



## VISION

**Block Island will maintain a multi-modal transportation system that moves people and goods to, from, and around the island in a safe, economical, and reliable manner to support island livability and the local economy. Investments in transportation infrastructure will encourage a balance of transportation modes including pedestrian and bicycle and will minimize impacts on natural resources and the unique character of the island.**

# 8. TRANSPORTATION

New Shoreham 2016 Draft Comprehensive Plan

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# TRANSPORTATION

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## SUPPORTING DOCUMENTS

Old Harbor Vision & Design Project, Dodson Associates, Ltd. Landscape Architects and Planners, October 2004.

Rhode Island Airport Land Use Compatibility Guidebook, Rhode Island Airport Corporation, April, 2013.

Rhode Island State Airport System Plan, State Guide Plan Element 640, Statewide Planning Program, 2011.

State of Rhode Island Transportation Improvement Program, FY 2013-2016, Adopted July 12, 2012.

Transportation 2035, State Guide Plan Element 611, Statewide Planning Program, 2012.

## Overview

The following chapter provides a summary and assessment of transportation modes to, from and on Block Island. Policies have been established to address the challenges highlighted below and to achieve the stated goals of reducing reliance on the automobile and providing a sustainable transportation system which meets the diverse needs of residents, visitors and commerce.

### **ACCESS TO AND FROM THE ISLAND**

**MORE THAN ANY OTHER RHODE ISLAND COMMUNITY, BLOCK ISLAND RELIES ON THE SERVICES OF PRIVATE TRANSPORTATION COMPANIES TO PROVIDE CRITICAL TRANSPORTATION CONNECTIONS TO AND FROM THE ISLAND. THE COMMUNITY DESIRES AN INCREASED VOICE IN TRANSPORTATION ACCESS AND MANAGEMENT DECISIONS IN ORDER TO SECURE ITS FUTURE.**

### **TRANSPORTATION ON THE ISLAND**

**DURING THE PEAK TOURISM SEASON, ISSUES OF CONGESTION AND SAFETY ARISE ON BLOCK ISLAND BECAUSE OF THE LARGE INFLUX OF PEOPLE AND AUTOMOBILES. ACCOMMODATING MULTIPLE MODES OF TRANSPORTATION SAFELY AND EFFICIENTLY ON NARROW ROADS DURING THE BUSY SEASON IS A CHALLENGE. SHARING THE ROADS IS REQUIRED OF RESIDENTS AND VISITORS ALIKE IN ORDER TO ACHIEVE A SAFE AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM.**

## ACCESS TO AND FROM BLOCK ISLAND

*The Town's two harbors and airport serve as the island's main transportation hubs as air and water are the only means to and from the island.*

### Water

#### Ferry Services

The mainland connection by means of the ferry is indispensable to year-round life on the island. The large majority of visitors arrive by ferry and are critical to the island economy. Ferry access to and from Block Island during the summer tourism season is plentiful with a number of options for travelers (See Table T1: Block Island Ferry Service). However, Point Judith State Pier in Narragansett, RI is the only mainland port from which there is year-round ferry service to Block Island and the only service available for vehicle transport.

Interstate Navigation, the company operating the ferry service out of Point Judith, varies its passenger and vehicle service significantly throughout the year in response to demand. The number of daily trips decreases during the shoulder season, and even further during winter months. *On a mid-week winter day there may be only one boat to and from the island, a minimum requirement of the company's operating permit granted by the RI Public Utilities Commission.*

Mainland Destination	Block Island Destination	Operator	Schedule	Months	Vehicle Transport	Sailing Time
Point Judith, RI (Traditional)	Old Harbor	Interstate Navigation	Year-Round	Jan-Dec	Yes	55 min
Point Judith, RI (Hi-Speed)	Old Harbor	Interstate Navigation	Seasonal	June-Oct	No	30 min
Newport, RI	Old Harbor	Interstate Navigation	Seasonal	June-Sept	No	1 hour
Fall River, MA	Old Harbor	Interstate Navigation	Seasonal	June-Sept	No	2 hrs 15 min
New London, CT	Old Harbor	Nelseco Navigation	Seasonal	May-Sept	No	1 hr 15 min
Montauk, NY	New Harbor	Viking Ferry Lines	Seasonal	May - Oct	No	1 hour

Interstate Navigation's traditional ferry transports goods, products, and materials, including food, fuel, and construction materials. The town's solid waste is also transported off-island by the ferry to Point Judith. In addition to the traditional ferry, Interstate Navigation provides a seasonal "hi-speed" ferry service to Block Island from Point Judith, Newport and Fall River, Massachusetts.

