


Project Prioritization Cover Sheet



Transportation Improvement Program

CONTACT	Contact Information		
	Agency/Organization	AQUIDNECK ISLAND PLANNING COMMISSION	
	Contact Person	Thomas Ardito	Title Executive Director
	Mailing Address	437 Broadway	
	City	Newport	Zip Code 02840
	Phone	401-845-9299	Email tardito@aquidneckplanning.org

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	HIGH		X	AQUIDNECK ISLAND BICYCLE MASTER PLAN
	HIGH		X	AQUIDNECK ISLAND BIKEWAY - MELVILLE CONNECTOR
	HIGH		X	MOUNT HOPE BAY BICYCLE IMPROVEMENTS
	HIGH		X	MOUNT HOPE BAY SHARED USE PATH (AQUID. IS. BIKEWAY)
	HIGH		X	NEWPORT NORTH END BICYCLE PEDESTRIAN CONNECTIVITY
	HIGH		X	AQUIDNECK ISLAND/NARR. BAY FERRY SERVICE STUDY
	MEDIUM		X	AQUIDNECK ISLAND TRANSIT HUB STUDY
	MEDIUM		X	BURMA ROAD SHARED USE PATH (AQUID. IS. BIKEWAY)
	MEDIUM		X	EAST MAIN ROAD SHARED USE PATH
MEDIUM		X	WEST MAIN ROAD SHARED USE PATH	
LOW	X		BURMA ROAD / SHORELINE DRIVE IMPROVEMENTS	
MEDIUM				

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	 Applicant	Thomas C. Ardito Executive Director
	Signature	Title 1-7-16 Date

Submittal Checklist

- 3 collated copies of complete TIP submittal package
 - Project Prioritization Cover Sheet
 - New Project Application Form for each new project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- Submit complete TIP submittal package to:

Rhode Island Statewide Planning Program
ATTN: Kimberly Crabill
One Capitol Hill
Providence, RI 02908

CHECKLIST

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Aquidneck Island Planning Commission</u>
	Contact Person <u>Thomas Ardito</u> Title <u>Executive Director</u>
	Mailing Address <u>437 Broadway</u>
	City <u>Newport</u> Zip Code <u>02840</u>
Phone <u>401-845-9299</u> Email <u>tardito@aquidneckplanning.org</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" 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 _____		
	Project Description			
	Project Title <u>Aquidneck Island Bicycle Master Plan</u>			
	Location by Street Name <u>Aquidneck Island - Middletown, Newport, Portsmouth</u>			
	Project Limits - From <u>Entire island</u> To _____			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project: <u>Study project area is Aquidneck Island in its entirety.</u>			

This project would provide for a comprehensive master planning study of the bicycling travel mode on Aquidneck Island to be led by the Aquidneck Island Planning Commission with support from Bike Newport. This study would result in a Master Plan for bicycle facilities and services, including recommended priorities for new independent bicycling facilities, for upgrading existing roadways to afford improved conditions and greater safety for bicycling, and for bicycling support and promotion activities. The plan would be developed with input from planning and transportation/public works officials of Aquidneck Island communities, representatives of cycling organizations, and other transportation system stakeholders, including representatives of the tourism and economic development sectors. Recommendations would be directed to the Island's communities and to the State of Rhode Island relative to facilities they have jurisdiction for.

Existing levels of demand for cycling as a travel mode and other purposes would be quantified and projected to estimate future demand. An inventory of existing roadway network would be accomplished. Roadway segments would be assessed and classified for their capability to safely accommodate cyclists based on design and traffic criteria, and a system of through and connecting routes linking significant origins and destinations on the island identified and assessed for safe cycling. Continuity gaps or deficits in this network would be examined for potential upgrading options to enhance their suitability and safety for cycling. Facility options would draw from a menu of choices, including new or improved signage, methods of separation, roadway striping, signalization changes, road diets, shoulder expansion, parking regulation changes, construction of connections between existing cycle-suitable roadways, and construction of new independent shared-use paths. From this analysis, priorities for improvements will be recommended by the plan for state and local attention, and a phased improvement program with estimated costs proposed. The Plan would also address recommendations for bicycling support services, including bicycle parking, integration with transit, and promotion programs which would encourage expanded

Describe need for proposed project:

Aquidneck Island has many cyclists, and thousands of visitors who cycle on the island each year; but few designated, safe bicycle facilities. While many of the islands roads have low traffic volumes and are generally suitable and safe for most bicyclists, the difficulty is that there is no identified cycling network that can assure a suitable and safe route for cyclists to get from point A to point B in all instances. In many cases, safe cycle trips would be possible, except for the fact that the only feasible connection requires that part of the trip occur on a high volume, narrow lane, no shoulder roadway such as East or West Main Roads--the Island's main north-south arterials, or on the City of Newport's busiest thoroughfares. How can these gaps best be addressed? ... what should be the priorities? .. in what order? These are the needs that a comprehensive planning assessment and plan for the bicycle transportation mode on the island would examine and address. The comprehensive bike plan for the island, developed in close collaboration with the community to ensure public involvement, information and ownership, would focus investments on developing a seamless cycling network that creates short distance connections between residential areas and popular destinations such as schools, commercial areas, recreational facilities, cultural resources, and transit stops.

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

Devising a comprehensive plan for improving the bicycling infrastructure and services of Aquidneck Island would benefit all users of the transportation network. Defining and prioritizing needed improvements will allow efficient use of limited transportation system funding and help get needed connections constructed sooner. A safer and more dependable network for bicyclists will support the expansion of this non-motorized travel mode and increase the diversity of modal choice available to transportation system users. Greater choice of travel modes boosts the economy by creating a community that is an attractive destination for new residents, tourists, and businesses; enhances recreational opportunities and further contributes to the quality of life in the community; saves public funds by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport, enhances public safety and security; and improves the health and well-being of the population. A plan for an improved transportation network meeting cyclists needs would also boost the sustainable economic development of the island through support for the tourism sector and by reducing congestion, fossil fuel usage, and air pollutants attributable to motorized modes of travel.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

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	\$50,000			\$50,000
* PRELIMINARY ESTIMATE - STUDY ONLY			Total Cost	\$50,000
			Amount Requested through TIP Process	\$50,000

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

Source	Amount
AIPC will work with island communities/stakeholder groups to raise 20% project cost via a combination of hard match and in-kind contributions of staff and volunteer time.	\$10,000
Total	\$10,000

Estimated date of construction 2016-17 (STUDY)

Applicant Certification

CERTIFICATION

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

	Thomas C. Ardito, Ex. Dir.	1-7-16
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Planning project will benefit hundreds to thousands of resident and visiting cyclists on Aquidneck Island, and all transportation system users by planning and prioritizing investment strategies leading to improved (safer and more convenient) cycling and by supporting cycling as a primary transportation choice. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and significant event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists.
 - Planning study will address ensuring seamless linkages between cycling and other modes, such as public transit, auto (park 'n cycle lots for tourists), and waterborne (ferry – existing and potential future).
 - Study proposed to be led by AIPC to ensure Island-wide, regional cooperation and coordination.
 - Results of study/plan will be used to prioritize investments providing improved cycling opportunities and
 - expanded modal choice for Aquidneck Islanders and visitors
 - Results of study/plan will lead to improved safety, comfort and convenience for cyclists on Aquidneck Island.
 - Results of study/plan will lead to improved facilities which will promote the bikeability and walkability of neighborhoods throughout Aquidneck Island.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Proposed cost is modest, and in line with similar studies undertaken elsewhere in Rhode Island.
 - Plan to be produced will help direct future investments to meet most pressing priorities in cost-effective manner.
 - Cost-sharing / local contribution of 20% of project cost is proposed.
 - Project product will complement many other proposed / potential future TIP projects by identifying comprehensive plan with priorities and investment strategies.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project product will lead to systematic improvement of bicycling infrastructure of Aquidneck Island, offering more convenient and safer opportunities for cycling throughout the Island, and encouraging greater reliance upon the cycling mode and greater ability to promote the Island as a destination for tourists.
 - Leveraging local private investment: local contribution of 20% of project cost is proposed.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - Project product will lead to systematic improvement of bicycling infrastructure of Aquidneck Island, offering more convenient and safer opportunities for cycling throughout the Island, and encouraging greater reliance upon the cycling mode and fewer auto trips, with consequent reductions in fossil fuel usage and air and water pollution.
5. **SUPPORTS LOCAL AND STATE GOALS** - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: AQUIDNECK ISLAND BICYCLE MASTER PLAN

- Project supports recommendations of Middletown, Newport, and Portsmouth local comprehensive plans calling for actions to expand opportunities for cycling as a transportation mode.
 - Project supports recommendations of Aquidneck Island Transportation Study (AITS), AIPC 2011, for increasing opportunities and improved facilities for cycling on Aquidneck Island.
 - Project supports recommendations of Transportation 2035, Land Use 2025, Ocean State Outdoors, A Greener Path, and Rhode Island Rising – all State Guide Plan elements which call for increasing opportunities for cycling mode.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
- Project product will lead to investments resulting in significant improvements to the safety of vulnerable bicyclists using the Aquidneck Island transportation network.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
- Proposed project will make safe transport more accessible to all regardless of mode.
 - Proposed project will expand transportation choices for all residents of Aquidneck Island, including low income residents. Census figures indicate that approximately 8.4% of the Island's residents are identified as having incomes below the established poverty level.
 - Proposed project will expand transportation choices for all residents of Aquidneck Island, including persons with disabilities. There were over 9,000 persons so identified by the Census on Aquidneck Island.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information			
	Agency/Organization	Aquidneck Island Planning Commission		
	Contact Person	Thomas Ardito	Title	Executive Director
	Mailing Address		437 Broadway	
	City	Newport	Zip Code	02840
	Phone	401-845-9299	Email	tardito@aquidneckplanning.org

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<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 _____		

PROJECT INFORMATION	Project Description			
	Project Title	Aquidneck Island Bikeway - Melville Connector		
	Location by Street Name	Old/West Main Road/Access Road/Smith Road/Bradford Ave./Sullivan Rd./Stringham Rd.		
	Project Limits - From	West Main Road	To	Burma Road
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			

Design and construct a shared-use bicycle pedestrian facility linking West Main Road at Old West Main Road to Burma Road at Stringham Road in Portsmouth. This facility would form a segment of the Aquidneck Island Bikeway proposed in the Aquidneck Island Transportation Study (AITS) 2011. This link was recommended by the Design Study Report (DSR), 2015 undertaken by the firm VHB for the AIPC, with funding from the van Buren Charitable Trust. The objective of the study was to examine routing options for the Aquidneck Island Path in this area, in response to indications that the route originally proposed in the AITS (following the Newport Secondary rail corridor along the shoreline) faced substantial cost and permitting issues which would substantially delay its implementation. The route proposed in this application is the alternative recommended by the DSR and was endorsed by the Portsmouth Town Council in October 2015; the Town is simultaneously applying for this project's inclusion in the TIP.

As recommended in the DSR, the facility would consist of a combination of shared-roadway and shared-use, separated path facilities. Originating at the intersection of West Main Road and Old West Main, this alternative follows Old West Main Road as an on-road marked shared-lane bikeway and then southerly as an off-road shared-use path adjacent to West Main Road to the powerline/former access roadway. Modification of the existing traffic signals at Cory's Lane and Kings Grant Estates will be required to accommodate the Bikeway. Also, minor ROW strip acquisitions will be required along the existing vacant field and Kings Grant commercial lots. At the point where the powerline and former access roadway diverge, the Melville Ponds Alternative continues along the former access roadway approximately 0.25 miles as an off-road shared-use path before turning southerly onto Smith Road. The proposed Bikeway follows Smith Road as an on-road marked shared-lane bikeway, turns westerly onto Bradford Avenue and turns southerly on to Sullivan Road (the main Melville Ponds access roadway) as an on road marked shared lane bikeway to Stringham Road. The Bikeway turns westerly on Stringham

Describe need for proposed project:

A ten mile long bicycle route along the Newport Secondary rail corridor and Navy right of way (Burma Road) was recommended by the Aquidneck Island Transportation Study (AIPC, 2011) to: "provide unprecedented views of Narragansett Bay, which has the potential to become a significant attraction on Aquidneck Island with increased economic development potential" and "to connect with existing/ proposed multimodal centers". This project would help implement the initial phase of that vision, by providing a usable facility which can be built on an expeditious basis for a reasonable cost compared to longer term alternatives. When a direct path is eventually built along the shoreline rail corridor, the linkage provided by this project will have continuing utility as a connector between interior destinations, such as Melville Campground, Melville Elementary School, adjoining residential neighborhoods and the shorefront corridor path.

The addition of this bicycle facility will also help ameliorate the current dearth of facilities available for cyclists on Aquidneck Island. As opposed to other regions of the state, the Island has few dedicated facilities and no separated, shared-use paths for cyclists and pedestrians; despite having a large resident cycling community and attracting many touring cyclists. This project would begin to address this deficit.

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

As stated in the AITS, the creation of a separated, shared-use bicycle path along the western shoreline of Aquidneck Island would allow unparalleled views of Narragansett Bay, and become an attraction for Rhode Islanders and visitors as well. This project can be the first element of that long-range vision for a shoreline path. When realized, a shoreline path will be a strong stimulus for the island's and state's tourism sector, adding to the amenities available to visitors to Newport and the island. A shoreline path will also offer an alternative north-south transportation corridor for the island which will help to reduce congestion on other north-south arterials. Reductions in fossil fuel usage and air pollution, and increased wellness and public health are ancillary benefits to be realized from the project which support state goals and objectives in these areas.

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

Is the project on the Federal Aid System? Yes No Portions on; portions intersect and parallel to Fed. Aid System roads.

