

ELEMENT 611: MOVING FORWARD RHODE ISLAND 2040, THE STATE OF RHODE ISLAND'S LONG RANGE TRANSPORTATION PLAN

On December 10, 2020, the State Planning Council adopted State Guide Plan Element 611, Moving Forward Rhode Island 2040, the State of Rhode Island's Long Range Transportation Plan (LRTP). Under the umbrella of Moving Forward Rhode Island 2040, the State Planning Council also adopted the Transit Master Plan, Bicycle Mobility Plan, and Congestion Management Process as components of the LRTP.

The Long Range Transportation Plan (LRTP) is an essential element of the state's transportation planning process and identifies how the transportation system will meet the state's economic, transportation, development and sustainability goals over a 20-year planning horizon. This LRTP also satisfies Rhode Island's obligation to prepare a Metropolitan Transportation Plan (MTP) covering the entire state. While the requirements of a Long Range Transportation Plan and a Metropolitan Transportation Plan are nearly identical, the Metropolitan Transportation Plan must be "fiscally constrained"—meaning, that sufficient financial information is provided to confirm that transportation improvements can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

This LRTP is driven by a performance-based planning process that is reliant on an intensive data analysis and assessment approach to decision-making. Performance measures and targets improve the tracking of progress in key areas and assist in measuring attainment of critical outcomes. Performance measures and targets have been established in coordination with other statewide transportation plans and processes including the Highway Safety Improvement Program, State Strategic Highway Safety Plan, the State Asset Management Plan for the National Highway System (NHS), the State Freight Plan, the Transit Asset Management Plan, and the Public Transportation Agency Safety Plan.

This plan envisions a multimodal transportation network that connects people, places and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and services, and promote a sustainable and competitive Rhode Island economy. By 2040, Rhode Island's transportation system will help create quality places to live and work and support communities through improved connectivity. Rhode Islanders will be more active, healthier, and more socially and economically integrated into the community. The goals and objectives of the Plan are laid out below.

Goal - Connect People and Places across all modes and options for more efficient and effective travel.

Objectives

1. Expand Connectivity Across Modes
2. Reduce Travel Congestion

3. Improve Regional Connectivity

Goal - Maintain Transportation Infrastructure to create a reliable network providing adequate travel choices.

- Objectives**
1. Design Roadways to Increase Transportation Choices
 2. Achieve a State of Good Repair
 3. Enhance Transportation Network Resiliency
 4. Enhance Transportation Safety

Goal - Strengthen Communities through the local transportation network to enhance travel, place, and quality of life.

- Objectives**
1. Improve Individual and Community Health
 2. Foster Social Equity
 3. Encourage Connected Communities

Goal - Promote Environmental Sustainability by prioritizing non-single occupancy vehicle focused strategies and investments.

- Objectives**
1. Reduce Vehicle Miles Traveled
 2. Reduce Transportation Greenhouse Gas Emissions
 3. Create Network of Open Space, Trails, and Paths

Goal - Support Economic Growth through transportation connectivity and choices to attract employers and employees.

- Objectives**
1. Expand Connectivity Across Modes
 2. Reduce Travel Congestion
 3. Improve Regional Connectivity

Furthermore, Rhode Island has taken a highly comprehensive approach to long range transportation planning including the development of specific master plans for bike, transit, and automobile travel. Each master plan offers a network vision that leverages the unique opportunities and advantages of the mode and highlights how future investment could transform travel, economic development, communities, and the environment. While the vision and goals for each plan are consistent with this LRTP, they uniquely offer different paths toward achievement. This LRTP offers a fiscally constrained approach to bring these plans together and align with the needs and functions of the transportation network. Below are the goals associated with each of the master plans:

TRANSIT MASTER PLAN - A 20-year vision for how transit could modernize travel in Rhode Island and provide new economic development opportunities through expanded mode choice, high frequency transit options, and service enhancements.

Goals

1. Make transit attractive and compelling
2. Connect people to life's activities
3. Grow the economy and improve quality of life
4. Ensure financial and environmental sustainability

BICYCLE MOBILITY PLAN - A 20-year vision for making bicycling safe, fun, and practical. Recommendations range from bicycle paths, routes, and design guidance to proposed policy and education changes.

Goals

1. Connect and expand the state's bicycle network
2. Integrate bicycles with transit and other modes of transportation
3. Develop stronger statewide bicycle transportation policies
4. Promote equity in bicycle planning and funding
5. Increase bicycle safety with policies and programs
6. Leverage bicycle transportation to promote economic development
7. Improve public health through bicycling
8. Promote bicycle transportation for state employees

CONGESTION MANAGEMENT PLAN - A CMP is a systematic process for identifying congestion and its causes, developing monitoring processes to measure transportation system performance and reliability, and developing congestion management strategies and moving them into the funding and implementation stages.

Goals

1. Improve reliability of the transportation system
2. Reduce recurring congestion
3. Improve freight and goods movement
4. Increase modal choice and competitiveness
5. Improve intermodal connectivity
6. Promote and invest in innovative congestion management technologies
7. Promote land development and in ill development/redevelopment in transportation-efficient locations
8. Reduce emissions and improve air quality