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Intro

With STIP Major Amendment 19, the Rhode Island Department of Transportation is proposing a large diversion (effectively a cut) of the main source of funds for bicycle, pedestrian, ADA, and environmental projects over the next 10 years, directing them toward bridge and pavement work instead. We believe this would be a big mistake, and by making our voices heard on this issue, we can prevent this cut to funding.

Write to and call [these elected officials and media outlets](#) using some of these [talking points](#) or whatever resonates for you. Do so repeatedly, using different talking points each time. Spread the word for others to do so as well (share this document widely). Tell people you know who care about these issues. Here are some [other people / entities to reach out to and enlist in the effort](#).

Sample letter

Note - it's much more effective to write a letter you compose on your own, using the [talking points](#) that resonate for you, or make a phone call, but here's an idea of structure for a letter.

[your name]
[your street address]
[your city, state and zip code]
[Your email]

[date]

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 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.

Thank you,
[name]

Affected TAP Projects

Note 1: Projects with the note "*Project shifted to Green Economy Bond funding provided by DEM for implementation*" will no longer be tracked by the DOT in the STIP. It does not mean they are being eliminated, but they will be more difficult to track.

Note 2: The net change to the TAP program is a loss of \$37 million. Some of it is the DOT no longer tracking Green Economy Bond projects. The rest is cuts from merging, dropping, or completing projects under budget.

TAP Program General Contingency Account - Reduced by \$12.11M

This account contained funding set aside for implementing projects in the bike mobility plan.

Newport North End Bicycle/Pedestrian Connectivity and Safety Improvements - Reduced by \$7.20M and REALLOCATED

This line item is being merged into **Phase 2 of the Pell Bridge Ramps project**, TIPID 9201.

Funding for the First Mile Shared Use Path in Newport remains intact. The original TIP project ID 9003 has been retired, but the full \$7.2 million for this project has been combined with the Pell Bridge Ramp Realignment project IDs 9201 and 1364 and remains specifically designated for the Shared Use Path.

Bike Newport has asked the Department of Transportation to clearly articulate the budget, schedule and limits of the Shared Use Path within the Pell Bridge project and will continue to work with DOT and the City of Newport to see the First Mile Shared Use Path completed with the most optimal placement, design and use possible.

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.

"Safe Routes to School Contingency, Bike Safety, and State of Good Repair Funding (Formerly: "Safe Routes to School Contingency") - Reduced by \$3.59M

This line item has been reduced to service the needs of existing Safe Routes to School (SRTS) projects, including TIPID 5267. Future funds will be transferred as necessary to meet the needs of other SRTS projects.

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

East Main Road Sidewalks - Reduced \$2M

Project Advanced to construction and is complete.

Marlborough Street/West Marlborough Streetscape Improvements - Reduced \$1.90M and REALLOCATED

The City completed this project using City funds and has requested transfer of existing budget to the Bellevue Avenue ADA Sidewalk Access Improvements TAP project.

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

Herreshoff Marine Museum - Reduced by \$0.82M & Eliminated from STIP

This project is being removed from the STIP based on a review of the TAP-qualifying activities in coordination with Statewide Planning. This project is not considered an acceptable Transportation Alternatives project.

Sprague Street Sidewalks - Reduced by \$0.78M & REALLOCATED

In a letter to RIDOT, the Town of Portsmouth has requested that the funding allocated to this line item be grouped into TIP ID 1377, a repavement project on Sprague Street set to begin in FFY23. That change is reflected in the pavement capital program project adjustments.

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).

Ten Mile River Greenway - REMOVED (\$0.50M)

Project scope calls for parking lot and canoe/kayak launch. RIDOT recommending evaluation by City and DEM for funding under DEM program offerings.

Woonsocket River Landing - Reduced by (\$0.39M) - delayed indefinitely

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

Westerly loop (Green Economy Bond) - Misquamicut Bike Loop - REMOVED from STIP (\$0.33M)

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

Providence Bicycle Master Plan - REMOVED (\$100,000)

Plan withdrawn by City of Providence.

