

Project Prioritization Cover Sheet | Town of Portsmouth

Transportation Improvement Program



CONTACT	Contact Information		
	Contact Person	<u>Gary Crosby</u>	Title <u>Town Planner</u>
	Mailing Address <u>Town Hall, 2200 East Main Road</u>		
	City	<u>Portsmouth</u>	Zip Code <u>02871</u>
	Phone	<u>(401) 643-0332</u>	Email <u>gcrosby@portsmouthri.com</u>

PROJECT PRIORITIZATION	Project Prioritization <i>(please use an additional sheet if necessary)</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	High		✓	Resurfacing Rt 114, West Main Rd (John Kesson to Mill Ln)
	Medium		✓	Resurfacing Rt 114, West Main Rd (Rt 24 to Turnpike Ave)
	Medium		✓	Resurfacing Rt 138, Park Ave (Rt 138 to Norseman Dr)
	High		✓	Resurfacing Rt 138, East Main Rd (Turnpike Ave to Boyds Ln)
	High		✓	Resurfacing Rt 138, East Main Rd (Hedly St to Middletown T/L)
	High	✓		Resurfacing Rt 138, East Main Rd (Turnpike Ave to Hedley Ave)
	Low		✓	Resurfacing Rt 24 (Rt 114 to Hummocks Ave)
	High		✓	Resurfacing Sprague St (East Main Rd to Bristol Ferry Rd/Turnpike Ave)
	High		✓	Statewide Resurfacing, Middle Rd (Union St to Schoolhouse Ln)
	High		✓	The Cove Bridge, Hummocks Point Rd at tidal inlet
	Low		✓	Mint Water Brook Culvert at RI 138 E Main Rd
	Low		✓	Barker Bridge, RI 24 Ramp C at Ramp B
	Low		✓	Lawton Valley Bridge at RI 114 W Main Rd
	Low		✓	Lawton Valley Brook Bridge at RI 114 W Main Rd
	Low		✓	Motts Brook NB Bridge at RI 24 NB
Medium		✓	Freeborn Street SB at RI 24 SB	
Medium		✓	Freeborn Street NB at RI 24 NB	
Low		✓	Sprague Street Bridge at RI 24	

Project Prioritization (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Low		✓	Motts Brook SB Bridge, RI 24 SB & 114
Medium		✓	Boyd Ln SB at RI 24 SB
Medium		✓	Boyd Ln NB at RI 24 NB
Low		✓	Turnpike Ave NB at RI 24 NB
Low		✓	Turnpike Ave SB at RI 24 SB
			See second sheet for previous and new projects

Required Public Hearing

The required public hearing was held on December 14, 2015

CERTIFICATION

Applicant Certification

The information provided on this application is in accordance with local regulations and ordinances.

Gary Crosby Town Planner
 Applicant  Title JAN 2016
 Chief Executive Officer Signature Date

Submittal Checklist

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

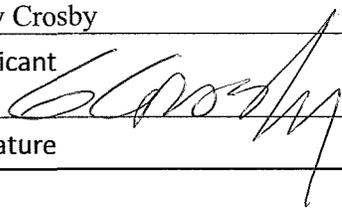
Project Prioritization Cover Sheet

Transportation Improvement Program



CONTACT	Contact Information			
	Agency/Organization	Town of Portsmouth		
	Contact Person	Gary Crosby	Title	Town Planner
	Mailing Address	Town Hall, 2200 East Main Road		
	City	Portsmouth	Zip Code	02871
	Phone	(401) 643-0332	Email	gcrosby@portsmouthri.com

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		ADA Project - East Main Rd Sidewalks - Turnpike Ave to Boyd's Lane
	Medium	X		S & D - Highway - Route 114 - Intersection Redesign, Hedley/Cory's Ln
	High (1)	X		S & D - Bike Pedestrian - Sprague St Sidewalks (move to design / const.)
	Medium	X		S & D - Highway - Burma Road
	Medium	X		Traffic Safety - Hazard Elimination Newport Co. - Stub Toe / East Main Rd
	Medium	X		Traffic Safety - RI*STARS Aq. Island C-2 - shared lane bicycle markings
	Low	X		Traffic Safety - Route 24 Freeway Guide Signs
	High		X	Roadway Drainage Improvements - Park Avenue
	High		X	Stone Bridge Rehabilitation Study - Island Park
	Medium		X	Bike Path Construction - Aquidneck Is. Bikeway - Melville Connector

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Gary Crosby	Portsmouth Town Planner
	Applicant	Title
	Signature	Date
		1/8/2016

