

**BUSINESS SERVICES**

210 Flagg Road, Suite 208, Kingston, RI 02881 USA p: 401.874.2501 f: 401.874.5959



Mr. Michael D'Alessandro  
Rhode Island Statewide Planning Program  
One Capitol Hill  
Providence, Rhode Island 02908

August 8, 2017

Re: University of Rhode Island Application for the 2018-2027 State Transportation Improvement Program.

Dear Mr. D'Alessandro:

The University of Rhode Island is submitting our Project Prioritization Forms for one (1) existing project currently programmed in the TIP along with three (3) project proposal that were submitted under the 2017 call for project applications.

In addition, as directed, the university is submitting the URI/South County Bike Path Connector and Extension Project that has been selected and approved for funding by Rhode Island Department of Environmental Management (RIDEM) under the Governor's Green Economy Bond Initiative of 2017.

Please see attached application package, including letters of support from the Town of South Kingstown. The proposed projects in order of priority are:

**Existing TIP Projects**

1. Flagg Road (Plains Road to Old North Road) STIP ID# 1398

**New/Re-submitted TIP Project Request**

1. Upper College Road Complete Streets Reconstruction (Route 138 to Flagg Road) STIP ID# 5324
2. Plains Road Rehabilitation and Improvements (Route 138 to West Alumni Ave) STIP ID# 5324
3. URI/South County Intermodal Station / Commuter Rail Spur and Extension STIP ID# 5325

**RIDEM/Governor's Green Economy Bond Initiative**

1. URI/South County Bike Path Connector and Extension STIP ID# 5245

Please feel free to contact me should you need additional information regarding this request.

Sincerely,



J. Vernon Wyman  
Assistant Vice President for Business Services

University of Rhode Island

Please complete this form and the project prioritization sheets on the following pages.

**CONTACT**

**Contact Information**

Applicant Name: University of Rhode Island

Contact Person (if different): J. Vernon Wyman Title: Assistant Vice President, Business Services


Mailing Address: University of Rhode Island, 210 Flagg Rd., Suite 208

City: Kingston Zip Code: 02881

Phone: 401.874.2501 Email: jvern@uri.edu

**CERTIFICATION**

**Applicant Certification**

 08/11/2017

Contact Person Signature Date

**CHECKLIST**

**Submittal Checklist**

- 3 collated copies of complete STIP submittal package, including:
  - Project Prioritization cover sheet
  - New Project Application Form for each new or updated project
    - 2-page narrative on evaluation criteria
    - 8.5" x 11" PDF map of project location
- Email a copy of complete STIP submittal package to [Michael.DAlessandro@doa.ri.gov](mailto:Michael.DAlessandro@doa.ri.gov) or provide on a CD
- Submit complete STIP submittal package to:
 

Rhode Island Statewide Planning Program  
ATTN: Michael D'Alessandro  
One Capitol Hill  
Providence, RI 02908

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**

# FFY 18-27 STIP Application/Project Priority Form



## University of Rhode Island

### Newly Proposed Projects *(Please use an additional sheet if necessary)*

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	1	Flagg Road (Plains Road to Old North Road) (programmed in TIP for 2019/2020)*	1398
	2	Upper College Road Complete Street Reconstruction (Route 138 to Flagg Road)**	5324
	3	Plains Road Rehabilitation and Improvements (Route 138 to West Alumni Avenue)**	5324
	4	URI/South County Intermodal Station/Commuter Rail Spur and Extension**	5325
	5	URI/South County Bike Path Connector and Extension***	5245
		* existing TIP Project for FY 2019/2020	
	** new/resubmitted TIP Project request		
	*** RIDEM/Governors Green Bond Project approved for \$2.2M		

# FFY 18-27 Project Application Form

## State Transportation Improvement Program

CONTACT	<b>Contact Information</b>
	Applicant Name <u>University of Rhode Island</u>
	Contact Person (if different) _____ Title <u>Assistant Vice President, Business Services</u>
	Mailing Address <u>University of Rhode Island, 210 Flagg Rd., Suite 208</u>
	City <u>Kingston</u> Zip Code <u>02881</u>
Phone <u>401.874.2501</u> Email <u>jvern@uri.edu</u>	

PROJECT INFORMATION	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input checked="" type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	<b>Project Description</b>
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? <u>URI Roadway Improvements and Subsurface Repair</u>
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>5324</u>
Current Project Title <u>Upper College Road Complete Streets Reconstruction</u>	
Location by Street Name <u>Upper College Road, Kingston RI</u>	
Project Limits - From <u>Route 138</u> To <u>Flagg 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:	
<p>This project involves subsurface repair, resurfacing, ADA, lighting, and sidewalk improvements to 0.7 miles of Upper College Road in South Kingstown, Rhode Island. This project traverses the core of the URI campus and will improve safety for drivers as well as pedestrians crossing the roadway. The reconstruction would involve a "Complete Streets" approach with narrowed travel lanes to calm traffic speeds, on-road bicycle lanes, and wider sidewalks separated from the roadway by a narrow landscape buffer. Upper College Road was last resurfaced in 1990 and since then has been steadily deteriorating from water penetration, utility patches, and increased traffic loading from vehicles and shuttle buses.</p> <p>Upper College Road was recently designated as a Major Collector in February 2016 and is Federal-Aid eligible.</p>	

## Describe need for proposed project:

Upper College Road serves as a gateway to the URI campus. It is a heavily traveled roadway and prominent circulator. Roadway conditions and pedestrian lighting are poor and the infrastructure does not meet American with Disabilities (ADA) standards.

Upper College Road is in dire need of subsurface repair and a new riding surface and profile to support increase vehicle and bus traffic. Improvements would address enhanced lighting and ADA required upgrades. Upper College Road presents itself as the ideal candidate project for a "Complete Streets" approach for improvements and safety considerations for pedestrian, bicycle and transit and passenger vehicles.

Upper College Road was last resurfaced in 1990 under a 3R contract between RIDOT and URI that was initiated in 1989. The road surface of Upper College Road has been damaged by water penetration and is steadily deteriorating. Since North Road was closed to outgoing campus traffic, Upper College Road has seen significant increases in traffic which has exacerbated its worsening condition.

Multiple sections of the roadway have been patched after utility excavations associated with capital project improvements.

Pedestrian safety is a major driver for this project. There are several hot spot locations along the corridor where there have been collisions resulting in pedestrian injuries.

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

Upper College Road serves as a gateway to the "Main Street" of the University campus. This project is critical to maintaining and improving access to the URI's Kingston campus. As the flagship University of the state, URI plays a central and essential role in educating and preparing Rhode Island's current and future workforce. High quality roadways and campus infrastructure are key elements that attract potential students to campus and improve traffic circulation for the surrounding community.

The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. The University is also a major employer, with over 2,500 faculty and staff requiring access to campus on a daily basis. Over 6,000 student commuters access URI roadways on a regular basis in pursuing college degrees that benefit the state's economic profile.

The University is currently engaged in a Public/Private Partnership initiative that could bring a hotel and conference center to the campus. This project would be located on Upper College Road and it's success will hinge on efficient access and egress along Upper College Road. The ability of URI to operate a hotel/conference center will create additional jobs and economic activity at the campus that will benefit Rhode Island.

