for MBTA and is not intended nor designed to be a local rapid rail corridor. With these limitations, the State is looking for ways to not only enhance rail service coordinating with our partners (Amtrak and MBTA) but also looking at how other modes of transit can provide key links or further enhance our State's rail service.</p>

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William Lynn, President	Herreshoff Museum	Mr. Lynn felt the outcome of the public hearing process is predictable but will provide comments anyway. The decision to remove funding from the Hereshoff Museum project runs contrary to the intentions of Governor Raimondo to improve economic development in the maritime sector. The decision to remove funding was done in the middle of the project. The funding for the museum was earmarked for 2025. In 2016, the Division of Statewide Planning forgot to include the project on the Town of Bristol's prioritization sheet. The state should honor the commitments it has made in the past.	8/15/2019	public hearing	RIDOT and RIDSP concur that the project no longer qualifies for funding and encourages the Marine Museum to seek funds from other sources, such as workforce development.
Jonathan Gutoff		Opposes STIP Major Amendment 19, and urges the TAC to reject the Amendment. See Appendix A - Attachment 2.	8/8/2019	letter	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.</p> <p>*The improvements recommended within the Bike Mobility Plan, when adopted, will be considered as part of a future update of the STIP through standard STIP adoption procedures, fiscal constraint and funding availability.</p>
Kelly Nevins		Concerned about the safety of cyclists in Providence. Opposes STIP Major Amendment 19, and in particular, the \$17 million dollar shift from the TAP. See Appendix A - Attachment 3.	8/8/2019	letter	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.</p> <p>The improvements recommended within the Bike Mobility Plan, when adopted, will be considered as part of a future update of the STIP through standard STIP adoption procedures, fiscal constraint and funding availability.</p> <p>*The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p>

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*GENERAL COMMENTS*	People for Bikes, Etc.	The Providence community will not accept any reduction in bicycle and walking programs. We should reach beyond the bare minimum spending especially considering the additional federal funding available for roadway projects. There are people not in the room that must take transit and ride bicycles and these individuals need to be considered. Driving is an obligation not a choice. Safety incidents (crash clusters) occur in low-income neighborhoods and vulnerable roadway users must be addressed.			The STIP application process is competitive, therefore only 7 out of 222 projects were fully funded. STIP must balance bringing assets in State of Good Repair and meet mandated benchmarks for bridges, pavement, storm water and ADA Transition Plan. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. RIDOT will work with Statewide Planning and municipalities upon publication of BMP to focus on connectivity of key corridors; however, the STIP must balance bringing existing assets in State of Good Repair (and keeping same in SOGR) and meet mandated benchmarks for bridges; pavement; and stormwater while remaining fiscally constrained.
Kathleen Gannon, Board Vice-Chair	RI Bicycle Coalition	Opposes reduction to TAP funding. Concerned about the lack of support for separated, protected infrastructure by RIDOT. See Appendix B - Attachment 5.	8/15/2019	public hearing	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The STIP must balance bringing existing assets in State of Good Repair (and keeping same in SOGR) and meet mandated benchmarks for bridges, pavement and storm water while remaining fiscally constrained. The condition of bridges, last in the country, is also a safety concern that must be balanced in the programming of the STIP.
Jerry Hobbs	Bike Newport	Mr. Hobbs would like better pavement for the purpose of driving and riding his bicycle. With regard to safety, Mr. Hobbs wants connectivity and safe pavement/roadway conditions. State officials need to do their job. Based on data, bicycling infrastructure is the most cost-effective way to move people. Persons who ride bicycles have disposable income because they are not spending money on an automobile. Mr. Hobbs thinks the amendment is a false-choice. The state has not done enough to improve safety, this is evident by the existence of "white bikes" that represent an injured or killed bicyclists.	8/15/2019	public hearing	The STIP must balance bringing existing assets in State of Good Repair (and keeping same in SOGR) and meet mandated benchmarks for bridges, pavement and storm water while remaining fiscally constrained. The condition of bridges, last in the country, is also a safety concern that must be balanced in the programming of the STIP.

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Julie Keller		I am writing to voice my opposition to Major Amendment #19 of the Statewide Transportation Improvement Program. This would shift \$17 million away from the Transportation Alternatives Program, taking crucial funding away from bicycle paths and other alternatives to cars in Rhode Island. It is a big step backward for Rhode Island to de-fund critical initiatives that promote bicycle use and other non-car alternatives. As a millennial who's very concerned about climate change, I can say that biking is the way forward.	8/7/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.
Lizabeth Bourret	Smithfield resident	Strong opposition to Amendment 19. By divesting from the TAP program, the state is ignoring the bicycle and pedestrian needs of RI citizens. RI voters approved the 2016 & 2018 GEB was to increase overall bike investment, not to replace funds. Green Economy Bond and voted for more bicycle and pedestrian projects, not less, not delayed. Walking and cycling is good for us all. It improves our personal health; gets people out of fossil fuels, burning cars, hoping to clean the air; and contributes to the local economy. Delaying projects costs RI time and money. Think carefully about that Providence Pedestrian Bridge. The delay of 20 years makes a huge difference in any project. No bike/walk projects now will ever cost any less than it does now. The DOT is concerned only about cars and ignores the need for walk and bicycle projects. Asks the TAC to commit not just to stop Amendment 19, but to commit to pushing RIDOT to providing more bike and walk infrastructure to connect our bike paths.	8/15/2019	public hearing	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. RIDOT is investing \$200M over 10 years into bicycle and pedestrian infrastructure. This is balanced against federal mandates of bridge, pavement, and stormwater infrastructure. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.
Mikaela Karlsson		Stated opposition to RIDOT's STIP Amendment #19 because shifting money away from "transportation alternatives" like biking and walking will harm our physical well-being [cnbc.com], our environment [sciencing.com], and our economy [aarp.org]. Providence in particular is a small city – a scale that should allow residents the opportunity to choose biking and walking as their primary modes of transportation – and biking and walking infrastructure should therefore be prioritized. Supporting walking and biking will also make for stronger, livelier, and more connected communities. I would like to feel supported and safe as someone who chooses a healthier and more environmentally-friendly means of commuting and exploring.	8/13/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. RIDOT is investing \$200M over 10 years into bicycle and pedestrian infrastructure. This is balanced against federal mandates of bridge, pavement, and stormwater infrastructure.

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Mike Eng		<p>Please oppose Major Amendment #19 and prevent budget cuts to cycling and pedestrian infrastructure.</p> <p>Any economic development strategy today should involve increased investment in cycling and pedestrian infrastructure, as well as public transit. Millennials are driving less and cycling and taking public transportation more. With recent projects like the Wexford Innovation Complex and their potential to draw more skilled workers into the state, investing in complete streets will help retain them.</p> <p>As you know, cycling and pedestrian infrastructure is considerably less expensive than automotive infrastructure. Also, cycling and walking are beneficial for the environment, public health, and quality of life, and they are obviously much more affordable forms of transportation than car ownership.</p> <p>Rhode Island is sixth highest in the nation for percentage of roadway fatalities that involve bicyclists and pedestrians (over 25%). We can and must do better. RIDOT's safety goals will not be met without improving infrastructure for vulnerable road users.</p>	8/14/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
Christine Satterwhite		<p>AGAINST RIDOT's transfer of \$37.47 million away from current and future bike-related projects over the course of 10 years. RIDOT is proposing this move despite having recently received \$358 million in new funding for roads and bridges.</p> <p>Major Amendment #19 would postpone the Trestle Trail paving in Coventry indefinitely, delay and cut spending to the O'Neill Bike Path extension, and drop several Green Economy Bond projects off of the Statewide Transportation Improvement Program. THIS IS UNACCEPTABLE. THE COVENTRY BIKE PATH IS BEAUTIFUL AND SHOULD BE COMPLETED TO CONNECTICUT LINE.</p> <p>Finally, and most egregiously, RIDOT's Major Amendment #19 seeks to divert monies earmarked for implementing the Bike Mobility Plan. This means that bicycle and pedestrian projects recommended by residents in a robust public process across the state will be prevented. PLEASE DO NOT DO THIS WE AS RI CITIZENS USE AND ENJOY OUR ABILITY TO BIKE OR WALK AS AN ALTERNATIVE TO VEHICLE TRANSPORT.</p>	8/14/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>With regards to Trestle Trail, this project has been deferred for cost and readiness review by Statewide Planning and RIDOT under Statewide Planning's Unified Planning Work Program (UPWP). The results and recommendations will be made available to the Transportation Advisory Committee and State Planning Council.</p> <p>Green Economy Bond (GEB) projects are not being cut, but they are being shifted to RIDEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p> <p>Finally, the recommendations included in the Bike Mobility Plan are not included in the current STIP, and is therefore not impacted in any way by Amendment 19. Projects listed in the Bicycle Master Plan, when approved, will be considered for inclusion in a future STIP.</p>

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Paul Attemann	Senior Associate, Union Studio	<p>I am 17 year RIPTA commuter who lives in Warren and works in Providence. I also use the bike path once a week to return home from work. Alternative, healthy and economic means of alternative transportation are incredibly important to me and for the FUTURE OF RHODE ISLAND. We must get our heads out of the sand and work to improve the quality of life in RI by building and supporting bikeable and walkable communities.</p> <p>I oppose RIDOT's STIP Amendment #19 because shifting money away from "transportation alternatives" like biking and walking will harm our physical well-being [cnbc.com], our environment [sciencing.com], and our economy [aarp.org]. If adopted, Major Amendment #19 would postpone the Trestle Trail in Coventry indefinitely, delay and cut spending to the South County Bike Path extension in S. Kingstown and drop several Green Economy Bond projects off the STIP. FINALLY, and most egregiously, RIDOT's Major Amendment #19 seeks to divert money earmarked for implementing the Bike Mobility Plan, which is awaiting final approval by the Governor. This means that bicycle and pedestrian projects recommended by residents in an intensive public process across the state will be forestalled.</p>	8/15/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p>
Rebecca Thorness	Providence resident	<p>I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program. This money composes a huge portion of the TAP budget, and would have a large and cascading impact on current and future projects that improve access and safety for cyclists and pedestrians in Rhode Island.</p> <p>I've lived in a number of cities - cities larger than Providence, cities hillier than Providence, cities with a harsher climate than Providence - and I've always been a bicycle commuter, until I moved to Providence. Too many close calls of my own, and crashes and deaths of my friends (in Providence and elsewhere), due to dangerous street design, aggressive drivers, and lack of any cycling infrastructure have converted me to a pedestrian commuter. But even as a pedestrian I have an unacceptable number of near misses with drivers who run stop-signs, ignore crosswalks (veering around cars who have stopped for me), and speed excessively on downtown streets. Accessing my doctor's office in Riverside I'm faced with roads without sidewalks, bus stop locations that require you to cross freeway entrance and exit ramps, and stoplights with no pedestrian trigger. Rhode Island pedestrian and bicyclist infrastructure is in desperate need of development to ensure taxpayers and citizens are able to move around the state safely. When I look for my next job, being located in a walkable and bikeable city is a major criterion. As much as I have come to love Providence and Rhode Island, it does not currently meet this requirement.</p> <p>Encouraging walking and cycling is good for the environment, good for health, and good for traffic congestion reduction. If you build it, they will come. This applies to bicycle and</p>	8/15/2019	email	<p>*Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.</p>

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		pedestrian infrastructure, and to new interstate lanes. Let's spend the (small amount of) money to get people out of cars and onto bikes and their feet, rather than the (large amount of) money to put more people in cars and have 5 lanes of interstate gridlock instead of 4 lanes. By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT undermines the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond. As such, I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking, maintaining all funds designated in the current STIP.			
Rainer Lohmann, Professor of Oceanography	University of RI	<p>I read with alarm the recent proposal by RIDOT - Major Amendment with \$37 million in funding cuts that would delay, reduce, or eliminate improvements to bicycle and pedestrian infrastructure.</p> <p>I strongly oppose this measure - in view of the challenges that climate change pose to RI we must do all we can to reduce our reliance on cars. So cutting funds from projects that help walkers and cyclist are ridiculous and short-sighted. In addition, safer walking and cycling infrastructure will benefit the health of Rhode Islanders, and improve its attractiveness for tourists and visitors.</p> <p>It is about time that the DoT arrives in the 21st century and fully supports projects that improve the quality of living of ordinary Rhode Islanders by promoting and providing a safe and accessible walking and cycling experience in our State.</p>	8/20/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs.
Brendan Herr	Providence resident	<p>I am writing to state my opposition to RIDOT's attempt to divert funding away from the Transportation Alternatives Program via STIP Major Amendment #19. The current slate of bicycling and pedestrian projects in the STIP must be fully funded. These projects are essential for everyday mobility and safety of all Rhode Island residents and visitors. Additionally, these projects will greatly enhance recreation and tourism opportunities throughout our state.</p> <p>Furthermore, consider the passage of the 2018 Green Economy Bond ballot question. This ballot question received 79% approval and prominently featured funding for statewide bikeway development and local recreation projects. Investing in bicycling and pedestrian projects is widely supported in Rhode Island. The recent efforts of advocates to enhance and expand bicycle and pedestrian infrastructure in this State must be honored.</p>	8/20/2019	email	<p>The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p> <p>Over a period of 10 years \$37.47 million in funding is being shifted, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. RIDOT is investing \$200M over 10 years into bicycle and pedestrian infrastructure. This is balanced against federal mandates of bridge, pavement, and stormwater infrastructure.</p>

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Kevin Essington		<p>I strongly oppose the \$31M cut proposed by RIDOT to bike and pedestrian infrastructure plans that are outlined in the current STIP. Cities and states that have embraced alternative modes of transportation have proven to be healthier and more attractive to businesses and labor. These cuts hurt poor people in particular, who use bikes and walking to get around neighborhoods and access transit. When RIPTA is currently asking for bold ideas for transit, RIDOT's proposal to move non-vehicular investments into car infrastructure shows the state working at cross-purposes with itself. I encourage you, Director Alвити, and Governor Raimondo to rescind these proposed cuts and in fact increase bike and pedestrian infrastructure in the next round of STIP updates. RI's transportation infrastructure is designed for 1970's way of living that will look more and more archaic in the next decade. Keep up with Massachusetts and keep your commitment to cycling and walking as worthy investments in our future.</p> <p>Funding for bicycle and walking infrastructure is critically important not only for the health of the individual but for the health of the environment as well. The STIP Major Amendment #19 would seriously undermine the progress we've made here in Rhode Island to expand and support bicycle and pedestrian initiatives that serve to boost the economy (through bicycle tourism), enhance property values, engage residents in safe and healthy outdoor activity, reduce pollution from fossil fuels, foster responsible environmental stewardship, and promote social cohesion, in favor of redirecting funds previously designated for alternative transportation projects toward bridge and pavement work instead.</p>	8/20/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>Both RIDOT and Statewide Planning acknowledge the importance of equity issues in transportation. To account for this, RIDOT and Statewide Planning factor in the role income plays when making transportation choices in the criteria established for evaluating TAP projects. This includes bicycle and pedestrian projects.</p> <p>The state continues to pursue options for reducing greenhouse gas emissions in the transportation sector. A recent RFP solicits bids for a carbon pricing study, for example, and we continue to work with our regional partners in the Transportation Climate Initiative.</p> <p>The current STIP is for the most part a state of good repair plan, maintaining the assets we have for passenger vehicles, freight and transit. RIDOT is also exploring ways to strengthen regional transit by working on improved Providence-to-Boston commuter rail service, and other innovative ways to reduce carbon emissions.</p>
Mary Bandura	Bike Tiverton	<p>The Green Economy Bond, widely embraced by the voters, demonstrates the strong statewide support and demand that exists for bicycle/pedestrian alternative transportation projects. Delay in or reduction of funding for such important projects as the Trestle Trail in Coventry, the William C. O'Neill (South County) Bike Path extension in South Kingston, the "Safe Routes to School Contingency, Bike Safety, and State of Good Repair Funding," and the dropping of several Green Economy projects from the STIP, such as the Blackstone River Bikeway Segment 3B-1, represents a repudiation of the will of the voters.</p> <p>Expansion of bicycle and pedestrian infrastructure can be accomplished for a relatively small expense to realize a much larger gain. Furthermore, to co-opt funds that have already been awarded to such ends is unfair and shortsighted.</p> <p>We at Bike Tiverton stand uniformly and resolutely opposed to STIP Amendment #19 and strongly urge you to reject this proposal and to preserve the funds for advancement of bicycle and pedestrian projects as originally intended. To do otherwise is an act of bad faith.</p>	8/20/2019	email	<p>Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to DEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p> <p>Amendment 19 does not impact GEB projects in any way.</p> <p>The Trestle Trail project has been deferred for a readiness study through Statewide Planning's Unified Planning Work Program. The results and recommendation of the study will be referred to the Transportation Advisory Committee and State Planning Council. The William C. O'Neill Bike Path project underwent a readiness study in close coordination with the Town and the least environmentally damaging and practical alternative was carried forward in Amendment 19 at the estimated cost developed in the study of \$3 million. The other alternatives would be extremely difficult, if not impossible to receive the necessary environmental permits required to advance the project into construction. The Safe Routes to School Contingency has been reduced so as to advance other Safe Routes to School Projects into construction. Bike and pedestrian infrastructure must be balanced with State of Good Repair and mandates associated with bridges, pavements and sidewalks subject to RIDOT's ADA Transition Plan.</p>

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Barry Shiller	North Providence resident	<p>With regard to public comment on RIDOT's proposed Major Amendment #19, following up on my testimony at the 8/15 public hearing, for the record please include my concerns which are in the form of the questions below:</p> <ul style="list-style-type: none"> <li>· why is the state financing the I-95 expansion by borrowing from future Federal highway allocations? Wouldn't General Obligation Bonds have lower interest rates? Shouldn't voters have a say before we incur debt as is required for General Obligation bonds? Shouldn't we try to "pay as you go" as debt payments can "sink" future transportation prospects as was threatened not long ago?</li> <li>· why is the \$35 million that voters did approve in 2014 for transit hubs listed as a revenue source (in the document "Final Source and Use Comparison 7.11.19") even though there is no clear indication as to how it will be spent and there's no public process on how to spend it? As it is increasingly clear that climate change is a serious threat, that transportation is the sector emitting the most greenhouse gases, and, with the state joining the regional Transportation Climate Initiative to reduce these emissions, it seems evident to reduce greenhouse gas emissions we need to reduce driving, so why do we project a need to accommodate ever increasing traffic on the I-95 viaduct as the Environment Assessment (EA) asserts? Why do we keep spending so much to encourage more driving - for example the new I-295 Interchange facilitating Citizens bank's sprawl-inducing drive-everywhere new "campus," the full expressway Rt. 6-10 interchange rebuild over some community opposition and now the extra \$125 million proposed to widen I-95 north? Wouldn't more lanes, faster traffic encourage more driving? Shouldn't we wait to see what strategies the Transportation Climate Initiative comes up with to reduce greenhouse gas emissions from transportation before investing so much in expanding automobile infrastructure?</li> </ul> <p>With regard to the section on public transportation in the I-95 EA, why note bus routes such as #92 (crosstown RIC-East Side Market) that have little to do with the viaduct but not the buses that actually might use the viaduct (as far as I know only #54 Woonsocket and the 3 times/day #59X North Smithfield) or, more importantly, the commuter rail that also goes through Providence and soon will stop in Pawtucket? Before spending so much to a widen I-95 shouldn't we wait to see if suggestions from community groups for expanded use of the existing rail corridor both for in-state travel on the North Kingstown - Pawtucket corridor with frequent fast electric trains ("Rhode Island Rapid Rail",) and, for travel to metro Boston also involving electrification ("Transit Matters",) all using the existing wires that Amtrak uses, that along with better I-95 signage, slower speed limits, and implementation of a state law (RIGL 36-6-21.3) to reduce state employee commuting miles, can be the basis for a cheaper and less polluting alternative? Wouldn't the I-95 project undermine better use the train system by spending so much of our limited resources on highway expansion to speed up travel that to some extent would compete with train travel? Shouldn't we hold off on the I-95 expansion until the Transit Master Plan, soon to be released, is vetted so that we can see what resources our transit program should have?</p> <p>Will a wider I-95 require new overpasses on Smith St and maybe Orms St, and if so, is it reasonable to disrupt already slow traffic on those city streets, where those of us are already often stuck in traffic in a car or bus but are not asking for millions of \$ to speed up our trips? Shouldn't drivers wanting to tear through the center of a city at busy times expect to be slowed just as those using Smith St and other such streets do?</p> <p>When looking at land use in Providence and noting all the land used for the 95-195 interchange, Route 6 and its interchanges with Route 10, Dean St and I-95, doesn't it seem that is more than enough land already dedicated to moving high speed traffic through the city without using even more for widening the I-95 gash in the center? Wouldn't widening I-95 by</p>	8/20/2019	email	<p>1.) RIDOT made the decision to borrow from future Federal funds because the repayment of the debt is made with Federal and not state funds, which are limited for RIDOT and needed for operations and projects. The interest rates for both GARVEE and General Obligation bonds are relatively the same. Per State legislation and Federal regulations, GARVEE bonds do not need to be approved by the voters. However, the voters had a chance to speak at both the House Finance and Senate Finance meetings as well as the public hearing for the project that took place on August 14, 2019.</p> <p>(2) The STIP is the process in which the bond funding was identified for the Providence Intermodal Transportation Center project. This project fits the bond language to enhance and renovate mass transit hub infrastructure and to improve access to intermodal sites, healthcare, and other development locations.</p> <p>(3) It's true that 40 percent of the state's carbon emissions come from the transportation sector, which is a challenge not only to Rhode Island but to our region and country. The state continues to pursue options for reducing greenhouse gas emissions in the transportation sector. A recent RFP solicits bids for a carbon pricing study, for example, and we continue to work with our regional partners in the Transportation Climate Initiative.</p> <p>The current STIP is for the most part a state of good repair plan, maintaining the assets we have for passenger vehicles, freight and transit. RIDOT is also exploring ways to strengthen regional transit by working on improved Providence-to-Boston commuter rail service, and other innovative ways to reduce carbon emissions.</p> <p>(4) Congestion fixes on the I-95 Providence Viaduct are more about better management of current traffic and does little in terms of highway expansion.</p> <p>(5) With more than 220,000 vehicle trips a day the origin and destination for these trips can't always be serviced by commuter rail. However, RIDOT and RIPTA are looking at key transit corridors as part of the Transit Master Plan currently underway. These corridors could be served by fix guideway, bus rapid transit, or other mobility solutions. Specifically, for commuter rail, RIDOT continues to work hand in hand with MBTA to improve service to and from Boston, as well as increasing service to T.F. Green.</p> <p>(6) RIDOT requires quick passage of Amendment 19 to ensure that we meet federal and state performance measures for bridge sufficiency.</p> <p>(7) RIDOT and RIPTA are currently working on a Transit Master Plan that will address transit propensity and improved transit along key corridors in the State. The Northeast Corridor (NEC) has a service and capacity limitation on the number of trains and the type of service that can be run on any given track. The NEC serves long distance Amtrak services and regional stops for MBTA</p>

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		<p>multiple lanes more thoroughly separate the sections on each side and make walking an even more disagreeable experience between Francis St/Providence Place and the Kinsley Ave/CIC complex by having to walk underneath an even wider highway? And despite the EA that seems to claim otherwise, wouldn't faster traffic and more lanes be noisier in the vicinity? We all agree with the need to repair deficient bridges, but as that is used as a justification for proposing cutting the mostly bike/pedestrian Transportation Alternatives (TA) Program, shouldn't we consider not expanding I-95 to make room in the budget for continuing and even speeding up TA projects to promote those most truly "zero-emission" ways to travel? Doesn't walking and bicycling help the state's economy by keeping more of our energy dollars in the state? Haven't projects such as the Blackstone Bikeway been delayed long enough as it has been under development for around 30 years and still hasn't gotten to downtown Woonsocket, Central Falls and Pawtucket even though that's where there are both many potential users and the sites of Slater Mill and the Museum of Work and Culture where a completed bikeway could help market the Blackstone National Heritage Park? Shouldn't we hold off on that I-95 expansion until the Bicycle Master Plan is released and vetted to see what resources our bike program needs? Shouldn't we hold off on financing and building an expanded I-95 until all such questions are answered?</p>			<p>and is not intended nor designed to be a local rapid rail corridor. With these limitations, the State is looking for ways to not only enhance rail service coordinating with our partners (Amtrak and MBTA) but also looking at how other modes of transit can provide key links or further enhance our State's rail service.</p>
Jen Fishman	Narragansett resident	<p>I am writing to express my opposition to Major Amendment 19, which would negatively impact the progress of improvements to bicycle and pedestrian infrastructure. At this time there is an urgent need to reduce carbon emissions from cars and therefore our state should be investing in and expediting the development of infrastructure for transportation alternatives rather than reducing and delaying it. There is also an acute need to improve safety conditions for bicyclists and pedestrians that should not be ignored. Thank you for your consideration of my comment.</p>	8/20/2019	email	<p>The state continues to pursue options for reducing greenhouse gas emissions in the transportation sector. A recent RFP solicits bids for a carbon pricing study, for example, and we continue to work with our regional partners in the Transportation Climate Initiative.</p> <p>The current STIP is for the most part a state of good repair plan, maintaining the assets we have for passenger vehicles, freight and transit. RIDOT is also exploring ways to strengthen regional transit by working on improved Providence-to-Boston commuter rail service, and other innovative ways to reduce carbon emissions.</p> <p>The major amendment also includes several projects that will reduce congestion. The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will reduce vehicle emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing carbon emissions.</p>

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Jerry Hobbs	Portsmouth resident	<p>Strongly opposes RIDOT's proposed STIP Major Amendment #19. As described, RIDOT is seeking to transfer \$37 million away from current and future bike-related projects over the course of 10 years. RIDOT is proposing this move despite having recently received \$358 million in new funding for roads and bridges. If adopted, Major Amendment #19 would postpone the Trestle Trail paving in Coventry indefinitely, delay and cut spending to the O'Neill Bike Path extension, and drop several Green Economy Bond projects off of the STIP, making them much harder to track.</p> <p>The most recent Green Economy Bond 2018 was approved with nearly four-fifths (79%) of statewide votes in favor. The most recent RIDOT proposals were a "Summer Surprise" introduced July 2019 with no statewide voter approvals. Rhode Island taxpayers, residents, and visitors deserve the pavement approved by voters. Please see that RIDOT is held accountable to deliver the pavement approved by voters for bike safety, not infective pavement for wider freeways proposed by RIDOT last month.</p> <p>There are numerous studies which prove the benefits of paved bike paths. Some examples from the League of American Bicyclists and Metro Strava can be found via these links:  From League of American Bicyclists notes on recent US Senate Transportation Bill with emphasis on bike safety  <a href="https://www.bikeleague.org/content/senate">https://www.bikeleague.org/content/senate</a> [bikeleague.org]'s-transportation-bill-great-bikes  From Metro Strava notes on the comparison costs of driving and bicycling  <a href="https://medium.com/strava-metro/whats-the-cost-of-choosing-to-drive-a-car-instead-of-riding-a-bike-436ebd0166cd">https://medium.com/strava-metro/whats-the-cost-of-choosing-to-drive-a-car-instead-of-riding-a-bike-436ebd0166cd</a> [medium.com]</p> <p>For instance, driving a car was found to have a cost to society. The cost to the individual of driving a car was €0.89 per kilometer (\$1.60 per mile), due to factors including the cost of operating a car, travel time, congestion and parking.</p> <p>Cycling, by contrast, generated a €0.18 net benefit to society for every kilometer cycled (or 32 US cents per mile), primarily due to the health benefits of physical activity. For the individual, cycling had a cost of course, due to perceived safety and discomfort, the risk of accidents, and the additional travel time required to reach a destination. Nevertheless, the cost was €0.14 per kilometer (26 US cents per mile), about one sixth the cost of driving a car.</p> <p>Finally, and most egregiously, RIDOT's Major Amendment #19 seeks to divert money earmarked for implementing the Bike Mobility Plan, which is awaiting final approval by the Governor. This means that bicycle and pedestrian projects recommended by residents in a robust public process across the state will be forestalled.</p> <p>Although \$37 million represents a tiny percentage of RIDOT's overall budget, it would make a world of difference for people who bike or walk. Bicycle and pedestrian infrastructure is very inexpensive to build and is proven to save lives. RIDOT has shown its reluctance to fund infrastructure, even when there is ample money to do so. This RIDOT trend must now cease. As I summarized at the 15 August 2019 public hearing - Give Me Bike Safety, Give Me the Pavement RI Voters Approved Now.</p>	8/20/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to DEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p>

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Coventry resident		<p>I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.</p> <p>Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.</p> <p>Finish the Coventry Greenway as it bring much enjoyment to those that use it. It would be great if it could be finished before we die as we are 75 and 82 and still out there.</p>	8/21/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
Sarah Mitchell	RI Bike	<p>Please find the attached letter opposing RIDOT's proposal to shift \$37 million from Transportation Alternative funds to other projects. Thank you for the opportunity to comment. See Appendix A – Attachment 8 for written statement.</p>	8/21/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
Carolyn Wieman		<p>I just want to register my opposition to RIDOT taking funding away from bikeways and pedestrian walkways to use on road and bridge repairs. For those of us who worked to pass the green bonds--their use was clear.</p>	8/21/2019	email	<p>Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to RIDEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p>
Peter Nassoit		<p>For the second time this year, the closed-minded planners at RIDOT are trying to steal millions of dollars from pedestrians, cyclists, and other vulnerable users of our state's transportation infrastructure. Yes, "steal" is the right word to use here, considering the strong support the public has shown for investment in vulnerable user infrastructure, including overwhelming passage of the Green Economy Bond. But RIDOT doesn't seem to care what the public wants, unless we're talking about motor vehicles.</p> <p>RIDOT's recently proposed amendment #19 will transfer as much as \$37 million from bike and pedestrian projects and use it to pay for more motor vehicle infrastructure. Bike and pedestrian projects are a very small share of the overall state transportation budget. When you consider bike/pedestrian project costs are much less expensive per user than infrastructure for motor vehicles, we should be investing more--not less--in these projects.</p>	8/21/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>The proposed Washington Bridge Rehabilitation and Redevelopment Project would not add a lane to I-195. Rather, the project would restripe I-195 between Broadway in East Providence and the Washington Bridge to maintain 4 travel lanes, eliminating the current lane drop, and reconfigure the ramps in the area to eliminate conflicting weaves.</p> <p>The I-95 Northbound Viaduct is currently in structurally deficient condition. Simply replacing the Viaduct in-kind (at an estimated cost of \$189M) would lock in the existing congestion and safety issues for another 100 years, which cannot be allowed to happen. Instead, the proposed \$250M project for which RIDOT recently received funding will include integral access facility improvements that will serve to remedy critical deficiencies in the existing freeway network. Here are a few reasons why the additional \$61M is an incredibly worthwhile investment:</p> <ul style="list-style-type: none"> <li>- Redesigning the Viaduct to eliminate dangerous conflicting weaves and shorten traffic queues will prevent an estimated 90 crashes per year;</li> </ul>

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		<p>In some cases (such as the additional lanes on I-95 and I-195), the proposed infrastructure changes will likely lead to increased motor vehicle traffic at higher rates of speed--and more greenhouse gas emissions. At a time when our state, with its hundreds of miles of coastline, is already feeling the effects of climate change, and the science is showing more clearly than ever the dangerous path we are on, why would RIDOT cut funding for zero-emission transportation? Please oppose the STIP Proposed Major Amendment #19! Let RIDOT know that you care about vulnerable road users.</p>			<p>- Fewer crashes, along with new ramp and C-D road configurations will significantly reduce traffic delays in the project area alone by up to 6 minutes per driver, every day;  - Improved traffic flows on the Viaduct will reduce harmful emissions, reducing CO2 emissions by 8,452 tons per year and generating a weighted average emissions benefit to society of \$3.2M per year;  - Relieving the bottleneck at this location will address the #1 priority need identified in the RI Freight Plan and reduce pressure on the 35th-worst congestion point for freight traffic in the country according to ATRI;  - The proposed project may create as many as 142 jobs in Rhode Island; and  - Simply replacing the Viaduct in-kind will generate none of the above benefits, increased traffic flows will make the Viaduct more dangerous, and traffic delays will increase, ensuring that by 2035, a typical trip from Reservoir Ave in Cranston to Branch Ave in Providence (7 miles) will take 35 minutes to complete</p> <p>The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing greenhouse gas emissions.</p>
Gary O'Leary	President, Cara Inc.	<p>Supports Amendment 19 and RIDOT efforts.  See Appendix A – Attachment 9 for written statement.</p>	8/21/2019	email	Comment noted.
Dan Baudouin		<p>I write to you as a past member of the TAC, and as an avid walker and bicyclist. Along with many others, I am strongly opposed to this amendment reducing funding for transportation alternative projects.</p> <p>A few months ago, RIDOT proposed, and then withdrew, a similar amendment. I hope that RIDOT finds the wisdom to withdraw this latest attempt to reduce funding for bike/pedestrian funding. My reasons are as follows:</p> <p>a.I was a TAC member when the 10 Year plan was created. Many members were not happy about the small funding for TAP projects, but approved the plan because of the funds needed for bridge repair. Now we find that RIDOT wants to reduce the small amount allocated to TAP projects by \$37,000,000! This major change from just a few years ago is unacceptable and unwarranted because many TAP projects would be eliminated or delayed.</p> <p>b.The original 10 year plan was the result of much work by the TAC, RIDOT, RIPTA, Statewide Planning, local communities, and the public. This major change to the Transportation Alternatives Program negates and does not reflect the long and effective process that was used to develop the plan. Stay with the 10 year plan for TAP projects.</p> <p>c.The proposal to fund STIP approved projects with Green Bond funds is not consistent with the messages that were given to the public who overwhelmingly approved the bonds for new bike funding. The bonds were not to replace STIP funding. RIDOT's proposal to free up TAP funds for bridge and road repair does not make sense. Voters were not voting for roads and bridge funds when they approved the green bonds.</p> <p>d.As former director of the Providence Foundation, I worked on plans to improve Waterplace Park and Cathedral Square, both of which are critical links in the downtown pedestrian network. The proposed amendment would postpone funding for Waterplace Park for four years until 2026, and Cathedral Square for three years (also until 2026). These repairs are needed now! Assuming funding is even available in 2026, the repair cost will be greater.</p> <p>e.I could not attend the public hearings, but I am told that 35 speakers were opposed to the TAP funding reduction and no one spoke in favor of it. The TAC should listen to the public and</p>	8/21/2019	email	<p>A. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>B. Voter-chosen bicycle projects fall under the Green Economy Bond (GEB). These projects are not being cut, but they are being shifted to RIDEM for implementation. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p> <p>C. STIP approved projects are not being funded with Green Economy Bond funding. Amendment 19 does not impact GEB projects in any way.</p> <p>D. The Waterplace Park and Cathedral Square projects have significant Americans with Disability Act (ADA) conflicts which RIDOT believes exceed the requested amount of funding. These projects will be studied as part of Statewide Planning's Unified Work Program to determine readiness issues and to obtain appropriate estimates of the costs to bring these critical links into a state of good repair and meet ADA requirements. The reports on these projects will be referred to the Transportation Advisory Committee and State Planning Council so the results may be considered and appropriate action taken on funding and sequencing in a the upcoming re-write of the STIP.</p>

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		not vote to reduce TAP funding. Great bike and pedestrian networks are a critical part of a comprehensive transportation system. The small amount of funds allocated in the Transportation Alternative Program should not be reduced.			E. Several letters of support have been submitted and noted in this report
Mindy Sobota, MD		I am writing to strongly oppose the proposed STIP Major Amendment #19. Specifically, I object to RIDOT shifting \$37 million dollars from the Transportation Alternatives Program. As a primary care physician in Rhode Island, I believe the proposed diversion of funds as extremely short sighted for the health of our state. Obesity is epidemic in our State, and one of the major causes is a sedentary life style. Traffic and automobile accidents are on the rise, leading not only to deaths but also disabling injuries which consume our State's disability funding. Why would our State oppose efforts to de-clog our crowded roads and highways, and allow people safely to get more physically active? Please help our state makes steps forward to combat obesity and sedentary lifestyles and to promote safe, and alternative means of transportation. See Appendix A – Attachment 10 for written statement.	8/21/2019	email	A. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.  The major amendment also includes several projects that will "de-clog our crowded roads and highways." The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will significantly reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing greenhouse gas emissions.
Jerry Elmer, Senior Attorney	Conservation Law Foundation	Conservation Law Foundation (CLF) opposes the proposed Amendment 19 to the STIP. See Appendix A – Attachment 11 for written statement.	8/21/2019	email	Comment noted.
Christopher Sarli	Barrington resident	Opposed to Major Amendment #19 to the STIP and offers a letter with 35 signatures. Please find it attached as a PDF. See Appendix A – Attachment 12 for written statement.	8/21/2019	email	A. Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.
Peter Nightingale		Strongly opposed to the proposed STIP Major Amendment #19. In particular, I find it highly objectionable that RIDOT wants to shift \$37 million out of the Transportation Alternatives Program. Rhode Island is designed for cars and for cars only, As a cyclist commuter one risks one's life on a daily. It's not because the drivers are reckless; it's because the infrastructure is totally inadequate and life threatening in more ways than one. I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.	8/21/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.