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

New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization <u>Town of Portsmouth</u>	
	Contact Person <u>Gary Crosby</u> Title <u>Town Planner</u>	
	Mailing Address <u>Town Hall, 2200 East Main Road</u>	
	City <u>Portsmouth</u> Zip Code <u>02871</u>	
	Phone <u>(401) 643-0332</u> Email <u>gcrosby@portsmouthri.com</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input checked="" type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	Project Description			
	Project Title <u>Roadway Drainage Improvements - Park Avenue</u>			
	Location by Street Name <u>Park Avenue</u>			
	Project Limits - From <u>Boyd's Lane</u> To <u>Island Avenue</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:			
<div style="border: 1px solid black; padding: 10px; min-height: 300px;">See Attached.</div>				

Describe need for proposed project:

See Attached

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

See Attached

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$75,000			\$75,000
				Total Cost	\$75,000
				Amount Requested through TIP Process	\$75,000

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

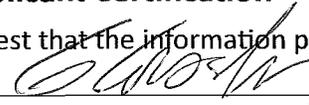
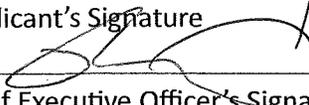
Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

CERTIFICATION

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

	1/8/2016
Applicant's Signature	Date
	1/8/2016
Chief Executive Officer's Signature	Date

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

New Project Application
Rhode Island Transportation Improvement Program (TIP)
Applicant: Town of Portsmouth
Project Title: Roadway Drainage Improvements – Park Avenue

Project Information

Provide a brief description of the proposed project:

This engineering study project is designed to address roadway drainage problems along a ½ mile section of Park Avenue in Island Park, Portsmouth, with particular attention to projected sea level rise in the coming decades. The study is designed in four phases. Phase one consists of the identification of the current area of flooding under varying conditions of tide heights, storm water runoff, storm surge and outfall discharge impairment due to beach sand deposition. This phase will also include a detailed engineering survey of the condition and functionality of the infrastructure in the study area, including the storm drain system, roadway/sidewalk surfaces and the seawall. Phase two will be to further define the varying conditions that produce surface flooding in the study area and to quantify the probabilities of occurrence of such flooding under current and near-future conditions. Phase three will re-define the flooded area and the probabilities of occurrence taking into account increments of sea level rise and the timeframes for such rise. Lastly, phase four of the study will recommend alternatives, strategies and engineered responses to the current and future predicament of surface flooding along Park Avenue in a strategic plan to include cost estimates, potential funding sources and timelines for implementation. The plan will also provide a detailed description of future flooding conditions and probabilities to be expected if the plan is not implemented.

Describe the need for the proposed project:

The flooding of Park Avenue to near impassability occurs on an all to regular basis, even under moderate rainfall and tide height conditions. The storm drain system, as it is currently configured simply does not function properly a distressingly high percentage of the time. This flooding, when it occurs, disrupts economic activity, emergency services and school bus routes to a neighborhood of 700+ homes and leaves a population of 1200 stranded with only one exit from the neighborhood in an emergency.

Recent town staff observation reveals that via back flooding of the outfall, a 4.8' high tide along Park Avenue brings the water level to approximately one inch below the top of two catch basin grates (i.e., the roadway surface). See the attached map for their location. This with no wave action and no storm water input. This scenario is simply the effect of the high tide pushing back into the storm drain system. A look at the NOAA tide chart for 2016 reveals that this scenario will occur at least one of the two high tides per day on **16** days during the coming year. Any storm water input on top of this situation has nowhere to go but flood Park Avenue.

With a one foot sea level rise, which NOAA and the US Army Corp of Engineers predict will be achieved in years 2035/2040 respectively, a 3.8 foot high tide, which will duplicate the scenario described above, will occur at least one of the two high tides per day on **169** days during the year. In other words, in 20-25 years, which is the planning timeframe for the current update of the Portsmouth Comprehensive Community Plan, the high tide will be at street level or above on a portion of Park Avenue twice a day nearly half the days of the year. And of course, the storm drains cease to function as a viable system way before the sea rises in the catch basin to roadway surface level. The need for corrective action cannot be overstated and this proposed roadway drainage improvements study is a solid first step.

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

Studying this infrastructure failure and developing engineering responses to the predicament will not so much provide anticipated benefits to the roadway network or to economic development in Portsmouth as it will be the first critical step in averting the potential loss of an entire neighborhood to the effects of sea level rise and the possible dislocation of 10% of Portsmouth's population.