There are many major construction projects underway and planned, such as the new Engineering Center, the Brookside Apartments, the Welcome Center, Fine Arts Center expansion, the potential hotel/conference center. All of these efforts rely on Upper College Road for access/egress. URI expansion activities constitute a major benefit to the economy of Rhode Island.

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

Has the project been the subject of a properly conducted municipal public hearing?  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			\$ 630,000.00	\$ 3,570,000.00	\$ 4,200,000.00

Amount Requested through TIP Process \$ 2,400,000.00

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

Source	Amount
URI	\$ 1,800,000.00
Total	<span style="border: 1px solid black; padding: 2px;">\$ 1,800,000.00</span>

Estimated date of construction 03/01/2018

CERTIFICATION

**Municipal Applications**

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

\_\_\_\_\_  
Chief Executive or Elected Municipal Official Signature      Date

**Non-Municipal Applications**

I attest that the municipality in which the project is located has been notified of the proposed project.

 \_\_\_\_\_  
Chief Executive or Elected Municipal Official Signature      Date **08/11/2017**

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**

THE  
UNIVERSITY  
OF RHODE ISLAND

## FFY 18-27 STIP Project Narrative

### Project: **Upper College Road Complete Street Reconstruction**

The **Upper College Road Complete Street Reconstruction** Project involves design and construction of a 0.7 miles of Upper College Road from Route 138 to Flagg Road in South Kingstown, Rhode Island. This project traverses the core of the URI campus and would involve a "Complete Streets" approach with narrowed travel lanes to calm traffic speeds, on-road bicycle lanes, and wider sidewalks separated from the roadway by a narrow landscaped buffer. Upper College Road was recently designated as a Major Collector in February 2016 and is Federal-Aid eligible.

The project enhances **mobility** by upgrading the deteriorated pavement surface, improving pedestrian access and ADA accommodations, and providing on-road bicycle accommodations where none exist today. The Complete Street enhancement will improve walkability and bikeability along the corridor while also improving access to many activity centers on the URI campus, including the Fine Arts Center, Engineering Complex, and Welcome Center. The corridor carries many RIPTA shuttle buses through the core of the campus.

The project is a **cost-effective** solution because it would bring Upper College Road to a 'state of good repair' to provide efficient, reliable, and safe accommodation of several modes of travel. By definition, a Complete Street approach is a cost-effective part of a long-term strategy for congestion mitigation. By encouraging walking and bicycling through design, there is the likely potential of a mode shift away from driving and parking on-campus.

The project has many potential **economic development** benefits. The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. Upper College Road serves as a gateway to the "Main Street" of the University campus. It is a heavily traveled roadway and prominent circulator. Roadway conditions and pedestrian lighting are poor and the infrastructure does not meet American with Disabilities (ADA) standards. There are many major construction projects underway and planned, such as the new Engineering Center, the Brookside Apartments, the Welcome Center, Fine Arts Center expansion, the potential hotel/conference center.

# THE UNIVERSITY OF RHODE ISLAND

All of these efforts rely on Upper College Road for access/egress. URI expansion activities constitute a major benefit to the economy of Rhode Island.

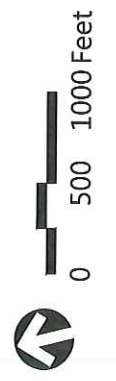
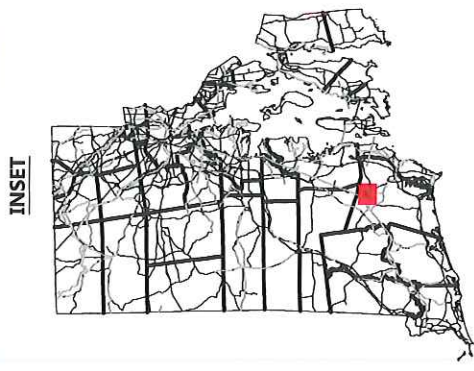
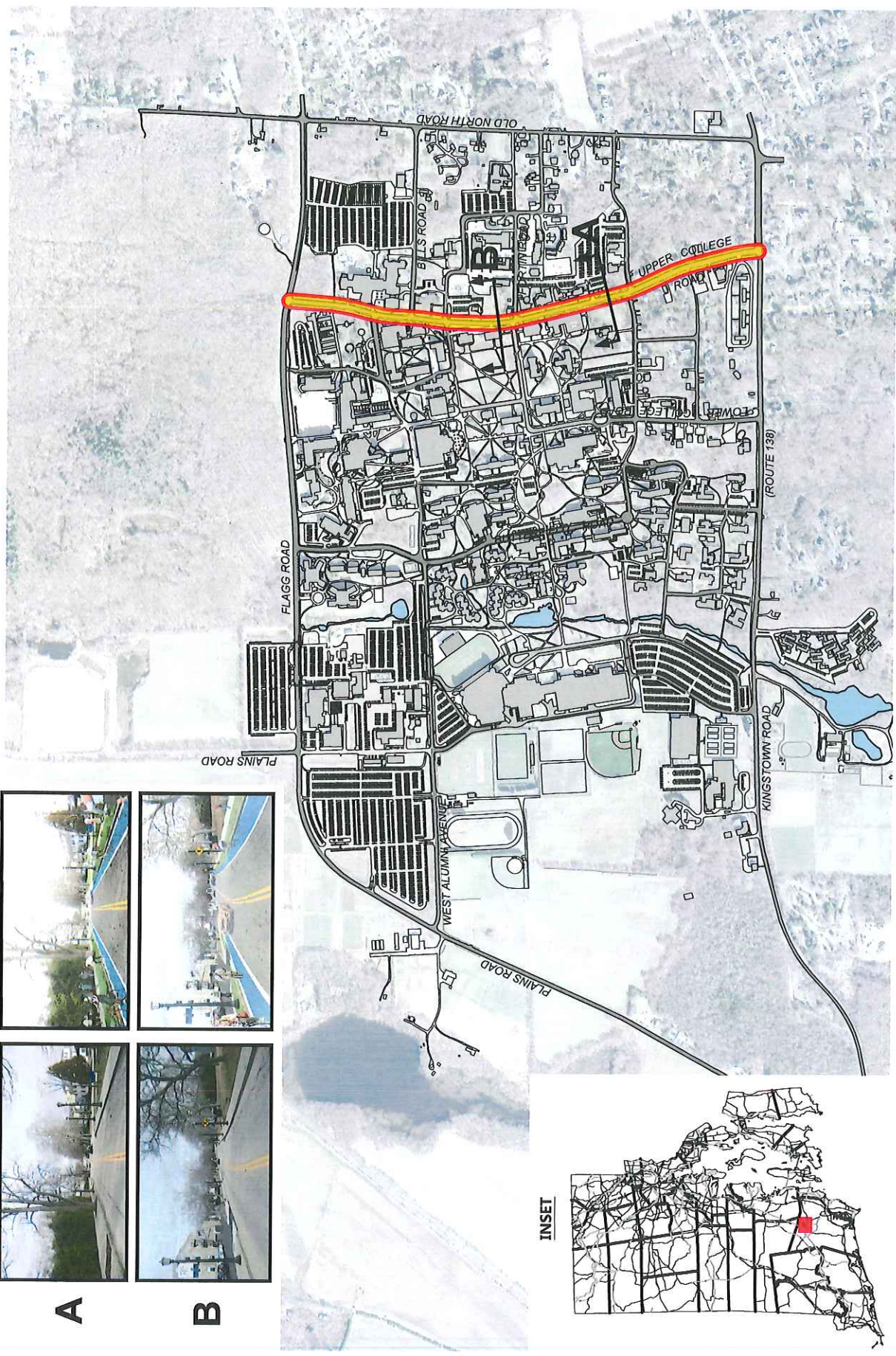
From an **environmental impact** perspective, the project will encourage walking and bicycling which will reduce vehicle trips to the campus thereby reducing auto-related emissions. The improvements to drainage and stormwater runoff and treatment will serve to improve the quality of the stormwater that drains off the roadway.