Is the project on the National Highway System? Yes No

Portions on; portions intersect and parallel to NHS

Evaluation Criteria

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	*	Completed	\$360,000		\$2,160,000*
* PRELIMINARY ESTIMATE ONLY - EXCLUDES ROW ACQUISITION				Total Cost	\$2,160,000*
				Amount Requested through TIP Process	\$2,160,000*

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


Source	Amount
The Design Study Report for this proposed project was completed in 2015, and was funded by the Van Buren Foundation through the AIPC	\$75,000
Total	\$75,000

Estimated date of construction 2018-2019

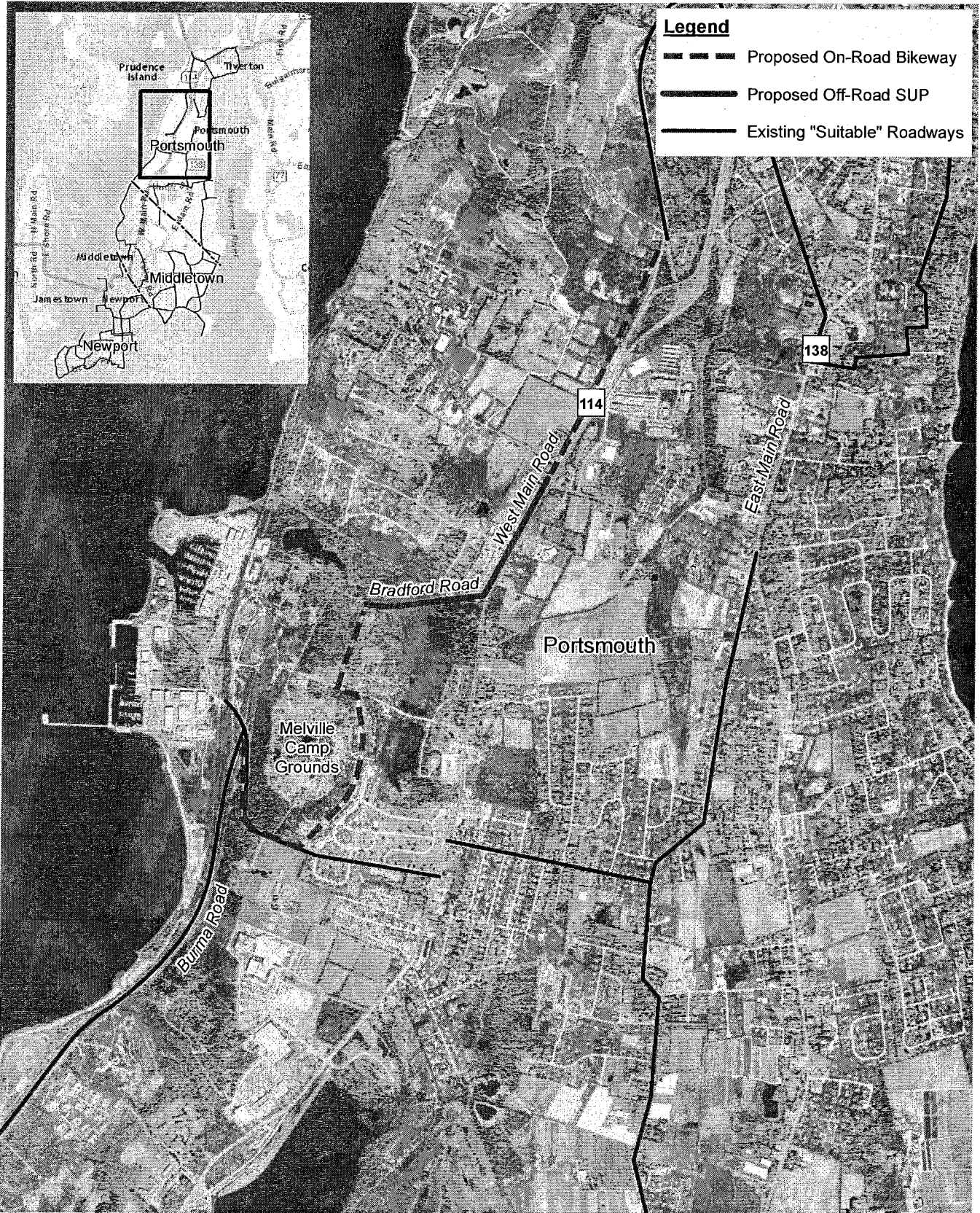
Applicant Certification

CERTIFICATION

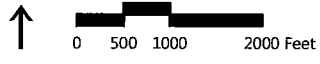
I attest that the information provided on this application is in true and accurate.

	Thomas C. Ardito, Ex.Dir.	1-7-16
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



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EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Facilities proposed will provide convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population, including hundreds of bike-dependent hospitality workers on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists. ADT on Burma Road, north of Greene Lane was 6,000; nearby Stringham Road carries 6,700 ADT. These factors indicate moderate travel demands in the project area and good potential usage for a bicycle/pedestrian facility along the Burma Road/Newport Secondary rail corridor.
 - Project would offer new opportunities for bicyclists and pedestrians, encourage greater use of these modes.
 - Project will provide linkage between existing and planned on-road cycling routes and future shared use paths on Burma Road.
 - Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help avoid modal conflicts and safety concerns as vehicles trips increase along Burma Road in the future.
 - Project would be first step in longer term regional project to create a safe bicycle and pedestrian corridor along the west shoreline of Aquidneck Island, expanding mobility choices, and improving user comfort and safety in a region where separated cycling routes are presently limited.
 - Project will also link campgrounds and residential neighborhoods to existing on road (and future planned Shared Use Path) along Burma Road.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project cost is reasonable and effective, given it is the first stage in a larger scale, long-range project (Aquidneck Island Bikeway) which will offer great benefits over time, and given the relatively low level of past investment in independent bicycle/pedestrian facilities on Aquidneck Island compared to other regions of the state.
 - Project would provide enhanced bicycle access to the Melville campground complex in Portsmouth.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Design Study Report (AIPC, 2015) studying options for this project was completed with support from a private foundation and Aquidneck Island communities.
 - In addition to serving local cycling and pedestrian transportation, the project is the first element in larger scale, long-term project that would provide a new strategic asset supporting the tourism sector of the state and the Island economies. Like the East Bay Bike Path, an independent shared use path on the west shoreline of Aquidneck Island would provide an attractive outdoor recreation/leisure experience in a beautiful natural, coastal setting. When the segment proposed is eventually linked to connecting facilities proposed for Tiverton and extending south to Newport, the Aquidneck Island shoreline bikeway will offer a signature outdoor experience, which will brand

the state and the island as a premier destination for cycling vacations and used to market them nationally and world-wide.

- Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.
4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.
 - The proposed facility would be an initial connector segment for a greenway envisioned along the west shoreline of Aquidneck Island extending from the Sakonnet River to Newport; as recommended in the Greenspace and Greenways Element of the State Guide Plan and other planning studies.
 - Improved access to Melville Campground for cyclists, introducing more visitors to this recreational resource as they ride through this area.
 5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Proposed project is supportive of the Town of Portsmouth Comprehensive Plan, 1992, which recommended studying the feasibility of a shared use path along the railroad corridor from the Sakonnet River to Newport, and the Town of Middletown Comprehensive Plan, 2015, which recommends "Support design, permitting and construction of Shoreline Bikeway (Burma Rd), an off-road shared use path along Newport Secondary Rail and Navy right-of-way (ROW)".
 - Project would also support recommendations of the Aquidneck Island Transportation Study, AIPC, 2011, that the rail corridor be conserved for transportation uses, and that a shared use path be constructed, in phases, along the Newport Secondary corridor from the Sakonnet River Bridge to Newport.
 - Project supports a number of policies and actions of the State Guide Plan, including those in Transportation 2035, Land Use 2025, and A Greener Path: Greenspace & Greenways for RI.
 6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - A dedicated bicycle route will markedly improve safety for vulnerable bicyclists using this portion of the Island's transportation system.
 7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - Proposed project will offer safer connections for all transport modes and people who use them.
 - By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 15% of Portsmouth residents have incomes less than 200% of the poverty level, and approximately 8% and 7% of the Town's residents are identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were nearly 2,800 persons so identified by the Census in Portsmouth – the host community of the proposed project.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Aquidneck Island Planning Commission

Contact Person Thomas Ardito Title Executive Director

Mailing Address 437 Broadway

City Newport Zip Code 02840

Phone 401-845-9299 Email tardito@aquidneckplanning.org

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 type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Mount Hope Bay Bicycle Improvements

Location by Street Name Anthony Road, Boyds Lane, Mt. Hope Bridge

Project Limits - From Anthony Road -- From: Boyds Lane To To: Rt. 24 Off Ramp
Boyds Lane - From: Anthony Road To: Bristol Ferry Rd.

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

Provide a brief description of the proposed project:

This project would provide for safety improvements and signage to Anthony Road and Boyds Lane in Portsmouth, and to the Mt. Hope Bridge to better accommodate and improve safety for bicyclists. The intention is to implement a short-term solution which would provide a designated cycling connection offering improved safety conditions for cyclists traveling between the Sakonnet River and Mt. Hope Bridges (or between Portsmouth and Tiverton or Bristol). Potential roadway improvements include signage and striping, signalization changes, shoulder (re)paving, etc. An electronic signage system also would be installed to alert motorists when cyclists were sharing the lanes of the Mt. Hope Bridge. The project would both direct cyclists between the bridges along the safest connections, but also alert motorists that they are sharing the road with cyclists. Determination of the most practical and expeditiously implemented improvements should be accomplished in coordination with cycling community representatives, the municipalities involved, and with the RI Bridge and Turnpike Authority, which has expressed interest in cooperating in such as a project.

Describe need for proposed project:

Aquidneck Island has a large and ardent cycling community, and with the ocean's influence on the weather, the cyclable season is long. The native cycling cadre expands greatly with the throngs of tourists who visit the island during the peak Summer-Fall seasons and wish to include bicycle trips during their stays. However, the Island's cycling infrastructure is scant, and mostly uncoordinated with enormous gaps. With the completion of the shared-use path on the new Sakonnet River Bridge, a new gap has emerged. Cyclists crossing the bridge onto the island from Tiverton are left unoriented at the end of the shared-use path at the eastern end of Anthony Road. Some may seek to continue south towards Newport, but others may be bound for Bristol and the East Bay via the Mt. Hope Bridge. Limited to no information is available to these cyclists as to how to access that connection.

In this case, while a long-range solution -- construction of a shared-use path along the Newport Secondary rail corridor -- will address this gap, a designated, safe cycling connection between the two bridges connecting the northern portion of the island is needed in the interim. Anthony Road and Boyds Lane provide a direct connection between the two bridges; but this route is not designated or signed, giving no direction to cyclists or notice to motorists about the need to cooperate in sharing these roads.

Bicycles are allowed on the Mount Hope Bridge, but the heavy traffic and narrowness of the lanes require heightened awareness on the part of motorists and cyclists when using the bridge roadway. An electronic signal system which cyclists trigger when using the bridge would notify motorists that cyclists were ahead sharing the lane. These are relatively simple solutions which could be implemented in the short term to improve safety of cyclists coming onto the island or travelling between the bridges.

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

The project will improve the municipal, island, and state transportation network by enhancing safety for non-motorized users, broadening modal choice, and diversifying the transportation system. As mentioned above, while it has many cyclists, and many, many more visitors who desire to cycle on their vacations, Aquidneck Island, in distinction to other regions of the state, does not have a well-developed cycling infrastructure with separated, shared-use paths, designated cycling routes, or striped lanes. While long-range plans are being made (and projects applied for) to construct shared-use paths for the future, the reality of the present is that the island, which has perhaps the greatest seasonal demand for cycling opportunities of any region in the state, is severely disadvantaged relative to other parts of the state in terms of facilities. Given this situation, interim improvements, such as proposed in this project, can yield great short-term benefits to cyclist users of the transportation network. Creating a designated safer connection for cyclists will also benefit economic development by better accommodation of tourists and improvement of the region's and state's attraction to tourists.

Is the project consistent with the local Comprehensive Plan? Yes No Not specifically cited, but general support for implementing minor low cost alternates.

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

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		\$32,500	\$130,000	\$162,500*
* PRELIMINARY ESTIMATE ONLY			Total Cost	\$162,500*
			Amount Requested through TIP Process	\$162,500*

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

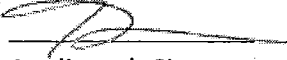
Source	Amount
Anticipated funding participation by the RIBTA for improvements on the Mt. Hope Br.	\$50,000
Total	\$50,000

Estimated date of construction 2016-2017

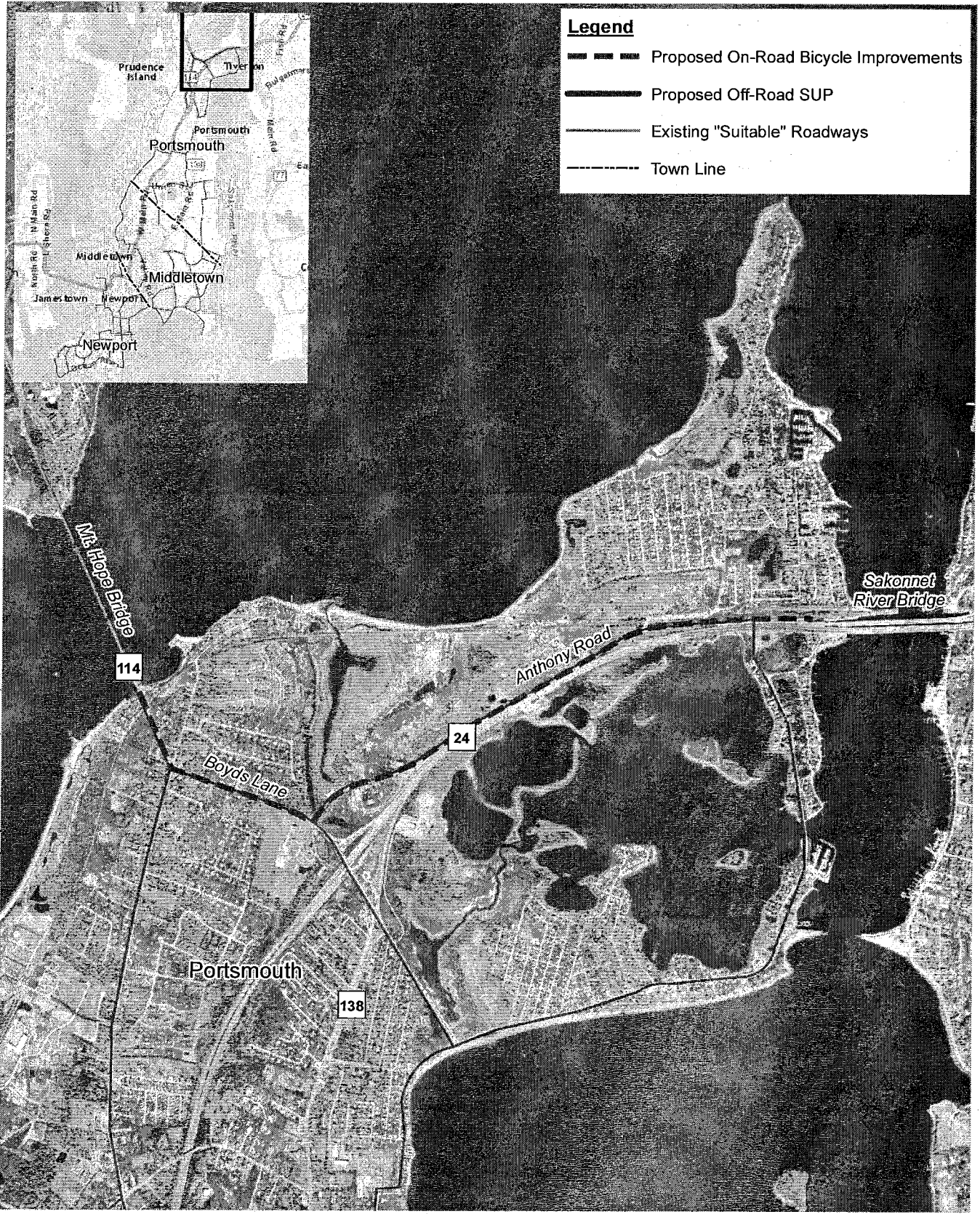
Applicant Certification

CERTIFICATION

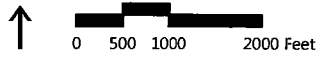
I attest that the information provided on this application is in true and accurate.