Two other companies provide seasonal passenger only ferry service. The Block Island Express operates between New London, Connecticut and Old Harbor, and the Viking Fleet operates between Montauk, New York and New Harbor. These ferries provide a much needed service in response to considerable demand from vacationers in Connecticut, New York and further south.

The Town needs to have a stronger voice in capacity, scheduling, fare structures, freight tariffs and other aspects of access management regarding the ferry transportation system. Recent years have seen large increases in freight tariffs including an approximate 20% increase in 2015.

The provision of affordable mainland parking is essential to successful ferry operations and the goals of the Town. The Town supports efforts to limit the number of personal vehicles transported to the island in the summer months. Reduced auto fares and high parking fees have the opposite effect.

In Point Judith, there is seasonal parking for a modest annual fee on a State owned and managed lot. This lot is relied on by Block Island residents for long-term parking of a mainland vehicle, and use for overnight parking for those who travel frequently to the island. A task force that deals with mainland parking issues should be established by the Town Council. Such a task force could focus on the need to maintain affordable mainland parking fees for island residents and property owners. The task force could also advocate for improved parking facilities and amenities.

## Harbors

### ***Personal Watercraft***

For those traveling by private boat to the island, there are two harbors, Old Harbor and New Harbor / Great Salt Pond. Old Harbor accommodates ferry docks, a private marina, and limited dockage, mooring and anchorage for personal watercraft at town-owned docks and anchoring field. The large majority of private vessels arriving to Block Island anchor in the Great Salt Pond or dock at one of the private marinas in New Harbor. As of 2015, the Great Salt Pond can support up to approximately 2,000 recreational boats, which includes both dockage and mooring space. See the Great Salt Pond Chapter and the New Shoreham Harbor Management Plan for additional discussion related to the town's harbors.

## AIR

### ***Block Island Airport***

Located in the center of the island, The Block Island Airport provides essential commercial, emergency, and general aviation air access on its 2,501 foot long runway. Expanded and remodeled in 2009, the Block Island Airport includes a passenger terminal and lounge, a restaurant, car rental service, and ample parking. There is no public transportation option to and from the Block Island Airport. Ground transportation is provided by taxi service. Block Island Airport is owned by the Rhode Island Department of Transportation (RIDOT) and managed by the Rhode Island Airport Corporation (RIAC).

Currently, there are two commercial airlines providing scheduled air transport service to and from the island. New England Airlines is the primary air service and operates a scheduled year-round service to and from Westerly Airport with a flight time of less than 15 minutes. It also offers charter service to and from Block Island to Westerly and other airports in the region, including T.F. Green. Beginning in 2014, Cape Air has been providing seasonal service to Block Island from T.F. Green Airport in Warwick.

As with other economic activity, airline operations at the Block Island Airport are seasonal in nature. During the peak tourism season, the scheduled flights occur at least once every hour, and during the remainder of the year about every other hour.

The island airport is also actively used by other charter services as well as private aircraft, including a small number owned by island residents. Over a ten year period from 2000-2009 there were anywhere from three to twelve aircraft based at the Block Island Airport (RI State Airport Systems Plan).

*Scheduled commercial air service plays a vital role for Block Island in that it is the fastest means of access and the only means of access to and from the Island when the ferry service cannot operate, such as during high seas conditions.*

Because of the speed of air transportation, the immediacy of its access, and its ability to operate in inclement weather conditions to the degree that its current approaches permit, Block Island Airport serves as the island's lifeline to the mainland for the emergency evacuation of life-threatened patients. New England Airlines has provided emergency air transport services, and has been critical in transporting residents and visitors to the mainland in response to any number of life-threatening and other emergency circumstances. Currently, critical emergency services are provided by medevac companies using fully equipped and staffed medevac helicopters.

Commercial airlines also fill a variety of important roles for island residents including carrying large volumes of freight year-round, such as the shipping of time sensitive items like prescription medications, critical parts repair and machinery maintenance equipment.

