THE RHODE ISLAND COMPREHENSIVE PLANNING STANDARDS
GUIDANCE HANDBOOK SERIES

GUIDANCE HANDBOOK #11:

PLANNING FOR TRANSPORTATION

Revised June 2018

The plan must be based on an inventory and analysis of existing and proposed major circulation systems, including transit and bikeways; street patterns; and any other modes of transportation, including pedestrian, in coordination with the land use element.

The Rhode Island Comprehensive Planning and Land Use Regulation Act, RIGL subsection 45-22.2-6(b)(9)

ACKNOWLEDGEMENTS

The Rhode Island Comprehensive Planning Guidance Handbook Series is the result of over twenty-four months of cooperation and coordination among state agencies, local planners, and other professionals interested in helping cities and towns craft better comprehensive plans. The guidance development process was overseen by the Comprehensive Planning Advisory Committee, a dedicated group of planning, land use, legal, and community professionals who worked diligently to develop content on the comprehensive planning process and to review topical content as it was developed. Without this group the manual would not have become reality.

Additionally, the topical content for the guidance handbook series was developed in conversation with numerous experts. These knowledgeable individuals are the reason that the manual is helpful, user-friendly, and thorough.

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INTRODUCTION

This handbook is meant to be an accompaniment to the Rhode Island Comprehensive Planning Standards Manual ("the Standards Manual"), providing additional information on the transportation-related standards contained within the manual, as well as general guidance on planning for transportation. The Rhode Island Comprehensive Planning Standards Manual and the other guidance handbooks in the series can be found online at www.planning.ri.gov/statewideplanning/compplanning/.

This manual is split into two sections. Section 1 - General Information on Planning for Transportation provides general information, including the purpose, relevant documents to review and ways to connect transportation and the other topical areas. Section 2 - Fulfilling the Standards provides information on satisfying the specific requirements presented in the Rhode Island Comprehensive Planning Standards Manual.

NOTES

In some cases, this guidebook presents "notes" that are relative to the content being discussed. Each note that occurs within the text will be tagged with a symbol to alert the reader to the note's purpose, as shown below.


This symbol is used to identify references to the Rhode Island General Laws (RIGL). Blue text within this note provides a link to the actual RIGL citation.


This symbol alerts the reader to something that is required for State approval.


This symbol alerts the reader to potential data sources.


The text following this symbol provides additional suggestions to enhance comprehensive plans.


This symbol alerts the reader to sample goals, policies and actions that would fulfill the requirements.


This symbol indicates general information that is secondary to the main point of the text, but could be helpful to the municipality.


This symbol alerts the reader to a cross-reference within the guidebook series. If a concept is mentioned in the text area and more information on the concept is available elsewhere in the guidebook series, this note will point the reader to where to find it.

This handbook includes standards for complying with the requirements of the Comprehensive Planning Act. A standard may: 1) reiterate a requirement found in the Act; 2) provide specifics to clarify a requirement of the Act; 3) describe processes that if followed will help ensure State approval; or 4) identify information that while not specifically required by the Act, has been identified as vital to supporting the intents of the Act. Those standards that describe processes or information not *required* by the Act are listed as recommendations.

SECTION 1. GENERAL INFORMATION ON PLANNING FOR TRANSPORTATION

WHAT IS TRANSPORTATION?

trans•por•ta•tion (n): means of conveyance or travel from one place to another.

Miriam-Webster Dictionary

The term transportation refers to the movement of people and goods from place to place. To accomplish this movement efficiently and safely, the State and its municipalities must develop and maintain a network of facilities and infrastructure that accommodates multiple modes of transportation. Rhode Island's transportation network is composed of streets, sidewalks, bike paths and lanes, bus stops and corridors, commuter rail and train stations, railway lines, freight distribution facilities, airports, ports and harbors. Each municipality, depending on location, size, density, and mix of uses, will have a combination of these network components.

WHY INCLUDE TRANSPORTATION?

The efficient movement of people and goods throughout a community is one of the most important functions of a municipality. Including goals, policies and implementation actions for transportation within a comprehensive plan allows communities to take a long-range view of their transportation needs and to align transportation goals with goals for other aspects of the community, such as land use, economic development, and housing. Additionally, planning for transportation in a comprehensive plan provides an opportunity to consider the transportation needs of all community members, including those without access to vehicles and those with physical disabilities, and to consider the health impacts of the transportation options available in the community.

