

**T. F. GREEN AIRPORT**  
**PUBLIC WORKSHOP**  
**VISIONING CHARRETTE RESULTS SUMMARY**

October 12, 2000

**OPPORTUNITIES**

1. Shouldn't explore any – the airport is in a residential area and the population should be the number one priority
2. Reducing the number of flights
3. Restrict flights from 23:30 to 06:30 – all flights (Maintain the Curfew) – Move curfew to 8PM to 8AM – Move curfew to 11PM to 7 AM
4. General opposition to airport expansion – Build within the Airport
5. Need to purchase all the land and houses at fair market price and in one move so the people will stop worrying and getting angry at the Airport Authorities
6. Lengthening Runway 16/34 to the south
7. Clear-zone for safety
8. Close down entirely
9. Use smaller aircraft
10. Fine the airlines and pilots when the decibel level is exceeded
11. Consider the people of Warwick, Cranston and RI, not Conn. And Mass
12. Decreasing noise in AM especially and throughout the day in Cowesett
13. Contribute to the second largest, fastest growing industry in RI.
14. Contribute to the quality of life of RI residents through economic success, access to the outside
15. Leverage RI's attractive, varied and compact geography and history, offering potential for unique tourism, convention packages.
16. We are all very, very angry and do not want growth anywhere, any time, any place.
17. The airport should acknowledge that its attractiveness is a result of its convenient size. The lack of huge crowds makes the airport accessible and doesn't overload my city's infrastructure.
18. Cooperating with the citizens of Warwick to ensure productive relationships
19. Maintain the existing size and easy access
20. The residents
21. The noise level that the residents have to put up with not only in the perimeter but for the whole city in which planes may fly over the residents houses
22. The number of planes that leave and land within a two minute period
23. Move the Airport to Quonset – Take advantage of Quonset for the accommodation of international and cargo flights – Shuttle service to and from Green to Quonset
24. Being more efficient with the resources already there
25. Some connection/alliance with Quonset Point facility

26. Health of people in surrounding area
27. Possibility of a plane crash in houses surrounding the airport
28. Noise factors of houses in surrounding area – sound-proofing muffles the sound, it does not go completely away
29. Pollution
30. If the planes turn Green into Logan, it is doomed to failure
31. How to make the Airport the talk of the nation and respect the limits
32. Expand corporate and GA facilities
33. Solve Airport Rd, Post Rd. traffic problems by expanding Route 37 east to Warwick Ave. then close off Airport Rd.
34. Expand ramp and hangar areas and make enterprise zones
35. Listen to what the people say
36. Slow down growth plan
37. Train travel for passengers out of state

## **CONSTRAINTS**

1. No room
2. Surrounded by residential area
3. Excess pollution
4. Negative effect on life
5. People want it to stay as a local airport
6. Market and/or technological changes will occur in the airline industry and its customers. Airlines and their customers can and will make choices about using or not using TFG
7. TFG is still in transition from an “airport in a residential neighborhood” to a recognized and accepted, or at least tolerated, infrastructure element.
8. TFG is not yet recognized universally in RI as a vital and necessary element in the turnaround of RI from a shrinking economy to one with growth, more and better jobs.
9. We will all oppose this- we will stop you if we can
10. The knee-jerk reaction to make something bigger doesn't necessarily result in an enhanced airport nor an enhanced quality of life for those who live near this thing
11. Environmental impacts to waterways, lands, and habitats
12. Further impact on surrounding schools
13. Get rid of TF Green and make them move to Quonset where it is already set up for a big airport. I am afraid of a plane crash over my house
14. Highway access
15. If airlines moved out of the airport
16. More air traffic poses a risk of a catastrophe in those neighborhoods
17. Political misunderstanding
18. Cargo facilities inadequate – move to Quonset ?
19. Uneducated populace with strong Not in My Back Yard syndrome
20. Location
21. When the big dig is over, more traffic will use Boston
22. Airplanes from Green to Boston in holding patterns

23. To expand does not mean success
24. The ease of use of the airport is its only benefit. If congestion and lack of parking take over people will use other airports. Noise and pollution will also be its demise
25. It is a peculiar shape
26. It is smaller than the expectations of its stakeholders to make money
27. It is enshrined in conventional ideas of progress and growth
28. Anti-airport sentiments
29. The ability to force itself into our neighborhoods
30. The airport could be less successful if it tries to be bigger than its location permits
31. The impossibility of expansion without adversely affecting the quality of existing residential life
32. Failure to disclose important factual data when safety incidents or accidents occur
33. Failure to disclose disconcerting safety procedures (landing on one runway, taking off in opposite direction with next flight)
34. Forget about becoming an international airport
35. Forget about TF Green and move to Quonset
36. A recession would cause the airport to be less successful
37. A failure of the major carriers would cause the airport to be less successful
38. Unsafe environment for travelers due to ghetto effect of decreasing land/property values
39. Too small runways for new air-travel technology
40. Wetlands disruption
41. Landing and take off hours are not enforced
42. Letting the politicians get involved
43. Lack of inexpensive airline fees
44. Lack of citizen support
45. Increasing organization of citizen opposition
46. End of low-cost fares
47. Displacement of residents
48. Size of our state and of Warwick
49. One crash destroying homes and people
50. Obsolete would be good
51. If expand airport, future erosion of Warwick's tax base
52. Expansion will cause the traffic problems that Logan faces
53. Competing airports
54. Is 20 years visioning enough? Where is Rhode Island going?
55. I don't believe the airport requires significant physical expansion or additional runways to remain competitive. As long as facilities are maintained and the physical plant and equipment are updated as technology progresses, there is no reason why TF Green can't continue to handle a significant volume of passengers. The airport doesn't need to be the biggest to be the best at what it does
56. They acquire land and don't have to pay taxes to the city
57. The surrounding network of roads is already being taxed. Airport and Post Rds already have a heavy volume of traffic