The project directly **supports local and state goals**. The Town of South Kingstown's 2014 Comprehensive Community Plan recommended traffic calming techniques along Upper College Road as a near-term action item. The project is also consistent with URI Campus Landscape Master Plan and Transportation and Parking Master Plan. At the state level, RIDOT conducted a Road Safety Assessment along Upper College Road in 2014 which recommended several pedestrian safety enhancements which are consistent with this Complete Street retrofit.

The project will improve walking and bicycling **safety and security** through the core of the campus. The project includes lighting, crosswalk upgrades, bicycle lanes, and the installation of a landscaped buffer between sidewalks and the roadway surface. A review of 5-year crash trends from RIDOT reveals several hot-spots along Upper College Road where pedestrians have been injured attempting to cross the roadway.

Complete Streets are planned, designed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, or travel mode. As a Complete Street retrofit, the project results in balanced and more **equitable** access through ADA upgrades that will improve mobility for persons with a disability and through bicycle accommodations that provide a more attractive and comfortable commuting experience without requiring a car.





Upper College Road Complete Streets Reconstruction  
(Route 138 to Flagg Road)  
FFY 18-27 STIP Application  
Kingston, Rhode Island

# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT	<b>Contact Information</b>
	Applicant Name <u>University of Rhode Island</u>
	Contact Person (if different) _____ Title <u>Assistant Vice President, Business Services</u>
	Mailing Address <u>University of Rhode Island, 210 Flagg Rd., Suite 208</u>
	City <u>Kingston</u> Zip Code <u>02881</u>
Phone <u>401.874.2501</u> Email <u>jvern@uri.edu</u>	

PROJECT INFORMATION	<b>Type of Project</b> <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	<b>Project Description</b>			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>URI Roadway Improvements and Subsurface Repair</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>5324</u>			
Current Project Title <u>Plains Road Rehabilitation and Improvements</u>				
Location by Street Name <u>Plains Road, Kingston RI</u>				
Project Limits - From <u>Route 138</u> To <u>West Alumni 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:				
<p>This project involves subsurface repair, resurfacing, and lighting improvements to 0.7 miles of Plains Road in South Kingstown, Rhode Island from Route 138 to West Alumni Avenue. Plains Road is severely rutted and requires a full depth reconstruction with resurfacing. The project will tie into RIDOT's planned improvements to the intersection of Route 138/Plains Road, involving the installation of a roundabout.</p>				

## Describe need for proposed project:

Plains Road serves as a vehicular gateway to the URI campus from Route 138. It is a heavily traveled roadway and is also the primary route for Ryan Center events and athletic events. The roadway surface is cracked and rutted presenting an unsafe surface that does not properly drain. Students frequently park on the soft, narrow shoulder for athletics events which raises safety issues given the poor quality of the pavement and narrow sloped shoulder area which is deteriorated.

Plains Road is in need of subsurface repair, improved drainage, and a new riding surface and profile to support increase vehicle and bus traffic. Plains Road last was resurfaced in September 2001. The road has become increasingly busy with campus traffic since North Road was closed as a campus exit route. It has been a primary access road for events at the Ryan Center and at URI athletic facilities. Sports fields along the east side of Plains Road have also seen increased use with associated parking, access and road edge deterioration issues.

Multiple sections of the roadway have been patched after utility excavations.

The project will be coordinated with RIDOT's planned improvements to the intersection of Route 138/Plains Road. The project complements the state's planned intersection improvements.

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

This project is critical to maintaining and improving access to the URI's Kingston campus. As the flagship University of the state, URI plays a central and essential role in educating and preparing Rhode Island's current and future workforce. High quality roadways and campus infrastructure are key elements that attract potential students to campus and improve traffic circulation for the surrounding community.

The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. The University is also a major employer, with over 2,500 faculty and staff requiring access to campus on a daily basis. Over 6,000 student commuters access URI roadways on a regular basis in pursuing college degrees that benefit the state's economic profile.

With the expected infrastructure improvements to Route 138, improvements to Plains Roads are critically need to ensure safe and efficient accomodion of the daily influx of URI's student, faculty, staff, and contracted construction workers.

There are many major construction projects underway and planned, such as the new Engineering Center, the Brookside Apartments, the Welcome Center, Fine Arts Center expansion, the potential hotel/conference center. All of these projects will bring more activity and traffic to URI, adding pressure to Plains Road as an access/egress route. URI expansion activities constitute a major benefit to the economy of Rhode Island.

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

Has the project been the subject of a properly conducted municipal public hearing?  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			\$ 250,000.00	\$ 1,650,000.00	\$ 1,900,000.00

Amount Requested through TIP Process \$ 1,900,000.00

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

Source	Amount
Total	<span style="border: 1px solid black; padding: 2px;">\$ 0.00</span>

Estimated date of construction 07/01/2019

### Municipal Applications

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

\_\_\_\_\_  
 Chief Executive or Elected Municipal Official Signature      Date

### Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 08/11/2017  
 Chief Executive or Elected Municipal Official Signature      Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

THE  
UNIVERSITY  
OF RHODE ISLAND

## FFY 18-27 STIP Project Narrative

### Project: Plains Road Rehabilitation and Improvements

The **Plains Road Rehabilitation and Improvements** Project involves design and construction of a 0.7 miles of Plains Road from Route 138 to West Alumni Avenue in South Kingstown, Rhode Island. This project involves subsurface repair and resurfacing to 0.7 miles of Plains Road in South Kingstown, Rhode Island from Route 138 to West Alumni Avenue. Plains Road is severely rutted and requires a full depth reconstruction with resurfacing. The project will tie into RIDOT's planned improvements to the intersection of Route 138/Plains Road, involving the installation of a roundabout which will serve as a gateway into URI's campus.

The project enhances **mobility** by upgrading the deteriorated pavement surface to better accommodate the heavy traffic demands and bus activity. Plains Road serves as a vehicular gateway to the URI campus from Route 138. It is a heavily traveled roadway and is also the primary route for Ryan Center events and athletic events. The roadway surface is cracked and rutted presenting an unsafe surface that does not properly drain.

The project is a **cost-effective** solution because it would bring Plains Road to a 'state of good repair' to provide efficient, reliable, and safe accommodation. The project would be coordinated with RIDOT's planned improvements to the intersection of Route 138/Plains Road and complement this already planned project by the state.

