

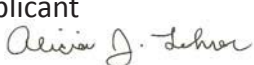
# Project Prioritization Cover Sheet

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>		
	Agency/Organization	Woonasquatucket River Watershed Council	
	Contact Person	Alicia J. Lehrer	Title Executive Director
	Mailling Address	45 Eagle Square, Suite 202	
	City	Providence, RI	Zip Code 02909
	Phone	401-861-9046	Email Alehrer@wrwc.org

<b>PROJECT PRIORITIZATION</b>	<b>Project Prioritization</b> <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	1		X	NBT/WRG: Providence Woonasquatucket Greenway Corr. Enhancements
	2		X	NBT/WRG: Contract 5. Johnston - Segment 1
	3		X	NBT/WRG: Contract 5. North Providence Segment 2
	4		X	Project: NBT/WRG: Burrillville to Smithfield

<b>CERTIFICATION</b>	<b>Applicant Certification</b>	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Alicia J. Lehrer	Executive Director
	Applicant 	Title January 6, 2016
Signature	Date	

Digitally signed by Alicia J. Lehrer  
DN: cn=Alicia J. Lehrer, o=Woonasquatucket River Watershed Council, ou,  
email=alehrer@wrwc.org, c=US  
Date: 2016.01.06 15:51:53 -05'00'

**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](mailto: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

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

# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Woonasquatucket River Watershed Council  
Contact Person Alicia J. Lehrer Title Executive Director  
Mailing Address 45 Eagle Street, Suite 202  
City Providence Zip Code 02909  
Phone 401-861-9046 Email alehrer@wrwc.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |   |  |  |  |
|---|--|--|--|
| <input type="checkbox"/> Bridge                     | <input checked="" type="checkbox"/> Pavement | <input checked="" type="checkbox"/> Drainage | <input checked="" 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 NBT/WRG: Providence Woonasquatucket Greenway Corridor Enhancements  
Location by Street Name Park Street to Aleppo Street  
Project Limits - From Park Street To Aleppo Street

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

Provide a brief description of the proposed project:

This project will improve the corridor along the Woonasquatucket River in Providence, stretching from the west side of Providence through Olneyville Square, northwest along Promenade Street and Kinsley Avenue, to Downtown underneath the Providence Place Mall. This project will create a higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square and the west side of the city. It includes study, design and construction of a separated bike/ped route spanning approximately one-mile along both sides of the Woonasquatucket River from Eagle Square to Providence Place, implement low-impact design features to improve stormwater drainage, and improve quality of place along the corridor. It also includes possible study, design and construction, if appropriate, of off-road bike/ped routes connecting existing sections of the Greenway from Eagle Square through the General Electric site for approximately 1/4 mile and from Delaine Street through the Contech Medical Property and across the bridge into Riverside Park for approximately 1/2 mile.

Describe need for proposed project:

The reconfiguration of intersections and the right-of-way along the River will transform the character of the corridor making it safe, more friendly and attractive for pedestrians and bicyclists. Most of this area is situated within the river's 100-year flood plain. Areas such as Eagle Square and Rising Sun Mills flood on a regular basis during heavy rains. There is a need for better storm water management to lessen flooding during storms.

There is a need to improve the safety for bicycles and pedestrians in this corridor and strengthen the connection to the off road sections of the path. Improvements to the river's edge and the creation of a continuous trail from Providence Place Mall to Eagle Square and points beyond the City limits are needed to improve quality of place and create a quality off road bicycle and pedestrian network in the City.

The Woonasquatucket River Greenway Promenade Kinsley section (contract 1) was originally part of the East Coast Greenway because of the rich history that is found along the river. The route has since been redirected from this section because of the lack of bike lanes, difficult crossings and poor street condition. Creating an off road/separated bike lane and improving the crossings would dramatically improve conditions for bikers and walkers in this section of the City.

The GE and Contech Medical additional routes will create new and safer connections to existing off-road Greenway paths as well as incorporating increased stormwater management in those areas.

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

As a recreational and natural resource, improvements along the Woonasquatucket River will highlight the river as an amenity for residents, workers, and business. The Valley neighborhood is evolving into a center for innovation and manufacturing. Improvements to quality of place will catalyze further industrial development in this area, improving the regional economy.

Over 300 new housing units are being re-developed in mill space at near the Eagle Square terminus. Research shows that millennials and companies who are relocating want increased walkability and bikeability. Creating an safe alternative transportation option to connect these new residents to the train station and downtown will be important to the success of this area local economy.

The Woonasquatucket River Greenway serves as an important part of the East Coast Greenway. By improving the connection from the off-road segments in Riverside Park and Donigian Park, this area will become a key connection to Downtown Providence via the East Coast Greenway.

Congress recently expanded the Blackstone National Heritage Corridor to this section of the Woonasquatucket Greenway because of River's designation as an American Heritage River and rich industrial history of the surrounding community. Historic markers and sculpture will be added to this section that will stimulate the tourism economy and preserve this it as a historic, cultural, natural and recreational resources for current and future generations.

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		\$125,000	\$1.225M	\$6.125M	\$7.475M
				Total Cost	\$7.475M
				Amount Requested through TIP Process	\$5.975M

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

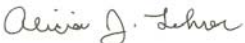
Source	Amount
RIDOT design funds through Woonasquatucket River Watershed Council	\$1.5M
Total	\$1.5M

Estimated date of construction 2019

## Applicant Certification

CERTIFICATION

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

	<small>Digitally signed by Alicia J Lehner DN: cn=Alicia J Lehner, o=Woonasquatucket River Watershed Council, ou, email=alehner@wrwc.org, c=US Date: 2016.01.08 14:08:27 -0500</small>	<u>January 8, 2016</u>
Applicant's Signature		Date
	<small>Digitally signed by Alicia J Lehner DN: cn=Alicia J Lehner, o=Woonasquatucket River Watershed Council, ou, email=alehner@wrwc.org, c=US Date: 2016.01.08 14:08:57 -0500</small>	<u>January 8, 2016</u>
Chief Executive Officer's Signature		Date

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

## **Evaluation Criteria Narrative**

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

### **Project: NBT/WRG: Providence Woonasquatucket Greenway Corridor Enhancements**

#### **Mobility Benefits**

This project will improve conditions for bicyclists and pedestrians by creating a higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square and the rest of the Woonasquatucket River Greenway. This project will increase mobility choices in an area that has a 77% car ownership rate that is lower than the state average of 89%, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods in Providence, improve access to numerous assets throughout the City, and enhance regional connections for bicyclists by improved connections to the Woonasquatucket bike path. This project will fill a much needed gap in improved bicycle/multi-use path connections throughout the City to improve access to recreation, healthy activities and alternative transportation for the City's residents.

#### **Cost Effectiveness and Economic Development**

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Additionally, bicycle lanes can accommodate at least seven times as many people per mile than vehicle lanes. This project within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project compliments separate TIP projects to improve the bicycle and pedestrian connection that exists underneath the Providence Place Mall and to improve the bridge between Riverside Park and the Contech Medical site further along the Woonasquatucket River. This project will also improve the quality of place along the river, encouraging additional economic development in this industrial, historically economically challenged area of the City. The Woonasquatucket River Watershed Council has allocated 1 million dollars towards furthering the study and design of the area to strengthen the connection between downtown, west side and Olneyville Square. An initial study was also completed for the area between the mall and Acorn Street.

#### **Environmental Impact**

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles. Most of this area is situated within the river's 100-year flood plain. Areas such as Eagle Square and Rising Sun Mills flood on a regular basis during heavy rains. There is a need for better storm water management to lessen flooding during storms. The Woonasquatucket Greenway system is specifically aligned with the WRWC mission to promote river conservation and environmental action and increase awareness of local history and river ecology. By improving access to the Woonasquatucket River cyclists are exposed to one of the urban area's underappreciated natural resources including bird, mammal, and fish habitat. This exposure may also lead to increased awareness of the need for continued cleanup efforts along this (previously) industrial river. In addition, designs for this section of greenway will specifically incorporate infrastructure to infiltrate stormwater while creating more green areas. This will further improve air and water quality in and around the Woonasquatucket River enhancing this natural urban wildlife corridor.

#### **Supports Local and State Goals**

This project implements the following specific actions from the neighborhood plan:

- P26 "Improve maintenance of the infrastructure (sidewalks, street lights, sewers) in industrial areas along Promenade Street, Kinsley Avenue..."
- P33 "Strengthen the community's connection to the river...Enhance the Woonasquatucket River Bikeway with amenities for bicyclists and pedestrians...Encourage appropriate visual access to the river along the Promenade" (O,S, Valley)

This project implements the following specific actions from the local comprehensive plan:

- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."