58. Reduction in oil reserves globally i.e. jet fuel
59. Dramatic increase in oil prices i.e. jet fuel
60. An organized campaign by neighbors to tell the truth about TF Green
61. Increased use of trains, buses, Logan after the big dig is completed
62. Would developing a second airport 'pay for itself' in creating new business opportunities for RI?
63. Lack of an air carrier parallel runway for the long term
64. Lack of room to expand in the terminal area for the short-term
65. No leaseable area left in terminals
66. Obsolescence of north ramp area
67. Competitive forces from other airports
68. Lack of desirable modernized rental space (non-terminal)
69. Finite ops growth/type of operations due to runway lengths/configuration
70. Finite growth due to terminal area/gate space (aircraft types)
71. Warwick has valuable waterfront properties. What can give much more money to the city than the airport, what is tax exempt?
72. The community must be informed and taken seriously for their input
73. Less traveling public
74. Less security for flyers
75. More personal involvement
76. When you arrive, you are in Warwick, not Providence
77. If the train station does not come in
78. Clear zones on 23 + 6
79. Too many complaints make it less successful
80. Public image is that RIAC is not interested in residential issues
81. Slow Action on expansion, sound mitigation, even slower distribution of money

## **STRENGTHS**

1. One advantage that our airport has is the proximity to RT 295 and RT 95...Two major interstates...Learn from Logan and similar airports
2. If you want advantages, fly out of Quonset
3. Its small size
4. Easy to travel from here
5. TF Green is becoming a "full service" airport, yet is easy and friendly to passengers
6. Potential for unique intermodal transportation link-up with AMTRAK and the T
7. Logan has a terrible image of difficult access
8. Once you are in TFG, you have close access to all that is good in Providence, the rest of RI (beaches, Newport, etc.) Cape Cod, etc.
9. None of the residents of Warwick want it here
10. Cost of flights
11. No strengths- should have moved the airport to Quonset
12. It is accessible and easy to manage- keep it this way
13. Good location for business
14. Regional access

15. Plenty of hotel space
16. Parking garages
17. People mover
18. Train station
19. The only advantage necessary is easy entrance and exit
20. Its peculiar shape
21. Combining a community airport with a modern airport
22. It served a large area, a large population, while not 'bottlenecking' like Boston and New York
23. Convenience to future rail transportation
24. Too many other issues that need to be addressed before this question can even be discussed
25. Central location in state
26. Its ability to serve the numbers it now serves
27. There are more rural airports in NE that can absorb this market
28. Pay taxes to Warwick
29. None
30. Prime example of a shrewd question- only possible answer is pro-development
31. It is in a bad area- do not see how it has been allowed to expand this far
32. Closed midnight to six
33. More personal, less industrial
34. Make sure we have airlines like Southwest
35. Appearance – surroundings are pleasant and comfortable, and hey- you can't beat those Potato Head statues
36. Allowing planes to come in at all hours of the night- this should be stopped, there should be stiff penalties
37. Not being a national hub
38. One of its weaknesses is its strength- central location. No place in RI is more than 30 minutes from the airport
39. The expansion is unlimited as far as how large it can grow.
40. The terminal is a beautiful building and very clean
41. Close proximity to congested areas, Logan, Boston

## **WEAKNESSES**

1. It was meant to be a small airport – leave it that way
2. Noise
3. Congestion
4. Failure to listen to local residents
5. Vulnerability to anything that happens to make short flights tying to long/medium flights a less marketable airline schedule, especially for incoming travelers
6. Dependence on USAir, Southwest to provide the frequency and fares that make TFG competitive with cities having more direct flight access across US
7. We have not formed TFG/Warwick/Providence/RI into a "seamless" easy and economic destination package
8. Impacts on roads and parks

