


FFY 18-27 STIP Application Cover Sheet



Please complete this form and the project prioritization sheets on the following pages.

CONTACT	Contact Information
	Applicant Name: _____
	Contact Person (if different): _____ Title: _____
	Mailing Address: _____
	City: _____ Zip Code: _____
Phone: _____ Email: _____	

CERTIFICATION	Applicant Certification
	 _____
Contact Person Signature	Date

CHECKLIST	Submittal Checklist
	3 collated copies of complete STIP submittal package, including:
	Project Prioritization cover sheet
	New Project Application Form for each new or updated project
	2-page narrative on evaluation criteria
	8.5" x 11" PDF map of project location
	Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
<input type="checkbox"/> Submit complete STIP submittal package to:	
Rhode Island Statewide Planning Program	
ATTN: Michael D'Alessandro	
One Capitol Hill	
Providence, RI 02908	

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY AUGUST 11, 2017

Project Prioritization



Central Falls

PROJECT PRIORITIZATION	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
		2023	Rt 122, Lonsdale Ave (Dexter St to US-1)	1306	Non-Bridge
		2022	Rt 114, Broad St (Cumberland T/L to Exchange St)	1307	Non-Bridge
		2023	Rt 114, Broad St (Mendon Rd to Central Falls C/L)	1317	Non-Bridge
		2018	Pawtucket/Central Falls Transit Center	5011	Non-Bridge
		2018	Blackstone River Bikeway - Segment 3B-1	5012	Non-Bridge
		2023	Clay Street RR Bridge	6024	Bridge Group 24
		2023	Cross Street Bridge at Amtrak	6025	Bridge Group 24
		2023	Cross Street Bridge at Blackstone River	6026	Bridge Group 24
		2023	Jenks Street RR Bridge	6027	Bridge Group 24
		2020	Sacred Heart Ave RR Bridge	6028	Bridge Group 47
		2020	Broad Street Bridge at Blackstone River	6110	Bridge Group 47
		2018	Broad Street Regeneration Project	9007	Non-Bridge
	2026	Rt. 122/Lonsdale Ave (Dexter St to Cumberland T/L)	9556	Non-Bridge	

FFY 18-27 STIP Application/Project Priority Form



Newly Proposed Projects *(Please use an additional sheet if necessary)*

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name City of Central Falls
Contact Person (if different) Peter Friedrichs Title Director of Planning and Economic Development
Mailing Address 580 Broad Street
City Central Falls Zip Code 02863
Phone 401-727-7480 Email ped@centralfallsri.us

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|--|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge | <input checked="" type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other <u>Enter Other Project Type</u> | | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? Dexter Street - Contract 2

What was the TIP ID# assigned to the project at that time (4-digit number)? 2001

Current Project Title Dexter Street - Contract 2

Location by Street Name Dexter Street

Project Limits - From School St. To Lonsdale Ave.

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project was the second phase of improvements to Dexter Street, a state road through Pawtucket and Central Falls. The first phase of the project reset curbs and resurfaced sidewalks and roadway from Exchange Street in Pawtucket to School Street in Central Falls. A second phase was created in the FY 13-16 TIP for the construction of a roundabout at Hunt Street, with resurfacing of Dexter Street from School Street to Lonsdale Avenue. Significant community concern has materialized about this project and the City wishes to have the existing roadway and traffic signal at Hunt Street remain. As this project change represents a significant cost savings and RIDOT owns four park and ride lots on Dexter Street in a significantly deteriorated condition, the City is requesting that the three park and ride lots be resurfaced as part of contract 2. Additionally, the City of Central Falls is interested in taking ownership of Dexter Street from the State if all roadway conditions and traffic control devices are brought into a good state of repair. We believe this requires new traffic signals at all four controlled intersections in Central Falls.

Describe need for proposed project:

This project has been identified for pavement capital by RIDOT for several years. Conversion of this state road to a locally-controlled road would provide considerable maintenance savings for RIDOT. See attached photos for evidence of deteriorated condition of RIDOT's park and ride lots. The traffic control devices are several decades old and deteriorating to a condition where they may soon pose a safety hazard. Their capital maintenance is a large expense the City is not able to afford at this time.

RIDOT held off on issuing Contract 2 for Dexter Street at the City's request while it worked with the community to develop a vision for Quinn Square. This vision was cemented this spring. The City was recently notified that RIDOT would like the City to apply for Contract 2 as a new project within the STIP and is submitting this application in accordance with that request.

Describe anticipated municipal or state transportation network or economic development benefits:

Investment in improving public infrastructure on Dexter Street has long been an initiative of the City of Central Falls. The two most recent Comprehensive Plans for the City of Central Falls identify the goal of "Continue the Dexter Street Revitalization Initiative begun in 1997." To this end, \$100,000.00 was set aside by the Central Falls City Council in 2015 for a Main Street Business Improvement Program. This was leveraged with \$300,000.00 (the largest award ever) from Commerce RI's Main Streets RI Streetscape Improvement Fund for facade improvements, bus shelter installation, and public art. The public reception to Dexter Street - Contract 1 has been overwhelmingly positive and we would like to continue this effect northward to Lonsdale Avenue so that once the Main Street Business Improvement Program is complete, it is within a horizontal right-of-way that has fresh materials supportive of one of Rhode Island's premier main streets.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$2,400,000	\$2,400,000

Amount Requested through TIP Process

Is there funding from other sources committed to this project? Yes No

Source	Amount
Total	\$ 0.00

Estimated date of construction 05/01/2019

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.

8/9/17

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

CITY OF CENTRAL FALLS
PLANNING AND ECONOMIC DEVELOPMENT

580 BROAD STREET
CENTRAL FALLS, RI 02863

OFFICE: (401) 727-7480
PFRIEDRICHS@CENTRALFALLSRI.US

Dexter Street – Contract 2 Evaluation Criteria

Mobility Benefits

Dexter Street from School Street to Lonsdale Avenue, a state road, carries approximately 9,000 vehicles per day, according to RIDOT traffic counts. The roadway and sidewalks in this area have deteriorated to a state where they are difficult for people in wheelchairs to use. This is of particular importance in this region. The three census tracts encompassing Dexter Street average 11.5% of housing units without access to a vehicle, according to 2015 American Community Survey data. The state roads on either side of this section of Dexter Street were recently repaved or are scheduled to be repaved in the STIP. The three park and ride lots on Dexter Street are in a state of disrepair, as shown in the attached photos.