- P70 "Promote Providence as the hub of the statewide bicycle network."
- P73 "Encourage the state to provide more funding for bike transportation."
- P68 "Advocate for transportation options, such as transit, bicycling and walking that increase mobility and connectivity throughout the city."
- P92 "OBJECTIVE PS3: LINK PUBLIC SPACES Connect neighborhoods and open spaces through a network of bicycle and pedestrian friendly streets and trails."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Prevent further blockage or restriction of natural drainage channels.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure.

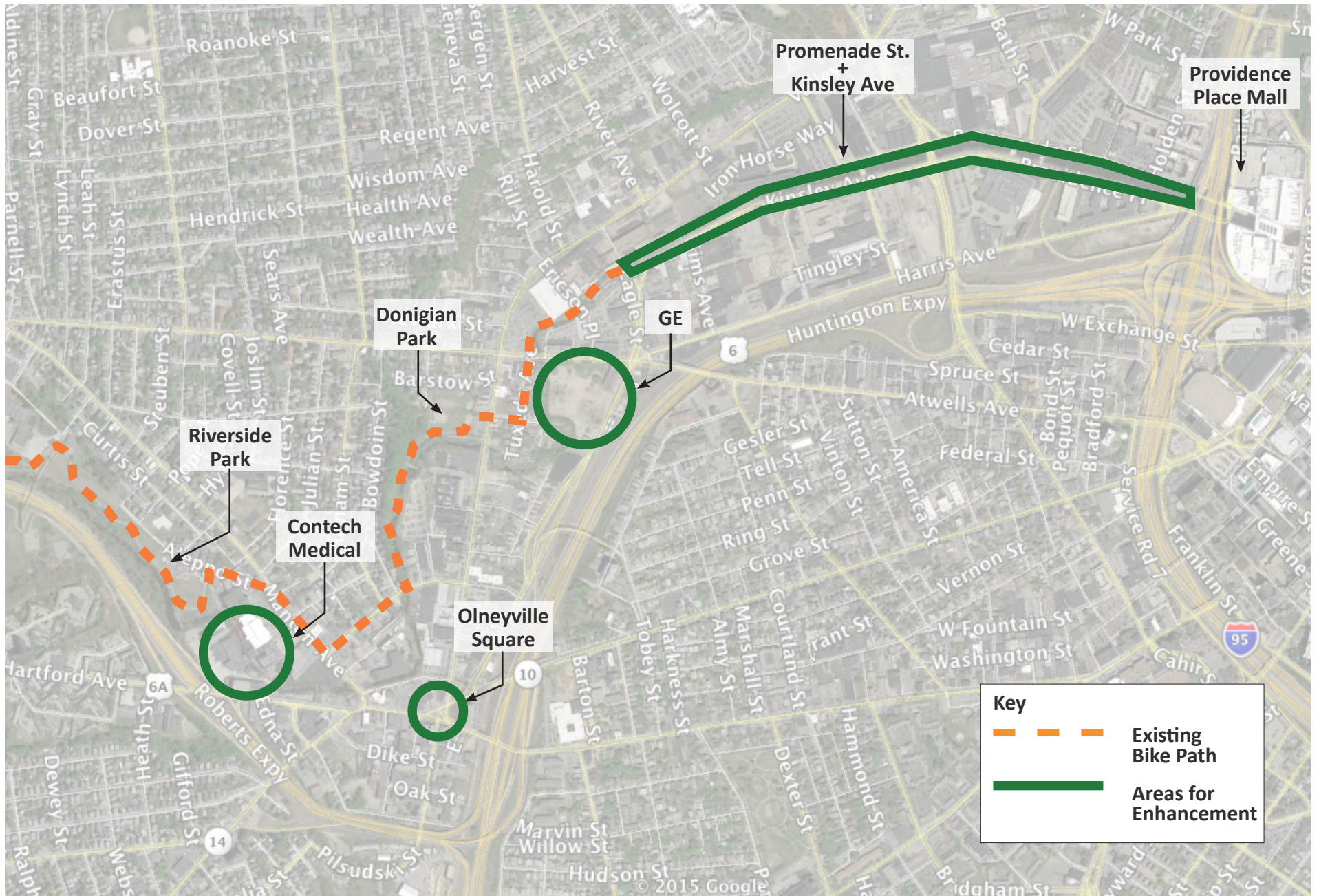
### **Safety and Security**

This project will also improve safety by reducing threats from flooding. Improving the bicycle infrastructure to include a protected bike lane will improve the safety and comfort of cyclists connecting to downtown. According to the National Institute for Transportation and Communities "Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U. S." found that planters, curbs and flexible delineators posts provided the greatest sense of comfort levels over a striped bike lane. The enhanced protected bike lane alignment will also improve the safety of the intersection crossing for pedestrians and cyclists.

### **Equity**

Covering some of the City's most disadvantaged neighborhoods, this project will improve access to amenities and recreational opportunities for residents in Providence. This project lies within Census Tract 25. 58.1% of the population in Census Tract 25 (Smith Hill/Valley) is Minority and more than 52% of the population lives below the poverty level. Nearly 16% of households do not have access to a vehicle. Nearly 10% of the population either does not speak English well or does not speak English at all. Nearly 13% of the population is considered to have a disability.

# Providence Woonasquatucket Greenway Corr. Enhancements





# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Woonasquatucket River Watershed Council  
Contact Person Alicia J. Lehrer Title Executive Director  
Mailing Address 45 Eagle Street, Suite 202  
City Providence Zip Code 02909  
Phone (401) 681-9046 Email alehrer@wrwc.org

PROJECT INFORMATION

### Type of Project *select all that apply*

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

### Project Description

Project Title NBT/WRG: Contract 5. Johnston - Segment 1  
Location by Street Name Along Woonasquatucket River  
Project Limits - From Allendale Ave, Johnston To Dean Ave Playground, Johnston

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

Provide a brief description of the proposed project:

Northwest Bike Trail/Woonasquatucket River Greenway (NBT/WRG)

This segment links two existing bike path facilities, the existing off-road bike path that extends 2.5 mi south from Lyman Ave to Riverside Park in Olneyville, Providence (Contract 2), and recently completed bike facility improvements at Cricket Field on Angell Ave, Johnston (Contract 7).

Segment 1 extends approximately 1.5 mi from the Dean Ave Playground, Johnston at the Smithfield line south to Cricket Field and along the Woonasquatucket River to Allendale Ave. Potential off-road alignments maximize use of undeveloped National Grid (former RR ROW) parcels south of Putnam Pike, vacant portions of privately owned parcels between Putnam Pike and Cricket Field, and on-road to Dean Ave Playground. The alignment features spectacular views of the river, marshlands and woods while providing access to Johnston and North Providence neighborhoods, the Dean Ave Playground, Cricket Field, Graniteville elementary school, Putnam Pike and Centredale businesses and churches.

A feasibility report was completed and updated in 2009 and an earmark is in place that has been authorized to further expand the bike path on this alignment.

Project History: The February 1999 Northwest Bike Trail/Woonasquatucket River Bikeway Feasibility Study /Design Report addressed a corridor from the Capitol Center district in Providence, through Johnston and Smithfield, to the RI/MA state line in Burrillville along an abandoned north/south rail line. Between 2001 and 2014, 7 miles of on- and off-road bike trail have been constructed with three congressional earmarks and public/private partnerships.

## Describe need for proposed project:

The proposed bike path extension is in accordance with WRWC goals for the Woonasquatucket Greenway:

- Increase the recreational and green space available to local residents (in Northwest area of state)
- Promote business development and reduce crime
- Promote river conservation and environmental action
- Increase awareness of local history and river ecology

Contract 5 extension from the terminus of the off-road bike path at Lyman Ave to the Johnston-Smithfield line was addressed in a 2004 feasibility study/design report and updated in 2009. Following a petition indicating the support of over 700 Johnston residents from the target area of Johnston from Cricket Field to Lyman Avenue, public meetings were held in Johnston in November 2015 to address construction between Lyman Ave and Cricket Field.

The proposed bike path is one of two segments that provide the missing link to the existing off-road Woonasquatucket Greenway bike path to Providence. Based on neighborhood support, Segment 1 would have highest priority as an off-road bike path. Segment 2 would require further study and design to determine options that avoid currently developed private residential property and the Johnston Department of Public Works. Segment 2 also has the potential to extend the bike path to the east side of the river, into North Providence as an on-road route. Construction of a new bridge in the vicinity of Lyman dam and repair of the existing (closed) Allendale Ave bridge would be required to extend the path into North Providence.

