

**STATE PLANNING COUNCIL
TRANSPORTATION ADVISORY COMMITTEE**

February 24, 2011 @ 6:30 p.m.
RI Airport Corporation Offices
TF Green Airport
Mary Brennan Board Room
2000 Post Road, Warwick, RI

DRAFT MINUTES

ATTENDANCE

TAC members present:

Ms. Fran Shocket, Chair	Public Member
Mr. Robert Murray, Vice Chair	Public Member
Ms. Sue Barker	Greenways Alliance
Mr. Mark Carruolo	City of Warwick
Mr. Michael Cassidy	Public member
Mr. Russ Chateaufneuf	RI Department of Environmental Management
Ms. Marilyn Cohen	RI Chapter, American Planning Association
Mr. Kevin Dillon	RI Airport Corporation
Ms. Linda Painter	City of Providence
Mr. Paul Romano	Public Member
Mr. Barry Schiller	RI Sierra Club
Mr. Robert Shawver	RI Department of Transportation
Ms. Jane Sherman	Public Member
Mr. Everett Stuart	RI Association of Railroad Passengers
Mr. Mark Therrien	RI Public Transit Authority
Dr. Robert Vanderslice	RI Department of Health
Mr. Michael Walker	RI Economic Development Corporation
Mr. Michael Wood	Town of Burrillville / RI League of Cities and Towns

TAC members absent:

Mr. Dan Baudouin	Providence Foundation
Mr. Alan Brodd	Town of Cumberland
Dr. Judith Drew	Governor's Commission on Disabilities
Mr. Henry Sherlock	Construction Industries of RI
Mr. Jim Soctomah	Narragansett Indian Tribe

Others in attendance:

Ms. Ann Clarke	RI Airport Corporation
Mr. Kevin Viveiros	Pare Corporation

Statewide Planning Staff Present:

Mr. Kevin Flynn	Associate Director
Mr. Jared Rhodes	Chief
Ms. Linsey Cameron	Supervising Planner
Ms. Ronnie Sirota	Principal Planner

AGENDA ITEMS

1. Call to Order

Ms. Shocket called the meeting to order at 6:40 p.m. Ms. Shocket thanked Mr. Kevin Dillion and Ms. Sharon Traficante of the Airport Corporation for their hospitality in hosting the evening's meeting.

2. Approval of January 27, 2011 Meeting Minutes

Upon motion of Mr. Murray to approve and seconded by Mr. Walker, the January 27, 2011 minutes were accepted unanimously.

3. Public Comment on Agenda Items

There were no comments.

4. State Guide Plan Element 640: State Airport System Plan

Mr. Rhodes summarized RI Airport Corporation's (RIAC) request that the TAC recommend to authorize a public hearing for the State Airport System Plan. In October 2010 Ms. Ann Clarke of RIAC gave an initial presentation to the TAC on the proposed Airport System Plan. Mr. Carruolo, TAC member representing the City of Warwick, offered numerous comments and submitted a memo prior to the November TAC meeting requesting additional time for the City to review the proposed changes. Given Warwick's request the TAC deferred any formal action on the plan to a later date. Mr. Rhodes stated that Mr. Dillon would like to present the revisions that have transpired since their previous presentations.

Mr. Dillon explained that the City of Warwick has requested RIAC to acquire an advisory comment from the city anytime one of their proposed projects calls for a significant change in land use. Mr. Dillon stated that he believes the revised version of the Airport System Plan goes beyond the city's request. RIAC agrees with Warwick in that every time there will be a significant change in land use and zoning, RIAC will request the State Planning Council to make a conclusive determination regarding conformance with the State Guide Plan. Mr. Rhodes then pointed out the revised language in the Plan and added that the State Planning Council has to seek input from any host community that would be impacted by a project. Mr. Carruolo thanked Mr. Dillon, Mr. Flynn, Ms. Clarke, and Mr. Rhodes for their diligent work to resolve this issue. Mr. Carruolo offered no objections to the revised language and stated that the changes satisfy the city's concerns. He also remarked that Warwick does have regular contact with RIAC on various issues. Ms. Shocket thanked the people who worked on the plan and came together for an agreed upon language.

Mr. Walker moved that the Transportation Advisory Committee (TAC) recommend the draft State Guide Plan Element 640: State Airport System Plan to the State Planning Council and that they authorize a public hearing for the Plan as amended. Mr. Shawver seconded the motion.

