

## **TLDR**

This long term plan focuses almost exclusively on funding the prioritization of car infrastructure and movement of vehicles. Modern literature around street planning and road designs, especially in regards to sustainability and safety, suggests heavy funding for non-car infrastructure. Overall, unsustainable infrastructure practices and mismanagement of fund allocation is being proposed by RIDOT.

## **Plan Input and Submission Issues**

- ❖ The public was not made aware of this until late October (a week before input halts) that local organizations started to notice and put out press releases.
- ❖ RIDOT provided an inadequate amount of time for public input and a shorter deadline for post public input plan refinement.
- ❖ General previous interactions with RIDOT on other projects puts into question their understanding, knowledge, and intent around these projects, i.e., can RIDOT fulfill the needs set by federal guidelines?

## **Notable Core Plan Concerns**

- ❖ 'Transportation GHG Reduction Strategies by Cost-Effectiveness' Table. This table states the most cost effective is traffic flow improvements and electrification.
  - The term 'traffic flow improvements' is unclear. According to modern literature, to decrease traffic flow in any meaningful manner is to continue non-car infrastructure. It's currently understood that in order to tackle GHG with respect to a cost-benefit analysis, long term, sustainable infrastructure involving vulnerable road users, pedestrians, and public transportation should be prioritized. This considerable mismatch of current literature brings into question their data.
  - Electric cars are still cars and contribute to the harms of car culture. Put in a monetary perspective, while local air and noise pollution may decrease, issues remain around the weight of these vehicles, traffic safety due to continued non-car infrastructure investments, and more.
- ❖ 'Preliminary Assignment of Years 1-3 Carbon Reduction Program Funding' chart. The most funding is geared towards congested corridor upgrades, bike path preservation, and bridge overpasses.
  - What does the congested corridor upgrade include? Additionally, see above.
  - Bike path preservation should continue *alongside* furthering the bicycle network with a goal of quick complete connection.
- ❖ 'Additional Strategies to Reduce Emissions' section had electrification as top priority.
  - As stated above, electric cars do not necessarily alleviate the root cause of the issue.

- Items numbered lower should be of higher priority.

Due to time, I am unable to continue my commenting, however, after going through each of the sections, it's clear that RIDOT wishes to continue outdated traffic engineering methodologies to alleviate the problem that these methodologies created. It's also problematic that RIDOT appears to have been late in these submissions as public input is short and the time to refine said plan post public input is dangerously even shorter.

The concern for RIDOT to adequately handle Rhode Island infrastructure continues.

Regards,

Providence Resident

## **References**

<https://publicinput.com/ridoters>

<https://publicinput.com/Customer/File/Full/be2313be-bb02-4488-b8c6-cca50acb8513>