The required content for transportation stems from the Rhode Island Comprehensive Planning and Land Use Regulation Act, RIGL subsections 45-22.2-6(b)(2), and 45-22.2-6(b)(9).

RELEVANT STATE GOALS AND POLICIES

Every comprehensive plan must be consistent with and embody the State's goals and policies for transportation as found in the State Guide Plan and the laws of the State. The goals and policies listed below represent the main themes of the State's goals and policies for transportation and are intended to provide focus as to which aspects of the State's goals and policies are most important for local comprehensive planning.

See the Rhode Island Comprehensive Planning and Land Use Regulation Act, RIGL subsections 45-22.2-6(b)(1) and 45-22.2-9(d)(3).

FROM THE STATE GUIDE PLAN

> *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location.*

Transportation 2035, Goal EQ, page 5-20

Improve the safety of all transportation modes through education, enforcement, and engineering solutions.

Transportation 2035, Goal S, page 5-41

Give priority to preserving and managing the transportation system. Follow regularly scheduled programs of pavement and bridge management to prevent highway structures from premature deterioration, resulting in safety hazards and the need for more frequent and costly full rehabilitation or replacement.

Transportation 2035, Policy H.2.a

Minimize recurring and non-recurring congestion through increased use of other travel modes, effective incident management and access management, and traffic flow improvements.

Transportation 2035, Policy H.2.c

Support a vigorous economy by facilitating the multi-modal movement of freight and passengers within Rhode Island and the northeast region.

Transportation 2035, Goal ED, page 5-12

Promote intermodal centers and greater reliance on transit.

Land Use 2025: Rhode Island's State Land Use Policies and Plan, LUO 4E, page 2-8

Promote alternative transportation that connects people to housing, jobs and services.

Rhode Island Rising: A Plan for People, Places, and Prosperity, Goal 4, Policy 3

Maintain the functional integrity of existing and planned roadways.

Land Use 2025: Rhode Island's State Land Use Policies and Plan, LUO 4G, page 2-8

Strive for excellence in design of transportation projects to enhance safety, security, mobility, environmental stewardship, aesthetic quality, and community livability.

Transportation 2035, Goal D, page 5-10

Develop transportation and communication systems that serve Rhode Islanders and the region in the event of natural disasters, accidents, and acts of terrorism in a manner that minimizes injury, loss of life, and disruption to the economy; facilitates evacuation of people; and allows emergency response and recovery activities to occur.

Transportation 2035, Goal ER, page 5-15

Maintain and expand an integrated statewide network of on-road and off-road bicycle routes to provide a safe means of travel for commuting, recreation, and tourism in order to improve public health, and reduce auto congestion and dependency.

Transportation 2035, Goal B, page5-8

Create and maintain safe and attractive walkable communities to encourage more walking trips, enhance transit usage, improve public health, and reduce auto congestion and dependency.

Transportation 2035, Goal PE, page 5-35

Rhode Island's airports will exist compatibly within their communities while providing air services appropriate to their roles.

State Airport System Plan, Goal 5, page 06 .5

FROM THE RHODE ISLAND GENERAL LAWS

Transportation plays a critical role in enabling economic activity in the state of Rhode Island;

Municipal Road and Bridge Revolving Fund, RIGL subsection 24-18-2 (1)

To achieve a cleaner, greener transportation system the transportation plans of Rhode Island should consider the needs of all users of our roadways including pedestrians, bicyclists, public transportation riders, motorists and citizens of all ages and abilities, including children, the elderly and the disabled. By encouraging good planning, more citizens will achieve the health benefits associated with active forms of transportation while traffic congestion and automobile related air pollution will be reduced. Therefore, it shall be the policy of the state to consider people of all ages and abilities and all appropriate forms of transportation when planning roadway projects.

Safe Access to Public Roads, RIGL subsection 24-16-1 (1)

For additional goals and policies contained in State law, see the Airport Zoning Act, RIGL subsection 1-3-3 (2); Maintenance of Town Highways, RIGL section 24-5-1; Stormwater Management Districts, RIGL section 45-61-2; and the Clean Air Act, RIGL chapter 23-23.