	Thomas C. Ardito, Ex. Dir.	1-7-15
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



\\vhb\prop\Providence\84069.15\Submittal\graphics\FG1 - Mt Hope Bay Bicycle Improvements (8406915).mxd



APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: MOUNT HOPE BAY BICYCLE IMPROVEMENTS

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Facilities proposed will provide convenient and safer transportation options for the large number of bicyclists on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists. A connecting cycling or walkable roadway route in this area of the island is difficult as the roadways lack sidewalks and some segments are not suitable for cycling; none of the roads are very inviting or conducive for these modes. ADT on project roads run from 17,700 (Mt. Hope Bridge) to 12,000 (Bristol Ferry Road). These factors indicate significant travel demands in the project area and high potential usage for a bicycle route in this area connecting the Sakonnet and Mt. Hope bridges.
 - Project would offer new opportunities for bicyclists, encourage greater use of the bicycle mode, while safely integrating cyclists with auto traffic on project roadways (Anthony Road, Boyds Lane, Mount Hope Bridge).
 - Trips converted to the bicycle mode will reduce auto volumes and help avoid congestion on nearby roads.
 - Project would provide a safer bicycle route between two of the major gateways to the island. This improved connectivity will promote biking within and between neighborhoods along and near to this route (Common Fence Point, Island Park, Bristol Ferry area) and between Tiverton and Bristol and Aquidneck Island.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project cost is reasonable and justified, given the opportunity to ability to improve cycling safety, and given the general lack of suitable bicycle facilities on Aquidneck Island compared to other regions of the state.
 - Project would complement the recently completed Sakonnet River Bridge Shared Use Path, by providing a safer, on-road connecting route from the Sakonnet River Bridge to and over the Mount Hope Bridge to Bristol.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - In addition to serving local cycling transportation needs, the project would provide a safer on-road connection for tourists and visitors, including those travelling to the island from Bristol or Tiverton.
 - Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*

Sources: US Census 2000, 2010, 2008-12 data-via The Providence Plan Data Mapper (<http://profiles.provplan.org/profiles/census-tract/44005040500/demographics/>); RIDOT Traffic Flow Map, 2009 (http://www.dot.ri.gov/documents/maps/Traffic_Flow_Map.pdf); RI Statewide Planning Program: State Guide Plan Elements (various) and Functional Highway Classification (www.planning.ri.gov); City of Newport Comprehensive Plan (<http://cityofnewport.com/departments/planning-development/comprehensive-land-use-plan>); Town of Middletown Comprehensive Plan (http://www.planning.ri.gov/documents/comp/2015/Middletown_15.pdf); Town of Portsmouth Comprehensive Plan (<http://www.portsmouthri.com/DocumentCenter/View/456>)

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: MOUNT HOPE BAY BICYCLE IMPROVEMENTS

- By offering more convenient and safer connections, the project would encourage greater reliance on bicycling for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.
5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
- Proposed project is generally consistent and supportive of the Town of Portsmouth Comprehensive Plan, 1992, which recommended ensuring that planning for alternative modes be part of a comprehensive regional circulation plan.
 - Project would also support advancement of the Aquidneck Island Transportation Study, AIPC, 2011, which called for a shared-use path along the Newport Secondary rail corridor from the Sakonnet River to Newport as a long-term objective. The on-road facility proposed would establish a safe on-road route for cyclists as a short-term step that would support better and safer conditions for cycling between destinations to be served in the long-term by the shared-use path on the rail corridor.
 - Project supports policies and actions of the State Guide Plan, including those in Transportation 2035.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
- Facilities proposed will dramatically improve safety for vulnerable bicyclists who are currently decidedly unsafe using this portion of the Island's transportation system.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
- By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 15% of Portsmouth residents have incomes less than 200% of the poverty level, and approximately 7%, of the Town's residents are identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were nearly 2,800 persons so identified by the Census in Portsmouth – the host community of the proposed project.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Aquidneck Island Planning Commission
Contact Person Thomas Ardito Title Executive Director
Mailing Address 437 Broadway
City Newport Zip Code 02840
Phone 401-845-9299 Email tardito@aquidneckplanning.org

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 _____ | | |

Project Description

Project Title Mount Hope Bay Bikeway/Shared Use Path
Location by Street Name Newport Secondary Rail Corridor
Project Limits - From Sakonnet River Bridge To Mount Hope Bridge / Mussel Bed Shoals

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

Provide a brief description of the proposed project:

Construction of a separated, paved, shared-use path as a rail-with-trail or rail-to-trail facility along the Newport Secondary Rail Corridor following the shoreline of Mt. Hope Bay in the Town of Portsmouth. The shared-use path will extend 2.1 miles along Aquidneck Island's northern shoreline, connecting the new separated shared-use path on the new Sakonnet River Bridge with the Mt. Hope Bridge (via Mussel Shoals Road) as well as bicycle and pedestrian connections to points south on Aquidneck Island. The Mt. Hope Bay Bikeway will form the first and northernmost section of the Aquidneck Island Bikeway and will provide much-needed public coastal access to nearly two miles of public shoreline that is now virtually inaccessible.

The project will include study and design work, and construction: clearing, grading, drainage improvements, paving, striping and signage, fencing and site amenities (benches, bollards, etc.) and associated parking facilities. The rail corridor right-of-way is in State of RI ownership and is designated for transportation usage. The pathway would connect with the existing bikeway/path on the new Sakonnet River Bridge on the north/east terminus, allowing future connection with a potential bikeway/path in Tiverton; and with Mussel Bed Shoals Road on the south/west terminus, allowing connection to the Mt. Hope Bridge, shared-lane bike routes on West Main Road, and a potential future continuation of the separated (rail with trail) path southward on the rail corridor.

In designing this project, AIPC proposes an alternatives analysis to consider costs and benefits of rail-to-trail vs. rail-plus-trail design. The former would provide significant cost advantages while the latter would maintain existing track.

Describe need for proposed project:

The proposed project fills a critical need for safe and accessible bicycle and pedestrian facilities on Aquidneck Island. Thousands of cyclists and walkers, residents and visitors alike, are seeking opportunities to safely traverse the island for commuting, recreation, and other purposes. In summer, 2015, more than 1,200 cyclists arrived at the Newport Folk Festival by bicycle, demonstrating significant demand for non-auto transportation options to island destinations. Improved facilities for safe and convenient bicycle and pedestrian transportation will result in decreased fossil fuel consumption, improved air quality, reduced congestion, and significant benefits to health and wellness. Safe, separated shared-use path facilities such as those proposed by this project are available in other all other regions of the state, but are non-existent on Aquidneck Island. The proposed location - along the Newport Secondary Corridor following the shoreline of Mount Hope Bay is an ideal, beautiful and obvious location for a much-needed addition to the state's network of bike/pedestrian paths. In the longer term, this segment will be part of the Aquidneck Island Bikeway, running continuously along the west side of the Island and connecting it to the state's network of multi-use paths via the separated path on the new Sakonnet River Bridge and via a shared roadway connection across the Mount Hope Bridge. Development of a bikeway along the rail corridor is recommended in the State Guide Plan (Greenspace and Greenways Element 155), and recommended for consideration in the Portsmouth Comprehensive Plan. The project will also help conserve the corridor, which currently has infrequent rail usage, for possible restoration of rail services in the long term.

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

The proposed project will expand opportunities for safe walking, cycling and other non-motorized transportation for Aquidneck Island residents as well as many who visit the Island from elsewhere in Rhode Island and throughout the region. Once developed, this trail will rival the East Bay bike path for the quality of its water views. The state and local transportation network will be improved through diversification, better balance, and expanded modal choice. Island residents and visitors to the Island will have an opportunity to enjoy the benefits of safe, healthful, non-motorized transportation via a facility which will be an asset to the Island and the state. Trips diverted from motorized travel will help the state attain objectives of reducing energy usage, improved air quality and improved public health. The availability of a separated, shared-use path along the shoreline of Mount Hope Bay will also contribute to the economic vitality of the island and the state by attracting tourists seeking bicycling and walking or enjoyable outdoor experiences as part of their visits.

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

Is the project on the Federal Aid System? Yes No Corridor parallels and intersects Fed. Aid System roads

Is the project on the National Highway System? Yes No Corridor parallels NHS roads

Evaluation Criteria

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	*	\$200,000	\$340,000	\$2,700,000	\$3,240,000*
* PRELIMINARY ESTIMATE ONLY - EXCLUDES ROW ACQUISITION				Total Cost	\$3,240,000*
				Amount Requested through TIP Process	\$3,240,000*

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

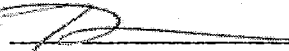
Source	Amount
Total	

Estimated date of construction 2019-20

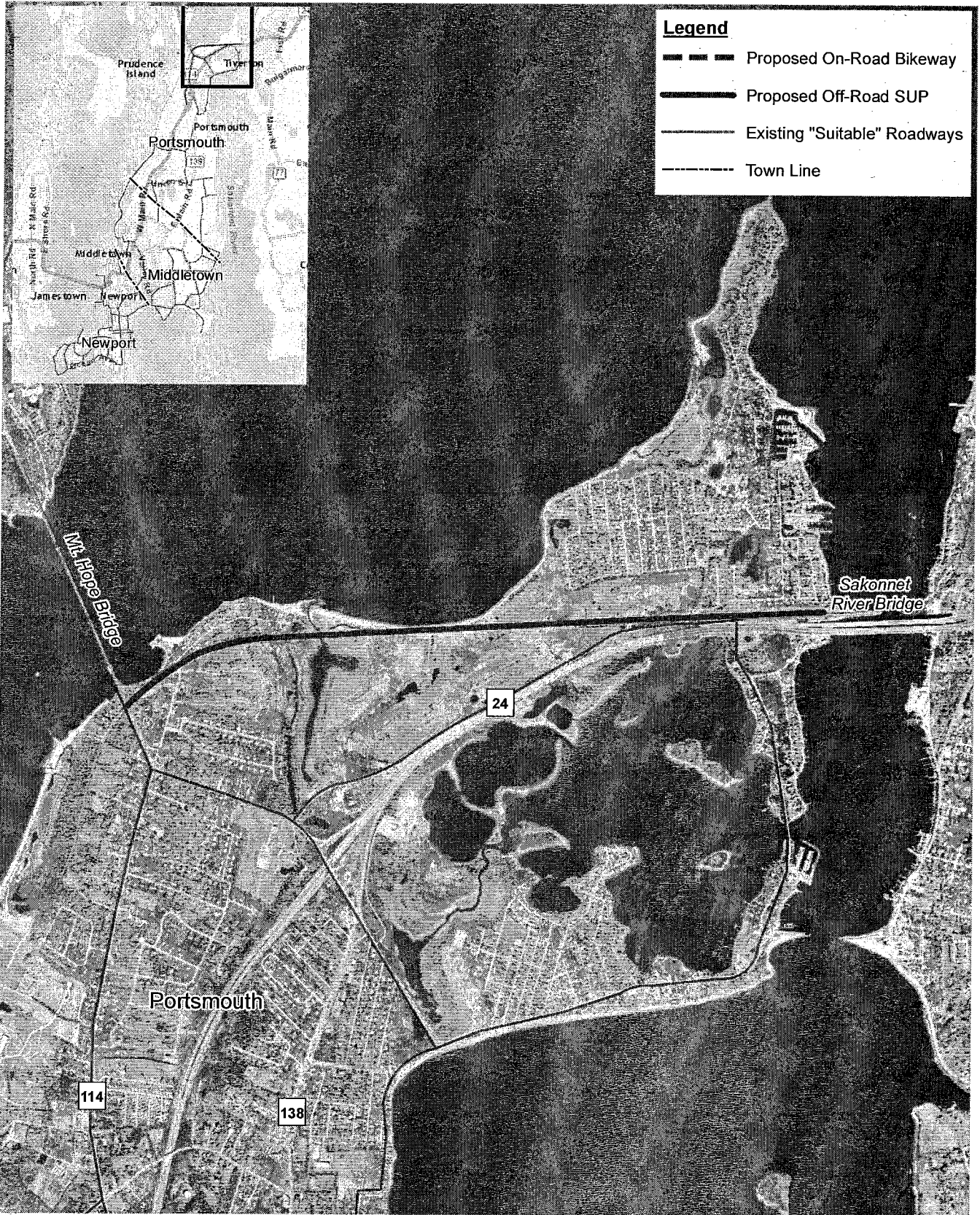
Applicant Certification

CERTIFICATION

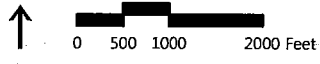
I attest that the information provided on this application is in true and accurate.

	Thomas C. Ardito, Ex.Dir.	1-7-16
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



\\vhb\proj\providence\84069_15\Submittal\graphics\FG1 - Mt Hope Bay Shared Use Path (8406915).mxd



EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Facilities proposed will provide convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal workers/visitors/touring cyclists. A connecting cycling or walkable roadway route in this area of the island is difficult as the roadways lack sidewalks and some segments are not suitable for cycling; none of the roads are very inviting or conducive for these modes. ADT on nearby roads run from 17,700 (Mt. Hope Bridge) to 12,000 (Bristol Ferry Road). These factors indicate significant travel demands in the project area and high potential usage for a bicycle/pedestrian facility in this area along the Newport Secondary rail corridor.
 - Project would offer new opportunities for bicyclists and pedestrians, encourage greater use of these modes, while safely segregating them from auto traffic on adjoining and nearby roadways (Anthony Road, Boyds Lane, Bristol Ferry Road).
 - Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help avoid congestion on nearby roads.
 - Project would provide a safe bicycle and pedestrian corridor connecting two of the major gateways to the island. This improved connectivity will promote walkability and bikeability for neighborhoods which this corridor connects (Common Fence Point, Island Park, Bristol Ferry).
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project cost is reasonable and justified, given the opportunity to realize more intensive utilization of an existing (underutilized) rail corridor, and given the relatively low level of past investment in independent bicycle/pedestrian facilities on Aquidneck Island compared to other regions of the state.
 - Project will preserve and enhance the existing Newport Secondary rail corridor along Mount Hope Bay, restoring active transportation usage and
 - Project would complement the recently completed Sakonnet River Bridge Shared Use Path, provide an extension of a shared use pathway along the rail corridor to connect the Sakonnet River Bridge with the Mount Hope Bridge.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - In addition to serving local cycling and pedestrian transportation, the project would provide a new strategic asset supporting the tourism sector of the state and the Island economies. Like the East Bay Bike Path, this facility would provide an attractive outdoor recreation/leisure experience in a beautiful natural, coastal setting. When the segment proposed is eventually linked to connecting facilities proposed for Tiverton and extending south to Newport, the Aquidneck Island shoreline

- bikeway will offer a signature outdoor experience, which will brand the state and the island as a premier destination for cycling vacations and used to market them nationally and world-wide.
- Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.
4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.
 - Increased use of this corridor will lead to improved stewardship and protection of the coastal resources.
 5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Proposed project is supportive of the Town of Portsmouth Comprehensive Plan, 1992, which recommended studying the feasibility of a shared use path along the railroad corridor from the Sakonnet River to Newport.
 - Project would also support recommendations of the Aquidneck Island Transportation Study, AIPC, 2011, that the rail corridor be conserved for transportation uses, and that a shared use path be constructed, in phases, along the Newport Secondary corridor from the Sakonnet River Bridge to Newport.
 - Project supports a number of policies and actions of the State Guide Plan, including those in Transportation 2035, Land Use 2025, and A Greener Path: Greenspace & Greenways for RI.
 6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - Facilities proposed will dramatically improve safety for vulnerable bicyclists and walkers using this portion of the Island's transportation system.
 - Adding active transportation and recreational uses to the Newport Secondary rail corridor will enhance its security by introducing public usage and surveillance of an isolated and under-used area.
 7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 15% of Portsmouth residents have incomes less than 200% of the poverty level, and approximately 7% of the Town's residents are identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were nearly 2,800 persons so identified by the Census in Portsmouth – the host community of the proposed project.

