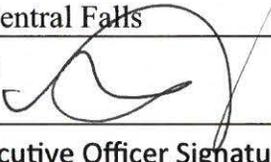


Transportation Improvement Program

CONTACT	Contact Information		
	Contact Person	<u>Peter Friedrichs</u>	Title <u>Director, Planning + Economic Development</u>
	Mailing Address <u>580 Broad Street</u>		
	City	<u>Central Falls</u>	Zip Code <u>02863</u>
	Phone	<u>727-7480</u>	Email <u>pfriedrichs@centralfallsri.us</u>

PROJECT PRIORITIZATION	Project Prioritization <i>(please use an additional sheet if necessary)</i>		
	Priority	Listed in TIP 2013-2016	
Yes		No	
	✓		Dexter St (Lonsdale Ave to School St) improvements to the roadway
		✓	Resurfacing Rt 114, Broad St (Cumberland T/L to Exchange St)
5		✓	Resurfacing Rt 122, Lonsdale Ave (Dexter St to US-1)
10		✓	Jenks Street RR Bridge
8		✓	Sacred Heart Ave RR Bridge
3		✓	Broad Street Bridge at Blackstone River
9		✓	Clay Street RR Bridge
6		✓	Cross Street Bridge at Blackstone River
7		✓	Cross Street Bridge at Amtrak
1	x		Pawtucket/Central Falls Train Station
2	x		Broad Street Regeneration Initiative
4			Blackstone Valley Bikeway - Segment 3B.1

PROJECT PRIORITIZATION	Project Prioritization <i>(continued)</i>		
	Priority	Listed in TIP 2013-2016	
Yes		No	

CERTIFICATION	Required Public Hearing	
	The required public hearing was held on <u>Wednesday, January 6, 2016</u>	
	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	City of Central Falls	Mayor
	Applicant 	Title <u>1-7-16</u>
	Chief Executive Officer Signature	Date

CHECKLIST	Submittal Checklist
	<input checked="" type="checkbox"/> 3 collated copies of complete TIP submittal package
	<input checked="" type="checkbox"/> Project Prioritization Cover Sheet
	<input checked="" type="checkbox"/> New Project Application Form for each new project
	<input checked="" type="checkbox"/> 2-page narrative on evaluation criteria
	<input checked="" type="checkbox"/> 8.5" x 11" PDF map of project location
	<input checked="" type="checkbox"/> Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
	<input checked="" type="checkbox"/> 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	<u>City of Central Falls</u>
	Contact Person	<u>Peter Friedrichs</u> Title <u>Director , Planning + Economic Development</u>
	Mailling Address	<u>580 Broad Street</u>
	City	<u>Central Falls</u> Zip Code <u>02863</u>
	Phone	<u>727-7480</u> Email <u>pfriedrichs@centrafallsri.us</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input checked="" type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		

PROJECT INFORMATION	Project Description	
	Project Title <u>Pawtucket/Central Falls Train Station</u>	
	Location by Street Name <u>Goff Avenue/Barton Street</u>	
	Project Limits - From <u>Conant Street</u> To <u>Dexter Street</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:	

The Pawtucket/Central Falls Train Station can transform a blighted neighborhood into an economic powerhouse for the State. This station recreates the State's second-busiest station near the old station on the Pawtucket / Central Falls city line, but in close proximity (1/4 mile) to 2 million+ square feet of underutilized and vacant mill space. The project has gone through a feasibility study and will be ready to enter final design in 2016.

Describe need for proposed project:

Pawtucket and Central Falls together represent a densely populated urban node, with a combined population of nearly 100,000. This is the second largest urban center in the state of RI, and the largest urban center along the northeast corridor between Boston and Providence without direct access to passenger train service. This area of Pawtucket and Central Falls is blighted. Deteriorating and dilapidated buildings surround the busiest rail corridor in the country. Unemployed residents watch as businessmen and women glide from employment center to employment center through their neighborhood. This station would provide these residents with access to jobs, create a market for redevelopment and occupancy of the buildings within the area, and provide opportunity for increased tax revenue for two cash-strapped communities.

Additionally, the Providence line of the MBTA is the most heavily traveled of all of MBTA Commuter Rail lines. The Providence and S. Attleboro MBTA stations are considered at capacity for passengers and the proposed Pawtucket/Central Falls station will help alleviate congestion at those stops. Pawtucket and Central Falls have some of the lowest rates of car ownership per household in the state and therefore have a great need for multi-modal public transportation infrastructure.

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

As described above, this station would provide residents with access to jobs, help create a market for redevelopment and occupancy of the 2 million+ square feet of vacant and underutilized mill space in the area, and provide opportunity for increased tax revenue for two cash-strapped communities. This project takes advantage of existing infrastructure and train service on this section of the Northeast Corridor / Providence Stoughton Line of the MBTA. It is a critical piece of the proposed intra-state rail system and will reduce congestion on I-95 South by providing an alternative route to downtown Providence from points north.

