

Project Prioritization Cover Sheet | City of East Providence

RI
SPP

Transportation Improvement Program

CONTACT	Contact Information		
	Contact Person	<u>Jeanne M. Boyle</u>	Title <u>Director of Planning</u>
	Mailing Address <u>145 Taunton Avenue</u>		
	City	<u>East Providence, RI</u>	Zip Code <u>02914</u>
	Phone	<u>401-435-7530</u>	Email <u>jboyle@cityofeastprov.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	
	Medium		✓	Resurfacing East Shore Exp (Rt 114 to US-6)
	Medium	✓		Resurfacing I-195 (Broadway to Mass.)
	Medium		✓	Resurfacing I-195 (Washington Bridge to Broadway)
	Low		✓	Intersection Safety Improvements to Warren Avenue, Pawtucket Avenue, and Ferry Road
	High	✓		Intersection Safety Improvements to Waterman and Pawtucket Avenue - Left Turn Lanes
	High		✓	Resurfacing Rt 103, Bullocks Ave and Pawtucket Ave (Crescent View Ave to Veterans Mem. Ave)
	Medium		✓	Resurfacing Rt 103, Veterans Memorial Prky (Warren Ave to South Broadway)
	Medium		✓	Resurfacing Rt 103, Willet Ave (Bullocks Point Ave to Wampanoag Ave)
	High		✓	Resurfacing Rt 114, Pawtucket Ave (Taunton Ave to Warren Ave)
	Medium		✓	Resurfacing Rt 114, Wampanoag Trail (East Shore Expressway to Federal Rd)
	Low		✓	Resurfacing Rt 1A, Newport Ave (Federal St to Pawucket Ave)
	High	✓		Resurfacing Rt 44, Taunton Ave (Rt 1A/114 to Mass.)
	High		✓	Massasoit Ave Ramp South at Seekonk River Crossing
	Low		✓	Rumford RR Bridge, US 1A at RI 114 Pawtucket Ave, P & W RR
	Medium		✓	Barrington Parkway, Veteran's Memorial Parkway at Watchemoket
	Low		✓	Peck's Bridge, RI 103 Willett Ave at Annawomscutt Brook
	High		✓	North Broadway Ramp, Seekonk River Crossing

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Low		✓	Standard Oil Co, RI 103 Pawtucket Ave at Mobil Pipeline Co ROW
High		✓	Runnins River, Warren Ave at Runnins River
High		✓	Six Corners Underpass, US 44 Taunton Ave & Waterman Ave at Broadway & N Broadway
Low		✓	Waterman Ave Spur RR Bridge at P & W RR ROW
Low		✓	Roger Williams Ave Bridge at Ten Mile River
Low		✓	Greenwood Ave RR Bridge
High		✓	Massasoit Ave Ramp North at Seekonk River Crossing
Low		✓	Washington Bridge South, I-195 EB at Seekonk River
Low		✓	Parkway Ramp, US 6 Warren Ave Ramp, I-195 EB & WB
Medium		✓	RI 114 East Shore Expressway at Wampanoag Expressway
High		✓	Potter Street, I-195 EB & WB at Potter Street
Low		✓	Luther's Corner Bridge, US 6 Highland Ave at Runnins River
Low		✓	River Road Bridge at Runnins River
Medium		✓	E Bay Bicycle Facility at Bullocks Point RR Bridge
High		✓	Purchase Street Bridge, I-195 EB & WB at Purchase Street
Low		✓	Runnins River Slab, RI 114A Mink St over Runnins River
High		✓	Lyon Ave Bridge, Lyon Ave at I-195 EB & WB
High	✓		Horton Farm, RI 114 Lean F at I-195 EB & WB
High	✓		Pawtucket Ave at I-195 EB & WB
High	✓		Newman Ave Bridge, RI 152 Newman Ave at Ten Mile River
Low	✓		Washington Bridge North, I-195 WB at Seekonk River
High	✓		Pawtucket Ave (Rte 114), from Taunton Ave. to Veterans Parkway
High	✓		Waterfront Drive Central Segment
High	✓		Roger Williams Ave (Pawt. Ave to N. Broadway) pavement and sidewalks.
High	✓		I-195 Interchange Project, Taunton and Warren Avenues
High	✓		India Point Powerlines