New Project Application

Transportation Improvement Program

RI
SPP



Contact Information

CONTACT

Agency/Organization Aquidneck Island Planning Commission

Contact Person Thomas Ardito Title Executive Director

Mailing Address 437 Broadway

City Newport Zip Code 02840

Phone 401-845-9299 Email tardito@aquidneckplanning.org

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 checked="" type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Newport North End Bicycle/Pedestrian Connectivity and Safety Improvements

Location by Street Name JT Connell Hwy/Coddington Hwy., Admiral Kalbfus Road, & Newport Secondary

Project Limits - From Shared-use path - Gateway Center To Coddington Hgwy. @ CCRI
Admiral Kalbfus Rd. -- JT Connell Hwy. to Broadway; JT Connell -- Adm. Kalbfus to John Chafee Blvd
Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project would seek to dramatically increase connectivity and safety for vulnerable bicycle and pedestrian road users between Newport's North End neighborhood and the city center by:

- 1) creating a continuous, off-road, shared-use, rail with trail path along the Newport Secondary rail corridor (from the southern terminus of the rail corridor at Gateway Center, northward to a terminus at CCRI's Newport Campus on Coddington Hwy.) along with connecting spur shared-use paths linking surrounding neighborhood streets to the shared-use pathway and affording safe access for cyclists and pedestrians to key neighborhood locations from the main path.
- 2) integrating complete street and traffic calming features along reconstructed Adm. Kalbfus Road and JT Connell/Coddington Hwys. to safely accommodate vulnerable road users within these corridors (and through and within the rotary connecting them), to direct regional through traffic away from residential neighborhoods and towards JT Connell-Coddington Highway as the upgraded N-S through route, to reduce volumes and calm vehicular traffic using Adm. Kalbfus Road, and to offer safe walking and cycling conditions throughout the North End neighborhood.
- 3) constructing an Alternative Transportation lot immediately off the Pell Bridge to allow Newport-bound visitors to park their cars and shift to transportation alternatives without entering the congested downtown area (or burdening the neighborhood with through traffic). The parking area would offer Park & Bike, Park & Walk, and Park & Shuttle options to bring visitors to the downtown Gateway Center.

In concert, these improvements are intended to integrate safe bicycle and pedestrian accommodations to better serve neighborhood residents as the area's roadway network is redesigned and upgraded to serve regional connections and anticipated development (Innovation Hub). Key connections to be linked via the project include: Downtown Newport and the waterfront, Gateway Center/Transit Hub; Pell Bridge terminus/Alternative Transportation Lot; CCRI Newport Campus; Met East Bay school; Innovation Hub redevelopments; East Bay Community Action; Boy & Girls Club of Newport; James Maher Center; Naval Station Newport; Perrotti, Miantonomi, Hunter, and Coddington Field recreation areas; Rolling

Describe need for proposed project:

The improved accommodation of bicyclists and pedestrians to be provided by this project is critically needed to improve mobility, connectivity and safety for residents and visitors going to and from the North End neighborhoods. The neighborhoods north of Admiral Kalbfus Road house approximately 20% of the city's population and nearly half of its public school students. Yet the area remains isolated from the remainder of the city by heavily trafficked roadways that are a challenge to cross, creating barriers for vulnerable users to access the remainder of the city. The existing situation for non-motorized transportation system users traversing the North End's highways or attempting to reach the city center or other parts of the city is untenable. Major (principal) arterials (J. T. Connell /Coddington Highways and Admiral Kalbfus Road and the rotary connecting them) present barriers for walkers and bikers and make access difficult and unsafe to the city center's commercial, employment, and institutional destinations. The (never completed) island freeway system channels volumes of higher speed, through (including Boston/Cape-bound) traffic off the Pell Bridge ramps onto these arterials; traversing the surrounding neighborhoods to reach Newport or points north or east without any calming design features (speed tables, bump-outs, chicanes, etc). The arterials in question offer virtually no bicycle and inadequate pedestrian accommodations, making them difficult and unsafe to navigate by cyclists or travelers on foot. Due to high volume, high speed traffic and lack of connections, access by cycle or walking through the rotary to points south in the city center is very difficult for neighborhood residents. The adjoining residential neighborhoods of the North End are home to some of the most income-disadvantaged residents of Newport, the island, and the state, who are disproportionately dependent on non-motorized transport. The North End's median income is 1/3 lower than Newport as a whole, and the neighborhood is the City's most racially diverse. Significant geographic barriers separate the North End from the rest of the City and limit access to downtown, and the jobs, services, and cultural opportunities it offers. +

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

This project will promote an improved and balanced transportation system serving all transportation users. It will help redress past inattention to the needs of area bicyclists and pedestrians, as evidenced by the arterials of the project area which mostly lack safe and attractive bicycle and pedestrian accommodations. The shared-use corridor and roadway improvements will significantly increase mobility and safety for pedestrians in the disadvantaged neighborhoods surrounding the corridor, and for the City of Newport and Town of Middletown as well. Newport and Aquidneck Island have a large and active cycling community, but must improve their transportation networks to be more safe and accessible for cyclists and pedestrians. Thousands of cyclists and walkers, residents and visitors alike, are seeking opportunities to safely traverse the island for commuting, recreation, and other purposes. In summer, 2015, more than 1,200 cyclists arrived at the Newport Folk Festival by bicycle, demonstrating significant demand for non-auto transportation options to island destinations. The shared-use path and Alternative Transportation Lot will also offer new amenities for visitors to the City and island, which will help boost the tourism sector by reducing congestion and offering safe and convenient alternatives to the automobile. The shared-use path will also serve employees of new businesses attracted to the Newport Innovation Hub, enhancing mobility and encouraging non-vehicular trips which will save energy and reduce air pollution.

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

Is the project on the Federal Aid System? Yes No

The rail corridor also parallels and intersects Federal Aid System and NHS roads

Is the project on the National Highway System? Yes No

Evaluation Criteria

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	*	\$400,000	\$800,000	\$6,000,000*	\$7,200,000*
* PRELIMINARY COST ESTIMATE - EXCLUDES ROW ACQUISITION				Total Cost	\$7,200,000*
				Amount Requested through TIP Process	\$7,200,000*

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

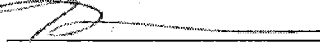
Source	Amount
Total	

Estimated date of construction 2018-2022

Applicant Certification

CERTIFICATION

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

	Thomas C. Ardito, Ex. Dir.	1-7-16
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



\\vhb\prop\Providence\84069.15\Submittal\graphics\FIG1 - North End Area (8406915).mxd

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: NEWPORT NORTH END BICYCLE/PEDESTRIAN
CONNECTIVITY AND SAFETY IMPROVEMENTS

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Project's enhanced bicycle and pedestrian facilities directly address / relieve key transportation barriers identified by city residents as part of the federally-funded /state-managed Health Equity Zones initiative, including safety concerns for biking and walking to work, errands, school, and recreation.
 - Project usage anticipated to be high, given linkages to be provided and the high proportion of lower income residents/lower auto availability in the neighborhood. ADTs on the roads involved are in the 16-19,000 range, also indicating high demand/potential usage.
 - The project improves mobility by providing additional transportation options that are healthy, economical, and accessible for North End residents. Biking and walking become easy choices.
 - Project is aimed at improving access to multiple modes via creation of new on- and off-road bicycle and pedestrian accommodations and an alternative transportation lot for mode shifting. Neighborhood has double statewide percentage of bicycle commuters (Census Tract 405 - 0.8%, statewide - 0.4%).
 - Alternative transportation lot will link multiple modes: auto/bus/van shuttle/bicycle/ped. and rail.
 - Enhanced bicycle/pedestrian facilities will expand mobility choices for the surrounding neighborhood which has a concentration of low income residents and lower than average vehicle availability (CT 405 - 72% vs. 90 % statewide).
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Maximum improvement and cost-efficiency can be realized by adjusting plan/combining construction calendar for the Pell Bridge ramps realignment work planned in the same area.
 - Project will complement, improve and enhance (already) planned highway investments (Pell bridge ramp realignment/JT Connell Hgwy./Adm. Kalbfus Rd.) to ensure that improvements include high level service to bicyclists and pedestrians.
 - Project will add efficiency by adding new mode (shared-use path) to existing rail corridor and greatly enhancing bicycling and walking modes on existing highways.
 - Improved bicycle and pedestrian infrastructure saves the city funds by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of active and public transportation.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Facilities proposed connect neighborhood residents safely and conveniently, and in healthy ways to their places of work and school. Studies confirm that school and work attendance improve when bicycling is a reliable mode of transportation. Improvements to timeliness, performance, and productivity also directly correlate with biking and walking to school and work.
 - Facilities proposed will connect downtown Newport and Newport residential areas with the CCRI Newport campus, providing an easy, efficient, and economical route to this educational center.
 - Facilities proposed will also link neighborhood residents with skills training and other services available at East Bay Community Action and Maher Center (integrated employment program for developmentally disabled).

Sources: US Census 2000, 2010, 2008-12 data via The Providence Plan Data Mapper (<http://profiles.provplan.org/profiles/census-tract/44005040500/demographics/>); RIDOT Traffic Flow Map, 2009 (http://www.dot.ri.gov/documents/maps/Traffic_Flow_Map.pdf); RI Statewide Planning Program: State Guide Plan Elements (various) and Functional Highway Classification (www.planning.ri.gov); City of Newport Comprehensive Plan (<http://cityofnewport.com/departments/planning-development/comprehensive-land-use-plan>).

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: NEWPORT NORTH END BICYCLE/PEDESTRIAN
CONNECTIVITY AND SAFETY IMPROVEMENTS

- Proposed alternative transportation lot will intercept tourists and link them via alternative modes to downtown Newport and Island tourism destinations. Reductions in traffic congestion, improved connectivity, and improved safety all improve the touristic attractiveness of Newport, and with it brings significant economic benefits.
- Reductions in traffic congestion reduces the wear and tear on roads and properties, reverses damaging traffic and parking impacts, and improving historic preservation.
- Project is located within the Urban Service Boundary of State Guide Plan - Land Use 2030.
- 4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - Project will encourage greater bicycle use and walking, reducing auto trips, associated emissions and air pollution, and wear and tear on the City's historic landscape.
 - Project will encourage bicycle use and walking which reduce auto trips and fossil fuel energy use., and the center of town to the North End's Miantonomi Park - encouraging more healthful lifestyles and better community health.
- 5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - The project advances the statewide commitment to multi-modal transportation.
 - Supports Governor Raimondo's WAVE plan to grow economic opportunities by restoring the state's image as a tourist destination.
 - Supports the CDC-funded and RIDOH-managed Health Equity Zone Project in Newport
 - Supports numerous goals of the RI Statewide Vulnerable Road User Safety Action Plan
 - Shared use path would be first mile of Aquidneck Island west shoreline greenway, as recommended in State, regional and local plans.
 - Project supports State Guide Plan, regional, and local plans' policies for expanding bicycle and pedestrian modes to diversify the transportation system.
 - Project will support Newport Comprehensive Plan's goals for: "an integrated public transit and traffic system for Aquidneck Island", and "a traffic circulation and parking system that preserves and enhances the livability of neighborhoods".
 - Project supports Transportation 2035 objectives to improve transportation system equity and expand transportation options available to low and moderate income populations.
- 6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - The proposed road and path facilities will dramatically improve the safety and security of vulnerable road users throughout this area. The project includes enhanced safety and security on the roads, crossing the roads, navigating the rotaries, accessing the multi-use paths – providing safe connections among the North End neighborhoods, schools and businesses, and with the rest of Newport's neighborhoods and business centers.
 - Facilities proposed will introduce bicyclists and walkers to rail corridor, improving security of system by introducing active usage / greater surveillance to presently underutilized facility.
- 7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*

Sources: US Census 2000, 2010, 2008-12 data-via The Providence Plan Data Mapper (<http://profiles.provplan.org/profiles/census-tract/44005040500/demographics/>); RIDOT Traffic Flow Map, 2009 (http://www.dot.ri.gov/documents/maps/Traffic_Flow_Map.pdf); RI Statewide Planning Program: State Guide Plan Elements (various) and Functional Highway Classification (www.planning.ri.gov); City of Newport Comprehensive Plan (<http://cityofnewport.com/departments/planning-development/comprehensive-land-use-plan>).

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: NEWPORT NORTH END BICYCLE/PEDESTRIAN
CONNECTIVITY AND SAFETY IMPROVEMENTS

- Project will expand mobility and modal choices available to distressed neighborhood (Census Tract 405) having roughly 38% non-white residents (state average = 23.6 %) and median family income of \$39,516 (statewide = \$72,872).
- Project will expand mobility and modal choices available to neighborhood (CT 405) where 20% of the population is identified as disabled. The project's elements may offer improved access to some of these individuals.
- Health and productivity outcomes among North End residents are lower than Newport as a whole. Providing bicycling and walking facilities puts the North End neighborhood residents in a more equitable position to access good health habits and routine physical activity:
 - a. Greater choice of travel modes also increases independence especially among seniors and children.
 - b. Enhanced recreational opportunities, especially for children, contribute to the quality of life in the community.
 - c. Adults who bike to work are fitter, leaner, less likely to be obese.
 - d. Participation in physical activity is positively related to academic performance in children.
 - e. Adolescents who bike or walk to school watch less TV and are less likely to smoke than peers who are driven to school.
 - f. People who bicycle on average live two years longer than non-bicyclists and take 15% fewer days off work through illness.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Aquidneck Island Planning Commission</u>
	Contact Person <u>Thomas Ardito</u> Title <u>Executive Director</u>
	Mailing Address <u>437 Broadway</u>
	City <u>Newport</u> Zip Code <u>02840</u>
	Phone <u>401-845-9299</u> Email <u>tardito@aquidneckplanning.org</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" 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 _____		
	Project Description			
	Project Title <u>Aquidneck Island / Narragansett Bay Ferry System study</u>			
	Location by Street Name <u>Aquidneck Island and Narragansett Bay</u>			
	Project Limits - From _____ To _____			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project: Project is a study. Study area is Aquidneck Island and Narragansett Bay.			

This project would provide for a study investigating the feasibility of an Aquidneck Island/Narragansett Bay Ferry System which would provide water borne transportation connecting points on Aquidneck Island and the Island to Providence and other destinations on Narragansett Bay. While a limited Newport-Providence commuter ferry service operated by RIPTA several years ago was not sustainable, this study will examine if an expanded service, offering more comprehensive intra-Bay travel, and combining service for tourists as well as commuters could be more economically sustainable. Destinations to be considered would include: Melville, Jamestown, Bristol, Warren, Quonset Point/Davisville, Prudence Island and other Bay Islands Park destinations, Rocky Point, as well as Providence. In addition to serving Providence-Newport travelers, expanded service would include cross-bay commuter trips as well as visitors to the Bay Islands Park System (as envisioned in the original Bay Islands Park Plan, c. 1976). Models of successful metropolitan area ferry services will be analyzed, including Boston Harbor, New York City, and Puget Sound, Washington for applicability to Rhode Island. Various ferry craft will also be assessed, including high speed vessels to determine feasibility and applicability to Bay conditions and service needs. Demands, both commutation and recreational, will also be forecast, and economic modeling performed to determine feasibility and sustainability.