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Glenda Jeffrey	North Scituate resident	<p>As an experienced serious cyclist and bike commuter (30+ years), I would like to ask you to oppose RIDOT's Major Amendment #19. We need infrastructure that makes people feel safe on their bikes, and we are a long way from it.</p> <p>Some simple improvements would help both motorists and experienced cyclists, like widening shoulders and improving pavement, while new cyclists benefit from the added security of protected bike lanes and paths. New pavement we do see, but shoulders seem to get almost no attention.</p> <p>I'm seeing a lot of paving in my part of the state (Johnston/Scituate/Foster, Rt 6 and 101). Some of it was desperately needed (Rt 6) but some of it strikes me as overkill (Rt 101 looked just fine to me), while other roads in the area are turning to dirt (like Rt 94 -- not due for paving until 2022!). And I see no effort whatsoever to improve the situation for cyclists or pedestrians -- Rt 6 in Johnston is still a wasteland for those without a car, despite the beautiful black asphalt. The white line is pretty much painted a few inches from the edge.</p> <p>Let's focus on complete streets and encouraging people to get out of their cars, not diverting funds to provide luxurious car-only thoroughfares.</p>	8/21/2019	email	Comments noted. RIDOT considers shoulders as part of its scoping process, as needed. RIDOT will consider your comments on Route 94 and Route 6 in Johnston as part of the upcoming rewrite of the STIP.
Rep. Gregory Costantino	Rhode Island State Representative, District 44	<p>Representative Costantino supports Amendment #19 because it helps ensure that 90% of the bridges in RI maintain condition sufficiency.</p> <p>See Attachment 13 for written statement.</p>	8/21/2019	email	Comment noted.
Rebekah Gardner, MD		<p>Expressed opposition to Major Amendment #19 to the STIP. As a physician, I strongly favor increasing access to healthy modes of transportation, such as safe pedestrian and bike ways. This amendment would divert \$37 million away from investing in these alternative transportation modes.</p>	8/21/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
		<p>For the second time this year, the closed-minded planners at RIDOT are trying to steal millions of dollars from pedestrians, cyclists, and other vulnerable users of our state's transportation infrastructure. Yes, "steal" is the right word to use here, considering the strong support the public has shown for investment in vulnerable user infrastructure, including overwhelming passage of the Green Economy Bond. But RIDOT doesn't seem to care what the public wants, unless we're talking about motor vehicles.</p> <p>RIDOT's recently proposed amendment #19 will transfer as much as \$37 million from bike and pedestrian projects and use it to pay for more motor vehicle infrastructure. Bike and pedestrian projects are a very small share of the overall state transportation budget. When you consider bike/pedestrian project costs are much less expensive per user than infrastructure for motor vehicles, we should be investing more—not less—in these projects.</p> <p>In some cases (such as the additional lanes on I-95 and I-195), the proposed infrastructure changes will likely lead to increased motor vehicle traffic at higher rates of speed—and more greenhouse gas emissions. At a time when our state, with its hundreds of miles of coastline, is already feeling the effects of climate change, and the science is showing more clearly than ever the dangerous path we are on, why would RIDOT cut funding for zero-emission transportation?</p> <p>Please reject the STIP Proposed Major Amendment #19. Your vote against this amendment is a</p>			<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>The proposed Washington Bridge Rehabilitation and Redevelopment Project would not add a lane to I-195. Rather, the project would restripe I-195 between Broadway in East Providence and the Washington Bridge to maintain 4 travel lanes, eliminating the current lane drop, and reconfigure the ramps in the area to eliminate conflicting weaves.</p> <p>The I-95 Northbound Viaduct is currently in structurally deficient condition. Simply replacing the Viaduct in-kind (at an estimated cost of \$189M) would lock in the existing congestion and safety issues for another 100 years, which cannot be allowed to happen. Instead, the proposed \$250M project for which RIDOT recently received funding will include integral access facility improvements that will serve to remedy critical deficiencies in the existing freeway network. Here are a few reasons why the additional \$61M is a worthwhile investment</p>

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Phoebe Hall	Riverside resident	I vote for progress for people, transportation, and the environment of Rhode Island. Thank you.	8/21/2019	email	<p>- Redesigning the Viaduct to eliminate dangerous conflicting weaves and shorten traffic queues will prevent an estimated 90 crashes per year;</p> <p>- Fewer crashes, along with new ramp and C-D road configurations will significantly reduce traffic delays in the project area alone by up to 6 minutes per driver, every day;</p> <p>- Improved traffic flows on the Viaduct will reduce harmful emissions, reducing CO2 emissions by 8,452 tons per year and generating a weighted average emissions benefit to society of \$3.2M per year;</p> <p>- Relieving the bottleneck at this location will address the #1 priority need identified in the RI Freight Plan and reduce pressure on the 35th-worst congestion point for freight traffic in the country according to ATRI;</p> <p>- The proposed project may create as many as 142 jobs in Rhode Island; and</p> <p>- Replacing the Viaduct in-kind will generate none of the above benefits, increased traffic flows will make the Viaduct more dangerous, and traffic delays will increase, ensuring that by 2035, a typical trip from Reservoir Ave in Cranston to Branch Ave in Providence (7 miles) will take 35 minutes to complete</p> <p>The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will significantly reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing greenhouse gas emissions.</p>
Stephen Archambault, Esq.	Archambault Law Offices, Inc. / RI State Senator, District 22	<p>RI Senator Archambault supports Amendment #19 because it helps ensure that 90% of the bridges in RI maintain condition sufficiency and the Rhode Works program is implemented successfully.</p> <p>See Attachment 14 for written statement.</p>	8/21/2019	email	Comment noted.
Jim Gleason; Erik Christiansen; Danny Kirschner; Jon Zwarg		<p>Vehemently opposed to the proposed STIP Major Amendment #19. In particular, I object to RIDOT shifting \$37 million dollars from the Transportation Alternatives Program.</p> <p>By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.</p> <p>I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.</p>	8/21/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>Green Economy Bond (GEB) projects are not being cut, but they are being shifted to RIDEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p> <p>Finally, the recommendations included in the Bike Mobility Plan are not included in the current STIP, and is therefore not impacted in any way by Amendment 19. Projects listed in the Bicycle Master Plan, when approved, will be considered for inclusion in a future STIP.</p>

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Meghan Geary, MD		<p>Just today I took care of a patient who was injured when hit by a car while riding his bike. As a primary care doctor, I see the life altering impact his accident has on my patient and his family. Furthermore, for physical and mental health as well as for commuting it is crucial to have safe and accessible bike and pedestrian roadways.</p> <p>I am writing to vehemently oppose the proposed STIP Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.</p>	8/21/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
		<p>I urge you to vote against STIP Major Amendment 19. Funding for bicycle, pedestrian, and ADA infrastructure is small enough as it is. This money was designated for these projects and we shouldn't allow it to go to RIDOT's highway, bridge and other projects. According to some calculations, this amendment would eliminate or delay \$20 - \$37 million from bike and pedestrian projects. \$37 million goes a long way for bike and pedestrian infrastructure. At the same time as this amendment is proposed, RIDOT is proposing to add a lane to a small section of I-195 for an estimated cost of \$70 million. That's almost double the cost of the proposed bike and pedestrian budget cuts. RIDOT says that the additional lane on I-195 will help provide "congestion relief." Decades of research has shown that adding lanes to a highway does not relieve traffic congestion because the additional capacity is quickly swallowed up by more people driving.</p> <p>RIDOT is also on course to spend hundreds of millions of dollars rebuilding the I-95 viaduct and add a lane there as well. They are using "congestion relief" as the justification for adding a lane onto I-95 as well. When RIDOT wants to expand a highway, they have no problem finding the money for it. But when it comes to bike and pedestrian improvements (at a fraction of the cost), they have a much harder time finding the money, claiming that it is needed to repair deficient bridges. Meanwhile, they spend tens of millions of dollars expanding bridges which will only make it more expensive to repair in the future. It may be beyond this committee's purview to stop RIDOT from spending money on unnecessary highway lanes, but you should at least do your best to make sure they spend every penny on bike and pedestrian infrastructure possible.</p> <p>In a recent article in the Boston Globe, RIDOT director Peter Alviti said, "We have deficient</p>			<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>The proposed Washington Bridge Rehabilitation and Redevelopment Project would not add a lane to I-195. Rather, the project would restripe I-195 between Broadway in East Providence and the Washington Bridge to maintain 4 travel lanes, eliminating the current lane drop, and reconfigure the ramps in the area to eliminate conflicting weaves.</p> <p>The I-95 Northbound Viaduct is currently in structurally deficient condition. Simply replacing the Viaduct in-kind (at an estimated cost of \$189M) would lock in the existing congestion and safety</p>

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James Baumgartner		<p>bikeways in the urban core that get much higher use than a trail out to Connecticut.” This is obviously true, and RIDOT has often stood in the way of creating good bikeways in our urban core. We must create protected bikeways, the kind that have been proven to increase bicycle ridership. RIDOT touts its spending on bike and pedestrian infrastructure, but includes bike routes that are only marked by shared roadway markings (also known as bike chevrons or "sharrows"). Shared roadway marking do nothing to make cycling more safe, and do not encourage more people to ride a bike instead of driving a car. Recreational bike paths (officially "multi-use paths), like the trestle trail connecting to Connecticut are also an important part of our overall bike infrastructure.</p> <p>I've been commuting by bike in Providence for about 12 years, and I'll ride on just about any street where it is legal. (I prefer to use bike lanes when they are available, and I'll go out of my way to do so, but there is no way to go more than a mile in town while riding only on bike lanes). I didn't start out as a confident cyclist. I started as a 10 year old, riding my Schwinn BMX on a bike path in suburban Kansas City. When I turned 16, I started driving everywhere instead and that's what I did for the rest of my teens and twenties. But it was a recreational bike path that got me back on my bike. I started riding on paths, then I'd ride to work occasionally, and soon enough I was riding everywhere. Recreational paths like the Washington Secondary and Trestle Trail are a key part of getting more people on bikes, which leads to less car congestion and pollution.</p> <p>For all of the small reasons above, you should recommend against approving this amendment. But there is a much bigger reason as well. According to a Washington Post analysis of national temperature data, Rhode Island is the fastest-warming state in the lower 48 states, with a 2 degree Celsius average temperature increase since 1895. We must significantly reduce carbon emissions in the next few years in order to avoid the more catastrophic effects of climate change. Can this committee stop climate change on its own? No, of course not. But at the very least, it must not be a contributor to climate change. It can assist RIDOT in being part of the problem, or it can be a small part of the solution. Highways are carbon infrastructure, just like coal or natural gas-fired electric plants. Funding bike and pedestrian infrastructure is your opportunity to do something better.</p>	8/21/2019	email	<p>issues for another 100 years, which cannot be allowed to happen. Instead, the proposed \$250M project for which RIDOT recently received funding will include integral access facility improvements that will serve to remedy critical deficiencies in the existing freeway network. Here are a few reasons why the additional \$61M is an incredibly worthwhile investment:</p> <ul style="list-style-type: none"> <li>- Redesigning the Viaduct to eliminate dangerous conflicting weaves and shorten traffic queues will prevent an estimated 90 crashes per year;</li> <li>- Fewer crashes, along with new ramp and C-D road configurations will significantly reduce traffic delays in the project area alone by up to 6 minutes per driver, every day;</li> <li>- Improved traffic flows on the Viaduct will reduce harmful emissions, reducing CO2 emissions by 8,452 tons per year;</li> <li>- Relieving the bottleneck at this location will address the #1 priority need identified in the RI Freight Plan and reduce pressure on the 35th-worst congestion point for freight traffic in the country according to ATRI;</li> <li>- The proposed project may create as many as 142 jobs in Rhode Island; and</li> <li>- Simply replacing the Viaduct in-kind will generate none of the above benefits, increased traffic flows will make the Viaduct more dangerous, and traffic delays will increase, ensuring that by 2035, a typical trip from Reservoir Ave in Cranston to Branch Ave in Providence (7 miles) will take 35 minutes to complete</li> </ul> <p>The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will significantly reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing greenhouse gas emissions.</p>
Janet Raymond, Senior Vice President	Greater Providence Chamber of Commerce	<p>The Greater Providence Chamber of Commerce supports STIP amendment #19 that would result in improving safety of Rhode Island's roads and bridges.</p> <p>See Attachment 15 for written statement.</p>	8/22/2019	email	Comment noted.
Tim Nevins, Andrew Poyant	Providence resident	<p>I oppose Major Amendment #19 of the STIP, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.</p>	8/22/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>

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Andrew Pierson	Pawtucket resident	<p>It has recently been brought to my attention that there is a proposal to dramatically reduce the State of Rhode Island's future investment in bicycle and pedestrian infrastructure. As a Rhode Island resident, I am writing to state my strong objection to that proposal.</p> <p>Put simple, climate change, obesity, poverty and even social isolationism are all very real threats that impact countless Rhode Islanders now, and will only grow worse in the future. Investments in alternative transportation options are essential if we hope to slow or deter the worst impacts of climate change. By building safe networks of bicycle and pedestrian infrastructure (along with public transit), State officials can offer viable alternatives to more driving. This is fiscally responsible (look at the cost of replacing highways and bridges vs this investment) and socially right (low income families are forced to pay large percentage of their income on car ownership just to get to work). As the second densest state in the U.S., Rhode Island is a perfect place for bike and pedestrian infrastructure. Money spent on bike lanes, sidewalks and road safety in Rhode Island will stretch farther than almost any other state because of our small size and density.</p> <p>Furthermore, precedents exist showing that investments in quality infrastructure can make a society healthier, happier and more fiscally strong. In the 1970's, places like the Netherlands and Denmark had a car culture similar to Rhode Island. However, a commitment to alternatives has revolutionized their cities, bringing down health care costs and reducing their carbon footprint. Today, cities in those countries have a strong bike culture (from children to the elderly) because of safe infrastructure built by government officials.</p> <p>Before making a decision on cutting this funding, I ask that you consider what we should tell our grand kids in a generation about what we did to help slow climate change. Did we double down on roads and bridges? Did we add car lanes and parking garages? Or did we offer alternatives? Did we try everything we could to give people a chance to get healthier? Did we do our part to stop climate change? I ask that you reject this proposal to cut bike and</p>	8/22/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.
Jeffrey Gishen	Middletown resident	<p>We are writing to state our opposition to Major Amendment #19 of the STIP. We are retirees who have lived in RI for more than six years now. Our main activity for exercise and recreation from April through October is bike riding on the various bike paths around the state.</p> <p>We encourage placing a very high priority on the maintenance and extension of the statewide bike paths. They provide healthy exercise and stress relief available to all RI residents. They serve walkers, runners, and roller bladers, in addition to bike riders. And, in places, school children use them to commute to and from school. They also draw tourist dollars and new residents (like us!) to the state.</p>	8/22/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.
RI State Representative Grace Diaz	District 11	<p>I am writing today in support of the RIDOT proposed Major Amendment #19. As you are well aware, the state of Rhode Island is ranked last in overall bridge conditions and this problem is obviously critical. RIDOT's primary mission is to fix this problem by the year 2025 ensuring that 90% of the bridges in Rhode Island achieve a good sufficiency rating. The 10-Year Plan (STIP) was created to address this problem and must now change to fit changing finances – reflecting additional funding received as well as funding never realized. The STIP ensures that Rhode Works is implemented fully.</p> <p>Over 84 projects have been completed since 2016 with an ongoing 70 projects. Within the next 12 months more than 40 projects will commence. Without this Major Amendment #19, none of this will come to fruition. I strongly believe that this major amendment keeps Rhode Island on pace to meet bridge sufficiency mandates by 2025 and will ease the task of future STIP updates.</p> <p>I fully support this Major Amendment #19.</p>	8/22/2019	email	Comment noted.
RI State Representative Carlos E. Tobon	District 58	<p>I fully support Major Amendment #19. See Appendix A - Attachment 16 for written statement.</p>	8/22/2019	email	Comment noted.

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Mayor Solomon	Warwick	Mayor Solomon expresses the City of Warwick's support for RIDOT's proposed Major Amendment #19. See Appendix A - Attachment 17 for written statement.	8/22/2019	email	Comment noted.
Bill Lynn	Herreshoff Marine Museum	Opposes the elimination of funding for STIP ID #5007. See Appendix A - Attachment 18 for written statement.	8/22/2019	email	RIDOT and RIDSP concur that the project no longer qualifies for funding and encourages the Marine Museum to seek funds from other sources, such as workforce development.
David Bettridge	Providence resident	Please don't steal \$37.5 million from the bicycle/pedestrian alternative transportation budget as proposed in Amendment #19. I ride my bikes about 3,000 miles per year on public roads and let me tell you they need work to be safer. Cars have ruled the roost long enough, it's time for other transportation modes to get a fair share of the budget and much more inclusion in the design process.	8/22/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.
RI State Senator Dawn Euer	District 13	I am opposed to Amendment 19. RI needs to continue to maintain and increase our investments in pedestrian and bicycle infrastructure for economic, environmental, public safety, and public health reasons.  See Appendix A - Attachment 19 for written statement.	8/22/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.
Angie Koziara	Cranston resident	I strongly oppose any cuts for bicycle/pedestrian programs. I know a couple people who have moved to this area this past summer and are impressed with the bicycle paths and programs. These can define us as a city and state. Recently Boston was deemed over capacity for cars. Providence and RI could go the same way. Please consider this issue and do not impose cuts.	8/22/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.

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Jonathan Ford	Providence resident	<p>Vehemently opposed to the proposed STIP Major Amendment #19. In particular, I object to RIDOTn shifting \$37 million dollars from the Transportation Alternatives Program.</p> <p>By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.</p> <p>I depend on my bicycle as a viable means of transportation - it saves our family time and money and improves my health. We count on the safety improvements and connections to be provided by this planning work and proposed future implementation. Diverting these funds is a mistake.</p> <p>I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.</p>	8/22/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>Green Economy Bond (GEB) projects are not being cut, but they are being shifted to RIDEM. The GEB projects that have been moved to RIDEM for implementation have not lost funding in any way. The GEB is a RIDEM funding source and the GEB funded projects will be managed by RIDEM. Therefore, the projects are simply being removed from the STIP. These projects have not had funding decreased, nor have they been cancelled. Any questions regarding these projects should be directed to RIDEM.</p> <p>The recommendations included in the Bike Mobility Plan are not included in the current STIP, and is therefore not impacted in any way by Amendment 19. Projects listed in the Bicycle Master Plan, when approved, will be considered for inclusion in a future STIP.</p>
Sylvain Loize	Warwick resident	<p>It is with sincerity that I hope you can recognize that all major successful urban spaces of today are those that are dedicated not to cars but rather to pedestrian and cycling access. Please don't stifle the future of our wonderful state by not recognizing this well established fact.</p>	8/22/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
Tom Wojick		<p>I strongly oppose cuts or the transfer of funds that take money away for the continued expansion and improvement of bike paths and lanes in the State. RI will suffer enormously from climate change. Addressing every possible way to mitigate and lessens the effects of Climate change are critical to the states sustainability and resiliency. We need to increase the attractiveness and incentives for citizens to use transportation that does not add to our carbon footprint. Cities that have encouraged the growth of alternative transportation, particularly the use of bicycles have seen a significant drop in carbon emissions and an increase in the health and well-being of their citizens. Cutting or transferring these funds is short sighted and counter to climate initiatives.</p>	8/22/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p>
Scott Gibbs, President & Michelle M. Godin, Vice President	Economic Development Foundation of RI	<p>The Economic Development Foundation of RI supports Amendment 19.</p> <p>See Appendix A - Attachment 20 for written statement.</p>	8/22/2019	email	Comments noted.

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Mayor Roberto DaSilva	City of East Providence	<p>Concerned about the condition of the sidewalks on Pawtucket Ave. I know that this project has been placed on the STIP, however I felt I should try to lobby you to move the start date of the project up if possible. The condition of these sidewalks have continued to degrade and are a serious safety concern. Many residents use this sidewalk to get to and from two schools, Kent Heights Elementary and Martin Middle School; St Martha's church; Perry McStay Funeral Home as well as many other commercial properties. In addition the sidewalks are not usable by a person in a wheel chair or using the aid of a walker.</p> <p>I walked the sidewalk the other day with our DPW director and recorded a video of the walk so that you can see how very bad these sidewalks are and how much they would benefit from being fixed. I have also forwarded previous documents that had been sent over to the RIDOT in the past advocating for moving this project up.</p>	8/22/2019	email	RIDOT will continue to evaluate the condition of the pavement and sidewalks around the state and make further adjustments to the STIP as necessary.
Denyse M. Wilhelm Asst. ADA Coordinator	Gov's Commission on Disabilities	<p>Agrees with the commitment to increase funding and maintain the established start date to meet federal requirements of the ADA Transition Plan under the Transportation Alternatives Program STIP ID #9011. What is concerning is RIDOT's prioritization of beautification vs. access. Example: the decision to delay Main Street handicap side walk access in rural community of Hopkinton with a proposed budget of \$0.12 million vs. the beautification of a single road in Narragansett at approximately four times the funding.</p>	8/22/2019	email	RIDOT will continue to evaluate the needs of ADA projects around the state and balance them against the needs of the other programs and projects in the STIP. RIDOT will continue to work to emphasize and accelerate access-driven ADA projects.
Osman Cortave		<p>Strongly oppose the proposed STIP Major Amendment #19. More specifically, I object to RIDOT shifting \$37 million dollars from the Transportation Alternatives Program.</p> <p>By dropping projects off the STIP and effectively removing money from future bike-ped projects we are holding our state back from progress.</p> <p>As shown in many states and countries, when we invest in bike infrastructure, it goes beyond simply biking, we are investing in social infrastructure. In order to have healthier, safer, and more vibrant places for all Rhode Islanders, we need strong intentional investment in other forms of transportation. RIDOT's current actions simply work to keep a lackluster status quo, one that prioritizes private vehicles, rather than focusing on much more important social outcomes. When we invest in projects like bicycle infrastructure, we are investing in people, we are investing in community, and we are investing in our environment.</p> <p>We need to move past greatly expensive highway projects that don't improve our built environment or social fabric, rather they hurt it, and invest in a Rhode Island where PEOPLE can move freely, interact, and live happier and healthier lifestyles.</p> <p>I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.</p>	8/22/2019	email	Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. To reiterate, the federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.
Mayor Jeffrey Mutter	Town of Cumberland	<p>The Town of Cumberland supports RIDOT's proposed Amendment 19. See Appendix A - Attachment 21 for written statement.</p>	8/22/2019	email	Comment noted.

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Ralph Mollis, Town Manager	North Kingstown	<p>The Town of North Kingstown has provided comments on RT 1A, West Main ST (US-1 to Brown St), TIP ID 1368, Post Road – Curbing and Sidewalks (TIP ID 5120), and Sidewalks on Route 102 (TIP ID 5127).</p> <p>See Appendix A - Attachment 22 for written statement.</p>	8/22/2019	email	<p>RIDOT delayed TIP ID 52120, Post Road – Curbing and Sidewalks, based on prior discussions with the town. The town’s concerns about sequencing and prioritization are noted. RIDOT welcomes local funds to support and accelerate projects, but the STIP is a living document that must remain fiscally constrained. RIDOT will continue to work with the town to develop and complete the project, and adjust the STIP accordingly to accommodate the needs of the project.</p> <p>TIP ID 5127, Sidewalks on Route 102 was delayed due to a lack of funding availability. Should funding become available to support the project, RIDOT will adjust the STIP accordingly.</p> <p>Finally, TIP ID 1368 was also delayed due to funding availability. This problem is not specific to North Kingstown. For perspective, the Major Amendment which has been submitted for approval to the State Planning Council includes 208 pavement project schedules costing \$61 million that are being shifted out to further years in the current 10-year plan. We needed to make this adjustment to continue to meet the mandate of 90% bridge sufficiency by 2025. The failure of \$20 million in Rhode Island Capital (RICAP) funds to materialize between 2016 and 2019 factored heavily into this difficult decision.</p> <p>The next step in this process will be a re-write of our entire 10-year STIP, where we will be revisiting the entire program, including those pavement projects that were shifted outward in the STIP. If the projects in question compare favorably to their counterparts statewide there will be an opportunity to move up.</p>
RI Senator William J. Conley, Jr	District 18	<p>RI Senator Conley strongly opposes Amendment 19.</p> <p>See Appendix A - Attachment 23 for written statement.</p>	8/23/2019	email	<p>Over a period of 10 years \$37.47 million in funding is being shifted in the TAP, while the net reduction over this time period is \$12.83 million. \$6.18 million has been shifted over to RIDEM (GEB projects), \$6.39 million was deferred for further study, \$7.20 million was consolidated into the Pell Bridge project, \$2.78 was removed at the request of the applicant, and \$2.09 million was advanced to construction or completed. RIDOT remains heavily invested in bike and pedestrian projects, both within the TAP program and in other capital programs. The federally required Transportation Alternatives spending amount, over 10 years, is \$26.9 million. RIDOT is spending \$120.12 million in the TAP directly over 10 years. An additional \$80 million in other bike and pedestrian projects throughout the State will be included over 10 years.</p> <p>The major amendment also includes several projects that will help to reduce congestion around the state. The congestion relief generated by both the I-95 Viaduct project and the Washington Bridge project will reduce carbon emissions in the area. Funding bridge and roadway construction is both mandated by federal law, and an important means of reducing vehicle emissions.</p> <p>The STIP must shift to meet funding needs to meet Federal mandates for Bridges, Pavement, Storm Water and ADA Transition Plan. The STIP must balance these State of Good Repair mandates with trails and biking. Shifting funds in all programs—including the net reduction of \$12.83 million from the TAP and \$61M from the Pavement Capital Program over ten years—allows the STIP to remain fiscally constrained.</p>

Name, Title	Representing	Comment & STIP ID Reference #	Date Received	Type of Comment	Response
Robert Mushen, Town Council President	Little Compton	Little Compton requests reconsideration of the schedule changes for Meeting House Lane (TIP ID 1352) and South of Commons Road and Simmons Road (TIP ID 1354) to prevent impacts to two-way traffic on these roads. See Appendix A - Attachment 24 for written statement.	8/23/2019	email	<p>Both projects were delayed based on funding availability. This problem is not specific to Little Compton.</p> <p>For perspective, the Major Amendment which has been submitted for approval to the State Planning Council includes 208 pavement project schedules costing \$61 million that are being shifted out to further years in the current 10-year plan. We needed to make this adjustment to continue to meet the mandate of 90% bridge sufficiency by 2025. The failure of \$20 million in Rhode Island Capital (RICAP) funds to materialize between 2016 and 2019 factored heavily into this difficult decision.</p> <p>The next step in this process will be a re-write of our entire 10-year STIP, where we will be revisiting the entire program, including those pavement projects that were shifted outward in the TIP. If the projects in question compare favorably to their counterparts statewide there will be an opportunity to move up.</p>

### ***III. Written Comments***

The following are the written comments submitted to the State Planning Council during the comment period. Accompanying letters are included in this document as attachments under Appendix A.

**Peter Friedrichs**

*Newport City Planner, July 24, 2019 via email*

Thank you. Newport has the following questions:

1. I'm not sure what bridge 064921 is (being added to bridge group 15B).
2. It looks like bridge 090501 is being demolished as part of the Pell Bridge ramp realignment, so we're not sure why RIDOT is spending money to preserve it this year.

**Stephen A. Martin**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Ed Kenyon**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Theodore Schwartz, President of the NBW** - a 1400 member bicycle club in Rhode Island

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Raul Silvia**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

**Greg Gannotti**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. I am an avid cycling commuter and use the Trestle Trail from Coventry to Providence several days a week to my job in Providence. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Mary E. Joyal**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**John Cassese**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Jerry Hobbs**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders. Further, these funds were originally dedicated to bike and walk projects. To divert these funds in this way is not only dishonest to the public trust and safety, it's also just bad policy for future economic growth prospects of all Rhode Islanders.

**Maurice Chamberland**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

*August 6, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand

for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Sona Adamjan-Guerra**

*August 6, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$17 million dollars from the Transportation Alternatives Program.

It's important that we change the car culture in this state (please look up Copenhagen, Denmark) and make the roads more pedestrian and bicycle friendly.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

An improved and expanded bicycle infrastructure will result in economic growth, connect our communities as well as improve our public and community health.

**Mary Chernov**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Stephanie Fauteux**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Judith Little**

*August 6, 2019 via email*

As I resident of RI, I reject the proposal to transfer money away from our present and future biking trails, on and off road, as well as any walking properties. RI'ers, like myself, enjoy and treasure them. Have you biked on one of the beautiful bike paths? You really should. Public lands are forever a part of this beautiful state, and should be fully funded, and not betrayed.

**James Card**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Brian Wood**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Robert Brodeur**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Peter H. Parker**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Matthew Leyden**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Cynthia Bertozzi**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. We should be doing everything we can to encourage biking and walking as alternatives to short car rides for a healthier lifestyle and cleaner environment.

**Helen O'Malley**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

I frequently ride my bicycle and believe that riding is good for all Rhode Islanders. The Trestle trail in Coventry is a safe ride for many people, as well as a good place for walkers and parents with children.

The Greenways encourage healthy activities and important social interactions for many users. I propose that more consideration be given to improving, not cutting these projects.

**Jack Lancellotta, RI JAYCEES, RI Trails Advisory Member**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program (TAP).

Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

If other alternatives can be allowed and shared for specific projects and transpiration programs, please provide such scenarios for public consumption.

**Karen Chapman**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Tom Peters**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Jeffrey Herman, President, CyclingRI.com**

*August 6, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away from current and future bike-related projects risks the safety, health, and well-being of all Rhode Islanders, including myself. I'm an avid cyclist who lives only a mile from the Greenway in West Warwick. I ride it often and host group rides that go to the very end of the path at Summit General Store in Coventry. Many cyclists have been waiting a very long time for the end of the path to be extended to the beginning of the CT Greenway, but we have seen little progress. And the Providence through West Warwick section of the Greenway is in desperate need of repair. If this state intends to be a model for green living, please don't sacrifice the funds needed to make it so.

**John Trahan**

*August 7, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Steve Kahan**

*August 7, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

PS - I know the text is boilerplate but the sentiment is real. Rhode Island needs to invest in infrastructure to enhance the ability for people to walk and to bike. It is short-sighted to shift money earmarked for these types of programs to others.

**Julie Keller**

*August 7, 2019 via email*

I am writing to voice my opposition to Major Amendment #19 of the Statewide Transportation Improvement Program. This would shift \$17 million away from the Transportation Alternatives Program, taking crucial funding away from bicycle paths and other alternatives to cars in Rhode Island. It is a big step backward for Rhode Island to de-fund critical initiatives that promote bicycle use and other non-car alternatives. As a millennial who's very concerned about climate change, I can say that biking is the way forward.

**Bill Aldrich**

*August 7, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Michael Rinaldi**

*August 7, 2019 via email*

I oppose The major amendment #19. I and many RI folk see the trails and bike infrastructure development as important and needed. The health and safety of walkers runners and bikers is important. I live in South County and retired to RI not so much to pay higher taxes as to enjoy the natural beauty and the developing trail system. I am not alone. The majority of my neighbors moved here again realizing that quality of life matters and that what RI offers is worth the cost of living here. This law will be a great disappointment to us.

**Heather Sanford**

*August 7, 2019 via email*

Our state has so many wonderful things to offer its residents and visitors. Our ever-growing number of bike lanes and the upkeep of our top-notch bike paths are high on that list. That's why I'm writing as an RI cyclist to oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders. Our state has recently made the news for our trailblazing commitment to "green" policies -- these investments would continue to make RI an exemplary beacon for other states in our country.

I am a proud supporter of Gov. Raimondo and her administration. I look forward to her continued, principled leadership on this and other issues.

**Kristine Barraco**

*August 7, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Brian C. Newberry, District 48 State Representative**

*August 7, 2019*

Representative Newberry requested acceleration of the paving of Route 146 and does not want to delay the start of repaving of this stretch of highway. Route 146 is one of five main limited access highways into RI and is a major thoroughfare for people commuting into and from Rhode Island. ***See Appendix A - Attachment 1 for written statement.***

**Robert Shaw**

*August 7, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

I regularly ride the few bike trails we do have in Rhode Island. Maintaining and extending the trails will create a treasure for Rhode Island citizens. Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Kelly Nevins**

*August 7, 2019 via email*

I am an avid cyclist, riding 2-3 days a week during sunny/dry weather in all seasons. Sometimes I ride my bike to work, which is 8 miles roundtrip from the Elmhurst area of Providence to the East Side.

My commuting route takes me directly through city center and I often feel as if I am taking an unhealthy risk on my life. I have had drivers yell at me to get on the sidewalk, where often there are scooters,

garbage cans, and other items blocking the way, not to mention that sidewalks are meant for people. I have had drivers drive along side of me, only to beep right next to me in annoyance that I am "in their lane," even when I am riding as close as possible to the curb or break down lane. Once I had someone throw a drink cup at the wheels of my bike to see if I would fall into moving traffic.

I ride for health and I ride for the environment. Riding is a great way to see Rhode Island and discover new spaces. I'm also part of a bike club called the Narragansett Bay Wheelmen, which organizes club rides on roads throughout Rhode Island and nearby CT or MA. Based on the large group of cyclists I see each week at the club ride, I know that I am not alone in wanting a safe cycling city and state.

I should note that I am also the Executive Director of the Women's Fund of Rhode Island, an organization that is fighting for equity for our constituents. For many low income individuals, cycling is one of the few low cost ways they can get to work, school or anything they wish to participate in. Spending on bicycle and pedestrian infrastructure can promote increased economic and health opportunities in our community.

I am writing to **vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19**. In particular, I object to the Rhode Island Department of Transportation shifting \$17 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

You'll note that I copied Governor Raimondo, Providence City Council members and Mayor Elorza, and Senators and Representatives I know on this email.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Marc Hamlin**

*August 7, 2019 via email*

I am a Rhode Island resident. I am writing to tell you that I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program. Taking funding away from the bike and walk projects risks the safety, health, and well-being of all Rhode Islanders. I myself was diagnosed with Type 2 Diabetes in January of this year. Part of my health plan has been to cut out refined flour, sugar, and unnecessary carbohydrates. My doctor also wants me to be active on \*most\* days. Since January, I have lost 45 lbs, and my A1C and sugar are now in the "normal" range. I've lost 6" on my waist, and I am no longer obese. All of this is due to diet and exercise. The main component of my weight loss owes entirely to exercise on the bike. I use bike paths all over the state of Rhode Island to stay healthy and avoid having to resort to medication or insulin shots. Please do NOT divert funds away from development of facilities that can keep Rhode Islanders healthy and off costly medications.

**Kathleen Naughton**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Craig Kaspark**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**John Klos**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Maggie Pizzuti**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Larry Davis**

*August 7, 2019 via email*

I have been a RI resident for 40 years and lived in RI since 1976 (Navy). That said, I am not a youngster. I have ridden a bicycle around Florida, Nova Scotia (1400 miles), the southern part of Ireland (1987) and the coast of the former Yugoslavia (Montenegro to Ilsera peninsula). Many roads in RI are more dangerous to a bicyclist or pedestrian than any of those I encountered years ago.

I will say RI and Newport has made huge strides in the last few years. Now is not the time to stop.

I often enjoy riding around Ocean Drive from my house. I have also ridden EVERY paved mile of rail-to-trail existing in RI, most multiple times. It is truly a joy to be able to ride in a safe, friendly and paved environment! But to be sure, it is not just for bicycles, there are walkers, folks in wheel chairs, families with children on training wheels. Nearly everyone has a wave, nod or hello for others.

Bicycles and walking are important modes of transportation and have obvious benefits to everyone, including vehicle drivers.

Please reconsider....

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Kenneth Horri**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Karen Hynes**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Michael Borden**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

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I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Gregory Choiniere**

*August 7, 2019 via email*

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By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Michael Manchester**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

If you would all take time to go on the paths you would see how much use they get by people from all walks of life.

**Thomas Christiansen**

*August 7, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Barry O'Brien**

*August 8, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Anna Hopper**

*August 8, 2019 via email*

My name is Anna [home address removed]. I strongly oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program.

Taking funding away from the bike and walk projects risks the safety, health, and well-being of all Rhode Islanders. My husband and I are avid recreational bikers and getting around safely in Newport and the rest of Rhode Island is of great importance to us and many cyclists. Please support funding greener bike and pedestrian friendly policies.

**Micah Epstein**

*August 8, 2019 via email*

I was appalled to find out that RIDOT is attempting to move funds away from bicycle projects in Rhode Island in the major amendment #19 of the statewide transportation improvement plan. This is a huge mistake. According to the IPCC report, we have 10 years to make dramatic changes to our transportation system, and cycling infrastructure is the best way to do this. Cycling is one of my favorite parts of living in Providence, but the city needs more infrastructure to make it a safe way to get around. With the existing trails and the Jump bikeshare, we are so close to being able to reduce car usage - but this amendment would push us even further back. For those of us that can't afford a car, or want to travel in a way that is safe and environmentally friendly, bicycling is our best chance. Please consider voting against this amendment.