The new National Park designation in the Blackstone Valley will help encourage rail visits to historic, cultural and recreational tourist sites in Pawtucket and Central Falls, including Slater Mill.

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

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	\$1.3 million	\$2.5 million	\$3.0 million	\$50.0 million	\$56.8 million
				Total Cost	\$56.8 million
				Amount Requested through TIP Process	\$40.0 million

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

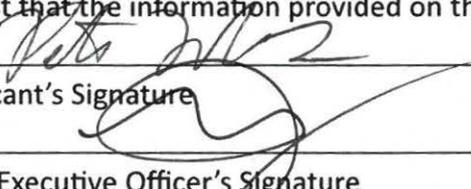
Source	Amount
Local match for design by Pawtucket and Central Falls	\$0.6 million
Federal Transit Authority	\$1.9 million
Total	\$2.5 million

Estimated date of construction 2020

CERTIFICATION

Applicant Certification

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

Applicant's Signature:  Date: 1/7/16
 Chief Executive Officer's Signature: _____ Date: 1.7.16

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

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

CITY OF CENTRAL FALLS
PLANNING AND ECONOMIC DEVELOPMENT

580 BROAD STREET
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PFRIEDRICHS@CENTRALFALLSRI.US

Pawtucket/Central Falls Train Station Evaluation Criteria

Mobility Benefits

This project improves the function of commuter rail service in Rhode Island by offering an alternative location for MBTA service to Boston, and provides an expeditious rail connection between Pawtucket and Providence. This project is the result of a partnership between the cities of Pawtucket and Central Falls. The cities are working with RIPTA to ensure that there are linkages between bicycle and rail service, and will work to ensure that there are safe and accessible pedestrian and bicycle connections. The proposed station is located in an area with low car ownership (25.7%). The ridership projections are for 1,500-1,900 riders per day. These figures come from a 2005 Feasibility Study completed by the City of Pawtucket and RIDOT. Parking at neighboring Providence and South Attleboro stations is constrained and both stations are at capacity. This station will also provide an opportunity for Providence commuters stranded in traffic during peak times to park in Pawtucket and take the train, reducing congestion. This project is a critical part of the planned intra-state rail system, providing connection between Woonsocket and Westerly service. This project will also recreate pedestrian connectivity on Pine Street, re-establishing the urban grid over the railroad tracks. This will better link the acres of vacant space on the northside of the railroad tracks to downtown Pawtucket.

Cost Effectiveness

This project provides an immense opportunity to transform a blighted area into an economic powerhouse, akin to Quonset Business Park and the Iway, at a fraction of the cost. It is the most cost-effective project to come through this process since the construction of I-95 in terms of the increase in economic activity that will result in relation to the dollars invested. The proposed budget provides for a minimal station with an efficient budget. This will improve the existing infrastructure of the Northeast Corridor, and recreate what has historically been the State's second-busiest train station.

Economic Development

This project is a lifeline to Pawtucket and Central Falls. This station will provide speedy, direct access to the employment hubs of Providence, Boston, and beyond for the thousands of residents in this area searching for economic opportunity. It will provide neighboring development opportunities with speedy, direct access to these aforementioned employment hubs and population centers. The proposed station is also located adjacent to more than 2 million square feet of vacant and under-utilized historic mill buildings, as well as to downtown Pawtucket, another area ripe for redevelopment. All of these properties are brownfields, some of them incredibly polluted. This project will reduce congestion on I-95, improving truck traffic on that vital corridor. Due to the low cost of entry, vast square footage of grandfathered buildings, and intermodal transportation connectivity as a result of this project, investment potential in this site is astronomical. This project will realize a critical train station that has been in the planning stages for close to a decade, with substantial federal and local dollars already contributed to it. This project is within the Urban Service Boundary.

Environmental Impact

This project will reduce automobile use on I-95, improving air quality and reducing energy consumption. This project will provide rail service to the Blackstone National Park. This will also greatly enhance the neighboring South Central Falls Historic District, Conant Thread-Coats and Clark Mill Complex District, and Downtown Pawtucket Historic District.

Supports Local and State Goals

This project is the top transportation priority for the cities of Pawtucket and Central Falls. The City of Pawtucket Comprehensive Plan references the proposed station in several chapters. Both the Transportation and Economic Development chapters include a specific action item to move the project forward: (T 3) Work with RIDOT and FTA to advance the Pawtucket/Central Falls Commuter Rail Station. (ED 8) Work with RIDOT and FTA to advance the Pawtucket/Central Falls Commuter Rail Station. The Land Use Chapter includes two specific action items related to maximizing the station's potential economic benefits: (LU3) Review the Zoning within ½ mile of the proposed Train Station to allow appropriate Transit-Oriented-Development. (LU2) Designate an area of Pawtucket, potentially the downtown and the area around the proposed Train Station, as a Growth Center.