If ultimately instituted the Bay ferry service would aim at linking Rhode Island across and up and down the Bay as it has not been since the pre-automotive era, offering Rhode Islanders and visitors new ways to get around the state as well as know the state's geography and resources in a way not experienced by many. For the transportation system, this project could actualize the State Motto of being "The Ocean State", by offering a water borne component and viable additional mode to diversify the system

Describe need for proposed project:

There is a natural need for this project, and for the potential ferry service it would explore. Rhode Island is the Ocean State, and Narragansett Bay bisects the core, heavily populated areas of the state; but Rhode Islanders travel patterns largely neglect these facts. Water borne transportation is decidedly underdeveloped in Rhode Island, despite the state's moniker. The 1998 State Guide Plan's Water Borne Transportation Plan encouraged the State to "work with other public agencies, private businesses, nonprofit organizations, tourism organizations, and local governments in the development and improvement of passenger transportation services as a component of the state's transportation system that complements highways and public transit"... and to "Promote and encourage, in cooperation with the Economic Development Corporation, the use of water borne passenger transportation by tourists, commuters, and the general public." This project would attempt to put some of these policy initiatives into action via a study which would update the Guide Plan's data and give contemporary guidance on the potential for a water borne transportation system servicing Aquidneck Island and other points on Narragansett Bay.

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

The proposed study project would provide benefits to the state and regional transportation networks and economies by exploring options and feasibility for a Aquidneck Island/Narragansett Bay ferry system that would offer new ways to get around the populated core of Rhode Island. This would reduce demands on land-based components of the transport system, and help diversify the transportation choices available to Rhode Islanders and visitors. A comprehensive Bay ferry system would also support the island and state economies by enhancing the services and transportation options available to tourists and other visitors to the island and state. Making it possible for residents and visitors to get across the Bay easily and enjoyably without autos to reach destinations on the Bay shore and islands will also increase commerce and tourism.

Is the project consistent with the local Comprehensive Plan? Yes No Local plans offer general support for exploring water transportation options.

Is the project on the Federal Aid System? Yes No N/A

Is the project on the National Highway System? Yes No N/A

Evaluation Criteria

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	\$100,000			\$100,000
			Total Cost	\$100,000
			Amount Requested through TIP Process	\$100,000

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


Source	Amount
Total	

Estimated date of construction 2017-18 (STUDY)

Applicant Certification

CERTIFICATION

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

	Thomas C. Ardito, Ex. Dir.
Applicant's Signature	1-7-16 Date
Chief Executive Officer's Signature	Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Project would study creation of a new modal choice offering expanded transportation options and improved inter-modality for residents of and visitors to Aquidneck Island and Rhode Island.
 - Water borne travel could be encouraged for both residents and visitors to reduce reliance upon fossil fuels, curb air pollution, minimize congestion, and ease parking needs. By advancing study of an alternative-modal system, this project will benefit Aquidneck Island and the state by studying broadened transportation options and potentially offering new modal options.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Study is cost-effective first step to examine the feasibility and utility of developing a new modal service for Aquidneck Island and other locales on Narragansett Bay.
 - Study will examine potential demand, investment needs, and private sector participation in service provision.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Study leading to new multi-destination Bay ferry service would improve access for visitors to Newport and Aquidneck Island's tourism destinations.
 - Study leading to new multi-destination Bay ferry service would improve access to employment and training opportunities by connecting commercial centers of Newport, Providence, and Quonset Commerce Park.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - Ferry service would expand the availability and convenience of non-automotive modes and facilitate the shift of travel from the auto mode. Expanded use of non-automotive travel will lessen congestion and pollution and reduce fossil fuel use.
5. **SUPPORTS LOCAL AND STATE GOALS** - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Project supports specific recommendation of the Aquidneck Island Transportation Study (AITS), AIPC, 2011 which called for the Island to "enhance ferry service" by "reestablish[ing] the Providence to Newport service as a seasonal service", and..."considering intra-island service between Melville and Newport".
6. **SAFETY AND SECURITY** - *Improve the safety and security of the entire transportation system.*
 - Ferry service, if it proves feasible, could offer additional strategic assets useful for emergency evacuations.
7. **EQUITY** - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - Proposed project would study expanding transportation choices for all residents of Aquidneck Island, including low income residents. Census figures indicate that approximately 8.4% of the Island's residents are identified as having incomes below the established poverty level.
 - Proposed project would study expanding transportation choices for all residents of Aquidneck Island, including persons with disabilities. There were over 9,000 persons so identified by the Census on Aquidneck Island.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Aquidneck Island Planning Commission

Contact Person Thomas Ardito Title Executive Director

Mailing Address 437 Broadway

City Newport Zip Code 02840

Phone 401-845-9299 Email tardito@aquidneckplanning.org

Type of Project *select all that apply*

- | | | | |
|---|---|-----------------------------------|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input checked="" 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 _____ | | |

Project Description

Project Title Aquidneck Island multi-modal/alternative transportation center study

Location by Street Name Pell Bridge ramp redevelopment area

Project Limits - From _____ To _____

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

Provide a brief description of the proposed project: Project is for study only.

PROJECT INFORMATION

This project would provide for study and facility planning leading towards creation of an Aquidneck Island multi-modal/alternative transportation center in the vicinity of the Pell Bridge ramps, where realignment of the ramps will soon free up developable land having proximity to the bridge/southern gateway to the island. The enhancement of existing (Gateway Center) and the creation of new island-wide multi-modal centers was recommended in the Aquidneck Island Transportation Study (AITS), AIPC 2011 for the Pell Bridge ramps and Melville areas. The concept to be studied would be the potential utility of an initial island multi-modal/alternative transportation center in the Pell Bridge ramps redevelopment area which would intercept and provide satellite parking for visitors coming onto the island and/or Newport (from the bridge or from points north via RI-24/114/138), facilitate their integration into an island-wide alternative transportation system offering connections to downtown Newport (e.g., to the existing Gateway Visitors Center) and points up-island via van shuttle or jitney (more appropriate to the historic city), via a potential future rail shuttle along the Newport Secondary rail corridor, and via bicycle and walking on a future shared-use path along the Newport Secondary rail corridor (also subject of AIPC application in this TIP solicitation) -- a enjoyable mile-long walk/bike ride into Newport's historic downtown/waterfront. This multi-modal /alternative transportation facility would provide an intercept point for visitors, workers, and others traveling via private auto or tour bus to easily find satellite parking and transfer to appropriate transportation for accessing Newport jobs and attractions. This would relieve the island transportation network of traffic, reducing congestion, delay, and pollution, particularly during peak seasons, and offer visitors transportation via modes (van/shuttle/bicycle/walking) which are more appropriate to the historic city's street network. This will also enhance the visitor experience, potentially increasing tourism visitation.

Describe need for proposed project:

The need for a multi-modal/alternative transportation center in the Pell Bridge ramp area was recommended in the Aquidneck Island Transportation Study (AITS), AIPC 2011, to make transit options more available and efficient with a goal of increasing transit usage and reducing reliance upon the automobile. The opportunity to construct such a facility in the target area will become reality when the bridge ramp realignment project frees land for re-development. It is imperative that planning for a possible multi-modal center be supported and undertaken via the TIP process so that multi-modal center plans can be integrated with the wider area redevelopment plans and the opportunity is not lost as the area is re-developed.

The creation of a multi-modal/alternative transportation center will also offer visitors an opportunity to experience the island and historic City of Newport via small-scale vehicles, such as van shuttles, which will offer a more enjoyable experience for visitors and be more in keeping with the historic city streetscape than larger tour buses.

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

The proposed study project would provide benefits to the state and regional transportation networks and economies by advancing creation of a multi-modal/alternative transportation center in the Pell Bridge approach redevelopment area. A multi-modal/alternative transportation center in this area will intercept travelers and facilitate their transfer from autos and motor coaches to lower-impact local transportation modes (transit bus, van shuttle, taxi, bicycle - and potential future rail shuttle). Facilitating seamless inter-modal transfers will encourage greater reliance upon alternative modes other than private autos and large inter-city buses for island travel, reducing traffic and congestion, lessening air pollution and fossil fuel use, and improving public health and wellness. A multi-modal center will also support the island and state economies by enhancing the services and transportation options available to tourists and other visitors to the island.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

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		\$75,000			\$75,000
				Total Cost	\$75,000
				Amount Requested through TIP Process	\$75,000

* PRELIMINARY ESTIMATE -- STUDY PHASE ONLY -

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

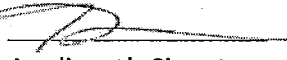
Source	Amount
Total	

Estimated date of construction 2017 (STUDY)

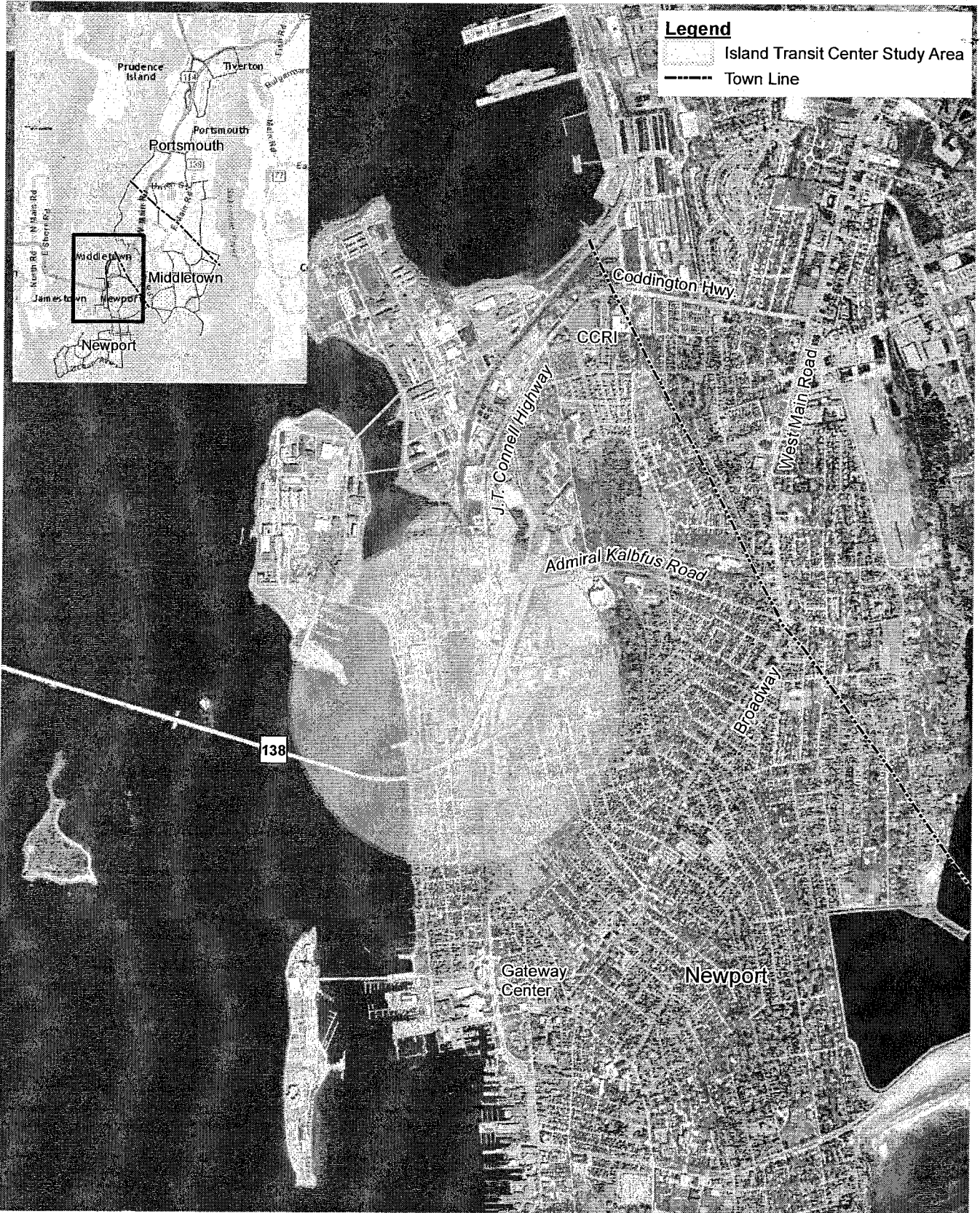
Applicant Certification

CERTIFICATION

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

	Thomas C. Ardito, Ex. Dir.
Applicant's Signature	1-7-16
	Date
Chief Executive Officer's Signature	Date

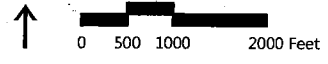
ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



Legend

- Island Transit Center Study Area
- Town Line

\\vhb\prop\Providence\84069.15\Submittal\graphics\FIG1 - Island Transit Center Study.mxd



EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Project would lead towards creation of a new multi-modal center offering expanded transportation options and improved inter-modality for residents of and visitors to Aquidneck Island. Census data indicate that 300-400 Aquidneck Islanders utilize public transit to reach their jobs; many others rely upon transit of one form or another for other needs including education, shopping, and medical care destinations. Transit usage is expected to grow in the future, and could be encouraged for both residents and visitors to reduce reliance upon fossil fuels, curb air pollution, minimize congestion, and ease parking needs. By advancing a convenient central inter-modal hub, this project will benefit Aquidneck Island and the state by expanding choice and offering seamless modal connections for visitors and residents.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Study is cost-effective first step to examine the feasibility and utility of developing a new multi-modal center for Aquidneck Island.
 - A new inter-modal center in the Pell Bridge approach re-use area will complement the City of Newport's plan for creating an Innovation Hub / new business center in this area.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Study leading to new multi-modal center would improve access for visitors to Newport and Aquidneck Island's tourism destinations, including Bellevue Avenue and the Mansions.
 - Study leading to new multi-modal center would improve access to employment and training opportunities, both existing and planned, in the Pell Bridge approaches area (planned Innovation Hub), and in downtown Newport and Middletown (West Main Road, Two Mile Corner, Aquidneck Business Park).
 - The general site area to be studied for a multi-modal center is within the Urban Services Boundary established by Land Use 2025.
 - While not a designated Brownfield *per se*, the area to be studied for a potential new multi-modal center (Pell Bridge approaches) is on land presently used for transportation use, and is the subject of future plans for reuse/redevelopment.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - A multi-modal center will improve the availability and convenience of non-automotive modes and facilitate the shift of visitors from autos to transit and bicycles. Expanded use of non-automotive travel will lessen congestion and pollution and reduce fossil fuel use.
5. **SUPPORTS LOCAL AND STATE GOALS** - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Project supports specific recommendation of the Aquidneck Island Transportation Study (AITS), AIPC, 2011 which called for... "upgrad[ing] Newport Gateway Center and creat[ing] new multimodal hubs at Pell Bridge ramps and Melville".
 - Project supports general recommendations of the local comprehensive plans of the City of Newport and the Town of Middletown which call for improving transit services and providing remote visitor parking solutions.
6. **SAFETY AND SECURITY** - *Improve the safety and security of the entire transportation system.*