OTHER RELEVANT DOCUMENTS

Before beginning assessment of existing conditions, needs and trends, and before developing new goals, policies and actions, communities should review other state and local plans and other documents that are relevant to planning for transportation including:

- Any local or regional corridor or traffic studies that may be available;
- "Transportation 2035," available at http://www.planning.ri.gov/documents/trans/LRTP%202035%20-%20Final.pdf;
- The "State Airport Systems Plan," available at http://www.planning.ri.gov/documents/guide_plan/ASP_report_114.pdf;
- The "Rhode Island State Rail Plan," available at http://www.planning.ri.gov/documents/trans/Rail/RI_State_Rail_Plan_2014.pdf;
- The "State of Rhode Island Transportation Improvement Program," available at http://www.planning.ri.gov/statewideplanning/transportation/; and
- The RIPTA's "Comprehensive Operational Analysis," available at http://www.ripta.com/coa-project-documents.

STAKEHOLDERS TO INCLUDE

In addition to the general public, when discussing how best to plan for transportation, municipalities may benefit from involving:

- Owners or operators of businesses and/or facilities within the community that general significant amounts of traffic or that ship or receive large quantities of freight;
- Owners or operators of major transportation facilities and/or services within the community, such as ferries and regional bus lines;

- The local Public Works Director and/or other public works staff;
- The local Police Chief;
- Local organizations or advocates for alternative transportation;
- Local business owners in heavy trafficked areas;
- Representatives from RI Department of Transportation;
- Representatives from the Rhode Island Public Transit Authority (RIPTA);
- Representatives from the Rhode Island Airport Corporation, if appropriate; and
- Representatives from Statewide Planning's Transportation Unit.

MAKING CONNECTIONS THROUGHOUT THE PLAN

Though there are several specific topics that are required to be addressed within a comprehensive plan, it is important that municipalities not consider the topic areas in as segregated elements, but rather as pieces of a larger system. Everything within a community is connected in diverse and varied ways, all of which should be considered when crafting a comprehensive plan. The information provided below is intended to highlight a few of the ways that municipalities should think about the connected nature of the topic areas.

RELATIONSHIP TO LAND USE

It is important to remember, in both the transportation section and the land use chapter of the comprehensive plan, that transportation and land use have a reciprocal relationship. Communities must realize the interconnected nature of the transportation network and the existing and future land uses in order to achieve the goals of both areas. The transportation network must be able to accommodate the future land uses that are desired within the community and the designated future land uses must reflect the alternative transportation modes that are desired within the community. Also, in many cases, transportation improvements drive changes in land use. For example, a new highway interchange or significant roadway improvements will likely bring new commercial and residential development.

If a community has a strong desire for additional public transportation options, such as new RIPTA bus routes or a commuter rail station, or if such options already exist, the comprehensive plan should allocate new growth at appropriate densities in the areas where such service is desired or exists. When planning for new or expanded commercial or industrial areas, transportation options and the classifications of surrounding roadways should be a consideration. If more biking and walking options are desired, communities should implement design guidelines and building siting requirements that encourage pedestrian and bicycle activity.

When coordinating the designation of future land uses with the community's goals for the transportation network, communities should consider the following guiding questions:

- What types of alternative transportation are appropriate for the community?
- In what locations would it be appropriate to allocate the density necessary to support public transportation?

- Would additional public transportation be appropriately located within a designated growth center?
- What areas would be best served by additional bicycle and pedestrian facilities?
- In what ways can additional design requirements support the use of alternative transportation modes?
- Do existing roadway classifications support future land use designations?
- What improvements must be made in order for the transportation network to serve land use, economic development and housing goals?
- What local and highway road infrastructure investments should be made to better support or enhance the local or State economy?

SECTION 2. FULFILLING THE STANDARDS

STANDARD 11.1

ILLUSTRATE THE EXISTING TRANSPORTATION NETWORK ON A MAP, INCLUDING THE FOLLOWING COMPONENTS, WHERE THEY EXIST:

a. Major streets, highways, and interstates, classified according to the Highway Functional Classification System *(recommend identification of roadways according to the Highway Functional Classification System*);
b. Bus routes and major bus hubs;
c. Separated bicycle paths;
d. Rail stations and railway lines;
e. Ports and harbors;
f. Airports and airport overlay zones *(illustration of airport overlay zones is recommended)*; and
g. Any other major transportation facilities that may exist within the municipality.

The first step in planning for transportation is to take an inventory of the existing transportation network. Communities must have an understanding of which components of the transportation network currently exist within the municipality in order to understand transportation needs. Toward this end, comprehensive plans must include a map that illustrates the transportation network that exists within the municipality. Communities may choose to develop one transportation network map or several separate maps that focus on the various transportation modes.