Stone Bridge Rehabilitation Study - Island Park - Reduced by \$0.08M

Study no longer necessary. Project complete.

Downtown Providence Pedestrian Wayfinding Project - Reduced by \$0.05M & eliminated

RIDOT is recommending that signage be included in other on-going City and State projects. The amount of staff time required to insure that federal requirements are met may potentially approach the total cost of the project.

Safe Routes to School Infrastructure Improvements for Gallagher Middle and McCabe Elementary Schools - Reduced by \$0.01M

Project advanced by RIDOT to construction.

Safe Routes to School Infrastructure Improvements for State Street Elementary School - Reduced by \$0.01M

RIDOT has determined that this project can be completed with a reduction in funding.

Safe Routes to School Infrastructure Improvements for Primrose Elementary School - No change

Project advanced by RIDOT to construction.

Belleville House to Wickford village sidewalk and crosswalk improvements - No change

Project subject to delay to 2027 due to lack of State Capital funds.

Safe Routes to School Infrastructure Improvements for Western Hills Middle School - No Change

Project Advanced by RIDOT to construction.

Blackstone River Bikeway - Segment 8B-2 - No Change

Advanced due to project readiness.

Talking points

Safety

- **Rhode Island is 6th highest in the nation for roadway fatalities that involve bicyclists and pedestrians;** more than 1 in 4 of roadway fatalities are bicyclists and pedestrians ([Source](#))
- RI reported that they spent ZERO highway safety dollars on bicyclists and pedestrians between 2014 and 2016 ([BP fatalities and HSIP funding 2014-2016](#)).
- Crashes involving motor vehicles are the leading cause of death for children and youth aged 10-24 ([CDC 2016 data](#)); by locking us into motor vehicles infrastructure we are further putting children and youth at risk.
- With new cyclists and other road users due to the proliferation of bike and scooter services ([Source: PVD Planning](#)), there is an additional need to build safe infrastructure
- Some of these road users are youth; [13 year old struck on JUMP bike in September](#)

- [RIDOT safety goals](#) will not be met while ignoring vulnerable road users.

Equity

1. Neighborhoods with very low car ownership deserve safe routes to school, work, recreation, the arts, and shopping
2. Many service industry workers bicycle and walk to work on dangerous roadways and are often overlooked
3. “Commuting time has emerged as the single strongest factor in the odds of escaping poverty” ([NYTimes](#)). Spending on highways disproportionately benefits individuals with regular access to a personal motor vehicle, but spending on bicycle and pedestrian infrastructure can promote increased opportunity for a greater segment of the population.
4. Non-automotive forms of transportation such as mass transit, walking, and bicycling can enable social mobility ([Victoria Transport Policy Institute - p.36](#))
5. Low-income neighborhoods exhibit higher asthma rates ([Source](#))