Mr. Schiller stated that he had no objection to the motion however he would like the minutes to reflect his concern that the State Airport System Plan contains an inadequate description of

transit service to T.F. Green Airport. Mr. Schiller felt the State Planning Council should be aware that a member of the TAC was concerned over the negative effects the airport has on climate change. Mr. Schiller acknowledged that much of this information could be discussed at the public hearing and that this may not have been the appropriate time however he would like to share his sentiments with the TAC and the State Planning Council prior to the public hearing. Mr. Rhodes stated that he has Mr. Schiller's written comments. Mr. Schiller then asked if his emailed comments could be forwarded to the State Planning Council with the TAC's recommendation to authorize a public hearing. Mr. Dillon stated that the Plan deals with direct services to the airport and he would like to enhance regional bus services at the airport. RIAC had participated in intermodal discussions with RIPTA. However Mr. Dillon felt it was important for the TAC to vote yes or no on the State Airport System Plan. Mr. Dillon also stated that it would probably be more appropriate for Mr. Schiller to present his comments at the State Planning Council hearing. Ms. Shocket stated that Mr. Schiller could send his comments directly to the State Planning Council. Mr. Schiller replied that he would like his comments reflected in the TAC minutes and asked that his email be forwarded along with the TAC's motion to the State Planning Council. Mr. Rhodes stated the TAC could make a motion to attach Mr. Schiller written comments with the material sent by the TAC to the State Planning Council. It was then suggested that the TAC first vote on the previous motion.

The TAC unanimously voted to recommend the draft State Guide Plan Element 640: State Airport System Plan to the State Planning Council and that they authorize a public hearing for the Plan as amended.

Mr. Carruolo then moved that Mr. Schiller's comments on ground transportation and global climate change be forwarded formally through the TAC, as correspondence from the TAC, to the State Planning Council. Ms. Sherman seconded the motion.

A lively discussion by TAC members followed. Mr. Wood believed it would establish a bad precedent to forward the comments of one TAC member even if there was general consensus with the committee. Mr. Carruolo replied that the motion was not to endorse the comments but to forward them to the State Planning Council. Mr. Schiller also replied that he would encourage TAC members to give their advice to the State Planning Council. Mr. Shawver objected because he did not think it was appropriate and procedurally this would not be the proper time to forward the comments. However, Mr. Shawver did feel it would be appropriate to forward these comments when raised at the public hearing. Mr. Murray stated that no one has used the TAC before to put forward individual TAC members' opinions. He was concerned that it would carry weight if it comes from the TAC. He was not in favor of forwarding Mr. Schiller's comments. Mr. Walker added that he agreed, seeing as this was not the venue to send the comments directly to the State Planning Council and it would change the dynamics if done. It would be appropriate if the Sierra Club or a similar group wanted to take a particular position. It would be appropriate for Mr. Schiller to state his position as an individual on the record during the public hearing. On the other hand, Mr. Chateaufneuf did not think it would harm the TAC if the comments were forwarded to the State Planning Council if the Committee felt they warranted the Council's attention.

Mr. Schiller stated that he did not mean for his comments to be a divisive issue. He continued by saying if the TAC minutes reflect the discussion and are forwarded to the State Planning Council prior to the public hearing, he would be satisfied. He then stated that Mr. Carruolo could withdraw his motion. Ms. Sherman felt that pointing out these omissions in the Airport Systems Plan was important. The motion and second was withdrawn.

Ms. Shocket stated that this discussion should be reflected in the minutes. Mr. Murray stated for the record, when a motion is asked of this body such as attaching Mr. Schiller's comments, it should be sent to the Committee prior to the meeting. Also, the public had no prior knowledge of Mr. Schiller's comments as it was not included in the meeting packet. Mr. Schiller replied that he did send his email to the TAC members. Ms. Shocket stated the issue is now resolved.

5. Staff Report

Ms. Cameron gave the staff report which included the following items:

Update on Complete Streets - Ms. Cameron said that at the last meeting the TAC requested a copy of the Complete Street Resolution. As a result South Kingstown's Complete Streets Resolution was included in the meeting packet. Also included in TAC member's packets was a description of the Complete Street program by the Coalition for Transportation Choices, as well as draft legislation by the Coalition entitled "Rhode Island Complete Streets Council Act of 2011."