New Project Application
Rhode Island Transportation Improvement Program (TIP)
Applicant: Town of Portsmouth
Project Title: Roadway Drainage Improvements – Park Avenue

Evaluation Criteria

Mobility Benefits –

- Project is first step in ensuring the continuous passage of vehicle and pedestrian traffic along Park Avenue in future decades during times of high tide.
- Project has a direct everyday effect on the mobility of approximately 1200 residents.
- Without corrective action, Park Avenue will cease to function as Major Collector in the state and municipal highway system.
- Without corrective action connectivity in the state and municipal highway system will be reduced.

Cost Effectiveness –

- Cost of study now is trivial compared to potential impacts of flooding in future decades.
- Study will improve resilience to the impacts of climate change.
- Project implements a major section of the Town's Natural Hazard Mitigation Plan.
- Outcomes of project will improve the efficiency of the storm drain system and local on-site water treatment systems in the study area.

Economic Development –

- Project has the potential to improve access to jobs, schools, business activity and residential neighborhoods.
- Project will improve access for tourist and recreational activity in the area.
- Project will preserve prior investment by the state and the municipality in infrastructure in the area.

Environmental Impact –

- Project enhances water quality by ensuring the functionality of storm water and wastewater systems in the study area during times of flooding due to high tides and potential sea level rise.
- Project protects access to important natural resources including the beaches, salt marshes and the waters of Narragansett Bay.

Supports Local and State Goals

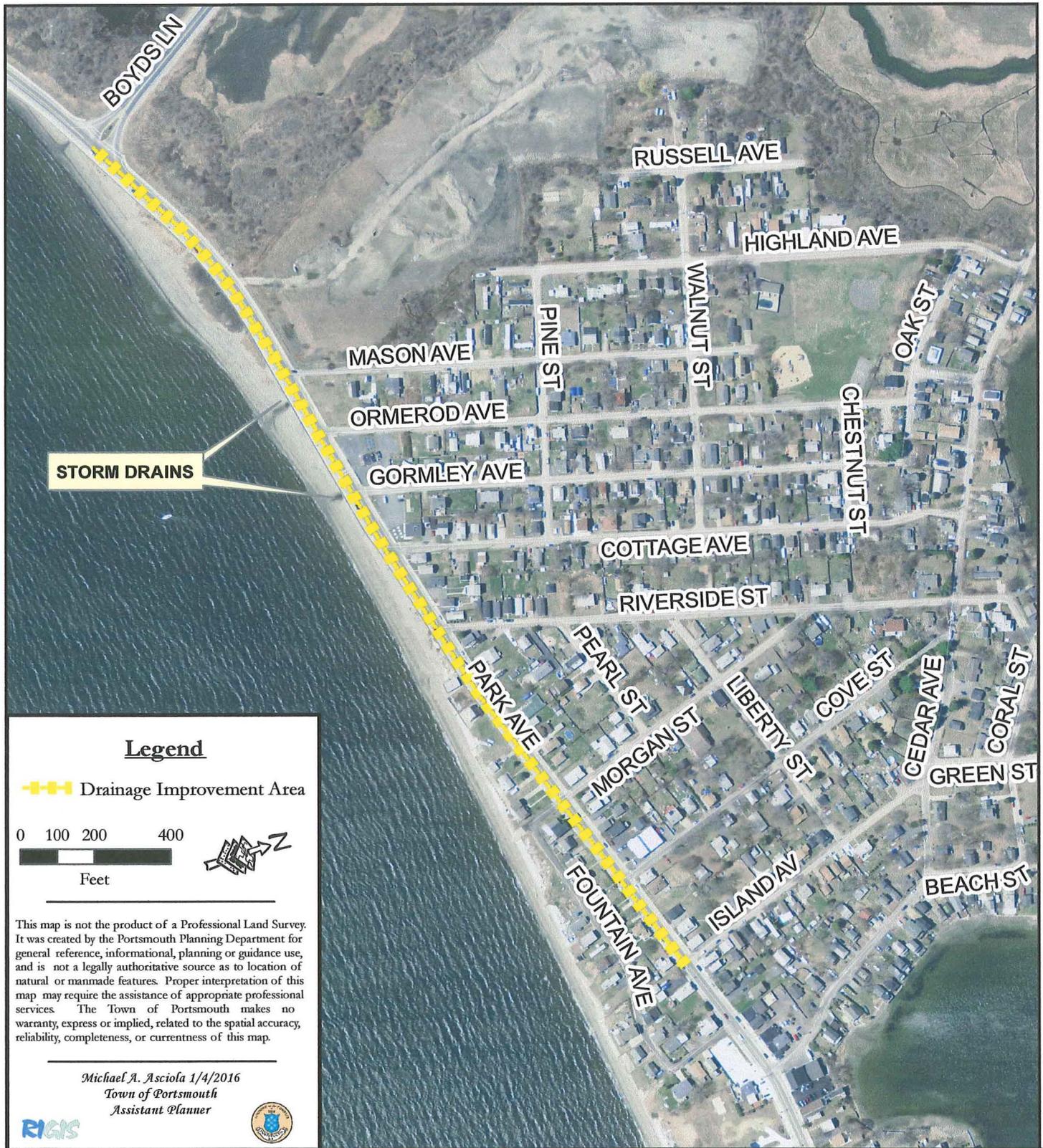
- The project implements specific actions of the Circulation, Natural Hazards and Climate Change, Economic Development and Services and Facilities Elements of the Portsmouth Comprehensive Community Plan.
- The project implements specific actions of the Portsmouth Natural Hazard Mitigation Plan.
- Project enjoys overwhelming public support and is given the highest priority in this TIP cycle by the Portsmouth Town Council.