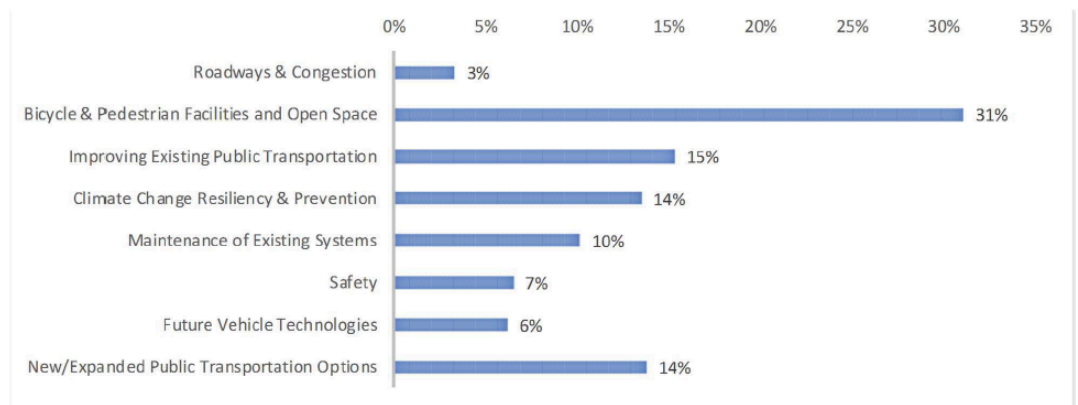
Demand for TAP Funds

1. Rhode Island received 222 project applications in 2016 - 2017 and funded 7 (3% of all applications).
 - a. **2016-** RI received 128 applications and funded 2
https://www.fhwa.dot.gov/environment/transportation_alternatives/annual_reports/fy2016/ri.cfm
 - b. **2017** - RI received 94 applications and funded 5
https://www.fhwa.dot.gov/environment/transportation_alternatives/annual_reports/fy2017/ri.cfm
2. RI has 50,000 annual riders per Statewide Planning BMP
3. \$10 million in Green Economy Bond funding was passed by voters in 2016 and another \$5 million in 2018, with overwhelming majorities
4. Attendees at the [Long Range Transportation Plan](#) public meetings proposed allocating funding to “Bicycle & Pedestrian Facilities and Open Space”, “Improving Existing Public Transportation”, “New/Expanded Public Transportation Options” as the top three, with “Roadways & Congestion” being the lowest priority

Station 6 – You're the Governor

You're the Governor Investment Station - All Workshops

#	Category	Pawt	Narr	Bristol	Total	
1	Roadways & Congestion	\$120	\$70	\$30	\$220	3%
2	Bicycle & Pedestrian Facilities and Open Space	\$730	\$510	\$810	\$2,050	31%
3	Improving Existing Public Transportation	\$660	\$150	\$200	\$1,010	15%
4	Climate Change Resiliency & Prevention	\$430	\$280	\$180	\$890	14%
5	Maintenance of Existing Systems	\$270	\$190	\$210	\$670	10%
6	Safety	\$180	\$120	\$130	\$430	7%
7	Future Vehicle Technologies	\$140	\$110	\$160	\$410	6%
8	New/Expanded Public Transportation Options	\$440	\$290	\$180	\$910	14%
		\$2,970	\$1,720	\$1,900	\$6,590	100%



- a.
5. E-bikes are increasing in popularity
 - a. [JUMP Bikes](#)
 - b. [Mission Electric](#)
 - c. Pedego
 - d. Aviva
6. **The TAP is not the sole source of funding available to bike projects**, yet RI primarily chooses to fund bike projects with TAP money. ([Federal Highway Administration](#)) However, much of what RIDOT claims to be non-TAP bike/ped spending in the current STIP are projects that are complete, simple sidewalks or very small painted “bike lanes”. https://docs.google.com/spreadsheets/d/1_TamK1L_dixJ3l0QOcz4pObJ1pKMwagWudf9aSCX-bY/edit#gid=0

Complete Streets

1. There are Complete Street resolutions in place on the [State level](#) and locally in [Providence](#).
2. An additional complete streets ordinance passed [in Central Falls](#). The complete streets philosophy has momentum and is becoming more ingrained in our policy, not less.

3. The TAP is an important source of funding for complete streets projects, and especially pedestrian and bicycle improvements; Redirecting such funds away from such projects sends a message that RIDOT is unwilling or unable to embrace this new direction and instead intends to stick to the status quo.
4. Such a contradiction between policy and practice could represent the violation of city and state laws

Economic Development

1. Millennials are driving less and cycling and traveling by public transportation more. In order to retain a skilled workforce, bike and public transit infrastructure is important, especially with recent projects such as the Wexford Innovation Complex and the influx of tech employers that have the potential to draw and retain workers in the state.
 - a. Source: [Making it Millennial - Deloitte Insights](#) > Consumer realities: Declining car ownership
 - b. Also, on the [League of American Bicyclists' Bicycle Friendly State Report Cards](#), Rhode Island at 22nd rank lags far behind Massachusetts at 4th, making Massachusetts a much more desirable place to live for skilled workers.
 - c. Investments in our universities will continue to be lost as graduates leave the state unless we commit to making Rhode Island a desirable place for young people to live and work.
2. [Fact sheet](#) showing that building biking and walking infrastructure creates more jobs than other types of transportation infrastructure
3. A study conducted by Johnathan Harris, M.I.D, from Johnson & Wales [Inclusive Infrastructure: Creating Space for Buses & Bicycles](#)
4. Bicycle infrastructure [encourages tourism and brings customers to local businesses](#)
5. Impact from recent bike infrastructure projects - Broadway, etc. (NEEDS DATA)