Block Island Airport is an economic generator for the island in that it provides aviation-related industries and jobs. Additionally, it provides convenient access to the island for skilled workers and professionals, seasonal residents and visitors. All who spend money on goods, services, and accommodations, generating additional jobs and huge economic impact. In order to remain competitive and continue to contribute to the local economy, the private management company for Block Island Airport should not charge fees above other similar airports in the region.

A goal of the RI Airport System Plan is for all the airports in the state system to exist compatibly within their community. Municipalities are responsible for implementing proper land use regulations in the vicinity of the airport in order to prevent the development or expansion of incompatible land uses and ensure that development that does occur is related to or compatible with airport operations. Therefore, the Town will adopt an airport hazard overlay zone to meet the requirements of the State, protect the operations of the Block Island Airport and the health and safety of the community.

## NEED FOR STRONGER LOCAL CONTROL IN TRANSPORTATION ACCESS DECISIONS

The Block Island community needs a more effective voice in the management of the ferry and aviation services connecting it to the mainland, as well as the recreational boating capacity of the Great Salt Pond. Aside from direct discussions, or involvement in hearings, with the Rhode Island Public Utilities Commission, the Rhode Island Airport Corporation and the Coastal Resources Management Council, the Town currently does not benefit from any official representation on governing bodies making transportation access decisions. As such, the Town would like to explore with the State the establishment of a Port Authority consisting of island representatives appointed by the Town Council.

A local transportation commission could provide a unified voice for the island in crucial sea, air, and related land access management decisions, such as, but not limited to, ferry scheduling and fare structures, freight costs, airport fees, expansions or limits on mooring fields and moped licenses issued. The local transportation commission could also assist the Town in advocating for fair representation and the establishment of a Port Authority. The establishment of such a commission would require a change in the town charter.

*Transportation decisions affecting travel to the island must not be guided solely by demand, but rather by the capacity of the island to accommodate the demand, and to ensure that what makes the island a special place to visit is not compromised.*

## TRANSPORTATION ON THE ISLAND

### ROADWAYS

#### **Private Vehicles**

The on-island vehicle transportation system consists of an approximately 40 mile network of roads. Many of the roads on the island are private and are maintained to minimum standards having unpaved surfaces and narrow widths. A majority of the public roads on the island are State owned and are maintained by the Town with State funding. Under town jurisdiction is approximately four miles of paved roads and six miles of unpaved roads.

Map T1 Transportation System displays the island's roads as classified by the Highway Functional Classification System, recently updated by the State in 2014.

- PRINCIPAL ARTERIAL - A ROADWAY CARRYING THE MAJOR PORTION OF LONGER DISTANCE TRIPS THROUGH AN AREA, GENERALLY SERVING THE MAJOR MOVEMENT OF TRAFFIC NOT SERVED BY FREEWAYS
- MINOR ARTERIAL - A ROADWAY WHICH FORMS THE NETWORK OF CROSS-TRAVEL WITHIN A COMMUNITY, GENERALLY SERVING SHORTER LENGTH TRIPS AND PARALLEL TO A PRINCIPAL ARTERIAL

- COLLECTOR - AN AUXILIARY OR THROUGH ROADWAY WHICH SERVES TO COLLECT AND DISTRIBUTE TRAFFIC BETWEEN ARTERIALS AND LOCAL ROADWAYS
- LOCAL - A ROADWAY WHICH SERVES ONLY TO PROVIDE ACCESS TO ABUTTING PROPERTIES

During the summer season, the road system is host to a variety of vehicles, including cars, trucks and commercial vehicles, taxis, motorcycles, mopeds, bicycles, and pedestrians. Visitors can be distracted, unfamiliar with the geography, and lacking experience on mopeds and bicycles, creating safety issues on the island's roadways. As a safety measure, most unpaved roads are off limits for moped use.

Improving safety and reducing congestion of vehicles, taxis, mopeds, bicyclists and pedestrians is a major priority to the Town. The roadway and sidewalk system in and between the two harbors is subject to intense use during the tourism season, particularly in Old Harbor in conjunction with the arrival and departure of the ferries.