The project has many potential **economic development** benefits. The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. Plains Road serves as a west gateway to the URI campus. Plains Road serves as a vehicular gateway to the URI campus from Route 138. It is a heavily traveled roadway and is also the primary route for Ryan Center events and athletic events. The roadway surface is cracked and rutted presenting an unsafe surface that does not properly drain. There are many major construction projects underway and planned, such as the new Engineering Center, the Brookside Apartments, the Welcome Center, Fine Arts Center expansion, the potential hotel/conference center. All of these efforts rely on

# THE UNIVERSITY OF RHODE ISLAND

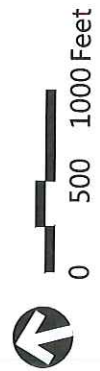
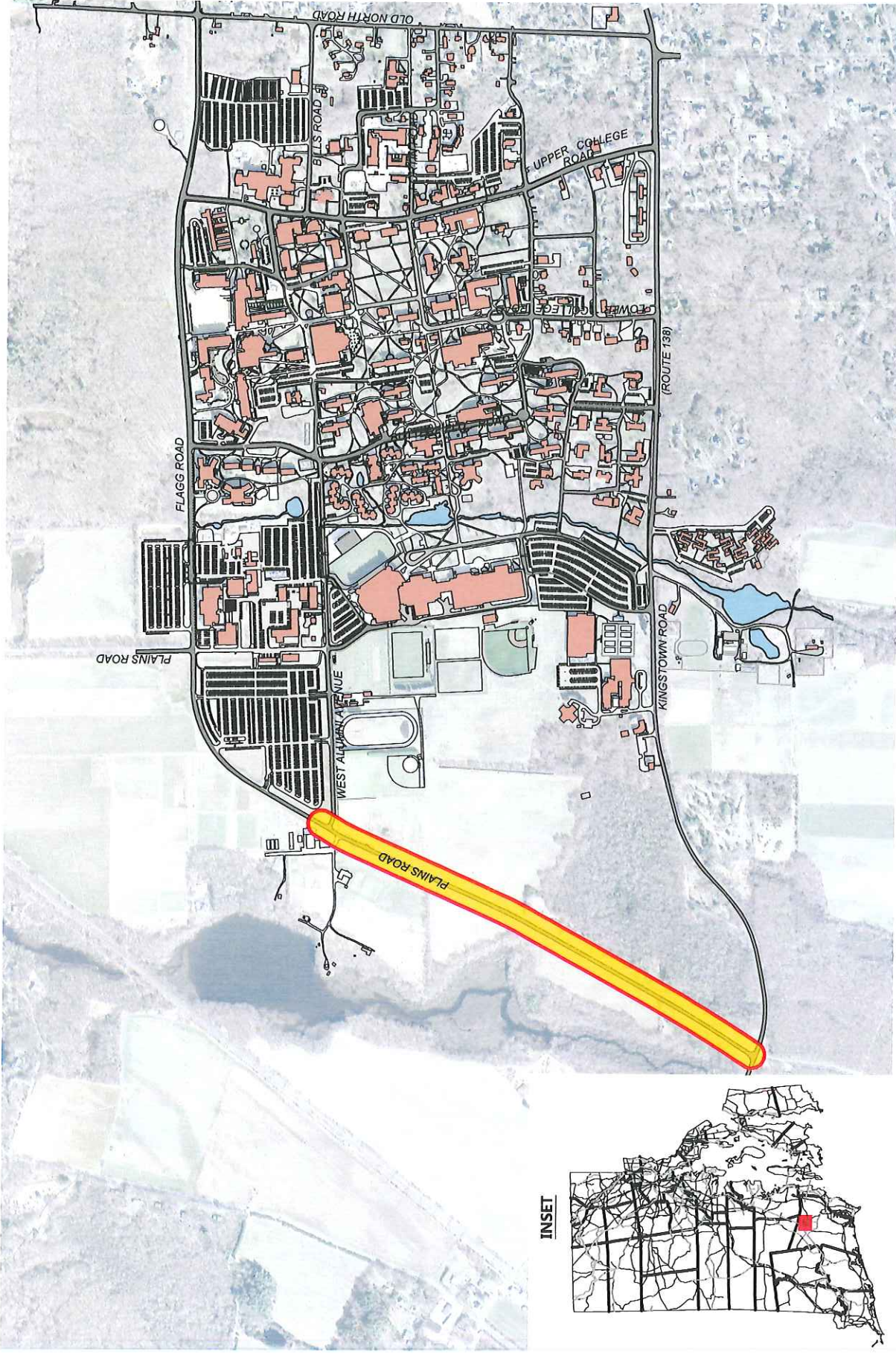
Plains Road for access/egress. URI expansion activities constitute a major benefit to the economy of Rhode Island.

From an **environmental impact** perspective, by upgrading the pavement surface and providing a stable, quality shoulder area, the project will mitigate the erosion that is currently occurring from vehicles parking along the soft, deteriorated shoulder area to participate in athletic activities on the adjacent fields.

The project directly **supports local and state goals**. The Town of South Kingstown's 2014 Comprehensive Community Plan committed to supporting URI's plans to promote and enhance Plains Road and Route 138 east from Route 2 as a means to access the campus and mitigate traffic congestion in Kingston Village. The project is also consistent with URI Campus Landscape Master Plan and Transportation and Parking Master Plan. At the state level, the project will be coordinated with RIDOT's planned improvements to the intersection of Route 138/Plains Road. The project complements the state's planned intersection improvements.

Plains Road last was resurfaced in September 2001. The project will improve **safety** by providing a stable and uniform pavement surface that drains properly. Plains Road is in dire need of subsurface repair, improved drainage, and a new riding surface and profile to support increase vehicle and bus traffic and frequent shoulder use for parking.

Plains Road is a much-needed connector into campus that relieves traffic congestion from Kingston Village, as noted in the Town of South Kingstown's 2014 Comprehensive Community Plan. By enhancing the corridor as a safe, efficient, and viable connector into campus, the project would **equitably** disperse traffic congestion away from congested areas of Kingston Village.



Plains Road Rehabilitation and Improvements  
(Route 138 to West Alumni Avenue)  
FFY 18-27 STIP Application  
Kingston, Rhode Island

# FFY 18-27 Project Application Form



## State Transportation Improvement Program

CONTACT	<b>Contact Information</b>
	Applicant Name <u>University of Rhode Island</u>
	Contact Person (if different) _____ Title <u>Assistant Vice President, Business Services</u>
	Mailing Address <u>University of Rhode Island, 210 Flagg Rd., Suite 208</u>
	City <u>Kingston</u> Zip Code <u>02881</u>
Phone <u>401.874.2501</u> Email <u>jvern@uri.edu</u>	

PROJECT INFORMATION	<b>Type of Project</b> <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 checked="" type="checkbox"/> Transit
	<input type="checkbox"/> Bicycle
	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement
<input type="checkbox"/> Other <u>Enter Other Project Type</u>	
<b>Project Description</b>	
Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>	
<i>If you selected yes, please answer the following:</i>	
What was the Project Title? <u>University of Rhode Island Commuter Rail Spur</u>	
What was the TIP ID# assigned to the project at that time (4-digit number)? <u>5325</u>	
Current Project Title <u>URI/South County Intermodal Station/Commuter Rail Spur and Extension</u>	
Location by Street Name <u>Plains Road, Kingston RI</u>	
Project Limits - From <u>Amtrak rail line</u> To <u>Intersection Plains and Flagg Rd.</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 involves design and construction of a rail spur from the Northeast Corridor Mainline onto the URI campus along Plains Road. This project would provide a direct rail connection to URI, improving access to the campus from Providence, Boston, and regionally. The spur would diverge from the Mainline one mile north of campus and would end at a new terminal adjacent to the parking areas at the western edge of campus. A structured 1-level parking garage (funded by URI) would serve as an Intermodal Facility/Mobility Hub and be provided at the rail spur terminus and the area. URI's Transportation and Parking Master Plan recommended this project after several campus outreach sessions and coordination with RIDOT, recognizing the need for the campus to be regionally connected via transit.</p> <p>An intermodal facility/mobility hub would allow connection to both the URI shuttle service and the South County Bike Path. The project would require a new control point/interlocking to tie the new spur into the Northeast Corridor. A new siding along the Track 2 side of the right-of-way may be needed to allow the opportunity to attain track speed as well as allowing slow down. In this configuration, this spur would efficiently service trains from/to Providence; travel south of Kingston would require more extensive infrastructure.</p>	