The City of Central Falls' Comprehensive Plan calls for train service as a key element of its Economic Development program: "The City should work jointly with Pawtucket to pursue the redevelopment of the Pawtucket/Central Falls train depot as an intermodal transportation project... An intermodal transportation development would provide a tremendous economic development catalyst to adjacent areas in Central Falls and Pawtucket." Transportation 2035 outlines the following strategy for the Pawtucket/Central Falls train station: "Additional sites in Cranston, East Greenwich, Kingston, Pawtucket/Central Falls, Westerly, and West Davisville should be considered and evaluated based on demand, operations, infrastructure requirements, site availability, economic development opportunities, community support, and cost." Intermodal I.3.b and Transit T.2.b).

Safety and Security

This project enhances safety, particularly to vulnerable road users, by providing a safe and convenient point of access to interstate rail. It also provides a secondary network of access to downtown Providence and points south from points north.

Equity

This project enhances access to the transportation network in a neighborhood that has a high percentage of minority residents (40.6%¹ non-white, 48.0%² Hispanic), low-income neighborhood residents (13.4%³ unemployed, 29.0%¹ in poverty) and Limited English Proficiency residents (37.7% speak English less than "Very Well"¹). Pawtucket and Central Falls also have some of the lowest rates of car ownership per household in the state and therefore have a great need for multi-modal public transportation infrastructure.

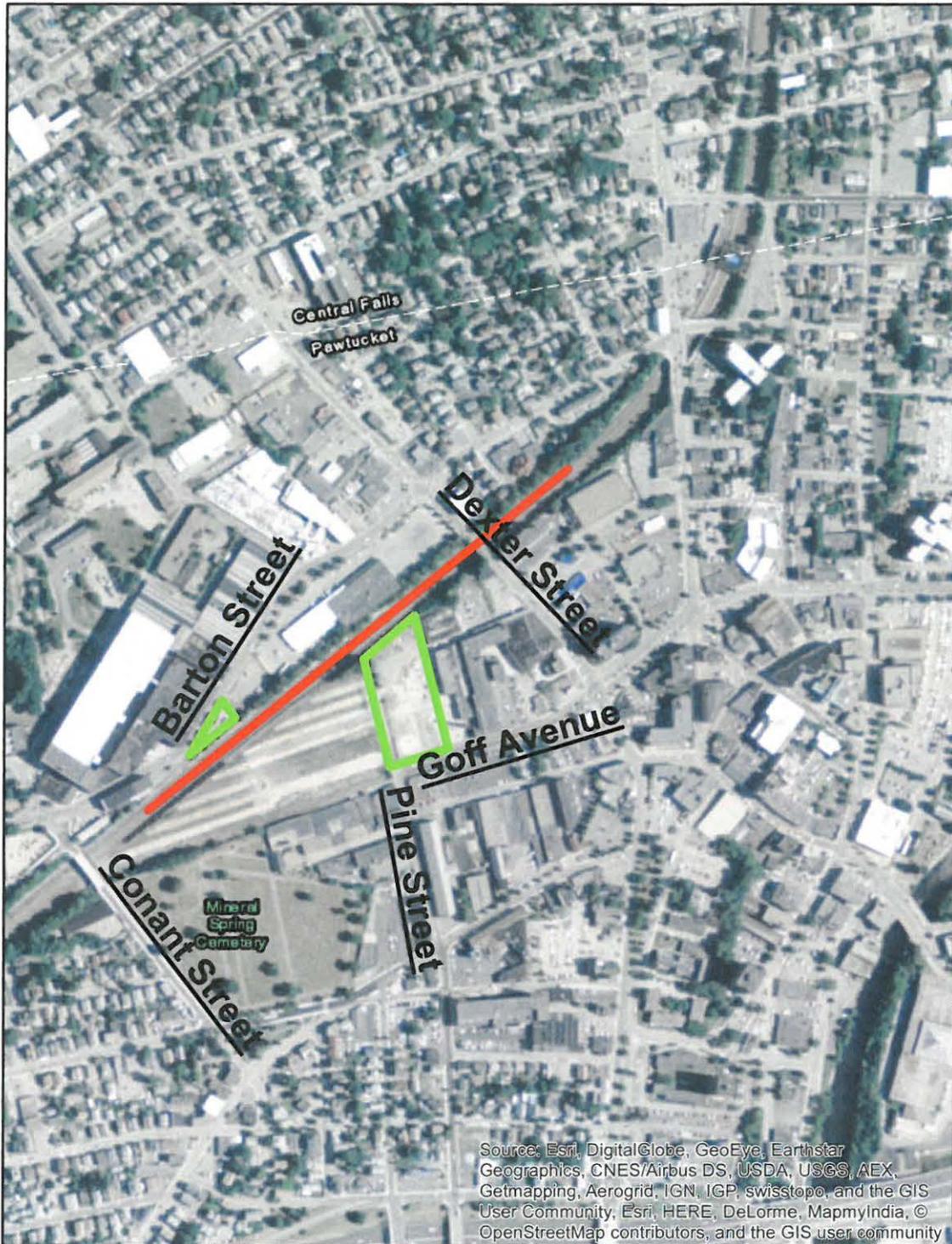
The "Station Area" includes all of Central Falls as well as the Growth Center within the City of Pawtucket and is comprised of Census Tracts 152, 160, 166, 167, 171, and 108, 109, 110, 111.