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION

PROJECT NAME: AQUIDNECK ISLAND MULTI-MODAL/ALTERNATIVE TRANSPORTATION CENTER STUDY

- A multi-modal center would provide an asset which could be useful in emergency evacuations.
7. **EQUITY** - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
- Proposed project will expand transportation choices for all residents of Aquidneck Island, including low income residents. Census figures indicate that approximately 8.4% of the Island's residents are identified as having incomes below the established poverty level.
 - Proposed project will expand transportation choices for all residents of Aquidneck Island, including persons with disabilities. There were over 9,000 persons so identified by the Census on Aquidneck Island.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Aquidneck Island Planning Commission</u>
	Contact Person <u>Thomas Ardito</u> Title <u>Executive Director</u>
	Mailling Address <u>437 Broadway</u>
	City <u>Newport</u> Zip Code <u>02840</u>
	Phone <u>401-845-9299</u> Email <u>tardito@aquidneckplanning.org</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" 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 _____		
	Project Description			
	Project Title <u>Burma Road Shared Use Path/Bicycle Improvements</u>			
	Location by Street Name <u>Burma Road</u>			
	Project Limits - From <u>Stringham Road, Portsmouth</u> To <u>Gate 17 Access Road, Middletown</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>This project would provide for creation of a 10-mile long, separated, shared-use path within the Burma Road / Newport Secondary Rail corridor along the west shoreline of Aquidneck Island in Middletown and Portsmouth. The project would include study, design/permitting, acquisition, and construction phases. The roadway is presently owned by the U. S. Navy; the rail corridor is owned by the State of RI. Acquisition of the roadway corridor or of access and use easements would be necessary. The project would make the Burma Road corridor truly, multi-modal - adding safe accomodations for bicyclists and pedestrians to existing facilities for vehicle and rail users.</p> <p>This project was recommended in the Aquidneck Island Transportation Study (AITS) 2011, conducted by the Aquidneck Island Planning Commission and funded by the RI Department of Transportation, RI Statewide Planning Program, and Federal Highway Administration. The AITS identified the project being applied for as one segment of a larger project which would ultimately create a shared-use path along the west side of Aquidneck Island running from the Sakonnet River Bridge to Newport, and connecting across the new Sakonnet River Bridge to future paths in Tiverton and the East Bay. The AITS noted that the project would provide "...unprecedented views of Narragansett Bay, which has the potential to become a significant attraction on Aquidneck Island with increased economic development potential".</p> <p>A second, more immediate, component of this project would be short-term/low investment/traffic safety measures that would improve conditions for safe cycling along Burma Road. Measures such as improved signage, lane striping and limited widening of pavement in some areas would improve safety and security for bicyclists along this roadway in the intervening years while the shared use path was being studied and built.</p>				

Describe need for proposed project:

As noted above, this project offers an opportunity to significantly advance the recommendations of the AITS. Simultaneously, it would create a transportation and economic development (tourism) asset of state and region-wide significance. Adequate bicycle facilities of the sort proposed are currently non-existent on Aquidneck Island. Unlike other regions of the state, Aquidneck Island has not benefited from extensive federal and state investments in independent bicycle path facilities in past years. Despite having a large and growing cycling community, and despite hosting thousands of seasonal visitors -- including many who desire to explore the island via cycling, the island has very few designated bicycle routes or facilities. With permission from the Navy, a signed/striped shoulder, share-the-road bicycle route was established on Burma Road along the segment proposed for this project in 1998. This facility enjoys heavy usage by cyclists, given its location along the shoreline, the connection it offers between the northern and southern portions of the island, and the fact that Burma Road is less congested and more conducive to cycling than other available parallel N/S routes. However, the striped bicycle/shoulder lanes are narrow and adjoin higher speed (45 MPH) travel lanes, making usage less than comfortable for all but seasoned/experienced cyclists. The short term phase of this project would seek to improve conditions for shared-roadway cycling almost immediately via improved signage, striping and lane widening while the longer-term study, design and construction of a separated shared use path proceeds.

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

The benefits of a strategic investment in this project for the transportation networks and for the economies of both Aquidneck Island and the state will be significant and enduring. The construction of a separated, shared-use facility, as recommended in the AITS, would institute a permanent and much improved, separated facility for cyclists. The location of this facility, along a ten mile reach of Aquidneck Island's Narragansett Bay shoreline would ensure that the facility becomes an unparalleled tourist attraction as well as serving local and regional transportation needs. When ultimately tied into the State's overall Bikeway/Greenway network, as envisioned in the 1994 State Greenspace and Greenways Plan, the Aquidneck Island Bikeway, of which this project would be the anchoring segment, will distinguish Rhode Island as a world-renown cycling destination, bringing tourists from around the world to "Cycle Rhody", and adding greatly to the state, island and regional economies.

The project would also secure the Burma Road corridor in state ownership, allow cycling traffic to be shifted from Burma Road to a separated facility, and facilitate the potential for future upgrading and extension of the Burma Road, as also was recommended in the AITS, and for which a study and development phase was underway in the prior TIP (and which is being re-applied for by AIPC and the host communities as a distinct project in this TIP solicitation). All of these interconnected improvements, if implemented, will greatly benefit the transportation network and economies of Aquidneck Island and the state by securing a third north-south corridor for island travel, expanding the diversity of the transportation system, decreasing congestion, increasing modal choice, and developing a strategic asset for the tourism sector.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

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	*	\$700,000	\$2,000,000	\$13,500,000	\$16,200,000
* PRELIMINARY ESTIMATE ONLY - EXCLUDES ROW ACQUISITION				Total Cost	\$16,200,000
				Amount Requested through TIP Process	\$16,200,000

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


Source	Amount
Total	

Estimated date of construction 2018-2022

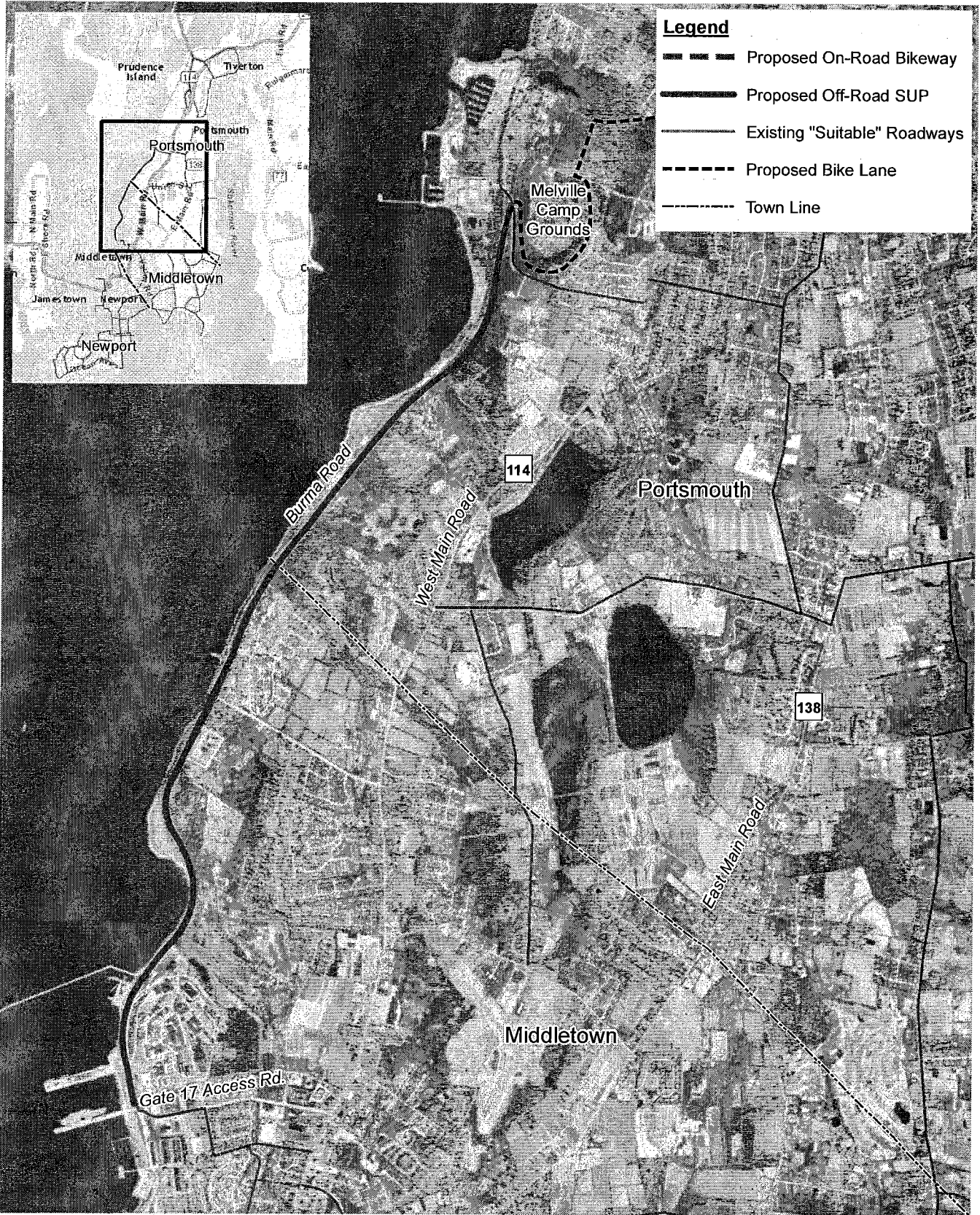
Applicant Certification

CERTIFICATION

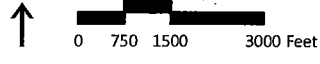
I attest that the information provided on this application is in true and accurate.

	Thomas C. Ardito, Ex. Dir.	1-7-16
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



W:\h\proj\providence\84069.15\Submittal\graphics\FG1 - Burma Road Shared Use (84069.15).mxd



EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Facilities proposed will provide convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists. ADT on Burma Road, north of Greene Lane was 6,000; nearby Stringham Road carries 6,700 ADT. These factors indicate moderate travel demands in the project area and good potential usage for a bicycle/pedestrian facility along the Burma Road/Newport Secondary rail corridor.
 - Project would offer new opportunities for bicyclists and pedestrians, encourage greater use of these modes, while safely segregating them from auto traffic on Burma Road, facilitating its greater usage for auto travel in the future, as recommended in the Aquidneck Island Transportation Study (AITS), AIPC 2011.
 - Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help avoid modal conflicts and safety concerns as vehicles trips increase along Burma Road in the future.
 - Project would provide a safe bicycle and pedestrian corridor along the west shoreline of Aquidneck Island, expanding mobility choices, and improving user comfort by safely separating motorized and non-motorized users.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project cost is reasonable and justified, given the opportunity to realize more intensive utilization of an existing (underutilized) rail/roadway corridor, and given the relatively low level of past investment in independent bicycle/pedestrian facilities on Aquidneck Island compared to other regions of the state. The investment will also serve double duty by creating a strategic tourism asset supporting the state and regional economies.
 - Project will improve /enhance the efficiency of the existing Newport Secondary rail / Burma Road corridor along Narragansett Bay by adding separated facilities for bicycle and pedestrian modes.
 - Project would provide access to the recently completed Greene Lane Shoreline Park in Middletown.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - In addition to serving local cycling and pedestrian transportation, the project would provide a new strategic asset supporting the tourism sector of the state and the Island economies. Like the East Bay Bike Path, an independent shared use path on the west shoreline of Aquidneck Island would provide an attractive outdoor recreation/leisure experience in a beautiful natural, coastal setting. When the segment proposed is eventually linked to connecting facilities proposed for Tiverton and extending south to Newport, the Aquidneck Island shoreline bikeway will offer a signature outdoor experience, which will brand the state and the island as a premier destination for cycling vacations and used to market them nationally and world-wide.
 - Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.

4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.
 - The proposed facility would be an initial segment of a greenway along the west shoreline of Aquidneck Island extending from the Sakonnet River to Newport, a greenway recommended in the Greenspace and Greenways Element of the State Guide Plan and other planning studies.
5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Proposed project is supportive of the Town of Portsmouth Comprehensive Plan, 1992, which recommended studying the feasibility of a shared use path along the railroad corridor from the Sakonnet River to Newport, and the Town of Middletown Comprehensive Plan, 2015, which recommends "Support design, permitting and construction of Shoreline Bikeway (Burma Rd), an off-road shared use path along Newport Secondary Rail and Navy right-of-way (ROW)".
 - Project would also support recommendations of the Aquidneck Island Transportation Study, AIPC, 2011, that the rail corridor be conserved for transportation uses, and that a shared use path be constructed, in phases, along the Newport Secondary corridor from the Sakonnet River Bridge to Newport.
 - Project supports a number of policies and actions of the State Guide Plan, including those in Transportation 2035, Land Use 2025, and A Greener Path: Greenspace & Greenways for RI.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - A shared use path, separate from vehicle traffic, will dramatically improve safety for vulnerable bicyclists and walkers using this portion of the Island's transportation system.
 - Adding active transportation and recreational uses to the Newport Secondary rail corridor will enhance its security by introducing public usage and surveillance of an isolated and under-used area.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 15% of Portsmouth and 21% of Middletown residents have incomes less than 200% of the poverty level, and approximately 8% and 7%, respectively, of the Town's residents are identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were nearly 5,000 persons so identified by the Census in Middletown and Portsmouth – the host communities of the proposed project.

New Project Application

Transportation Improvement Program

RI
SPP



Contact Information

CONTACT

Agency/Organization Aquidneck Island Planning Commission
Contact Person Thomas Ardito Title Executive Director
Mailing Address 437 Broadway
City Newport Zip Code 02840
Phone 401-845-9299 Email tardito@aquidneckplanning.org

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 _____ | | |

Project Description

Project Title East Main Road Shared Use Path
Location by Street Name East Main Road - RI 138
Project Limits - From Hedley Street, Portsmouth To Enterprise Drive, Middletown

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project would create a shared-use path for pedestrians and bicyclists within the East Main Road (RI-138) corridor from Turnpike Avenue in Portsmouth to Middletown Town Hall (East Main Rd. & Enterprise Drive), Middletown. The project would include planning, design and construction of the path to include clearing, grading and filling, paving, striping, signage and signalization, fencing, and landscaping. In most places, right of way width should be sufficient to allow construction of a paved, bi-direction pathway for bicycles and pedestrians, separated from vehicular travel lanes by a narrow grassed strip on one side of the roadway. To minimize impacts and simplify permitting, the pathway could shift from the east to the west side of the roadway to obtain maximum separation from vehicles, and/or avoid utilities and environmental or historic/archeological resources, such as wet areas, mature trees, or extant stone walls. Shifting of the path could be done at existing signalized (vehicular) intersections by adding a pedestrian crossing phase, or at new signalized crossings.