**Don Wineberg**

*August 8, 2019 via email*

My name is Don Wineberg [home address removed]. We own two electric cars and generate our own electricity. I use electric scooters and bikes to get around Providence where I work as a lawyer. We need to do more to eliminate greenhouse gas emissions, not build more roads to promote more driving. I therefore oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program. Biking and walking projects also improve the attractiveness of our state for jobs and economic development, something the Governor has been excellent at, but she needs more tools.

**Beth Milham**

*August 8, 2019 via email*

Do NOT cut funding for bike path projects! We voted for them. We did not do so in order for you to divert the funds to other projects. You risk having your future bond issue requests turned down by voters if we cannot trust that you will use the funds for the projects we voted for. Not only are you defying our will, you are cutting your own future funding prospects. Do not subvert the will of the voters, or we will never trust you again, and I personally I will campaign against any future RIDOT bond issues.

**Lizabeth Bourret**

*August 8, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**L.A. Bourret**

*August 8, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders. We want more bicycle construction...that why we voted in favor of the Green Economy Bonds.

Stop this RIDOT amendment.

**Joel VanderWeele**

*August 8, 2019 via email*

My name is Joel VanderWeele [home address removed]. I vehemently oppose Major Amendment #19 in the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program.

Moving money away from the bike and walk projects and towards automobile mobility will hurt our [planet \[sciencing.com\]](http://sciencing.com), our [bodies \[cnbc.com\]](http://cnbc.com), and our [economy \[aarp.org\]](http://aarp.org).

**Maggie Bulmer**

*August 8, 2019 via email*

I am a Rhode Island voter. I live in Middletown, RI and I am adamantly opposed to the taking away of \$37.47 million of Statewide Transportation Improvement Program. I voted that the \$37.47 million be used specifically for bike and walkway projects....not for any other purpose. I am making my view known to you, my legislators and to Governor Raimondo.

**Giulia Righi**

*August 8, 2019 via email*

I oppose Major Amendment #19.

I am a cyclist and the local bike infrastructure is very important to me. RI has wonderful bikepaths and has the potential to offer a very pleasant and safe environment for cycling with some improvements. Diverting funds away would be a huge waste given how much has already been invested in the infrastructure. If the local bike paths were better connected with roads with safe shoulders, many more people would likely use bikes as primary transportation, which would have great benefits on our community as a whole.

**Kirk Jordan**

*August 9, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**David Krolick**

*August 9, 2019 via email*

I would like to express my disapproval of Major Amendment #19 of the Statewide Transportation Improvement Program.

The repeated efforts to shift money away from the Transportation Alternatives Program is very disappointing. These are projects recommended by residents and contribute to the safety and health of all Rhode Islanders.

Completed projects like the East Bay Bike Path show off Rhode Island's assets and generate tourism. I'm a frequent user of the Trestle Trail and the O'Neill Bike Path and would like to see the current projects completed.

As we're facing the threat of global warming and the decline of fossil fuels I believe we should be investing in these types of projects instead of delaying them.

**John Lancellota**

*August 9, 2019 via email*

I am writing to oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand

for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Janet Gargaro-Larson**

*August 9, 2019 via email*

As a life long RI resident who values enjoying our beautiful environment with a safe and family friendly options I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program. Taking funding away from the bike and walk projects risks the safety, health, and well-being of all Rhode Islanders. All current and proposed projects enhance the quality of life of all Rhode Islanders and our many visitors. I strongly recommend that this amendment not be approved.

**Daria Phoebe Brashear**

*August 10, 2019 via email*

I write today regarding the troubling proposal which has appeared again in State Transportation Improvement Program Major Amendment #19.

As a user of active transportation in Rhode Island, I object strenuously to the Rhode Island Department of Transportation plan to shift \$37m away from the Transportation Alternatives Program.

I am a regular cyclist as part of my day to day life, and despite the hostility of motorists to cyclists and pedestrians, the ability to get around without needing to use a car is a major part of what makes living and working in the state appealing.

After the recent overwhelming support the Green Bond issued received, and the additional funds already made available, this proposal is particularly offensive.

I urge you to maintain this important funding as designated in the current STIP, and to implement the Bicycle Mobility Plan. Walking and cycling are an important and should be made safer for all.

**Sarah Luczkowski**

*August 11, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Kathleen E Gannon**

*August 11, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP, shifting existing projects to Green Economy Bond in violation of the agreement and spirit of the overwhelming support of the Green Economy Bond and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to ignore the clear demand for bicycle and other alternative transportation projects.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Shiriram Krishnamurthi**

*August 13, 2019 via email*

I'm a US citizen and Rhode Island resident. Wasn't born here, but moved here and love it here. Part of what's to love is being outdoors to take in the clean air and lovely views at a pace is that good for people, e.g., on foot and by bicycle.

I am writing in opposition to Major Amendment #19 which, as I understand it, would divert funds away from bike and pedestrian projects.

Rhode Island has many virtues, but its economy needs as much help as it can get. While cars are both useful and essential, many of the people the state tries to attract — who will enrich the economy through high-paying jobs and entrepreneurship — care at least as much about non-car transport. Over the past years the state has been moving in a positive direction, and I see the impact of this when showing around people we try to hire. So in addition to any human benefits, there are also economic benefits from enhancing these avenues. Furthermore, the advent of new transportation options (like electric bikes) will further enrich and broaden the range of transportation needs we have.

**Ken McLeod, Policy Director at the League of American Bicyclists**

*August 12, 2019*

Please find the attached letter, signed by national and regional bicycling and pedestrian advocacy organizations, opposing RIDOT's proposal to shift \$37 million of its Transportation Alternative funds to other projects. ***See Appendix A - Attachment 4 for written statement.***

**Kristine Keeney, NE Coordinator: East Coast Greenway Alliance**

*August 13, 2019*

The East Coast Greenway Alliance (ECGA) strongly opposes the Rhode Island Department of Transportation's proposed Amendment #19. ***See Appendix A - Attachment 5 for written statement.***

**Lizabeth Bourret**

*August 13, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond. I am particularly concerned about the following projects:

**Trestle Trail - West Section - Paving - Reduced by \$5.50. Delayed indefinitely**

Project deferred for cost and readiness review by Statewide Planning and RIDOT.

**William C. O'Neill Bike Path Extension - Phase 4B - Reduced by \$5.43M**

Project delayed to 2019 due to local readiness issues. The funding for this line item is being reduced to support a less costly alternative version of this project.

**URI/South County Bike Path Connector and Extension - REMOVED from STIP (\$2.60M)**

Project shifted to Green Economy Bond funding provided by DEM for implementation

**Blackstone River Bikeway - Segment 3A-1 - REMOVED from STIP (\$1.60M)**

Project shifted to Green Economy Bond funding provided by DEM for implementation

**GEB Bicycle Improvements Contingency Account - Reduced by \$1.27M**

2018 funding has been zeroed out as FFY18 has concluded. \$0.04M is being added to this line item in FFY19 from earmark funds. 2021 funding source shifted to state funding to be more flexible in aiding projects in need.

**Blackstone River Bikeway - Segment 3B-1 - REMOVED from STIP (\$1.10M)**

Project shifted to Green Economy Bond funding provided by DEM for implementation

**SanSouci/Woony (Green Economy Bond) - REMOVED from STIP \$0.55**

Project shifted to Green Economy Bond funding provided by DEM for implementation

**NBT/WRG: Providence Woonasquatucket Greenway Enhancements - Reduced by \$0.53M**

Project being assessed for partial inclusion in the Providence Viaduct (NB) Replacement, Bridge Group 75TB (I).

These are the projects that will enhance cross state bike travel by connecting and improving the current bike paths. As an active touring cyclist I know this will encourage more and more cyclists to bicycle thru Rhode Island spreading their tourist money throughout the state.

I am concerned that funds are being shifted from funded RIDOT projects to the Green Economy Bond. The GEB monies should be addressing not yet funded projects. The GEB was designed to enhance bike/walk infrastructure projects NOT replace already funded RIDOT projects.

I urge you to influence this decision. Reject Major Amendment #19 thus maintaining all bike/walk project funds designated in the current STIP. Vote to commit to funding biking and walking now.

**Dr. Mary Bandura**

*August 13, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Sarah Gaines**

*August 13, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Ben Willis**

*August 13, 2019 via email*

I'm writing to vehemently oppose RIDOT's STIP amendment #19. Transportation alternatives like walking and biking are the way of the future, and we should be investing in infrastructure to support this. As we face both climate and obesity crises in our state (and country), the last thing we ought to do is reduce funding for infrastructure that will encourage fewer car trips and more human-powered trips.

**Matt Hall**

*August 13, 2019 via email*

My husband and I are Providence residents and homeowners, and we both are avid cyclists and pedestrians. We wanted to write to record our OPPOSITION to RIDOT's STIP amendment #19. Why are pedestrians and cyclists always forced to take a back seat to motorists when it comes to RIDOT's funding?

**Mikaela Karlsson**

*August 13, 2019 via email*

My name is Mikaela Karlsson, and I am reaching out to you today as a bike commuter and concerned citizen of Rhode Island. I oppose RIDOT's STIP Amendment #19 because shifting money away from "transportation alternatives" like biking and walking will harm our [physical well-being \[cnbc.com\]](#), our [environment \[sciencing.com\]](#), and our [economy \[aarp.org\]](#). Providence in particular is a small city – a scale that should allow residents the opportunity to choose biking and walking as their primary modes of transportation – and biking and walking infrastructure should therefore be prioritized. Supporting walking and biking will also make for stronger, livelier, and more connected communities. I would like to feel supported and safe as someone who chooses a healthier and more environmentally-friendly means of commuting and exploring. Thank you.

**Kelly McDermott**

*August 13, 2019 via email*

[resident home address redacted]

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program.

Taking funding away from the bike and walk projects risks the safety, health, and well-being of all Rhode Islanders. I sincerely hope that the Governor listens to the voices of Rhode Islanders.

**Mal Skowron**

*August 13, 2019 via email*

I oppose RIDOT's STIP Amendment #19 because shifting money away from biking and walking infrastructure endangers health, environment, and public safety. I use my bike to get around the state, and I rely on such infrastructure to keep me safe. With so much space and money already dedicated to cars, I and cyclists like me from all over the state rely on continued investment in such infrastructure to be able to get around. Please continue to protect RI pedestrians and cyclists.

**Mike Eng**

*August 14, 2019 via email*

Please oppose Major Amendment #19 and prevent budget cuts to cycling and pedestrian infrastructure.

Any economic development strategy today should involve increased investment in cycling and pedestrian infrastructure, as well as public transit. Millennials are driving less and cycling and taking public transportation more. With recent projects like the Wexford Innovation Complex and their potential to draw more skilled workers into the state, investing in complete streets will help retain them.

As you know, cycling and pedestrian infrastructure is considerably less expensive than automotive infrastructure. Also, cycling and walking are beneficial for the environment, public health, and quality of life, and they are obviously much more affordable forms of transportation than car ownership.

Rhode Island is sixth highest in the nation for percentage of roadway fatalities that involve bicyclists and pedestrians (over 25%). We can and must do better. RIDOT's safety goals will not be met without improving infrastructure for vulnerable road users.

**Chris Josephson**

*August 14, 2019 via email*

Please don't remove the bike trail funding. it's a small portion of your budget but it will make a big difference to us bikers, walkers, and runners. We deserve to have our little piece of state funding.

**Jean-Jacques Larrea**

*August 14, 2019 via email*

I am a Rhode Island homeowner [home address redacted].

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program.

The TAP program has made and should continue to make fundamental improvements to the state's options for both essential and recreational transportation, along with public fitness and greening. It is a rather short-sighted perspective to suggest that these funds should be diverted towards motor-vehicle projects, which already enjoy vastly more funding.

In conclusion STIP should not eviscerate TAP!

**Christine Satterwhite**

*August 14, 2019 via email*

I AM AGAINST the Rhode Island's Department of Transportation transfer of \$37.47 million away from current and future bike-related projects over the course of 10 years. RIDOT is proposing this move despite having recently received \$358 million in new funding for roads and bridges.

Major Amendment #19 would postpone the Trestle Trail paving in Coventry indefinitely, delay and cut spending to the O'Neill Bike Path extension, and drop several Green Economy Bond projects off of the Statewide Transportation Improvement Program. THIS IS UNACCEPTABLE. THE COVENTRY BIKE PATH IS BEAUTIFUL AND SHOULD BE COMPLETED TO CONNECTICUT LINE.

Finally, and most egregiously, RIDOT's Major Amendment #19 seeks to divert monies earmarked for implementing the Bike Mobility Plan. This means that bicycle and pedestrian projects recommended by residents in a robust public process across the state will be prevented. PLEASE DO NOT DO THIS WE AS RI CITIZENS USE AND ENJOY OUR ABILITY TO BIKE OR WALK AS AN ALTERNATIVE TO VEHICLE TRANSPORT.

**Ellen Biegert**

*August 14, 2019 via email*

I am writing to oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Nancy Howard**

*August 14, 2019 via email*

I will be unable to attend the meeting tomorrow but wanted to have my concerns included in the public records. I've attached my letter and provided it below. ***See Appendix A – Attachment 6 for written statement.***

**Ron Wolanski, Town of Middletown Planning Director**

*August 14, 2019 via email*

The Town of Middletown strongly supports project 9005 [East Main Road Shared Use Path - Hedly St to Enterprise Drive].

**Mr. Theodore Bell**

*August 14, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Robert Gimlich**

*August 14, 2019 via email*

I am writing to object to the \$37M reductions to Transportation Alternatives projects found in the proposed Amendment 19 to the State Transportation Infrastructure Plan.

While some aspects of this amendment are commendable, the combination of reductions, delays, and shifting of funding for TA projects is problematic. Bicycle and pedestrian infrastructure is inexpensive to build and proven to save lives. Delays in these projects will make them much more expensive. One in four traffic fatalities in Rhode Island in 2018 were pedestrians and bicyclists -- those of us who use diverse means of travel have a stake in state investment in safe, rational, consistent infrastructure for walking and biking. As a motorist who also walks and bikes whenever I can, I hope for a time when I can move about the state with confidence that everyone's safety is ensured by the design of our roadways and intersections.

Please relay these concerns to the Transportation Advisory Committee, urging them to send this amendment back to RIDOT for a re-think.

**Suzan Amoruso**

*August 15, 2019 via email*

I attended the public hearing on August 13, 2019 at Narragansett Town Hall. Due to another meeting I was not able to stay long enough to make public comment. I am opposed to a reduction in phase 4 funding, amendment 19. I feel that the South County bike path needs to be completed for so many reasons. Of prime concern is the safety, or lack of, on Narragansett Avenue. The road is narrow and heavily traveled. I have personally seen so many cyclists trying to travel this road. When I see families completing the last section of their trip to the beach, I am extremely worried. I feel the obvious health and economic benefits derived from the bike path are also compelling reasons to restore the funds to complete the South County bike path. Restore the funds and finish the path.

**Kevin Murphy**

*August 15, 2019 via email*

Thank you for having your event at the Narragansett Town Hall a few nights back. I could be the only one writing to you with this point of view. At first glance, the cut of funds for the South County bike path seems devastating from \$8.5 million dollar project cut to a \$3 million dollar project. I do understand the frustration that many people in town have seen this project dragged along, changed and changed again. Here's my point of view, I've commuted the past 3 years down the bike path and up to the northern part of Narragansett approximately 180 days. When I commute I see where the bike path should go, it's right in front of you. Around the Narragansett community center, through Sprague field around Sprague playground down Wanda Street! I also a few options at the end of Wanda St but are hard to describe in an email. In conclusion, I am not an engineer but to me, it looks like you can get that done for 3 million dollars. Let's have a reasonable, functional and fiscally responsible ending to the GREAT South County Bike Path

**Theodore Bell**

*August 15, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Paul Attemann**

Senior Associate, Union Studio

*August 15, 2019 via email*

I am 17 year RIPTA commuter who lives in Warren and works in Providence. I also use the bike path once a week to return home from work. Alternative, healthy and economic means of alternative transportation are incredibly important to me and for the **FUTURE OF RHODE ISLAND**. We must get our heads out of the sand and work to improve the quality of life in RI by building and supporting bikeable and walkable communities.

I oppose RIDOT's STIP Amendment #19 because shifting money away from "transportation alternatives" like biking and walking will harm our [physical well-being \[cnbc.com\]](http://physicalwell-being.cnbc.com), our [environment \[sciencing.com\]](http://environment.sciencing.com), and our [economy \[aarp.org\]](http://economy.aarp.org). If adopted, Major Amendment #19 would postpone the **Trestle Trail** in Coventry indefinitely, delay and cut spending to the **South County Bike Path extension** in S. Kingstown and drop several Green Economy Bond projects off the STIP. FINALLY, and most egregiously, RIDOT's Major Amendment #19 seeks to divert money earmarked for implementing the **Bike Mobility Plan**, which is awaiting final approval by the Governor. This means that bicycle and pedestrian projects recommended by residents in an intensive public process across the state will be forestalled.

**Liza Burkin**

*August 15, 2019 via email*

There are so many reasons to oppose the \$37 million cut to the Transportation Alternatives Program. I'm sure many others have/will/are talking about induced demand and the outrageously expensive folly of highway widening, the climate crisis which demands we stop building fossil fuel infrastructure, the public safety and health crisis which sees more pedestrians and bicyclists dead on our roads every year, and many other angles to why Rhode Island should be *investing* in, not *cutting*, funds for walking, biking, and transit.

But I'd like to offer some thoughts on the moral imperative our government has to provide non-car transportation options for all our residents.

My name is Liza Burkin, I'm a resident of both Providence and Newport, with family in Narragansett. I do not own a car. I ride my bike and take the bus and ferry all over the state, every day. This is entirely by choice - I could afford a car if I wanted to but I don't. This is likely true of many people in this room, people who are able to take the time out of their work to attend a 4pm meeting. With respect, I aim to speak for those not in the room. The people who walk, bike, and take transit because they have to, not because they want to. These are the people you are obligated to serve and protect.

They are children and youth - anyone too young to drive. They are older adults and those with disabilities - anyone whose bodies won't allow them to drive. They are our economically struggling neighbors, families, and friends - anyone who can't afford the average cost of \$8,469/year to own and operate a vehicle. They are newcomers to our state and those who have had their licenses suspended or removed - anyone without the legal privilege of driving. Combined, these Rhode Islanders make up a massive portion of our population. And they are not being included in our state's transportation system. That means a loss of economic opportunity, of independence, and basic mobility. As law professor Gregory Shill writes in the Atlantic, "In America, the freedom of movement comes with an asterisk: the obligation to drive."

\$37 million is not nearly enough to set non-drivers free. But taking *any* amount of money from the Transportation Alternatives Program instead of adding to it is a sign that the State of Rhode Island is fully committed to preserving the status quo which restricts the mobility of so many people, and forces others to be reliant on personal vehicles. I sincerely hope you will restore this funding to its rightful place in our budget.

**Charlotte North**

*August 15, 2019 via email*

Please see attached for my questions and comments on proposed changes to East Main Road in Middletown and Portsmouth. ***See Appendix A - Attachment 7 for written statement.***

**James Baumgartner**

*August 15, 2019 via email*

I urge you to vote against STIP Major Amendment 19. Funding for bicycle, pedestrian, and ADA infrastructure is small enough as it is. This money was designated for these projects and we shouldn't funnel it into RIDOT's highway, bridge and other projects. According to some calculations, this amendment would eliminate or delay \$37 million from bike and pedestrian projects. I say "according to some calculations" because RIDOT makes this process particularly opaque.

\$37 million goes a long way for bike and pedestrian infrastructure. At the same time as this amendment is proposed, RIDOT is proposing to add a lane to a small section of I-195 for an estimated cost of \$70 million. That's almost double the cost of the proposed bike and pedestrian budget cuts. RIDOT says that the additional lane on I-195 will help provide "congestion relief." Decades of research has shown that adding lanes to a highway does not relieve traffic congestion because the additional capacity is quickly

swallowed up by more people driving. RIDOT is also on course to spend hundreds of millions of dollars rebuilding the I-95 viaduct and add a lane there as well. They are using “congestion relief” as the justification for adding a lane onto I-95 as well. When RIDOT wants to expand a highway, they have no problem finding the money for it. But when it comes to bike and pedestrian improvements (at a fraction of the cost), they have a much harder time finding the money, claiming that it is needed to repair deficient bridges. Meanwhile, they spend tens of millions of dollars expanding bridges which will only make it more expensive to repair in the future.

For all of the small reasons above, you should vote against this amendment. But there is a much bigger reason as well. According to a Washington Post analysis of national temperature data, Rhode Island is the fastest-warming state in the lower 48 states, with a 2 degree Celsius average temperature increase since 1895. We must significantly reduce carbon emissions in the next few years in order to avoid the more catastrophic effects of climate change. Can this committee alone stop climate change? No, of course not. But at the very least, it must not be a contributor to climate change. Highways are carbon infrastructure, just like coal or natural gas-fired electric plants. Funding bike and pedestrian infrastructure is your opportunity to do something different.

**Dana Powers**

Director of Operations, Union Studio Architecture

*August 15, 2019 via email*

My name is Dana Powers and I am writing on behalf of Union Studio Architecture & Community Design, an award-winning design firm of 25 architects and urban designers located in beautiful downtown Providence, Rhode Island. We would like to register our opposition to RIDOT’s Major Amendment #19 in the Statewide Transportation Improvement Program, which would shift \$37.47 million away from the Transportation Alternatives Program. This program funds local government priorities that provide Rhode Islanders safe, accessible, convenient and healthy transportation options.

As a professional practice, we specialize in creating economically and environmentally sustainable communities and buildings that will be loved for generations. In our work with developers and municipalities we have seen first-hand how a small investment in pedestrian and bike infrastructure can have a big impact; better pedestrian and bike infrastructure helps reduce illness and disability, draw tourism, generate employment, increase property values and increase tax revenues.

When we work with developers, we focus on the bottom line. We know that projects located in walkable neighborhoods or near bike paths will have an easier time selling and usually enjoy higher property values. Studies in Delaware, North Carolina, Indianapolis, Minneapolis, and Baltimore have all shown the marketing and sales benefits of bike paths, in some cases measuring a 50% increase in property values for homes within a block of a connected bike path. Our project at Kettle Point, situated on the East Bay Bike Path, is a prominent local example of this.

When we work with municipalities to create the vision documents that will guide future development, such as the Design Guidelines we helped put together for the Conant Thread District in Pawtucket/Central Falls, we advocate for more robust bike and pedestrian infrastructure whenever possible. We know that regions that have invested in these areas have seen a beneficial impact on their economies. Nationally, cycling contributes an estimated \$133 billion annually to the U.S. economy, supporting 1.1 million jobs and generating nearly \$18 billion in tax revenues, and an additional \$46 billion non-cycling-specific industries.

We have also seen that improving our pedestrian and bike infrastructure will help convince young professionals to put down roots here in Rhode Island. Several of our employees currently rely on existing pedestrian and bicycle networks to get to work every day, and the ability to do so has been critical to our firm's ability to recruit and retain top talent.

Thank you for continued support of pedestrian and bike programs throughout the state. Please do what you can to maintain all the funds and timelines for bicycling projects currently designated in the STIP.

**Rebecca Thorsness**

*August 15, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program. This money composes a huge portion of the TAP budget, and would have a large and cascading impact on current and future projects that improve access and safety for cyclists and pedestrians in Rhode Island.

I've lived in a number of cities - cities larger than Providence, cities hillier than Providence, cities with a harsher climate than Providence - and I've always been a bicycle commuter, until I moved to Providence. Too many close calls of my own, and crashes and deaths of my friends (in Providence and elsewhere), due to dangerous street design, aggressive drivers, and lack of any cycling infrastructure have converted me to a pedestrian commuter. But even as a pedestrian I have an unacceptable number of near misses with drivers who run stop-signs, ignore crosswalks (veering around cars who have stopped for me), and speed excessively on downtown streets. Accessing my doctor's office in Riverside I'm faced with roads without sidewalks, bus stop locations that require you to cross freeway entrance and exit ramps, and stoplights with no pedestrian trigger. Rhode Island pedestrian and bicyclist infrastructure is in desperate need of development to ensure taxpayers and citizens are able to move around the state safely. When I look for my next job, being located in a walkable and bikable city is a major criterion. As much as I have come to love Providence and Rhode Island, it does not currently meet this requirement.

Encouraging walking and cycling is good for the environment, good for health, and good for traffic congestion reduction. If you build it, they will come. This applies to bicycle and pedestrian infrastructure, and to new interstate lanes. Let's spend the (small amount of) money to get people out of cars and onto bikes and their feet, rather than the (large amount of) money to put more people in cars and have 5 lanes of interstate gridlock instead of 4 lanes. By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT undermines the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond. As such, I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking, maintaining all funds designated in the current STIP.

**Brook Moles**

Pawtucket resident

*August 16, 2019 via email*

I am writing to urge you and others not to shift money from the Transportation Alternatives Program to the Bridge Capital Program as proposed in State Transportation Improvement Program Major Amendment #19.

As a regular bicycle commuter and recreational rider, I greatly value what Rhode Island has done to support biking and walking, but as both become more common, continued financial support and infrastructure development are more needed now than ever. Withdrawing funds from TAP would damage the broader transportation system in Rhode Island. Please reject this proposal.

**Barbara Meier**

Barrington resident

*August 15, 2019 via email*

I have been a RI resident since 1998, but also lived here 1979-1986 as a student and then employee at Brown U. My choice to move back to the Ocean State was in large part based on the beauty and accessibility of bicycle paths. I commute several days a week for ten miles each way on the East Bay Bike path. I can't imagine my quality of life without this so I was horrified to learn that previously funded cycling and walking paths were at risk of being defunded. What? This is what RI voters asked for and will improve life for so many in our state. In particular, I strongly oppose to the Rhode Island Department of Transportation shifting nearly \$37 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Richard Gaitskell**

Barrington resident, Professor

*August 16, 2019 via email*

I am writing to ask for your opposition to the proposed State Transportation Improvement Program Major Amendment #19.

I think it is wrong to shift \$37 million dollars from the Transportation Alternatives Program to the Bridge Capital Fund.

It is poor planning to start pulling away from projects supported under the STIP. The Bike Mobility Plan is critical as are the other alternative transportation projects being supported. There was overwhelming support of the Green Economy Bond, and it is important we double our efforts in this direction.

I would ask that the Transportation Advisory Committee reject Major Amendment #19 and vote to commit to funding biking and walking at the levels designated in the current STIP.

**Christian Parobek**

*August 16, 2019 via email*

As a recent transplant to RI and PVD, I was disheartened to hear about the proposed STIP major

amendment, and the way in which it will de-fund bicycling facilities. Though I have a car, I bike-commute whenever possible, and I see first hand the ways in which bicycling could be safer, more inclusive, and more convenient in Rhode Island. The Transportation Advisory Committee no doubt has difficult decisions to make regarding funding priorities for the state. However, it is disappointing that they have chosen to withdraw support for the most vulnerable roadway users. Rhode Island has the potential to be the most bicycle friendly state in the country. If we invest our resources to provide safe and accessible bike-commuting facilities, we could not only decrease congestion and pollution (PVD has some of the poorest air quality in New England) but also build a bike-friendly reputation for our state that would attract new residents and help address our (relatively) declining population. I want my 2-year-old daughter to grow up in a state that gives her safe, healthy, and efficient options for commuting. One of the best ways to do that is by supporting cycling infrastructure.

Unfortunately, I was not able to make it to either of the hearings you hosted, but I am thankful for the opportunity to write you. I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking (and walking), and to maintain all funds designated in the current STIP.

**Pascal Mickelson**

*August 16, 2019 via email*

My name is Pascal Mickelson, and I live in Providence. I am writing you to express my reservations about the proposed amendment to the State Transportation Improvement Program (STIP Major Amendment #19). I'm particularly concerned about the Rhode Island Department of Transportation shifting \$37 million from the Transportation Alternatives Program (TAP).

When my spouse and I moved to Providence several years ago, we were already a one-car family, but we decided to go one step further and become non-car-owners. Now, we do nearly all of our errands, commuting, and recreation by walking or biking, sometimes supplemented by bus rides, ride sharing, or car rentals. All that is to say that we place a high value on transportation infrastructure that doesn't require a car. Furthermore, we were very excited when the Green Economy Bond passed during last year's election because it indicated to us that our fellow Rhode Islanders put a similar premium on expanding transportation options statewide.

For these reasons, I am dismayed to hear that money is being taken away from TAP. Pedestrian and bicycle projects all over the state benefit from having a dedicated funding source that is transparently allocated. Additionally, while my spouse and I have been able to choose not to have a car, not all families are so fortunate—these families rely even more critically on comprehensive and reliable transportation options beyond the traditional model of car ownership. What kind of message does cutting dedicated funding send about the state's commitment to a diverse and functional transportation system that benefits everyone?

I am hopeful that the Transportation Advisory Committee will agree with me and the majority of Rhode Islanders who voted last year to expand transportation options: please reject Major Amendment #19, maintain all funds designated in the current STIP, and vote to commit to continued and/or increase funding for walking and biking projects.

**Rick & Virginia Rounds**

East Greenwich residents

*August 16, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program (STIP) Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting nearly \$17 million dollars from the Transportation Alternatives Program.

By significantly reducing, substantially delaying or eliminating outright most of the bicycle and pedestrian projects currently included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support for the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

**Jennifer Kennedy**

*August 16, 2019 via email*

I voted for this bond to fund transportation alternatives, such as biking and walking infrastructure. I would be appalled if this money was siphoned off to fill gaps in funding that need to be addressed structurally.

I never would have voted for this. Rhode Island needs to enter the 21st century.

**Jennifer Kennedy**

*August 16, 2019 via email*

I am writing to oppose the Rhode Island Department of Transportation's proposal to shift \$37 million away from the Transportation Alternatives Program (TAP). This program funds local government priorities that provide Rhode Islanders safe, accessible, convenient and healthy transportation options.

By significantly reducing funding for current and future bicycle and pedestrian projects included in the STIP, Major Amendment #19 attempts to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines for bicycling projects currently designated in the STIP.

**John Nery**

Tiverton resident

*August 18, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away from greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Unknown caller**

*August 19, 2019*

The amendment is a bad economic decision for our state.

**Ian Hutchinson**

Warwick resident

*August 19, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding, biking, & walking and maintain all funds designated in the current STIP.

**Mike Eng**

Cranston resident

*August 19, 2019 via email*

Please prevent the cuts to bicycle, pedestrian, and ADA infrastructure proposed in STIP Major Amendment 19. \$37 million is a huge portion of these projects and a drop in the bucket in respect to money put toward bridges and pavement. Regardless, we should be investing much more in our bicycle and pedestrian and ADA infrastructure to help protect our most vulnerable road users and encourage environmentally sustainable transportation. The public clearly expressed their demand for better biking and walking infrastructure with recent votes on the Green Economy Bond, but this money was supposed to complement, not replace the Transportation Alternatives Program.

**Professor Rainer Lohmann**

URI Graduate School of Oceanography

*August 20, 2019 via email*

I read with alarm the recent proposal by RIDOT - Major Amendment with \$37 million in funding cuts that would delay, reduce, or eliminate improvements to bicycle and pedestrian infrastructure.

I strongly oppose this measure - in view of the challenges that climate change pose to RI we must do all we can to reduce our reliance on cars. So cutting funds from projects that help walkers and cyclists are ridiculous and short-sighted. In addition, safer walking and cycling infrastructure will benefit the health of Rhode Islanders, and improve its attractiveness for tourists and visitors.

It is about time that the DoT arrives in the 21st century and fully supports projects that improve the quality of living of ordinary Rhode Islanders by promoting and providing a safe and accessible walking and cycling experience in our State.

**Brendan Herr**

Providence resident

*August 20, 2019 via email*

I am writing to state my opposition to RIDOT's attempt to divert funding away from the Transportation Alternatives Program via STIP Major Amendment #19.

The current slate of bicycling and pedestrian projects in the STIP must be fully funded. These projects are essential for everyday mobility and safety of all Rhode Island residents and visitors. Additionally, these projects will greatly enhance recreation and tourism opportunities throughout our state.

Furthermore, consider the passage of the 2018 Green Economy Bond ballot question. This ballot question received 79% approval and prominently featured funding for statewide bikeway development and local recreation projects. Investing in bicycling and pedestrian projects is widely supported in Rhode Island. The recent efforts of advocates to enhance and expand bicycle and pedestrian infrastructure in this State must be honored.

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**Kevin Essington**

*August 20, 2019 via email*

I strongly oppose the \$31M cut proposed by RI DOT to bike and pedestrian infrastructure plans that are outlined in the current TIP. Cities and states that have embraced alternative modes of transportation have proven to be healthier and more attractive to businesses and labor. These cuts hurt poor people in particular, who use bikes and walking to get around neighborhoods and access transit. When RIPTA is currently asking for bold ideas for transit, RIDOT's proposal to move non-vehicular investments into car infrastructure shows the state working at cross-purposes with itself. I encourage you, Director Alвити, and Governor Raimondo to rescind these proposed cuts and in fact *increase* bike and pedestrian infrastructure in the next round of TIP updates. RI's transportation infrastructure is designed for 1970's way of living that will look more and more archaic in the next decade. Keep up with Massachusetts and keep your commitment to cycling and walking as worthy investments in our future.

Funding for bicycle and walking infrastructure is critically important not only for the health of the individual but for the health of the environment as well. The STIP Major Amendment #19 would seriously undermine the progress we've made here in Rhode Island to expand and support bicycle and pedestrian initiatives that serve to boost the economy (through bicycle tourism), enhance property values, engage residents in safe and healthy outdoor activity, reduce pollution from fossil fuels, foster responsible environmental stewardship, and promote social cohesion, in favor of redirecting funds previously designated for alternative transportation projects toward bridge and pavement work instead.

**Mary Bandura**

Chair, Bike Tiverton

*August 20, 2019 via email*

**Harton Smith**

Secretary/Administrator, Bike Tiverton

The Green Economy Bond, widely embraced by the voters, demonstrates the strong statewide support and demand that exists for bicycle/pedestrian alternative transportation projects. Delay in or reduction of funding for such important projects as the Trestle Trail in Coventry, the William C. O'Neill (South County) Bike Path extension in South Kingston, the "Safe Routes to School Contingency, Bike Safety, and State of Good Repair Funding," and the dropping of several Green Economy projects from the STIP, such as the Blackstone River Bikeway Segment 3B-1, represents a repudiation of the will of the voters.

Expansion of bicycle and pedestrian infrastructure can be accomplished for a relatively small expense to realize a much larger gain. Furthermore, to co-opt funds that have already been awarded to such ends is unfair and shortsighted.

We at Bike Tiverton stand uniformly and resolutely opposed to STIP Amendment #19 and strongly urge you to reject this proposal and to preserve the funds for advancement of bicycle and pedestrian projects as originally intended. To do otherwise is an act of bad faith.

**Barry Shiller**

North Providence resident

*August 20, 2019 via email*

With regard to public comment on RIDOT's proposed Major Amendment #19, following up on my testimony at the 8/15 public hearing, for the record please include my concerns which are in the form of the questions below:

why is the state financing the I-95 expansion by borrowing from future Federal highway allocations? Wouldn't General Obligation Bonds have lower interest rates? Shouldn't voters have a say before we incur debt as is required for General Obligation bonds? Shouldn't we try to "pay as you go" as debt payments can "sink" future transportation prospects as was threatened not long ago?

why is the \$35 million that voters did approve in 2014 for transit hubs listed as a revenue source (in the document "Final Source and Use Comparison 7.11.19") even though there is no clear indication as to how it will be spent and there's no public process on how to spend it?

As it is increasingly clear that climate change is a serious threat, that transportation is the sector emitting the most greenhouse gases, and, with the state joining the regional Transportation Climate Initiative to reduce these emissions, it seems evident to reduce greenhouse gas emissions we need to reduce driving, so why do we project a need to accommodate ever increasing traffic on the I-95 viaduct as the Environment Assessment (EA) asserts? Why do we keep spending so much to encourage more driving - for example the new I-295 Interchange facilitating Citizens bank's sprawl-inducing drive-everywhere new "campus," the full expressway 6-10 interchange rebuild over some community opposition and now the extra \$125 million proposed to widen I-95 north? Wouldn't more lanes, faster traffic encourage more driving? Shouldn't we wait to see what strategies the Transportation Climate Initiative comes up with to reduce greenhouse gas emissions from transportation before investing so much in expanding automobile infrastructure?

With regard to the section on public transportation in the I-95 EA, why note bus routes such as #92 (crosstown RIC-East Side Market) that have little to do with the viaduct but not the buses that actually might use the viaduct (as far as I know only #54 Woonsocket and the 3 times/day #59X North Smithfield) or, more importantly, the commuter rail that also goes through Providence and soon will stop in Pawtucket? Before spending so much to a widen I-95 shouldn't we wait to see if suggestions from community groups for expanded use of the existing rail corridor both for in-state travel on the North Kingstown - Pawtucket corridor with frequent fast electric trains ("Rhode Island Rapid Rail",) and, for travel to metro Boston also involving electrification )"Transit Matters",) all using the existing wires that Amtrak uses, that along with better I-95 signage, slower speed limits, and implementation of a state law (RIGL 36-6-21.3) to reduce state employee commuting miles, can be the basis for a cheaper and less polluting alternative? Wouldn't the I-95 project undermine better use the train system by spending so much of our limited resources on highway expansion to speed up travel that to some extent would compete with train travel? Shouldn't we hold off on the I-95 expansion until the Transit Master Plan, soon to be released, is vetted so that we can see what resources our transit program should have?