Lot 6-492 with depressed pavement at old building foundation



Lot 6-494 with cracked curbing patched with asphalt



Lot 6-170 with cracked asphalt and worn striping



Cost Effectiveness

This project represents a continued investment that will provide significant improvement to state infrastructure in an underserved region of the state. Dexter Street – Contract 1 was completed \$750,000.00 under budget. The only significant investment beyond a standard resurfacing was the stamped asphalt crosswalks. This basic improvement has had dramatic effect, even causing long-term residents to shed tears at the visual difference of the street. Additionally, the City has agreed to maintain these crosswalks, limiting state maintenance requirements. This section of roadway is also a major access point for the Pawtucket/Central Falls Transit Center. This project encompasses all eight principles of asset management.

Economic Development

Dexter Street is traditional main street with small, locally-owned and operated businesses lining its edges. This entire project is within the Urban Service Boundary. The northern end of Dexter Street connects to Moshassuck Cemetery, a historic cemetery and tourist destination. Dexter Street is also a trucking route, serving several manufacturing facilities on neighboring streets. These communities are ready for work. Unemployment for the three census tracts encompassing this section of Dexter Street averages 13.1%, according to American Community Survey data. The City recently partnered with Dexter Credit Union to improve Quinn Square, a public park at the intersection of Dexter Street and Hunt Street.

Environmental Impact

This project would increase pedestrian, bicycle, and public transportation use by providing improved conditions. This improves air quality, conserves energy, and improves water quality over motor vehicle use.

Supports Local and State Goals

This project is a high priority in all three partnering communities. Central Falls' Comprehensive Plan aims to "Encourage small business development" (SG2MG3), "Continue the Dexter Street Revitalization Initiative begun in 1997" (SG2MG4), and "Continue to emphasize revitalization of the City's main business arteries." (SG6MP3) *Rhode Island Rising* aims to "increase the capacity of communities to create and revitalize mixed-use, walkable village and growth centers" (Goal 4, Policy 2) and "support investments in sustainable built infrastructure to support economic activity, commerce, and benefits to communities." (Goal 5, Policy 1) This project epitomizes these efforts.

Safety and Security




This project will greatly increase safety, particularly for vulnerable road users by updating striping, signage, and signaling. It is also important to note that Dexter Street is a critical evacuation route for Central Falls and Pawtucket.

Equity

Based on information from the 2015 ACS, this project will enhance access to the transportation network in three encompassing census tracts that are 66.8% Hispanic and 80.6% non-white. Median household income is \$29,169. Many residents in this area have disabilities (15.3% average across the census tracts), and choose to live here based upon availability of inexpensive housing and access to transit and services. Limited English proficiency is widespread, with an average of 23.4% of households across the three census tracts, 5 years or older, speaking a language other than English. In addition, 7.1% of residents in this area are 65 years of age and older.

DEXTER STREET, CENTRAL FALLS CONTRACT LOCUS MAP

Legend

-  State Parking Lots
-  Intersections to Study
-  Project Area



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name City of Central Falls
Contact Person (if different) Peter Friedrichs Title Director of Planning and Economic Development
Mailing Address 580 Broad Street
City Central Falls Zip Code 02863
Phone 401-727-7480 Email ped@centralfallsri.us

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other <u>Enter Other Project Type</u> | | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? _____

What was the TIP ID# assigned to the project at that time (4-digit number)? _____

Current Project Title Pine Street Bicycle Boulevard

Location by Street Name Pine Street

Project Limits - From Rand Street To Crossman Street

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

The City of Central Falls has been working with the City of Pawtucket, RIDOT, AMTRAK, Statewide Planning, RIPTA, and others on the restoration of train service to Pawtucket-Central Falls for over ten years. With the scheduling of project 5011 Pawtucket/Central Falls Transit Center, there will soon be commuter rail service to Providence and Boston, opening up opportunities for Central Falls residents and businesses. Central Falls and Pawtucket have developed the state's first joint planning commission to oversee planning in the vicinity of the new train station and bus hub. Pine Street has been identified as the primary pedestrian and bicycle access to the district from Central Falls' dense neighborhoods north of the district. Pine Street was also one of three thoroughfares studied at a Green and Complete Streets Workshop conducted with stakeholders from Central Falls, Cumberland, Pawtucket led by Statewide Planning and the EPA. This project comes out of these combined efforts to transform Pine Street into a bicycle boulevard that limits motor vehicle traffic to provide a welcoming access point for pedestrians and cyclists to the transit-oriented district.

Describe need for proposed project:

25% of Central Falls households do not have access to a car, per 2010 census data. Bicycle is the only means of medium-distance transit for many of our residents. Given our small size (1.29 square miles), many community assets are in close proximity to our population, making non-automobile trips more feasible if adequately encouraged. Central Falls' street network of sidewalks that have largely reached the end of their service life (many are WPA projects from the 1930s) and undelineated roadways are not the most conducive to creating a welcoming environment for cyclists and pedestrians. Extensive research has been conducted showing that cyclists are more likely to enjoy riding in separated bicycle facilities and pedestrians frequently alter their routes to travel paths that are more attractive. This investment will create more attractiveness for train use, boosting ridership numbers at the new train station. Bicycle infrastructure is being provided at the new train station and bus hub. Cyclists need a safe and efficient way to get there.