## Describe need for proposed project:

This project was the subject of a feasibility assessment in 2012 completed by RIDOT. Kingston Station is almost 2 miles from the center of URI's Kingston Campus, which is the station's largest ridership draw. The walk time from the station to the campus is 35 minutes on roadways without continuous sidewalks. RIPTA does service the station, however the bus frequency between the station and the campus is very limited.

This project would create a direct transit connection between URI and the regional commuter rail network. It would create new opportunities for academic collaboration, innovation, and economic development and would be an important element in expanding mass transit in Rhode Island to the URI population.

The project would enhance the ability of students, faculty and staff to travel to campus without a vehicle - reducing the number of vehicle trips generated thereby supporting state climate change goals by cutting greenhouse gas emissions. It would provide an efficient and safe means of commuter travel to URI, overcoming the challenges currently faced in promoting rail travel from URI (distance from campus, lack of pedestrian and/or bus infrastructure). Colleagues and visitors could seamlessly visit the URI campus, increasing both academic interaction through connections to other learning centers and increasing the attractiveness of the campus to prospective students and their families. The project would support URI plans for expansion by adding increased capacity and transportation choice for people to access the University without reliance on more parking.

With the opening of the new RI Nursing Educational Center (NEC) and the potential of an increase presence in the developing I-195 district, rail transportation becomes a necessary and efficient mode to connect URI's student, faculty and staff.

As the State increases its capacity for intermodal transit toward state goals, this spur along with URI's commitment to construct an intermodal facility would connect not only URI to the commuter rail network but would promote the development of the Kingston area (a designated state growth center), spurring new residential, commercial and industrial development.

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

The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. This important rail connection would enhance mobility and increase ridership on the South County Commuter Rail line. It would also become a catalyst for connecting South County to the Providence/Boston metropolitan areas and academic and business centers. For example, travelers arriving by air at TF Green Airport would be provided a convenient rail connection to URI. The connection would allow URI and South County travelers to attend events and visit colleges and research facilities reachable via the MBTA in the Boston area.

The project would enhance connections between URI faculty/researchers and those from other learning centers by adding a convenient, safe mode to meet to exchange views and collaborate on research. It also would facilitate visits from business leaders who interact with the University community, helping to strengthen research and employment opportunities.

The project would allow students from our urban centers easier access to URI - a car would no longer be a necessity to be a commuter for many students. Parking on URI's campus is very limited and environmental improvements to enhance stormwater management will further reduce parking capacity. Without added transit emphasis, URI's growth could be hampered. The reduction in auto travel would further support state climate change goals by reducing greenhouse gas emissions and other combustion engine-derived pollutants.

The URI region hosts an important tourism industry that generates tax revenue and employment that benefits the state. With the potential development of a hotel and conference center on the URI campus, tourism, attendance at scientific conferences, sporting events and summer training camps would be enhanced, generating revenue for URI and local communities.

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

Has the project been the subject of a properly conducted municipal public hearing?  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		\$ 400,000.00	\$ 6,500,000.00	\$ 43,300,000.00	\$ 50,200,000.00

Amount Requested through TIP Process \$ 43,400,000.00

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

Source	Amount
URI (ROW as needed, and construction of Intermodal Facility)	\$ 6,800,000.00
Total	<span style="border: 1px solid black; padding: 2px;">\$ 6,800,000.00</span>

Estimated date of construction 07/01/2024

CERTIFICATION

**Municipal Applications**

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

\_\_\_\_\_  
Chief Executive or Elected Municipal Official Signature      Date

**Non-Municipal Applications**

I attest that the municipality in which the project is located has been notified of the proposed project.

 \_\_\_\_\_      08/11/2017  
Chief Executive or Elected Municipal Official Signature      Date

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**

THE  
UNIVERSITY  
OF RHODE ISLAND

## FFY 18-27 STIP Project Narrative

### Project: **URI/South County Intermodal Station/Commuter Rail Spur and Extension**

The **URI/South County Intermodal Station/Commuter Rail Spur and Extension Project** involves design and construction of a rail spur and Intermodal Station from the Northeast Corridor Mainline onto the URI campus along Plains Road. This Project would provide a direct rail connection to URI.

The project enhances **mobility** to URI and Kingston area by providing a direct rail connection to URI, improving access to the campus from Providence, Boston, and regionally. It allows a seamless connection to both the URI shuttle service and the South County Bike Path. A mode shift from single occupancy vehicle (SOV) to transit would substantially relieve the congested roadways on URI's campus to include Route 138, Plains Road, and Flagg Road.

The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. This important rail connection would enhance mobility and increase ridership on the South County Commuter Rail line. It would also become a catalyst in connecting South County to the Providence/Boston metropolitan areas and academic and business centers.

The project is a **cost-effective** solution to improving mobility and regional connectivity because the proposed new spur track connects to existing transit infrastructure (station and track infrastructure) and eliminates the need for more parking and added roadway capacity to/from URI. Residents of Providence, Cranston, Warwick, East Greenwich, and North Kingstown would gain a direct rail link into campus.

The project has many **economic development** benefits:

- Enhances mobility and increase ridership on the South County Commuter Rail line by connecting to the URI population of 20,000 and connecting South County to the Providence/Boston metropolitan areas and academic and business centers.

