

Project Prioritization Cover Sheet

Transportation Improvement Program



CONTACT	Contact Information			
	Agency/Organization	Friends of the William C. O'Neill South County Bike Path (RI DOT Watch)		
	Contact Person	Bob Votava, President	Title	and David and Rosemary Smith, members
	Mailling Address	481 Post Road		
	City	Wakefield, RI	Zip Code	02879
	Phone	401 783-8886 (RV);401 783-5344 (Smith)		Email

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	High	X		Completion of the South County Bike Path via Canonchet Farm, Narragansett

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Applicant	Robert Votava
	Signature	<i>Robert Votava</i>
	Title	President
	Date	1/5/14

Submittal Checklist

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

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

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

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	Contact Person	Robert Votova, President Title and David and Rosemary Smith, members
	Mailing Address 481 Post Road	
	City	Wakefield, R.I. Zip Code 02879
Phone	401 783-8886 (RV);401 783-5344 (Smith) Email bobvotava@mac.com; dsmithmark@cox.n	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input checked="" type="checkbox"/> Other <u>Connections</u>
	Project Description
	Project Title <u>Completion of the South County Bike Path via Canonchet Farm, Narragansett, R.I.</u>
	Location by Street Name <u>Mumford Road, Narragansett, to Anne Hoxsie Lane</u>
	Project Limits - From <u>Bike Path end at Mumford Road</u> TO <u>Beach Parking on Anne Hoxsie Lane</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>The proposed project provides the final segment of the William C. O'Neill South County Bike Path offering visitors and local residents a safe and scenic route to the Narragansett Town Beach and the historic Narragansett Pier area. The project would cover design, permitting and construction of a 1.1 mile route starting at the current end of the South County Bike Path at Mumford Road. After crossing Mumford Road, the route would travel entirely on Town of Narragansett property using a hybrid of the paths described as Alternatives 2 and 3A in Feasibility Study: South County Bike Path - Phase 4, Canonchet Farm Extension, Narragansett/South Kingstown Bicycle Facility, Rhode Island Contract No. 89111, Final Report, Fay, Spofford & Thorndike, Inc, October 2015 ("RIDOT Feasibility Study"):</p> <ul style="list-style-type: none"> • North and east behind Narragansett Elementary School for 1,300 feet to the abandoned Sea View Railroad grade • Northeast for 1,390 feet (including 440 feet of boardwalk) along the railroad grade to a scenic view of the Pettaquamscutt Cove • East for 685 feet of boardwalk into the interior of Canonchet Farm and behind the South County Museum • East and south for 730 feet behind the South County Museum Craft Buildings and 1,460 feet to the Narragansett Beach West Parking Lot on Anne Hoxsie Lane. <p>The final design should minimize disruption to the wetlands, avoid overlaying the Canonchet Farm Walking Trail and provide the best possible vantage point on Pettaquamscutt Cove.</p> <p>Note: two maps from the RIDOT Feasibility Study have been included in this application to indicate the projects limits, as the proposed path is a hybrid of these two similar alignments.</p>	

Describe need for proposed project:

The South County Bike Path, which was begun in 1991, needs to be completed. The path currently runs from the Kingston Railroad Station in the north mostly along the grade of the former Narragansett Pier Railroad through the Great Swamp and the Tri-Pond Area in Rocky Brook, through the villages of Peace Dale and Wakefield and via a tunnel under US-1 into Narragansett, where it ends abruptly on Mumford Road. Bikers and walkers are then faced with dangerous and ambiguous routes into the Pier area and to Narragansett Beach.

Connecting the path to these destinations with the proposed off-road route through Canonchet Farm provides the safest and best biking and walking experience. The additional funding required for the proposed path (compared with two on-street alternatives evaluated in the RIDOT Feasibility Study) is an appropriate investment in tourism and economic development for South County and all of Rhode Island. It should also be noted that there is no local support for the on-street alternatives; in fact, opposition to on-street alternatives is such that selection of an on-street path (though it would be less expensive) may result in the South County Bike Path never being completed.