Return on Investment

1. Bicycle and pedestrian infrastructure are [less expensive than automotive infrastructure](#); you get mobility for more people per dollar spent.
2. Here's a cost scale of bike/ped infrastructure-
http://www.pedbikeinfo.org/cms/downloads/Countermeasure_Costs_Summary_Oct2013.pdf
3. Because bicycle and pedestrian infrastructure projects are generally less resource-intensive than are road projects, the total cost of a project correlates to a higher proportion of labor costs, so they create more jobs per dollar. ([Source](#)).
4. Here are some estimates of what it would cost to [build one mile of highway](#) in the United States:
 - a. Rural undivided two-lane highway: between \$2 million and \$3 million
 - b. Urban undivided two-lane highway: between \$3 million and \$5 million
 - c. Rural four-lane highway: between \$4 million and \$6 million

- d. Urban four-lane highway: between \$8 million and \$10 million
- e. Rural six-lane highway: approximately \$7 million
- f. Urban six-lane highway: approximately \$11 million.
- g. (Source:
<https://www.advocacyadvance.org/2018/08/cost-of-safe-transportation-infrastructure/>
)

Environment

- 1. Transportation is a top source of carbon emissions in the US ([EPA](#))
- 2. EVs alone will not deliver needed carbon emissions reductions in time (2030, per [IPCC 2018](#)) due to the long lifetime of car ownership
- 3. In order to tackle transportation carbon emissions effectively, it will be necessary to deploy multiple strategies

Health

- 1. [A study conducted by Columbia University](#) found that investment in bike lanes added a year of quality living to the average NYC resident at a cost of \$1,300, far less than many medical treatments (dialysis is \$129,000 per year; vaccines, widely regarded as the most effective public health investment, are \$100 per year).[i]
 - a. [i] Gu J, Mohit B, Muennig PA The cost-effectiveness of bike lanes in New York City Injury Prevention Published Online First: 09 September 2016. doi: 10.1136/injuryprev-2016-042057
- 2. Rhode Island Outdoor Recreation Council and the Rhode Island Department of Health identify increased physical activity as a priority for improving public health.[i]
 - a. [i] Rhode Island Outdoor Recreation Council. *A New Vision for Outdoor Recreation in Rhode Island*. December 14, 2016.
<http://governor.ri.gov/documents/press/ORCFinalReport.pdf>. Accessed August 28, 2018 and Rhode Island Department of Health. "RIDOH Strategic Framework."
<http://www.health.ri.gov/about/strategicframework/>. Accessed August 28, 2018
- 3. A [2010 study published in the American Journal of Public Health](#) found statistically significant relationships at all 3 geographic levels studied between increased active travel (such as walking and cycling) and decreased self-reported obesity. It also found statistically significant relationships between increased active travel and reduced rates of diabetes at the state and city levels.
 - a. [i] Pucher, J., Buehler, R., Bassett, D. R., & Dannenberg, A. L. (2010). Walking and Cycling to Health: A Comparative Analysis of City, State, and International Data. *American Journal of Public Health*, 100(10), 1986-1992.
 doi:10.2105/ajph.2009.189324