Describe anticipated municipal or state transportation network or economic development benefits:

With the construction of Rhode Island's first contraflow bike lane on Washington Street and the creation of off-road portions of the Central Falls portion of the Blackstone Bikeway, Central Falls is attempting to encourage greater bicycle mode share. Central Falls's street network is largely an east-west grid, with limited north-south thoroughfares. These thoroughfares have limited right-of-way, as evidenced by RIDOT's decision to use sharrows in then Central Falls portion of the Dexter Street resurfacing project (as opposed to the bike lanes installed in Pawtucket). As such, road planning efforts in Central Falls on these rights-of-way focuses on effectively moving either motor vehicle or nonvehicle traffic. Three state highways effectively convey motor vehicle traffic north-south through Central Falls: Broad Street, Dexter Street, and Lonsdale Ave. Nonmotorized thoroughfares have been identified as Roosevelt Avenue/High Street, Washington Street, and Pine Street.

Streets with bicycle facilities have been confirmed through several economic studies to have higher property values. Low property values in Central Falls are the primary driver for a depressed municipal budget despite the highest average local tax rate in Rhode Island. The reconstruction of Pine Street for improved bicycle and pedestrian facilities will include green stormwater infrastructure that will reduce the velocity and improve the quality of stormwater, maintaining our sewer system in a better state of repair and reducing combined sewer overflows into the Moshassuck River, thereby reducing tax burdens for Central Falls residents and well-publicized silting and water quality issues in the Providence River.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$ 30,000.00	\$ 300,000.00	\$ 330,000.00

Amount Requested through TIP Process \$ 330,000.00

Is there funding from other sources committed to this project? Yes No

Source	Amount
Total	\$ 0.00

Estimated date of construction 09/01/2019

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



8/9/17

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



CITY OF CENTRAL FALLS
PLANNING AND ECONOMIC DEVELOPMENT

580 BROAD STREET
CENTRAL FALLS, RI 02863

OFFICE: (401) 727-7480
PFRIEDRICHS@CENTRALFALLSRI.US

Pine Street Bicycle Boulevard Evaluation Criteria

Mobility Benefits

This project will create a vertically-separated on-road facility that will increase bicyclist safety and attract additional users to Pine Street. This will provide connection from dense residential areas within Central Falls to the Pawtucket-Central Falls Station District and Pawtucket-Central Falls Train Station and Bus Hub, Pine Street is one of three identified north-south non-motor vehicle thoroughfares. Transforming Pine Street into a bicycle boulevard will allow residents and visitors in the western portion of the city to connect to Pawtucket, Lincoln, and east-west thoroughfares at Cross/Central, Moore, and Crossman. The project will also greatly increase the size of the sidewalks on Pine Street and update them to ADA standards, improving pedestrian utilization of this street that will provide direct access to the train station and bus hub from points north. This project has the potential to reduce congestion on I-95 south during peak periods as bicycle and pedestrian/transit use mode share increases. According to the 2015 American Community Survey data, 11% of households in the two census tracts (CT 110 and CT 111) encompassing this project do not have access to a vehicle.

Cost Effectiveness

This project will transform the streetscape of Pine Street at a cost of 1/3 per linear foot of neighboring Dexter Street, which was resurfaced through the TIP last year. While Pine Street does not carry the regional commercial vehicle traffic of Dexter Street, this project will provide the opportunity for the conveyance of regional bicycle and pedestrian traffic with similar quality-of-life improvements the community received from the Dexter Street resurfacing. This project will provide attractive alternatives to residents and visitors who do not have access to a car and those with access to a car. This project complements the Dexter Street Resurfacing – Contracts 1 and 2, Pawtucket/Central Falls Transit Center, and Pawtucket/Central Falls Transit District Improvements. Pine Street in this location feeds into the Moshassuck Valley Interceptor, which is inundated during heavy rainfall events, which have increased in recent years due to the effects of climate change. As part of this project, we are intending to install green stormwater infrastructure that will reduce the velocity and quantity of stormwater entering our system, reducing flooding and overflow issues at the Moshassuck Valley Interceptor and improving the city's resiliency to climate change. This project embodies all eight asset management principles.

Economic Development

This project will increase connectivity to the Pawtucket/Central Falls Transit Center and corresponding TOD district. It will increase access to the Isle Brewers Guild, a tourist destination, from points north. This entire project is within the Urban Service Boundary. This project provides low-cost access for residents to jobs.

Environmental Impact

This project would increase pedestrian, bicycle, and public transportation use. These outcomes will not only improve air quality, conserve energy, and protect water quality, but will also reduce wear and tear on infrastructure by reducing the number of motor vehicles on the road.

Supports Local and State Goals

This project is a high priority for Central Falls. Central Falls' Comprehensive Plan aims to "Participate with area communities in the development of a regional economic development strategy" (SG2MP4) and "Target specific areas of the City in phases for comprehensive renewal" (SG3MG2). This area of the city has been a focus area of the city's community-development corporation, PCF Development. 12 units within abandoned or dilapidated properties have been constructed or fully renovated within the last five years at a cost of \$2.5 million. A survey administered by the Rhode Island Bicycle Coalition for urban bike route markings identified Central Falls as a priority area.

Furthermore, The Statewide Transportation 2035 aims to "Ensure that the transportation system equitability serves all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location. In addition, Transportation 2035 aims to "Maintain and expand an integrated statewide network of on-road and off-road bicycle routes to provide a safe means of travel for commuting, recreation, and tourism in order to improve public health, and reduce auto congestion and dependency." The Safe Access to Public Roads Act also aims to, "achieve a cleaner, greener transportation system the transportation plans of Rhode Island should consider the needs of all users of our roadways including pedestrians, bicyclists, public transportation riders, motorists and citizens of all ages and abilities, including children, the elderly and the disabled. By encouraging good planning, more citizens will achieve the health benefits associated with active forms of transportation while traffic congestion and automobile related air pollution will be reduced. Therefore, it shall be the policy of the state to consider people of all ages and abilities and all appropriate forms of transportation when planning roadway projects."

Safety and Security

This project will greatly increase safety, particularly for vulnerable road users, by providing vertically separated lanes for bicycles and improved sidewalks for pedestrians. Pine Street is a diversionary route for Dexter Street.

Equity



Based on information from the 2015 ACS, this project will enhance access to the transportation network in two encompassing census tracts where 68.7% of residents identify as Hispanic and 82.8% as non-white. Median household income is \$31,065. Many residents in this area have disabilities (14.35% average across the census tracts), and limited English proficiency is widespread, with an average of 75.7% of the population, that is 5 years of older, speaking a language other than English. In addition, over 7.5% of residents in this area are 65 years of age and older.