Safety and Security –

- This project will improve not only everyday access to the Island Park neighborhood, but access to the neighborhood by emergency vehicles and state and local public works personnel.
- Project will work to preserve one of only two evacuation route for Island Park.
- Project will increase both vehicle and pedestrian safety in the study area.

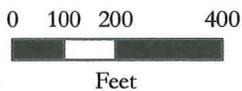
Equity –

- This project will work to ensure continued access to Island Park, one of few neighborhoods in Portsmouth affordable to middle and low income residents and a significant contributor to the housing diversity in the community.



Legend

--- Drainage Improvement Area



This map is not the product of a Professional Land Survey. It was created by the Portsmouth Planning Department for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Portsmouth makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Michael A. Ascioia 1/4/2016
 Town of Portsmouth
 Assistant Planner



Roadway Drainage Improvements - Park Avenue

New Project Application
RI Transportation Improvement Program (TIP)
Federal Fiscal Years 2017 - 2025



New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of Portsmouth

Contact Person Gary Crosby Title Portsmouth Town Planner

Mailing Address Town Hall, 2200 East Main Road

City Portsmouth Zip Code 02871

Phone (401) 643-0332 Email gcrosby@portsmouthri.com

PROJECT INFORMATION

Type of Project *select all that apply*

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

Project Description

Project Title Stone Bridge Rehabilitation Study - Island Park

Location by Street Name Park Avenue / Point Road

Project Limits - From _____ To _____

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

Provide a brief description of the proposed project:

The Town of Portsmouth is currently considering the possible acquisition from RIDOT of the Stone Bridge Abutment on the Portsmouth side of the Sakonnet River and the adjacent property known locally as Teddy's Beach in order to rehabilitate and upgrade both sites into a first-class recreational facility. The added benefit of rehabilitating the bridge abutment would be to protect the considerable marine-related economic activity in the Tiverton basin from wave action and storm surge. The purpose of this project would be to perform a through engineering survey of the bridge abutment structure and to develop a plan to strengthen said structure, rehabilitate the top surface to a safe and usable condition, increase access from the top of the abutment down to the adjacent beach, reconfigure parking in the immediate area to better service both sites and the state-owned boat ramp adjacent to the bridge abutment, develop costs and potential funding sources for the project, and finally to develop a long-term maintenance plan should the Town decide to move forward with acquisition of the properties.

Describe need for proposed project:

The need for this project and the overall plan to rehabilitate the area is two-fold:

- As with many coastal areas surrounding Narragansett Bay, much of the shoreline is privately owned and access to the shore is limited. Creating a first-class recreational facility will provide much-needed access to the shore as well provide an economic boost to the Island Park neighborhood.
- The considerable marine-related economic activity in the Tiverton Basin is in critical need of protection from wave action and storm surge. The Stone Bridge abutments on both sides of the river provide this much-needed protection, but will not be able to continue to do so without care and maintenance of the structures.