People to write to / call

1. Main targets:
 - a. [Governor Raimondo](mailto:governor@governor.ri.gov) (401) 222-2080 governor@governor.ri.gov
 - b. Nicole Verdi, Governor's Chief of Staff on Transportation Issues
nicole.verdi@governor.ri.gov
 - c. Michael D'Alessandro - Secretary, Transportation Advisory Committee
Michael.DAlessandro@doa.ri.gov
 - d. Cc:
 - i. Catherine Pitassi - staff contact, State Division of Planning
Catherine.Pitassi@doa.ri.gov
 - ii. [Michael DiBiase](mailto:Michael.DiBiase@doa.ri.gov), head of Department of Administration
Michael.DiBiase@doa.ri.gov
 - iii. Meredith Brady, Associate Director of Statewide Planning
meredith.brady@doa.ri.gov
 - iv. Peter Alviti, Director of Department of Transportation
Peter.Alviti@dot.ri.gov
 - v. Cynthia Parker, director's office contact, Department of Transportation
Cynthia.Parker@dot.ri.gov
2. Local government leaders. Contact all of them, especially those who represent you. Ask them to introduce a resolution similar to the passed [Portsmouth resolution 2019-02-11A](#), requesting that the state reject Major Amendment 11 and preserve bicycle and pedestrian infrastructure funding. Look up your elected officials at vote.sos.ri.gov > **"Find Your Elected Officials"**
 - a. State Representatives: **rep-[lastname]@rilegislature.gov**
 - b. State Senators: **sen-[lastname]@rilegislature.gov**
 - c. Mayors
 - i. [Providence](#)
 - d. City Councilors
 - i. [Providence](#)
 - ii. [Cranston](#)
 - e. Planners
 - i. [Providence](#)
 1. mhaggerty@providenceri.gov (an ally)
 2. aellis@providenceri.gov (an ally)
 3. bnickerson@providenceri.gov (director)
 - ii. [Cranston](#)
 - f. Parks & Recreation Departments
3. Media
 - a. Letters to the editor about general interest
 - i. ProJo

- ii. RI PBS
 - iii. Patch
- 4. Public comment in meetings

People to enlist to write letters

- 1. Town planners / groups that are having funding diverted
 - a. Alex Ellis
 - b. Warren
 - c. Barrington
 - d. Bristol
 - e. Cranston
 - f. Middletown
 - g. Portsmouth
 - h. Coventry
 - i. WRWC Woonasquatucket River Watershed Council
 - j. Blackstone River people
 - k. Friends of the South County Bike Path
- 2. Environmental leaders
 - a. Audubon Society - Meg Kerr
 - b. Sierra Club - Jonathan
 - c.
- 3. Owners of shops on bike paths
 - a. Borealis Coffee
 - b. Del's
 - c. Dairy Bee
 - d. Edible Arrangements
 - e. The Daily Scoop
 - f. PieZoni's Pizza
 - g. Your Bike Shop (Warren)
 - h. The Beach House (Bristol)
 - i. Sip-N-Dip (Bristol)
 - j. Barrington Shopping Center
 - i. Talbot's
 - ii. Starbucks
 - iii. CVS
 - iv. Shaw's
 - v. Barrington Books
 - vi. Anytime Fitness

- vii. Cleaner shop
- viii. Barrington Pizzeria
- ix. LOFT
- x. Verizon
- xi. Frisky Fries
- xii. Supercuts
- xiii. Jos A. Bank

4. Owners/employees of bike shops

- a. NBX
- b. Legend
- c. Dash
- d. Providence Bicycle
- e. Mission Electric
- f. Steadman's
- g. Blackstone Bicycles
- h. Newport Bicycle
- i. Pedal Power Bicycle Shop Inc
- j. Pedego Electric Bikes
- k. Ten Speed Spokes
- l. REI
- m. Aviva Electric Bikes
- n. Velofix
- o. Your Bike Shop
- p. Circuit BMX
- q. Bike-On.com
- r. Benelly Bike Works
- s. Island Moped & Bike
- t. Victory Cycles

5. Bicycle Manufacturers/Builders

- a. Chapman Bicycles
- b. Beardman Bicycles
- c.

6. People for Bikes

7. Jump Bikes

8. Health Source RI

9. Jump Bike sponsors

- a. Lifespan
- b. Tufts