The 2012 RI Healthy Housing Data Book indicates that due to age of housing stock, the number of

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

Extension of the bike path from Lyman Ave. north to Cricket Field will provide a missing link in the state bike path network. Completion of this link will assure access via the Woonasquatucket Greenway to Blackstone and East Bay bike paths and will extend this alternative transportation network to residents in the Northwest part of the state. This bike path link will have positive economic impact by connecting residents to the "village centers"/commercial districts of Centredale in North Providence and Rte. 44 Commercial District in Johnston and connect residents to jobs and amenities.

Bike advocacy groups like RIBIKE and RI Paths to Progress have identified this section as a high priority to fill the alternative transportation gaps in this part of the state. According to Paths to Progress research; investment in paths brings jobs (200 jobs per 1 million spent), improves quality of life and better health (every dollar invested in paths reduces healthcare costs three dollars).

The National Association of Realtors and National Association of Home Builders survey of 2000 homebuyers ranked a trail as the second most important neighborhood amenity of home buyers. Case studies of bike paths across the nation have found that real estate values increase in selling price after the trail is built that can lead to an increase in tax revenue for the town.

Attract High Tech Business: Companies will locate where bike-paths promote an improved quality of life. It has been demonstrated that well educated high-tech professionals will cycle for transportation if bike-ways are convenient, comfortable, attractive and safe.

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
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	\$450,000	Complete	\$350,000	\$1,395,550	\$2,195,550
				Total Cost	\$2,195,550
				Amount Requested through TIP Process	1,070,550

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

Source	Amount
Segment 1: NBT/WRG Earmark	\$1,125,000
Feasibility Study was completed and updated in 2009	
Total	\$1,125,000

Estimated date of construction 2018

## Applicant Certification

CERTIFICATION

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

*Alicia J. Leher*

Digitally signed by Alicia J Leher  
DN: cn=Alicia J Leher, o=Woosquatucket River Watershed Council, ou, email=alleher@wrwc.org, c=US  
Date: 2015.12.28 14:54:28 -0500

December 28, 2015

Applicant's Signature

*Alicia J. Leher*

Digitally signed by Alicia J Leher  
DN: cn=Alicia J Leher, o=Woosquatucket River Watershed Council, ou, email=alleher@wrwc.org, c=US  
Date: 2015.12.28 15:17:46 -0500

Date

December 28, 2015

Chief Executive Officer's Signature

Date

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

**Northwest Bike Trail - Contract 5. Johnston - Segment 1**

<b>Design Fee Estimate</b>		<b>QTY</b>	<b>Unit</b>	<b>Cost/Unit</b>	<b>Total</b>
	ROW				\$ 450,000
	Design				\$ 350,000
	<b>Total Study, Design, Bid Package, ROW</b>				\$ 800,000
<b>SAY</b>					<b>\$ 800,000</b>

**Construction Estimate**

Off Road	10' wide bituminous path from end of Alfred Avenue to Dean Avenue Playground	0.02	MI	\$ 1,100,000	\$ 22,000
On Road	SLMs Alfred Avenue from dead end south to Riverside Avenue	0.25	MI	\$ 25,000	\$ 6,250
On Road	SLMs Riverside Avenue from Alfred Avenue to Greystone Plating Parking	0.05	MI	\$ 25,000	\$ 1,250
Off Road	10' wide bituminous path from Greystone Avenue Adjacent to access road to back of Greystone Plating parking lot.	0.22	MI	\$ 1,100,000	\$ 242,000
Off Road	10' wide bituminous path from back of Greystone Plating parking lot to back of Burger King parking lot.	0.25	MI	\$ 1,100,000	\$ 275,000
Bridge	10' wide bituminous path from back of Burger King parking lot to Route 44	0.07	MI	\$ 1,100,000	\$ 77,000
Crossing	Bike/Ped Actuated signal with stamped crosswalk and signage	1	EA	\$ 100,000	\$ 100,000
Off Road	10' wide bituminous path from Rt. 44 to Allendale Avenue along existing ROW	0.64	MI	\$ 500,000	\$ 320,000
Off Road	SLMs from off-road to end of pavement	0.1	MI	\$ 25,000	\$ 2,500
Off Road	10' wide bituminous path (on dirt ROW) from end of pavement to Bridge	0.05	MI	\$ 500,000	\$ 25,000
Off Road	SLMs from bridge to Woonasquatucket Ave.	0.1	MI	\$ 25,000	\$ 2,500
		<b>Subtotal</b>			\$ 1,073,500
		30% Contingency			\$ 322,050
		<b>Total Construction Cost</b>			\$ 1,395,550

\$ 2,195,550

## **Evaluation Criteria Narrative**

Woonasquatucket River Watershed Transportation Improvement Program Submission for FFY 2017-2025  
**Project: NBT/WRG: Contract 5. Johnston - Segment 1, North Providence Segment 2**

### **Mobility Benefits**

The WRWC has been extremely successful in increasing use of its trail system through events that promote the Woonasquatucket River Greenway. Events include bike rides, cleanups, nature walks, canoe trips and festivals. Activities at Riverside Park in Olneyville including the Red Shed Bike Shop and the Bike Camp Program have increased access to bikes and bike riding for all ages. Bike path connections with residential streets, businesses, bus stops on Route #27 on Putnam Pike/Centredale, and parking lots will enhance multimodal transportation options and linkages between modes (Intermodal). 4%-15% of individuals in bike path area of Johnston and North Providence do not have access to vehicles. The Woonasquatucket River divides Johnston and North Providence along the proposed route and therefore provides options for increased cycling options in both communities. The North Providence spur alignment improves the connections between the Tri-town Community Center, Fogarty Center, recreational fields, open space and RI College. Numerous residential streets dead-end at the former railroad right of way, providing convenient access from neighborhoods to the bike path. Segment 2 repair of the now closed Allendale bridge over the Woonasquatucket for bike path use would provide cycling access to Centredale neighborhoods off Woonasquatucket Ave. in North Providence. Construction of a bridge across the Lyman dam (Segment 2) would provide access to North Providence neighborhoods and Rhode Island College where there is a high percentage of commuters. Destinations along the proposed route from north to south include Cricket Field, Greystone mills and apartments, Graniteville elementary school, numerous churches, Putnam Pike businesses including Burger King and Walgreens, Centredale businesses, Centredale Manor, Tri-town Community Center and Rhode Island College (on-road). Bike path extension will provide access to Providence activity centers as well. Woonasquatucket Greenway extension will link recent Cricket Field improvements (constructed with the bike path earmark) with 62 acres of parks in Providence including Riverside, Lincoln Lace and Braid, Merino and Donigian. Riverside Park improvements constructed as part of the Greenway include community gardens, playgrounds, and the Red Shed Bike Shop, in an area previously dominated by the rubble of a former mill complex.

### **Cost Effectiveness**

The Woonasquatucket River Watershed Council successfully advocated for three congressional earmarks totaling \$14,194,034.00, of which \$13,514,037.15 has been authorized (as of 11/4/15, \$16.1 million has been expended for study, design and construction of Contracts 1, 2, 3, 4, 7 & study of 5. As of 11/4/15, \$1,139,000 remains of federal earmark funding that has been allocated for the expansion of the bike path into Johnston. A consultant is under contract to move forward to the next level of design eliminating the time and costs associated with consultant selection process. Additional funding under the TIP is requested to complete WRWC prioritized projects including the Johnston segments of the bike path. WRWC has demonstrated prudent management of the earmarks by working closely RIDOT on project implementation. The proposed project budget is based on actual bike path construction costs for prior segments and as outlined in the 2009 "Use of Railroad Right-of-Way in Johnston Updated Feasibility Study."

### **Economic Development**

The Woonasquatucket Greenway provides access to Providence tourism destinations as well as contiguous bike route destinations in the Blackstone Valley, East Bay, and along the Washington Secondary. The project specifically capitalizes on investments in prior congressional earmarks as demonstrated above. The project is well within the Urban Services Boundary and improves multimodal mobility for both urban and suburban residents. Portions of the proposed bike path are located within the EPA's Centredale Manor Superfund site and expand the potential for project synergies as site restoration activities continue potentially decreasing construction costs.

### **Environmental Impact**

The Woonasquatucket Greenway system is specifically aligned with the WRWC mission to promote river conservation and environmental action and increase awareness of local history and river ecology. By improving access to the Woonasquatucket River cyclists are exposed to one of the urban area's underappreciated natural resources including bird, mammal, and fish habitat. This exposure may also lead to increased awareness of the need for continued cleanup efforts along this (previously) industrial river that was is one of 16 American Heritage Rivers in the Country.