1 Data is from the 2008-2012 American Community Survey, 5 year estimates

2 2010 U.S. Census, <http://www.census.gov/>.

3 National data is from the Bureau of Labor Statistics, state & local data from the Rhode Island Department of Labor. 2012 average

Proposed Commuter Rail Location



LEGEND	
	Proposed Station Location
	Tracks

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Central Falls
Contact Person Peter Friedrichs Title Director of Planning & Economic Develop.
Mailing Address 580 Broad Street
City Central Falls Zip Code 02863
Phone 727-7480 Email pfriedrichs@centralfallsri.us

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|--|---|--|--|
| <input checked="" 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 checked="" type="checkbox"/> Transportation Enhancement | <input checked="" type="checkbox"/> Other <u>Economic Development</u> | | |

Project Description

Project Title Broad Street Regeneration Initiative
Location by Street Name Rt 114, Broad Street
Project Limits - From Mendon Road, Cumberland To Exchange Street, Pawtucket

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

Provide a brief description of the proposed project:

This project is for the reconstruction of the full length of Broad Street through three communities (Central Falls, Cumberland, Pawtucket) to create a "complete street" that highlights Rhode Island's main street small businesses that form the backbone of its economy. This project is to replace Resurfacing Rt 114, Broad St (Cumberland T/L to Exchange St) and Resurfacing Rt 114, Broad St (Mendon Rd to Central Falls C/L). It should be completed in coordination with the Broad Street Bridge at Blackstone River and Blackstone Valley Bikeway - Segment 3B.1 projects. This project was included in the FY 2013-2016 TIP as the "Broad Street Improvement Program."

Describe need for proposed project:

Broad Street is a several-hundred-year-old thoroughfare that has never been "designed." Haphazard efforts to accommodate contemporary uses have created unsafe conditions, disadvantageously affecting small businesses in some of the State's poorest communities.

To identify some of the issues: pavement is in poor condition, stormwater drainage is absent for extensive durations of this major urban arterial; unmarked turning and parking lanes, sidewalks of minimal width, and insufficient shade leading to significant heat island effect in a residential area where a substantial portion of trips are made on foot.

Repaving Broad Street will only solve one of these problems.

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

Broad Street is a significant State Road and urban arterial. Reconstruction would decrease travel times, decrease economic activity lost to injury, and improve the experience of users, to the benefit of the myriad businesses that line the duration of this 2.9-mile main street.

Broad Street is the primary connection between Valley Falls, Central Falls, and points south. Improving this street will greatly improve the lives of residents, business owners, and visitors in this area.

Significant potential for redevelopment at over 3 million square feet of vacant and underutilized space at Ann & Hope, Cadillac Mills, The Landing (already underway), OSRAM-Sylvania, HASBRO, Fales and Jenks Mill, and Pawtucket Times sights will be greatly increased by this investment. The start of Broad Street in Downtown Pawtucket is also a major gateway for northerly access to the planned Central Falls-Pawtucket Train Station.

Broad Street is a major service corridor for RIPTA's 71 line and the intersection of Broad and Exchange Street is one of RIPTA's busiest stops in its entire system.

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	-	\$0.4 million	\$1.1 million	\$10.0 million	\$11.5 million
				Total Cost	
				Amount Requested through TIP Process	\$11.5 million

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

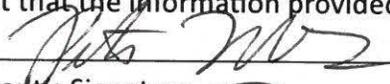
Source	Amount
Central Falls Facade Improvement Program	\$100,000
	Total
	\$100,000

Estimated date of construction 2019

Applicant Certification

CERTIFICATION

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

	<u>1/7/16</u>
Applicant's Signature	Date
	<u>1. 7. 16</u>
Chief Executive Officer's Signature	Date

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

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

CITY OF CENTRAL FALLS
PLANNING AND ECONOMIC DEVELOPMENT

580 BROAD STREET
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Broad Street Regeneration Initiative Evaluation Criteria