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
High		✓	Warren Avenue (Broadway to Pawt Ave), pavement and sidewalks
Medium		✓	Ten Mile River Bikeway Extension
Medium	✓		Highland Ave/Catamore Blvd Intersection Improvements
Medium	✓		Newport Avenue Connector for Waterfront Drive
Medium	✓		Ten Mile River Greenway, Segment 1-4

Required Public Hearing

The required public hearing was held on January 5, 2016

CERTIFICATION

Applicant Certification

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

City of East Providence

Applicant

Richard E. Kirby

Jeanne W. Felt
Title *Planning Director*
1/8/16

Title

Chief Executive Officer Signature

Date

Richard E. Kirby

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

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>City of East Providence</u>
	Contact Person <u>Jeanne M. Boyle</u> Title <u>Director of Planning</u>
	Mailing Address <u>145 Taunton Avenue</u>
	City <u>East Providence, RI</u> Zip Code <u>02915</u>
Phone <u>(401) 435-7530</u> Email <u>jboyle@cityofeastprov.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>Ten Mile River Greenway Extension</u>			
	Location by Street Name <u>Ferris Avenue- Kimberly Ann Rock Field</u>			
	Project Limits - From <u>Ferris Avenue</u> To <u>Waterfront Drive</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>The project entails the development of an Independent Shared Use Bicycle Facility bikeway along the right-of-way of the P&W East Junction Secondary track which will provide a connection from the Ten Mile River Greenway to the East Bay Bicycle Path via Waterfront Drive. The line is an active freight line serving customers in East Providence and Massachusetts. The RIDOT previously commissioned a feasibility study of this project which was completed by the consulting firm of VHB. The study looked at the development of a two-way shared use path stretching along a 2.75 mile stretch of the rail line which would comply with AASHTO Guide for the development of bicycle facilities. The study concluded that with the resolution of some conflicts, extension of the Ten Mile River Greenway to the Henderson Bridge is possible. The rail right-of-way is of sufficient width that rail service, which is of limited frequency, can continue provided a barrier is constructed between the new bikeway and the rail line. The feasibility study further concluded that the the proposed project "would make biking between Bristol and Pawtucket almost entirely off-road, adding a new transportation means not only between those two areas, but also into the City of Providence."</p>				

Describe need for proposed project:

Currently there is no safe on or off-road bicycle connection between the Ten Mile River Greenway and the East Bay Bicycle Path. The major north-south arterial roads between the two bike paths, Pawtucket Avenue and Broadway, are heavily traveled with narrow shoulders that are unsuitable for shared bicycle use. Furthermore, both roadways cross busy intersections that are treacherous for bicyclists. East Providence experiences a high number of bicycle and pedestrian crashes. In 2012 there were 29 such crashes. These dangerous roadway conditions inhibit access to the bike paths and reduce use by City residents. The proposed Ten Mile River Greenway Extension will lead bicyclists to Waterfront Drive, a lightly-traveled, bicycle-friendly roadway with generous shoulders, and safe intersections which connects directly to the East Bay Bicycle Path.

WIC data shows that 18% of East Providence children between 24 to 59 months are overweight and 15% are obese. In Rhode Island, obesity, diabetes and hypertension are more prevalent among lower income and minority populations. 10% of East Providence residents live below the poverty level and unemployment is above the state average. 18% of population in East Providence is minority and East Providence also has a sizable immigrant community from Portugal, the Azores and Cape Verde. Safe and convenient access to two of the premier bike paths in RI is likely to improve health outcomes for City residents and improve quality of life.

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

As stated above, the Ten Mile River Extension will provide a new bicycling connection between Bristol and Pawtucket and make the last linkage between two of the premier bicycling facilities in the State of RI. Given its proximity to the Henderson Bridge and the George Redman Linear Park, it also provides a connection to bicycling to and from the the City of Providence.