### **Supports Local and State Goals**

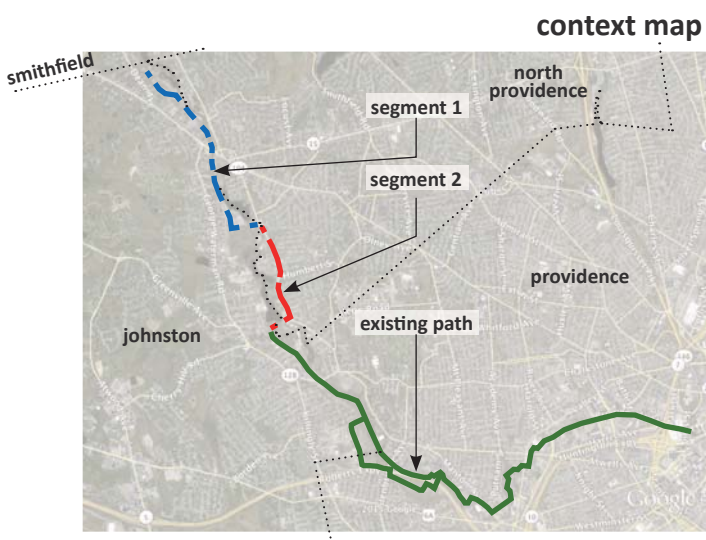
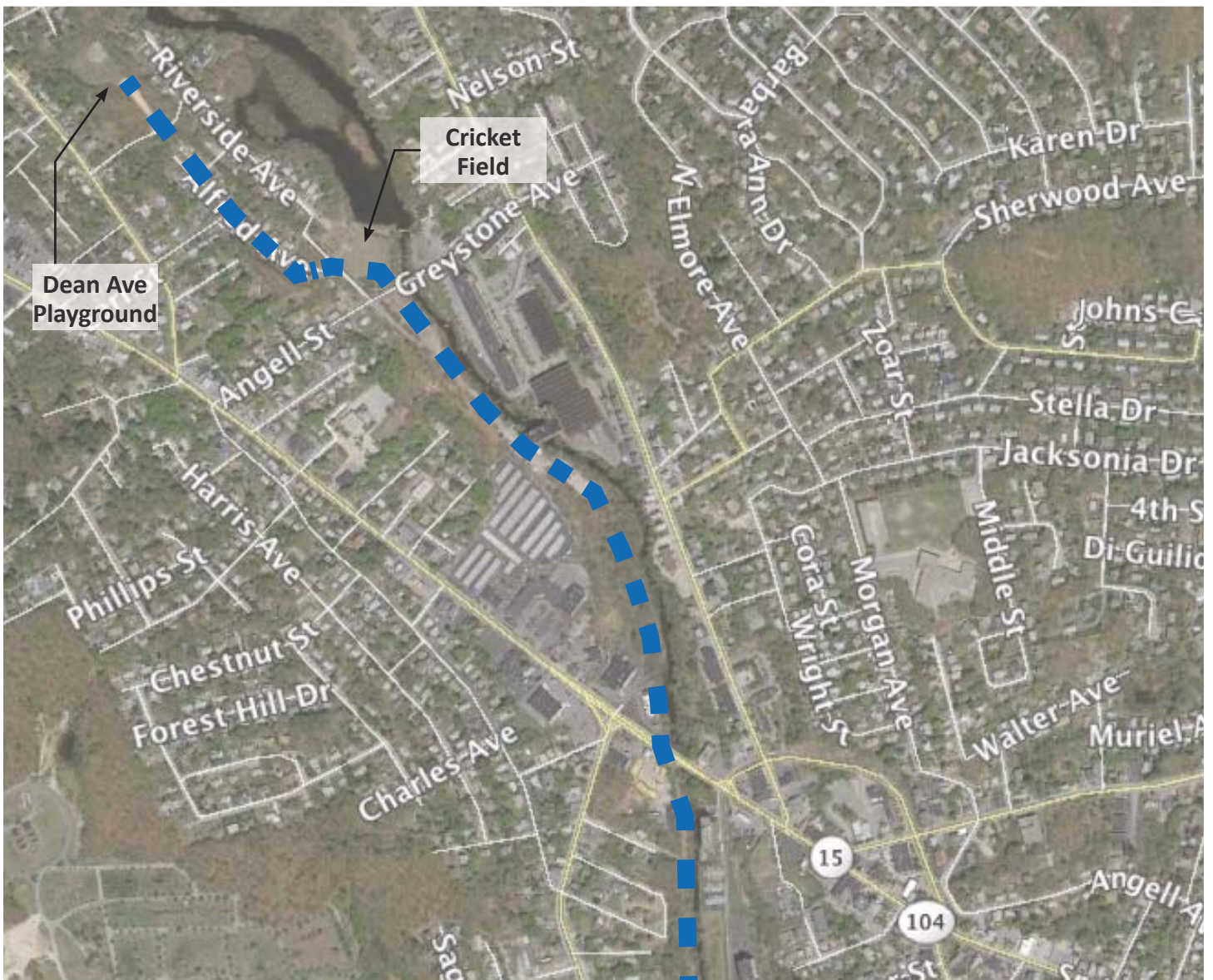
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### **Safety and Security**

The WRWC River Ranger team works closely with the all police Departments who regularly patrol the path. The River Rangers maintain and patrol the path daily and provide recreational and beautification programs throughout the year. In 2015 the River Rangers worked with over 900 volunteers who donated over 6000 hours of service valued at \$142,000. By providing an opportunity for cycling, walking, in-line skating, and other family-oriented activities for people of all ages, illegal dumping, graffiti tagging, and trespassing that are known to occur in the corridor may diminish. Construction of a bike path will increase "eyes on the trail" and provide access for law enforcement as needed. Calls to service have dropped 83% in the current Riverside Park area since the creation of the bike path.

### **Equity**

The route of the proposed bike path traverses CT 123 in Johnston, one of two census tracts targeted by the Johnston Community Development Block Grant home repair program for low income owner occupied residences, and will enhance mobility access to residents with low median income and an increasing percentage of minorities. Access to the bike path will also be provided for seniors and those with disabilities who reside at Centredale Manor in North Providence, thereby improving their quality of life.



▲ N not to scale

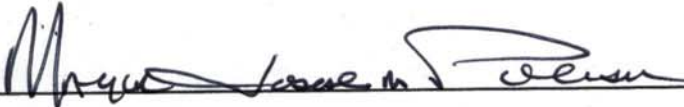
Municipal Signoff Sheet

Woonasquatucket River Watershed Transportation Improvement Program Submission for FFY 2017-2025  
Project: NBT/WRG: Contract 5. Johnston - Segment 1, North Providence Segment 2

I hereby acknowledge that I have received and reviewed the above TIP application.

By: MAYOR JOSEPH M. POLISEM

Title: MAYOR TOWN OF JOHNSTON

Signature: 

Date: 1-7-2016



# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Woonasquatucket River Watershed Council  
Contact Person Alicia J. Lehrer Title Executive Director  
Mailing Address 45 Eagle Street, Suite 202  
City Providence Zip Code 02909  
Phone (401) 861-9046 Email alehrer@wrwc.org

PROJECT INFORMATION

### Type of Project *select all that apply*

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

### Project Description

Project Title NBT/WRG: Contract 5. Johnston and North Providence - Segment 2  
Location by Street Name Along Woonasquatucket River via Woonasquatucket Ave, North Providence  
Project Limits - From Allendale Ave, Johnston To Lyman Ave, Johnston

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

Provide a brief description of the proposed project:

Northwest Bike Trail/Woonasquatucket River Greenway (NBT/WRG)

The proposed project links two existing bike path facilities, the existing off-road bike path that extends 2.5 mi south from Lyman Ave to Riverside Park in Olneyville, Providence (Contract 2), and recently completed bike facility improvements at Cricket Field on Angell Ave, Johnston (Contract 7).

Segment 2 provides the 1.0 mi (approximate) missing link between Allendale Ave and the end of the existing bike path at Lyman Ave. Several problematic land uses in this corridor may preclude use of the former railroad right of way and potentially require consideration of on-road routes in either Johnston or North Providence. A route through North Providence would require construction of a bridge across the Woonasquatucket River, at the existing Lyman dam. Further study and design would be required of such a route. Provides on-road access to the Tri-town Community Center (serving youth of NP, Johnston, and Smithfield) and Rhode Island College.

Project History: The February 1999 Northwest Bike Trail/Woonasquatucket River Bikeway Feasibility Study/Design Report addressed a corridor from the Capitol Center district in Providence, through Johnston and Smithfield, to the RI/MA state line in Burrillville along an abandoned north/south rail line. Between 2001 and 2014, 7 miles of on- and off-road bike trail have been constructed with three congressional earmarks and public/private partnerships.

Describe need for proposed project:

The proposed bike path extension is in accordance with WRWC goals for the Woonasquatucket Greenway:

- Increase the recreational and green space available to local residents (in Northwest area of state)
- Promote business development and reduce crime
- Promote river conservation and environmental action
- Increase awareness of local history and river ecology

Contract 5 extension from the terminus of the off-road bike path at Lyman Ave to the Johnston-Smithfield line was addressed in a 2004 feasibility study/design report and updated in 2009. Following a petition indicating the support of over 700 Johnston residents from the target area of Johnston from Cricket Field to Lyman Avenue, public meetings were held in Johnston in November 2015 to address construction between Lyman Ave and Cricket Field.