Old Harbor Vision and Design Project, completed in 2004, evaluated the circulation and land use issues of Old Harbor. The result was a master plan that addressed circulation, parking, public parks and infill development. The study included recommendations specifically related to easing congestion and reducing potential conflict between vehicles and pedestrians. Although the plan was never accepted by the Town, specific recommendations could be reevaluated and implemented including creating new pedestrian connections within the village and improving signage for public parking areas.

## ALTERNATIVE MODES OF TRANSPORTATION

Although a substantial number of seasonal workers depend on walking, bicycling, or taxi as means of transportation, there is significant potential for increased use of bicycling and walking as modes of transportation for island residents. *Due to the large margin of error for Block Island of the following American Community Survey data points: (i) The percentage of the population that lives in a household without a private vehicle, (ii) The percentage of the working population that uses public transit for commuting purposes; and (iii) The percentage of the working population that bike or walk for commuting purposes, the Town has determined the data is too unreliable to determine needs opted to not include in this Plan.*

Congestion in the Downtown and surrounding area along with roadways with little to no shoulder make bicycling and walking less desirable and create a perception of being unsafe. Continued enforcement of the 25 miles per hour speed limit will help to lessen the dangers and increase comfort of pedestrians and bicyclists. Improved on and off road pedestrian and bicycle linkages between Old Harbor and New Harbor would be beneficial and have been investigated, along with a seasonal transit option. Infrastructure improvements to better accommodate bicyclists and pedestrians on the town's narrow roads could prove infeasible in many cases. Therefore, a combination of infrastructure investments along with public awareness and safety campaigns could be used to improve overall island safety and conditions for bicyclists and pedestrians. One such project, currently included on the State TIP, is "share the road" signage for Corn Neck Road.

## PEDESTRIAN

### *Sidewalks & Trails*

Due to the congestion in and around the village in the summer, sidewalks are essential for the safe movement of pedestrians. Pedestrians are served by a mostly complete sidewalk system in the village area, with an extension along Spring Street up to the Spring House Hotel, up High Street to the Block Island School and Medical Center, and along Ocean Avenue to New Harbor. All of the sidewalk extensions are on one side of the respective street only. There are a number of street segments without sidewalks that do have heavy pedestrian use, including:

- WELDON'S WAY
- CHAPEL STREET (WESTERLY SIDE)
- OLD TOWN ROAD (FROM BRIDGE GATE SQUARE TO TOWN HALL)
- CORN NECK ROAD (TO INTERSECTION WITH BEACH AVENUE/TOWN BEACH)
- WEST SIDE ROAD (OCEAN AVENUE TO CHAMPLIN'S) – CURRENTLY LISTED IN THE STATE TIP

Sidewalks should be constructed along the state-owned roads in the village area where they are lacking. Town-owned roads with potential pedestrian traffic or unsafe walking conditions should be targeted for improvements as well. Block Island's sidewalk expansion can be accomplished through inclusion of projects on the State Transportation Improvement Program.

The island-wide trail system consisting of over 25 miles of specifically designated walking paths should also be considered part of the transportation network. The Greenway, illustrated on Map T1 Transportation Network, is a continuous trail system between the Great Salt Pond at Ball O'Brien Park and the ocean at Black Rock Road which accesses Rodman's Hollow Preserve. There are a variety of other trails, including Clay Head Trail off Corn Neck Road in the northern part of the island, trails around Fresh Pond and through Rodman's Hollow, and alongside Dickens Farm in the southwest that provide access to parts of the island only available to those on foot. See the Recreation Chapter for additional discussion on trails.

## BICYCLE

### *Sharing the Roadways*

Bicycling is a very popular mode of traveling around the island in the summer. Most bicycling is recreational, however, it is also often the principal means of transportation for seasonal workers. Currently, there are no designated bicycle lanes or bicycle paths on the island and sharing the island's narrow roads with vehicles can at times be hazardous. Previous planning efforts have been undertaken to explore the potential of a dedicated bikeway system, including a feasibility study of a bicycle facility on Corn Neck Road in 2007. The Corn Neck Road project as shown in preliminary design plans would consist of three foot wide paved shoulders on each side of the road between Bridge Gate Square and the intersection with Scotch Beach Road, to be shared by bicyclists and pedestrians with appropriate pavement markings. The project would require some widening within the right-of-way to provide the uniform three foot shoulder width.