Mobility Benefits

Broad Street (Route 114) carries approximately 15,000 vehicles per day, according to a 2010 study completed by Greenman-Pedersen, Inc., while pedestrian activity totals approximately 10% of vehicular traffic. As Central Falls, Cumberland, and Pawtucket experience Economic Development as a result of national shifts back to urban areas and successful local and state efforts to revitalize these communities, we expect these numbers to increase. Due to insufficient street design, namely inefficient traffic signals, nonexistent turning lanes, and infrequent crosswalks, congestion is a serious issue. In fact, the same study identified median speeds as *below* the posted speed limit. This project would greatly increase the attractiveness of the street for pedestrians, as sidewalks are widened to create a “strolling” atmosphere. This is of particular importance in this region. The four census tracts encompassing Broad Street average 25.3% of housing units without access to a vehicle, according to 2014 American Community Survey data.

Cost Effectiveness

This project represents a significant investment that will transform lives in an underserved region of the state. This project will provide a world-class “main street” for these struggling communities, with widened sidewalks, green stormwater infrastructure, shade trees, pedestrian-scale lighting, transportation enhancement amenities (bus shelters, bicycle racks, benches), and a properly-designed roadway that efficiently moves vehicles on this important state corridor. This project complements the “Broad Street Bridge at Blackstone River” and “Bikeway Segment 3B-1” projects. Stormwater management is critical in an area with inadequate service as climate change increases heavy precipitation events. The “Broad Street Regeneration Initiative” takes advantage of planned repaving projects: “Resurfacing Rt 114, Broad St (Cumberland T/L to Exchange St)” and “Resurfacing Rt 114, Broad St (Mendon Rd to Central Falls C/L)”.

Economic Development

Broad Street is a corridor of economic development with additional future potential. Small, locally-owned and operated businesses line its edges. The corridor also contains 3+ million square feet of vacant or underutilized commercial space within a half-block of the street, many of which are brownfields. The Blackstone National Heritage Corridor has a primary access point through this street. The Broad Street Regeneration Initiative has been a multi-jurisdictional effort for several years, with tangible actions occurring at the local, state, and federal levels. This entire project is within the Urban Service Boundary and connects three downtowns. These communities are ready for work. Unemployment for the four census tracts encompassing Broad Street averages 10.9%, according to American Community Survey data.

Environmental Impact

This project would increase pedestrian, bicycle, and public transportation use. It could also be coupled with alternative fueling stations to reduce energy consumption and air pollution. The green stormwater infrastructure would transform stormwater runoff pollution from this state highway, notably the nationally-important Blackstone River. This project would also enhance the South Central Falls Historic District, and National-Registered Central Falls-Pawtucket Train Station, Central Falls City Hall, Jenks Park, and Cumberland Town Hall. By investing in green stormwater infrastructure, Broad Street will be transformed and be representative of the community's dedication to sustainable development.

Supports Local and State Goals

This project is a high priority in all three partnering communities. Central Falls' Comprehensive Plan aims to "Encourage small business development," (SG2MG3) "Participate with area communities in the development of a regional economic development strategy," (SG2MP4) and "Continue to emphasize revitalization of the City's main business arteries." (SG6MP3) Cumberland's Comprehensive Plan identifies the following with regard to the design (or lack thereof) of intersections on Broad Street: "While these are areas where high traffic volumes occur and it is therefore expected to have higher rates of accidents, these intersections should be studied in order to improve safety." (IX.B.1) Pawtucket's Comprehensive Plan specifically mentions the Broad Street Regeneration Initiative: "LU10 Implement the specific recommendations within: The Pawtucket Downtown Design Plan and the Broad Street Regeneration Initiative, including the investigation of an overlay district for Broad Street." *Rhode Island Rising* aims to "increase the capacity of communities to create and revitalize mixed-use, walkable village and growth centers" (Goal 4, Policy 2) and "support investments in sustainable built infrastructure to support economic activity, commerce, and benefits to communities." (Goal 5, Policy 1) This project epitomizes these efforts.

Safety and Security

This project will greatly increase safety, particularly for vulnerable road users. Narrower travel lanes will slow travel speeds during off-peak hours, most notably at intersections, where most accidents occur. Wider sidewalks will better allow the many pedestrians utilizing Broad Street to pass each other without stepping into the roadway. Additionally, wider sidewalks will decrease the likelihood of pedestrians falling into the roadway by creating a green buffer between the sidewalk and the street. It is also important to note that Broad Street is a critical evacuation route per all three communities' Hazard Mitigation Plans.

Equity

Based on information from the 2014 ACS, this project will enhance access to the transportation network in four encompassing census tracts that are 42.9% Hispanic and 31.6% non-white. Median household income is \$31,098. Many residents in this area have disabilities (4.5% average across the census tracts), and choose to live here based upon availability of inexpensive housing and access to transit and services. Limited English proficiency is widespread, with an average of 23.4% of households across the four census tracts having no one 14 years of age or older who speaks English only or English "very well." 13.1% of residents in this area are 65 years of age and older.