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

Completion of the South County Bike Path with a "dedicated route through Canonchet Farm on hardened surface" (Canonchet Farm Master Plan Executive Summary, June 2010) has been an articulated goal of the Town of Narragansett for at least the last seven years as the several Town Councils have recognized the economic development potential for merchants in the Narragansett Pier Area, the multiple benefits of providing a safe and enjoyable route to the beach and downtown, and the need to propose a route that would not face the strong opposition to on-street paths. The Council voted for an off-road path through Canonchet Farm when it submitted the Sea View Route and two similar alternatives to the R.I. Department of Transportation for a feasibility study (May 2013) and again when it voted to place the path on its 2017-2025 TIP application (December 2015). The path through Canonchet Farm is part of the Narragansett Comprehensive Plan now in review. The proposed path will connect bicyclists with the Bike Route from the north along Boston Neck Road and will integrate other infrastructure projects to provide safe and attractive access to the Pier Area to the south. The Town has proposed improvement and beautification projects for Boston Neck Road and Beach Street on the current and upcoming TIPs. And at the juncture of the proposed path and Boston Neck Road, volunteers have logged approximately 4,000 hours over the last four years removing invasive vegetation from the edge of two coastal ponds in anticipation of creation of a linear park opposite the Town Beach. Completion of all these projects will bring immediate and lasting economic development for the Town, especially in the shoulder seasons. But completion of the South County Bike Path with the proposed route will result in far greater economic development as the Bike Path reaches its full potential as a tourist attraction with access to Pettaquamscutt Cove and Canonchet Farm at one end and the Great Swamp at the other, connections to the South County Museum and to shopping and restaurants in three distinct villages along the route, and an eight-mile long venue for safe and healthy recreation for all ages.

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 | 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	\$285,000	\$855,000	\$5,700,000	\$6,840,000
				Total Cost	
				Amount Requested through TIP Process	\$6,840,000

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

Source	Amount
	Total 0

Estimated date of construction 2018

CERTIFICATION

Applicant Certification

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

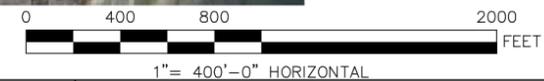
Robert Volam _____ Date 1/5/16
 Applicant's Signature Date
Pamela T. Nolan _____ Date 1/6/16
 Chief Executive Officer's Signature Town Manager Date

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



ALTERNATIVE 3A: TOTAL LENGTH = 5,755 LF
 ON-ROAD - EXISTING PAVEMENT = 75'
 OFF-ROAD - BOARDWALK = 1,000'
 OFF-ROAD - NEW PAVEMENT = 4,680'

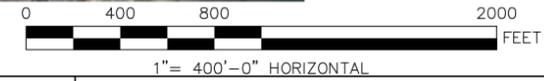
Site map (1 of 2) attached to New Project Application "Completion of the South County Bike Path via Canonchet Farm, Narragansett, R.I." Friends of the William C. O'Neill South County Bike Path (RI DOT Watch), January 6, 2016. Excerpted from the RIDOT Feasibility Study





Site map (2 of 2) attached to New Project Application "Completion of the South County Bike Path via Canonchet Farm, Narragansett, R.I." Friends of the William C. O'Neill South County Bike Path (RI DOT Watch), January 6, 2016. Excerpted from the RIDOT Feasibility Study

ALTERNATIVE 2: TOTAL LENGTH = 6,045 LF
 ON-ROAD - EXISTING PAVEMENT = 75'
 OFF-ROAD - BOARDWALK = 1,015'
 OFF-ROAD - NEW PAVEMENT = 4,955'



New Project Application
Rhode Island Transportation Improvement Program 2017-2025
Completion of the South County Bike Path via Canonchet Farm, Narragansett, R.I.
Submitted by the Friends of the William C. O'Neill South County Bike Path

EVALUATION CRITERIA

The Friends of the William C. O'Neill South County Bike Path is proposing the completion of the Bike Path using an off-road alternative described in the RIDOT Feasibility Study for the South County Bike Path - Phase 4 - Canonchet Farm Extension Final Report - Contract #89111 - October 2015. The proposed path starts at the current terminus on Mumford Road, traverses through Canonchet Farm, and ends in the parking area across Boston Neck Road (Scenic Route 1A) from the Narragansett Town Beach. This proposed bike path is more expensive and requires more permitting than the on-road alternatives evaluated in the RIDOT Feasibility Study but it provides the safest route to the beach, a superior recreational experience, and the best return on investment for tourism and economic development for the Narragansett Pier area, South County and all of Rhode Island. We are proposing the same plan as the Town of Narragansett.