The economic benefits of bicycle facilities have been well-documented. A 2009 study completed by the League of American Bicyclists cited statistics that showed that property values of homes near bicycle paths increase, sometimes by as much as 11%. Spending in local retail businesses tends to increase as bicyclists patronize these establishments and visitors by bicycle tend to be of above average income. Residents may also save on transportation costs if a safe and convenient bicycle alternative is available. Businesses that encourage bicycle commuting have found that employee wellness improves and health-care costs go down. It is anticipated that some of these economic benefits will be generated for East Providence should this project be implemented.

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			\$500,000	\$3,000,000	\$3,000,000
				Total Cost	\$3,500,000
				Amount Requested through TIP Process	\$3,500,000

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

Source	Amount
Total	

Estimated date of construction Unknown

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

Richard E. Kirby

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

Ten Mile River Greenway Extension

Evaluation Criteria

1. Mobility Benefits

The Ten Mile River Greenway Extension will provide a new bicycling connection between Pawtucket and Bristol and an indirect connection to Providence. The East Bay Bicycle Path, to which this extension would provide a connection is the most heavily used bike path in RI with an estimated ridership of 250,000 bicyclists and pedestrians annually. The Ten Mile River Greenway is less heavily used but cuts through two of the most densely populated cities in the State, East Providence and Pawtucket. Use would be expected to increase with the development of the extension and the connection to the East Bay Bicycle Path.

Both bike paths cut through popular regional parks including Colt State Park, Haines Park and Slater Park as well as several municipal parks. The bike paths also travel through or near shopping areas and employment centers which will benefit from the proposed connection of these bike paths.

This proposed extension of less than three miles will result in development of a new bike route that will stretch nearly 20 miles from Bristol to Pawtucket with the potential for enhanced connections to Providence as well.

2. Cost Effectiveness

The proposed extension will be constructed within an existing freight rail right of way which is of sufficient width that it can continue to be used for freight rail purposes with the shared-use path. The project also builds upon previous investments which the State has made in the East Bay Bicycle Path, Ten Mile River Greenway, Waterfront Drive and George Redman Linear Park. The City has also re-submitted segments 1-4 of the Ten Mile River Greenway as a priority project for the 2017-2015 TIP. The project is not located within an area subject to coastal flooding and increased use of the new bike route for commuting will reduce regional traffic.

3. Economic Development

As noted above, the extension will improve access to regional parks and employment and commercial centers and is anticipated to have a positive impact upon abutting residential property values. The extension will provide a connection to the East Providence Waterfront Special Development District, a State-designated special district, focused upon redevelopment of vacant, contaminated properties with the potential to generate significant new jobs and taxes. Pedestrian and bicycle access is a priority within the Waterfront District and a pedestrian extension of the East Bay Path, to which the Ten Mile River Greenway will connect via Waterfront Drive, is being funded through a combination of private developer funds and City Tax Increment Financing bonds.

4. Environmental Impact

The proposed extension will improve air quality by promoting bicycling as an alternative to the automobile for commuting or convenience trips to recreation areas or commercial areas. The project will also extend the greenway that exists via the Ten Mile River Greenway, the East Bay Bicycle Path and the continuous landscaped public access that is provided and mandated in the East Providence Waterfront District.

5. Supports Local and State Goals

The development of the Ten Mile River Greenway Extension is specifically called out as a priority in the Circulation Element of the 2016 East Providence Comprehensive Plan. The Community Survey conducted by the City as part of the Comprehensive Plan update indicated strong support for bicycling in the City tempered with concern regarding safety of access to bicycle paths.