Broad Street Regeneration Initiative



Mendon Rd.

Valley Falls

Pawtucket

Exchange St.

Broad St.

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

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Broad Street Bridge at Blackstone River Project Scope Amendment Request

We respectfully request the scope of this project be amended to include the installation of a separated bike path on the bridge. It should also be coordinated with the Broad Street Regeneration Initiative and Blackstone Valley Bikeway – Segment 3B.1

New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization	<u>City of Central Falls</u>
	Contact Person	<u>Peter Friedrichs</u> Title <u>Director of Planning & Economic Develop.</u>
	Mailing Address <u>580 Broad Street</u>	
	City	<u>Central Falls</u> Zip Code <u>02863</u>
	Phone	<u>727-7480</u> Email <u>pfriedrichs@centralfallsri.us</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 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 <u>Blackstone Valley Bikeway - Segment 3B.1</u>			
Location by Street Name <u>High Street environs</u>				
Project Limits - From <u>Pierce Park, Central Falls</u> To <u>Heritage Park, Cumberland</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 is for construction of a portion of Segment 3B of the Blackstone Valley Bikeway, from Pierce Park in Central Falls to Heritage Park in Cumberland. It does not include the new bridge over the Blackstone River connecting to Branch Street in Pawtucket. It should be completed in coordination with the Broad Street Bridge at Blackstone River project.</p>				

Describe need for proposed project:

Transportation 2035 Performance Measure B.4.b stipulates completing the Rhode Island portion of the East Coast Greenway by 2015. Many sections of the Greenway have been completed throughout the State, but only a temporary, on-road portion has been installed in Central Falls. The condition of the pavement on High Street is in very poor condition, making it unappealing for cyclists. This project would create a sufficient, permanent solution for much of segment 3B, at an affordable cost. The bridge over the Blackstone River at Blackstone and Branch Streets (adjacent to the AMTRAK bridge) could be completed at a later date (Segment 3B.2).

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

The East Coast Greenway is a major recreation amenity in the United States. The condition of its segment through Central Falls is poor and reflects poorly upon the City and the State. Constructing Segment 3B.1 would provide immediate benefit to users of the Greenway, as well as additional cyclists and pedestrians that will utilize the system. This project will connect the Greenway to RIPTA service at Heritage Park and Broad and High Streets.

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

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	-	-	\$0.1 million	\$0.8 million	\$0.9 million
Total Cost					
Amount Requested through TIP Process					\$0.9 million

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

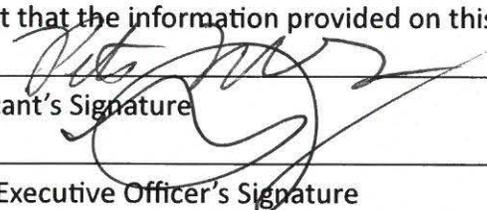
Source	Amount	
Total		

Estimated date of construction 2017

CERTIFICATION

Applicant Certification

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



Applicant's Signature _____ Date 1/7/16
 Chief Executive Officer's Signature _____ Date 1/7/16

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

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

CITY OF CENTRAL FALLS
PLANNING AND ECONOMIC DEVELOPMENT

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Blackstone Valley Bikeway – Segment 3B.1 Evaluation Criteria

Mobility Benefits

Segment 3B.1 will carry approximately XX users. This project will create a separated and off-road facility that will increase bicyclist safety and attract additional users of the Bikeway. It will also more directly connect with the RIPTA stops at Heritage Park and Broad and High Streets. Segment 3B.1 proceeds through Central Falls and Cumberland. It is a critical segment of the Blackstone Valley Bikeway, which extends from downtown Providence to the Woonsocket-Massachusetts border. It is also an integral component of the East Coast Greenway, a bicycle path that extends from Florida to Maine. According to the 2014 American Community Survey data, 16.2% of households in the two census tracts encompassing this project do not have access to a vehicle.

Cost Effectiveness

This project was included in the 2013-2016 TIP as Segment 3B. In an effort to reduce the cost of the project and achieve its goals with limited expenditure of funds, the project has been reduced to Segment 3B.1, Pierce Park to Heritage Park. It is hoped that Pierce Park to Branch Street in Pawtucket, including the new bridge over the Blackstone River, will be completed at a later date or through a separate funding mechanism. This project intertwines with the “Broad Street Bridge at Blackstone River” and “Broad Street Regeneration Initiative” projects. This project will provide attractive alternatives to residents and visitors who do not have access to a car and those with access to a car.