CRAFT A BETTER PLAN

Additionally, while not required, it may also be helpful for the municipality to map:

- Intersections with a large number of crashes;
- Roadway bottleneck locations;
- On-street bike routes and lanes;
- Major pedestrian areas or corridors;
- Transit stops and/or park and ride lots;
- Areas designated for transit-oriented development;
- Freight facilities, such as distribution or transfer centers; and
- Major marine and/or land shipping routes.

DATA SOURCES

For more information on mapping for comprehensive plans, please visit www.planning.ri.gov/publications/comprehensive-planning-materials.php

The following RIGIS transportation data sets are recommended for this standard:

DATA SET NAME	DOWNLOAD LINK	ADDITIONAL NOTES
Airports	airports	n/a
Bike Paths	bike paths	To map only the completed bike paths, this data must be queried as follows: Use Status = 'Complete'
Ferry Routes	ferry routes	n/a
Railroad Rights of Way	railroad rights of way	To map only the active railroad rights-of-way, this data set must be queried as follows: Use Status = 'Active' and Map = 'Y'
RIPTA Bus Routes	RIPTA bus routes	n/a
RIPTA Bus Stops	RIPTA bus stops	n/a
RIPTA Park and Ride Bus Stops	RIPTA park and ride bus stops	n/a
Ports and Commercial Harbors	ports and commercial harbors	n/a
Streets		

Additionally, communities may want to use the following data sources:

- The most recent version of Statewide Planning Technical Paper 155, Highway Functional Classification System for the State of Rhode Island, available at www.planning.ri.gov.
- Local data regarding the location of any airport overlay zones that may exist within the municipality.

STANDARD 11.2

ASSESS THE COMMUNITY'S TRANSPORTATION SYSTEM BY:

a. Describing the transportation modes currently serving the community;

b. Describing the existing and proposed major facilities and routes that serve transit riders, bicyclists, and pedestrians;

c. Describing the existing and proposed major facilities and routes that facilitate the movement of freight, including air, marine, rail, highway, and pipelines;

d. Describing the large-scale transportation facilities that exist within the community if any, such as airports, ports and harbors, bus depots, etc.;

(Recommend e. through J. to fulfill this standard)

e. Identifying the major traffic generators, for example schools, hospitals, military facilities, stadiums, major parks, regional shopping centers, business parks, etc.;

f. Identifying the areas of the community that could benefit from the addition of bus or rail transit, and specifically areas where the existing or proposed density or the demographic characteristics of the area's population show a need for transit;

g. Identifying the areas of the municipality that are perceived to be unsafe for bicyclists and/or pedestrians in which the community has stated a desire for the use of such transportation modes;

h. Describing any areas in which linkages exist between transportation modes and identification of the areas that would be better served by improved linkages;

i. Identifying and discussing any prevalent transportation issues that exist within the community, such as congestion, intersection safety, parking shortages, lack of public transportation in high density areas, etc., and the areas of the community in which these issues exist; and

j. Including the following data points:

   i. The percentage of the population that lives in a household without a private vehicle;

   ii. The percentage of the working population that uses public transit for commuting purposes; and

   iii. The percentage of the working population that bike or walk for commuting purposes.

Mapping the transportation network is the first step in determining the community's needs related to transportation. Once the community has an understanding of what pieces of the network exist within the municipality, an assessment can be undertaken to determine the areas in which needs exist. The results of this assessment can take the form of one or multiple tables, lists, graphs, maps, or narratives. The municipality should determine the format that best suits its planning purposes.

If an airport exists within the municipality, the comprehensive plan must state whether an airport hazard zoning overlay district has been adopted for the areas surrounding the airport. If an overlay district has not be adopted, there must be an action within the implementation program regarding the enactment of such a zone, per the requirements of the Airport Zoning Act, RIGL subsection 1-3-5(1).

CRAFT A BETTER PLAN

Though not required for State approval, it may also benefit the community to discuss the major traffic generators that exist in bordering municipalities that affect the transportation network.

DATA SOURCES

To fulfill this standard, communities may want to use the following data sources:

- Discussions with the community and other key stakeholders.
- Roadway collision data from the local police department or the RI Department of Transportation.
- Data from local roadway projects indicating level of service and/or peak hour usage figures.
- Data from the Rhode Island Public Transit authority.
- Data from the Rhode Island Airport Corporation.

STANDARD 11.3

INCLUDE GOALS THAT EMBODY THE STATE'S GOALS FOR TRANSPORTATION AND POLICIES TO SUPPORT EACH GOAL.