Will a wider I-95 require new overpasses on Smith St and maybe Orms St, and if so, is it reasonable to disrupt already slow traffic on those city streets, where those of us are already often stuck in traffic in a car or bus but are not asking for millions of \$ to speed up our trips? Shouldn't drivers wanting to tear through the center of a city at busy times expect to be slowed just as those using Smith St and other such streets do?

When looking at land use in Providence and noting all the land used for the 95-195 interchange, Route 6 and its interchanges with Route 10, Dean St and I-95, doesn't it seem that is more than enough land already dedicated to moving high speed traffic through the city without using even more for widening the I-95 gash in the center? Wouldn't widening I-95 by multiple lanes more thoroughly separate the sections on each side and make walking an even more disagreeable experience between Francis St/Providence Place and the Kinsley Ave/CIC complex by having to walk underneath an even wider highway? And despite the EA that seems to claim otherwise, wouldn't faster traffic and more lanes be noisier in the vicinity?

We all agree with the need to repair deficient bridges, but as that is used as a justification for proposing cutting the mostly bike/pedestrian Transportation Alternatives (TA) Program, shouldn't we consider not expanding I-95 to make room in the budget for continuing and even speeding up TA projects to promote those most truly "zero-emission" ways to travel? Doesn't walking and bicycling help the state's economy by keeping more of our energy dollars in the state? Haven't projects such as the Blackstone Bikeway been delayed long enough as it has been under development for around 30 years and still hasn't gotten to downtown Woonsocket, Central Falls and Pawtucket even though that's where there are both many potential users and the sites of Slater Mill and the Museum of Work and Culture where a completed bikeway could help market the Blackstone National Heritage Park? Shouldn't we hold off on that I-95 expansion until the Bicycle Master Plan is released and vetted to see what resources our bike program needs?

Shouldn't we hold off on financing and building an expanded I-95 until all such questions are answered?

**Jen Fishman**

Narragansett resident

*August 20, 2019 via email*

I am writing to express my opposition to Major Amendment 19, which would negatively impact the

progress of improvements to bicycle and pedestrian infrastructure. At this time there is an urgent need to reduce carbon emissions from cars and therefore our state should be investing in and expediting the development of infrastructure for transportation alternatives rather than reducing and delaying it. There is also an acute need to improve safety conditions for bicyclists and pedestrians that should not be ignored. Thank you for your consideration of my comment.

**Jerry Hobbs**

Portsmouth resident

*August 20, 2019 via email*

I write to strongly oppose the RIDOT proposed STIP Major Amendment #19 as introduced in July 2019 and discussed this 13 and 15 August 2019 at public hearings.

As described, RIDOT is seeking to transfer \$37 million away from current and future bike-related projects over the course of 10 years. RIDOT is proposing this move despite having recently received \$358 million in new funding for roads and bridges. If adopted, Major Amendment #19 would postpone the Trestle Trail paving in Coventry indefinitely, delay and cut spending to the O'Neill Bike Path extension, and drop several Green Economy Bond projects off of the STIP, making them much harder to track.

The most recent Green Economy Bond 2018 was approved with nearly four-fifths (79%) of statewide votes in favor. The most recent RIDOT proposals were a "Summer Surprise" introduced July 2019 with no statewide voter approvals. Rhode Island taxpayers, residents, and visitors deserve the pavement approved by voters. Please see that RIDOT is held accountable to deliver the pavement approved by voters for bike safety, not ineffective pavement for wider freeways proposed by RIDOT last month.

There are numerous studies which prove the benefits of paved bike paths. Some examples from the League of American Bicyclists and Metro Strava can be found via these links:

From League of American Bicyclists notes on recent US Senate Transportation Bill with emphasis on bike safety

[https://www.bikeleague.org/content/senate \[bikeleague.org\]'s-transportation-bill-great-bikes](https://www.bikeleague.org/content/senate-bikeleague.org/s-transportation-bill-great-bikes)

From Metro Strava notes on the comparison costs of driving and bicycling

[https://medium.com/strava-metro/whats-the-cost-of-choosing-to-drive-a-car-instead-of-riding-a-bike-436ebd0166cd \[medium.com\]](https://medium.com/strava-metro/whats-the-cost-of-choosing-to-drive-a-car-instead-of-riding-a-bike-436ebd0166cd [medium.com])

For instance, driving a car was found to have a cost to society of €0.11 per kilometer (or 18 US cents per mile) due to factors such as the associated pollution, land use, collisions, and infrastructure construction and maintenance costs. The cost to the individual of driving a car was €0.89 per kilometer (\$1.60 per mile), due to factors including the cost of operating a car, travel time, congestion and parking. Cycling, by contrast, generated a €0.18 net benefit to society for every kilometer cycled (or 32 US cents per mile), primarily due to the health benefits of physical activity. For the individual, cycling had a cost of course, due to perceived safety and discomfort, the risk of accidents, and the additional travel time

required to reach a destination. Nevertheless, the cost was €0.14 per kilometer (26 US cents per mile), about one sixth the cost of driving a car.

Finally, and most egregiously, RIDOT's Major Amendment #19 seeks to divert money earmarked for implementing the Bike Mobility Plan, which is awaiting final approval by the Governor. This means that bicycle and pedestrian projects recommended by residents in a robust public process across the state will be forestalled.

Although \$37 million represents a tiny percentage of RIDOT's overall budget, it would make a world of difference for people who bike or walk. Bicycle and pedestrian infrastructure is very inexpensive to build and is proven to save lives. RIDOT has shown its reluctance to fund infrastructure, even when there is ample money to do so. This RIDOT trend must now cease.

As I summarized at the 15 August 2019 public hearing - Give Me Bike Safety, Give Me the Pavement RI Voters Approved Now.

**Anne & Den Handy**

Coventry residents

*August 21, 2019 via email*

I oppose Major Amendment #19 of the Statewide Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

Finish the Coventry Greenway as it bring much enjoyment to those that use it. It would be great if it could be finished before we die as we are 75 and 82 and still out there.

**Sarah Mitchell**

Board Chair, RI Bicycle Coalition

*August 21, 2019 via email*

Please find the attached letter opposing RIDOT's proposal to shift \$37 million from Transportation Alternative funds to other projects.

Thank you for the opportunity to comment.

***See Appendix A - Attachment 8 for written statement.***

**Carolyn Wieman**

*August 21, 2019 via email*

I just want to register my opposition to RIDOT taking funding away from bikeways and pedestrian walkways to use on road and bridge repairs. For those of us who worked to pass the green bonds--their use was clear.

**Peter Nassoit**

*August 21, 2019 via email*

For the second time this year, the closed-minded planners at the Rhode Island Department of Transportation are trying to steal millions of dollars from pedestrians, cyclists, and other vulnerable users of our state's transportation infrastructure. Yes, "steal" is the right word to use here, considering the strong support the public has shown for investment in vulnerable user infrastructure, including overwhelming passage of the Green Economy Bond. But RIDOT doesn't seem to care what the public wants, unless we're talking about motor vehicles.

RIDOT's recently proposed amendment #19 will transfer as much as \$37 million from bike and pedestrian projects and use it to pay for more motor vehicle infrastructure. Bike and pedestrian projects are a very small share of the overall state transportation budget. When you consider bike/pedestrian project costs are much less expensive per user than infrastructure for motor vehicles, we should be investing more--not less--in these projects.

In some cases (such as the additional lanes on I-95 and I-195), the proposed infrastructure changes will likely lead to increased motor vehicle traffic at higher rates of speed--and more greenhouse gas emissions. At a time when our state, with its hundreds of miles of coastline, is already feeling the effects of climate change, and the science is showing more clearly than ever the dangerous path we are on, why would RIDOT cut funding for zero-emission transportation?

Please oppose the STIP Proposed Major Amendment #19! Let RIDOT know that you care about vulnerable road users.

**Gary O'Leary**

President, Cara Inc.

*August 21, 2019 via email*

Supports Amendment 19 and RIDOT efforts.

***See Appendix A - Attachment 9 for written statement.***

**Dan Baudouin**

Former TAC member

*August 21, 2019 via email*

I write to you as a past member of the TAC, and as an avid walker and bicyclist. Along with many others, I am strongly opposed to this amendment reducing funding for transportation alternative projects.

A few months ago, RIDOT proposed, and then withdrew, a similar amendment. I hope that RIDOT finds the wisdom to withdraw this latest attempt to reduce funding for bike/pedestrian funding. My reasons are as follows:

- a. I was a TAC member when the 10 Year TIP plan was created. Many members were not happy about the small funding for TAP projects, but approved the plan because of the funds needed for bridge repair. Now we find that RIDOT wants to reduce the small amount allocated to TAP projects by

\$37,000,000! This major change from just a few years ago is unacceptable and unwarranted because many TAP projects would be eliminated or delayed.

b. The original 10 year plan was the result of much work by the TAC, RIDOT, RIPTA, Statewide Planning, local communities, and the public. This major change to the Transportation Alternatives Program negates and does not reflect the long and effective process that was used to develop the plan. Stay with the 10 year plan for TAP projects.

c. The proposal to fund TIP approved projects with Green Bond funds is not consistent with the messages that were given to the public who overwhelmingly approved the bonds for new bike funding. The bonds were not to replace TIP funding. RIDOT's proposal to free up TAP funds for bridge and road repair does not make sense. Voters were not voting for roads and bridge funds when they approved the green bonds.

d. As former director of the Providence Foundation, I worked on plans to improve Waterplace Park and Cathedral Square, both of which are critical links in the downtown pedestrian network. The proposed amendment would postpone funding for Waterplace Park for four years until 2026, and Cathedral Square for three years (also until 2026). These repairs are needed now! Assuming funding is even available in 2026, the repair cost will be greater.

e. I could not attend the public hearings, but I am told that 35 speakers were opposed to the TAP funding reduction and no one spoke in favor of it. The TAC should listen to the public and not vote to reduce TAP funding.

Great bike and pedestrian networks are a critical part of a comprehensive transportation system. The small amount of funds allocated in the Transportation Alternative Program should not be reduced.

**Mindy Sobota, MD**

Primary Care Physician

*August 21, 2019 via email*

I am writing to **strongly oppose** the proposed State Transportation Improvement Program Major Amendment #19. Specifically, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

As a primary care physician in Rhode Island, I believe the proposed diversion of funds as extremely short sighted for the health of our state. Obesity is epidemic in our State, and one of the major causes is a sedentary life style. Traffic and automobile accidents are on the rise, leading not only to deaths but also disabling injuries which consume our State's disability funding. Why would our State oppose efforts to de-clog our crowded roads and highways, and allow people safely to get more physically active?

Please help our state makes steps forward to combat obesity and sedentary lifestyles and to promote safe, and alternative means of transportation.

***See Appendix A - Attachment 10 for written statement.***

**Jerry Elmer, Senior Attorney**  
Conservation Law Foundation  
*August 21, 2019 via email*

Conservation Law Foundation (CLF) opposes the proposed Amendment 19 to the state's Transportation Improvement Plan (TIP).

***See Appendix A - Attachment 11 for written statement.***

**Christopher Sarli**  
Barrington resident  
*August 21, 2019 via email*

I am writing to deliver a letter to the Transportation Advisory Committee regarding Major Amendment #19 to the State Transportation Improvement Plan, as part of the TAC's public comment period for this amendment. The letter is written in opposition to the amendment, and bears 35 signatures. Please find it attached as a PDF.

***See Appendix A - Attachment 12 for written statement.***

**Peter Nightingale**  
Physics Professor  
*August 21, 2019 via email*

My purpose in writing is to strongly oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I find it highly objectionable that the Rhode Island Department of Transportation wants to shift \$37 million out of the Transportation Alternatives Program.

Rhode Island is designed for cars and for cars only, As a cyclist commuter one risks one's life on a daily. It's not because the drivers are reckless; it's because the infrastructure is totally inadequate and life threatening in more ways than one.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Glenda Jeffrey**  
North Scituate resident  
*August 21, 2019 via email*

As an experienced serious cyclist and bike commuter (30+ years), I would like to ask you to oppose RIDOT's Major Amendment #19. While I have enough experience to ride my bike pretty much anywhere, the same is not true of most people. We need infrastructure that makes people feel safe on their bikes, and we are a long way from it.

Some simple improvements would help both motorists and experienced cyclists, like widening shoulders and improving pavement, while new cyclists benefit from the added security of protected bike lanes and paths. New pavement we do see, but shoulders seem to get almost no attention.

I'm seeing a lot of paving in my part of the state (Johnston/Scituate/Foster, Rt 6 and 101). Some of it was desperately needed (Rt 6) but some of it strikes me as overkill (Rt 101 looked just fine to me), while other roads in the area are turning to dirt (like Rt 94 -- not due for paving until 2022!). And I see no effort whatsoever to improve the situation for cyclists or pedestrians -- Rt 6 in Johnston is still a wasteland for those without a car, despite the beautiful black asphalt. The white line is pretty much painted a few inches from the edge.

Let's focus on complete streets and encouraging people to get out of their cars, not diverting funds to provide luxurious car-only thoroughfares.

**Rep. Gregory Costantino**

Rhode Island State Representative, District 44  
*August 21, 2019 via email*

Representative Costantino supports Amendment #19 because it helps ensure that 90% of the bridges in RI maintain condition sufficiency.

***See Appendix A - Attachment 13 for written statement.***

**Rebekah Gardner, MD**

Associate Professor of Medicine  
Division of General Internal Medicine – Alpert Medical School of Brown University  
*August 21, 2019 via email*

I am writing to express my opposition to Major Amendment #19 to the State Transportation Budget. As a physician, I strongly favor increasing access to healthy modes of transportation, such as safe pedestrian and bike ways. This amendment would divert \$37 million away from investing in these alternative transportation modes.

**Phoebe Hall**

Riverside, RI  
*August 21, 2019 via email*

For the second time this year, the closed-minded planners at the Rhode Island Department of Transportation are trying to steal millions of dollars from pedestrians, cyclists, and other vulnerable users of our state's transportation infrastructure. Yes, "steal" is the right word to use here, considering the strong support the public has shown for investment in vulnerable user infrastructure, including overwhelming passage of the Green Economy Bond. But RIDOT doesn't seem to care what the public wants, unless we're talking about motor vehicles.

RIDOT's recently proposed amendment #19 will transfer as much as \$37 million from bike and pedestrian projects and use it to pay for more motor vehicle infrastructure. Bike and pedestrian projects

are a very small share of the overall state transportation budget. When you consider bike/pedestrian project costs are much less expensive per user than infrastructure for motor vehicles, we should be investing more—not less—in these projects.

In some cases (such as the additional lanes on I-95 and I-195), the proposed infrastructure changes will likely lead to increased motor vehicle traffic at higher rates of speed—and more greenhouse gas emissions. At a time when our state, with its hundreds of miles of coastline, is already feeling the effects of climate change, and the science is showing more clearly than ever the dangerous path we are on, why would RIDOT cut funding for zero-emission transportation?

Please **reject** the STIP Proposed Major Amendment #19. Your vote against this amendment is a vote for progress for people, transportation, and the environment of Rhode Island. Thank you.

**Stephen Archambault, Esq.**

Archambault Law Offices, Inc. / RI State Senator, District 22  
*August 21, 2019 via email*

RI Senator Archambault supports Amendment #19 because it helps ensure that 90% of the bridges in RI maintain condition sufficiency and the Rhode Works program is implemented successfully.

***See Appendix A - Attachment 14 for written statement.***

**Erik Christiansen**

Providence resident  
*August 21, 2019 via email*

I'm writing to oppose RIDOT's Major Amendment 19, which will divert money needed to improve RI's severely underdeveloped bicycle and pedestrian infrastructure. This would be a shortsighted maneuver with large long-term costs.

**Jim Gleason**

Tiverton resident  
*August 22, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond. I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Danny Kirschner**

Providence resident  
*August 21, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond. I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Meghan Geary, MD**  
*August 21, 2019 via email*

Just today I took care of a patient who was injured when hit by a car while riding his bike. As a primary care doctor, I see the life altering impact his accident has on my patient and his family. Furthermore, for physical and mental health as well as for commuting it is crucial to have safe and accessible bike and pedestrian roadways.

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

**James Baumgartner**  
*August 21, 2019 via email*

Thank you for holding the two meetings for public comment regarding STIP Major Amendment 19. I was able to attend the meeting in Providence on August 15th where I gave my public comment. I have also emailed my comments to you previously, but after seeing many members of the public speak against this amendment, I wanted to add to my comments.

I urge you to vote against STIP Major Amendment 19. Funding for bicycle, pedestrian, and ADA infrastructure is small enough as it is. This money was designated for these projects and we shouldn't allow it to go to RIDOT's highway, bridge and other projects. According to some calculations, this amendment would eliminate or delay \$20 - \$37 million from bike and pedestrian projects.

\$37 million goes a long way for bike and pedestrian infrastructure. At the same time as this amendment is proposed, RIDOT is proposing to add a lane to a small section of I-195 for an estimated cost of \$70 million. That's almost double the cost of the proposed bike and pedestrian budget cuts. RIDOT says that the additional lane on I-195 will help provide "congestion relief." Decades of research has shown that adding lanes to a highway does not relieve traffic congestion because the additional capacity is quickly swallowed up by more people driving.

RIDOT is also on course to spend hundreds of millions of dollars rebuilding the I-95 viaduct and add a lane there as well. They are using "congestion relief" as the justification for adding a lane onto I-95 as

well. When RIDOT wants to expand a highway, they have no problem finding the money for it. But when it comes to bike and pedestrian improvements (at a fraction of the cost), they have a much harder time finding the money, claiming that it is needed to repair deficient bridges. Meanwhile, they spend tens of millions of dollars expanding bridges which will only make it more expensive to repair in the future. It may be beyond this committee's purview to stop RIDOT from spending money on unnecessary highway lanes, but you should at least do your best to make sure they spend every penny on bike and pedestrian infrastructure possible.

In a recent article in the Boston Globe, RIDOT director Peter Alviti said, "We have deficient bikeways in the urban core that get much higher use than a trail out to Connecticut." This is obviously true, and RIDOT has often stood in the way of creating good bikeways in our urban core. We must create protected bikeways, the kind that have been proven to increase bicycle ridership. RIDOT touts its spending on bike and pedestrian infrastructure, but includes bike routes that are only marked by shared roadway markings (also known as bike chevrons or "sharrows"). Shared roadway markings do nothing to make cycling more safe, and do not encourage more people to ride a bike instead of driving a car. Recreational bike paths (officially "multi-use paths"), like the trestle trail connecting to Connecticut are also an important part of our overall bike infrastructure.

I've been commuting by bike in Providence for about 12 years, and I'll ride on just about any street where it is legal. (I prefer to use bike lanes when they are available, and I'll go out of my way to do so, but there is no way to go more than a mile in town while riding only on bike lanes). I didn't start out as a confident cyclist. I started as a 10 year old, riding my Schwinn BMX on a bike path in suburban Kansas City. When I turned 16, I started driving everywhere instead, and that's what I did for the rest of my teens and twenties. But it was a recreational bike path that got me back on my bike. I started riding on paths, then I'd ride to work occasionally, and soon enough I was riding everywhere. Recreational paths like the Washington Secondary and Trestle Trail are a key part of getting more people on bikes, which leads to less car congestion and pollution.

For all of the small reasons above, you should recommend against approving this amendment. But there is a much bigger reason as well. According to a Washington Post analysis of national temperature data, Rhode Island is the fastest-warming state in the lower 48 states, with a 2 degree Celsius average temperature increase since 1895. We must significantly reduce carbon emissions in the next few years in order to avoid the more catastrophic effects of climate change. Can this committee stop climate change on its own? No, of course not. But at the very least, it must not be a contributor to climate change. It can assist RIDOT in being part of the problem, or it can be a small part of the solution. Highways are carbon infrastructure, just like coal or natural gas-fired electric plants. Funding bike and pedestrian infrastructure is your opportunity to do something better.

**Jon Zwarg**

*August 22, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program. I am a year-round transportation cyclist and I am tired of being treated as an afterthought in our transportation system.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

This mode of thinking is short-sighted and actively works against the state meeting its ambitious goals for reducing climate change.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Janet Raymond, Senior Vice President**

Greater Providence Chamber of Commerce

*August 22, 2019 via email*

The Greater Providence Chamber of Commerce supports TIP amendment #19 that would result in improving safety of Rhode Island's roads and bridges.

**See Appendix A - Attachment 15 for written statement.**

**Tim Nevins**

*August 22, 2019 via email*

I am a RI resident (150 Sharon street in Providence), and I oppose Major Amendment #19 of the Transportation Improvement Program, which would shift \$17 million away from the Transportation Alternatives Program.

Taking funding away greenway construction and maintenance projects risks the safety, health, and well-being of all Rhode Islanders.

**Andrew Pierson**

Pawtucket resident

*August 22, 2019 via email*

It has recently been brought to my attention that there is a proposal to dramatically reduce the State of Rhode Island's future investment in bicycle and pedestrian infrastructure. As a Rhode Island resident, I am writing to state my strong objection to that proposal.

Put simple, climate change, obesity, poverty and even social isolationism are all very real threats that impact countless Rhode Islanders now, and will only grow worse in the future. Investments in alternative transportation options are essential if we hope to slow or deter the worst impacts of climate change. By building safe networks of bicycle and pedestrian infrastructure (along with public transit), State officials can offer viable alternatives to more driving. This is fiscally responsible (look at the cost of replacing highways and bridges vs this investment) and socially right (low income families are forced to pay large percentage of their income on car ownership just to get to work). As the second densest state in the U.S., Rhode Island is a perfect place for bike and pedestrian infrastructure. Money spent on bike lanes, sidewalks and road safety in Rhode Island will stretch farther than almost any other state because of our small size and density.

Furthermore, precedents exist showing that investments in quality infrastructure can make a society healthier, happier and more fiscally strong. In the 1970's, places like the Netherlands and Denmark had a car culture similar to Rhode Island. However, a commitment to alternatives has revolutionized their

cities, bringing down health care costs and reducing their carbon footprint. Today, cities in those countries have a strong bike culture (from children to the elderly) because of safe infrastructure built by government officials.

Before making a decision on cutting this funding, I ask that you consider what we should tell our grand kids in a generation about what we did to help slow climate change. Did we double down on roads and bridges? Did we add car lanes and parking garages? Or did we offer alternatives? Did we try everything we could to give people a chance to get healthier? Did we do our part to stop climate change? I ask that you reject this proposal to cut bike and pedestrian funding and work to increase Rhode Island's investment in the future.

**Jeffrey Gishen**

Middletown resident

*August 22, 2019 via email*

We are writing to state our opposition to Major Amendment #19 of the Statewide Transportation Improvement Program. We are retirees who have lived in RI for more than six years now. Our main activity for exercise and recreation from April through October is bike riding on the various bike paths around the state.

We encourage placing a very high priority on the maintenance and extension of the statewide bike paths. They provide healthy exercise and stress relief available to all RI residents. They serve walkers, runners, and roller bladers, in addition to bike riders. And, in places, school children use them to commute to and from school. They also draw tourist dollars and new residents (like us!) to the state.

**RI State Representative Grace Diaz**

District 11

*August 22, 2019 via email*

I am writing today in support of the RIDOT proposed Major Amendment #19. As you are well aware, the state of Rhode Island is ranked last in overall bridge conditions and this problem is obviously critical. RIDOT's primary mission is to fix this problem by the year 2025 ensuring that 90% of the bridges in Rhode Island achieve a good sufficiency rating. The 10-Year Plan (STIP) was created to address this problem and must now change to fit changing finances – reflecting additional funding received as well as funding never realized. The STIP ensures that Rhode Works is implemented fully.

Over 84 projects have been completed since 2016 with an ongoing 70 projects. Within the next 12 months more than 40 projects will commence. Without this Major Amendment #19, none of this will come to fruition. I strongly believe that this major amendment keeps Rhode Island on pace to meet bridge sufficiency mandates by 2025 and will ease the task of future STIP updates.

I fully support this Major Amendment #19.

**RI State Representative Carlos E. Tobon**

District 58

*August 22, 2019 via email*

I fully support Major Amendment #19.

**See Appendix A - Attachment 16 for written statement.**

**Warwick Mayor Solomon**

*August 22, 2019 via email*

Mayor Solomon expresses the City of Warwick's support for RIDOT's proposed Major Amendment #19.

**See Appendix A - Attachment 17 for written statement.**

**Bill Lynn**

**Herreshoff Marine Museum**

*August 22, 2019 via email*

Opposes the elimination of funding for TIP ID #5007.

**See Appendix A - Attachment 18 for written statement.**

**David Bettridge**

Providence resident

*August 22, 2019 via email*

Please don't steal \$37.5 million from the bicycle/pedestrian alternative transportation budget as proposed in Amendment #19.

I ride my bikes about 3'000 miles per year on public roads and let me tell you they need work to be safer. Cars have ruled the roost long enough, it's time for other transportation modes to get a fair share of the budget and much more inclusion in the design process.

**RI State Senator Dawn Euer**

District 13

*August 22, 2019 via email*

I am opposed to Amendment 19. RI needs to continue to maintain and increase our investments in pedestrian and bicycle infrastructure for economic, environmental, public safety, and public health reasons.

**See Appendix A - Attachment 19 for written statement.**

**Angie Koziara**

Cranston resident who likes to bike to Providence  
*August 22, 2019 via email*

I strongly oppose any cuts for bicycle/pedestrian programs. I know a couple people who have moved to this area this past summer and are impressed with the bicycle paths and programs. These can define us as a city and state. Recently Boston was deemed over capacity for cars. Providence and RI could go the same way.

Please consider this issue and do not impose cuts.

**Jonathan Ford**

Providence resident  
*August 22, 2019 via email*

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

I depend on my bicycle as a viable means of transportation - it saves our family time and money and improves my health. We count on the safety improvements and connections to be provided by this planning work and proposed future implementation. Diverting these funds is a mistake.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Sylvain Loize**

Warwick resident  
*August 22, 2019 via email*

it is with sincerity that I hope you can recognize that all major successful urban spaces of today are those that are dedicated not to cars but rather to pedestrian and cycling access. Please don't stifle the future of our wonderful state by not recognizing this well established fact.

**Tom Wojick**

*August 22, 2019 via email*

I strongly oppose cuts or the transfer of funds that take money away for the continued expansion and improvement of bike paths and lanes in the State. RI will suffer enormously from climate change.

Addressing every possible way to mitigate and lessens the effects of Climate change are critical to the states sustainability and resiliency. We need to increase the attractiveness and incentives for citizens to use transportation that does not add to our carbon footprint. Cities that have encouraged the growth of alternative transportation, particularly the use of bicycles have seen a significant drop in carbon emissions and an increase in the health and well-being of their citizens. Cutting or transferring these funds is short sighted and counter to climate initiatives.

**Scott Gibbs, President & Michelle M. Godin, Vice President**

Economic Development Foundation of RI

*August 22, 2019 via email*

The Economic Development Foundation of RI supports Amendment 19.

**See Appendix A - Attachment 20 for written statement.**

**Mayor Roberto DaSilva**

City of East Providence

*August 22, 2019 via email*

Firstly I would like to wish you a happy Fourth of July weekend and thank you for all the great projects your DOT has planned for the city of East Providence. I was recently approached by some residents who are concerned about the condition of the sidewalks on Pawtucket Ave. I know that this project has been placed on the state's Transportation Improvement Plan, however I felt I should try to lobby you to move the start date of the project up if possible. The condition of these sidewalks have continued to degrade and are a serious safety concern. Many residents use this sidewalk to get to and from two schools, Kent Heights Elementary and Martin Middle School; St Martha's church; Perry McStay Funeral Home as well as many other commercial properties. In addition the sidewalks are not usable by a person in a wheel chair or using the aid of a walker.

I walked the sidewalk the other day with our DPW director and recorded a video of the walk so that you can see how very bad these sidewalks are and how much they would benefit from being fixed. I have also forwarded previous documents that had been sent over to the DOT in the past advocating for moving this project up.

**Denyse M. Wilhelm**

Asst. ADA Coordinator

Gov's Commission on Disabilities

*August 22, 2019 via email*

Thank you for clarifying the purpose of the meeting and the opportunity to comment. Given the limited time to respond here are my comments based on a review of the RIDOT Revision Request Amendment #19. The Governor's Commission on Disabilities agrees with the commitment to increase funding and maintain the established start date to meet federal requirements of the ADA Transition Plan under the Transportation Alternatives Program TIP ID 9011. What is concerning is RIDOT's prioritization of

beautification vs. access. Example: the decision to delay Main Street handicap side walk access in rural community of Hopkinton with a proposed budget of \$0.12 million.  
vs. the beautification of a single road in Narragansett at approximately four times the funding.

**Osman Cortave**

*August 22, 2019 via email*

I am writing to strongly oppose the proposed State Transportation Improvement Program Major Amendment #19. More specifically, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and effectively removing money from future bike-ped projects we are holding our state back from progress.

As shown in many states and countries, when we invest in bike infrastructure, it goes beyond simply biking, we are investing in social infrastructure. In order to have healthier, safer, and more vibrant places for all Rhode Islanders, we need strong intentional investment in other forms of transportation. RIDOT's current actions simply work to keep a lackluster status quo, one that prioritizes private vehicles, rather than focusing on much more important social outcomes. When we invest in projects like bicycle infrastructure, we are investing in people, we are investing in community, and we are investing in our environment.

We need to move past greatly expensive highway projects that don't improve our built environment or social fabric, rather they hurt it, and invest in a Rhode Island where PEOPLE can move freely, interact, and live happier and healthier lifestyles.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

**Mayor Jeffrey Mutter**

Town of Cumberland

*August 22, 2019 via email*

The Town of Cumberland supports RIDOT's proposed Amendment 19.

**See Appendix A - Attachment 21 for written statement.**

**Andrew Poyant**

Providence resident

*August 22, 2019 via email*

I am writing to strongly oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

As someone who has to drive to work, I still support significant investments in bike, pedestrian and public transportation infrastructure. Increasing these other modes of transportation is shown to decrease traffic and costs significantly less to maintain in the long run as it reduces the number of car trips on roads.

If anything we should be investing more in bike, pedestrian and public transportation infrastructure not reducing investments.

**Ralph Mollis, Town Manager**

North Kingstown

*August 22, 2019 via email*

The Town of North Kingstown has provided comments on RT 1A, West Main ST (US-1 to Brown St), TIP ID 1368, Post Road – Curbing and Sidewalks (TIP ID 5120), and Sidewalks on Route 102 (TIP ID 5127).

**See Appendix A - Attachment 22 for written statement.**

**RI Senator William J. Conley, Jr**

District 18

*August 23, 2019 via email*

RI Senator Conley strongly opposes Amendment 19.

**See Appendix A - Attachment 23 for written statement.**

**Robert Mushen, Town Council President**

Little Compton

*August 23, 2019 via email*

Little Compton requests reconsideration of the schedule changes for Meeting House Lane (TIP ID 1352) and South of Commons Road and Simmons Road (TIP ID 1354) to prevent impacts to two-way traffic on these roads.

**See Appendix A - Attachment 24 for written statement.**

#### ***IV. Public Hearing Proceedings***

The following is a detailed record of the spoken comments received during the public hearings on August 13, 2019 and August 15, 2019.

**Public Hearing #1**  
Tuesday, August 13, 2019 at 5:00 p.m.  
Narragansett Town Hall – Council Chambers  
25 Fifth Avenue  
Narragansett, RI 02882

#### **ATTENDANCE**

##### **Speakers (for public comment)**

Ms. Teresa Tanzi	State Representative House District 34
Mr. Michael DeLuca	Narragansett Community Development Director
Mr. David Smith	Friends of South County Bike Path
Ms. Rosemary Smith	Friends of South County Bike Path
Mr. Rupert Friday	RI Land Trust
Mr. Bob Votava	Friends of South County Bike Path/DOT Watch
Ms. Diane Williamson	Bristol Town Planner
Mr. James Lamphere	Hopkinton Town Planner
Mr. Dennis Webster	RI Resident
Ms. Kathleen Fogarty	State Representative House District 35
Carol Thornber	Stedman’s Bike Shop
Ms. Susan Orben	Director South County Healthy Bodies (HEZ)
Ms. Melissa Jenkins	RI Collective Action Network

##### **TAC Members Present**

Mr. John Flaherty  
Ms. Bari Freeman

##### **Others in Attendance**

Mr. Tom Queenan	RIDOT
Mr. Michael Gannon	RIDOT
Mr. Ken White	RIDOT
Ms. Pamela Cotter	RIDOT
Ms. Megan DiPrete	RIDEM
Mr. Jamik Alexander	FHWA
Mr. Randy. Worden	FHWA

##### **Statewide Planning Staff Present**

Mr. Meredith Brady, Associate Director  
Ms. Linsey Callaghan, Assistant Chief  
Mr. Michael D’Alessandro, Supervising Planner

Mr. Benny Bergantino, Principal Planner

The Meeting was called to order by Ms. Linsey Callaghan at 5:04 PM.

Ms. Callaghan began with an explanation of the public comment period, and the public hearing process.

Ms. Callaghan presented an overview of the State Transportation Improvement Program (STIP) process. Ms. Callaghan introduced Mr. Tom Queenan of the Department of Transportation who gave a presentation on the changes in Amendment 19.

**See Appendix C for presentations.**

Ms. Callaghan then requested those interested in speaking to begin presenting their comments.

**Speakers (for public comment)**

Speaker	Name	Representing	Comment
1	Teresa Tanzi	State Representative, House District 34	<p>Objects to Amendment 19. In particular, the term “contingency”. Need to clarify the term contingency. DOT’s presumed efficiency implementing projects suggests that they have leftover funding. She would like to see a breakdown on those projects. In February a breakdown of that funding was requested but not delivered upon because the Amendment 11 was rescinded.</p> <p>Ms. Tanzi speaking to the Green Economy Bond (GEB). Ms. Tanzi is founding member of the Paths to Progress. Clarifies that the GEB is to connect and complete GEB projects. The economic development, health, safety, etc., benefits are critical to the focus of the GEB. This was identified as additional funding.</p> <p>Ms. Tanzi opposes the Coventry, Trestle Trail which was cut \$5.5 million. This project was a major connector, as it connects Rhode Island to Connecticut.</p> <p>Ms. Tanzi opposes the changes to the South County Bike Path (William C. O’Neill Bike Path), in particular the significant cut (\$5.43 million) in funds to this project. This concept behind the project was to connect Kingston all the way to Narragansett Town Beach.</p> <p>Cites a 12.3% cut to bike and pedestrian projects over 10-years. This shows a lack of prioritization and goes against what voters approved.</p>

2	Michael DeLuca	Narragansett Planning Director (speaking on behalf of town administration)	<p>Address 4 of 7 projects in the town.</p> <p>William C O’Neill bike path. Echoes Ms. Tanzi’s comments.</p> <p>Reduction of 65% reduction is not conducive with original plans. Mr. DeLuca provides a brief history of the bike path including its inception in the 1980’s. The Town has made significant bicycle and pedestrian commitments such as:</p> <ul style="list-style-type: none"> <li>– 2007 land swap with Fish and Wildlife as mitigation for the ultimate terminus of the bike path.</li> <li>– Committed the use of town property for the extensions of section 4a and 4b of the bike path.</li> </ul> <p>RIDOT Readiness Report, April 2019. Recognizes the various permitting hurdles in the design of the bike path. Should the funding be reduced by the State, we would ask that the State remain fully committed to finalizing the design and construction within the STIP timeline and that the State commit to whatever costs to build the selected alternate.</p> <p>3 projects funding increased but projects delayed (pavement) – South Pier Road (highest priority), Boston Neck Road (2<sup>nd</sup> priority), Bridgetown Road (disagree with RIDOT decision to delay).</p> <p>Funding cuts are proposed on key arterials and are essential to a safe efficient circulation system as well as RoW width improvements. The projects would correct deteriorated heavily used roadways in Narragansett.</p> <p>RIDOT should stay committed to the timeframes detailed in the STIP. In closing, objections to the delay and design of the construction of those projects.</p> <p><b><i>See Appendix B – Attachment 1 for written statement.</i></b></p>
3	David Smith	Friends of South County Bike Path	<p>Mr. Smith (Bike Advocate) has 4 comments:</p> <ol style="list-style-type: none"> <li>1) Objects to changes to South County Bike Path (William C. O’Neill Bike Path), especially considering the length of time the project has been in the STIP since 2016 And was actually previously approved three times by the Narragansett Town Council. RIDOT’s Project Readiness report now provides a premise to</li> </ol>

			<p>delay and reduce the project. What is lost beside time and effort? The safest path from the train station is now off the table. There are economic implications to eliminating the project and that is unfortunate as it not been fully realized as an economic asset. Compared the project to the Providence pedestrian bridge which was recently completed.</p> <ol style="list-style-type: none"> <li>2) If STIP is approved, Mr. Smith hopes that RIDOT is ready to move ahead with the project as amended even with the permitting hurdles that may exist. Furthermore, a completion date for Phase 4B is not stated.</li> <li>3) <i>[Continued as supplemental comments]</i> Bicycle improvements to improve safety on Boston Neck Road (moved from 2020 to 2025) have been delayed unnecessarily. Mr. Smith has asked that \$5 million from SCBP be shifted to stripe Boston Neck Road. Similar improvements should be on Route 2 in Exeter.</li> <li>4) <i>[Continued as supplemental comments]</i> GEB money has been devoted to the SCBP and the purpose was not to replace money but to increase money going to bike projects.</li> </ol> <p><b><i>See Appendix B – Attachment 2 for written statement.</i></b></p>
4	Rosemary Smith	Friends of South County Bike Path	<p>Ms. Smith says the reduction in funding the SCBP to \$3 million sets back 5-years process devoted to completing the path to Narragansett Beach. Narragansett staff and Friends of South County Bike Path have worked continuously with RIDOT to implement various phases of the project. The Project Readiness Report was untimely considering the work being performed.</p> <p>Amendment 19 represents an abandoned commitment to transportation alternatives. The users have increased on the SCBP and users are forced to use Kingston Road and another dangerous road. RIDOT needs to realign its timetable and get the project done soon.</p> <p><b><i>See Appendix B – Attachment 3 for written statement.</i></b></p>
5	Rupert Friday	RI Land Trust	<p>Mr. Friday had asked that previous amendments be revised to not cut bike or pedestrian projects. Objects</p>

			to Amendment 19 especially since GEB shouldn't be used to supplant program money.
6	Bob Votava	Friends of South County Bike Path	Involved in early development of the South County Bike Path. Cites NYC and Mayor Bloomberg. Believes bike paths are an economic development engine and bring citizens into the community. Thinks it is critical to finish segment 4b of the South County Bike Path as it is a heartbeat of the community. Has asked that the Amendment includes a printing of the statewide bike path map (last printing was in 2002). Points out that the "RI Brewery Passport" is an important economic development tool. The Breweries have reached out to see if they could coordinate advertising with the FSCBP.
7	Diane Williamson	Town of Bristol	Speaking with regard to STIP ID 1300. Hope Street is critical to the town of Bristol and the amended STIP delays the following improvements from 2022 to 2024: new sidewalks, curbing, handicapped accessibility improvements, tree management, and paving the right of way. This corridor is vital to the social and economic fabric of the community and additional delays will result in continued deterioration and poor pedestrian conditions. Furthermore, while STIP ID #1299, which covers a portion of Hope Street located to the south of the downtown, remains on the schedule for 2021, the Town implores the TAC to keep the northern portion of Hope Street (STIP ID 1300) on the current schedule for 2022.  <b>See Appendix B – Attachment 4 for written statement.</b>
8	James Lamphere	Planning Director, Town of Hopkinton	Ashaway to Exit 1 (95) was completed ahead of schedule and the town is thankful to DOT. Two projects of concern to the town are Clarks Falls Road (scheduled for completion in 2021) and Laurel Hill and Maxon Streets (scheduled for completion in 2022). Laurel and Maxon is a high priority for the town and accommodates one of the town's larger employers. Request for Laurel to go before Clarks Falls Road project.
9	Dennis Webster		Concerned with the projects in the TAP being reduced. This individual sees more bikes and walkers on the road and not as many cars. Recognizes there is not as much funding for bike and ped projects. Opposes the use of Green Economy Bond money to supplant federal highway money used for bike projects. Thinks its unwise to think only about roads and bridges.