Pine St. Proposed Bike Boulevard

7/31/17

Central Falls Planning & Econ Development

Legend

-  Bike Boulevard (Proposed)
-  Streets (Existing)



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name Cities of Pawtucket and Central Falls

Contact Person (if different) Peter Freidrichs Title Director

Mailing Address 580 Broad Street

City Central Falls Zip Code 02863

Phone 401-616-2425 Email pfreidrichs@centralfallsri.us

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|--|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input checked="" type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other <u>Enter Other Project Type</u> | | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? Pawtucket/Central Falls Transit Center

What was the TIP ID# assigned to the project at that time (4-digit number)? 5011

Current Project Title Pawtucket/Central Falls Transit Center

Location by Street Name Pine Street, Pawtucket

Project Limits - From Conant Street To Dexter Street

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Pawtucket and Central Falls have focused on the development of a new intermodal (train, bus and bike) station on Amtrak's Northeast Corridor and the Massachusetts Bay Transportation Authority's Providence commuter rail line (MBTA's) as a major component of their revitalization focus. This project proposes a new passenger station with a pedestrian bridge connection, which would reintroduce passenger rail service to Pawtucket and neighboring Central Falls. The Project proposes a new intermodal connection between MBTA commuter rail service and RIPTA local bus service, better enhancing local mobility for residents of these communities, increasing access to regional jobs and activity centers, and supporting local planning goals. As part of the planning process for the station, the need for additional infrastructure was identified to provide sufficient access for drivers, bicyclists, bus riders, and pedestrians to the Transit Center. In addition to the intermodal HUB, a number infrastructure improvements in the HUB area are proposed over the next 5 years. The work will include 3R work on the streets leading to and from the intermodal HUB in both Pawtucket and Central Falls. This request is aimed toward ensuring that the Commuter Rail and Bus HUB projects are completed and integrated successfully in to the cities.

Describe need for proposed project:

An intermodal HUB is being created by the efforts of RIDOT to complete construction of a Commuter Rail Station in Pawtucket by the end of 2019 and RIPTA in creating a bus HUB adjacent to the commuter rail station. This project includes new platforms and vertical access (stairs or elevator), bus drop off lanes and waiting facility. The cities of Pawtucket and Central Falls have worked hard to insure the success of this investment. To insure success, the cities are making this joint request for a number of public infrastructure improvements that will link the Intermodal HUB to the local street and pedestrian network, and to ensure that all modes of transportation can access the station in an attractive, safe and efficient manner. The cities working with RIDOT and RIPTA, developed a TOD Master Plan, which begins to identify how cars, bicycles and people might access the station. At the same time RIDOT and the cities conducted a safety audit, a MTSEA. The list of proposed improvements, for which we seek funding, is a result of these two analyses. There are also a number of ongoing efforts which will allow the cities to prioritize these improvements - RIDOT is preparing a parking assessment and Statewide Planning is preparing a wayfinding assessment. To insure the success of the HUB, we need to implement a number of infrastructure improvements in the next 5-7 years; we are requesting the ability to include all of these improvement within the request, with flexibility on the scheduling and priority so that the overall project can be managed by the cities, in collaboration with RIDOT and RIPTA.

Describe anticipated municipal or state transportation network or economic development benefits:

The cities of Pawtucket and Central Falls have identified the proposed Project as a key step in revitalizing the economic competitiveness of their communities. The State has likewise identified the station area as a priority for state investment and development, designating it as one of six Rhode Island Growth Centers. A Growth Center Concept Plan, developed as part of a regional HUD Sustainability planning effort entitled RhodeMapRI, focuses on enhancing economic opportunities and outcomes, meeting housing needs across all income levels, and strengthening economic vitality by promoting development. The Plan identifies the existing rail corridor as a barrier that divides neighborhoods and hinders redevelopment potential in the Conant Thread Mill complex. The pedestrian bridge connection over the Northeast Corridor would improve access to future development in the Conant Thread Mill complex and provide a walking/biking connection for transit dependent users and other local residents. Adjacent infrastructure will improve the quality of the neighborhood and the attraction of development to increase station utilization and local tax bases. A TOD concept plan has been prepared as part of project planning and both cities have already taken meaningful actions to encourage investment in these areas (e.g. mixed-use overlay district and reduced parking requirements). The communities of Pawtucket and Central Falls are some of the most disadvantaged in the State, with household incomes and employment levels well below the state and national averages. The Project will decrease overall transportation costs and offer local residents increased access to employment centers, education and training opportunities. The Project will increase the economic productivity of land in the station area by spearheading community revitalization efforts and private investment that result in long-term job creation and other economic opportunities.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				64000000	64000000

Amount Requested through TIP Process

Is there funding from other sources committed to this project? Yes No


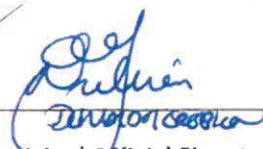
Source	Amount
Federal, State and Local	40000000
Total	40000000

Estimated date of construction 12/31/2017

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.

  8/9/17
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

Mobility Benefits

This project is intended to provide access to and connectivity between commuter rail, bus, pedestrians, automobiles and bicycles. RIDOT is building a new commuter rail station and RIPTA is building an intermodal hub. The cities are proposing to make infrastructure improvements at and around the station to make sure that all modes are constructed and connected in a safe and efficient manner, improving the safety and efficiency for pedestrians, cyclists and drivers. The projected ridership of the new MBTA service is just under 1,000 trips per day. RIPTA anticipates 15,000 boardings every weekday using the intermodal hub. The current RIPTA hub and the proposed MBTA train station would both claim the second highest ridership in Rhode Island. Estimates show a net ridership increase on both modes, so there will be a corresponding reducing in traffic congestion. This project includes a partnership between the cities of Pawtucket and Central Falls who have created a Joint Planning Commission, which will ensure that all capital projects are considered on a comprehensive basis. The intermodal center will provide amenities for both RIPTA and MBTA riders, including indoor heated waiting area and bathrooms. Finally, the Pawtucket/Central Falls intermodal center will provide access to jobs, but providing residents a way to connect to both Boston, Providence and the TF Green airport, and in the future to the University of Rhode Island in Kingston, RI.