Describe need for proposed project:

This project would address a significant need for bicycle and pedestrian facilities on Aquidneck Island. Despite having a large cycling community and significant tourism visitation, including visitors wishing to cycle or hike around the island, the Island has few dedicated cycling and walking facilities. Unlike other regions of the state, Aquidneck Island has no dedicated separated shared-use paths, such as the East Bay, South County, Blackstone, or Washington Secondary bikeways. In contrast, cyclists wishing to traverse any significant distance on the island must content with East or West Main Roads, the two major north-south arterials, which for much of their length are multi-lane, undivided, narrow lane facilities carrying high peak and daily traffic volumes. Sidewalks, bike lanes or shoulders are scant to non-existent along most of these two facilities, forcing cyclists to compete for travel lanes with high speed vehicular traffic --making walking or cycling a difficult, if not unsafe proposition. The creation of a shared-use path within the East Main Road corridor would provide a safe and direct route for cyclists and pedestrians along one of the Island's most traveled corridors, linking important destinations for both short (neighborhood/community) and longer (touring) trips.

Within the East Main Road corridor there are currently two segments which are extremely hazardous, if not impossible for cyclists to navigate. These are the segment from Turnpike Avenue to Hedley Street, and from Glen Road to Sandy Point Road. These segments, like most of East Main Road, have four narrow travel lanes, virtually no shoulders and heavy traffic. Unlike other segments, there are no parallel or connecting secondary roads affording alternate routes for through cyclists, meaning that cyclists (including those depending on bicycles to access jobs) either have to contend with very hazardous travel through these segments, or not complete their trip. The adjacent Portsmouth Town Center project, currently in the TIP, may address the need for improved cycling conditions of the Turnpike to Hedley +

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

This project would address a decided deficit in the transportation network of Aquidneck Island and the state by providing pedestrian and bicycle access to a major transportation artery which presently (mostly) does not safely and conveniently accommodate these modes. Because the East Main Road corridor is one of the major north-south spines on the island into which feed many local roadways which are suitable for safe cycling and walking, the creation of a shared-use path along the corridor will remove a barrier to travel by these modes and provide a safe "missing link" connecting many origins and destinations for walkers and cyclists. This will especially be the case for the Turnpike to Hedley and Glen to Sandy Point segments where presently no alternate safe cycling routes exist. Benefits include increased mobility and modal choice for island and state residents and visitors, and expanded economic development potential through more diverse travel choices for residents and visitors, encouraging both local commerce and growth in tourist visitation. In particular, cycle-dependent workers will be afforded much safer conditions to access employment opportunities within and along the East Main Road corridor. The expansion of safe and convenient bicycle and pedestrian travel options and the provision of network connectivity on the island will also expand the growth of travel via these modes, accruing benefits to the island's and state's transportation networks and economies via reduced congestion, reduced reliance upon fossil fuels, reduced air pollution, and increased public health and wellness.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No RI-138 is designated Other NHS route

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	*	\$700,000	\$1,300,000	\$10,000,000*	\$12,000,000*
				Total Cost	\$12,000,000*
				Amount Requested through TIP Process	\$12,000,000*

* PRELIMINARY ESTIMATE ONLY - EXCLUDES ROW ACQUISITION

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

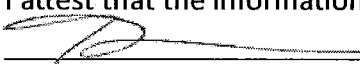
Source	Amount
Total	

Estimated date of construction _____

CERTIFICATION

Applicant Certification

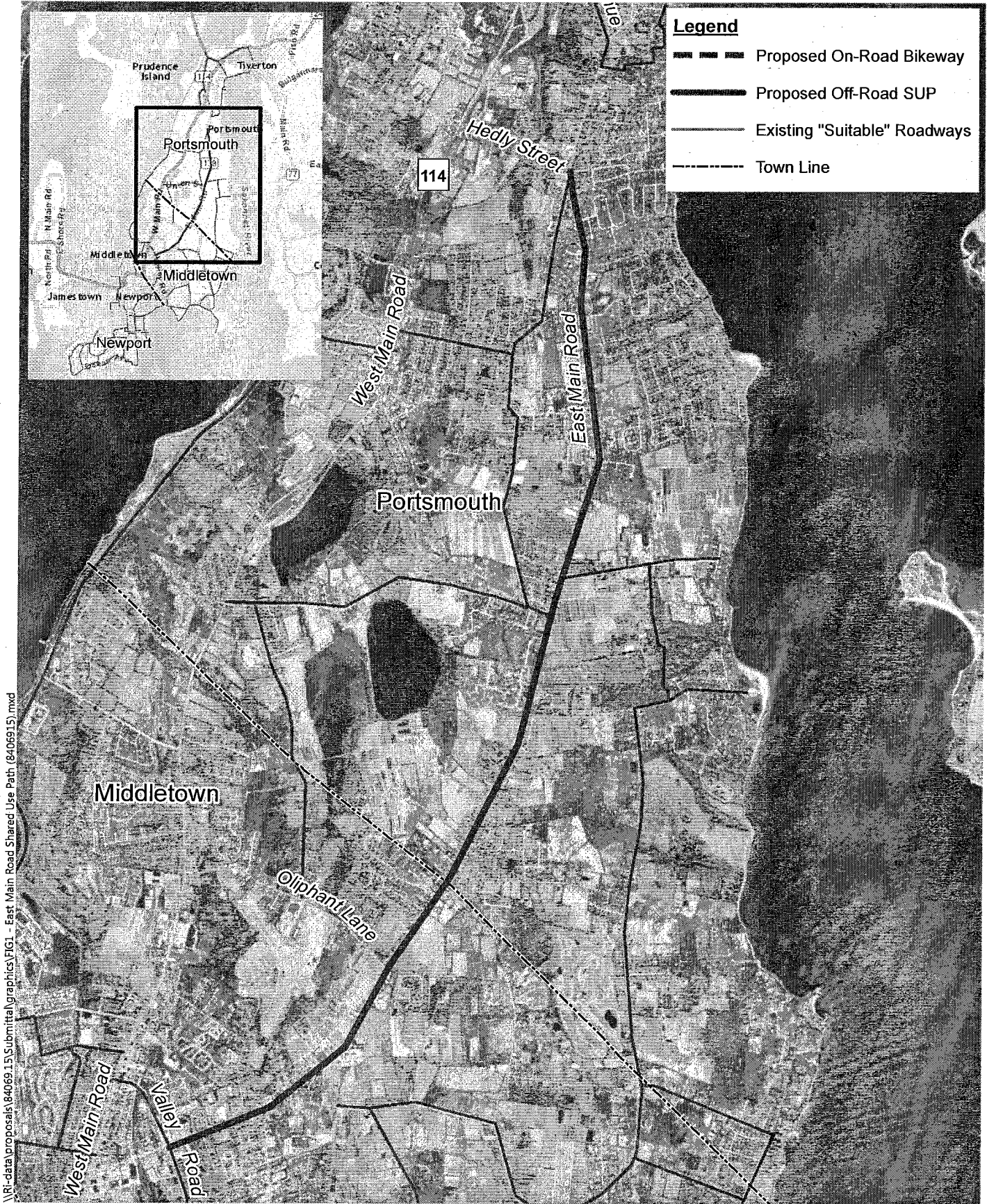
I attest that the information provided on this application is in true and accurate.

 Thomas C. Ardito, Ex. Dir. 1-7-16

Applicant's Signature Date

Chief Executive Officer's Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



Legend

- Proposed On-Road Bikeway
- Proposed Off-Road SUP
- Existing "Suitable" Roadways
- Town Line

\\fr-data\proposals\84069.15\Submittal\graphics\FIG1 - East Main Road Shared Use Path (8406915).mxd

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0 1000 2000 4000 Feet

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Facilities proposed will provide convenient and safer transportation options for the estimated bicyclists and pedestrians on Aquidneck Island. East Main Road at present is largely unsuitable for these modes. ADTs along East Main Road range from 21,000 near Portsmouth Town Hall to over 45,000 near Middletown Town Hall, indicating high travel demands and good potential usage.
 - Project would offer new opportunities for bicyclists and pedestrians, while safely integrating these modes with the dominant auto mode in the East Main Road corridor.
 - Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help alleviate congestion on East Main Road.
 - Project would provide a safe bicycle and pedestrian corridor along one of two main N-S routes on the island. This improved connectivity will promote walkability and bikeability for the many neighborhoods which abut the East Main corridor.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project would enhance efficient usage of East Main Road corridor by safely accommodating non-motorized users within the corridor.
 - Project would complement existing TIP Town Center project (just to north on East Main Road) in Portsmouth, and the RI-138- Two Mile Corner project (just to the south on East Main Road) in Middletown (completed 2-3 years ago).
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project would enable greater reliance on bicycling and walking for local shopping and work trips to the numerous commercial areas and businesses on East Main Road in Portsmouth and Middletown.
 - Expanded opportunities for bicycling and walking along East Main Road supports the state and local economies by offering safe and convenient facilities for tourists and visitors to experience Aquidneck Island via a relaxed and healthful mode of travel.
 - East Main Road is one of Aquidneck Island's two N-S corridors. It lies entirely within the Urban Service Boundary established in the State Guide Plan, and connects commercial growth areas including Portsmouth's Town Center and Two Mile Corner in Middletown – both identified as potential Growth Centers in Land Use 2025, and under study as growth centers by their respective towns.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.
 - The design of the proposed project will offer opportunities to preserve and enhance the natural features and historic and cultural resources of the East Main Road corridor.

5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Proposed project supports a recommended action of the Town of Middletown Comprehensive Plan, 2015, that a shared use path be created in the East Main Road corridor, and the recommendation of the Portsmouth Comprehensive Plan (1992) that sidewalks be established along portions of East Main Road.
 - Project would also support a recommendation of the Aquidneck Island Transportation Study, AIPC, 2011, that a shared use path be constructed in the East Main Road corridor.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - Facilities proposed will dramatically improve safety for vulnerable bicyclists and walkers using this major N-S artery of the Island's transportation system.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 20% of Middletown residents and 15% of Portsmouth residents have incomes less than 200% of the poverty level. Approximately 8% and 7%, respectively, of these Town's residents identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were over 5,000 persons so identified by the Census in the two towns principally served by the proposed project.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Aquidneck Island Planning Commission

Contact Person Thomas Ardito Title Executive Director

Mailing Address 437 Broadway

City Newport Zip Code 02840

Phone 401-845-9299 Email tardito@aquidneckplanning.org

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 _____ | | |

Project Description

Project Title West Main Road Shared Use Path

Location by Street Name West Main Road - RI 114

Project Limits - From Route 24, Portsmouth To Green Lane, Middletown

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

Provide a brief description of the proposed project:

This project would create a shared-use path for pedestrians and bicyclists within the West Main Road (RI-114) corridor from the Route 24 interchange in Portsmouth to Green Lane in Middletown. The project would include planning, design and construction of the path to include clearing, grading and filling, paving, striping, signage and signalization, fencing, and landscaping. In most places, right of way width should be sufficient to allow construction of a paved, bi-direction pathway for bicycles and pedestrians, separated from vehicular travel lanes by a narrow grassed strip on one side of the roadway. To minimize impacts and simplify permitting, the pathway could shift from the east to the west side of the roadway to obtain maximum separation from vehicles, and/or avoid utilities and environmental or historic/archeological resources, such as wet areas, mature trees, or extant stone walls. Shifting of the path could be done at existing signalized (vehicular) intersections by adding a pedestrian crossing phase, or at new signalized crossings.

Describe need for proposed project:

This project would address a significant need for bicycle and pedestrian facilities on Aquidneck Island. Despite having a large cycling community and significant tourism visitation, including visitors wishing to cycle or hike around the island, the Island has few dedicated cycling and walking facilities. Unlike other regions of the state, Aquidneck Island has no dedicated separated shared-use paths, such as the East Bay, South County, Blackstone, or Washington Secondary bikeways. In contrast, cyclists wishing to traverse any significant distance on the island must contend with East or West Main Roads, the two major north-south arterials, which for much of their length are multi-lane, undivided, narrow lane facilities carrying high peak and daily traffic volumes. Sidewalks, bike lanes or shoulders are scant to non-existent along most of these two facilities, making walking or cycling a difficult, if not unsafe proposition. The creation of a shared-use path within the West Main Road corridor would provide a safe and direct route for cyclists and pedestrians along one of the Island's most traveled corridors, linking important destinations for both short (neighborhood/community) and longer (commuter/touring) trips.

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

This project would address a decided deficit in the transportation network of Aquidneck Island and the state by providing pedestrian and bicycle access to a major transportation artery which presently (mostly) does not safely and conveniently accommodate these modes. Because the West Main Road corridor is one of the major north-south spines on the island into which feed many local roadways which are suitable for safe cycling and walking, the creation of a shared-use path along the corridor will remove a barrier to travel by these modes and provide a safe "missing link" connecting many origins and destinations for walkers and cyclists. Benefits include increased mobility and modal choice for island and state residents and visitors, and expanded economic development potential through more diverse travel choices for residents and visitors, encouraging both local commerce and growth in tourist visitation. The expansion of safe and convenient bicycle and pedestrian travel options and the provision of network connectivity on the island will expand the growth of travel via these modes, accruing benefits to the island's and state's transportation networks and economies via reduced congestion, reduced reliance upon fossil fuels, reduced air pollution, and increased public health and wellness.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No RI 114 is a STRAHNET Connector

Evaluation Criteria

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	*	\$500,000	\$700,000	\$6,000,000	\$7,200,000*
Total Cost					\$7,200,000*
Amount Requested through TIP Process					\$7,200,000*