10	Rep. Kathleen Fogarty	District 35	Current District 35 representative and former Town of South Kingstown council member. Does not think it is appropriate to make changes to \$37 million in bike and pedestrian projects. Rep. Fogarty has advocated that the Route 138 bridge over the Amtrak right-of-way in Kingston be accessible to pedestrians.
11	Carol Thornber	Herself	Ms. Thornber echoes the concerns of the other speakers in particular the changes proposed in the STIP.
12	Susan Orben	Director of South County Health Minds (one of states HEZs)	Believes bike path funding is important and says these projects contribute to healthy communities. Bike facilities are used by people of all ages and is a favorite pastime. Ms. Gorbem thinks the STIP changes is a “bait and switch” and negatively impacts health and wellness goals.
13	Melissa Jenkins	RI Collective Action Network	Represents a statewide organization. Ms. Jenkins is concerned about the environmental impact of the changes in the STIP. The changes delay projects needed to combat climate change. Rebuilding I-95 will only cause people to drive more. Millennials prefer to see walking and biking communities with clean air. RIDOT is doing the opposite of what RI needs to do. Ms. Jenkins would like RIDOT to take the money being used to widen highways/roads and reshuffle the deck to support bike/pedestrian and public transit. RI is ranked #9 in air quality and this is a factor of the cars on the road. Ms. Jenkins is a bike commuter and has been for nearly a decade. Ms. Jenkins has been in bicycle accidents with cars as well as accidents as a result of roadway conditions. Ms. Jenkins would like DOT to be a steward of the environment and work on projects that Rliers want. Bicycle projects would improve the bicycle and transit network in RI.

**End of Speakers**

Ms. Callaghan asked if there were any other comments. There were no further comments.

The meeting is adjourned at 6:18 pm.

**Public Hearing #2**  
Thursday, August 15, 2019 at 5:00 p.m.  
Department of Administration William E Powers Building  
Conference Room A  
One Capitol Hill, Providence, R.I. 02908.

ATTENDANCE

**Speakers (for public comment)**

Mr. Gary Ezovski	North Smithfield, Town Administrator
Ms. Lizabeth Bourret	Resident of Smithfield
Ms. Kathleen Gannon	RI Bicycle Coalition
Mr. Christopher Sarli	Representing a Number of College Students
Mr. Peter Brassard (Mr. Barry Shiller)	RI Association of Railroad Passengers
Mr. Liza Burkin	People for Bikes
Mr. Barry Shiller	
Ms. Sarah Mitchell	RI Bicycle Coalition, Chairperson
Ms. Kristine Keeney	East Coast Greenway Alliance, Coordinator
Mr. Patrick MacDonald	
Mr. William Lynn	Herreshoff Museum, President
Mr. Nick Freeman	Providence Foundation, Assistant Director
Ms. Nina Wolf Landau	Sunrise Movement
Mr. Scott Wolf	Grow Smart RI, Director
Mr. David Mitcham	
Mr. James Baumgartner	
Mr. Jerry Hobbs	Bike Newport
Mr. Mike Eng	RI Bicycle Coalition
Ms. Nina Pereira	Providence Property Owner
Ms. Amelia Bronder-Giroux	
Mr. Jacob Conway	

**TAC Members Present**

Michael Cassidy, Chair  
Mr. John Flaherty  
Ms. Bari Freeman  
Mr. James Moran  
Mr. Timothy Scanlon  
Ms. Mia Patriarca

**Others in Attendance**

Mr. Carlos Machado	FHWA
Mr. Jamik Alexander	FHWA
Mr. Tom Queenan	RIDOT
Ms. Loren Doyle	RIDOT
Ms. Lori Fisette	RIDOT
Mr. Michael Gannon	RIDOT
Mr. Ken White	RIDOT

**Statewide Planning Staff Present**

Ms. Meredith Brady, Associate Director  
 Mr. Linsey Callaghan, Assistant Chief  
 Mr. Michael D’Alessandro, Supervising Planner  
 Ms. Josh O’Neill, Supervising Planner  
 Mr. Benny Bergantino, Principal Planner  
 Mr. Mason Perrone, Principal Planner

TAC Chairman Cassidy opened the meeting at 4:04 PM. After brief welcoming remarks, Mr. Cassidy yielded the floor to Assistant Chief, Linsey Callaghan. Ms. Callaghan presented an introduction to transportation planning and outlined the STIP amendment #19 schedule.

After speaking, Ms. Callaghan yielded the floor to Mr. Tom Queenan with the Department of Transportation. Mr. Queenan presented information about the STIP amendment.

**See Appendix C for presentations.**

Mr. Cassidy then requested those interested in speaking to begin presenting their comments.

**Speakers (for public comment)**

Speaker No.	Name	Representing	Comment
1	Gary Ezovski	North Smithfield Town Administrator	Pavement needs in the town have not been fulfilled. Route 146 needs to be addressed immediately. Northern RI would like 146 delays to be addressed immediately. Concern over the condition. Current condition – it is not safe. People are weaving and bobbing to avoid large potholes and need attention now. Wish is to have project moved up with no delay.
2	Lizabeth Bourret	Resident of Smithfield	Strong opposition to Amendment 19. By divesting from the TAP program, the state is ignoring the bicycle and pedestrian needs of RI citizens. RI voters approved the 2016 & 2018 GEB was to increase overall bike investment, not to replace

			<p>funds. Green Economy Bond and voted for more bicycle and pedestrian projects, not less, not delayed. Walking and cycling is good for us all. It improves our personal health; gets people out of fossil fuels, burning cars, hoping to clean the air; and contributes to the local economy. Delaying projects costs RI time and money. Think carefully about that Providence Pedestrian Bridge. The delay of 20 years makes a huge difference in any project. No bike/walk projects now will ever cost any less than it does now. The DOT is concerned only about cars and ignores the need for walk and bicycle projects. Asks the TAC to commit not just to stop Amendment 19, but to commit to pushing RIDOT to providing more bike and walk infrastructure to connect our bike paths.</p>
3	Kathleen Gannon	RI Bicycle Coalition	<p>Resident of Providence, Board Vice-Chair for the RI Bicycle Coalition, and member of Paths to Progress. I am vehemently opposed to Amendment #19. This amendment is contrary to climate change (carbon emissions), defies wishes of a huge majority of RI residents, ignores economic development, subsidizes the car-owning public at the expense of those who do not own cars, however, her focus is on safety. RI is 6th in the nation on a list for the percentage of roadway fatalities that involve people who are on bicycles and people who are walking. 25 percent, over 1 in 4 or roadway fatalities are vulnerable roadway users, people on bicycles and walking. The quickest way to reduce this danger is to provide separated protected infrastructure and roadway design that prioritizes the safety of vulnerable road users. Gutting the TAP will hinder the effort to protect people on our public streets, vulnerable road users for years to come. In addition, crashes involving motor vehicles are the leading cause of death among children and young people ages 10-24. Adding additional motor vehicle infrastructure instead of safe active alternatives just further endangers our children and youth. "Vision Zero" must be adhered to increase safe, healthy, equitable mobility for all.</p> <p><b><i>See Appendix B – Attachment 5 for written statement.</i></b></p>

4	Christopher Sarli	Barrington resident representing a number of college students (including himself)	<p>On behalf of potential residents of the state, there is much disappointment regarding this amendment.</p> <p>People are leaving the state, i.e., “Brain Drain” because of actions like this amendment that reduces bicycle and pedestrian funding. There are future costs to the proposed amendment that are not taken into account by the state. <i>Written statement to be submitted. On a personal note, in response to RIDOT representative statement, RI should not settle for the minimum that is federally required. RI should strive to be exceptional not just in this country, but also globally.</i></p>
5	Peter Brassard (Barry Shiller)	RI Assoc. of RR Passengers	<p>Mr. Brassard via Mr. Shiller supports the design and engineering for a new northbound platform and rail siding at the Warwick train station adjacent to TF Green Airport. In addition to the proposed Amtrak station stop, we suggest that both platforms at the Warwick station be used for expanded higher frequency commuter rail service for Rhode Islanders and Massachusetts residents to better access to the airport and surrounding City Center Warwick district.</p> <p><b><i>See Appendix B – Attachment 6 for written statement.</i></b></p>
6	Liza Burkin	People for Bikes	<p>The Providence community will not accept any cuts in bicycle, walking, and transit funding, when all we hear is about the adding of lanes onto freeways. We should reach beyond the bare minimum spending especially considering the additional federal funding available for roadway projects. Speaks for those not in the room, the people that walk, bike and take transit, because they have to, not because they want to. These are the people that you are obligated to protect and serve. They are children and youth, anyone too young to drive, older adults and those with disabilities, economically struggling, and those without the legal privilege to drive. These people are not being included in our state’s transportation system.</p> <p>In Providence, safety incidents (crash clusters) occur in neighborhoods with a poverty rate of more than 20%, and of the 12 neighborhoods with poverty rates of 30% or more, only 3 have any bicycle infrastructure at all. Taking any</p>

			amount from the TAP is not enough to set non-drivers free. Taking any amount from the TAP, instead of adding to it, is a sign that the State is fully committed to the status-quo.
7	Barry Shiller	Speaking for himself. <b>Was</b> Sierra Club Transportation Chair	<p>Addresses his concerns in the form of questions:</p> <ol style="list-style-type: none"> <li>1) Why is the state financing I-95 expansion by borrowing from future federal highway allocations? Wouldn't general obligation bonds have lower interest rates? Shouldn't voters have a say before taking on a lot of debt?</li> <li>2) Why is the Transit Bond identified as a funding source but there has been no discussion on how to spend it?</li> <li>3) Transportation is the leading cause of GHG emissions, principally from single occupancy vehicles. Why is the state ignoring the ways to reduce GHG emissions, i.e., building less roadways?</li> <li>4) Wouldn't more lanes and faster traffic encourage more driving and defeat any climate change goals?</li> <li>5) Shouldn't commuter rail be considered as a viable alternative to the northbound viaduct?</li> <li>6) Shouldn't the Transportation Climate Initiative and Transit Master Plan be evaluated before this Amendment is voted on?</li> <li>7) Wouldn't rapid rail be a better alternative to rebuilding the highway infrastructure?</li> </ol> <p><i>Supplemental comments.</i>  The I-95 project has opportunity costs, i.e., the project is taking resources away from other projects such as electric rail.  North Providence resident. Mr. Shiller believes the I-95 widening will continue to damage transit operations. The state should not support projects that are used by motorists to speed through Providence at least until such time that congestion brings all the motorists to a halt.  The amount of land already taken up by highway projects – 6/10, I-195, I-95, etc., could be used for better purposes. The I-95 highway widening will further bisect the city of Providence. There are other resource needs such as the Bicycle Mobility Plan that should be a priority for the state, in particular completing the Blackstone Bikeway.</p>

			Bicycles are the closest thing to a zero-emission vehicle. Bicycles also save money for the economy; bicyclists don't spend money, especially on gasoline. Biking keeps the money in RI. Mr. Shiller asks that Amendment 19 be delayed until the Transit Master Plan, Bicycle Mobility Plan, and TCI.
8	Sarah Mitchell	Chair, RI Bicycle Coalition	<p>Pawtucket resident relies on transit and bicycle to travel without a car. Speaking against the changes in the amendment because it discounts safety and climate change goals – more people are getting hurt each year on the street when walking and biking. Only 7 of the 222 projects submitted to the TIP in 2017 were funded. There is an expectation for biking and walking facilities to be incorporated into all projects, i.e., the complete streets action plan. The offroad paths and bike paths are a critical component of bicycle transportation network, as they are the safe highways for people that walk and bike. Commuters travel to and from work daily utilizing the East Bay Bike Path, Washington Secondary Rail-Trail, and Blackstone River Bikeway. The South County Bike Path, and Trestle Trail will serve as economic engines. Bicycle infrastructure must be more than just paint on the road – people are deterred from bicycling unless there is safe infrastructure to do so.</p> <p><b><i>See Appendix B – Attachment 7 for written statement.</i></b></p>
9	Kristine Keeney	East Coast Greenway (ECG) Alliance, New England Coordinator	<p>The ECG is a 3,000 mile “highway” for bicyclists and walkers. RI has completed a good portion of the greenway already but there is still much to do. This amendment will not help complete the East Coast Greenway. There is no alternative source of funding to complete the East Coast Greenway. The amount of TAP funding is not sufficient to complete the number of projects in Rhode Island. The GEB funding was not intended to replace money in the TAP; however, that is what this amendment does. The I-95 widening will increase vehicle usage and not help us ease congestion and will actually induce demand on the newly widened highway and actually increase demand on parking downtown. Investments in public transit, biking and walking infrastructure is</p>

			a proven strategy to ease traffic congestion, reduce parking demand, and provide people a healthy and convenient way to access work and other destinations, while supporting economic development and reducing carbon emissions.
10	Patrick MacDonald		Mr. MacDonald was struck by a car on December 12 and incurred severe injuries including head injuries and suffered a lot of pain and distress. Mr. MacDonald thinks the changes in the amendment as complete disrespect for people that have to commute on a bike. Distracted driving is a major issue -- texting, speeding, etc. leads to more safety incidents. Bicyclists need more protection via infrastructure that will protect them. It is a sad state of affairs that bicyclists have to fight for funding for bicycle projects when people are being hurt on the road. Everyone benefits from safe streets.
11	William Lynn	President, Herreshoff Museum	Mr. Lynn felt the outcome of the public hearing process is predictable but will provide comments anyway. The decision to remove funding from the Hereshoff Museum project runs contrary to the intentions of Governor Raimondo to improve economic development in the maritime sector. The decision to remove funding was done in the middle of the project. The funding for the museum was earmarked for 2025. In 2016, the Division of Statewide Planning forgot to include the project on the Town of Bristol's prioritization sheet. The state should honor the commitments it has made in the past.
12	Nick Freeman	Assistant Director, Providence Foundation	Mr. Freeman is opposed to the changes in the STIP amendment. The Providence Foundation rallied many parties behind the Green Economy Bond and is disappointed that the funding would replace existing funding. Mr. Freeman believes Providence Place projects should be prioritized due to their economic development benefits. Mr. Freeman made a reference to the infrastructure improvements in the late 70's and early 80's that made the Providence Place park possible.
13	Nina Wolf Landau	Sunrise Movement Providence	Supports more bicycle and walking safety. Transportation is the largest share of GHG emissions and must be reduced and this means that single-occupancy vehicle projects must be de-prioritized. The climate in Rhode Island is warming more than other states and this effect needs to be arrested.

14	Scott Wolf	Grow Smart	<p>RI must strengthen alternatives to the vehicle infrastructure available today. Supports more bicycle and pedestrian projects. Mr. Wolf is speaking on behalf of the Grow Smart board. Grow Smart support RhodeWorks but does not believe the changes are needed to maintain the goals of RhodeWorks (and bridge sufficiency). Mr. Wolf points out that the state is spending hundreds of millions of dollars on highway infrastructure but is nickeling and diming what small chunk of money is allocated to transportation alternative projects. If this were 100 years ago, this would be a good amendment. If we are looking forward, this is not a good amendment. Other cities are investing in transportation alternatives and are reaping the benefits of supporting bicycle and pedestrian projects. Grow Smart opposes the use of money in the TAP for other projects in light of the GEB approval. The people in state government need to be held to account.</p> <p><i>Supplemental comments.</i></p> <p>There are also health concerns including obesity that could be addressed with improved bicycle infrastructure. The changes in the STIP affect all RI residents.</p>
15	David Mitcham		<p>Bicycle commuter. The high cost of owning a car is not available to everyone. Walking and biking is a better way to get around than driving. Painted bike lanes are not safe, better infrastructure is needed. Formerly lived in Atlanta where building more drive lanes increased driving and congestion and did not reduce the effects of more cars on the road. Rhode Island has much to offer especially the bicycle paths. Connectivity needs to be promoted among municipalities via bike paths and infrastructure that encourages people to walk. Also, the signals on Broadway have a pedestrian phase that causes delay when you are bicycling.</p>
16	James Baumgartner		<p>The funding for ADA and bicycle infrastructure is small enough and does not need to be reduced. Mr. Baumgartner does not support this amendment. RI DOT is adding one-lane to the highway at a cost of \$70 and this is double what DOT is cutting from the TAP program over 10 years. DOT never has a problem finding money for highway projects but has trouble with funding bicycle projects. Investing in highways will</p>

			<p>increase future maintenance costs. Mr. Baumgartner supports the bicycle paths in the state.</p> <p>The drastic rise in temperatures in RI must be arrested through transportation improvements as well as improvements in our utilities sectors.</p>
17	Jerry Hobbs	Bike Newport	<p>Mr. Hobbs would like better pavement for the purpose of driving and riding his bicycle. With regard to safety, Mr. Hobbs wants connectivity and safe pavement/roadway conditions. State officials need to do their job. Based on data, bicycling infrastructure is the most cost-effective way to move people. Persons who ride bicycles have disposable income because they are not spending money on an automobile. Mr. Hobbs thinks the amendment is a false-choice. The state has not done enough to improve safety, this is evident by the existence of “white bikes” that represent an injured or killed bicyclists.</p>
18	Mike Eng	RI Bicycle Coalition	<p>Cranston resident. Commutes by bicycle most of the week. Mr. Eng has been hit by a car 4 times in Rhode Island. Mr. Eng has been yelled at while riding his bicycle. The transportation infrastructure does not support safe bicycle operations – the only way to safely use the road is by car and this is unacceptable. Traveling by walking or riding a bicycle is not going away. As a new parent, I want my child to be able to safely ride a bicycle or walk.</p>
19	Nina Pereira	Property owner in Providence	<p>Providence resident and small business owner. Chose Providence because it is a walkable city. There needs to be more safety for people walking and using bicycles. Ms. Pereira strongly opposes Amendment #19.</p>
20	Amelia Bronder-Giroux		<p>Bicycle commuter that does not feel the existing infrastructure is safe.</p>
21	Jacob Conway		<p>New resident of Providence. Moved to RI from San Francisco to work for a new company. Avid runner and bicyclist. The pavement is in poor condition and routinely damages his bicycle. Running is also not safe when there is poor pavement on the roadway – this is not the case in other cities like San Francisco, which invests heavily in bicycle and pedestrian infrastructure. Mr. Conway does not think his company needs to stay in Providence if there is no support for improving alternative transportation infrastructure.</p>

Mr. Cassidy asked for supplemental comments to be made. Additional comments were provided by Mr. Barry Shiller and Mr. Scott Wolf.

Following supplemental comments, Mr. Cassidy officially adjourned the meeting at 5:38 PM.

## V. *Notices Provided*



### STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration  
**STATE PLANNING COUNCIL**  
Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908-5870

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#### TRANSPORTATION ADVISORY COMMITTEE OF THE STATE PLANNING COUNCIL PUBLIC NOTICE

##### STATE TRANSPORTATION IMPROVEMENT PROGRAM - MAJOR AMENDMENT #19

The Transportation Advisory Committee (TAC) of the State Planning Council is accepting comments on a proposed Major Amendment, classified as Amendment #19, to the FFY 2018-2027 State Transportation Improvement Program (STIP) for the State of Rhode Island.

The Major Amendment has been requested by the Rhode Island Department of Transportation (RIDOT). RIDOT's requested Amendment #19 proposes funding adjustments to projects to align the programs with asset management priorities and reflect current funding streams. The net result of the actions is an addition of \$158.48 million over the constrained period (FFY2018-FFY2021) and a total increase of \$358.71 million over 10 years. The proposed changes affect several projects in the following STIP program areas: 6/10 Project; Bridge, Drainage, Maintenance, Pavement, Traffic Safety, and Transit Capital; Bridge, Pavement and Traffic Maintenance; Headquarters, Maintenance and Transit Operations; Contingency – Inflation; Debt Service; Pass Throughs; Planning – Program Development; and, Transportation Alternatives Program.

The TAC is also accepting comments on the proposed Transportation Conformity Determination Report for the 1997 Ozone National Ambient Air Quality Standard (NAAQS) as it relates to RIDOT's proposed Major Amendment #19. Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State Implementation Plan (SIP). Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The proposed Amendment #19 and Transportation Conformity Determination Report for the 1997 Ozone National Ambient Air Quality Standard (NAAQS) as it relates to RIDOT's proposed Major Amendment #19 are available for review at [www.planning.ri.gov](http://www.planning.ri.gov) or at the offices of the Division of Statewide Planning between 8:30 a.m. and 4:00 p.m., Monday through Friday.

The TAC will accept public comments on the proposed Major Amendment #19 and Transportation Conformity Determination Report for the 1997 Ozone National Ambient Air Quality Standard (NAAQS) as it relates to RIDOT's proposed Major Amendment #19 at two public hearings scheduled for:

Tuesday, August 13, 2019 at 5:00 p.m.  
Narragansett Town Hall  
25 Fifth Avenue, Narragansett, RI  
Council Chambers

Thursday, August 15, 2019 at 4:00 p.m.  
RI Department of Administration  
One Capitol Hill, Providence RI  
Conference Room 2A, 2<sup>nd</sup> Floor

All persons may present their views on these items in person or through a representative at the TAC public hearings referenced above. Written statements may also be filed with the Secretary of the Transportation Advisory Committee and mailed to Michael D'Alessandro, RI Dept. of Administration, Division of Statewide Planning, One Capitol Hill, Providence, RI 02908 or email to [Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov). All comments must be received prior to 3:30 pm on August 22, 2019.

The public meeting locations are accessible to individuals with disabilities. Any individual requiring a reasonable accommodation in order to participate in these meetings should contact Thomas Mannock, Ph.D. at 401-222-6377 (voice) as soon as possible. Individuals requesting foreign language translation services should contact Benny Bergantino at (401) 222-1755 at least five (5) business days prior to the scheduled start of a meeting. Public transit schedule information for the public hearings is available from RIPTA at (401) 781-9400 or [www.ripta.com](http://www.ripta.com)



Linsey J. Callaghan  
Secretary, Transportation Advisory Committee  
July 23, 2019



*STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS*

Department of Administration  
**STATE PLANNING COUNCIL**  
Division of Statewide Planning  
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**COMITÉ CONSULTIVO DE TRANSPORTE DEL CONSEJO DE PLANIFICACIÓN ESTATAL  
AVISO PÚBLICO**

**PROGRAMA DE MEJORAMIENTO DE TRANSPORTE ESTATAL – MODIFICACIÓN MAYOR NRO. 19**

El Comité Consultivo de Transporte (TAC) del Consejo de Planificación Estatal está aceptando comentarios sobre una modificación importante propuesta, denominada Modificación Nro. 19, para el Programa de Mejoramiento de Transporte Estatal (STIP) correspondiente al período fiscal 2018-2027, del Estado de Rhode Island.

Esta modificación está siendo solicitada por el Departamento de Transporte de Rhode Island (RIDOT) y propone hacer ajustes financieros de proyectos, para alinear los programas con las prioridades de gestión de activos y reflejar las corrientes de financiamiento actuales. El resultado neto de estas acciones es la adición de \$158.48 millones durante el período comprendido (período fiscal 2018-período fiscal 2021) y un aumento total de \$358.71 millones a lo largo de 10 años. Los cambios propuestos tendrán un efecto en varios proyectos de las siguientes áreas del STIP: Proyecto 6/10; Capital para Puentes, Drenaje, Mantenimiento, Pavimentación, Seguridad Vial y Tránsito; Mantenimiento de Puentes, Pavimento y Tránsito; Operaciones de Sede, Mantenimiento y Tránsito; Contingencia – Inflación; Servicio de la Deuda; Transferencias Inmediatas; Planificación – Desarrollo de Programa; y Programa de Alternativas de Transporte.

El Comité Consultivo de Transporte del Consejo de Planificación Estatal también estará aceptando comentarios sobre el borrador del informe de Determinación de la conformidad del transporte con las Normas Ambientales Nacionales de Calidad del Aire para el Ozono de 1997 por la Modificación Nro. 19. La conformidad del transporte es obligatoria según la sección 176(c) de la Ley de Aire Limpio, para garantizar que las actividades de transporte con financiación federal se ajusten (“sean conformes”) al propósito de un plan de implementación estatal (SIP). La conformidad del transporte establece el marco para mejorar la calidad del aire a fin de proteger la salud pública y el medio ambiente. Ajustarse al propósito del plan de implementación estatal significa que la Autoridad Federal de Carreteras (FHWA) y Autoridad Federal de Tránsito (FTA) financian y autorizan actividades relacionadas con carreteras y tránsito que no causarán más infracciones a las normas de calidad del aire ni empeorarán las infracciones ya existentes a normas de calidad del aire, ni retrasarán el logro a tiempo de las normas de calidad del aire pertinentes o de metas intermedias.

La Modificación Nro. 19 propuesta se puede ver en [www.planning.ri.gov](http://www.planning.ri.gov) o en las oficinas de la División de Planificación Estatal, de lunes a viernes, entre las 8:30 a.m. y 4:00 p.m.

El TAC recibirá los comentarios sobre la Modificación Nro. 19 durante la audiencia pública programada para el:

Martes, 13 de agosto de 2019 a las 5:00 p.m., en  
Narragansett Town Hall  
25 Fifth Avenue, Narragansett, RI  
Salas del Consejo

Jueves 15 de agosto de 2019 a las 4:00 p.m., en  
RI Department of Administration  
One Capitol Hill, Providence RI  
Sala de Conferencias 2A, 2do. piso

Todos pueden hacer comentarios sobre esta importante propuesta de modificación ya sea personalmente o a través de un representante en la audiencia pública del TAC antes mencionada. Los comentarios también pueden presentarse por escrito a la secretaria del TAC y enviarse por correo postal a: Michael D'Alessandro, RI Dept. of Administration, Division of Statewide Planning, One Capitol Hill, Providence, RI 02908; o correo electrónico: [Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov). Todos los comentarios sobre esta modificación deben recibirse antes de las 3:30 p.m. del 22 de agosto de 2019.

El lugar donde se realizará la audiencia pública es accesible para personas con discapacidad. Aquellos que necesiten que hagamos algún ajuste dentro de lo razonable para que puedan participar en esta audiencia, deben comunicarse con Thomas Mannock al 401-222-6377 (buzón de voz) lo antes posible. Los que necesiten servicios de traducción, deben comunicarse con Benny Bergantino al (401) 222-1755 con por lo menos cinco (5) días hábiles de antelación al inicio programado de la audiencia. Para obtener información del horario de transporte público para asistir a la audiencia, por favor llamar a RIPTA al (401) 781-9400 o visitar su sitio web [www.ripta.com](http://www.ripta.com)



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Linsey J. Callaghan  
Secretaria, Comité Consultivo de Transporte  
23 de julio de 2019

## *Appendix A – Attachments*

### Public Comment Letters

1. Brian C. Newberry, District 48 State Representative, August 7, 2019
2. Jonathan M. Guttoff, August 8, 2019
3. Kelly Nevins, August 8, 2019
4. Ken McLeod, Policy Director at the League of American Bicyclists, August 12, 2019
5. Kristine Keeney, NE Coordinator: East Coast Greenway Alliance, August 13, 2019
6. Nancy Howard, August 14, 2019
7. Charlotte North, August 15, 2019
8. Sarah Mitchell, Board Chair – RI Bike, August 21, 2019
9. Gary O’Leary, President – Cara Inc., August 21, 2019
10. Mindy Sobota, MD, August 21, 2019
11. Jerry Elmer, Senior Attorney – Conservation Law Foundation, August 21, 2019
12. Christopher Sarli & 35 signatures, August 21, 2019
13. Rep. Gregory Costantino, RI State Representative - District 44, August 21, 2019
14. Stephen Archambault, Esq., Archambault Law Offices, Inc. / RI State Senator, District 22, August 21, 2019
15. Janet Raymond, SVP – Greater Providence Chamber of Commerce, August 22, 2019
16. RI State Rep Carlos E. Tobon, District 58, August 22, 2019
17. Mayor Solomon, City of Warwick, August 22, 2019
18. Bill Lynn, Herreshoff Museum, August 22, 2019
19. Senator Dawn Euer, District 13, August 22, 2019
20. Scott Gibbs, President & Michelle M. Godin, Vice President, Economic Development Foundation of RI, August 22, 2019
21. Mayor Jeffrey Mutter, Town of Cumberland, August 22, 2019
22. Town Manager Ralph Mollis, North Kingstown, August 22, 2019
23. Senator William Conley, Jr., District 18, August 22, 2019
24. Robert Mushen, Little Compton Council President, August 23, 2019

# Attachment 1



## Rhode Island General Assembly

Office of the House Minority Caucus

### NEWS

Contact: Sue Stenhouse, Director of Communications

Tel: 401-222-1574

Cell: 401-487-5582

Email: [sstenhouse@rilegislature.gov](mailto:sstenhouse@rilegislature.gov)

Date: August 8, 2019

### **Representative Newberry calls out DOT again for delays in repaving Route 146**

*As a main thoroughfare in Northern RI connecting to the Capital City, lack of timely action is unacceptable*

State House, Providence, RI – State House, Providence, RI – Representative Brian C. Newberry is again leading the charge to get infrastructure improvements for Route 146 expedited with Rhode Island Department of Transportation (RIDOT). Recently, RIDOT announced that they intend to delay repaving of Route 146 between Route 295 and the 146A split originally scheduled for 2022 to 2024 due to “evaluation of pavement conditions and funding availability.” This follows on the heels of a request made by twenty Northern Rhode Island legislators in March of 2018 that the repaving be moved up from 2022 to an earlier date. Newberry calls this latest decision to do the opposite a “slap in the face” to every member of the Northern Rhode Island legislative delegation and every resident of Northern Rhode Island. Attached please find a letter penned today demanding resurfacing and other improvements on this highway for the thousands of travelers who navigate this main artery daily. The letter was sent to Rhode Island government officials and administrators of RIDOT.

#### **ATTACHMENTS:**

8/8/2019 Letter from Representative Newberry to RIDOT Administrators and State Officials

3/8/2018 Letter from Representative Newberry and RI legislative co-signers to RIDOT and State Officials

7/10/2018 Response from RIDOT

-30-

*The Rhode Island House of Representatives Minority Caucus (Republican) is comprised of the following elected members representing constituents who live in the following districts throughout the Ocean State: Minority Leader, Blake Filippi, District 36 (Charlestown, South Kingstown, Westerly, New Shoreham); Minority Whip, Michael Chippendale, District 40 (Foster, Glocester, Coventry); Representative John Lyle, Jr., District 46 (Lincoln, Pawtucket); Representative George Nardone, District 28 (Coventry); Representative Brian Newberry, District 48 (North Smithfield, Burrillville); Representative David Place, District 47 (Burrillville, Glocester); Senior Deputy Minority Leader Justin Price, District 39 (Exeter, Hopkinton, Richmond); Deputy Minority Leader Robert Quattrocchi, District 41 (Scituate, Cranston); Deputy Whip Sherry Roberts, District 29 (Coventry, West Greenwich).*



# State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES

REPRESENTATIVE BRIAN C. NEWBERRY, *District 48*

March 8, 2018

Mr. Peter Alviti, Jr. Director  
Two Capitol Hill  
Providence, RI 02903

Dear Director Alviti:

I write on behalf of a number of northern Rhode Island representatives and senators to request that DOT do what is necessary to expedite road resurfacing of Route 146 between Route 295 and the Massachusetts State line. We were pleased that 146 was redone south of 295 over the past year but the condition of the road north of the 295 interchange is becoming untenable.

Between the frost heaves, the deplorable condition of the break down lanes (exacerbated by the necessary and welcome work being done on the Woonsocket Hill Road bridge and Pound Hill Road overpass that has led to long term lane shifts) and just the general poor condition of the road surface this stretch of road presents serious challenges. As the major artery for travel between Providence and Worcester it is widely used by Rhode Island residents from across the region.

Worse, along with 95, 195 and 295 it is one of the five main access points for travelers entering from out-of-state and presents a terrible impression. The contrast between 146 on the Massachusetts side of the border and what it changes to on the Rhode Island side is disturbing. Anyone traveling to Rhode Island from the west, unless they are heading to the immediate south coast shoreline or Newport, typically should avoid 95 and take the overland route through Connecticut and Massachusetts, following 146 to Providence. As such, it is imperative that we put our best foot forward to visitors.

This letter was prompted after I checked DOT's long term plans and found that resurfacing is not scheduled until 2022. Respectfully this is not tenable. We all know that these types of projects need to be sequenced and funding is a challenge and, further, that there are a number of worthy projects competing for time and attention but we collectively feel that this issue ought to be highly prioritized and expedited as much as possible.

Thank you for your consideration.