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

Rehabilitation of the Stone Bridge abutment and its subsequent transformation into a recreational facility will provide jobs in the tourist economy of the area as well as ensure the continued protection of the important marine-related activities in the Tiverton Basin for many decades to come.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$75,000			\$75,000
				Total Cost	\$75,000
				Amount Requested through TIP Process	\$75,000

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

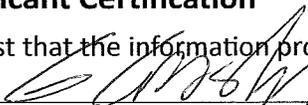
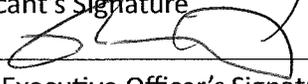
Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

CERTIFICATION

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

	1/8/2016
Applicant's Signature	Date
	1/8/2016
Chief Executive Officer's Signature	Date

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

New Project Application
Rhode Island Transportation Improvement Program (TIP)
Applicant: Town of Portsmouth
Project Title: Stone Bridge Rehabilitation Study – Island Park

Evaluation Criteria

Cost Effectiveness –

- With the abutment on the Portsmouth side of the river in better condition than on the Tiverton side, funds spent for rehabilitation are far more cost effective than funds spent on total reconstruction.
- The study will improve resilience to the impacts of climate change by providing critical wave action and storm surge protection in the coming decades of increased sea level rise.

Economic Development –

- The overall project will ensure critical physical protection to the marine-related economic activity in the Tiverton Basin.
- The overall project will increase tourist and recreational activity in the area, thereby supporting important job creation in one of the more moderate income neighborhoods of Portsmouth.
- Project will preserve prior investment by the state and the municipality in infrastructure in the area.
- The overall project facilitates the reuse of an important multi-purpose structure.

Environmental Impact –

- The overall project enhances the scenic resources in the area and rehabilitates an important historic structure.
- Project protects access to important natural resources and open space including the beaches and waters of Narragansett Bay.

Supports Local and State Goals

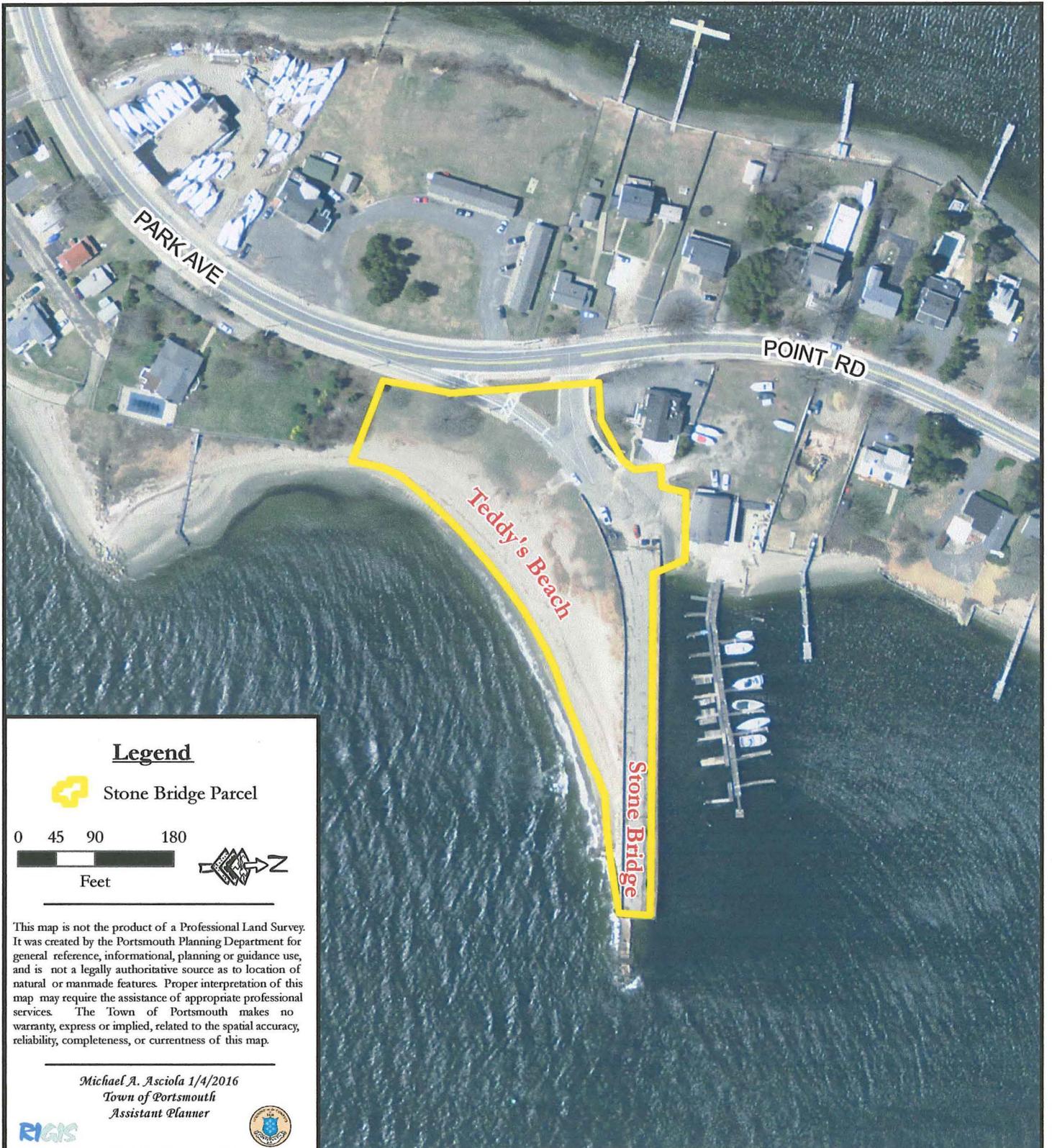
- The project implements actions of both the Portsmouth Natural Hazard Mitigation Plan and the Portsmouth Harbor Management Plan.
- Project enjoys deep public support and is given the highest priority in this TIP cycle by the Portsmouth Town Council.