This proposal meets the following Guiding Principles of the R.I. Statewide Planning Program:

Mobility: The present bike path is used by over 100,000 bicyclists and pedestrians annually as measured in 2015 by Eco Counter. This proposal completes the intended purpose of the bike path, which was begun in 1991, to connect the Kingston Train Station to the Narragansett Town Beach. It provides a first/last mile railroad connection for the residents of two towns, an accessible path through Canonchet Farm, an alternative to auto parking at the beach and a connector to the 10-mile long Bike Route on Scenic 1A to Saunderstown and Wickford.

Cost Effectiveness: The Town of Narragansett has two proposals on the current and next TIP for beautification and other improvements to Beach Street (\$150,000) and Boston Neck Road (\$250,000), which is the terminus of the proposed path. Alternate funding could be found to complete these projects if the Bike Path is funded for completion. In addition, the Friends of Canonchet Farm, a volunteer group, has spent approximately 4,000 hours over four years restoring habitat along the coastal ponds to prepare for a linear park that will connect the South County Bike Path, Canonchet Farm, Narragansett Beach, the business area of Narragansett Pier, and the bike route on Boston Neck Road (Scenic 1A).

The Town of Narragansett is charged with managing the assets of the 175 acres of Canonchet Farm. The addition of the bike path to the walking paths on the farm creates greater accessibility for passive recreation and enjoyment of the open space.

Economic Development: The final segment of the bike path will be a tourist attraction in and of itself as it will provide accessible views of Pettaquamscutt Cove, access to the historic stone walls and varied habitats of Canonchet Farm and a route to South County Museum. In addition, it will attract and connect visitors to Narragansett Pier businesses not only during the beach season but also during the critical shoulder seasons. The current bike path has proven to be an economic generator for the town of South Kingstown. Eco Counter has determined that the total traffic over a four month period beginning July 1, 2015 is 64,353 users with 26,404

pedestrians and 37,949 bicyclists counted at Peace Dale. Completion of the path to Narragansett will provide similar traffic to the Pier Area and will increase bike path use overall.

When a town welcomes walkers and bikers to a well-defined bike path, there is the perception of an overwhelming positive impression of the locale even by people who are not walkers or bikers.

Connecting the bike path from the Kingston Train Station to the Narragansett Town Beach is a step in connecting all of the South County shoreline with multi-modal transportation opportunities.

Environmental Impact: The proposed bike path provides a safe and accessible route to views of the Pettaquamscutt Cove and the interior of Canonchet Farm, which promotes appreciation of the environment by exposing nature's complexity and beauty.

Completion of the bike path will increase the usability of Canonchet Farm for environmental education for local schools and research projects from the University of Rhode Island and other groups.

Supports Local and State Goals: Completion of the South County Bike Path was a key feature of the Canonchet Farm Master Plan Executive Summary adopted by the Town Council in August 2010. In the Narragansett Comprehensive Plan now under review completion of the bike path is part of several action items to make Narragansett a bike-friendly town. Local merchants and environmental groups such as the Narrow River Preservation Association, the designated Watershed Council for the area, have expressed strong support for the proposed route to complete the bike path.

What does not have local support is any on-road solution. The path will never be completed if it travels down a street in Narragansett as there would be huge community pushback. After holding hearings about the path four years ago, the Town Council promised the community that the path would be off-road.

In the past 30 years, RIDOT has built an impressive network of bike paths, offering more than 60 miles of off-road cycling in all regions of the state. The goal of the South County Bike Path according to the RIDOT website is to connect Kingston Station to the Narragansett shoreline.

Safety and Security: The current bike path ends on Mumford Road in Narragansett where users face ambiguous and unsafe connections, including Kingstown Road, to the Narragansett downtown businesses and the beach.

The proposed route would place bicyclists and pedestrians on a 1.1 mile dedicated off-road path for the final segment of the bike path.

Equity: With its hardened surface and decking, the proposed bike path makes Canonchet Farm accessible to people with disabilities and multi-generational pedestrians and bicyclists.

The proposed bike path extension through Canonchet Farm represents an opportunity to complete a vital transportation alternative serving Narragansett and South Kingstown and to enable the South County Bike Path to achieve its full potential as a major recreational asset for the State of Rhode Island.