* PRELIMINARY ESTIMATE ONLY - EXCLUDES ROW ACQUISITION

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


Source	Amount
Total	

Estimated date of construction 2018-2020

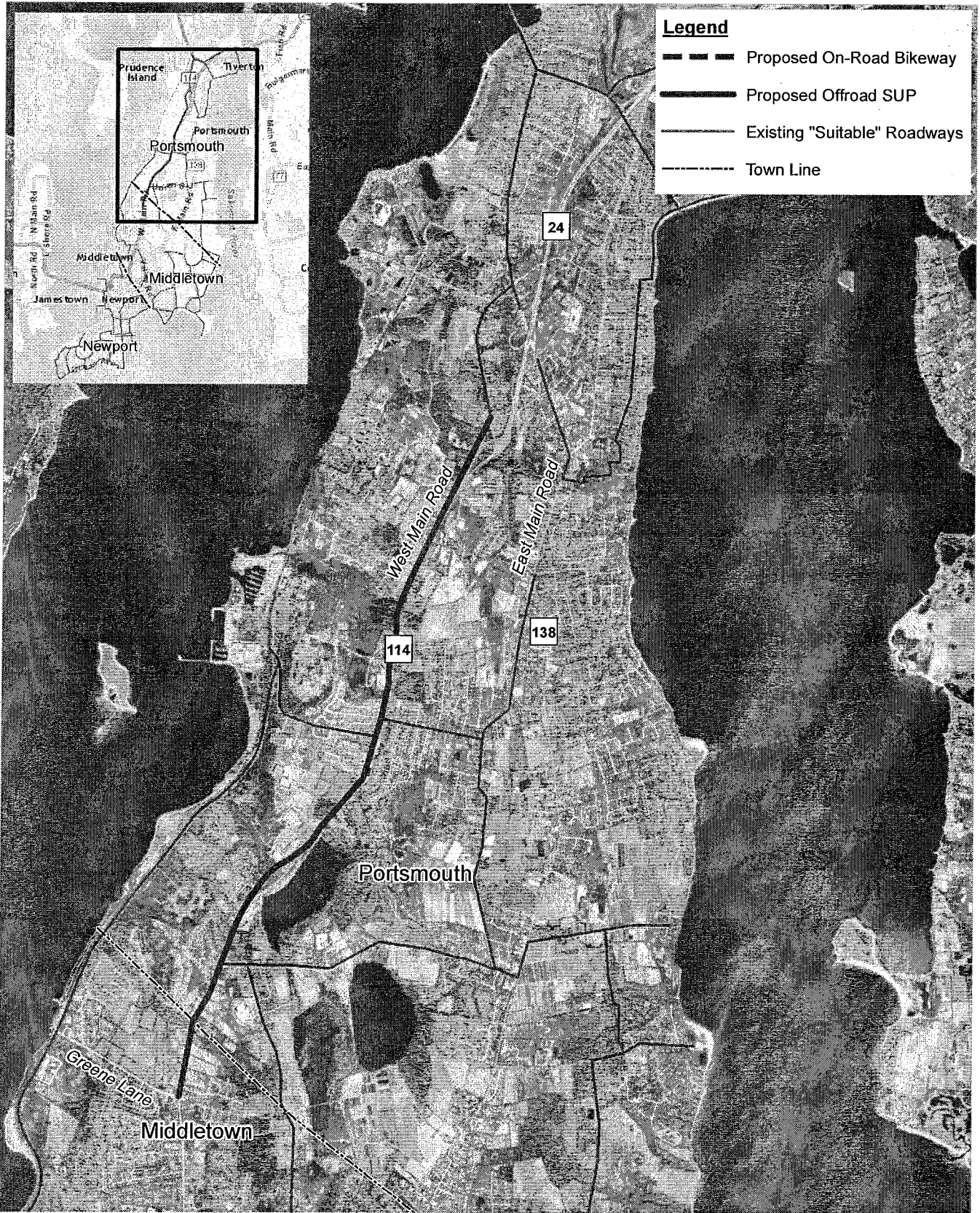
Applicant Certification

CERTIFICATION

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

 Thomas C. Ardito, Ex. Dir.	1-7-16
Applicant's Signature	Date
Chief Executive Officer's Signature	Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



\\vhb\prop\Providence\84069.15\Submittal\graphics\FIG1 - West Main Road Shared Use Path (8406915).mxd

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 0 1000 2000 4000 Feet

Aquidneck Island Bicycle Plan | Aquidneck Island, Rhode Island

West Main Road Shared Use Path

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Facilities proposed will provide convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists. West Main Road at present is largely unsuitable for these modes. ADT on West Main Road run from around 10,000 in northern-most segments to over 30,000 on its southern links. All these factors indicate high travel demands and large potential usage for a bicycle/pedestrian facility in the West Main Road corridor.
 - Project would offer new opportunities for bicyclists and pedestrians, encourage greater use of these modes, while safely integrating them with the dominant auto mode in the West Main Road corridor.
 - Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help alleviate congestion on West Main Road, which has several badly congested (LOS C/D) intersections.
 - Project would provide a safe bicycle and pedestrian corridor along one of two main N-S routes on the island. This improved connectivity will promote walkability and bikeability for the many neighborhoods which abut the West Main corridor.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project would enhance efficient usage of West Main Road corridor by safely accommodating non-motorized users within the corridor.
 - Project would complement the planned TIP / RIDOT 10 Yr. Program projects on West Main Road (J. Kesson to Mill Lane) and Greene Lane (Navy Base to RI 114).
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project would enable greater reliance on bicycling and walking for local shopping and work trips to several commercial areas and businesses on West Main Road in Portsmouth and Middletown.
 - Expanded opportunities for bicycling and walking along West Main Road supports the state and local economies by offering safe and convenient facilities for tourists and visitors to experience Aquidneck Island via a relaxed and healthful mode of travel.
 - West Main Road is one of Aquidneck Island's two N-S corridors. It lies entirely within the Urban Service Boundary established in the State Guide Plan. Commercial growth areas including Portsmouth's Town Center and Two Mile Corner in Middletown – both identified as potential Growth Centers in Land Use 2025, and under study as growth centers by their respective towns are proximate to the northern and southern termini of the project.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*

APPLICANT NAME: AQUIDNECK ISLAND PLANNING COMMISSION
PROJECT NAME: WEST MAIN ROAD SHARED USE PATH

- By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution. Given its proximity to Newport's water supply watershed, prevention/attenuation of water pollution in this corridor is important.
 - The design of the proposed project will offer opportunities to preserve and enhance the natural features and historic and cultural resources of the West Main Road corridor.
5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
- Proposed project would implement recommended action of the Town of Middletown Comprehensive Plan, 2015, which supports creation of a shared use path in the West Main Road corridor.
 - Project would also support a recommendation of the Aquidneck Island Transportation Study, AIPC, 2011, that a shared use path be constructed in the West Main Road corridor.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
- Facilities proposed will dramatically improve safety for vulnerable bicyclists and walkers using this major N-S artery of the Island's transportation system.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
- By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 20% of Middletown residents and 15% of Portsmouth residents have incomes less than 200% of the poverty level. Approximately 8% and 7%, respectively, of these Town's residents identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were over 5,000 persons so identified by the Census in the two towns principally served by the proposed project.

Sources: US Census 2000, 2010, 2008-12 data-via The Providence Plan Data Mapper (<http://profiles.provplan.org/profiles/census-tract/44005040500/demographics/>); RIDOT Traffic Flow Map, 2009 (http://www.dot.ri.gov/documents/maps/Traffic_Flow_Map.pdf); RI Statewide Planning Program: State Guide Plan Elements (various) and Functional Highway Classification (www.planning.ri.gov); City of Newport Comprehensive Plan (<http://cityofnewport.com/departments/planning-development/comprehensive-land-use-plan>). Town of Middletown Comprehensive Plan (http://www.planning.ri.gov/documents/comp/2015/Middletown_15.pdf); Town of Portsmouth Comprehensive Plan (<http://www.portsmouthri.com/DocumentCenter/View/456>)

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Aquidneck Island Planning Commission</u>
	Contact Person <u>Thomas Ardito</u> Title <u>Executive Director</u>
	Mailing Address <u>437 Broadway</u>
	City <u>Newport</u> Zip Code <u>02840</u>
	Phone <u>401-845-9299</u> Email <u>tardito@aquidneckplanning.org</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge
	<input type="checkbox"/> Pavement
	<input type="checkbox"/> Drainage
	<input checked="" 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 checked="" type="checkbox"/> Other <u>Study & Development</u>	

PROJECT INFORMATION	Project Description
	Project Title <u>Burma Road Improvements</u>
	Location by Street Name <u>Burma Road (Defense Highway) with connectors</u>
	Project Limits - From <u>West Main Road, Portsmouth</u> To <u>Coddington Hgwy., Middletown</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:

This project would ensure that the evaluation of potential improvements to Burma Road remains in the TIP and under study by DOT for future implementation. The Aquidneck Island Transportation Study (AITS), AIPC 2011, evaluated five different alternatives for transforming Burma Road into a viable north-south corridor along the west side of Aquidneck Island, with the potential to alleviate congestion on both East Main and West Main roads. The AITS found that, depending on the alternative and percentage of traffic shifted, West Main and East Main roads have the potential to operate more efficiently with fewer vehicles traveling the roads, resulting in reductions in vehicle miles traveled (VMT) and vehicle hours traveled (VHT). The study also found that a north extension of Burma Road to West Main Road and a southern extension of Burma Road to Coddington Highway are necessary for the viability of Burma Road as an alternate north-south corridor on the island. The success of the project would require the acquisition of the corridor from the U. S. Navy, and the cooperation of the Navy in finding an acceptable and secure alternative for the southern extension connection to Coddington Highway. Early action on these necessary elements should be a priority as the project's study and development advances.

This project is included in the current (2013-2016) TIP's Study & Development Program and must be carried forward to ensure that continuous study and project development occurs on a time line that will deliver a completed project within a 10 year time frame. The continuing viability of this project in the TIP and its on-going study and advancement are important to meeting the future transportation needs of Aquidneck Island. By offering a potential third north-south corridor, the Burma Road project offers the prospect of reduced congestion and delay for north-south traffic movement on the island.

Describe need for proposed project:

Aquidneck Island's principal north-south arterials, West Main and East Main roads are both increasingly stressed with conveying the travel demands they are asked to accommodate. Older facilities, built to design standard of the first half of the last century, they are both multi-lane (4 narrow lanes in most places), roadways with numerous intersections, limited to no shoulders, limited to no accommodations for non-motorized modes, and areas of poor drainage. While several projects have been undertaken or programmed (such as adding left turn signalization and storage lanes) to address specific safety and congestion concerns; the limited right-of way along with heavy adjacent development and environmental and historic/archaeological resources constrain the potential for more significant facility upgrading within these corridors. Absent an alternative such as an upgraded, through-connected Burma Road would offer, travel demands and the traffic East Main and West Main roads carry will increase, their congestion will worsen, and level of service will continue to degrade in the future, creating significant economic and quality of life impacts on the island. The AITS projected that traffic growth rates on these key island roadways would range from 0.44%/yr. to 1.41%/yr. and overall vehicle miles travelled on the island was projected to grow by 18% between 2009 and 2030. Even with (currently programmed) improvements within the East Main and West Main corridors, the AITS found that five intersections would experience degraded operations in modeled 2030 conditions.

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

As indicated above, an improved and connected Burma Road corridor offers a third alternative for north-south traffic movement on Aquidneck Island. The availability of this option would improve the overall operations of the island's transportation network by diffusing travel demand and reducing congestion within the primary north-south corridors of West Main and East Main roads. An improved Burma Road, built to contemporary "complete street" standards, would also improve safety and travel conditions for vulnerable road users (pedestrians and cyclists); this would be very important should the Burma Road Shared Use Path project (separately applied for) not be realized.

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

Is the project on the Federal Aid System? Yes No Functionally Classified as a Major Collector

Is the project on the National Highway System? Yes No Technically not (because it is US Navy owned) but services Naval Station Newport and ties into other NHS components on the island.

Evaluation Criteria

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	*	\$1,000,000	\$2,750,000	\$25,000,000*	\$28,750,000*
* PRELIMINARY ESTIMATE ONLY - EXCLUDES ROW ACQUISITION				Total Cost	\$28,750,000*
				Amount Requested through TIP Process	\$28,750,000*

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

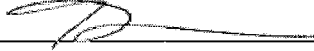
Source	Amount
Total	

Estimated date of construction 2025-2028

Applicant Certification

CERTIFICATION

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

	Thomas C. Ardito, Ex.Dir.	1-7-16
Applicant's Signature		Date
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



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EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - The Aquidneck Island Transportation Study (AITS) AIPC, 2011, found that an upgrade of Burma Road, with north and south connections to allow through traffic between West Main Road and Coddington Highway, would improve mobility on Aquidneck Island by adding a third through N-S travel corridor. The AITS projected that a 2 – lane Burma Road with new connections to allow through N-S traffic would capture 3.5 to 4.3% of West Main Road's and 4.5% of East Main Road's ADT. Current max. ADTs are 33,600 for West Main Road and 24,800 for East Main Road.
 - Reductions of ADT in the East and West Main corridors attained through this project would ease their congestion at peak hours somewhat and take pressure off of key intersections operating at low levels of service.
 - Project would be a regional project involving the cooperation of the Navy, State of Rhode Island, Portsmouth and Middletown, and benefiting the entire island and state transportation systems.
 - By adding a viable N-S travel corridor on Aquidneck Island, project would improve mobility choices and convenience for commuters, residents, and visitors.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project requires substantial investment but will significantly improve mobility on the island by creating an third N-S route, improving access, diffusing traffic and reducing congestion.
 - Project would substantially improve the utility of the existing roadway infrastructure of Burma Road corridor by adding northern and southern connections to make the corridor a viable third N-S route between northern Portsmouth and Newport.
 - Project would complement the proposed Burma Road Shared-Use Path, also being applied for by AIPC in this TIP cycle. Creating a separated shared use path within the Burma Road/Newport Secondary rail corridor will segregate motorized and non-motorized modes within the corridor and promote safe and optimal operations for all modes.
 - Enhancing and improving the existing Burma Road corridor represents sound asset management of this facility. As part of the project any deteriorating or out dated infrastructural elements of the existing Burma Road can be brought up to current standards and to a good state of repair.
 - Project will improve /enhance the efficiency of the existing Newport Secondary rail / Burma Road corridor along Narragansett Bay by adding separated facilities for bicycle and pedestrian modes.
 - Project would provide access to the recently completed Greene Lane Shoreline Park in Middletown.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - As recommended in the West Side Master Plan, AIPC, 2005, an improved Burma Road/Shoreline Drive is important to the development and job creation potential to be realized via redeveloping former Naval and other developable lands along the island's west side.
 - In addition to serving local and regional transportation needs, the project would provide a new strategic asset supporting the tourism sector of the state and the Island economies. Burma Road/Shoreline Drive will be a marketable tourism amenity similar to Ocean Drive. A ten-mile drive on the west shoreline of Aquidneck Island would provide an attractive leisure experience in a

- beautiful natural, coastal setting, which can brand the state and the island as a premier destination for vacations and be used to market them nationally and world-wide.
- Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.
4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections between northern and southern Aquidneck Island, the project could help reduce miles travelled and congestion, and consequent fossil fuel usage and air and water pollution.
 - More active users in the corridor will lead to greater stewardship along with protection of the shoreline.
 - Improved Burma Road/Shoreline Drive will offer a distinctive scenic ocean drive enhancing opportunities for enjoyment of the Ocean State's shoreline for residents and visitors.
 5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Proposed project is supportive of the Town of Middletown Comprehensive Plan, 2015, which recommends the Town working with partners "to enhance Burma Road as a viable alternative to East Main and West Main Roads, including improved connections at the north and south, while maintaining its two-lane cross-section".
 - Project would also support recommendations of the West Side Master Plan, AIPC, 2005 and the Aquidneck Island Transportation Study, AIPC, 2011, that Burma Road be upgraded into a Shoreline Drive with northern and southern connections to afford a third N-S travel corridor for Aquidneck Island and to enhance access to redeveloped former Naval and other developable lands along the island's west side.
 - Project supports a number of policies and actions of the State Guide Plan, including those in Transportation 2035 and Land Use 2025.
 6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - Project will create a third N-S transportation corridor for Aquidneck Island which could assist in emergency evacuation efforts and reduce congestion on the two existing N-S routes.
 - Project will create a third N-S transportation corridor for Aquidneck Island which could function as a diversionary route should events require closure of East or West Main Roads.
 - shared use path, separate from vehicle traffic, will dramatically improve safety for vulnerable bicyclists and walkers using this portion of the Island's transportation system.
 - Adding more through traffic to the Burma Road corridor will enhance its security by introducing greater public usage and surveillance of what is currently an isolated and under-used area.
 7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - Proposed project will expand transportation choices for all residents of Aquidneck Island, including low income residents. Census figures indicate that approximately 8.4% of the Island's residents are identified as having incomes below the established poverty level.
 - Proposed project will expand transportation choices for all residents of Aquidneck Island, including persons with disabilities. There were over 9,000 persons so identified by the Census on Aquidneck Island.