Brian C. Newberry  
State Representative

CC: Governor Gina Raimondo  
Speaker Nicholas Mattiello  
Senate President Dominick Ruggerio  
Ms. Nicole Pope, DOT

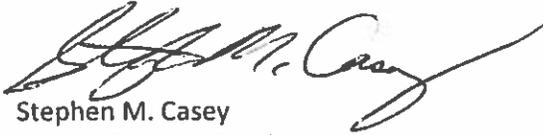
53 FOLLETT STREET, NORTH SMITHFIELD, RHODE ISLAND 02896  
STATE HOUSE, ROOM 106, PROVIDENCE, RHODE ISLAND 02903  
BUS: 401.222.2259 FAX: 401.222.1209  
EMAIL: rep-newberry@rilegislature.gov



Mia A. Ackerman  
Deputy Majority Leader



Michael A. Morin  
Deputy Majority Leader



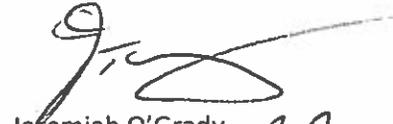
Stephen M. Casey  
Deputy Majority Leader



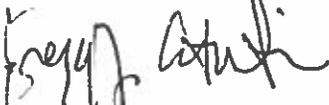
William W. O'Brien  
Deputy Majority Leader



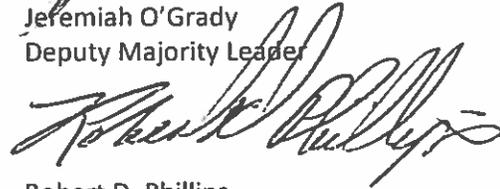
Arthur J. Corvese  
Deputy Majority Leader



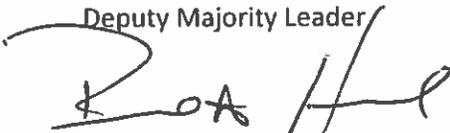
Jeremiah O'Grady  
Deputy Majority Leader



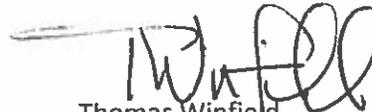
Gregory J. Costantino  
Deputy Majority Leader



Robert D. Phillips  
State Representative



Raymond A. Hull  
State Representative



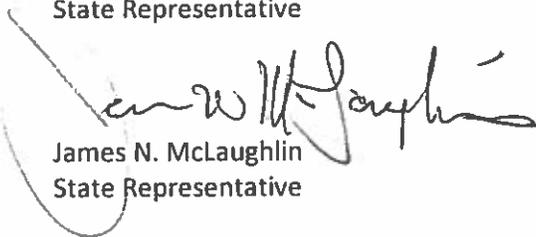
Thomas Winfield  
State Representative



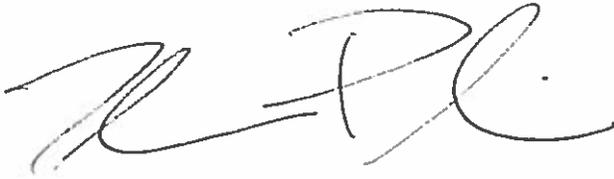
Cale P. Keable  
State Representative



Alex D. Marszalkowski  
State Representative



James N. McLaughlin  
State Representative



Thomas Paolino  
~~Stephen R. Archambault~~  
State Senator



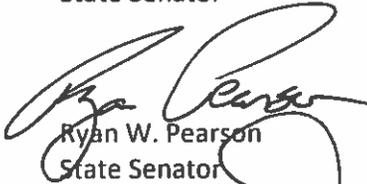
Marc A. Cote  
State Senator



Paul W. Fogarty  
State Senator



~~Thomas J. Paolino~~ ~~Stephen Archambault~~  
State Senator



Ryan W. Pearson  
State Senator



Roger A. Picard  
State Senator



# State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES  
REPRESENTATIVE BRIAN C. NEWBERRY, *District 48*

August 7, 2019

Mr. Peter Alviti, Jr. Director  
Two Capitol Hill  
Providence, Rhode Island 02903

Dear Director Alviti,

For the past few years, I have been quietly trying to get RIDOT to fully appreciate the disaster that Route 146 has become. Among other things, I wrote you a letter over a year ago (copy attached) signed by 20 members of the then Northern Rhode Island legislative delegation. We respectfully requested that RIDOT speed up the repaving of 146. The letter speaks for itself. The net result, so far as I can tell, was a small patch job done on about fifty feet around the traffic light at the Sayles Hill Road intersection.

To read this past month that RIDOT, rather than take steps to expedite repaving of this road is planning to further delay resurfacing until the year 2024, is a slap in the face to every resident of Northern Rhode Island and every member of the General Assembly who signed that letter last year. It is particularly insulting given that in your written response last April you stated that the 2022 planned date could not be changed because it would disrupt other projects but now you are proposing to push it off two more years.

I should not have to (again) point out that Route 146 is no ordinary road. It is one of the five main limited access highways into the State and the major entry point for anyone coming to Rhode Island from the Mass Pike and points north and west. Beyond that it is a major commuter access road not just for people commuting to work in Rhode Island from Massachusetts but also in reverse as the Worcester area and Massachusetts in general continues to enjoy a booming economy attracting many Rhode Island workers. To allow this road to remain in the current deplorable condition is unconscionable and a violation of RIDOT's basic duty which is to ensure quality roads for our citizens.

I realize RIDOT has a number of projects ongoing throughout the state and that a priority list must always be maintained but, to be blunt, this is ridiculous. I have tried to be polite about this, quietly working through your legislative liaison to focus RIDOT's attention on this problem and convince you to place a higher priority on it. Obviously that is not working and my patience and the patience of every resident of Rhode Island who drives that road is quickly running out. I no longer request you do something about this road – which is quite literally disintegrating on a daily basis even in the good summer weather never mind what will come with the winter – I demand it.

I look forward to your response.

Brian C. Newberry  
State Representative

CC: Governor Gina Raimondo  
Speaker Nicholas Mattiello  
Senate President Dominick Ruggerio

STATE HOUSE, ROOM 106  
PROVIDENCE, RHODE ISLAND 02903  
BUS: 401.222.2259 FAX: 401.222.1209  
EMAIL: rep-newberry@rilegislature.gov



# State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES

REPRESENTATIVE BRIAN C. NEWBERRY, *District 48*

Deputy Majority Leader Mia A Ackerman  
Deputy Majority Leader Arthur J Corvese  
Deputy Majority Leader Gregory J Costantino  
Deputy Majority Leader Alex D. Marszalkowski  
Deputy Majority Leader Michael A. Morin  
Deputy Majority Leader William W. O'Brian  
Deputy Majority Leader Robert D. Phillips  
State Representative Stephen M. Casey  
State Representative Bernard A. Hawkins  
State Representative Raymond A Hull  
State Representative John W. Lyle Jr.  
State Representative David J Place  
State Representative James N. McLaughlin  
Chairman, Senator Roger A. Picard  
State Senator Stephen R. Archambault  
State Senator Jessica de la Cruz  
State Senator Melissa Murray  
State Senator Thomas Paolino  
State Senator Ryan W. Pearson  
Ms. Nicole Pope, DOT



OFFICE OF THE DIRECTOR  
Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Office 401-222-2481  
Fax 401-222-2086  
[www.dot.ri.gov](http://www.dot.ri.gov)

April 10, 2018

The Honorable Brian C. Newberry  
Room 106  
State House  
Providence RI 02903

Dear Representative Newberry:

I am responding to your request that we expedite the resurfacing of Route 146, from I-295 to the Massachusetts line, an area of concern shared by a number of your Northern Rhode Island colleagues.

Under the RhodeWorks legislation, we are compelled to use an asset management methodology to bringing the state's bridges into a state of good repair by the year 2025. We have implemented this approach for more than two years now, and with great success.

In addition to more than 105 bridge groups, there are more than 200 pavement projects scheduled through 2027 as part of the 10-year Transportation Improvement Program (TIP). As you correctly indicated, work on this stretch of Route 146 is not scheduled to begin until 2022.

The schedule, scope and budget for the project was determined with consideration for other important projects such as this. It was programmed to be executed in accordance with the aforementioned asset management approach. This methodology will not only assure successful completion of our 10-year plan, but will do so at a savings of over \$900 million, when compared to the traditional "worst first" methodology. That traditional approach was a major contributor to the deterioration of our roads and bridges.

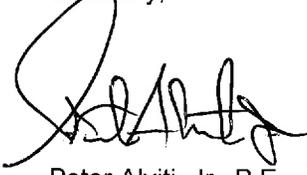
As I mentioned earlier, we are now in our third year of implementing the RhodeWorks plan and the improvements are becoming evident. I assure you that while Route 146 is an important project to many, moving it from its currently programmed schedule would disrupt many other projects and would constitute a reversion back to the costly and ineffective approach of past years.

-more-

The Honorable Brian C. Newberry  
Page Two

Each year, during the TIP process, we reevaluate every project in our 10-year plan and prioritize projects with an asset management approach. This year will be no different and the process is currently underway.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Alviti, Jr.", written in a cursive style.

Peter Alviti, Jr., P.E.  
Director  
Rhode Island Department of Transportation

## Attachment 2

41 Brewster St.  
Providence, RI 02906  
(401) 621-8008

August 8, 2019

Michael D'Alessandro  
Secretary, Transportation Advisory Committee  
RI Dept. of Administration, Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Re: Transportation Improvement Program Major Amendment #19

Dear Mr. D'Alessandro:

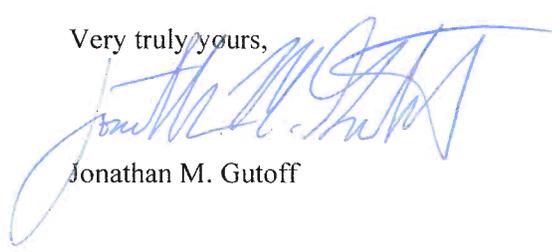
I am writing to oppose vehemently the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond. By depriving Rhode Islanders of avenues for cycling and other non-car centered forms of transportation RIDOT would harm the livability of our State, threaten the health and well being of the many Rhode Islanders who would benefit from increased opportunities to get outside and exercise, and contribute to the warming of the atmosphere, which so threatens our coastline and coastal communities.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

Thank you for your attention and consideration.

Very truly yours,



Jonathan M. Gutoff

## Attachment 3

Michael D'Alessandro  
Secretary, Transportation Advisory Committee  
RI Dept. of Administration, Division of Statewide Planning  
One Capitol Hill, Providence, RI 02908  
Michael.DAlessandro@doa.ri.gov

Dear Mr. D'Alessandro;

I am an avid cyclist, riding 2-3 days a week during sunny/dry weather in all seasons. Sometimes I ride my bike to work, which is 8 miles roundtrip from the Elmhurst area of Providence to the East Side. My commuting route takes me directly through city center and I often feel as if I am taking an unhealthy risk on my life.

I have had drivers yell at me to get on the sidewalk, where often there are scooters, garbage cans, and other items blocking the way, not to mention that sidewalks are meant for people. I have had drivers drive along side of me, only to beep right next to me in annoyance that I am "in their lane," even when I am riding as close as possible to the curb or break down lane. Once I had someone throw a drink cup at the wheels of my bike to see if I would fall, into moving traffic.

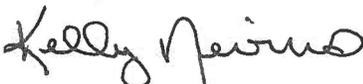
I ride for health and I ride for the environment. Riding is a great way to see the city and discover new spaces. I'm also part of a bike club called the Narragansett Bay Wheelmen, which organizes club rides on roads throughout Rhode Island and nearby CT or MA. Based on the large group of cyclists I see each week at the club ride, I know that I am not alone in wanting a safe cycling city and state.

I am writing to vehemently oppose the proposed State Transportation Improvement Program Major Amendment #19. In particular, I object to the Rhode Island Department of Transportation shifting \$17 million dollars from the Transportation Alternatives Program.

By dropping projects off the STIP and, most egregiously, diverting money earmarked for implementing the Bike Mobility Plan, RIDOT seeks to undermine the clear demand for bicycle and other alternative transportation projects as demonstrated by the overwhelming support of the Green Economy Bond.

I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

Thank you,



Kelly Nevins  
150 Sharon Street  
Providence, RI 02908  
401-262-5657

# Attachment 4



August 12, 2019

Michael D'Alessandro  
Secretary, Transportation Advisory Committee  
RI Dept. of Administration, Division of Statewide Planning  
One Capitol Hill, Providence, RI 02908  
[Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov)

Dear Mr. D'Alessandro,

We, the undersigned national and regional organizations, represent bicyclists, businesses and citizens in Rhode Island. We oppose the Rhode Island Department of Transportation's proposal to shift \$37 million away from the Transportation Alternatives Program (TAP). This program funds local government priorities that provide Rhode Islanders safe, accessible, convenient and healthy transportation options.

Rhode Island has shown a strong demand for bicycling and walking. The annual reports on federal Transportation Alternatives show that of the 222 applications for projects submitted in 2017 and 2018 in Rhode Island, only seven were funded. The federal funding - even if maximally utilized (which it is not) is still not enough to meet demand, and in recent years the citizens of Rhode Island have voted to invest state funds in bicycling and walking both in 2016 and again in 2018 through the Green Economy Bond. The understanding of voters was that these funds would augment existing funds, not replace them.

The state has taken steps to envision strong bicycling networks in the state. We commend you for the Bicycle Mobility Plan (BMP), which is a critical component to creating a bicycle friendly State, and look forward to seeing that plan implemented. However, ensuring the BMP outcomes are met, will require the \$37 million you are considering diverting.

Building biking and walking networks and facilities recommended in the BMP will also make RI streets safer. More than a quarter of roadway fatalities in Rhode Island between 2014 and 2016 were pedestrians and cyclists--one of the worst records in the country. Building safe and accessible bicycling and walking facilities, particularly where those projects connect networks, or are on key corridors, is one of the best options to improve and protect your citizens from these senseless deaths.

Making bicycling safer and more accessible to all Rhode Islanders will also help the state meet the Governor's climate change goals. Governor Raimondo has established aggressive goals to lower carbon emissions, and the US DOT is requiring states to set goals to shift mode share away from single occupancy vehicles to cleaner modes like biking and walking. The climate needs us to lower emissions now, and shifting resources away from zero carbon transport to give to the biggest source of emissions, oil-powered cars and trucks, would be a step in the wrong direction for the Ocean State.

We hope you will reconsider this proposal to shift \$37 million away from the Transportation Alternatives Program (TAP) and reassert your commitment to build safe, accessible and healthy transportation options.

Sincerely,

Adventure Cycling Association  
East Coast Greenway Alliance  
League of American Bicyclists  
PeopleForBikes  
Rails-to-Trails Conservancy  
Safe Routes Partnership

Cc: Governor Raimondo  
Catherine Pitassi, State Division of Planning  
Michael DiBiase, Head of Department of Administration  
Nicole Verdi, Governor's Deputy Chief of Staff  
Meredith Brady, Associate Director of Statewide Planning  
Peter Alviti, Director of Department of Transportation  
Cynthia Parker, Department of Transportation  
Loren Doyle, Chief Operating Officer of Department of Transportation



# Attachment 5

August 12, 2019

The Honorable Gina M. Raimondo  
Governor  
State of Rhode Island  
State House  
Providence, RI 02903

## RE: Proposed Amendment #19 to the State Transportation Improvement Plan (TIP)

Dear Governor Raimondo,

The East Coast Greenway Alliance (ECGA) strongly opposes the Rhode Island Department of Transportation’s proposed Amendment #19, including the shift of \$37 million dollars in Transportation Alternatives (TA) program funding programmed in the 10-year TIP to projects that this funding is not intended to support. While we understand the critical need to maintain roads and bridges, we do not believe that cutting what little money is available for bicycle and pedestrian facilities, Safe Routes to School, recreational trails, and American with Disabilities Act improvements is the appropriate way to do that.

The ECGA is developing a 3,000-mile traffic-separated bicycling and walking path connecting communities from Maine to Florida. Rhode Island has made substantial progress toward completing the East Coast Greenway; however, the proposed cuts would substantially delay or cancel several ECG-related projects. Affected projects include the South County Bike Path extension, Trestle Trail, Blackstone River Bikeway, & San Souci Drive project. Funding for the latter two is being replaced with Green Economy Bond (GEB) funds. The GEB funds were approved by 79% of the voters and were intended to *supplement* funds that were already programmed in the 10-year TIP, not to *replace* them. Approval of Amendment #19 would undermine voter confidence in future bond proposals.

When RIDOT targeted the same funding earlier this year, the amendment was withdrawn after significant public opposition. We urge you to direct RIDOT to withdraw Amendment #19 and retain the previously programmed \$37 million for bicycle and pedestrian projects before the upcoming public hearings on August 13 & 15. We hope you will continue your support for safe, healthy, and environmentally sustainable transportation in Rhode Island.

Respectfully,

Dennis Markatos-Soriano  
Executive Director

Kristine Keeney  
New England Coordinator

Cc: Peter Alviti, Director, RIDOT  
Michael DiBiase, Director, Department of Administration  
Nicole Verdi, Esq., Deputy Chief of Staff, Office of the Governor  
Michael D’Alessandro, RI Dept. of Administration, Div. of Statewide Planning

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Chair: Chuck Flink, NC  
Deborah Apps, Canada  
Silvia Ascarelli, NJ  
Herman Blake, SC  
Nathan Burrell, VA  
Wayne Clark, MD  
Ramzi Dabbagh, CO  
Nedra Deadwyler, GA  
Damon Dishman, NC  
Azish Filabi, NY  
Sarah Hancock, MA  
Kevin Hicks, NC  
Diane Jenks, OH  
Stanley Katz, NJ  
Patricia King, MA  
Keith Laughlin, DC  
Ed McBrayer, GA  
Jeff Miller, DC  
Ellen Moyer, MD  
Jeff Olson, NY  
Bill O’Neill, CT  
Michael Oppenheimer, NY  
Shaunak Patel, NC  
John Pucher, NC  
Hannah Quimby, ME  
Diane Robertson, NC  
Shaheen Syal, NC  
Pablo Torres, VA  
Karen Votava, RI  
Judy Walton, OR  
Eric Weis, RI  
Kenneth Withrow, NC

### Executive Director

Dennis Markatos-Soriano



# Attachment 6

16 Dianne Ave.  
Portsmouth, RI 02871  
August 14, 2019

RI State Planning Department

RE: Rt. 138 Portsmouth/Middletown Bike Lanes

Dear Committee Members,

I am writing today to ask you to reject the proposed bike lane on Rt. 138 in Portsmouth and Middletown. All RIDOT and other transportation documentation currently available show that bike lanes on East Main Rd from Turnpike Ave to Enterprise Dr. are unsuitable.

The State Planning R.I. Travel Corridors Technical Paper 152 states that Rt. 138 bike lanes are only suitable Turnpike Ave to Headly St. I have not been able to find any changes to this document that would demonstrate that bike lanes are now feasible. Additionally, the traffic information included in the Aquidneck Island Transportation Study was conducted 2006-2008. Any reasonable person would agree that information is outdated.

East and West Main Roads are the main routes on to Aquidneck Island from all points north. For the most part, neither road even has a breakdown lane. Adding a bike lane without reducing traffic is simply too dangerous. A road diet on East Main would significantly change the level of service on West Main, transferring much of traffic there.

The Rhode Island Bicycle Mobility Plan, Pages 12 and 75 shows the East Main priority ranked 53 statewide and 7 east. Suddenly, it's a high priority and being expedited. How was this decision made? Additionally, the East Main Bike Lane is not included on the "Future Funded Bicycle Lanes", page 21.

Please protect us and everyone else living and driving on Aquidneck Island. Please deny bike lane funding on East Main Rd.

Thank you,

Nancy Howard

# Attachment 7

RESIDENT CONCERNS | PROPOSED AMENDMENT #19 (9005, 1380, 1357) | AUGUST 2019

To: Transportation Advisory Committee of the State Planning Council August 15, 2019  
c/o [Mr. Michael D'Alessandro](#)  
R.I. Department of Administration, Division of Statewide Planning

Re: Transportation Improvement Program ID **9005** (Portsmouth/Middletown) Transportation Alternatives, **East Main Road Shared Use Path** – from Hedley St, Portsmouth, to Enterprise Dr (between Aquidneck Ave and Valley Rd), Middletown – *proposed start year 2020*  
&  
Transportation Improvement Program ID **1380** (Portsmouth) **Pavement Capital Program, Rt 138**, East Main Rd (Hedley St to Middletown T/L) – *proposed start year 2022*  
&  
Transportation Improvement Program ID **1357** (Middletown) **Pavement Capital Program, Rt 138**, East Main Rd (Portsmouth T/L to Aquidneck Ave) – *proposed start year 2024*

A resident of south Portsmouth, I welcome the expansion of functional bicycle paths on Aquidneck Island. Even more important to me, however, is that any proposed changes to East Main Road in Portsmouth and Middletown contribute holistically to improved safety.

Currently, high speeds—often closer to 50 mph than the highest posted speed of 35 mph—are prevalent on this four-lane road with many curb cuts. Additionally, many businesses, individual homes, and entire neighborhoods have East Main Road as their only outlet (and therefore require left turns from the passing lane). Traffic lights and legitimate uses of the road, including school buses, school zones, nursery tractors, and left-turning drivers, become obstacles for impatient drivers. These factors contribute to periodic crashes.

To try to understand the proposed bicycle path along East Main Road from Portsmouth Town Hall to Middletown Town Hall, I read the documentation available online, including postings at [State Transportation Improvement Program Revision #19](#) and [Rhode Island Moving Forward: Statewide Bicycle Mobility Plan. \(July 2019\). Prepared for Rhode Island Statewide Planning Program.](#) Chapter 3 (“Bicycle Infrastructure”), page 70, of the latter report gives recommendations explicitly related to projects 9005, 1357, and 1380, and is appended to this letter for reference. That report recommends a “side path design” along East Main Road and also explains:

*“Because East Main Road carries <20,000 daily motor vehicle trips, it is a strong candidate for a ‘road diet’ [emphasis added]. Per the graphic [on page 70, attached], a road diet would reconfigure the four-lane roadway into two travel lanes, a median left-turn lane, and bicycle lanes.*

*“Changing the four-lane road to three motor vehicle lanes provides many opportunities to improve existing and potentially new crosswalks with refuge islands in the center median area.”*

*Rhode Island Moving Forward: Statewide Bicycle Mobility Plan. (July 2019).  
Prepared for Rhode Island Statewide Planning Program.*

The path project is scheduled to begin in 2020, while paving projects on the same stretch of road are scheduled for 2022 and 2024. Does this order of projects make sense? I have three main questions:

1. **Why add a side bicycle path before complementary safety improvements, such as a road diet and perhaps smart traffic lights\* that coordinate with each other in response to traffic volume, especially when the same stretch of road is scheduled for repaving within two-to-four years?**

Cars and trucks moving at high speeds will necessarily need to cross a parallel bicycle path to get onto or off of the road on that side, and bicyclists will need to cross traffic to turn off East Main Road.

2. **Why plan to pave the road without also introducing a road diet, given the safety record?**

3. **Why not consider an arguably more functional bicycle path, along secondary roads (Middle Road, Union Street, Gardner Seveney, Sandy Point, Wapping Road, Mitchell’s Lane, Wyatt Road, etc.) that link Portsmouth to Middletown?** We could preserve the stone walls and trees that characterize E. Main Rd.

*Related concerns:*

- a. **Poor drainage along parts of East Main Road** is an important safety concern, given the greater prevalence of flash flooding we can already see and can expect more of in the future, due to climate change. Many residents (including several large neighborhoods) live on streets whose only outlet for daily errands, emergency, or evacuation is East Main Road. **Any widening of paved surface area should carefully consider permeability/drainage/water quality impact, as well as the function of storm drains.**
- b. Given the placement of utility poles, any widening of the path would necessarily remove both stone walls and trees. **Any increase in roadway width should be considered carefully, to help preserve our historic stone walls and treescape.**
- c. East Main Road is the “main street” for much of Portsmouth, yet Portsmouth and Middletown residents are mostly unaware of and have not been part of **an inclusive, collaborative process to consider a major change to one of two main arteries in town.**
- d. Community input could generate some excellent ideas for more functional bike path networks than the proposed multi-use path. **Paths along secondary roads would be far safer, friendlier to riders of diverse abilities and ages, and more pleasant than a path alongside East Main Road.** Such a network might link athletic fields and entrances to Aquidneck Land Trust walking trails, in addition to connecting the east side of Portsmouth to Middletown and Newport.  
  
I suggest this as someone who had a bicycle commuter in my immediate family who traveled in the area of the proposed multi-use path, and I have ridden a bicycle between Newport and south Portsmouth at different points in life and would love to ride my bicycle around town more.
- e. The placement of traffic lights has evolved over time, a mix of placements at key intersections (Aquidneck Avenue and Wyatt Road; Oliphant Lane; Sandy Point Avenue; Union Street) and others requested by neighborhoods or larger employers. **It is not clear that the placement of East Main Road traffic lights is optimized for safety.**

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Do we as a community value the ability to travel 50 mph on East Main Road? What are the trade-offs that come with that choice? **How many crashes, injuries, and fatalities do we need to have before we consider slower speeds on East Main Road?** People commonly discuss widening travel lanes to improve safety, but the reality of many curb cuts and the frequent need for left-turns from the passing lanes, suggests that the primary safety issue is speed, not lane width, although a road diet could improve both.

Sincerely yours,

Charlotte North  
Portsmouth resident

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**Article on Pittsburgh pilot of smart traffic lights, a way to reduce speed and improve travel time:**

“Pittsburgh cuts travel time 25% with smart traffic lights: The smart traffic technology has slashed car emissions by 20%.” *apolitical*. August 14, 2017. [https://apolitical.co/solution\\_article/pittsburgh-cuts-travel-time-25-smart-traffic-lights/](https://apolitical.co/solution_article/pittsburgh-cuts-travel-time-25-smart-traffic-lights/)

### 3.3.6 Bristol County and Newport County Candidate Bikeways

The candidate bikeway network for East Rhode Island focuses on the development of enhanced bikeways along Aquidneck Island and the East Bay with improved connections to the north, east, and west. The goal is to create a network that provides for short utility trips, along with more recreationally-focused trips to Brenton Point, Jamestown, and Sakonnet Point. Critical to the success of bicycling in the East Bay is to address the bridge barriers that make for an extremely challenging bicycling environment and to better connect housing to jobs/commercial areas. For example, most housing is on the western edge along the bay, while all recent commercial development is along Metacom Avenue in the East Bay. Similar gaps between residential and commercial areas exist on Aquidneck Island that make cycling a difficult endeavor.

The successful implementation of an expansive bicycle network in East Rhode Island includes:

- » Addressing the bicycling gaps to the mainland formed by limited bicycle access to the three bridges; this includes a mix of short-term and long-term improvements
- » Providing ferry service between downtown Newport and Jamestown until a long-term solution to the Newport/Pell Bridge is found
- » Improving north-south connectivity along the Island with bicycle lanes and/or sidepath on East Main Road (see graphic below) and a long-term rail trail along Narragansett Bay
- » Enhancing connections from the Mount Hope Bridge through Bristol to the end of the East Bay Bikepath

#### BRISTOL COUNTY AND NEWPORT COUNTY KEY RECOMMENDATION: East Main Road Bikeway

The State's Transportation Improvement Plan (STIP) #9005 describes a planned sidepath for East Main Road from Aquidneck Avenue in Middletown to Hedley Street in Portsmouth. This important project is scheduled for construction beginning in 2021. Because East Main Road carries <20,000 daily motor vehicle trips, it is a strong candidate for a "road diet". Per the graphic below, a road diet would reconfigure the four-lane roadway with two travel lanes, a median left-turn lane, and bicycle lanes. Although not the ideal solution, the short-term improvement can provide a more comfortable environment for bicyclists that have some level of confidence riding next to motor vehicle traffic.



Existing conditions on East Main Road/Rt. 138 at Island Drive, looking north



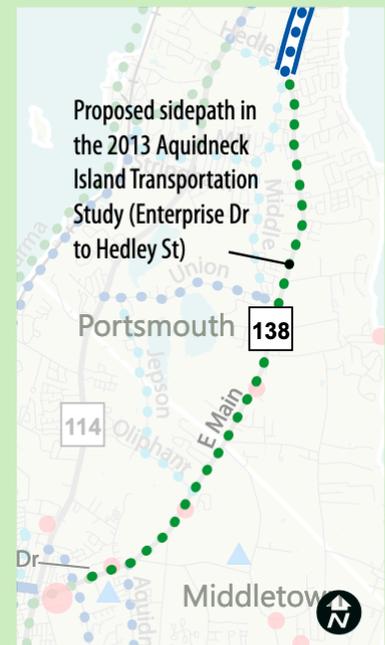
A sidepath design along East Main Road is the preferred bikeway design long term



#### Short-Term Bikeway Improvement On East Main

Until the sidepath is built (STIP #9005) along East Main Road, a low-cost restriping project can improve bicycle and pedestrian safety. Changing the four-lane road to three motor vehicle lanes with bicycle lanes provides many opportunities to improve existing and potentially new crosswalks with refuge islands in the center median area.

The candidate bicycle treatment map below shows the extents of the roughly 5.6-mile planned sidepath and road diet with bicycle lanes





# RHODE ISLAND BICYCLE COALITION

## Attachment 8

Michael D'Alessandro  
Secretary, Transportation Advisory Committee  
RI Dept. of Administration, Division of Statewide Planning  
One Capitol Hill, Providence, RI 02908  
Michael.DAlessandro@doa.ri.gov

Dear Mr. D'Alessandro,

The Rhode Island Bicycle Coalition objects to the Rhode Island Department of Transportation's proposal to shift \$37 million away from the Transportation Alternatives Program (TAP). We oppose Statewide Transportation Improvement Program (STIP) Major Amendment #19 for endangering residents and ignoring the demands of taxpayers.

More than a quarter of roadway fatalities in Rhode Island between 2014 and 2016 were pedestrians and cyclists, making it the sixth worst state in the nation for road safety. Active transportation serves as a primary mode of getting to work and daily living in many Rhode Island communities. Projects such as the South County Bike Path and Trestle Trail are critical infrastructure improvements that would increase safety in key corridors for our vulnerable road users. Cutting and delaying biking, walking, and ADA Transportation Alternatives Program projects puts Rhode Island citizens at significant, unnecessary risk whether for acute traffic injuries or chronic public health issues and climate change.

In 2016 and 2017, 222 applications were submitted to the TAP, but only seven were funded. Further, even approved projects have been subject to unconscionable delay. The redirection of funds in STIP Major Amendment #19 not only makes it harder for cities and towns to build the infrastructure needed in their communities, but also stands to walk back promises made to citizens, eliminating funding set aside for the Bike Mobility Plan, replacing rather than supplementing STIP funds with Green Economy Bond money, and cutting and delaying critical connections needed in our shared-use path network.

In 2017, Rhode Island began development of the Bicycle Mobility Plan (BMP), a critical component to designing and building roadways that encourage active transportation throughout Rhode Island. The proposed cuts undermine the BMP as it reduces funding for bicycle projects even before the plan's release. In 2018, Rhode Islanders passed the Green Economy Bond (GEB) with an overwhelming 78.9% vote of approval. The 2018 GEB included \$5 million for state bikeway development, adding to the \$10 million approved by voters in 2016. Taxpayers and voters expected these funds to be used to complement Transportation Alternatives Program funds, not replace them. RIDOT's proposal to redirect TAP funds clearly violates the agreement made with Rhode Islanders.

In addition to our concerns about public safety impacts, we are greatly concerned that these changes will negatively impact the Governor's goals regarding climate change. Governor Raimondo has established aggressive goals, and creating greater opportunity for Rhode Islanders to travel by bicycle or on foot in lieu of car trips should be an important part of reaching those goals. The cuts proposed by RIDOT will take our state in the wrong direction on this issue of critical importance to our small coastal state.



# RHODE ISLAND BICYCLE COALITION

The proposed TAP cuts undermine decades of effort put forth by municipal officials and advocates to save and improve the lives of bicyclists and pedestrians in Rhode Island. Cuts to TAP will severely hamper the development of our bicycle and pedestrian infrastructure for years to come and do nothing to reverse the deadly statistics on our roads. We urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to maintain all the funds and timelines designated in the current STIP.

Sincerely,  
Sarah Mitchell, Chair  
Kathleen Gannon, Vice Chair  
Christian Roselund, Treasurer  
Lizabeth Bourret, Secretary  
C.J. Opperthausen, Director  
Donny Green, Director

Cc: Governor Raimondo  
Catherine Pitassi, State Division of Planning  
Michael DiBiase, Head of Department of Administration  
Nicole Verdi, Governor's Deputy Chief of Staff  
Meredith Brady, Associate Director of Statewide Planning  
Peter Alviti, Director of Department of Transportation  
Cynthia Parker, Department of Transportation  
Loren Doyle, Chief Operating Officer of the Department of Transportation



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WARWICK, RI 02886-2417

TEL. (401) 732-6535 • (800) 445-2001

FAX (401) 738-4390

E-MAIL: [cara@ids.net](mailto:cara@ids.net)

WEBSITE: [www.caraincorporated.com](http://www.caraincorporated.com)

## Attachment 9

August 21, 2019

TO: Michael D'Alessandro  
RIDOA

From: Gary O'Leary  
Cara Incorporated

Subject: Amendment 19

Michael,

As a small business owner in Rhode Island for the past 35 years, I have watched the transportation infrastructure in the state continue to deteriorate. As I travel around the country, many states are constantly working on the roads and bridges as well as developing new projects that will help businesses save time and money. Rhode Island on the other hand has chosen the band aid approach, or worse done nothing at all. It appears that our state leaders have finally come to their senses and have an opportunity with Amendment 19 to start the process to move Rhode Island forward. As you are aware Rhode Island has continually ranked near the bottom when it comes to business-friendly support. Hopefully, our leaders will come to their senses, have some vision, and fully support Amendment 19.

Gary O'Leary  
President  
Cara Incorporated

# Attachment 10

Mindy Sobota, MD MS MPhil FACP  
Associate Professor of Medicine, Clinician Educator  
Alpert Medical School at Brown University

August 21, 2019

Dear Secretary of Transportation Alessandro:

I am writing to **strongly oppose** the proposed State Transportation Improvement Program Major Amendment #19. Specifically, I object to the Rhode Island Department of Transportation shifting \$37 million dollars from the Transportation Alternatives Program.

As a primary care physician in Rhode Island, I believe the proposed diversion of funds as extremely short sighted for the health of our state. Obesity is epidemic in our State, and one of the major causes is a sedentary life style. Traffic and automobile accidents are on the rise, leading not only to deaths but also disabling injuries which consume our State's disability funding. Why would our State oppose efforts to de-clog our crowded roads and highways, and allow people safely to get more physically active?

Please help our state makes steps forward to combat obesity and sedentary lifestyles and to promote safe, and alternative means of transportation.

Sincerely,

A handwritten signature in black ink that reads "MSOBOTA". The signature is written in a cursive, slightly slanted style.

Mindy Sobota, MD MS MPhil FACP

August 21, 2019

Michael D'Alessandro, Secretary  
Transportation Advisory Committee  
One Capitol Hill  
Providence, RI 02903

To the Transportation Advisory Committee

Re: Proposed Amendment 19 to the Transportation Improvement Plan

Conservation Law Foundation (CLF) opposes the proposed Amendment 19 to the state's Transportation Improvement Plan (TIP).

CLF is a member-supported non-profit environmental advocacy organization working throughout New England to counter climate change, restore the health of our oceans, embolden new energy infrastructure, and safeguard health, quality of life, and economic prosperity for future generations. CLF has extensive experience addressing transportation issues here in Rhode Island and throughout New England.

Amendment 19 would take approximately \$37 million currently earmarked to support mobility and safety of pedestrians and bicyclists, and redirect those funds to highways and bridges. As such, the proposed Amendment 19 appears to be inconsistent with Transportation 2035 (2012 Update), which is State Guide Plan Element 611. Transportation 2035 explains that "fossil fuel use on this planet has resulted in carbon induced climate change." It explains that, because of climate change, we must "reinvigorate our efforts to drastically reduce our fossil fuel consumption . . ." (Page 4-5.) Making our communities walkable and bikable is an important way to reduce automobile (and fossil fuel) use. In this context, transferring millions of dollars away from pedestrian and bicycle projects to highways is poor public policy.

Beginning on page 1-17, Transportation 2035 also incorporates by reference certain strategic goals of the U.S. Department of Transportation. These include the following:

- **Livable Communities:** Foster livable communities through place-based policies and investments that increase transportation choices and access to transportation services.
- **Environmental Sustainability:** Advance environmentally sustainable policies and investments that reduce carbon and other harmful emissions from transportation sources. [Boldface as in original.]

Both of these strategic goals – increasing transportation choices and reducing carbon emissions – would be materially hampered by Amendment 19.

In 2014, the Rhode Island General Assembly enacted the Resilient Rhode Island Act that sets state carbon-emission reduction targets of 45% below 1990 levels by 2035 and 80% below 1990 levels by 2050. R. I. Gen. Laws § 42-6.2-1, et seq. In Rhode Island, transportation is both the largest contributor to carbon emissions and the fastest growing sector. Amendment 19 would move Rhode Island in the wrong direction with regard to meeting these statutory carbon-emission reduction goals, because it would take funds away from non-emitting modes of transportation.

According to the American Lung Association's 2019 "State of the Air" Report, air quality in Rhode Island is unacceptable with regard to both ozone and particulate matter pollution. This pollution harms every Rhode Islander, but is especially dangerous for the 18,000 children and 91,000 adults with asthma. Again, Amendment 19 would move Rhode Island in the wrong direction with regard to air quality by encouraging motor vehicle use and discouraging alternative, non-emitting modes of transportation.

Pedestrian safety remains a serious challenge for Rhode Island. Between 2008 and 2017, 127 people were struck by cars and killed walking in Rhode Island. Making roadways bicycle-friendly is an important catalyst for economic development, community revitalization, talent recruitment, tourism and public health.

Pedestrian and bicycle infrastructure are important components of a comprehensive transportation network. The TIP needs to support multiple modes of transportation and provide safe and accessible ways to shift from our current over-reliance on motor vehicles. This will support the state's goal of reducing carbon emissions, will ease road congestion, and will improve air quality.

For these reasons, CLF respectfully opposes Amendment 19 to the TIP, and strongly urges that these \$37 million remain dedicated to pedestrian and bicycle projects.

Very truly yours,

A handwritten signature in black ink that reads "Jerry Elmer". The signature is written in a cursive, flowing style.

Jerry Elmer

# Attachment 12

To the Transportation Advisory Committee,

We write today to strongly oppose Major Amendment 19 to the State Transportation Improvement Plan.

This letter is co-signed by a number of individuals: many of us are natives to the State, and some live here for college. We are, however, all relatively young and care about the future and long-term livability of Rhode Island.