The Town should identify and prioritize improvements to enhance bicycle use and safety, including selective road widening to allow the road to be shared by both motorists and bicyclists. However, additional

measures can be accomplished in the short-term to enhance the safety and ease of movement for those without a car including a wayfinding signage program and the installation of additional benches and bicycle racks.

## TRANSIT

The island is not served by the Rhode Island Public Transit Authority or any other public transit system. The island also does not have rail infrastructure or service. As recommended in the Island Energy Plan as a means of reducing emissions, the Town should consider the establishment of a shuttle van or jitney that would provide a needed connection between the two harbors and Town Beach. A service to the airport should also be explored. This would provide a transportation alternative to help reduce congestion in the Downtown and surrounding area. In the shoulder and winter seasons, the jitney could also serve as a form of public transit for seniors and disabled. *Public-private partnership opportunities with taxi operators on the island should be explored.*

## Goals, Policies & Implementation Actions

### GOAL T1: PROVIDE A SUSTAINABLE TRANSPORTATION SYSTEM THAT MEETS THAT DIVERSE NEEDS OF RESIDENTS, VISITORS, AND COMMERCE

POLICY	ACTION	RESPONSIBLE PARTY	TIMEFRAME
T1.A. Preserve air and water transportation connections to the mainland and support providers of year-round transportation service	T1.A.1. Adopt an airport hazard overlay zoning district to ensure land use compatibility in the vicinity of the state airport (per the requirements of RIGL 1-3-5 Airport Zoning Act)	Planning Board; Town Council	Short-term
	T1.A.2. Continue to undertake maintenance activities necessary to preserve safe and adequate docks	Town Manager; Harbormaster; Town Council	Ongoing
	T1.A.3. Establish a local Transportation Commission or other similar body that can advocate the town's interests in access management decisions and the provision of mainland parking	Town Council	Short-term
	T1.A.4. Discuss with state leaders the need for island representation on governing bodies making access management decisions relating to Block Island	Town Council; Town Manager	Short-term
	T1.A.5. Advocate for the establishment of a Port Authority with island representatives having an official seat at the table	Town Council; Town Manager	Short-term
T1.B. Manage access to the island to protect quality of life and natural resources	T1.B.1. Work with the Public Utilities Commission to establish daily ferry passenger and vehicle capacities	Town Manager; Town Council	Medium-term
	T1.B.2. Work with the Army Corps of Engineers and CRMC to maintain mooring limit capacity in the Great Salt Pond	Town Manager; Harbormaster; Town Council	Short-term

T1.C. Reduce vehicle congestion and address parking needs in the Downtown and surrounding areas	T1.C.1. Review and revise zoning as needed to reduce amount of required on-site parking and allow for off-site parking, shared parking, and contribution to public parking or a combination of these measures	Building, Zoning, Land Use & Planning; Planning Board; Zoning Board; Town Council	Medium-term
	T1.C.2. Establish and maintain limits on rental vehicles including mopeds	Town Council; Police Department	Medium-term
	T1.C.3. Develop a parking plan for the downtown and surrounding area	Planning Board; Building, Zoning, Land Use & Planning	Medium-term
	T1.C.4. Establish a Parking Task Force to address on island parking needs	Town Council	Short-term
T1.D. Ensure parking is provided in a manner which preserves walkability and enhances the pedestrian experience of historic Downtown	T1.D.1. Provide a public system of satellite parking areas within walking distance Downtown and the harbors	Planning Board; Building, Zoning, Land Use & Planning; Town Manager; Town Council	Long-term
	T1.D.2. Explore establishing a fee-in-lieu system to support the development and maintenance of satellite parking areas as an alternative to requiring on-site parking Downtown	Planning Board; Building, Zoning, Land Use & Planning; Town Manager; Town Council	Long-term
T1.E. Improve the Efficiency and Safety of Island Roadways	T1.E.1. Work with RIDOT to implement bicycle and pedestrian safety projects on the island	Police Department; Building, Zoning, Land Use & Planning; Town Manager; Public Works	Ongoing
	T1.E.2. Conduct regular road and sidewalk condition surveys as a means to better prioritize infrastructure investments	Public Works; GIS Department; Town Manager	Medium-term; Ongoing
	T1.E.3. Implement a consistent and distinctively Block Island wayfinding signage program to help visitors find local services, facilities, landmarks and attractions (ED2.B.2.)	Tourism Council; Old Harbor Task Force; Historic District Commission; Planning Board	Medium-term