Safety and Security –

- This project will protect and improve vital infrastructure associated with an important evacuation and diversionary route out of Island Park.
- Project will increase both vehicle and pedestrian safety in the area.
- Project will protect on-the water and shore side users in the Tiverton Basin during storm events.

Equity –

- The overall project will bring not only increased tourist jobs and economic activity to Island Park, one of few neighborhoods in Portsmouth affordable to middle and low income residents but increased public access to the shore for neighborhood residents via alternative modes of transportation.



Legend



Stone Bridge Parcel

0 45 90 180



Feet



This map is not the product of a Professional Land Survey. It was created by the Portsmouth Planning Department for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Portsmouth makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Michael A. Asciola 1/4/2016
 Town of Portsmouth
 Assistant Planner



Stone Bridge Rehabilitation Study - Island Park

**New Project Application
 RI Transportation Improvement Program (TIP)
 Federal Fiscal Years 2017 - 2025**



New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of Portsmouth</u>
	Contact Person <u>Gary Crosby</u> Title <u>Portsmouth Town Planner</u>
	Mailling Address <u>Town Hall, 2200 East Main Road</u>
	City <u>Portsmouth</u> Zip Code <u>02871</u>
Phone <u>(401) 643-0332</u> Email <u>gcrosby@portsmouthri.com</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 type="checkbox"/> Traffic
	<input type="checkbox"/> Transit
	<input checked="" type="checkbox"/> Bicycle
	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement
<input type="checkbox"/> Other _____	
Project Description	
Project Title <u>Aquidneck Island Bikeway - Melville Connector</u>	
Location by Street Name <u>various - see attached map</u>	
Project Limits - From <u>Old West Main Road</u> To <u>Burma Road</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:	
<div style="border: 1px solid black; padding: 10px; min-height: 300px;">See Attached</div>	

Describe need for proposed project:

See Attached

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

See Attached

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

Is the project on the Federal Aid System? Yes No Portion only

Is the project on the National Highway System? Yes No Portion only

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			\$360,000	\$1,808,000	\$2,168,000
				Total Cost	\$2,168,000
				Amount Requested through TIP Process	\$2,168,000

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

CERTIFICATION

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

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

New Project Application
Rhode Island Transportation Improvement Program (TIP)
Applicant: Town of Portsmouth
Project Title: Aquidneck Island Bikeway – Melville Connector

Project Information

Provide a brief description of the proposed project:

This project is to design and construct a shared-use bicycle pedestrian facility linking West Main Rd. at Old West Main Rd. to Defense Highway (Burma Rd.) at Stringham Rd. in Portsmouth. This facility would form a segment of the Aquidneck Island Bikeway proposed in the Aquidneck Island Transportation Study (AITS) in 2011 and recommended by the Design Study Report (DSR), 2015 undertaken by the firm VHB for the Aquidneck Island Planning Commission (AIPC). The objective of the VHB design study was to examine routing options for the Aquidneck Island Bikeway in this area when it was learned that the route originally proposed in the AITS (following the Newport Secondary rail corridor along the shoreline) faced substantial cost and permitting issues which would substantially delay its implementation. The route proposed in this application was endorsed by the Portsmouth Town Council in October, 2015.