# THE UNIVERSITY OF RHODE ISLAND

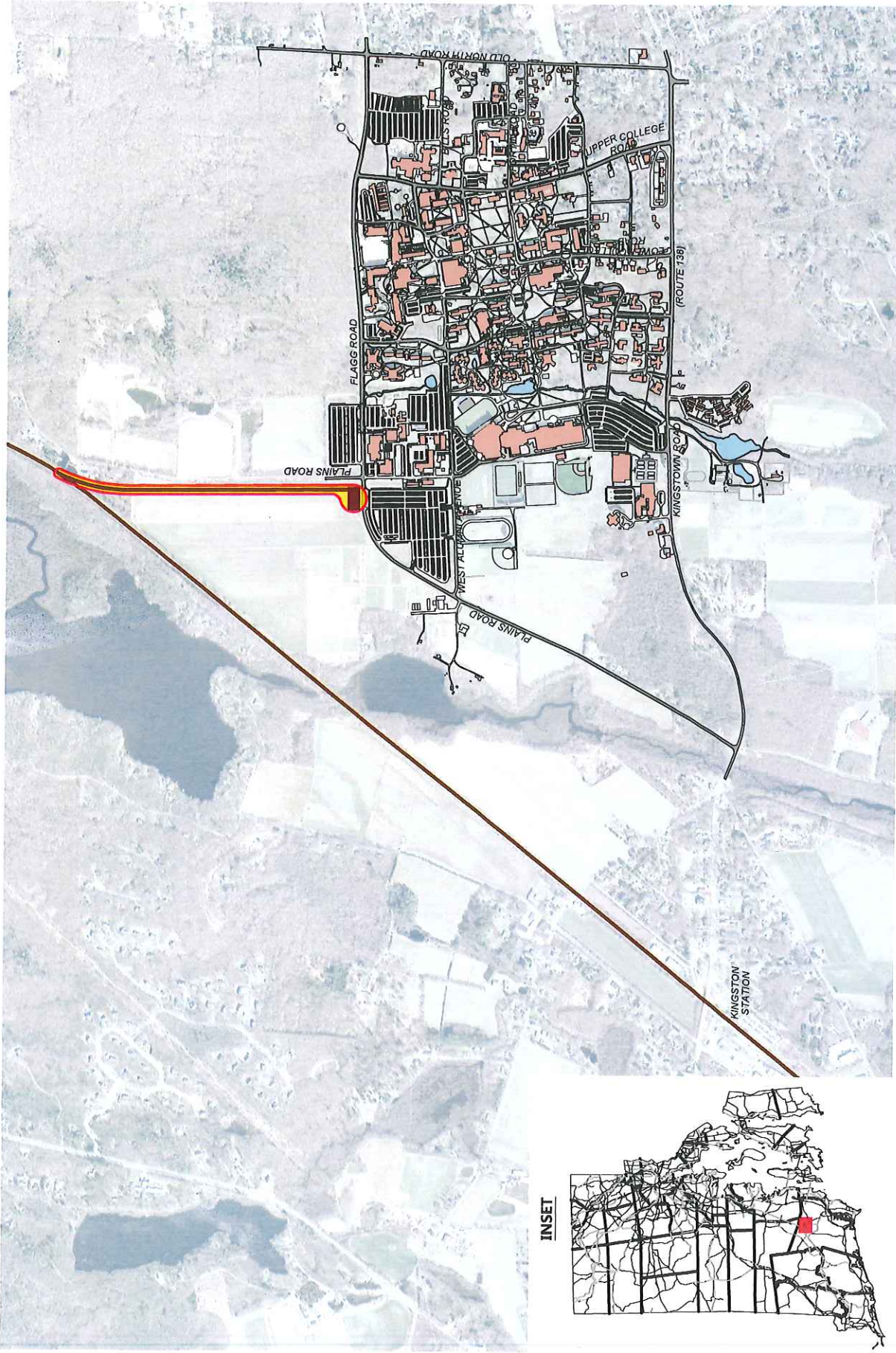
- Substantially improves URI's connection to the state and regional public transportation network. Travelers arriving by air at TF Green Airport would be provided a direct rail connection to URI. The connection would allow URI and South County travelers to attend events and visit colleges and research facilities reachable via the MBTA in the Boston area.
- Creates new opportunities for academic collaboration, innovation, and economic development and would be an important element in expanding mass transit in Rhode Island to the URI population. Would connect not only URI to the commuter rail network but would promote the development of the Kingston area (a designated state growth center), spurring new residential, commercial and industrial development.
- URI region hosts an important tourism industry that generates tax revenue and employment that benefits the state. With the potential development of a hotel and conference center on the URI campus, tourism, attendance at scientific conferences, sporting events and summer training camps would be enhanced, generating revenue for URI and local community.

From an **environmental impact** perspective, the project enhances the ability of students, faculty and staff to travel to campus without a vehicle - reducing the number of vehicle trips generated thereby supporting state climate change goals by cutting greenhouse gas emissions and other combustion engine-derived pollutants. Surface parking on URI's campus is very limited and environmental improvements to stormwater will further reduce parking capacity. Without added transit emphasis, expanding surface parking to keep pace with growth would further impact the environment through added impervious areas and added vehicular trips to the campus.

The project directly **supports local and state goals**. It was evaluated as part of a 2012 feasibility assessment completed by RIDOT and was highlighted as a key recommendation in URI's Transportation and Parking Master Plan which involved several campus outreach sessions and coordination with RIDOT. A mode shift from single occupancy vehicle (SOV) to transit would substantially relieve congestion in Kingston Village. Town of South Kingstown's 2014 Comprehensive Community Plan committed to supporting URI's plans mitigate traffic congestion in Kingston Village.

By enhancing rail transit connectivity to the campus, the project would **enhance safety** by diverting automobile trips off the existing roadway network and away from hot spot intersections where crashes have frequently occurred, especially along Route 138, Plains Road, and Flagg Road.

Lastly, in terms of transportation system **equity**, the project allows students from Rhode Island's urban centers easier access to URI. A car would no longer be a necessity to be a commuter for many students to attend URI.



URI/South County Intermodal Station  
Commuter Rail Spur and Extension  
FFY 18-27 STIP Application  
Kingston, Rhode Island



# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name University of Rhode Island

Contact Person (if different) \_\_\_\_\_ Title Assistant Vice President, Business Services

Mailing Address University of Rhode Island, 210 Flagg Rd., Suite 208

City Kingston Zip Code 02881

Phone 401.874.2501 Email jvern@uri.edu

PROJECT INFORMATION

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

Bridge

Pavement

Drainage

Planning

Traffic

Transit

Bicycle

Pedestrian

Transportation Enhancement

Other Enter Other Project Type

### Project Description

Was this project previously submitted during the FFY17-25 STIP development process?  Yes /  No

*If you selected no, please continue to the "Current Project Title" Section*

*If you selected yes, please answer the following:*

What was the Project Title? South County Bike Path Extension

What was the TIP ID# assigned to the project at that time (4-digit number)? 5245

Current Project Title URI/South County Bike Path Connector and Extension

Location by Street Name Route 138, Kingston RI

Project Limits - From South County Bike Path To Flagg Road

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

Provide a brief description of the proposed project:

This project involves design and construction of a 2.1 mile off-road bikeway connector from the existing South County Bike Path, across Route 138 and traversing URI's campus to Flagg Road. The project would connect to a planned network of on-road bike lanes on URI's campus as recommended under the Campus Landscape Master Plan and Transportation and Parking Master Plan.

This project has been selected and approved for \$2.2M of Green Economy Bond funding by Rhode Island Department of Environmental Management (RIDEM) under the Governor's Green Bond Initiative of 2017. As directed by the RIDOA, RIDEM, and RIDOT, the University is submitting the URI/South County Bike Path Connector and Extension Project as part of its annual TIP request. The University understands that the bond funding is guaranteed for the project.

## Describe need for proposed project:

The Project will provide a much needed regional bicycle connection to the URI campus. This intermodal project enhances linkages among RIPTA service lines (bus), the Kingston Station (rail), and the South County Bike Path. Future Commuter rail service and expanded Amtrak service to Kingston increase the need for safe pedestrian and cyclist access between the URI Campus and the Kingston Station. The construction of the URI/South County Bikeway Connector will support URI's sustainability efforts, and is a critical element in reducing the number of single occupancy vehicle trips to and from the Kingston Campus.

Currently, over 6,200 undergraduate students live on the Kingston campus. The majority of the University's 7,200 off campus students commute from South Kingstown, Narragansett and other R.I. communities. A URI/South County Bikeway Connector will provide URI students, faculty, and staff, along with South County residents and commuters a safe, healthy alternative to driving private vehicles.