The proposed bike path is one of two segments that provide the missing link to the existing off-road Woonasquatucket Greenway bike path to Providence. Based on neighborhood support, Segment 1 would have highest priority as an off-road bike path. Segment 2 would require further study and design to determine options that avoid currently developed private residential property and the Johnston Department of Public Works. Segment 2 also has the potential to extend the bike path to the east side of the river, into North Providence as an on-road route. Construction of a new bridge in the vicinity of Lyman dam and repair of the existing (closed) Allendale Ave bridge would be required to extend the path into North Providence.

The 2012 RI Healthy Housing Data Book indicates that due to age of housing stock, the number of +

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

Extension of the bike path from Lyman Ave. north to Cricket Field will provide a missing link in the state bike path network. Completion of this link will assure access via the Woonasquatucket Greenway to Blackstone and East Bay bike paths and will extend this alternative transportation network to residents in the Northwest part of the state. This bike path link will have positive economic impact by connecting residents to the "village centers"/commercial districts of Centredale in North Providence and Rte. 44 Commercial District in Johnston and connect residents to jobs and amenities.

Bike advocacy groups like RIBIKE and RI Paths to Progress have identified this section as a high priority to fill the alternative transportation gaps in this part of the state. According to Paths to Progress research; investment in paths brings jobs (200 jobs per 1 million spent), improves quality of life and better health (every dollar invested in paths reduces healthcare costs three dollars).

The National Association of Realtors and National Association of Home Builders survey of 2000 homebuyers ranked a trail as the second most important neighborhood amenity of home buyers. Case studies of bike paths across the nation have found that real estate values increase in selling price after the trail is built that can lead to an increase in tax revenue for the town.

Attract High Tech Business: Companies will locate where bike-paths promote an improved quality of life. It has been demonstrated that well educated high-tech professionals will cycle for transportation if bike-ways are convenient, comfortable, attractive and safe.

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	\$150,000	\$125,000	\$475,000	\$2,907,900	\$3,657,900
				Total Cost	\$3,657,900
				Amount Requested through TIP Process	\$3,657,900

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


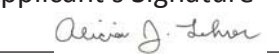
Source	Amount
Total	

Estimated date of construction 2020

## Applicant Certification

CERTIFICATION

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

	<small>Digitally signed by Alicia J Lehrer DN: cn=Alicia J Lehrer, o=Woonasquatucket River Watershed Council, ou, email=alehrer@wrwc.org, c=US Date: 2016.01.06 16:12:50 -05'00'</small>	<u>January 6, 2015</u>
Applicant's Signature		Date
	<small>Digitally signed by Alicia J Lehrer DN: cn=Alicia J Lehrer, o=Woonasquatucket River Watershed Council, ou, email=alehrer@wrwc.org, c=US Date: 2016.01.06 16:13:37 -05'00'</small>	<u>January 6, 2015</u>
Chief Executive Officer's Signature		Date

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

<b>Northwest Bike Trail - Contract 5. Johnston and North Providence - Segment 2</b>					
<b>Design Fee Estimate</b>		<b>QTY</b>	<b>Unit</b>	<b>Cost/Unit</b>	<b>Total</b>
	ROW				\$ 150,000
	Study				\$ 125,000
	Design				\$ 475,000
	<b>Total Study, Design, Bid Package</b>				\$ 750,000
<b>SAY</b>					<b>\$ 750,000</b>

<b>Construction Estimate</b>					
On Road	SLMs on Woonasquatucket Ave. from Allendale Avenue south to Iris Lane	0.85	MI	\$ 25,000	\$ 21,250
Off Road	10' wide bituminous path from back of Mill parking lot to Lyman Dam	0.12	MI	\$ 1,100,000	\$ 132,000
Bridge	New Bridge over Lyman Dam 120LF truss span X 15'W on spread footings	1	LS	\$ 1,160,000	\$ 1,160,000
Off Road	10' wide bituminous path from Dam to end of WRBP at Lyman Ave.	0.1	MI	\$ 1,100,000	\$ 110,000
Bridge	Rehab existing bridge for shared use path , new handrails and decking			\$1,000,000	\$ 1,000,000
		<b>Subtotal</b>			\$ 2,423,250
		20% Contingency			\$ 484,650
		<b>Total Construction Cost</b>			\$ 2,907,900
<b>SAY \$</b>					<b>3,657,900</b>

## **Evaluation Criteria Narrative**

Woonasquatucket River Watershed Transportation Improvement Program Submission for FFY 2017-2025  
**Project: NBT/WRG: Contract 5. Johnston - Segment 1, North Providence Segment 2**

### **Mobility Benefits**

The WRWC has been extremely successful in increasing use of its trail system through events that promote the Woonasquatucket River Greenway. Events include bike rides, cleanups, nature walks, canoe trips and festivals. Activities at Riverside Park in Olneyville including the Red Shed Bike Shop and the Bike Camp Program have increased access to bikes and bike riding for all ages. Bike path connections with residential streets, businesses, bus stops on Route #27 on Putnam Pike/Centredale, and parking lots will enhance multimodal transportation options and linkages between modes (Intermodal). 4%-15% of individuals in bike path area of Johnston and North Providence do not have access to vehicles. The Woonasquatucket River divides Johnston and North Providence along the proposed route and therefore provides options for increased cycling options in both communities. The North Providence spur alignment improves the connections between the Tri-town Community Center, Fogarty Center, recreational fields, open space and RI College. Numerous residential streets dead-end at the former railroad right of way, providing convenient access from neighborhoods to the bike path. Segment 2 repair of the now closed Allendale bridge over the Woonasquatucket for bike path use would provide cycling access to Centredale neighborhoods off Woonasquatucket Ave. in North Providence. Construction of a bridge across the Lyman dam (Segment 2) would provide access to North Providence neighborhoods and Rhode Island College where there is a high percentage of commuters. Destinations along the proposed route from north to south include Cricket Field, Greystone mills and apartments, Graniteville elementary school, numerous churches, Putnam Pike businesses including Burger King and Walgreens, Centredale businesses, Centredale Manor, Tri-town Community Center and Rhode Island College (on-road). Bike path extension will provide access to Providence activity centers as well. Woonasquatucket Greenway extension will link recent Cricket Field improvements (constructed with the bike path earmark) with 62 acres of parks in Providence including Riverside, Lincoln Lace and Braid, Merino and Donigian. Riverside Park improvements constructed as part of the Greenway include community gardens, playgrounds, and the Red Shed Bike Shop, in an area previously dominated by the rubble of a former mill complex.

### **Cost Effectiveness**

The Woonasquatucket River Watershed Council successfully advocated for three congressional earmarks totaling \$14,194,034.00, of which \$13,514,037.15 has been authorized (as of 11/4/15, \$16.1 million has been expended for study, design and construction of Contracts 1, 2, 3, 4, 7 & study of 5. As of 11/4/15, \$1,139,000 remains of federal earmark funding that has been allocated for the expansion of the bike path into Johnston. A consultant is under contract to move forward to the next level of design eliminating the time and costs associated with consultant selection process. Additional funding under the TIP is requested to complete WRWC prioritized projects including the Johnston segments of the bike path. WRWC has demonstrated prudent management of the earmarks by working closely RIDOT on project implementation. The proposed project budget is based on actual bike path construction costs for prior segments and as outlined in the 2009 "Use of Railroad Right-of-Way in Johnston Updated Feasibility Study."

### **Economic Development**

The Woonasquatucket Greenway provides access to Providence tourism destinations as well as contiguous bike route destinations in the Blackstone Valley, East Bay, and along the Washington Secondary. The project specifically capitalizes on investments in prior congressional earmarks as demonstrated above. The project is well within the Urban Services Boundary and improves multimodal mobility for both urban and suburban residents. Portions of the proposed bike path are located within the EPA's Centredale Manor Superfund site and expand the potential for project synergies as site restoration activities continue potentially decreasing construction costs.

### **Environmental Impact**

The Woonasquatucket Greenway system is specifically aligned with the WRWC mission to promote river conservation and environmental action and increase awareness of local history and river ecology. By improving access to the Woonasquatucket River cyclists are exposed to one of the urban area's underappreciated natural resources including bird, mammal, and fish habitat. This exposure may also lead to increased awareness of the need for continued cleanup efforts along this (previously) industrial river that was is one of 16 American Heritage Rivers in the Country.