As recommended in the DSR, the facility would consist of a combination of shared-roadway and shared-use separated path facilities. Originating at the intersection of West Main Road and Old West Main Road, the proposed route follows Old West Main Road as an on-road marked shared-lane bikeway and then southerly alongside West Main Road to connect to a powerline/former access roadway at the northeast corner of the Melville Park Property. Modification of the existing traffic signals at Cory's Lane and Kings Grant Estates will be required to accommodate the Bikeway. Also, minor ROW strip acquisitions will be required for approximately 2200 feet along West Main Road from three commercial lots in the area. At the point where the powerline and the former access roadway diverge, the route continues along the former access roadway approximately 0.25 miles as an off-road shared path before turning southerly onto Smith Road. The route follows Smith Road, turning westerly onto Bradford Avenue, then southerly on to Sullivan Road and then westerly on Stringham Road, all as an on-road marked shared-lane

bikeway. The route terminates at the intersection of Defense Highway (Burma Rd.) for a total distance of approximately 1.6 miles.

Describe the need for the proposed project:

A ten mile long bicycle route along the Newport Secondary rail corridor and Navy right-of-way (Burma Rd.) was recommended by the Aquidneck Island Transportation Study in 2011 to “provide unprecedented views of Narragansett Bay, which has the potential to become a significant attraction on Aquidneck Island with increased economic development potential” and “to connect with existing/proposed multi-modal centers.” The Bikeway section proposed for design/construction would help implement the initial phase of that vision by providing a usable facility which can be built quickly and at reasonable cost compared to longer term alternatives. When a direct path is eventually built along the shoreline rail corridor, the linkage provided by this project will have continuing utility as a connector between the shoreline path and interior destinations such as Melville Campground, the future Portsmouth Dog Park, Melville Elementary School, adjoining residential neighborhoods and commercial activities along West Main Road.

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

As stated in the Aquidneck Island Transportation Study, the creation of a separated, shared-use bicycle path along the western shoreline of Aquidneck Island would allow unparalleled views of Narragansett Bay and become an attraction for all Rhode Islanders and out-of-state visitors as well. This project will not only provide the last vital link in an alternative interim north-south shared-path, shared-use bikeway for Aquidneck Island but can be the first element of the long-range vision for a shoreline path. When realized, a shoreline path will be a strong stimulus for the island’s and the state’s tourism sector, adding amenities available to visitors to not only Newport but the entire island as well. A shoreline path will also offer an alternative north-south transportation corridor for the island which will help reduce congestion on other north-south arterials. Reductions in fossil fuel usage and air pollution, and increased wellness and public health are ancillary benefits to be realized from the project, supporting state goal and objectives in these important areas.

New Project Application
Rhode Island Transportation Improvement Program (TIP)
Applicant: Town of Portsmouth
Project Title: Aquidneck Island Bikeway – Melville Connector

Evaluation Criteria

Mobility Benefits –

- Facilities proposed will provide convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island.
- Project would offer new opportunities for bicyclists and pedestrians, encourage greater use of these modes.
- Project will provide linkage between existing and planned on-road cycling routes and future shared use paths on Burma Road.
- Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help avoid modal conflicts and safety concerns as vehicles trips increase along Burma Road in the future.
- Project would be first step in longer term regional project to create a safe bicycle and pedestrian corridor along the west shoreline of Aquidneck Island, expanding mobility choices in a region where designated cycling routes are presently limited.

Cost Effectiveness –

- Project cost is reasonable and effective, given it is the first stage in a larger scale, long-range project (Aquidneck Island Bikeway) which will offer great benefits over time.
- Project completes a shorter timeframe, interim alternative to the full rail corridor bikeway project and brings a complete usable bikeway which spans Aquidneck Island from the Sakonnet River Bridge to Newport.

Economic Development –

- In addition to serving local cycling and pedestrian transportation, the project is the first element in a larger scale, long-term project that would provide a new strategic asset supporting the tourism sector of the state and the Island economies.

- Project brings bicyclist and pedestrians in contact with facilities such as Melville Campground, the future Portsmouth Dog Park, Melville Elementary School, adjoining residential neighborhoods and commercial activities along West Main Road.
- Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.

Environmental Impact –

- By offering more convenient, direct, and safer connections, the project will encourage greater reliance on biking and walking modes of travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.