	TI.E.4. Conduct a public awareness and safety campaigns in regards to sharing the roads with cyclists and pedestrians and encouraging helmet use	Police Department	Short-term
TI.F. Support an interconnected local street system that allows for efficient movement of vehicles, bicycles, and pedestrians by encouraging street connectivity			Ongoing
TI.G. Work with RIDOT to ensure that any transportation improvements and amenities including signage and guardrails are of appropriate scale, material and design and do not have a negative impact on the scenic qualities of the island			Ongoing
TI.H. Consider natural hazards including flooding and sea-level rise when making transportation investment decisions	TI.H.1. Evaluate each road currently or potentially impacted by sea-level rise or flooding to determine appropriate actions to limit impacts to the community	Building, Zoning, Land Use & Planning; Emergency Management Task Force; Planning Board; Town Manager; Town Council	Long-term
	TI.H.2. Conduct a planning study of Corn Neck Road to identify alternatives to mitigate future impacts from storms and climate change	Planning Board; Building, Zoning, Land Use & Planning; Emergency Management Task Force; Town Manager; Town Council	Short-term

**GOAL T2: REDUCE RELIANCE ON PRIVATE AUTOMOBILE FOR ON-ISLAND TRANSPORTATION**

<u>POLICY</u>	<u>ACTION</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMEFRAME</u>
T2.A. Respect and support bicycling and walking as modes of transportation rather than merely recreation for visitors	T2.A.1. Review local subdivision and zoning regulations, and amend as necessary, to ensure roadways and amenities are designed for all users	Building, Zoning, Land Use & Planning; Planning Board	Short-term
	T2.A.2. Work with partners to install additional sidewalks and bicycle racks in and around Downtown	Old Harbor Task Force; Tourism Council; Planning Board; Town Council	Ongoing
	T2.A.3. Require installation of benches and bicycle racks when reviewing substantial development projects	Planning Board	Ongoing
	T2.A.4. Undertake a comprehensive bicycle and pedestrian plan to address user safety and overall mobility	Building, Zoning, Land Use & Planning; Planning Board; Town Manager	Medium-term
	T2.A.5. Submit bicycle and sidewalk projects for inclusion in the State's Transportation Improvement Program and local Capital Improvement Program	Building, Zoning, Land Use & Planning; Planning Board; Town Manager Town Council	Ongoing
T2.B. Support the development and maintenance of bicycle and pedestrian paths	T2.B.1. Work with RIDOT to design bicycle and pedestrian paths that are congruent with the island's rural character	Building, Zoning, Land Use & Planning; Planning Board; Town Council	Ongoing
	T2.B.2. Ensure walking trails including the Greenway and public right-of-ways to the shore remain passable and have appropriate signage	Conservation Commission; Land Trust; Town Manager	Ongoing
T2.C. Provide increased transportation options for individuals, including seniors and the disabled, with unmet transportation needs	T2.C.1. Explore ways to provide transit options for the disabled and seniors	Town Council; Town Manager	Long-term

T2.D. Discourage travelling to the island with a vehicle	T2.D.1. Advocate for ferry pricing and management decisions that reduce incentives to travel to the island with a personal vehicle	Town Council; Town Manager	Ongoing
	T2.D.2. Advocate for improved mainland parking facilities with affordable rates	Town Council; Town Manager; Tourism Council	Ongoing
	T2.D.3. Work with the Rhode Island Department of Environmental Management and the Town of Narragansett to develop a long-term parking plan in Point Judith	Town Council; Town Manager; Building, Zoning, Land Use & Planning;	Long-term
T2.E. Make transportation investments that support the local tourism economy and better meet the needs of island visitors	T2.E.1. Provide access to public storage lockers and other amenities which improve the convenience and experience for daytrippers travelling to the island without a vehicle	Tourism Council; Old Harbor Task Force; Town Manager; Town Council;	Medium-term
	T2.E.2. Explore viability of a limited fixed route seasonal jitney bus service to provide access to main attractions for visitors addressing first a connection between Old and New Harbor	Tourism Council; Town Manager; Town Council	Medium-term

**Timeframes:** Short-term (1-3 years); Medium-term (4-6 years); Long-term (7-10 years)