The Project will connect to the high density residential areas of URI's campus, including the new Brookside Apartment Complex and associated bike path that is scheduled to break ground in Fall (2017).

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

The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000. This important bikeway connection would enhance mobility and increase use of the South County Bike Trail. Kingston/West Kingston is a state designated growth center. The Project will improve pedestrian/bicyclist access to Narragansett Beach, and village centers in West Kingston, Peacedale, Wakefield, and Narragansett, providing resident students with an alternative route to tourism destinations, businesses and restaurants in the area.

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

Has the project been the subject of a properly conducted municipal public hearing?  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		\$ 100,000.00	\$ 400,000.00	\$ 2,100,000.00	\$ 2,600,000.00

Amount Requested through TIP Process \$ 2,200,000.00

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

Source	Amount
URI	\$ 400,000.00
Total	<span style="border: 1px solid black; padding: 2px;">\$ 400,000.00</span>

Estimated date of construction 07/01/2019

CERTIFICATION

**Municipal Applications**

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

\_\_\_\_\_  
Chief Executive or Elected Municipal Official Signature      Date

**Non-Municipal Applications**

I attest that the municipality in which the project is located has been notified of the proposed project.

 08/11/2017  
\_\_\_\_\_  
Chief Executive or Elected Municipal Official Signature      Date

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**



THE  
UNIVERSITY  
OF RHODE ISLAND

## FFY 18-27 STIP Project Narrative

### Project: **URI/South County Bike Path Connector and Extension**

The **URI/South County Bike Path Connector and Extension** involves design and construction of a 2.1 mile off-road bikeway connector from the existing South County Bike Path, across Route 138 and traversing URI's campus to Flagg Road. The project would connect with a planned network of on-road bike lanes on URI's campus as recommended under the Campus Landscape Master Plan and Transportation and Parking Master Plan.

This project has been selected and approved for \$2.2M of Green Economy Bond funding by Rhode Island Department of Environmental Management (RIDEM) under the Governor's Green Bond Initiative of 2017. As directed by the RIDOA, RIDEM, and RIDOT, the University is submitting the URI/South County Bike Path Connector and Extension Project as part of its annual TIP request.

The project enhances **mobility** to URI by providing a direct link for bicyclists from the existing bike path to the campus. It allows a seamless connection between the URI shuttle service and the South County Bike Path. A mode shift from single occupancy vehicle (SOV) to bicycle would relieve the congested roadways on URI's campus to include Route 138, Plains Road, and Flagg Road.

The majority of the University's 7,200 off campus students commute from South Kingstown, Narragansett and other R.I. communities. The Project will provide URI students, faculty, and staff a safe, healthy alternative to driving private vehicles. It will directly link the University to neighboring village centers in West Kingston, Peacedale, Wakefield, and Narragansett.

The project is a **cost-effective** solution to improving mobility and regional connectivity. It connects to existing regional bicycle infrastructure and mitigates the need for more parking and added roadway capacity to/from URI.

A 2004 bike path alternative analysis and the recently completed 2015 feasibility study (*URI/South County Bike Path Connector & Extension*) evaluated several alignments and

# THE UNIVERSITY OF RHODE ISLAND

determined that the project, in its entirety, likely does not require the purchase of easements or land. The easement for the Connector and Extension, totaling 11,000 linear feet, is a substantial land contribution by URI.

The project has many potential **economic development** benefits. The URI Kingston Campus is a thriving community with a student, staff and faculty population of 20,000 which will be afforded a convenient link to the regional bike network with the project. Kingston/West Kingston is a state designated growth center. The Project will improve pedestrian/bicyclist access to Narragansett Beach, and village centers in West Kingston, Peacedale, Wakefield, and Narragansett, providing resident students with an alternative route to tourism destinations, businesses and restaurants in the area.

From an **environmental impact** perspective, the project will reduce vehicle miles traveled, improve air quality and reduce energy consumption. If 5% of the URI faculty and staff living in South Kingstown and Narragansett commute via the South County Bike Path and URI Connector and Extension, 47 fewer vehicle round trips will be made each business day. Likewise, if 5% of undergraduate students living off campus switch from single occupancy vehicles to bicycle commuting, up to 360 vehicle round-trips.

The project directly **supports local and state goals**. The Towns of South Kingstown and Narragansett have actively supported multiple phases of the South County Bike Path and it is specifically recommended as a strategy as part of the Town of South Kingstown draft Circulation Element of the 2011 Comprehensive Plan Update. This Project is consistent with the state's Transportation 2035 environmental goal and consistent with the 2012 Update to Rhode Island's Transportation 2035 plan. The Project will connect to the high density residential areas of URI's campus, including the new Brookside Apartment Complex and associated bike path that is scheduled to break ground in Fall (2017).

The project will improve walking and bicycling **safety and security** to the University. The Project includes a potential signalized crossing of Route 138 and an off-road path paralleling the White Horn Brook, linking to proposed on-road bike lanes along Flagg Road.

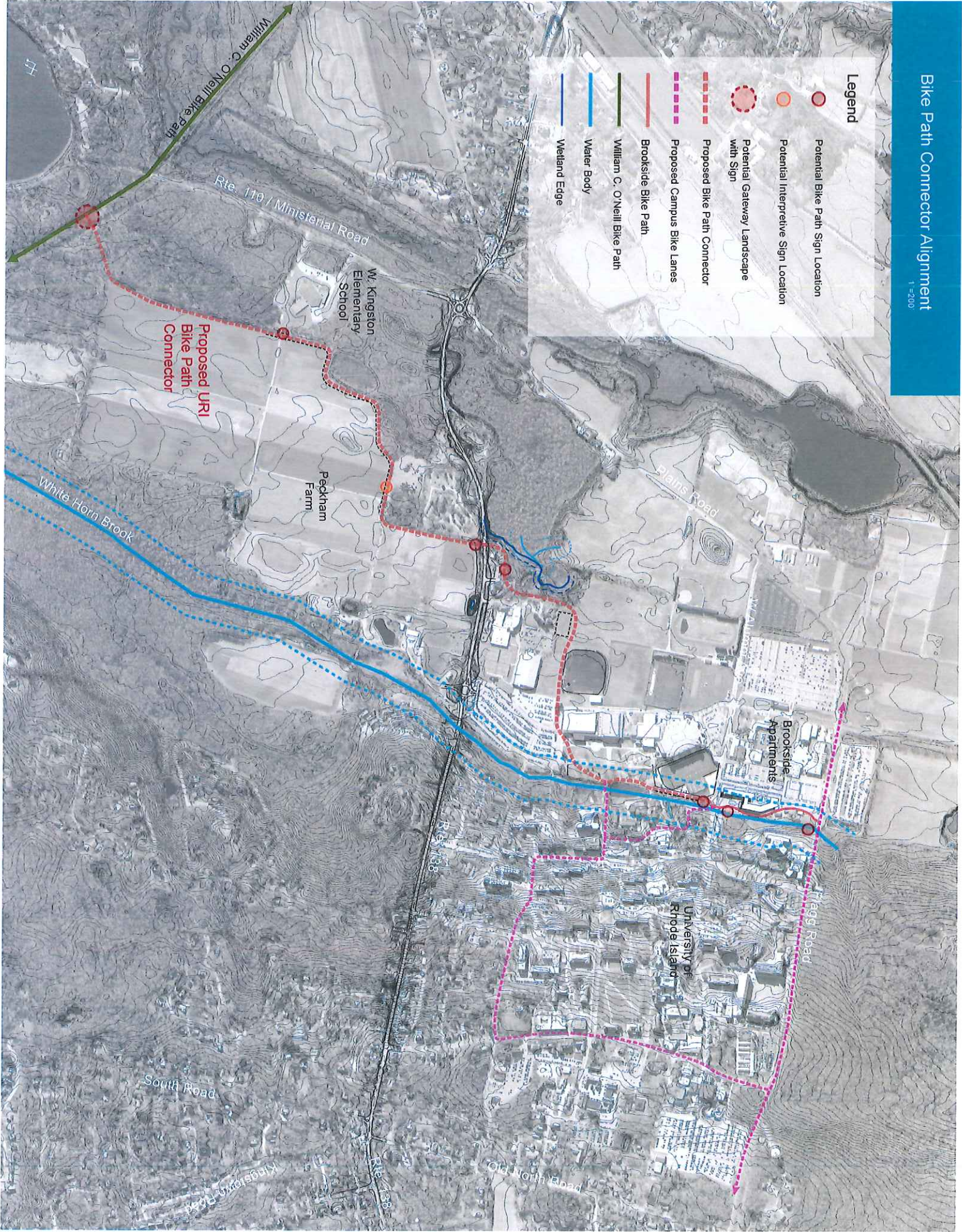
Lastly, in terms of transportation system **equity**, the project allows students easier access to URI without relying on a vehicle and helps mitigate recurring traffic congestion on area roadways through likely mode shift from car to bike. A car would no longer be a necessity to be a commuter for many students to get to the campus.