Supports Local and State Goals

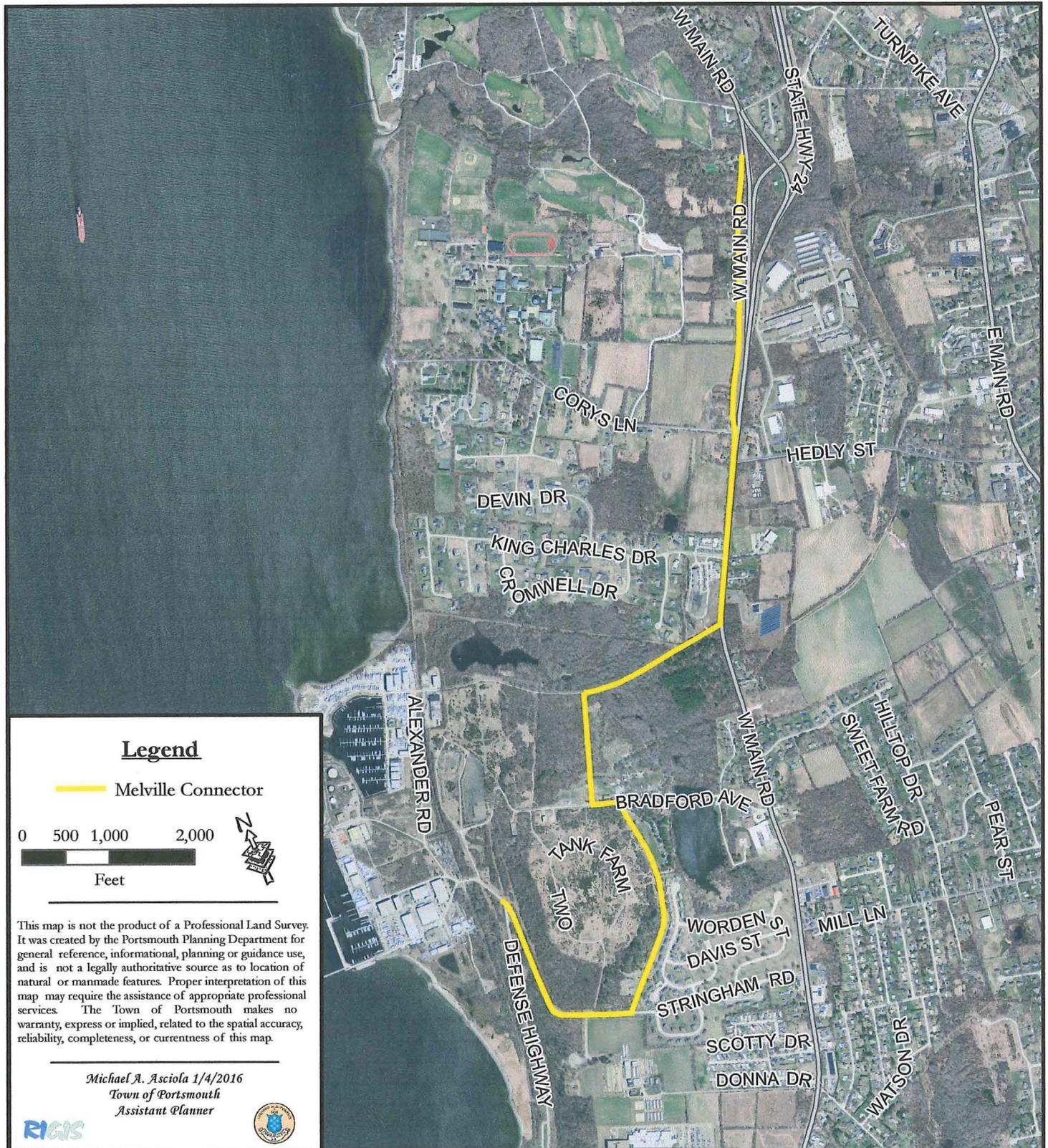
- Proposed project is supported by the Town of Portsmouth Comprehensive Plan, which recommended studying the feasibility of a shared use path along the railroad corridor from the Sakonnet River to Newport.
- Project is supported by recommendations of the Aquidneck Island Transportation Study, AIPC, 2011, that the rail corridor be conserved for transportation uses, and that a shared use path be constructed, in phases, along the Newport Secondary corridor.
- Project supports a number of policies and actions of the State Guide Plan, including those in Transportation 2035, Land Use 2025, and A Greener Path: Greenspace & Greenways for RI.

Safety and Security –

- A dedicated bicycle route will markedly improve safety for vulnerable bicyclists using this portion of the Island's transportation system.

Equity –

- By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents.
- More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities.



Legend

 Melville Connector

0 500 1,000 2,000



Feet



This map is not the product of a Professional Land Survey. It was created by the Portsmouth Planning Department for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Portsmouth makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Michael A. Asciola 1/4/2016
Town of Portsmouth
Assistant Planner



Aquidneck Island Bikeway - Melville Connector

**New Project Application
RI Transportation Improvement Program (TIP)
Federal Fiscal Years 2017 - 2025**