Cost Effectiveness

This project ensures the success of both the RIDOT commuter rail project and RIPTA Intermodal Hub. This project enhances the existing transportation systems within Pawtucket and Central Falls, by improving streets, sidewalks, bike lanes, and handicapped accessibility. The total cost of this request will benefit residents of Pawtucket and Central Falls, one of the densest areas in Rhode Island – a combined total of over 90,000 people. The conversion of the 2 million square feet of Project benefits, however, will reach beyond the municipal and state boundaries. The MBTA Providence line has the highest ridership of all of their commuter rail lines. RIPTA Route 99 has the highest ridership on the RIPTA system. The combined projected usage is 16,000 riders, daily. The partnership between the two municipalities will create more efficient multi-modal access by assessing the district comprehensively, and prioritizing different modes on different roadways. The district also allows the cities to develop design guidelines and coordinate infrastructure improvements across city lines, making all of the transportation systems, including signalization, more efficient. The Broad Street improvements included in the FY 18 TIP and will include pedestrian enhancements at the Broad/Goff/Exchange intersection, where RIPTA is also planning construction of new shelters and amenities, as part of the intermodal project. The cities and our partners are working to ensure that these two projects are coordinated and leveraged.

Economic Development

This project provides additional opportunities for Pawtucket and Central Falls residents to have access to labor markets (Boston, Providence and the Warwick airport) and also training and education centers (Roger Williams University which is located in Providence, and potentially, the University of Rhode Island). In addition to the new opportunities presented for residents, the cities are drafting land use regulations which encourage redevelopment around the intermodal

center and the envisioned mix of commercial, residential and light industrial that will create new job opportunities around the station. The intermodal center will provide enhanced transit access to downtown Pawtucket, the Slater Mill National Register site, and the proposed Pawtucket Red Sox stadium. Pawtucket has already spent over \$500,000 on the planning and design of the station, and RIPTA's transit hub. The Pawtucket Foundation has committed significant staff time over the past two years, to promote and advance this project. This project is within the Urban Service Boundary, and is within the City of Pawtucket's designated Growth Center. This project will involve the reuse of multiple brownfield properties and cities are working with RIDEM to identify potential sites, and funding for Brownfields remediation.

Environmental Impact

Because this project will enhance the success of two transit projects, it will reduce the number of vehicle miles traveled, improve air quality, and promote energy conservation. This project also helps to protect historic resources. There are over a million square feet of vacant/abandoned mill space within ¼ mile of the station, most of which are listed on the National Register. The success of the intermodal center, will improve the potential for these buildings to be rehabilitated and reused. The Joint Planning Commission will create land use regulations that encourage the preservation of existing historic resources. Because this project is encouraging redevelopment and infrastructure investment within existing City centers, it assists the State in directing growth to urban centers, and preserving green space. The project is already served by all infrastructure (water, sewer, cable, gas, electricity). The cities have also begun to collaborate with both RIDEM and the Narragansett Bay Commission, to develop a more comprehensive program for improving stormwater quality within the district.

Supports Local and State Goals

The proposed improvements are consistent with local Comprehensive Plans and also the State Guide Plan. This project is the #1 priority for both Pawtucket and Central Falls. The City of Pawtucket 2017 Comprehensive Plan includes the following Action Items, related to this project: Action T 2. *Work with RIDOT and FTA to advance the Pawtucket/Central Falls Commuter Rail Station;* Action T 10. *Develop Exchange Street into a Transit Emphasis Corridor, with cooperation from RIPTA. This action relates to the movement of the current RIPTA bus hub out of 175 Main Street;* Action LU 2. *Update the Zoning around the proposed Commuter Rail Station to allow appropriate Transit-Oriented-Development;* Action ED 7. *Work with RIDOT and FTA to advance the Pawtucket/Central Falls Commuter Rail Station.*

Central Falls Comprehensive Plan includes the following Goal within the Circulation chapter: *Pursue the development of a Pawtucket/Central Falls train station.* This Goal is supported by the following Policies and Actions:

- *The city should work jointly with Pawtucket to pursue the development of a Pawtucket/Central Falls train station as an intermodal transportation project with associated stores and possibly market rate housing. An intermodal development would provide a tremendous economic development catalyst to adjacent areas.*

1. *Continue joint planning and implementation process with the city of Pawtucket.*
2. *Plan for intermodal development.*
3. *Continue effort to locate MBTA stop in Central Falls/Pawtucket.*

The State Guide Plan includes the following language supporting the proposed intermodal center:

Economic Development Policy

A. *Support state investments and incentives and provide technical assistance focused on high priority redevelopment areas and growth centers;*

B. *Increase the capacity of communities to create and revitalize mixed-use, walkable village and growth centers; and*

C. *Promote alternative transportation that connects people to housing, jobs, and services.*

Transportation Policy

T.1.a *Increase transit ridership.*

Land Use 2025

Objective 4E *Promote intermodal centers and greater reliance on transit.*

It is also worth noting that the State 2016 Freight and Good Movement Plan addresses the challenges of accommodating both freight and passenger rail within the same corridor. This intermodal center has been designed to avoid conflict.

Public Support

Project partners include the cities of Pawtucket and Central Falls, the Rhode Island Department of Transportation, the Rhode Island Public Transit Agency. In addition, the cities have been working with the Pawtucket Foundation, Statewide Planning, the Rhode Island Department of Environmental Management, the Narragansett Bay Commission. This project is the #1 priority for the two cities, as evidenced by the support in both Comprehensive Plans. The cities have held public meetings on this project since 2005 around the Feasibility Study and also the Preliminary Engineering process. Most recently, the cities held a meeting to announce the award of the Tiger Grant. Pawtucket and Central Falls' administrations and City Councils are supportive of these efforts to revitalize the cities. Please see the attached list of local stakeholders who have signed this application, in support of this project.