### **Supports Local and State Goals**

The proposed bike path is specifically consistent with the Johnston Comprehensive Community Plan Figure 9-3 Bike Path Routes which indicates "Northwest Bike Trail – Woonasquatucket River Greenway – Future Construction." It is also consistent with Policy LU-11b (Support development and revitalization within older village areas as walkable communities, with bike paths ... ) and Goal LU-14 (Provide the necessary infrastructure, including intermodal transportation facilities such as bikeways, sidewalks, and pedestrian facilities, and other related amenities to ensure and maintain public safety and the quality of life of residents in existing and planned neighborhoods). The North Providence Comprehensive Plan Map 15 includes a town-wide recreation system that links historic sites and existing recreation, open space and conservation areas along Woonasquatucket Ave. This project is also specifically consistent with the RI Long Range Transportation Plan 2035 which, while not specifically mentioning the Woonasquatucket Greenway and Northwest Trail, indicates the need to continue bicycle paths that are in planning, design and construction phase (page 2-10). A 2015 petition, with over 700 signatures collected from residents living between Lyman Avenue and Cricket Field demonstrates public support for of the Johnston extension of the bike path.

### **Safety and Security**

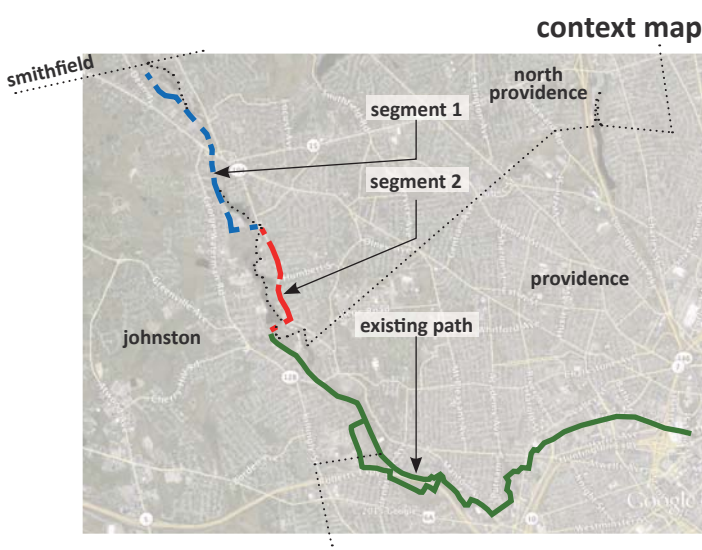
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### **Equity**

The route of the proposed bike path traverses CT 123 in Johnston, one of two census tracts targeted by the Johnston Community Development Block Grant home repair program for low income owner occupied residences, and will enhance mobility access to residents with low median income and an increasing percentage of minorities. Access to the bike path will also be provided for seniors and those with disabilities who reside at Centredale Manor in North Providence, thereby improving their quality of life.

# Segment 2

# North Providence Extension



▲ N not to scale

Allendale Ave to Lyman Ave

**TOWN OF  
NORTH PROVIDENCE**



**STATE OF  
RHODE ISLAND**

CHARLES LOMBARDI  
Mayor

January 2, 2016

Ms. Fran Schocket, Chair  
Rhode Island State Planning Council  
Transportation Advisory Committee  
One Capitol Hill  
Providence, RI 02908

Dear Ms. Schocket:

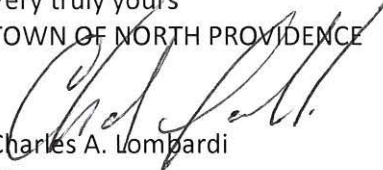
This letter documents the Town of North Providence's support for the Transportation Improvement Program (TIP) request by the Woonasquatucket River Watershed Council for the Northwest Bike Trail Contract 5 - Segment 2, Johnston and North Providence. This segment of the Woonasquatucket Greenway is the highest priority bicycle improvement for our community in the new TIP. Our own TIP requests include highway, bridge, and pedestrian improvements but we are forgoing other bicycle requests to instead support the extension of the Northwest Bike Trail.

We are excited about having the Trail extend into our community with access for our residents at Lymanville, Allendale, Centredale, Greystone, and possibly points in between. These historic mill villages were connected by the Providence & Springfield Railway from 1873 until the early 1960s. Restoring the historic connection with a Greenway along the P&S right-of-way is an important goal in our newly adopted Comprehensive Plan. We believe the extended bikeway will lead to an increase in bicycle transportation, displace motor vehicle use, lower fuel consumption, and reduce pollutant emissions in our community. Convenient bikeway access also has the potential to improve property values and increase economic activity along the trail route.

We look forward to working with RIDOT, RIDEM, and the Watershed Council to make the necessary connections as the Greenway is extended. We recognize the advantages of routing the Bike Trail through Johnston and of reusing the original railroad right-of-way. However, we are also happy to discuss possible routing of some trail sections through North Providence to the extent that this may be necessary to overcome or mitigate routing obstacles. We appreciate the opportunity to add this letter of support to the Watershed Council request.

Very truly yours

TOWN OF NORTH PROVIDENCE

  
Charles A. Lombardi  
Mayor

CAL/DRW/is

1951 Mineral Spring Avenue, North Providence, RI 02904  
Phone: (401) 233-1419



# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Woonasquatucket River Watershed Council  
Contact Person Alicia J. Lehrer Title Executive Director  
Mailing Address 45 Eagle Street  
City Providence, RI Zip Code 02909  
Phone 401-861-9046 Email alehrer@wrwc.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |  |   |  |
|--|--|---|--|
| <input type="checkbox"/> Bridge                                | <input checked="" type="checkbox"/> Pavement | <input type="checkbox"/> Drainage           | <input checked="" type="checkbox"/> Planning   |
| <input checked="" type="checkbox"/> Traffic                    | <input checked="" 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 NBT/WRG: Burrillville to Smithfield  
Location by Street Name Dean Street in Johnston/Smithfield - Wallum Lake Road, Burrillville, RI  
Project Limits - From Smithfield To MA line

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

Provide a brief description of the proposed project:

Northwest Bike Trail/Woonasquatucket River Greenway (NBT/WRG)

The Woonasquatucket River Watershed Council (WRWC) is proposing to complete a multi-use path using both on road and off road options from the Dean Street Playground terminus at the Johnston/Smithfield line to Burrillville and connecting to spur using the Route 116 corridor that will link this section to the Blackstone Bike Path. Preliminary studies were completed for this bike/ped trail as part of the 1999 Design Feasibility Report.

The Town of Burrillville has already completed phase one of their four phase master plan for the Burrillville multi-use path. Phase one is a one mile portion of off road greenway Burrillville constructed using RIDEM recreational trail funds. This section uses the former railroad right-of-way connecting village of Pascoag to the village of Harrisville as suggested in the 1999 feasibility study. The town has completed the study of phase 2 and are in the property acquisition phase.

Smithfield has stated in their most recent comprehensive plan that they would like to revisit designs to create either an on-road or off-road connection between Burrillville and Johnston greenways.

Describe need for proposed project:

There is a need to connect people in the Northwest part of the state to the statewide and regional bike path network. Without this connection there would be a significant gap in this entire northwest section of the State. Large parcels of open space and natural resources will be accessed and connected by the extension of the Northwest section of the greenway. This includes Wallum Lake, Buck Hill Management Area, Black Hut Management Area, Stillwater Reservoir, Georgiaville Pond and Bryant College.

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

This section was part of the original Northwest Bike Trail Study and would create a connection to the Blackstone Bike Path National Park System.

Burrillville is actively working to connect their village centers. Phase one connected the villages of Pascoag and Harrisville. Phase two will connect Harrisville with the villages of Oakland and Mapleville.

Connecting to historic village centers can increase tourism dollars. There are nine tourism dollars coming into the state annually for every dollar spent on path infrastructure. Increasing walkability and bikeability promotes a healthy and active lifestyle. Every dollar invested in path infrastructure brings a three dollar reduction in healthcare costs. Connecting to village centers helps to revitalize the town center and encourages an increased spending in the commercial areas.

Bike Advocates such as RIBIKE and RI Paths to Progress have identified this section as a high priority to fill the alternative transportation gaps in the state.

The National Association of Realtors and National Association of Home Builders survey of 2000 homebuyers ranked a trail as the second most important neighborhood amenity when buying a house. Case studies of bike paths across the nation have found that housing prices increase in value after the trail is built that can lead to an increase in tax revenue for the town.