9. Threat of continued, unencumbered growth
10. Planes are landing while some are taking off – accidents
11. Land locked
12. Expansion and the resulting increased passenger volume will eventually choke local roadways and make the airport less accessible
13. Pollution
14. Construction noise 24 hours a day
15. Too many houses must be taken
16. The definition implied here for “transportation resource”
17. Weaknesses are hard to find, as its location and facilities are convenient, providing access to route south and north
18. Failure to respond to public concerns
19. Failure to adhere to curfew hours
20. It is cluttering my transportation in my neighborhood
21. The residential nature of Warwick is a weakness- safety risks
22. Limited space and short runways
23. Poor interaction and communication with community
24. NA- if you are a resident, living in the flight path
25. None
26. Too congested
27. Fly over schools
28. What does this mean anyway? If you think that because it is accessible, it’s ok to expand. You are not asking the right questions
29. Risk of disaster
30. No weaknesses that outweigh expansion
31. Lack of support by neighbors because of shortage of funds for soundproofing and buyouts
32. Loss of tax base
33. Property taxes rising while values decline due to impact of airport expansion
34. Links to major cities could be improved
35. Short term parking is expensive (although convenient)
36. Lack of gates for some Delta flights
37. Airport has a lack of hotels and motels
38. Runway lengths
39. Located in an environmentally sensitive area (wetland brook flood plain)
40. Airport has no control over airlines, people have no control over airport
41. Wetlands in the approach to R 34
42. Ancillary services/vendors/concessions are weak in comparison to other airports (business centers, ambassadors, airline clubs, etc...)
43. Lack of overnight parking for aircraft
44. Lack of mass transit access from Providence to airport
45. Carrier cannibalization with BOS and/or BDL
46. I feel that RT 295 would have to be expanded to three lanes from Cranston down to the connection to RT 95 in Warwick
47. Short, unsafe, non-FAA compliant runway (16/34)

**Considering your responses to the above questions, what are the most significant issues that we must address as part of the strategic master planning process?**

1. Do not increase size
2. Do not extend runways
3. Must have curfews put in place and enforced
4. Extend 16/34 to the length of 5/23 to insure equal distribution of take-offs and landings
5. No lengthening on 5/23
6. Change flight patterns over residential areas
7. Where are the factors we can't control (aircraft technology, probable airline industry decisions) headed?
8. What can and should we do to "sell" R\ITFG in view of the above, to the airlines? To their customers?
9. How are impacted neighbors to be fairly compensated?
10. What does that require being done at TFG, and at what costs?
11. How do we deal with decisions that have positive statewide economic impact and negative local impact?
12. We were misled in the past and will not be lied to again
13. No growth beyond existing fence lines
14. Move to Quonset
15. The master plan should take into account Green's present character and surroundings
16. Safety issues
17. Noise and air pollution
18. You must consider and work with the public- we are being ignored
19. Congestion and parking in and around the airport will kill it
20. Don't expand the airport and join the pressure for more efficient planes
21. Will this community support a major expansion?
22. Utilize what we have to the fullest
23. Expansion of services should occur at Quonset, connected by light rail shuttle, creating a "twin airport" in the region
24. Public disclosure of all safety information; make available flight data, cockpit voice recording, videotape ground traffic, landings and take-offs
25. Decreasing land values in Warwick
26. Decreasing the tax base in Warwick
27. Separate services i.e. Boston from Warwick, New York from Quonset Point
28. Buy the property at a fair price and let the residents get on with their lives
29. Runway 16/34 is too short
30. Remain a small or medium sized airport
31. Limit airport use
32. Move cargo to Quonset
33. The people should be allowed to vote on any further expansion permanently
34. Give Warwick residents property tax cuts for bearing the burden of the noise pollution and traffic and lower property values.
35. Enforce flight patterns with lowest impacts on homes.

36. Soundproof more homes – specifically in Governor Francis Farms
37. If it grows too large, it will lose its competitive advantage
38. Wetlands
39. Are the railroad project and the airport expansion being planned together?
40. Become more user-friendly
41. Give consideration to the Warwick taxpayers; less consideration to the greed of the developers and big corporations
42. Condemn more houses to the south end of the runway
43. Control sprawl
44. Mishaps and near miss accidents
45. Upgrading all buildings and overnight parking areas
46. Continue to address noise issue
47. Curfews
48. Balancing economic interests with community ones
49. RIAC holds open, advertised, public meetings at all times
50. Types of aircraft allowed
51. Control number of flights per day
52. RIAC and FAA need to be more accountable and responsive to community need
53. Extension of crosswind runway to app. 7,000 feet
54. Continue to develop community and political support for the airport
55. Residential land acquisition for expansion
56. Development of aeroland property
57. Must be able to retain the airlines that we have in the face of competition from other airports (Hartford/Bradley, Worcester, Manchester) by being able to offer them more destination options
58. Secure other land/property surrounding airport
59. People need to know how big the airport plans on getting, will their houses be bought?
60. Fumes are awful in the morning
61. Phase out Phase I and II jets to Phase III
62. Expand GA/ Corporate presence
63. Better PR and PAC to fight “bull” thrown by politicians up for re-election on anti-airport themes
64. Buying my house for valet parking
65. Control towers near miss
66. To help us hold the value of our homes
67. Affirmative action in hiring with good wages, insure all residents are employed
68. We should be given discounts on all transportation
69. Traffic on Post Rd