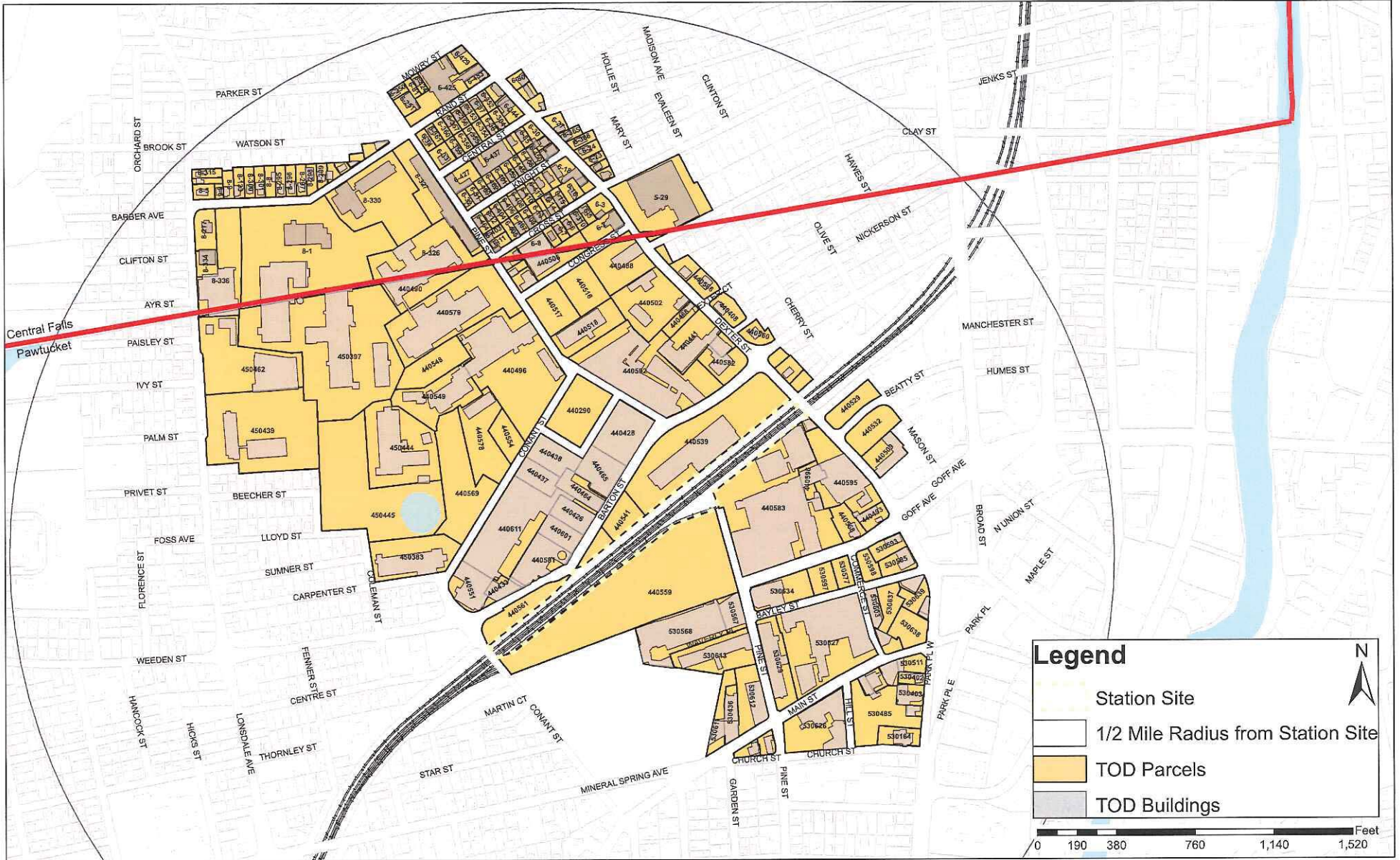
Safety and Security

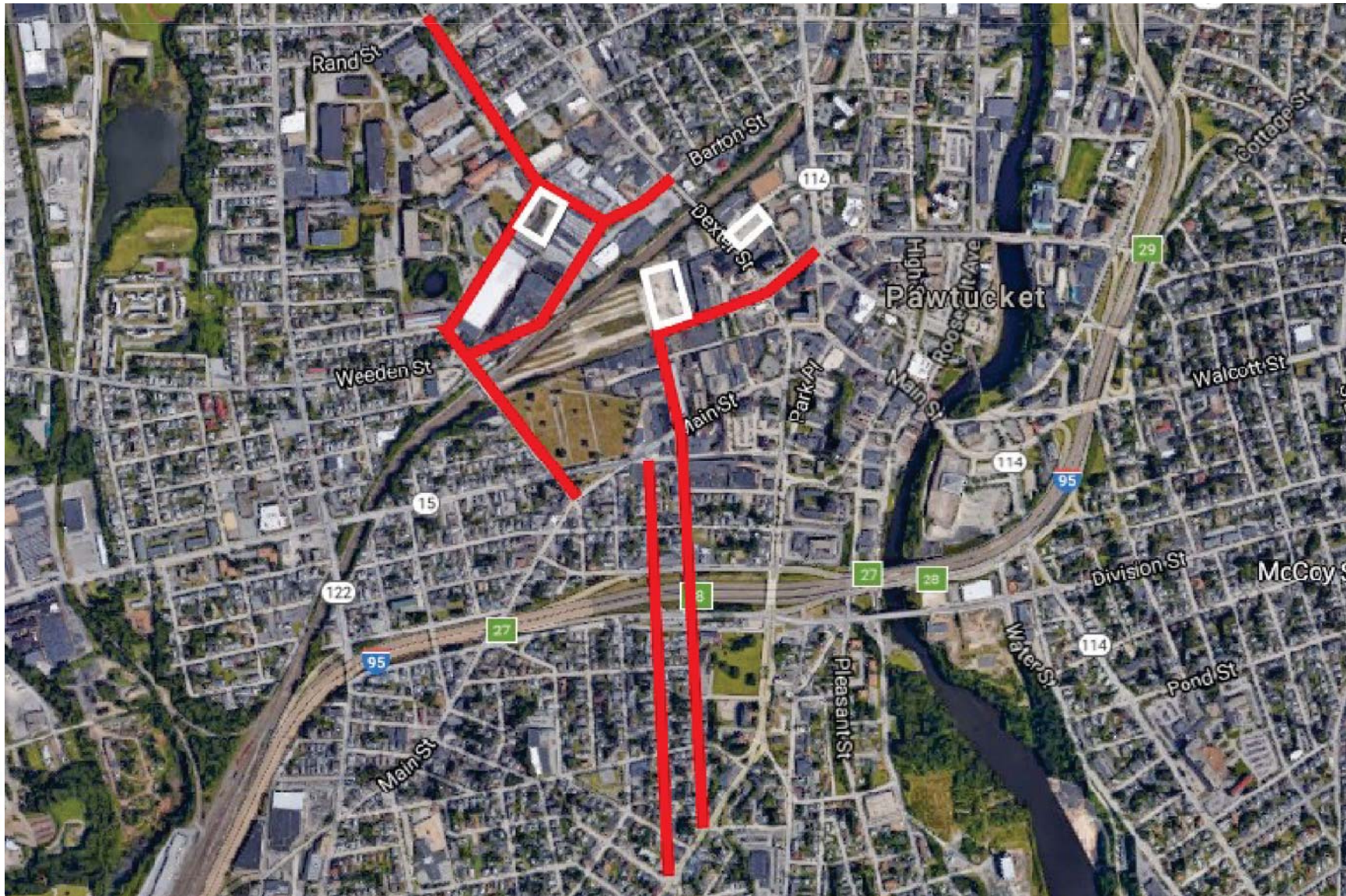
The proposed infrastructure improvements will provide safer pedestrian access (including ADA compliance) at intersections and crosswalks along roadways leading to the station. There will also be improved bicycle facilities. These improvements will also include increased lighting. All partners are working to ensure that safety is a priority in the design of all new facilities, considering visibility, lighting, etc. Pawtucket is working with its Police Department to review the design and has begun discussion of locating a satellite office at the intermodal hub.

Equity

These proposed infrastructure improvements are designed to connect Pawtucket and Central Falls to both the MBTA system and the RIPTA system, which will improve access to jobs and education. Both the City of Central Falls, and the Pawtucket neighborhoods surrounding the Train Station can be characterized as low-income, minority, with limited English proficiency and limited access to vehicles: The census tracts surrounding the station is approximately 51% minority, and approximately 24% with limited English proficiency (compared to 18.9% minority and 5.5% Limited English Proficiency statewide). Within that same area, 28% of residents did not have access to a vehicle and 28% were at or below the Federal poverty level (compared to 10% statewide for both metrics). These factors contribute to the low level of commuter rail usage within both Central Falls and downtown Pawtucket. Compared to other census tracts, which are a similar distance away from commuter rail stations, Central Falls and downtown Pawtucket have disproportionately low usage rates for Commuter Rail services. Integrating these transportation improvements into these neighborhoods would remove barriers related to automobile ownership. Proposed improvements include ADA improvements at intersections along routes to the Intermodal Center. There are a number senior housing developments with downtown. The ½ mile surrounding the station includes approximately 400 deed-restricted affordable units. The cities' goal for the area is to maintain a diversity of housing types.

DRAFT Pawtucket - Central Falls Station District





Pawtucket/Central Falls Transit Center

Approximate location of proposed improvements.

August 11, 2017

							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
							3.2, 3.4	Upgrade Signal Equipment
							4.8	Crosswalk Enhancement: Rapid Rectangular Flashing Beacon
							5.1	Crosswalk Enhancement: Speed Table
							4.4	Install Bicycle Parking (Bike Rack)
							DPW Initiative	Resurface Bituminous Pavement
							DPW Initiative	Install Traffic Signal (Loop Detector Control)
							DPW Initiative	Install Traffic Signal (Camera Detection / Bluetooth Control)