The State's goals and policies for transportation cover a wide range of topics and issues. Collectively, these goals provide a vision for the State's transportation network that is multi-modal, safe, efficient, environmentally-friendly, and compatible with the surrounding uses and community context. The Rhode Island General Laws support the vision of a multi-modal, safe and context-sensitive transportation network and recognize the impacts of transportation on the State's economic activity and the surrounding community.

Comprehensive plans must include one or more goals that further the State's goals of creating a multi-modal transportation network that is compatible with the surrounding uses, and policies to support each goal. The goals and policies that may be appropriate for a community's comprehensive plan will depend on the context of the municipality, including the goals for economic development and housing, the existing and desired transportation modes, and the current and future transportation needs.

To determine the goals and policies that may be appropriate for your municipality, consider the following guiding questions:

- In what ways can the community provide greater access for all residents to employment, goods and services and other daily needs?
- How can the transportation network be designed and supported to serve the community's goals related to land use, housing, economic development, and natural resources?
- How can the community acknowledge the connection between the transportation modes available within the community and the health of residents?
- What transportation modes would best support the community's needs?
- In what areas is there a need for greater compatibility between major transportation facilities and surrounding neighborhoods?

For more information on the difference between goals, policies and implementation actions, see Guidance Handbook #1 - The Comprehensive Plan 101.

SAMPLE GOALS

- A multi-modal transportation network will exist that appropriately serves the needs of residents and businesses.
- Our community will exist compatibly with the major transportation facilities within municipal borders.
- All modes of transportation will be served with appropriately designed, safe and accessible facilities.

SAMPLE POLICIES

- Support the movement of freight throughout the municipality.
- Consider roadway capacity and the availability of alternative transportation options when making land use decisions.
- Work cooperatively with all major transportation facilities within the municipality when revising plans or making land use decisions in adjacent areas.
- Improve the operating characteristics of the transportation system through safety improvements to the right of way including pavement, signage, signalization, lighting, sight distances, sidewalks, traffic calming, access management, etc.
- Maintain continuing and cooperative planning processes with the airport and encourage responsible land use practices in and around the airport.
- Consider ways to better fund pedestrian and bicycle improvements on local roadways.
- Restrict development of new roads in the areas projected to be inundated from sea level rise by 2100.

STANDARD 11.4

Include implementation actions within the Implementation Program that addresses fast, safe efficient, and convenient transportation that promotes conservation and environmental stewardship.

(Recommend including a. through c. to fulfill this standard)

a. Developing and supporting a multi-modal transportation network that includes accommodations for bicyclists, pedestrians and automobiles, and, where appropriate, freight and transit.

b. Improving community livability, environmental stewardship and user safety through transportation infrastructure design and maintenance.

c. Improving the compatibility of major transportation facilities with surrounding land uses.

a. Developing and supporting a multi-modal transportation network that includes accommodations for bicyclists, pedestrians and automobiles, and, where appropriate, freight and transit.

While each community is different and will have different levels of access to alternative transportation modes, all communities must provide more options than the private automobile. To achieve the State's goal of a multi-modal transportation network, each community should, at a minimum, plan for bicycle and pedestrian transportation in addition to automobiles. Some communities, depending on desired density and future land uses, should plan accommodations for freight and transit.

For whichever modes the community desires, and at a minimum, for bicycle and pedestrian modes, the comprehensive plan should address not only the construction of facilities but also the ways in which the modes can be better supported. The comprehensive plan should include implementation actions to achieve improved use of the desired modes by residents. Such actions could include improved design standards, local road and highway infrastructure upgrades, stronger enforcement of the rules of the road, improved lighting, signage, striping and maintenance of facilities, road diets, curb cut reductions, cross-easements promoting access management, etc.

To determine the implementation actions that would best suit the community in developing and supporting a multi-modal transportation network, consider the following guiding questions:

- How can the community better support the use of alternative transportation?
- What policies should be enacted to guide decision makers in supporting alternative transportation modes?
- Are there areas in which alternative transportation is currently lacking that would benefit from improved or additional transit facilities?
- How do density, the presence of multiple community destinations, or demographic factors impact transit usage?
- Where could expansion of bicycle and pedestrian facilities be incorporated into existing rights-of-way? In which areas would expansion require land acquisition?
- What design, safety or other standards could create better environments for drivers, bicyclists, pedestrians and/or transit riders?