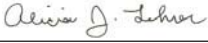
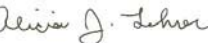
Is the project consistent with the local Comprehensive Plan?  Yes  No

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

<b>CRITERIA</b>	<h3>Evaluation Criteria</h3> <p>Please address the following topics as they relate to the project. Refer to “An Overview of TIP Guiding Principles” for more information. Submission <b>must not exceed</b> 2 pages, single-spaced, 12-point font.</p>	
	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <ol style="list-style-type: none"> <li>1. Mobility Benefits</li> <li>2. Cost Effectiveness</li> <li>3. Economic Development</li> <li>4. Environmental Impact</li> </ol> </td> <td style="width: 50%; vertical-align: top;"> <ol style="list-style-type: none"> <li>5. Supports Local and State Goals</li> <li>6. Safety and Security</li> <li>7. Equity</li> </ol> </td> </tr> </table>	<ol style="list-style-type: none"> <li>1. Mobility Benefits</li> <li>2. Cost Effectiveness</li> <li>3. Economic Development</li> <li>4. Environmental Impact</li> </ol>
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<b>PROJECT ESTIMATES</b>	<h3>Project Estimates</h3>																								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0056b3; color: white;"> <th style="width: 30%;"></th> <th style="width: 15%;">ROW</th> <th style="width: 15%;">Study</th> <th style="width: 15%;">Design</th> <th style="width: 15%;">Construction</th> <th style="width: 10%;">Total</th> </tr> </thead> <tbody> <tr> <td>Estimated Project Costs</td> <td style="text-align: center;">\$1M</td> <td style="text-align: center;">\$1M</td> <td style="text-align: center;">\$6.6M</td> <td style="text-align: center;">\$33M</td> <td style="text-align: center;">\$41.6M</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">Total Cost</td> <td style="text-align: center;">\$41.6M</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">Amount Requested through TIP Process</td> <td style="text-align: center;">\$41.6M</td> </tr> </tbody> </table>		ROW	Study	Design	Construction	Total	Estimated Project Costs	\$1M	\$1M	\$6.6M	\$33M	\$41.6M					Total Cost	\$41.6M					Amount Requested through TIP Process	\$41.6M
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					Amount Requested through TIP Process	\$41.6M																			
<p>Is there funding from other sources committed to this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0056b3; color: white;"> <th style="width: 80%;">Source</th> <th style="width: 20%;">Amount</th> </tr> </thead> <tbody> <tr> <td>Master Plan Study for Burriville has been completed</td> <td></td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td style="text-align: right;">Total</td> <td></td> </tr> </tbody> </table>	Source	Amount	Master Plan Study for Burriville has been completed				Total																		
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Total																									
<p>Estimated date of construction _____</p>																									

<b>CERTIFICATION</b>	<h3>Applicant Certification</h3> <p>I attest that the information provided on this application is in true and accurate.</p>	
	<p>  <small>Digitally signed by Alicia J. Lehrer DN: cn=Alicia J. Lehrer, o=Woosnassquatucket River Watershed Council, ou, email=alehrer@wrwc.org, c=US Date: 2016.01.06 16:47:59 -05'00'</small> </p>	<p>January 6, 2016</p>
	<p>Applicant's Signature</p>	<p>Date</p>
	<p>  <small>Digitally signed by Alicia J. Lehrer DN: cn=Alicia J. Lehrer, o=Woosnassquatucket River Watershed Council, ou, email=alehrer@wrwc.org, c=US Date: 2016.01.06 16:48:32 -05'00'</small> </p>	<p>January 6, 2016</p>
<p>Chief Executive Officer's Signature</p>	<p>Date</p>	

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

## Evaluation Criteria Narrative

Woonasquatucket River Watershed Transportation Improvement Program Submission for FFY 2017-2025

### **Project: NBT/WRG: Burrillville to Smithfield**

#### **Mobility Benefits**

This project will improve connections for bicyclists and pedestrians by creating an on road and off road extension of the Woonasquatucket River Greenway bike path from Downtown Providence to the Massachusetts state line. It improves walkability and bikeability in the village centers and makes a stronger connection between Smithfield and Burrillville. The spur connecting to the Blackstone River National Park and Bike Path will strengthen connections in our statewide bike path network. This project will improve access to recreation, healthy activities and fill a large gap in the bike path network that is lacking in the Northwest section of the state.

#### **Cost Effectiveness and Economic Development**

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. This section will create access to major tourism destination, the Blackstone National Heritage Park, as well as other parks, and link to existing RI bike paths. This project will also improve the quality of place in the village centers, reconnect town centers that were once connected by the railway and encourage additional economic development benefits in the town. The town of Burrillville has completed a master plan for four phases of the trail and constructed phase one. Burrillville's commitment to trails and creatively leveraging resources for construction has allowed them to construct their greenway for well below the state average costs per mile. Smithfield is a major contributor to the economy of RI and is encouraging planned corporate developments. Recent studies demonstrate that corporations and millennials tend to relocate where there is an increase in walkability and bikeability.

#### **Environmental Impact**

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles. This expanded section of path will expose more people to amazing natural resources areas like Wallum Lake, Wilson Reservoir and Buckhill Management Area to residents in Smithfield and Burrillville as well as attracting environmental tourism throughout RI and beyond. The extended bikeway will lead to an increase in bicycle transportation, displace motor vehicle use, lower fuel consumption, and reduce pollutant emissions in our community. In addition, we will use green infrastructure and low impact designs to mitigate stormwater impacts and improve water quality along these new routes.

#### **Supports Local and State Goals**

There are numerous references to the expansion of the Northwest Bike Trail/Woonasquatucket River Greenway listed in the comprehensive plans of Burrillville, Smithfield and North Smithfield. Smithfield's soon to be final comprehensive plan recommends "more improvements for pedestrians and bicycles, including extension of a multi-use trail along the Woonasquatucket River through Esmond and Georgiaville into North Smithfield. The trail would follow parts of the abandoned right-of-way, switching to local streets within the villages to avoid adverse impacts on local residences."

**Objective C-1.5** Smithfield will actively coordinate with the RIDOT Department of Intermodal Planning to identify and develop multi-use trails, bike routes and associated facilities in and along roadways and other viable corridors. **Objective C-1.6** Smithfield will actively promote pedestrian modes of transportation as a viable alternative to motorized vehicular transportation, and shall seek to a) expand or augment existing and/or b) create new pedestrian travel ways to encourage pedestrian travel.

**Burrillville's** comprehensive plan calls for the acquisition of the entire railroad right of way for the extension of the Northwest Bike Trail and they have already acquired over a mile and completed construction of a greenway. **Section IV** "To provide and maintain a safe, convenient and cost-effective transport system" Action Item **VI.1.b.2** Continue implementation of the findings of RIDOT's NW RI Bike Path Feasibility Study "**VI.1.g.3** Consider establishing a bike path linking the villages in the Town with other planned regional bike paths. Where feasible, the old railroad right-of-way should be examined for feasibility as a location for portions of the bike path. In concept, the bike path would link Smithfield to Wallum Lake and connect eventually with other paths in northern Rhode Island and the Blackstone Valley National Heritage Corridor"

**North Smithfield: Page I-1** "The designation of the Woonasquatucket and Blackstone Rivers as American Heritage Rivers has provided opportunities for recreational activities including the development of bikeways from Providence. **Page I-2** [Open Space and Recreation Goals] "G. Work in collaboration with Federal and State authorities in implementing the Woonasquatucket Bikeway and completing the Blackstone River Bikeway." **Page I-12** "It should also be noted that a major new bikeway, the "Northwest Bike Trail/Woonasquatucket River Bikeway", had originally included portions of North Smithfield. (a limited number of options were considered "While these portions of the study area have been eliminated from consideration at this time, various segments could be reconsidered at a future date." And, as will be discussed below, the potential of a bikeway in North Smithfield is again a possibility."**Page I-13** Also, as illustrated and discussed in the BRVNHCC's 2003 Trail/Greenway Vision Report, there are two potential trail locations in North Smithfield. One parallels the Woonasquatucket River and continues west to Burrillville and South through Smithfield. This proposal suggests that the Northwest Bicycle Project in combination with a Woonasquatucket River Bikeway still has potential in North Smithfield, not only for the recreational opportunities it will provide, but also because it will serve as a catalyst for the continued renewal efforts of the River.**Page J-3**[Circulation Goals]"7. INCREASE OPPORTUNITIES FOR PEDESTRIAN AND BICYCLE ACCESS PARTICULARLY TO VILLAGE AREAS, NEAR PUBLIC FACILITIES, AND IN DENSELY SETTLED NEIGHBORHOODS " **Page J-12** "While North Smithfield did not submit an application for inclusion in the 2005 TIP, in 2003 the Town applied for the extension and reconstruction of sidewalks in Slatersville and design of the northwest bicycle route/trail."