Economic Development

The Blackstone National Heritage Corridor is focused around the Blackstone Valley Bikeway. This Bikeway connects sights identified for inclusion in the recently created Blackstone National Park. The Blackstone Valley Bikeway has been a multi-jurisdictional effort for several years, with tangible actions occurring at the local, state, and federal levels. Preliminary design, including 30% construction documents, has been completed for this project. This entire project is within the Urban Service Boundary. This greenway provides low-cost access for residents to jobs at points north (Highland Corporate Park) and south (downtown Providence).

Environmental Impact

This project would increase pedestrian, bicycle, and public transportation use. These outcomes will not only improve air quality, conserving energy, and protecting water quality, but will protect open space, by transforming poorly maintained and unfrequented open space to a heavily-trafficked corridor for the enjoyment of residents and visitors. This project significantly enhances this portion of the Blackstone Valley Bikeway by providing much-improved access to the banks of the Blackstone River.

Supports Local and State Goals

This project is a high priority in both partnering communities. Central Falls’ Comprehensive Plan aims to “Continue to develop riverfront recreational opportunities” (SG1MP2) and “Reinforce linkages throughout the system with particular emphasis on...the Blackstone Valley Bike Trail.” (SG4MG) Cumberland’s Comprehensive Plan expresses the following with regard to the Bikeway: “Extension of these alternative means of transportation, including creation of a Cumberland

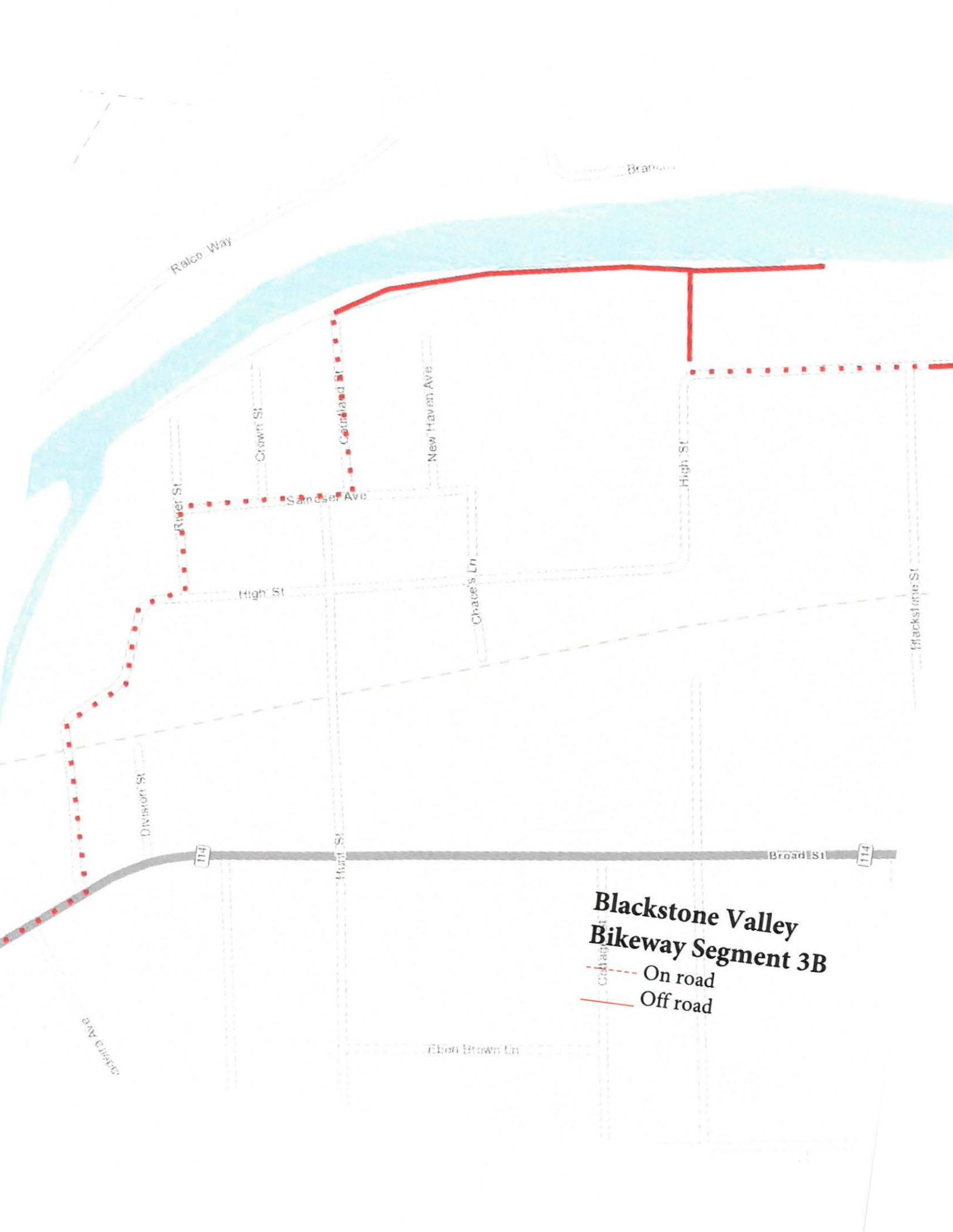
Greenway Trail System (identified in the Open Space Element of this Plan), is a high priority for the town.” (IX.B.3.C) *Transportation 2035* aims to “Complete the RI portion of the East Coast Greenway” (B.4.b)