							DPW Initiative	Install Pedestrian Signal (Hard-wired to Signal Cabinet)
							DPW Initiative	Install Pedestrian Signal (Bluetooth Communication To Signal Cabinet)
							DPW Initiative	Crosswalk Enhancement: In-Road Warning Light System (IRWLS)
							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree
Church Street	Main Street	Park Place West	Garden Street Pine Street Hill Street Park Place West	1050	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
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							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree

			West Avenue Garden Street Pine Street Hill Street Commerce Street Park Place West					
Main Street	Conant Street	Dexter Street		2105	37	18	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
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							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree
			Main Street Bayley Street Goff Avenue Andrew D Ferland Way Barton Street					
Dexter Street	Main Street	Barton Street		1365	32	18	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
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							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
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							DPW Initiative	Crosswalk Enhancement: In-Road Warning Light System (IRWLS)
							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree
Barton Street	Weeden Street	Dexter Street	Pine Street	1365	30	20	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
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							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
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							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree
Goff Avenue	Pine Street	Dexter Street	Pine Street Commerce Street	825	44.5	18	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
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							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Luminaire on Existing Utility Pole
							DPW Initiative	Plant Street Tree

Pine Street	Church Street	Terminus (Train S	Waverly Place Bayley Street	1225	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
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							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Luminaire on Existing Utility Pole
							DPW Initiative	Plant Street Tree
Park Place West	Church Street	Park Place	Park Place	520	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
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							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
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							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Luminaire on Existing Utility Pole
							DPW Initiative	Plant Street Tree
Park Place	Church Street	Park Place West	Park Place 3- Way Int	725	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)