In follow up to the legislation, Mr. Cassidy asked what the 11-member council would do that is not already being covered by other groups. Mr. Rhodes stated that he shares the same concern. Ms. Cohen agreed and expressed concern over dedicating additional government resources to supporting this council especially at a time when bureaucracy should be getting leaner. She continued by questioning if there may be other ways to accomplish the coalition's goals for Complete Streets. Mr. Schiller stated that the current system of street design is not functioning as well as it should. He then mentioned the redesign of the streets around India Point Park and the Union Avenue Bridge over Route 10 as examples of recent bicycle unfriendly projects. Mr. Schiller added that the Coalition developed the Complete Streets legislation based upon the previous model used for the Greenways Council with the hope that a council will jump start the complete street concept. Mr. Walker asked when the legislation would be introduced. Mr. Schiller answered that he did not know. Ms. Cohen stated the need for a mechanism to bring the Complete Streets concept to the forefront and institutionalize the policy by incorporating it into the development plan review process. Ms. Cohen added that most people would agree with the notion of complete streets. Mr. Murray was surprised that the Complete Streets draft legislation includes language seeking "advise and consent" of the Senate. If this occurred it would make the Complete Street Council higher than the TAC. Mr. Murray added that methods to promote the Complete Streets objectives should be done within the framework of state government, not to establish a new framework. Mr. Schiller stated that the legislation was modeled from both the Greenways Council and Scenic Roadway Board. Mr. Schiller believes that "Advise and Consent" was modeled on a prior council but this could be amended.

Mr. Shawver remarked that the proposed Council would need staff backing and he does not support the creation of the Council. He asked if there is another way to accomplish the Complete Streets objectives. Ms. Cameron suggested that perhaps an organization like Grow Smart Rhode Island could provide training and increase awareness on the subject of Complete Streets. Mr. Cassidy suggested the Complete Streets legislation be presented and discussed at a subsequent TAC meeting. Ms. Barker indicated that the Greenways Council brought together people who would otherwise not be together; there was not any staff. Mr. Cassidy stated there are other models that can be used to achieve their objectives such as educational training and increased awareness of the concept. Ms. Shocket believed it would be good to have Mr. Abel Collins speak at a future TAC meeting and for him to hear the TAC's concerns. She asked Ms. Cameron to arrange for Mr. Collins to speak.

Update on Jamestown-Verrazano Bridge Pedestrian and Bicycle Access - Ms. Cameron stated that staff read through DEM's 2006 report, *Public Access to Shoreline Recreational Fishing in Narragansett Bay: Evaluation of the Old Jamestown Bridge Site, North Kingstown, Rhode Island*, which analyzed the benefits and feasibility of a fishing pier, as well as provided analysis on the pedestrian and bicycle access to the site. Ms. Cameron stated that at this time, there are still many issues that need further clarification from DEM and DOT. Unfortunately, the representative from DEM could not attend the TAC's February meeting. DOT also needed additional time to clarify the issues under the new administration.

State Rail Plan RFP - Ms. Cameron stated that the RFP for the State Rail Plan RFP is awaiting approval from RI State Purchasing. Once the RFP is approved it will be advertised for the solicitation of consultant services to develop the State Rail Plan.

TIP Status Update - Mr. Rhodes stated that TIP Amendment #9 has been formerly transmitted to the Governor's office. The amendment will then be transmitted to the Federal Highway Administration and the Federal Transit Administration by the Governor. In the meantime, Statewide Planning has received an additional administrative amendment request from RIPTA. Mr. Therrien added that RIPTA's request is a result of a competitive grant RIPTA recently won for the Providence Core Connector analysis. Mr. Therrien warned that most of these funds could be potential victims of Congress and need to be obligated however first they must go through the TIP approval process.

State Planning Council - Ms. Cameron announced that the State Planning Council at their February 10th meeting approved Mr. Murray as a vice chair of the TAC.

Mr. Romano next requested DOT to explain the federal requirements for construction design and approval procedures at a subsequent TAC meeting. He added that certain construction projects may not be completed the way they are originally designed. It may be beneficial for TAC members to understand the project approval procedures.

On a previous topic, Mr. Shawver added that DOT has a commitment to obtain bicycle access to the Jamestown Bridge and there is funding in the TIP for future years. Mr. Shawver also stated that DOT's winter maintenance is \$10 million over budget. Currently DOT does not have a

solution but the problem has been identified and will hopefully be addressed. Funding the winter maintenance could be a vehicle for addressing the larger structural financial issue. Mr. Shawver stated that he has been hearing a lot of complaints about the condition of the streets in Providence.

6. Additional Public Comment

There was none.

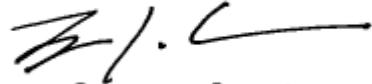
7. Other Business

Mr. Schiller announced that *Common Ground*, a monthly, labor union paper, had a series of transportation articles where Rhode Islanders offered their opinions on transportation topics. A current article written by Mr. Schiller referred to the number of opportunities there are for public comment at TAC meetings, as well as opportunities to comment at other public bodies such as RIPTA. Mr. Schiller was thanked for writing this article.

8. Adjourn

Upon motion to adjourn by Mr. Murray, as seconded by Mr. Walker, the TAC adjourned at 7:25 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'L. Cameron', written over a horizontal line.

Linsey Cameron, Secretary