Safety and Security

This project will greatly increase safety, particularly for vulnerable road users, by removing bicycles from travel lanes for much of this portion of the Bikeway.

Equity

Based on information from the 2014 ACS, this project will enhance access to the transportation network in two encompassing census tracts that are 36.4% Hispanic and 24.4% non-white. Median household income is \$41,358. Many residents in this area have disabilities (4.8% average across the census tracts), and limited English proficiency is widespread, with an average of 19.7% of households across the two census tracts having no one 14 years of age or older who speaks English only or English “very well.” 12.3% of residents in this area are 65 years of age and older.



**Blackstone Valley
Bikeway Segment 3B**

- - - On road
- Off road

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

CITY OF CENTRAL FALLS
PLANNING AND ECONOMIC DEVELOPMENT

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Resurfacing Rt 122, Lonsdale Ave (Dexter St to US-1) Project Scope Amendment Request

We respectfully request the scope of this project be amended to include the resetting of curbs to create a 22' roadway, the planting of street trees, stamped crossings, and the installation of a concrete road surface on the southbound travel lane between Bagley and West Hunt Streets to prevent the sliding of asphalt when large trucks break for the traffic light in very hot weather.

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

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Cross Street Bridge at Blackstone River Project Scope Amendment Request

We respectfully request the scope of this project be amended to include the installation of pedestrian-scale lighting. We request that this lighting be also decorative in nature, utilizing color lighting, for example. This would add to the quality of the bridge, making it livelier, and artistically and visually interesting.

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
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Cross Street Bridge at Amtrak Project Scope Amendment Request

We respectfully request the scope of this project be amended to widen the bridge for sufficient pedestrian access, installation of pedestrian-scale lighting, and to include for the provision of new railroad fencing. We request this fencing be of quality and designer in nature, adding to the streetscape with visually interesting and positive image. This fence could be textured or of mixed material, metal and stained wood, for example. We also request that the pedestrian-scale lighting be also decorative in nature, utilizing color lighting, for example. This would add to the quality of the bridge, making it livelier, and artistically and visually interesting.

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

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Sacred Heart Ave RR Bridge Project Scope Amendment Request

We respectfully request the scope of this project be amended to narrow the travel lanes and widen the sidewalks for sufficient pedestrian access, installation of pedestrian-scale lighting, and to include for the provision of new railroad fencing. We request this fencing be of quality and designer in nature, adding to the streetscape with visually interesting and positive image. This fence could be textured or of mixed material, metal and stained wood, for example. We also request that the pedestrian-scale lighting be also decorative in nature, utilizing color lighting, for example. This would add to the quality of the bridge, making it livelier, and artistically and visually interesting.

PETER FRIEDRICHS
DIRECTOR



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Clay Street RR Bridge Project Scope Amendment Request

We respectfully request demolition be evaluated as an alternative to this project.

PETER FRIEDRICHS
DIRECTOR



JAMES A. DIOSSA
MAYOR

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Jenks Street RR Bridge Project Scope Amendment Request

We respectfully request demolition be evaluated as an alternative to this project.

JOSHUA GIRALDO
CHIEF OF STAFF



JAMES A. DIOSSA
MAYOR

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MAYOR'S OFFICE

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January 7, 2016

Alex Krogh-Grabbe
Executive Director
Rhode Island Bicycle Coalition
P.O. Box 2454 Providence, RI 02906

Molly Henry
New England Coordinator
East Coast Greenway Alliance
76 Dorrance Street, Suite 301
Providence, RI 02903

Dear Mr. Krogh-Grabbe and Ms. Henry,

I am writing to acknowledge receipt of your submissions within Central Falls for the FY 2017-2025 Rhode Island Transportation Improvement Plan. I see that you plan to submit the following project not listed in our submission for the FY 2017-2025 Rhode Island Transportation Improvement Plan:

Blackstone Valley Bikeway - Segment 3B.2

By signing this acknowledgement letter, Central Falls is not committing to support this project, merely to acknowledge its submission. We will, however, consider your priority projects as we finalize our own prioritizations.

Thank you for working to improve bicycling and walking in Central Falls.

Sincerely,

James A. Diossa, Mayor
City of Central Falls