# Bike Path Connector Alignment

1-200

### Legend

- Potential Bike Path Sign Location
- Potential Interpretive Sign Location
- Potential Gateway Landscape with Sign
- Proposed Bike Path Connector
- Proposed Campus Bike Lanes
- Brookside Bike Path
- William C. O'Neill Bike Path
- Water Body
- Wetland Edge





STEPHEN A. ALFRED  
TOWN MANAGER

## Town of South Kingstown, Rhode Island

### OFFICE OF TOWN MANAGER

180 High Street  
Wakefield, RI 02879  
Tel. 401-789-9331  
Fax. 401-789-5280  
salfred@southkingstownri.com

August 8, 2017

Rhode Island State Planning Council  
Rhode Island Statewide Planning Program  
ATTN: Michael D'Alessandro  
One Capitol Hill  
Providence, RI 02908

RE: Letter of Support for Upper College Road

Dear Honorable Members of the Rhode Island State Planning Council:

On behalf of the Town of South Kingstown, please accept this letter of support for the University of Rhode Island's (URI) application to the State Transportation Improvement Plan for roadway resurfacing and subsurface repairs to Upper College Road on URI's Kingston campus.

Upper College Road is classified as a Major Collector Road and is eligible for Federal funding under the Federal Aid System. The Rhode Island Department of Transportation (RIDOT) last resurfaced Upper College Road in 1990 under a 3R contract (Resurfacing, Restoration and Rehabilitation). At that time, the southern end of Old North Road between Route 138 and Briar Lane was closed to southbound traffic, and Upper College Road, already a primary collector road, has experienced an increase to its traffic burden due to carrying additional University and surrounding residential traffic. There have been no significant improvements to the roadway over the past ten years, creating a condition in which the road surface is failing and the drainage system is in disrepair.

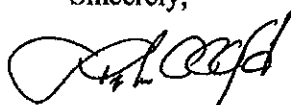
The Town understands that the Upper College Road corridor has been examined by URI for consistency with the University's Master Plans for Transportation and Parking as well as Landscape Architecture. URI is requesting a full depth reconstruction for this roadway inclusive of design characteristics that would support vehicle, transit, pedestrian and bike traffic. Improvements to sidewalks, ADA upgrades, lighting, crosswalks and branding elements will also be requested.

Rhode Island State Planning Council  
August 8, 2017  
Page 2

The Town is supportive of the University's request for improvements to this roadway, as this project will assist in accommodating vehicle and pedestrian traffic within this important connection to the Kingston campus area. The integration of a "complete streets" design concept for this project is particularly appropriate given the number of students, faculty and visitors who utilize non-vehicular means of transportation to access the campus.

Should you have any questions or need additional information concerning the Town's support for URI's application to the State TIP for roadway resurfacing and subsurface repairs to Upper College Road, please don't hesitate to contact the Planning Department directly at (401) 789-9331 ex. 1244.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Alfred", written in a cursive style.

Stephen A. Alfred  
Town Manager

cc: P. Kydd, URI Executive in Residence  
C. Siefert, Planning Director



STEPHEN A. ALFRED  
TOWN MANAGER

## Town of South Kingstown, Rhode Island

### OFFICE OF TOWN MANAGER

180 High Street  
Wakefield, RI 02879  
Tel. 401-789-9331  
Fax. 401-789-5280  
salfred@southkingstownri.com

August 8, 2017

Rhode Island State Planning Council  
Rhode Island Statewide Planning Program  
ATTN: Michael D'Alessandro  
One Capitol Hill  
Providence, RI 02908

RE: Letter of Support for Plains Road, URI

Dear Honorable Members of the RI State Planning Council:

On behalf of the Town of South Kingstown, please accept this letter of support for the University of Rhode Island's (URI) application to the State Transportation Improvement Plan for roadway resurfacing and subsurface repairs to Plains Road located on the URI Kingston campus.

Plains Road is classified as a Major Collector Road and is eligible for Federal funding under the Federal Aid System. The section of Plains Road from West Alumni Road to Route 138 is in a state of disrepair and the road surface has been crack-sealed on a number of occasions. Following URI assessments, the Town understands that this roadway requires a total reconstruction, including safety improvements for pedestrians and lighting. This roadway, like Upper College Road, is a gateway to the University and is an artery that supports heavy traffic volumes, especially when events are held at the Ryan Center and surrounding athletic fields. It is noted that over 7,200 students and 2,500 faculty and staff commute to the Kingston Campus. In addition, over 6,200 undergraduates reside on campus and travel off campus regularly.

URI is implementing strategies to decrease vehicle traffic on campus and promote increased utilization of public transit. Each weekday, over 70 RIPTA buses (Routes 64 and 66) enter and exit campus via Upper College Road. We understand the University is considering a dual intermodal hub concept for both the Plains Road parking lots and the new Welcome Center on Upper College Road; both locations will become anchors for transit, electric car-charging and on the campus shuttle system.

The Town supports the University's request, as this project will assist in accommodating multi-modal means of transportation within this important connector road to URI's campus. Additionally, this project is viewed as consistent with URI's goal of accommodating various users of the roadway and incorporating access to proposed transit hubs at key locations on campus.

Should you have any questions or need additional information concerning the Town's support for URI's application to the State TIP for roadway resurfacing and subsurface repairs to Plains Road, please don't hesitate to contact the Planning Department directly at (401) 789-9331 ex. 1244.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen A. Alfred". The signature is fluid and cursive, with a large initial "S" and "A".

Stephen A. Alfred  
Town Manager

cc: P. Kydd, URI Executive in Residence  
C. Siefert, Planning Director