The project will implement the following actions from the State Guide Plan:

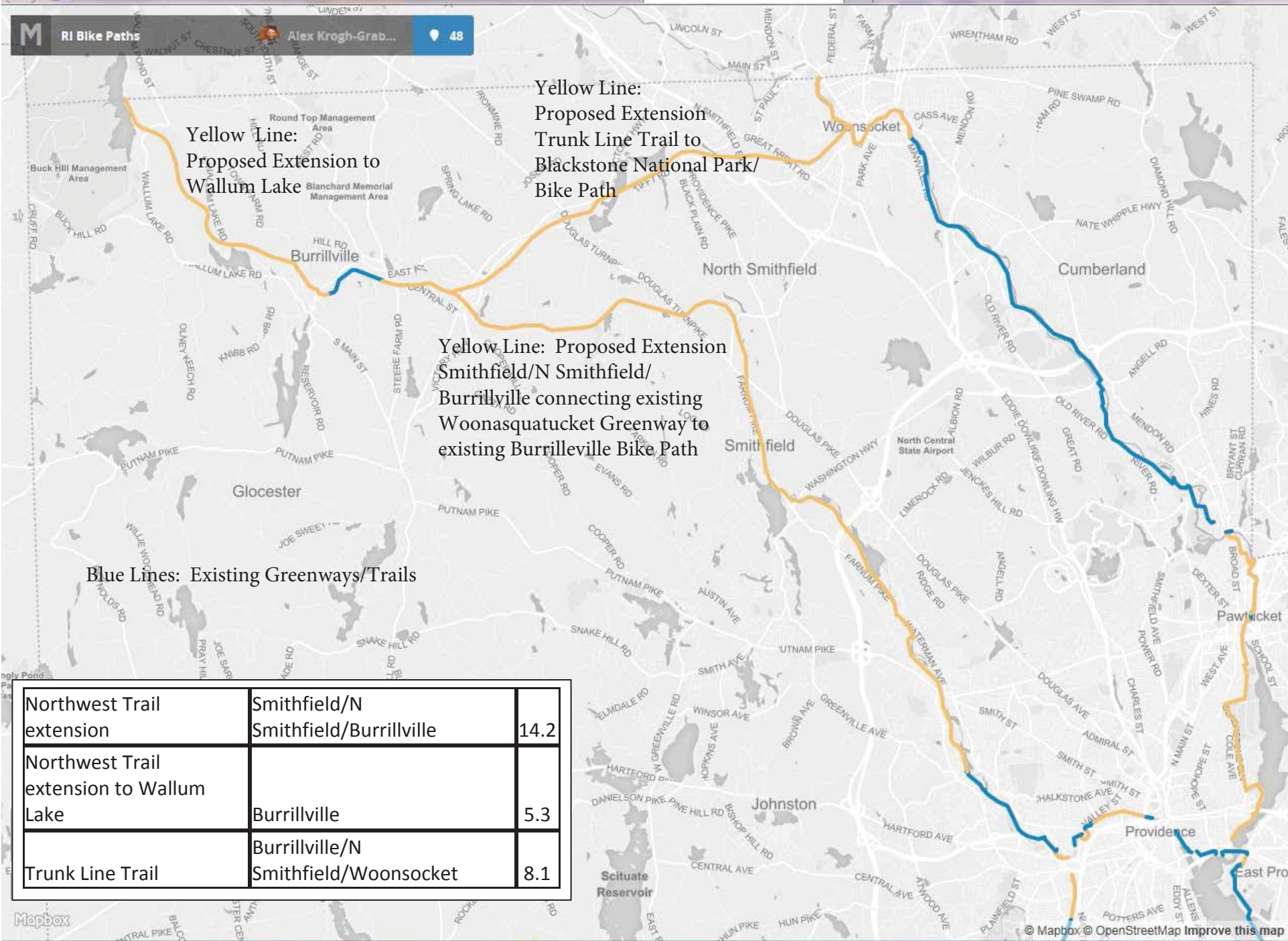
Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization, Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel, Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans, provide state financial assistance to stimulate capital investment and improvement.

### **Safety and Security**

Expansion of the trail will increase access for law enforcement. The increased recreational activity will help reduce illegal dumping and negative activity that often occur in isolated rail beds.

### **Equity**

The expansion of the path will connect residents of Providence to Burrillville providing access to the amazing natural resources found in the Northwest section of the state. Many of these residents have limited access to vehicles as well as limited access to open space.





## Town of Smithfield

64 FARNUM PIKE

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TELEPHONE (401) 233-1010 FAX (401) 233-1080

e-mail: [dfinlay@smithfieldri.com](mailto:dfinlay@smithfieldri.com)

DENNIS G. FINLAY  
TOWN MANAGER

January 6, 2016

Ms. Fran Schocket, Chair  
Rhode Island State Planning Council  
Transportation Advisory Committee  
One Capitol Hill  
Providence, RI 02908

Dear Ms. Schocket:

This letter documents the Town of Smithfield's support for the Transportation Improvement Program (TIP) request by the Woonasquatucket River Watershed Council for the Northwest Bike Trail/Woonasquatucket River Greenway to further study, design and construct a combination of on and off road bicycle network that will link the village centers between Burrillville, North Smithfield and Smithfield as well as connect to the Blackstone Heritage National Park/ Bike Path.

This segment of the Northwest Bike Trail/Woonasquatucket Greenway is a high priority bicycle improvement for our community and is aligned and consistent with our Comprehensive Plan. The circulation element of the Smithfield Comprehensive Plan includes a statement that "The Town is very supportive of the Woonasquatucket River Greenway and encourages extension of the greenway into and through Smithfield."

We are excited to reconnect the historic mill villages that were once connected by the Providence & Springfield Railway until 1960. The extended bikeway will increase access to recreational lands, promote a healthy lifestyle, increase bicycle transportation, displace motor vehicle use, lower fuel consumption, and help spur economic development in our town.

We look forward to working with RIDOT, RIDEM, and the Woonasquatucket River Watershed Council to make the necessary on and off road connections as the Greenway is extended. We appreciate the opportunity to add this letter of support to the Watershed Council request.

Sincerely,

Dennis G. Finlay  
Town Manager



TOWN OF NORTH SMITHFIELD  
OFFICE OF THE TOWN PLANNER  
Robert Ericson, AICP

January 7, 2016

Ms. Fran Schocket, Chair  
Rhode Island State Planning Council  
Transportation Advisory Committee  
One Capitol Hill  
Providence, RI 02908

Dear Ms. Schocket:

This letter documents the Town of North Smithfield's support for the Transportation Improvement Program (TIP) request by the Woonasquatucket River Watershed Council for the Northwest Bike Trail/Woonasquatucket River Greenway to further study, design and construct a combination of on and off road bicycle network that will link the village centers between Burrillville, North Smithfield and Smithfield as well as connect to the Blackstone Heritage National Park/ Bike Path. This is even more important now that our village of Slatersville is part of the new National Park.

This segment of the Northwest Bike Trail/Woonasquatucket Greenway is a high priority bicycle improvement for our community and is aligned and consistent with our Comprehensive Plan.

We are excited about having the trail reconnect the historic mill villages that were once connected by the Providence & Springfield Railway until 1960. The extended bikeway will increase access to recreational lands, promote a healthy lifestyle, increase bicycle transportation, displace motor vehicle use, lower fuel consumption, and reduce pollutant emissions in our community. Convenient bikeway access also has the potential to improve property values and increase economic activity along the trail route.

We look forward to working with RIDOT, RIDEM, and the Woonasquatucket River Watershed Council to create the necessary connections as the Greenway is extended. We appreciate the opportunity to add this letter of support to the Watershed Council request.

Sincerely,

Robert Ericson, AICP





# TOWN OF BURRILLVILLE

144 Harrisville Main Street  
Harrisville, Rhode Island  
02830 - 1499



TOWN BUILDING  
HARRISVILLE, R.I.

Planning Department  
Phone: (401) 568-4300  
Ext. 130 & 131  
Fax (401) 710-9307  
E-mail: [bplanning@burrillville.org](mailto:bplanning@burrillville.org)

January 2, 2016

Ms. Fran Schocket, Chair  
Rhode Island State Planning Council  
Transportation Advisory Committee  
One Capitol Hill  
Providence, RI 02908

Dear Ms. Schocket:

This letter documents the Town of Burrillville support for the Transportation Improvement Program (TIP) request by the Woonasquatucket River Watershed Council for the Northwest Bike Trail/Woonasquatucket River Greenway to further study, design and construct a combination of on and off road bicycle network that will link the village centers between Burrillville, North Smithfield and Smithfield as well as connect to the Blackstone Heritage National Park/ Bike Path.

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We look forward to working with RIDOT, RIDEM, and the Woonasquatucket River Watershed Council to create the necessary connections as the Greenway is extended. We appreciate the opportunity to add this letter of support to the Watershed Council request.

Sincerely,

A handwritten signature in blue ink that reads "Thomas Kravitz".

Thomas Kravitz  
Town Planner