The amendment, as proposed, is a reinforcement of the status quo. Yes, proper maintenance of existing infrastructure is a vital responsibility. But RIDOT also has a responsibility to advance the state of transportation in Rhode Island. In our lifetimes, we have seen relatively little change.

Many view the driver's license as the key to independence in this country. Certainly, this is true to some extent. Before that, however, another measure of independence often comes in the form of a first bicycle, or being allowed to walk to school or a store alone. Too many children in this State, however, must gain these early independences in hostile and dangerous environments, if they are afforded at all.

When Governor Raimondo discusses the "brain drain" Rhode Island is afflicted with, she's indicating that the State is failing to meet the expectations and wants of a certain demographic. As candidates for this demographic, we are eager to report that the attitude this Amendment represents falls under that failure. We want transit and bicycle and pedestrian infrastructure that is globally competitive, but we'd be at least encouraged by the baby steps this amendment eschews. The amendment is a disappointment, but to RI natives, not a surprise. We would not be surprised if the cogs of Rhode Island State government *could* magically make the budget work without the \$37 million cut. We will be impressed if they actually do.

Some of us own cars, and love them. Others amongst us prefer our bikes or bus routes. We all agree, however, that there should be more variety, vision, and ambition in this state than the Major Amendment signals. In one of RIDOT's supporting documents, the department claimed the reallocations accomplished by the amendment would lead to savings in the future, and that waiting would increase costs. We honestly believe that this amendment was written in good faith, but believe that our perceptions of the "future" we will have to bear and "costs" we will have to pay do not line up with RIDOT's.

Thank you for your attention and service.

**Riddhi Adhiya** Barrington; Northeastern University  
**Maggie Bachenberg** Providence, Brown University  
**Johansel Bonilla** Providence; Classical High School  
**Ryan Brady** Barrington; Northeastern University  
**Daniela Carney** Providence; Brown University  
**Sara Caskey** Providence, Barrington; Brown University  
**Andrew Cooke** Providence; Brown University  
**Owen Crain** Barrington; Barrington High School  
**Jack Culton** Barrington; Barrington High School  
**Teddy Daniel** Providence; Brown University

**Bianca Eagan** Providence, Brown University  
**Liam Egan** Barrington; Barrington High School  
**Noah Fiske** Barrington; Barrington High School  
**Elana Hausknecht** Providence; Brown University  
**Clement Hilty** Barrington; Barrington High School  
**Franziska Hofhansel** Providence; Knox College  
**Tova Ibbotson** Tiverton, Providence; Brown University  
**Jared Jageler** Barrington; Macalester College  
**Abby Kaplan** Barrington; Tufts University  
**Meredith Kaplan** Barrington; Boston University  
**Michael Lamontagne** Barrington; Northeastern University  
**Dana Leahy** Barrington, Bristol  
**James Lu** Providence; Brown University  
**Benjamin Medeiros** Barrington; Fordham University  
**Rayna Mishra** Barrington; Rochester Institute of Technology  
**Zoe Pottinger** Providence, Brown University  
**Juncheng Quan** Barrington; Barrington High School  
**Tobias Rein** Barrington; Arizona State University  
**Matthew Sangiuliano** Barrington; Barrington High School  
**Michael Sangiuliano** Kingston, Barrington; University of Rhode Island  
**Christopher Sarli** Providence, Barrington; Brown University  
**Peder Schaefer** Providence, Brown University  
**Lilith Schwartz** Barrington; Vassar College  
**Ian Smith** Barrington; Brandeis University  
**Maya Striuli** Barrington; Hobart & William Smith Colleges



# State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES

REPRESENTATIVE GREGORY J. COSTANTINO, *District 44*  
*Deputy Majority Leader*  
*Second Vice-Chairman, Committee on Small Business*

August 21, 2019

## Attachment 13

Michael D'Alessandro  
RIDOA  
Division of State of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Mr. D'Alessandro,

I am writing this letter in support of RI Department of Transportation's (RIDOT) proposed Major Amendment #19. As you know, Rhode Island is last in overall bridge condition and this problem is critical. RIDOT's primary mission is to fix this problem by 2025 – ensuring that 90% of the bridges in RI have a sufficiency rating. I support the 10-Year Plan (STIP) which was created to address this problem. The 10-year Plan must change to fit changing finances - reflecting additional funding received as well as funding never realized.

The STIP ensures that Rhode Works is implemented. Over 84 projects have been completed since 2016 with an ongoing 70 projects. Within the next 12 months, more than 40 projects will start. Without the Major Amendment, none of this could and will come to fruition. This Major Amendment keeps RI on pace to meet bridge sufficiency mandate by 2025 and will ease task of future STIP updates. It is important that this Major Amendment is supported.

In conclusion, I fully support Department of Transportation's efforts to fix and repair all bridges and roads outlined in the plan. If you have any questions please feel free to contact me anytime at 401-426-0284.

Sincerely,

Gregory J. Costantino  
RI State Representative  
District 44 – Johnston, Lincoln, Smithfield

## Attachment 14

**ARCHAMBAULT LAW OFFICES, INC**  
**Stephen R. Archambault**  
*Attorney-At-Law*

---

**265 George Washington Highway, Smithfield, RI 02917**  
**Telephone: 401-231-9700**  
**Facsimile: 401-231-9701**  
**Email: Steve@archambaultlaw.com**

August 21, 2019

Michael D'Alessandro  
RIDOA  
Division of State of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Mr. D'Alessandro:

I am writing to express my strong support for RI Department of Transportation's proposed Major Amendment # 19. As you know, this amendment allows Rhode Island to keep pace to meet bridge sufficiency mandates by 2025, and will ease the task of future STIP updates.

As you are aware, Rhode Island has the dubious distinction of being last in overall bridge condition, and this reality has reached a critical stage. RIDOT's primary response and mission is to fix this problem by 2025, ensuring that 90% of the bridges in RI have a sufficiency rating.

A 10-Year Plan (STIP) was created to address this problem. The 10-Year Plan must adapt to fit changing finances; it must reflect additional funding received as well as funding never realized. The STIP ensures that Rhode Works is implemented. The bottom line is to keep moving forward until all bridges are safe.

To date, over 84 projects have been completed since 2016, and 70 projects are currently ongoing. Within the next year an additional 40 projects are anticipated to start. Without the Major Amendment, none of this will come to fruition.

Accordingly, it is critically important that this Major Amendment is supported. Please know that as a state senator who has a large constituency, I fully support RIDOT's Major Amendment #19.

Sincerely,



Stephen R. Archambault

## Attachment 15

**G R E A T E R  
P R O V I D E N C E  
C H A M B E R O F  
C O M M E R C E**

30 Exchange Terrace, Providence, RI 02903

401.521.5000 fax 401.621.6109

[providencechamber.com](http://providencechamber.com)

August 21, 2019

Mr. Michael D'Alessandro  
RI Department of Administration  
Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Dear Mr. D'Alessandro:

I am writing in support of proposed TIP amendment #19 that would result in improving the safety of Rhode Island's many roads and bridges.

The Transportation Improvement Plan is a \$6 billion plus 10-year transportation plan that will significantly improve the safety of the state's roads and bridges. As noted in the most recent CNBC state rankings report, the state has a plan to significantly improve our highways and bridges and Amendment 19 ensures the state will reach its RhodeWorks mandated 90 percent sufficiency goal of bridge condition by 2025.

A properly functioning highway system is a key component to the economic future of the entire area. In addition, we believe that this amendment will help to create economic opportunity both in allowing faster, more efficient commerce through Rhode Island's commercial corridors, and directly by adding much-needed construction jobs.

The additional \$358.71 million in funding over the 10-year TIP contained in this amendment will greatly enhance the state's ability to make our transportation infrastructure safer and faster.

Thank you for the opportunity to provide comment on this proposed Amendment.

Sincerely,



Janet Raymond  
Senior Vice President



# State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES

REPRESENTATIVE CARLOS E. TOBON, *District 58*  
*First Vice-Chairman, Committee on Veterans' Affairs*  
*Committee on Finance*

*Chairman, Finance Subcommittee on Environment and Transportation*

August 22, 2019

## Attachment 16

Mr. Michael D'Alessandro  
Rhode Island Department of Administration  
Division of Statewide Planning  
One Capitol Hill, 3<sup>rd</sup> Floor  
Providence, RI 02908

Dear Mr. D'Alessandro,

I write to you today to offer my full support of the Rhode Island Department of Transportation's (RIDOT) proposed Major Amendment #19 to the FFY 2018-2027 State Transportation Improvement Program (STIP).

My support of this amendment is due to Rhode Island's classification as last in the country for overall bridge condition and this problem is not only critical to the well-being of the state, but is also time sensitive due to rising costs associated with delaying bridge improvements, as well as, the safety issues that would result from our residents using defective, crumbling, and unsafe bridges.

RIDOT's primary mission is to upgrade and fix our bridges by 2025, which would ensure that 90 percent of Rhode Island's bridges would have a sufficiency rating acceptable to our state and its residents and the 10-year plan (STIP) was created to specifically address our failing bridges. This amendment is so important to the people of Rhode Island because the 10-year plan must adapt and change to fit with fluctuating finances, whether the plan reflects additional funding received, as well as, funding that was planned for but never realized.

The STIP is critical to Rhode Island's future success as it ensures that the Rhode Works program is implemented and finished, reversing decades of neglect to our infrastructure. Rhode Works have already completed over 84 projects since 2016 and currently has 70 projects ongoing or nearing completion. Within the next 12 months, more than 40 other important projects will begin and this is only possible through the STIP and the proposed Major Amendment #19.

This Major Amendment keeps Rhode Island on pace to meet bridge sufficiency mandates by 2025 and will ease the task of future STIP updates and changes in the future. It is critical to Rhode Island that this Major Amendment is supported and I respectfully urge you to realize its importance to the people of Rhode Island.

Sincerely,

Carlos E. Tobon  
RI State Representative  
District 58 - Pawtucket

# Attachment 17



CITY OF WARWICK  
JOSEPH J. SOLOMON  
MAYOR

August 22, 2019

Mr. Michael D'Alessandro  
RIDOA  
Division of State of Statewide Planning  
One Capitol Hill  
Providence, Rhode Island 02908

Dear Mr. D'Alessandro:

I am pleased to write this letter in support of the RI Department of Transportation's (RIDOT) proposed Major Amendment #19. As you know, Rhode Island is last in overall bridge condition and this problem is critical. RIDOT's primary mission is to fix this problem by 2025 – ensuring that 90% of the bridges in RI have a sufficiency rating.

As you are aware, the City of Warwick's location within the Route 95 corridor means that many bridge overpasses are in locations that provide access to T.F. Green Airport, our primary economic development corridors and the Warwick Sewer Authority's treatment facility. Ensuring that our bridges are in good condition is vitally important to helping to ensure safe and convenient access to these and other locations throughout the state.

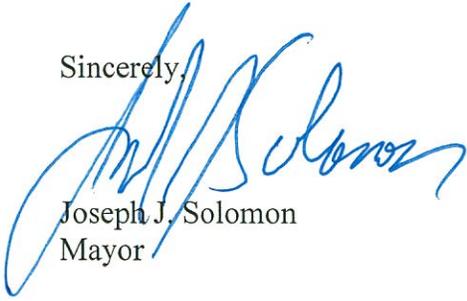
With this in mind, the City of Warwick is in full support of the 10-Year Plan (STIP) which was created to address this problem. It is important that the 10-year Plan change to fit changing finances - reflecting additional funding received as well as funding never realized.

The STIP ensures that Rhode Works is implemented. Over 84 projects have been completed since 2016 with an ongoing 70 projects. Within the next 12 months, more than 40 projects will start. Without the Major Amendment, none of this could and will come to fruition. This Major Amendment keeps Rhode Island and its communities on pace to meet bridge sufficiency mandates by 2025 and will ease task of future STIP updates.

Therefore, it is the City's belief that it is important that this Major Amendment is supported.

I thank you for your attention to this matter. Should you have questions relative to the City's support of this amendment, please do not hesitate to contact my Chief of Staff/Planning Director, William J. DePasquale Jr., AICP, at 738-2004.

Sincerely,



Joseph J. Solomon  
Mayor

# Attachment 18



August 22, 2019

Michael D'Alessandro  
RIDOA, Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Earlier this year, Governor Raimondo addressed the Newport County Chamber of Commerce and provided some insight into her budget priorities for 2019 and beyond. She pointed to two key areas for investment: Education and Job Training and, in so doing, mentioned that nine out of ten jobs created since 2010 require a degree or credential beyond high school. Her stated goal is to develop an “educated work force” to better compete with other states and regions that are experiencing job growth, and to create a pathway to a better job for Rhode Islanders.

As part of her budget plan for 2019, Governor Raimondo unveiled a plan to invest in the “Ocean State WAVE” – an acronym standing for workforce development, advanced industries and innovation, visitor attraction, and enterprise expansion and recruitment. That’s a great investment strategy with a nice acronym, however, your recent recommendation that funding be withdrawn for the Herreshoff Marine Museum’s Burnside Building Rehabilitation project seems to be directly at odds with this initiative.

Built in 1860 by General Ambrose Burnside as the headquarters for his rifle manufacturing company, the building, a.k.a. “The Burnside Building,” later became the Herreshoff Manufacturing Company Machine Shop. The Burnside Building today houses the Herreshoff Museum Skiff School Boat Building Program, which was developed by the museum in partnership with the Rhode Island Marine Trades Association to provide under-served and at-risk youth an opportunity to learn a trade that creates a pathway to employment in the marine industry, one of Governor Raimondo’s key economic-growth sectors.

The Transportation Advisory Committee has determined that this project no longer qualifies as a transportation-related project. Unfortunately, you waited until *the project was literally halfway done* before you made this determination, which puts both our job training program AND the building that houses it in very grave jeopardy.

The Herreshoff museum worked closely with Senators Chafee and Read to secure this funding from the federal government, and while I certainly don’t want the bridges to collapse any more than anyone else does, the state of RI made a commitment to one of its key cultural institutions – a commitment that our organization then banked on, both literally and figuratively – and I don’t think it’s fair that the state now pull the rug out from under both the museum AND the hundreds of kids that are counting on our STEM education program.

We've been fighting these battles with DOA and TAC for three years since you moved our funding out to 2025. Every time I said, "You're taking our money", a representative of Statewide Planning or DOT said, "We're not taking your money – we're just moving it to a later year". Now you are in fact just taking it, and as a relatively small non-profit, there is nothing we can do to stop you. There are obviously a number of other Transportation Alternatives Program projects similar to ours that didn't get their funding cut – like a parking lot for Slater Mill – so you could argue that we just needed to be better at playing the political game, but I'd prefer to simply rely on good people honoring the commitments they've made.

Regards,

A handwritten signature in black ink that reads "Bill". The signature is stylized and appears to be written in a cursive or semi-cursive script.

Bill Lynn  
President & Executive Director

# State of Rhode Island and Providence Plantations

## Attachment 19

SENATOR  
DAWN EUER  
District 13

Room 310, State House  
Providence, Rhode Island 02903

Office: 401-276-5589  
Fax: 401-222-2967

sen-euer@rilegislature.gov



Senate Chamber

Secretary,  
Committee on Environment  
and Agriculture

Committee on Judiciary

Committee on Rules,  
Government Ethics and Oversight

August 22, 2019

Transportation Advisory Committee  
Department of Administration  
Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Dear Transportation Advisory Committee Members:

I am dismayed to learn about the changes in the proposed State Transportation Improvement Program Major Amendment #19. Specifically, I am concerned about shifting \$37 million dollars from the Transportation Alternatives Program. Rhode Island needs to maintain and increase our investments in pedestrian and bicycle infrastructure for economic, environmental, public safety, and public health reasons.

Rhode Island has been working hard to attract and retain businesses. Reducing investments in transportation alternatives will undermine these efforts. **Businesses look to relocate to places that have a variety of transportation options, including safe walking and biking infrastructure.** Companies know that their talent pool prefers walking, biking, and public transportation and will consider comprehensive transportation networks when they select office locations.

Rhode Island also has stated carbon reduction goals which will be undermined by these changes. **The transportation sector is the largest contributor to carbon emissions in the United States.** The pollution emitted by the transportation sector contributes to poor public health outcomes by increasing the rates of asthma, stroke, cancer, and heart disease. We have the opportunity to greatly reduce the negative impact of the transportation sector by investing in alternative transportation infrastructure to make it easier and safer for people to walk and bike.

Infrastructure projects are especially important for public safety. **Unfortunately, Newport has had numerous high-profile pedestrian and cyclist deaths.** This loss of life is tragic and unnecessary. These terrible incidents also have a reverberating effect beyond the initial tragedy by reducing the willingness of others to walk and bike because of safety concerns.

In addition to the points previously mentioned, I wholeheartedly endorse the issues raised in the letters submitted by GrowSmartRI and RIBike. I want to highlight that **improvements to Rhode Island's roads and bridges have received an infusion of an additional \$358M since February 2019 and there should be no need to access funds intended for transportation alternatives.**

Rhode Island voters showed their support for alternative transportation through the overwhelming support of the Green Economy Bond in 2018. I would discourage any efforts to shift funds away from those priorities or to fold designated funds into larger road projects as has been proposed with the Pell Bridge ramp project. **The funding of alternative transportation projects should be earmarked separately for transparency purposes.**

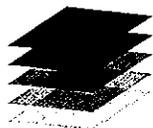
I urge the Transportation Advisory Committee to reject Major Amendment #19 and vote to commit to funding biking and walking and maintain all funds designated in the current STIP.

Thank you,



Dawn Euer  
Senator – District 13

CC: Governor Gina Raimondo  
Michael D'Alessandro



The Economic Development Foundation  
of Rhode Island

## Attachment 20

August 22, 2019

Mr. Michael D. Cassidy, Chairman  
State Transportation Advisory Committee  
C/o Michael D'Alessandro  
Rhode Island Department of Administration  
Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Cassidy:

I am writing to express my organization's staunch support for Amendment 19 to the State's Transportation Improvement Program. The proposed amendment will add \$358.71 million in funding to transportation-related infrastructure projects over a 10-year period. More specifically, approval of Amendment 19 will result in an additional \$40 million of funding for 81 projects in northwest Rhode Island.

Well designed and maintained transportation infrastructure is a fundamental tenet to economic development. In addition to the resulting construction jobs, the additional invested capital will further enhance the efficiency of the transportation system in our region's main commercial corridors. We applaud efforts to increased funding in Rhode Island's Transportation Improvement Program. It is a critical investment in the State's future economy.

Sincerely,

Scott A. Gibbs  
President

SAG/mmg  
Reference: SAG19-081

Cc: John F. McJennett, III  
Chairman, EDFRI

Emailed: [Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov)

# Attachment 21



**TOWN OF  
CUMBERLAND**

Office of Mayor Jeffrey J. Mutter,  
Linda Teel, Chief of Staff,  
Sarah King, Administrative Assistant

---

August 22, 2019

Michael D'Alessandro  
RIDOA  
Division of State of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Dear Mr. D'Alessandro:

I am writing this letter in support of RI Department of Transportation's (RIDOT) proposed Major Amendment #19. Rhode Island is last in overall bridge condition and this problem has reached critical status. The condition of the bridges in our state are dangerous and unacceptable. In response, RIDOT seeks to ensure that 90% of the bridges in RI have a sufficiency rating by 2025.

To fix this problem, the 10-Year Plan (STIP) was created. As with all projects, the needs evolve over time. The 10-year Plan must be modified to reflect changing finances, if it is going to be successful.

The STIP ensures that Rhode Works is implemented and that projects are seen to completion. Since 2016 over 84 projects have been completed with an ongoing 70 projects to be finished. More than 40 projects will start within the year. Without the Major Amendment, none of these projects would come to fruition.

These projects are critically important to the communities in our state. That is why it's important that this Major Amendment is supported.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Mutter".

Mayor Jeffrey J. Mutter



**TOWN OF  
CUMBERLAND**

Office of Mayor Jeffrey J. Mutter,  
Linda Teel, Chief of Staff,  
Sarah King, Administrative Assistant

---

August 22, 2019

Michael D'Alessandro  
RIDOA  
Division of State of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Dear Mr. D'Alessandro:

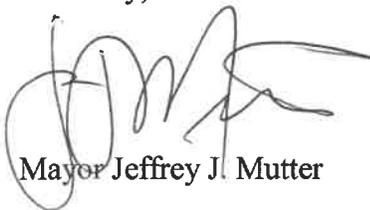
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These projects are critically important to the communities in our state. That is why it's important that this Major Amendment is supported.

Sincerely,



Mayor Jeffrey J. Mutter

# Attachment 22

## Town of North Kingstown, Rhode Island



100 Fairway Drive  
North Kingstown, RI 02852  
Phone: (401) 294-3331

Fax: (401) 885-7373  
[www.northkingstown.org](http://www.northkingstown.org)

August 20, 2019

Linsey J. Callaghan, Secretary  
Transportation Advisory Committee  
c/o Michael D'Allesandro  
RI Dept. of Administration  
Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Re: Town of North Kingstown Comments  
State Transportation Improvement Program – Major Amendment #19

Dear Ms. Callaghan:

The Town of North Kingstown has taken the opportunity to review the State Transportation Improvement Program (STIP) Major Amendment #19 for the federal fiscal years 2018-2027. The Town of North Kingstown would like to offer the following comments on a few of the projects for which amendments are being proposed. Those projects include:

Program	Title	TIP ID	Old Start Year (FFY)	New Start Year (FFY)	Reason for Change
Pavement Capital Program	Rt 1A, West Main St (US-1 to Brown St)	1368	2019	2022	RIDOT is delaying this project based on evaluation of pavement conditions and funding availability.
Transportation Alternatives	Post Road - Curbing and Sidewalks	5120	2019	2022	Based on meeting with Town, RIDOT has re-sequenced project to coincide with other projects.
Transportation Alternatives	Sidewalks on Route 102 (Home Depot - Wickford Junction)	5127	2026	2027	Project subject to delay due to lack of State Capital funds

### Transportation Alternatives - Post Road Curbing and Sidewalks – TIP ID 5120

The Town of North Kingstown would like to continue to work with the RIDOT on the design of the Post Road Curbing and Sidewalks project. This has been an important project to the town for several years. The town has viewed this project with increasing importance since the installation of sewers in the southern segment of the corridor has been completed. There have been several efforts over the years to revitalize this corridor including proposed redesigns of the roadway, the creation of the Post Road zoning district, the above-mentioned sewer installation and most recently the proposed designation of the corridor as a growth center in our comprehensive plan re-write.

While we are encouraged to see that the curbing and sidewalks on Post Road continue to be included in the STIP, we feel there was a missed opportunity to install the sidewalks and curbing after the sewer installation was completed. Given the proposed delay in the start time of the project until 2022 included in the major amendment #19, the town is concerned that the project is losing momentum and not being prioritized in a manner that reflects the project's importance.

The following provides a summary of some of the key reasons why the town would like to work with the RIDOT in accomplishing this project in a timelier fashion. Many of the issues have been discussed with the RIDOT. First, Post Road has been in the study and design portion of the TIP since at least the 1990s. Earlier references to assessing this corridor for improvements through inclusion in the TIP date back even farther to the early 1980s. The town also made a major investment in the corridor with the installation of sewers in the southern portion of Post Road (from Route 403 south to the state police barracks). The town worked with the RIDOT to reconfigure the striping of the roadway of the Post Road Corridor south segment which included the reduction in lanes from four to two travel lanes with a shared turning lane. The Town Council passed a complete streets resolution on March 26, 2012. The redesign of the roadway would incorporate the complete streets concepts and take advantage of the opportunity to provide a safer, more aesthetic multi-modal roadway.

Consistent with Land Use 2025, the Town recently rezoned the entire Post Road Corridor to make this a major hub for future growth in the form of very high-density mixed-use development. The Post Road Corridor has also been proposed as a growth center in our comprehensive plan re-write consistent with Land Use 2025. Infrastructure improvements such as sidewalks are necessary to spur future development in this area, and to discourage growth outside of the USB, consistent with the state guide plan. There are also numerous drainage, culvert, and roadway improvements that need to be made to Post Road South.

Pavement Capital Management - Rt 1A, West Main St (US-1 to Brown St) – TIP ID 1368

The West Main Street project is listed in the STIP as including resurfacing the roadway, limited sidewalk replacement, limited sidewalk extension and handicapped ramp installation with the potential to coordinate with municipal sewer work. The sewer work has already been completed and the road was repaved. The proposed amendment has delayed the start of this project to the year 2022. The Town of North Kingstown is still hopeful that we can work with the RIDOT on accomplishing the West Main Street project in a timely fashion. West Main Street is a heavily utilized street that has recurring drainage problems that need to be addressed. We are eager to include the drainage work previously discussed with the RIDOT as part of this project.

Transportation Alternatives – Sidewalks on Route 102 (Home Depot - Wickford Junction) TIP ID 5127

This project calls for the installation of sidewalks along northern side of Route 102 from Home Depot to Wickford Junction. The proposed amendment has delayed the start of this project to the year 2027. The town has stated concerns in the past with the allocation being listed several years into the future. The delay included in this amendment continues to be a concern for the town. As highlighted in previous comments to the state planning council, the Multimodal Transportation Safety and Efficiency Assessment completed for the Wickford Junction Commuter Rail Station in 2015 identified the lack of sidewalks on Ten Rod Road as a principal issue. The assessment calls for the installation of pedestrian amenities such as sidewalks as well as other multi-modal amenities including crosswalks, bike connections and pavement marking modifications along this corridor.

The town has also identified the Wickford Junction area as a future growth center in our comprehensive plan re-write and changed the zoning of this area to a mixed-use district. We are currently reassessing this zoning designation in order to allow higher density residential development without compromising the protection of our groundwater resources. The growth center designation along with the mixed-use zoning is intended to encourage new growth and development in this area around the commuter rail station. The town believes that the installation of sidewalks along this corridor connecting two commercial centers will also help achieve this goal. The town continues to encourage and support activity in and around the Wickford Junction multimodal train station and we hope we can continue to work with the RIDOT on making the station a success.

The town appreciates the opportunity to comment on the proposed amendments to the STIP. We look forward to working with you, the TAC as well as the RIDOT on realizing these projects.

The Town of North Kingstown continues to adopt the regulatory measures necessary to refocus its future growth patterns to be consistent with Land Use 2025. The projects discussed above now require the necessary public infrastructure to support these growth patterns in order to meet the future development needs of the town. We hope that this clarifies some of the issues related to these three important projects. If you should have any questions or require additional information, please feel free to contact Nicole LaFontaine, Director of Planning and Development at (401) 268-1571.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ralph Mollis', written over a large, stylized flourish that starts with a large 'A' and loops around.

Ralph Mollis  
Town Manager

Cc: Town Council  
Adam White, Director of Public Works  
Nicole LaFontaine, Director of Planning and Development

# Attachment 23

## State of Rhode Island and Providence Plantations

SENATOR  
WILLIAM J. CONLEY JR.  
District 18

Room 211 State House  
Providence, Rhode Island 02903

Office: 401-276-5584

Email: sen-conley@rilegislature.gov



Senate Chamber

Chairman,  
Committee on Finance

Committee on  
Environment and Agriculture

August 22, 2019

Transportation Advisory Committee  
Department of Administration  
Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

Dear Transportation Advisory Committee Members:

Please accept this correspondence as an expression of my strong opposition to the Rhode Island Department of Transportation's effort to take \$37 million away from the Transportation Alternatives Program ("TAP"). This retro myopic attempt to prevent the development of bicycle, pedestrian and other alternative transportation projects throughout our State is nothing less than a U-turn on Rhode Island's highway to the future.

It ignores the fact that the transportation sector is the largest contributor to carbon emissions in our country and openly defies Rhode Island's established carbon reduction goals. If Rhode Island is to develop a dynamic and diverse workforce, it must recognize that transportation networks should include infrastructure that creates cultural and community-centric uses of our public spaces. Major Amendment # 19 sends Rhode Island's transportation policy down the road to the past.

The reality is that Rhode Island's roads and bridges have received \$358 million of additional funding since February of 2019. The shifting of \$37 million from the TAP is unnecessary, and if implemented, will need to be corrected.

I completely agree with the comments submitted by RI Bike and Grow Smart RI and urge the Transportation Advisory Committee to reject Major Amendment # 19 and vote to maintain all funds and timelines for all projects currently established in the STIP.

Sincerely,

A handwritten signature in blue ink, appearing to be "WJ Conley, Jr.", written over a horizontal line.

William J. Conley, Jr.  
Senator—District 18

# Attachment 24



**Town of Little Compton  
Office of the Council President  
Post Office Box 226  
Little Compton, Rhode Island 02837**

23 August 2019

Secretary, Transportation Advisory Committee  
State Planning Council  
One Capitol Hill  
Providence, RI 02908

Re: STIP Major Amendment #19

Dear Mr. Callaghan,

This letter is written on behalf of the Little Compton Town Council to urgently request reconsideration of the schedule changes proposed for the following projects:

- Meeting House Lane (TIP ID 1352)
- South of Commons Road and Simmons Road (TIP ID 1354).

These roads represent three of the four accesses to and from the Town Commons and the rest of the Town. Slipping these two projects by five and four years, respectively, would likely allow continued deterioration to make two-way traffic virtually impossible.

This written request is submitted one day later than the requested submittal date, due to scheduling of our Town Council meeting. Thank you for considering it.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Mushen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Robert L. Mushen  
Town Council President

Cc: Senator Lou DiPalma  
Representative Dennis Canario

## ***Appendix B – Attachments***

### Public Comment Letters (Public Hearings)

1. Michael DeLuca, Town of Narragansett Planning Director, August 13, 2019
2. David Smith, Friends of South County Bike Path, August 13, 2019
3. Rosemary Smith, Friends of South County Bike Path, August 13, 2019
4. Diane Williamson, Town of Bristol, August 13, 2019
5. Kathleen Gannon, RI Bicycle Coalition, August 15, 2019
6. Peter Brassard (Barry Shiller), RI Association of Railroad Passengers, August 15, 2019
7. Sarah Mitchell, Chair RI Bicycle Coalition, August 15, 2019

# Attachment 1

## TOWN OF NARRAGANSETT COMMENTARY Talking Points for TIP Amendment #19 Hearing Aug. 13, 2019

**Michael J. DeLuca, Narragansett Community Development Director**

### **Purpose**

The purpose of my commentary is to address the proposed revisions to seven (7) projects targeted for 2018-2027 State Transportation Improvement Program (TIP). Only one (1) project has been targeted for reduced funding, but that is one of high profile and value to the Town: The William C. O'Neill Bike Path. Several other projects have been assigned a higher funding amount which is appreciated, however, three of them are proposed for significant delays to the start date.

On behalf of the Town of Narragansett I am submitting this commentary addressing the importance of funding the Bike Path and in objection to the proposed delay of the following:

1. South Pier Road
2. Boston Neck Road
3. Bridgetown Road

### **William C. O'Neill Bike Path**

In reviewing these projects we question the vast reduction in funding for the William C. O'Neill Bike Path. Reduction of nearly 65% of the funding previously directed to this project, however, severely limits the options available for implementation. If Alternate 4 (in some modified form) is the alignment chosen for implementation, we would like concurrence from the State that it will be funded, in total, and not limited to a \$3.0 million cap.

**History:** The William C. O'Neill Bike Path (aka: the South County Bike Path) was initiated by the State in the mid-1980's. For several years \$1.2 million remained on the books for the last segment. Section 4 was delayed and that balance has been revised downward in various years for other projects.

**Town Commitment:** One reason for delay of the Wakefield - Mumford Road segment was the lack of a connecting point in this area. Town Council and staff negotiated a land swap with the US Fish and Wildlife Service to acquire 1.5 acres of land adjacent to the

Narragansett Pier RR ROW to connect to Mumford Road. The Town transferred 15 acres of open space land to the USFWS to complete the swap.

Additionally, the Town has committed the use of Town property for the extension of Sections 4A and 4B of the Bike Path. As currently designed, 1,000+ feet of the path will traverse the property of the Narragansett Elementary School in Section 4A. That section will be constructed with Green Economy Bond funds received by the Town in 2017.

To extend the path, several thousand feet of Section 4B would utilize land on the Town-owned Canonchet Farm site and Sprague Park Playground. The terminus location is targeted to the West Parking Lot associated with the Town Beach.

Town staff has worked tirelessly with RIDOT staff to bring this last phase forward. Untold hours have been expended in working sessions with members of the public and in Town Council meetings as they deliberated to provide RIDOT staff with a preferred alignment of the bike path.

**Recent Activity:** Having received a copy of RIDOT's "Readiness Report" issued in April, 2019, the Town is aware that there are numerous hurdles to permitting and design of a bike path on either Alternate 1, 2 or 3A as described in the Fay Spofford & Thorndike Feasibility Study from 2015. Most notable are environmental constraints, habitat impacts and the recent limitations provided by CRMC's projections of sea level rise. Town staff is willing to consider the options but is requesting the State's assurance that the State remains fully committed to finalizing design and construction within the time frame described in the current TIP.

**Conclusion:** The people of Narragansett have been patient in waiting over 2 decades for the terminal end of the William C. O'Neill Bike Path to come to fruition. The demand for its completion is not only created from the local population but also from the hundreds of thousands of visitors our region greets each summer. This is as much an economic development component as it

is a travel way. It is imperative that the bike path be extended to its design terminus point to serve all these constituencies.

## Road Projects

1. **South Pier Road** - This is our highest priority road improvement project and has been for the last two TIP submittals. South Pier Road qualifies for this funding due to its placement on the Federal Aid System Map. The existence of two (2) Town schools on this road, as well as the proximity of an extensive wetland associated with Crooked Brook, necessitate these improvements be made. This roadway is one of two main arterials leading from the Route 1 corridor to the center of Town and the popular Narragansett Town Beach. In an improved condition it will facilitate smoother traffic flow to the areas numerous tourist attractions as well as the Pier Middle School and Narragansett High School.

This project will respond to the Comprehensive Plan's goal of assuring that transportation of all types is provided with a safe efficient circulation system. This roadway has served as a primary route to the shore for well over 200 years. It is estimated that 4,500 travelers use this road daily. Modest widening to accommodate a broader curb lane is anticipated in the project and will significantly improve conditions for bicyclists in the Pier area. New sidewalks will also serve walkers attending the high school, middle school and those residents and tourists walking for pleasure.

Project will correct a deteriorated heavily-used roadway that has experienced over 236 accidents between 2005 and 2010, (source: Narr. PD). The road surface has deteriorated to the point of rutting and gaitoring in several places. The drainage facilities located in 3 points along the ROW are in dire need of repair; currently experiencing flooding & icing after major storms. Two of these drainage areas are located on curves in the road which can become dangerous when iced over.

To delay the start date from 2020 to 2026 will exacerbate these problems. Our Department of Public Works will be forced to expend an unreasonable amount of funding and staff resources to provide short term repairs to keep the road surface drivable. If maintained on the existing schedule for starting in 2020, the Town's resources will be capable of being focused on the many smaller localized repairs more appropriate to its limited budget.

2. **Boston Neck Road** – This is the Town’s second priority road project due to the high number of vehicles utilizing it most notably in the summer months. While the State Traffic Flow Map indicates an AADT of about 13,000, the summer daily traffic flow more than likely is double that number. This road is the primary route to Bonnet Shores and the Narragansett Town Beach as well as other popular Pier Area attractions. The proposed amendment chart indicates that RIDOT is delaying this project based on evaluation of pavement conditions. While the Town agrees that conditions of the majority of the road are fair to good, there are three (3) areas we assert are in need of immediate repair.

- a. **Vicinity of CVS in Bonnet Shores** - There is a several hundred foot length of roadway that was damaged during the past 3-5 years from near the CVS store to Ninigret Avenue. Recent patching has not held up.
- b. **Vicinity of Twin Willows Restaurant** – There is a fairly short segment in this area that was damaged by snowplows in the past. Recent patching only repaired a limited area. There is an immediate need for a longer patch to be made.
- c. **Vicinity of the Sprague Bridge** – the expansion joints on the bridge were repaired 2-3 years ago. During the project heavy machinery severely damaged the roadway surface on the bridge and the approaches. This area is in serious need of repaving.

3. **Bridgetown Road** – This road segment from the South Kingstown town line to Route 1A (Boston Neck Road) is in very poor condition and is our third priority road project. Town disagrees with RIDOT staff that pavement conditions warrant a delay. Additionally, this roadway has two broad curves with limited visibility on the approaches. A seven year delay will exacerbate these conditions. It is also noted that the State has repaved the section of this road from the Town line to Route 1. It is not good practice to leave the remaining segment to wait up to 10 years for extension of the repaving project. As it is today drivers coming down from Tower Hill are provided a fine surface and accelerate as they reach the bottom, only to be met with a jarring condition as they negotiate the curve exiting the Lacey Bridge. This abrupt change can surprise a driver and cause loss of control. In addition, this roadway which passes through or by two of Narragansett’s most densely developed neighborhoods should be retrofitted with a

sidewalk, at least on one side. It has the potential to be a fine pedestrian corridor between Edgewater and the Pettaquamscutt Estates neighborhoods.

The town objects to delay in design or construction for these three projects. South Pier Road needs complete reconstruction and Bridgetown Road needs full re-paving as soon as possible. Both need new sidewalks. We agree that the Boston Neck Road project can be delayed if the three areas of concern are provided with new paving.