							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
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							DPW Initiative	Install New Luminaire on Existing Utility Pole
							DPW Initiative	Plant Street Tree
Area-wide MTSEA Improvements (Outside Study Area)	n/a	n/a	Multiple	0	24	16		
							1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2, 3.9	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
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							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Luminaire on Existing Utility Pole
Pine St Lot	354 Pine St	354 Pine St	Conant St & Lilly	n/a	n/a	n/a		
							1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
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							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Luminaire on Existing Utility Pole
							DPW Initiative	Install New Decorative Light Fixture
							DPW Initiative	Install Electric Vehicle Charging Station
							DPW Initiative	Install 8' Chain Link Fence - Vinyl Coated
							DPW Initiative	Plant Tree
Dexter St Lot	Weeden Street	Pine Street	n/a	n/a	n/a	n/a	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
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							DPW Initiative	Install 8' Chain Link Fence - Vinyl Coated
							DPW Initiative	Plant Tree
Misc. Premium Improvements	TOD-wide	TOD-wide					DPW Initiative	Install Decorative Crosswalk
							DPW Initiative	Install Exposed Aggregate Concrete Sidewalk
							DPW Initiative	Reset Cobblestone Pavers - Pine Street
							DPW Initiative	Pedestrian Plaza at N&S Side of Station
							DPW Initiative	Sewer CMOM Study
							DPW Initiative	Stormwater Master Plan & GSI Design and Construction
							DPW Initiative	Install Subsurface Electric & Communications Facilities in TOD Zone

Pawtucket/Central Falls Roadway Improvements

Street / Site	From	To	Included Intersections	Segment Length (LF)	Pavement Width (FT)	Sidewalk Width Total Both Sides (FT)	"Key Finding" No. (per VHB)	Item Description
Rand Street	Lonsdale Ave	Dexter Street	Lonsdale, Watson	1555	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
							3.2, 3.4	Upgrade Signal Equipment
							4.8	Crosswalk Enhancement: Rapid Rectangular Flashing Beacon
							5.1	Crosswalk Enhancement: Speed Table
							4.4	Install Bicycle Parking (Bike Rack)
							DPW Initiative	Resurface Bituminous Pavement
							DPW Initiative	Install Traffic Signal (Loop Detector Control)
							DPW Initiative	Install Traffic Signal (Camera Detection / Bluetooth Control)
							DPW Initiative	Install Pedestrian Signal (Hard-wired to Signal Cabinet)
							DPW Initiative	Install Pedestrian Signal (Bluetooth Communication To Signal Cabinet)
DPW Initiative	Crosswalk Enhancement: In-Road Warning Light System (IRWLS)							
DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only							
DPW Initiative	Install Decorative Wayfinding Sign							
DPW Initiative	Install New Lighting							
DPW Initiative	Plant Street Tree							
Watson Street	Lonsdale Ave	Pine Street	Lonsdale	1050	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
							3.2, 3.4	Upgrade Signal Equipment
							4.8	Crosswalk Enhancement: Rapid Rectangular Flashing Beacon
							5.1	Crosswalk Enhancement: Speed Table
							4.4	Install Bicycle Parking (Bike Rack)
							DPW Initiative	Resurface Bituminous Pavement
							DPW Initiative	Install Traffic Signal (Loop Detector Control)
							DPW Initiative	Install Traffic Signal (Camera Detection / Bluetooth Control)
							DPW Initiative	Install Pedestrian Signal (Hard-wired to Signal Cabinet)
							DPW Initiative	Install Pedestrian Signal (Bluetooth Communication To Signal Cabinet)
DPW Initiative	Crosswalk Enhancement: In-Road Warning Light System (IRWLS)							
DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only							
DPW Initiative	Install Decorative Wayfinding Sign							
DPW Initiative	Install New Lighting							
DPW Initiative	Plant Street Tree							

Weeden Street	Conant Street	Barton Street	Conant Street	685	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
							3.2, 3.4	Upgrade Signal Equipment
							4.8	Crosswalk Enhancement: Rapid Rectangular Flashing Beacon
							5.1	Crosswalk Enhancement: Speed Table
							4.4	Install Bicycle Parking (Bike Rack)
							DPW Initiative	Resurface Bituminous Pavement
							DPW Initiative	Install Traffic Signal (Loop Detector Control)
							DPW Initiative	Install Traffic Signal (Camera Detection / Bluetooth Control)
							DPW Initiative	Install Pedestrian Signal (Hard-wired to Signal Cabinet)
							DPW Initiative	Install Pedestrian Signal (Bluetooth Communication To Signal Cabinet)
							DPW Initiative	Crosswalk Enhancement: In-Road Warning Light System (IRWLS)
							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree
Conant Street	Weeden Street	Main Street	Martin Court Star Street Mineral Spring Ave Main Street	1375	24	16	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)
							1.7	12" & Other Pavement Markings (Stop Bars, Sharrows, Text)
							1.2	12" Pavement Markings (Crosswalks)
							3.8, 6.1	Install ADA-Compliant Wheelchair Ramp
							1.14, 1.9, 2.1, 2.2, 4.6, 5.3	Install Warning and/or Guide Sign
							3.1, 3.3, 3.7, 3.12	Review & Adjust Existing Signal Equipment as Necessary
							3.2, 3.4	Upgrade Signal Equipment
							4.8	Crosswalk Enhancement: Rapid Rectangular Flashing Beacon
							5.1	Crosswalk Enhancement: Speed Table
							4.4	Install Bicycle Parking (Bike Rack)
							DPW Initiative	Resurface Bituminous Pavement
							DPW Initiative	Install Traffic Signal (Loop Detector Control)
							DPW Initiative	Install Traffic Signal (Camera Detection / Bluetooth Control)
							DPW Initiative	Install Pedestrian Signal (Hard-wired to Signal Cabinet)
							DPW Initiative	Install Pedestrian Signal (Bluetooth Communication To Signal Cabinet)
							DPW Initiative	Crosswalk Enhancement: In-Road Warning Light System (IRWLS)
							DPW Initiative	Crosswalk Enhancement: IRWLS - Install Conduit Only
							DPW Initiative	Install Decorative Wayfinding Sign
							DPW Initiative	Install New Lighting
							DPW Initiative	Plant Street Tree
Mineral Spring Ave	Conant Street	Main Street	n/a	585	30	20	1.1	Reconstruct Sidewalk
							1.1, 5.7	Remove and Replace Curb
							1.7, 1.10, 4.6	6" Pavement Markings (Travel Lane Delineators)