- What immediate transportation needs exist that could be reduced through an improved multi-modal transportation system?
- Are there designated freight routes within the community? Are they appropriately located? How can freight access be improved?
- What infrastructure upgrades are needed to assure or improve safe and efficient movement of freight in the community?
- What programs could be instated to make residents aware of the transportation options currently available to them?
- How can the community properly plan for and support the addition of transit and/or transit oriented development in appropriate areas?
- Who can the community partner with to achieve its multi-modal transportation goals?

SAMPLE IMPLEMENTATION ACTIONS

- Identify specific areas in which alternative transportation options are desired and revise regulations to support development higher densities and design standards to support those options.
- Adopt site and building design standards that would improve the pedestrian, bicyclist and transit rider experience on the street.
- Establish a policy for the removal of snow from sidewalks and transit stops to increase pedestrian safety.

b. Improving community livability, environmental stewardship and user safety through transportation infrastructure design and maintenance.

Transportation design and maintenance has an impact on many areas of concern for the community and the State. The way in which the components of the transportation network are designed and maintained can drastically affect their usage, environmental impacts and other community goals, including those for economic development. The overall design of the transportation network should also consider potential impacts of natural hazards and climate change on community mobility.

When properly designed and maintained, streets and sidewalks can become community gathering space where neighbors meet and community happens. Good design can bring main streets to life and create residential streets where neighborly interaction happens. Also, design drastically affects the safety of vehicle drivers and passengers, bicyclists, pedestrians, and transit-riders. Lighting, amenities, pavement conditions, width of travel lanes, presence of crosswalks, on-street parking, the number of curb cuts etc., all have an effect on user safety.

Communities must consider the effects that their transportation, architectural, site and other design standards have on community livability, environmental stewardship and user safety. To determine appropriate implementation actions, communities should consider the following guiding questions:

- What issues currently exist within the community related to the safety of the transportation network? How can design considerations be used to create a safer environment for drivers, bicyclists, pedestrians and transit riders?

- How do current design standards affect the transportation network? What standards could be implemented to lessen negative land use impacts?
- How can current design standards better support the community's goals for circulation, land use, economic development, and general livability?

SAMPLE IMPLEMENTATION ACTIONS

- Review local land development and subdivision regulations for appropriateness of design standards and amend the regulations, if necessary, to better balance the use of roadways by both automobiles and people.
- Assess major thoroughfares throughout the community to determine if "road-diets" may be appropriate to lessen the impacts of the transportation corridors on surrounding uses.
- Identify strategies for upgrades or improvements to the segments of identified evacuation routes that are identified as being inundated by rising sea levels and storm surge.
- Evaluate each road currently or potentially impacted by sea-level rise, coastal, or riverine flooding to determine appropriate actions to limit impacts to the community.
- Undertake a comprehensive bicycle and pedestrian plan to address user safety and overall mobility within the municipality.

c. Improving the compatibility of major transportation facilities with surrounding land uses.

For communities that host major transportation facilities, such as airports, train stations, intermodal facilities, freight transfer facilities, etc., compatibility with surrounding neighborhoods and land uses should be improved through the comprehensive plan's implementation actions. If the municipality contains an airport, the comprehensive plan should either identify an existing airport hazard area overlay zone or contain implementation actions for adopting an airport hazard zoning ordinance.

When considering how to plan for improved compatibility with major transportation facilities, communities should consider the following guiding questions:

- What major transportation facilities exist within the municipality?
- What are the current concerns within surrounding neighborhoods regarding major transportation facilities?
- If the municipality hosts an airport, in which areas would airport hazard zoning be appropriate?
- How can the community better support major transportation facilities through its land use, services and facilities and other goals and policies?

See the Rhode Island Airport Corporation's "Rhode Island Airport Land Use Compatibility Guidebook," available at www.pvdairport.com for more information about improving the compatibility of airports with surrounding land uses.

SAMPLE IMPLEMENTATION ACTIONS

- Implement the provisions of the airport hazard zoning ordinance.
- Actively assist the Rhode Island Airport Corporation in airport planning related activities and projects related to internal land uses, airport expansion, and other issues of community concern.
- Work with the Rhode Island Airport Corporation to identify noise sensitive areas and/or flight patterns and revise regulations to minimize impacts.
- Work with railroad companies to create a plan for reducing noise impacts on surrounding properties.
- Formally engage the Rhode Island Airport Corporation in neighborhood planning initiatives in areas that border airport property.
- Formally engage major freight facilities in district planning initiatives that impact areas in which such facilities are located.