We thank the State Planning Council for this opportunity to express our concerns and stand ready to work with Statewide Planning and RIDOT to bring these projects forward. If there is any assistance our administration can provide please feel free to contact Michael DeLuca, Community Development Director at your convenience.

## Attachment 2

Comments on Major Amendment 19 to the 2018-2027 State Transportation Improvement Program  
Public Hearing before the Transportation Advisory Committee  
Narragansett Town Hall, August 13, 2019

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My name is David Smith. My wife Rosemary and I are Narragansett residents who have multiple involvements in advocacy for bike and pedestrian improvements, including the Friends of the William C. O'Neill Bike Path, Paths to Progress, the Advisory Group for the State Bicycle Mobility Plan and the Narragansett Bicycle-Pedestrian Advisory Committee.

Thank you for the opportunity to provide comments on the proposed Amendment 19 to the 2018-2027 State Transportation Improvement Program. I have four:

### **Comment One, A Complaint**

I am very disappointed that after its being in the State Transportation Improvement Program since 2016, the plan to complete the William C. O'Neill South County Bike Path on an entirely off-road route through Canonchet Farm is being scuttled by Amendment 19. This project, known as Phase 4B, has been approved three times by the Narragansett Town Council, most recently with revisions to the Transportation Improvement Program in 2017 [for the 2018-2027 STIP], when the town stepped forward to assume management of design and construction of the segment.

Last September, after nine months of protracting negotiations of terms of the transfer of responsibility for Phase 4B, the R.I. Department of Transportation brought forth a "Readiness Assessment," a break in the action to compare the Canonchet Farm route with other alignments

studied in the 2015 Feasibility Study. The conclusion that was that the Canonchet Farm route would not be permitted by the Coastal Resources Management Council, the Department of Environmental Management and other agencies as the other routes in the assessment faced fewer environmental challenges. The Department of Transportation finally had its premise for not doing what it was never going to do in the first place. It was first revealed in the Major Amendment that was withdrawn last February, and is now noted in the Amendment 19 as “Local readiness issues.”

The phrase sounds like Narragansett was not ready, which is not the case. The town demonstrated its commitment to completion of the path by taking on responsibility for designing and constructing Phase 4A of path using funds from the 2016 Green Economy Bond. That project is in its third week of construction.

So, what is lost here besides time and effort?

One: The safest route. A multi-use off-road path through Canonchet Farm would provide a facility for bikers and walkers of all ages and all abilities. Residents and visitors could enjoy the completed eight miles of the South County Bike Path without needing to negotiate Kingstown Road and Narragansett Avenue.

Two: A fully realized recreational and economic asset for South County and the State of Rhode Island, featuring a path through the Great Swamp at the north end and the diverse environment of Canonchet Farm at the south end with its historic stone walls and views of Pettaquamscutt Cove.

On Sunday, I walked across the recently dedicated Providence Pedestrian Bridge with its accessibility, views of the river and the

cityscape, and its integration of commercial and cultural resources. Maybe the lifestyle and economic benefits of the Providence Pedestrian Bridge justify some of the \$22 million investment. I know that investing \$8 million in completion of the South County Bike Path through Canonchet Farm would be returned many times for South County's tourist economy.

### **Second Comment, Moving Forward**

If the amendment is approved with its reduction of funding for the South County Bike Path, I hope that the Department of Transportation has the commitment and the bandwidth to move forward smartly with its alternate plan.

Whichever route is selected, there will be permitting issues, as the other routes in the readiness assessment also involve wetland crossings and construction adjacent to coastal features. And it will face a new "local readiness issue," as the route is no longer a settled matter.

In the previously proposed TIP amendment, the start date for Phase 4B was 2019, but with construction funding not scheduled until 2025 [\$1.16 million of \$1.28 million total]. The detail for Amendment 19 only gives the start date for Phase 4B (2019), but not the completion date. If completion is more than two or three years out, giving up \$5 million for a lesser path does not seem worth it.

### **Third Comment, A Modest Proposal**

This hearing is concerned with items in the amendment that impact Transportation Alternatives Programs, but I would like to couple my remarks about the South County Bike Path Phase 4B with a line item in the proposal that deals with paving in Narragansett.

In September 2017, there was a public workshop in this room, in which residents of South County could discuss their preferences and priorities for state spending for bicycle infrastructure. That workshop and inputs from many other sources have been distilled in the 20-year R.I. Bicycle Mobility Plan, which will be rolled out with the state's Long-Range Transportation Plan later this year. For South County, the plan identifies Boston Neck Road from Wickford to Narragansett Pier as a high priority "candidate bikeway," that is, an existing roadway where the plan recommends improvements such as buffered bike lanes and traffic calming techniques. And of course, this Boston Neck Bikeway would connect to the South County Bike Path when it is completed to the Narragansett Town Beach.

This work can be done very inexpensively if the improvements are a part of a re-paving project in the Transportation Improvement Plan. For Boston Neck Road, that project is scheduled for 2022. However, in Amendment 19, re-paving Boston Neck Road is moved out to 2025.

So, here is a modest proposal: Use a small portion of the \$5 million in savings from the South County Bike Path to stripe Boston Neck Road now with on-pavement markings for bicycle use in the shoulder lanes and in stretches where there are no sidewalks on-pavement markings for bikers and for walkers. This would provide some measure of safety for the growing number of bikers, walkers and runners that already use Boston Neck Road, plus it would provide five years of experience with marked bike lanes to be considered in the design of re-paving projects for this stretch and other candidate bikeways.

Similar markings should be applied on the South County Trail (Route 2) in South Kingstown and Exeter, which has been re-striped, temporarily it seems, with a center turn lane.

## **Fourth and Final Comment: Use of the Green Economy Bond**

In the General Election in November 2016, Rhode Island voters overwhelmingly approved the Green Economy Bond, which included \$10 million for completing and connecting bikeways. In 2018, voters approved a similar bond that included another \$5 million for bicycle infrastructure. \$750,000 from the 2016 bond have been used for the construction now underway of Phase 4A of the South County Bike Path, and \$2.2 million has been applied to fund the URI Extension to the South County Bike Path.

It is important to emphasize that the purpose of these bonds is to increase overall investment in bicycle infrastructure, not to simply replace funds committed from other sources. The almost \$5.0 million dollars from the 2016 Green Economy Bond used to jump-start bicycle projects in the Transportation Improvement Program should not be looked upon “savings” to be harvested for bridge and paving projects but as an opportunity to move up bikeway projects in the Transportation Improvement Program or to fund development of new facilities. There are plenty of candidates in the Bicycle Mobility Plan.

Thank you.

Respectfully submitted,

David W. Smith

24 Castle Road, Narragansett, RI 02882

[dsmithmark@cox.net](mailto:dsmithmark@cox.net)

401 783-5344

## Attachment 3

*My name is Rosemary Smith and I am a resident of Narragansett, an advocate for the William C. O'Neill / South County Bike Path, and a member of the Narragansett Bicycle Pedestrian Advisory Committee, Paths to Progress and the RI Bicycle Mobility Plan Committee.*

### **Presentation to the TAC Hearing on Tues., Aug. 13, 2019 Regarding Major Amendment 19 at the Narragansett Town Council Chambers**

I would like to thank the Transportation Advisory Committee for taking my suggestion and that of Kathleen Gannon and holding a second Major Amendment 19 hearing in South County. And my second thank you goes to the Town of Narragansett and Community Development Director Mike DeLuca for accepting the role as host.

### **Zig Zag Course by RI DOT for Funding, Designing and Permitting SCBP**

The reduction in funding proposed by Major Amendment 19 for the completion of the William C O'Neill / South County Bike Path from \$8.43 million dollars to \$3 million dollars sets back a five-year process devoted to completing the path to Narragansett Beach.

During this same time the Narragansett Town Staff and supporters of the bike path have worked with the DOT to move this process forward.

Narragansett staff and supporters of the bike path worked with the Department of Environmental Management to fund and construct the next quarter mile of the path. This segment is now under construction with a 2016 Green Economy Bond grant of up to \$750,000 which will safely take pedestrians and cyclists off busy Mumford Road and safely around the Narragansett Elementary School to the Narragansett Community Center. It will also provide 80 parking spaces for those traveling the 8-mile path and provide access for people of all abilities. Thank you to the RI Department of Environmental Management for seeing our vision, trusting the town staff's management of the project, and providing a safe route for Narragansett residents and visitors who contribute to our economy.

In 2018 the Town staff under then Town Manager Jim Manni spent months with the RI DOT talking about the possibility of the Town of Narragansett taking on the managerial role of the design, permitting and construction of the next section of the Bike Path - Section 4B - to move this process forward. When the agreement

was finally reached between the town and the state, RI DOT zagged and initiated a Readiness Assessment of SCBP 4B.

Now RI DOT is negating the path through Canonchet Farm which the Town Council supports and it reduced the funding by \$5 million so that another route will need to be decided.

This zig zagging behavior by RI DOT indicates to multi-use bike path supporters that the DOT is not committed to the completion of the Bike Path which began in the late 90's - almost 25 years ago. Federal money given to the state is supposed to have a certain percentage set aside for Alternative Transportation – bicycle, pedestrian, etc. Cuts to alternative projects in Major Amendment 19 across the state indicate a lack of support for these projects. The largest hit occurs in funding for SCBP – a whopping \$5 million-dollar reduction.

This zig zag course needs to stop. RI DOT needs to set a straight-forward process for the Completion of the South County Bike Path to the Narragansett Town Beach. The safety need is even greater as the use of the path by bicyclists and pedestrians has dramatically increased. After the completion of Phase 4A of the SCBP around the school and community center, bike path users still must navigate the dangerous Kingstown Road and Narragansett Avenue to Narragansett Beach.

With Major Amendment 19, RIDOT is determining the alignment and the timetable for construction. RIDOT needs to step forward, present its plan and get it done soon. We cannot wait another decade for completion of the SCBP.

Rosemary C. Smith  
24 Castle Road  
Narragansett, R.I. 02882  
401-783-5344  
rcsaims@aol.com



TOWN OF BRISTOL, RHODE ISLAND  
OFFICE OF TOWN ADMINISTRATOR

STEVEN CONTENTE  
Town Administrator

## Attachment 4

August 13, 2019

Michael D'Alessandro  
RI Dept. of Administration, Division of Statewide Planning  
One Capitol Hill  
Providence, RI 02908

**RE: State Transportation Improvement Program (STIP) – Major Amendment #19**

Dear Members of the Transportation Advisory Committee,

I am writing in response to the proposed Major Amendment #19 to the STIP and its potential impacts to important transportation projects in Bristol.

Specifically, I would like to call your attention to **TIP ID #1300** contained within the Pavement Capital category found on page 170. This item includes improvements to Hope Street (Rt. 114) in Bristol extending into Warren and includes new sidewalks, curbing, handicapped accessibility improvements, tree management, and paving of the street right of way. This item has been the No. 1 priority of the Town of Bristol for decades. See the attached correspondence from RIDOT dated April 29, 2003. I am extremely concerned about the proposed additional delay in this project for 2022 to 2024. Hope Street in Bristol is a designated Scenic Roadway and is one of two main arterials through town. In addition, Hope Street is our primary corridor for pedestrians. As the condition of sidewalks and curbing along the Hope Street corridor continues to deteriorate, conditions for pedestrians are poor and the subject of numerous and frequent complaints by residents. The Hope Street corridor is located in close proximity to the Rockwell and Guiteras elementary schools, Mt. Hope High School, the Benjamin Church Manor senior housing complex, commercial businesses near Gooding Avenue and our downtown, and several museums and tourist destinations including Colt State Park. The project area also includes a majority of the route for Bristol's 4th of July Parade.

While I acknowledge that a portion of Hope Street located south of our downtown and contained in **-TIP ID #1299** remains on the schedule for 2021, I implore the Transportation Advisory Committee to keep the northern portion of Hope Street on the current schedule for 2022. Residents and visitors to Bristol have endured unsafe conditions on this critical roadway for decades and it is past time to begin these repairs. I thank you for your consideration and attention to this matter.

Sincerely,

Steven Contente  
Town Administrator



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RECEIVED  
TOWN ADMIN. OFFICE  
BRISTOL, RI

2003 MAY -5 AM 10:30

Rhode Island Department of Transportation  
ENGINEERING DIVISION  
Two Capitol Hill, Rm. 226  
Providence, RI 02903-1124  
PHONE 401-222-2023  
FAX 401-222-3435; TDD 401-222-4971

April 29, 2003

Mr. Joseph F. Parrella  
Town Administrator  
Bristol Town Hall  
10 Court Street  
Bristol, RI 02809-2208

**FILE**

**REFERENCE: 1R Safety Improvements Program  
Hope Street (R.I. Route 114) From Haile Street to Ferry Road  
Warren and Bristol, Rhode Island  
RI Contract No. 2000-EH-004  
R.I.F.A.P. No. STP-DESN (001)**

Dear Mr. Parrella:

The Rhode Island Department of Transportation (RIDOT) has authorized the consulting engineering firm of Bryant Associates, Inc. of Lincoln, Rhode Island, to undertake the design of a maintenance-level project to enhance safety and preserve the pavement structure of Hope Street (R.I. Route 114) from Haile Street in Warren, Rhode Island, to Ferry Road in Bristol, Rhode Island, a distance of 4.6 miles (see attached Locus Map).

The object of this project will be to implement maintenance-level improvements under the 1R Safety Improvements Program. The project scope of work is primarily limited to pavement resurfacing; rebuilding existing sidewalks in accordance with the Americans With Disabilities Act (ADA) and the Rhode Island Historic Preservation And Heritage Commission (RIHPHC) guidelines, where applicable; upgrading existing guardrails; repairing drainage structures; upgrading existing traffic signals; and improving signing and striping. It is anticipated that existing rights-of-way will be maintained and that property acquisitions will not be required.

April 29, 2003  
Page 2

A major part of the initial engineering phase of a project such as this is the gathering of available information concerning the roadway. This information can best be obtained from local and State public officials who either utilize Hope Street on a regular basis or, by virtue of their official capacities, are familiar with its condition. Having this information available during the planning stage is critical to the engineers who will recommend and eventually design the improvements.

With these concerns in mind, we would appreciate any information you can provide regarding problems associated with Hope Street. Please be assured that all comments made and information gathered during this initial data gathering phase will be considered during the preparation of the planned improvements.

Should you have information that you believe is relevant to this project or should you have any questions or comments, please contact the Department's Project Engineer, Luanne Powers, P.E., at (401) 222-2023, ext. 4052.

*Goulart*

Very truly yours,

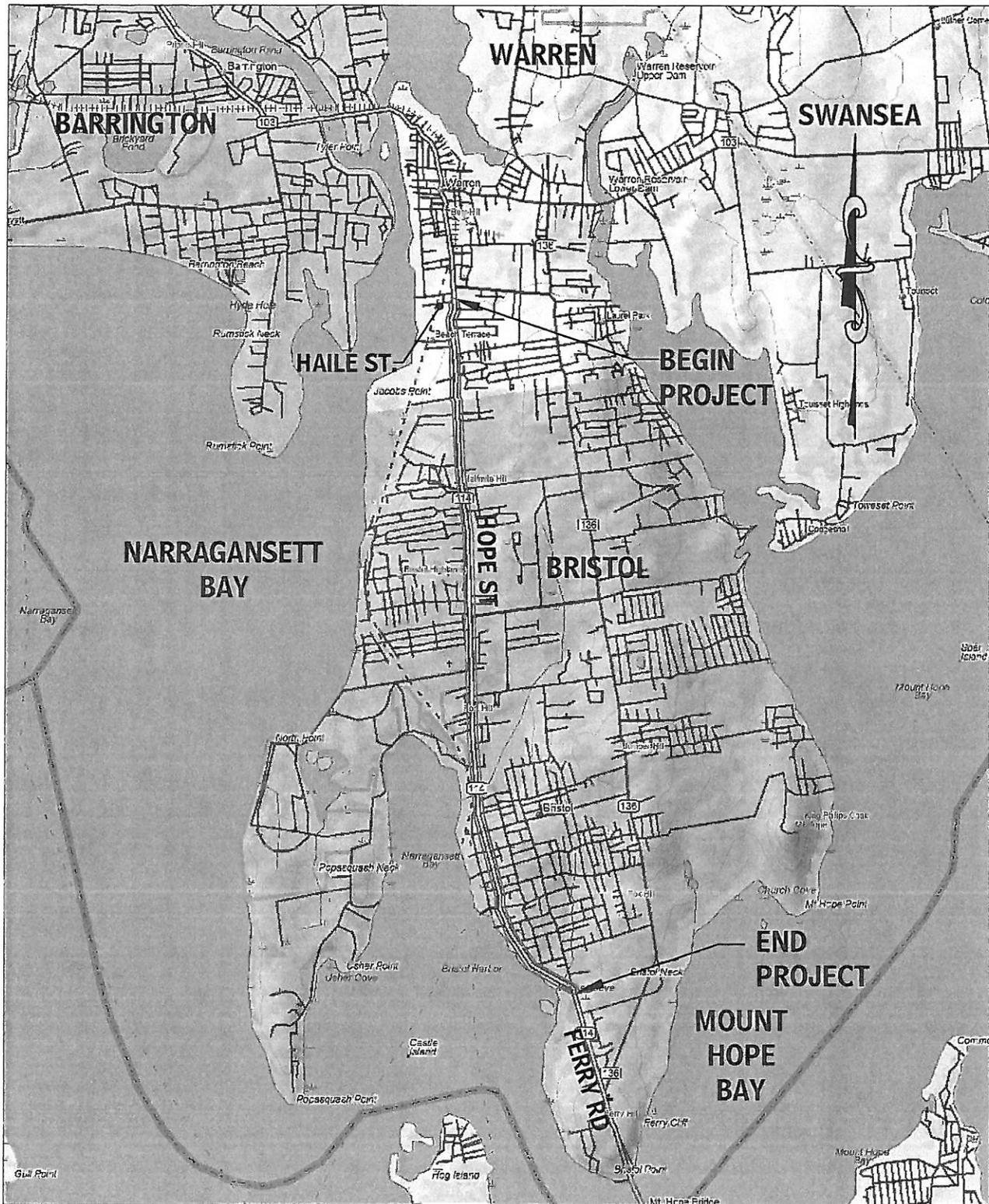


Vincent J. Palumbo, P.E.  
Chief Civil Engineer



RAS/ELH  
Enclosure

cc: Mr. Edmund T. Parker, Jr., P.E.  
Bryant Associates, Inc.  
File



**LOCUS MAP**  
 1R SAFETY IMPROVEMENTS TO  
 HOPE STREET (R.I. ROUTE 114)  
 FROM HAILE STREET, WARREN TO FERRY ROAD, BRISTOL  
 RHODE ISLAND  
 SCALE: 1:15,000

## Attachment 5

I'm Kathleen Gannon a resident of Providence, Board Vice-Chair of the Rhode Island Bicycle Coalition and a member of Paths to Progress.

First, thank you to the TAC for holding two public hearings on this amendment, as Rosemary Smith and I requested at your last meeting.

I stand in vehement opposition to Major Amendment #19. Redirecting \$37.5 million dollars from the Transportation Alternatives Program in favor of fossil fuel infrastructure is wrong for many reasons--it undermines our fight to reduce carbon, it defies the wishes of a huge majority of Rhode Island residents, it ignores the economic development that active transportation projects bring, it further subsidizes the car-owning public at the expense of those who don't own cars, for a few examples--but I am going to focus on another aspect--safety.

**Rhode Island is 6th highest in the nation for percentage of roadway fatalities that involve bicyclists and pedestrians;** more than 1 in 4 of roadway fatalities are bicyclists and pedestrians ([Source](#)). The quickest way to reduce the rate of fatalities for people who bike and people who walk is to provide separated, protected infrastructure and roadway design that prioritizes the safety of vulnerable road users. Indeed, [RIDOT safety goals](#) will not be met while ignoring vulnerable road users. Gutting the Transportation Alternatives Program will hinder the effort to protect vulnerable road users for years to come.

In addition, crashes involving motor vehicles are the leading cause of death for children and youth aged 10-24 ([CDC 2016 data](#)). Adding motor vehicle infrastructure, instead of safe active transportation alternatives, further endangers our children and youth.

I know you are, as a group, committed to Vision Zero which, remember, is a strategy to **eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.** All road users deserve safe passage on the publicly financed streets. I urge you to **reject Major Amendment #19 and all future efforts by RIDOT to divert funds intended for walk and bike projects.**

## Attachment 6

Rhode Island Association of Railroad Passengers  
P.O. Box 8645  
Warwick, RI 02888

August 15, 2019

Planning Council – Transportation Advisory Committee  
Rhode Island Department of Administration  
One Capitol Hill, Conference Room A  
Providence, RI 02908

Dear Chairman Cassidy and Committee Members:

The Rhode Island Association of Railroad Passengers is in full support of the new Pawtucket/Central Falls train station and thinks this station has the potential to significantly enhance our mobility both for travel to the metro Boston area and for in-state travel. It's unfortunate that project costs have gone up over \$10 million, which is likely because of required work directly adjacent to the Amtrak's Northeast Corridor mainline tracks and related equipment upgrades.

We support the design and engineering for a new northbound platform and rail siding at the Warwick train station adjacent to TF Green Airport. In addition to the proposed Amtrak station stop, we suggest that both platforms at the Warwick station be used for expanded higher frequency commuter rail service for Rhode Islanders and Massachusetts residents to better access to the airport and surrounding Centre City Warwick district.

We are pleased that the Transit Master Plan working group has begun to issue strategy papers for different potential modes of transit in the state. Of the papers issued so far on Light Rail, Bus Rapid Transit, expanded Rapid Bus, and Regional Rapid Bus offer exciting possibilities for improved transit in Rhode Island, which will help the state meet climate goals by reducing dependency on private passenger car use.

Thank you.

Sincerely,

Peter Brassard, Chair

# Attachment 7

Comments on Major Amendment 19 to the 2018-2027 State Transportation Improvement Program  
Presented to the Transportation Advisory Committee

August 15, 2019

My name is Sarah Mitchell. I am a resident of Pawtucket, Chair of the Rhode Island Bicycle Coalition, and member of the Rhode Island Bicycle Mobility Plan Steering Committee. I don't own a car, and I rely on walking, biking, and RIPTA to get around.

I would like to thank the Transportation Advisory Committee for providing two public hearings - one in Narragansett earlier this week and a second here today - and for giving the public a chance to comment on the proposed Amendment 19 to the State Transportation Improvement Program.

I am here speaking against the over \$37 million proposed cuts to the Transportation Alternatives Program. We are facing a crisis in Rhode Island on multiple fronts. People are dying in our streets and climate change threatens our very lives. More than a quarter of the people killed on Rhode Island's streets between 2014 and 2016 were on foot or riding bicycles, with additional deaths and injuries this year. The transportation sector has overtaken energy production as the main source of carbon emissions. If we want to meet the aggressive goals to lower carbon emissions established by the Governor in Rhode Island, we must increase, not cut, our investments in active transportation and transit.

The TAP projects submitted by Rhode Island's cities and towns to the STIP over the years vastly exceeds the capacity of the program. Only seven out of 222 projects submitted in 2017 and 2018 were funded. Rhode Islanders voted and overwhelmingly approved two bond measures in 2016 and 2018 to increase funding for bike infrastructure. The desire for these types of projects will only grow as bike and scooter share services create more demand for safe routes to work, shopping, school, appointments and arts venues. We expect RI DOT to integrate separated and protected bicycle and pedestrian facilities into every roadway project -- including bridges -- and to continue to do so moving forward. On-road bicycle infrastructure can and should be incorporated into repaving projects as required by Rhode Island's Complete Streets Action Plan and additionally recommended in Rhode Island's Bicycle Mobility Plan.

Off-road facilities, by comparison, are not as easily coupled with a repaving project. The TAP has been and continues to be the main source of funding for shared-use paths, or what many call bike paths. Off-road paths are a critical component of a complete bicycle transportation

network in Rhode Island. They are the safe highways for people who bike and walk. Every off-road path in our state is used daily by people for both transportation and recreation. Commuters travel to and from work daily utilizing the East Bay Bike Path, Washington Secondary Rail-Trail, and Blackstone River Bikeway. The South County Bike Path in Narragansett will serve as a safe corridor for vulnerable road users to get to and from the beach and the Amtrak station. And the completion of Trestle Trail in Coventry will connect RI to CT, bringing an invaluable economic resource to Rhode Island's tourism industry.

Development of paths like these is critical to increasing the mode share for bicycling. We know from studies that about 1/3 of people are "curious but concerned", and will not bike to work on busy streets that happen to have bike lanes painted on, but are waiting for more protected facilities such as shared-use paths or bike lanes which are separated from motor vehicles with vertical elements.

For the future of our health, environment, and economy, we must invest in active transportation. I urge the Transportation Advisory Committee to reject the TAP cuts in Amendment 19 and instead see the full \$37.5 million and the projects affected restored to the 2018-2027 Statewide Transportation Improvement Program, and use additional funds no longer required by some TAP projects to advance existing or develop new bicycle infrastructure.

*Appendix C – Public Hearing Presentations*



# Transportation Improvement Program FFY 2018-2027

**STIP  
Amendment  
#19  
Public  
Hearing**

**Linsey Callaghan  
Assistant Chief  
Division of Statewide Planning**

# Rhode Island's Transportation Plans

Long Range Transportation Plan (LRTP)  
20 Years

State Transportation  
Improvement Program (STIP)  
4-10 Years



Strategic Highway  
Safety Plan

Bicycle Mobility  
Plan

Transportation  
Asset  
Management Plan

Freight & Goods  
Movement Plan

Transit Master  
Plan

RIDOT 10 Year Plan

Management Plan



Transit Asset  
Management Plan

RIPTA 10 Year Plan

State Rail Plan

Congestion  
Management Plan



# Transportation Planning in Rhode Island

RI Governor



RI Division of  
Statewide Planning



State Planning Council

Transportation Advisory Committee

# Rhode Island's Transportation Plans

## STIP Amendment #19

— State of Rhode Island —



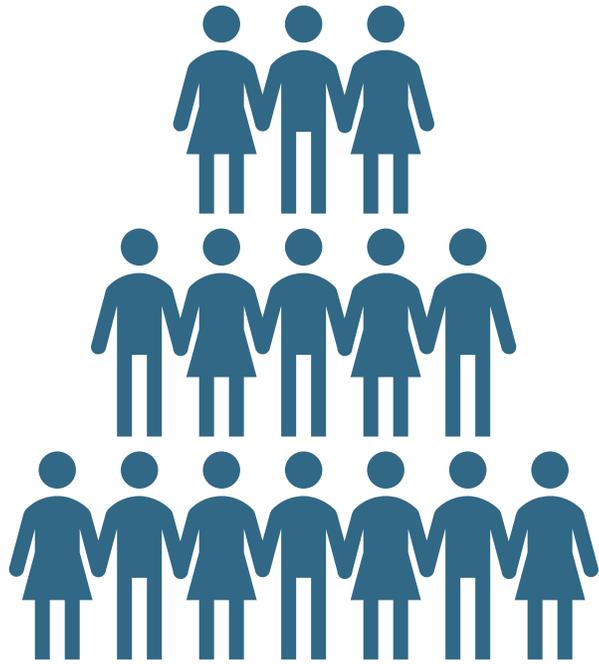
**Transportation Improvement Program**  
FFY 2018-2027

Priorities

Proposed Change  
to RIDOT's Program  
of Projects

Needs

Available  
Funding  
Resources

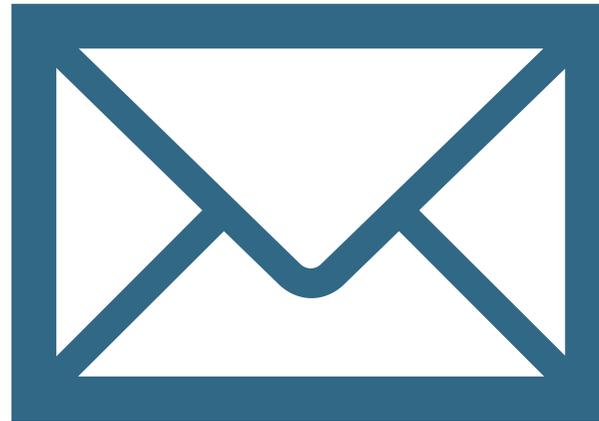


# Public Hearing Format

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**Email**



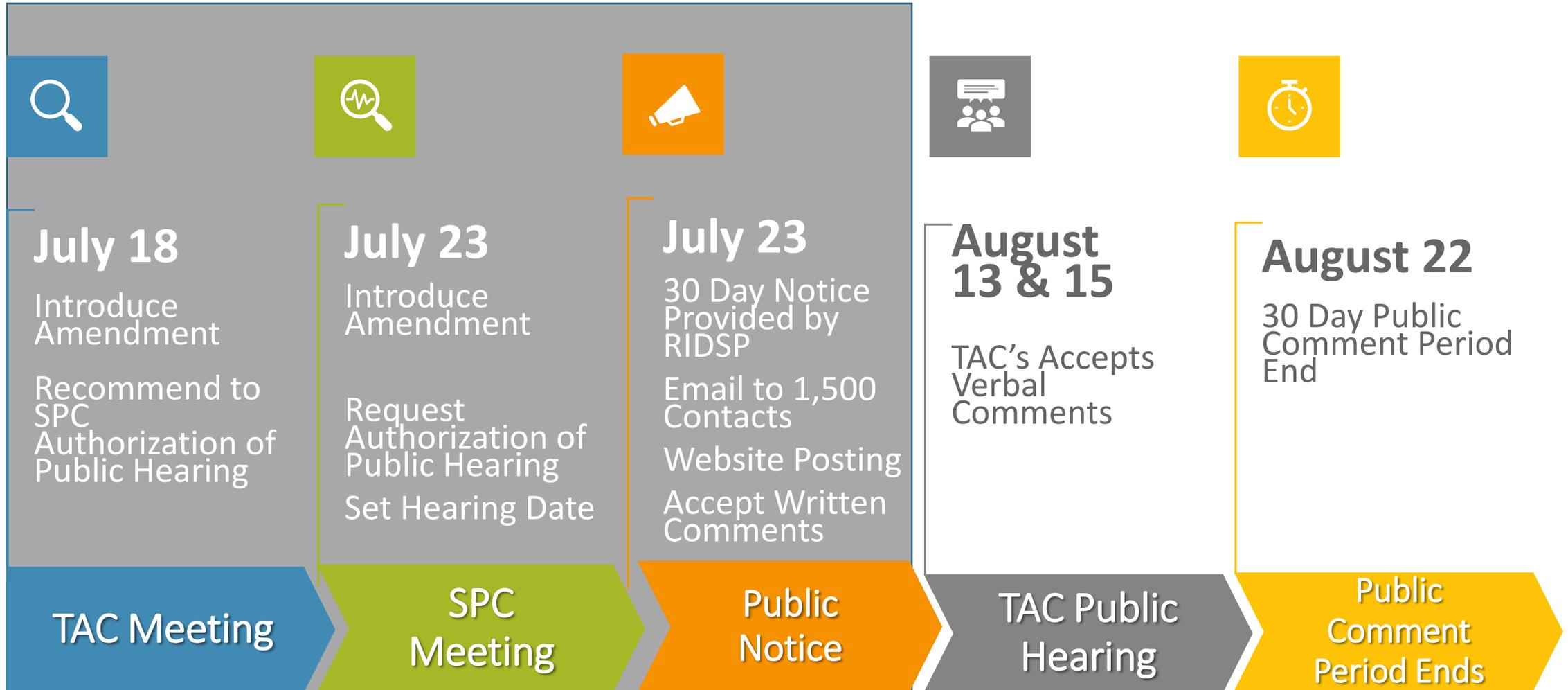
**Postal Mail**



**Public Hearing  
Comment**

**Public Comments – Need to be Submitted by 3:30 on August 22, 2019**

# STIP Amendment #19 Timeline

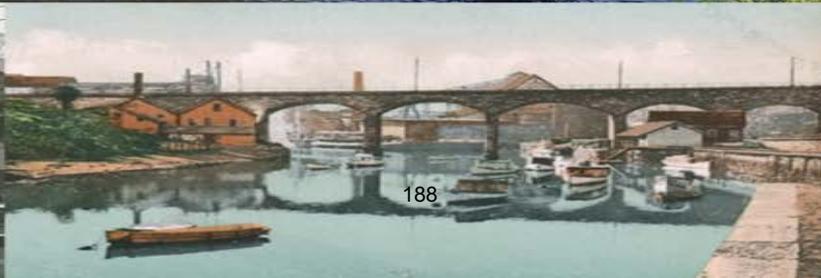


# STIP Amendment #19 Timeline





# State Transportation Improvement Program Major Amendment



## Financial Circumstances Have Changed

- STIP is a living document
- Project Management process has improved
- Must change to fit changing finances
- STIP must reflect additional funding received
- STIP must reflect funding never realized

## Bridge Capital Program

- 118 bridge project budgets and schedules adjusted
- \$197.2M added over 10 years

## Pavement Capital Program

- 208 pavement project budgets and schedules revised
- \$61M funding shift over 10 years

## Traffic Safety Capital Program

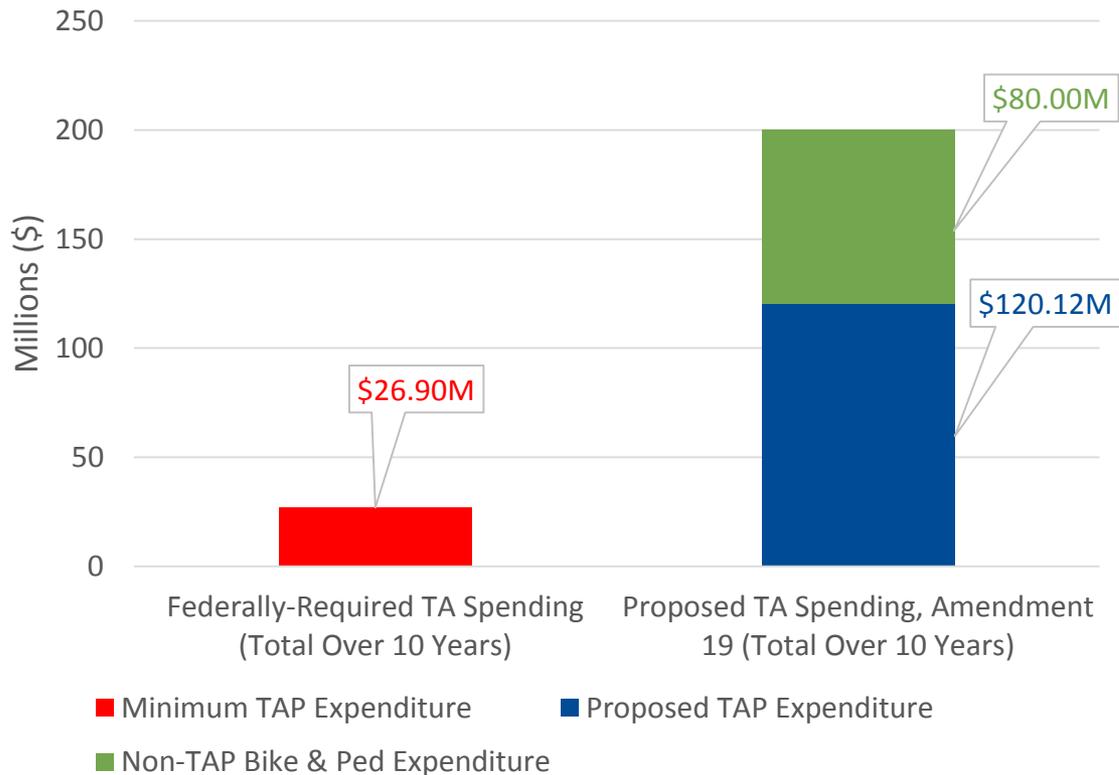
- 34 traffic safety project budgets and schedules adjusted
- \$24.1M added over 10 years

## Transportation Alternatives Program

- 67 TAP project budgets and schedules revised
- NET reduction of \$12.83M over 10 years
- \$24.64M funding shift over 10 years



## TAP Funding Breakdown



- Net Minimum TA Expenditure: **\$2.69M/year**
- FFY 2018-2027 Minimum TA Expenditure: **\$26.90M Over 10 Years**
- ***Proposed TAP Funding in STIP Amendment 19 (FFY 2018-2027): \$120.12M Over 10 Years***
- ***Proposed Non-TAP Bike & Pedestrian Improvements (FFY 2018-2027): \$80.00M Over 10 Years***

- *RI's STIP is on course, and improving*
- Additional state capital funds are needed
- This Major Amendment:
  - Keeps RI on pace to meet bridge sufficiency mandate by 2025
  - Will ease task of future STIP updates

## Thank You



Thomas Queenan  
Administrator  
RIDOT Division of Planning



[www.dot.ri.gov](http://www.dot.ri.gov)



[www.facebook.com/ridotnews](https://www.facebook.com/ridotnews)



[@ridotnews](https://twitter.com/ridotnews)



**State of Rhode Island and Providence Plantations**  
**Department of Administration**  
**Division of Planning**  
**Statewide Planning Program**  
**(401) 222-7901**  
**[www.planning.ri.gov](http://www.planning.ri.gov)**