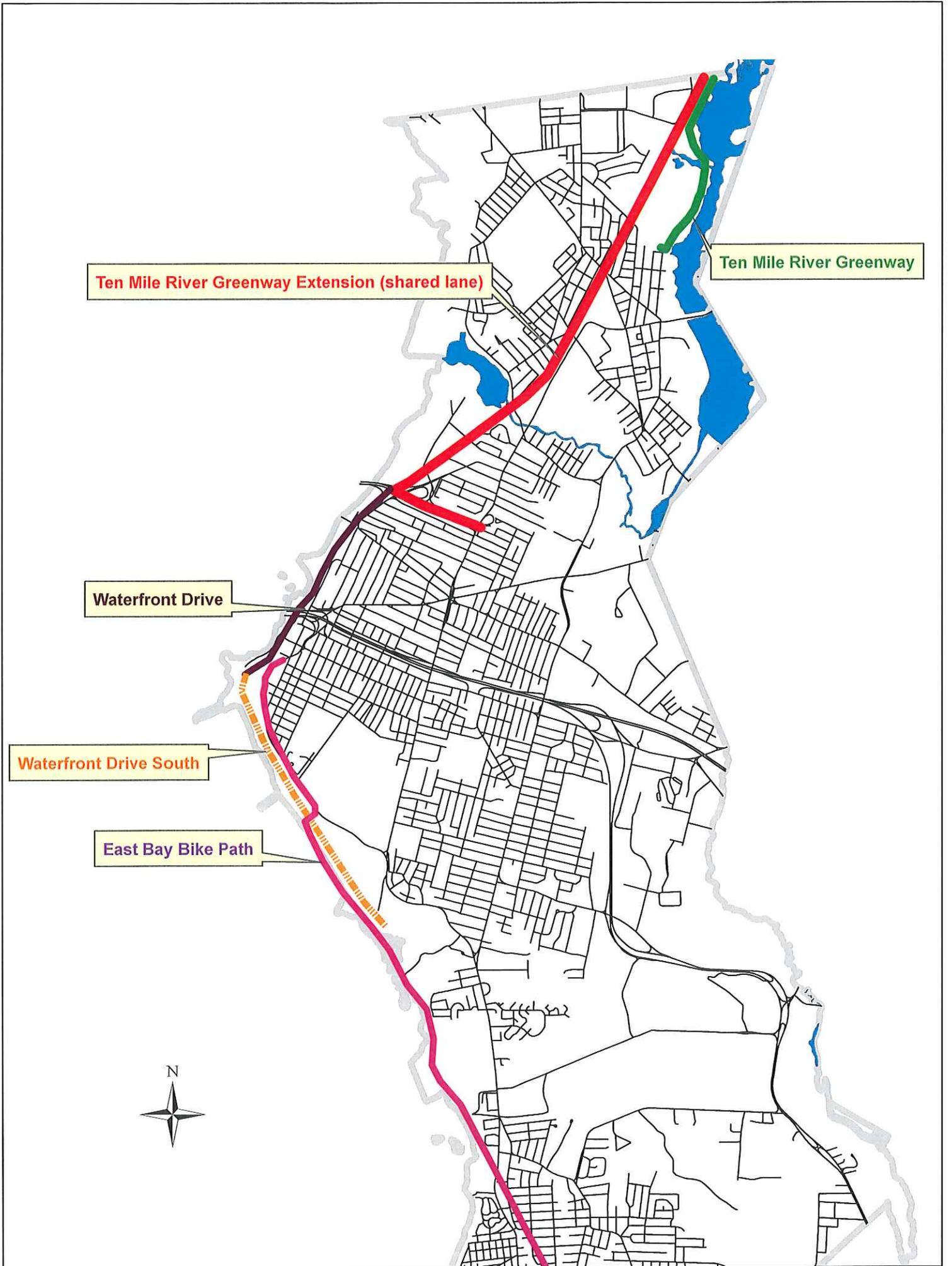
The State Guide Plan calls for the expansion of bicycling opportunities throughout the State. This project is one of only two new projects being submitted by the City which is indicative of its high priority.

6. Safety and Security

As noted elsewhere in the application, there is currently no safe bicycle route between the Ten Mile River Greenway and the East Bay Bicycle Path and the City of East Providence experiences a high number of bicycle and pedestrian crashes. The proposed Extension would provide a safe off-road bicycle and pedestrian connection to a safe, bicycle-friendly road (Waterfront Drive) which provides direct connections to the East Bay Bike Path, the Henderson Bridge and the George Redman Linear Park.

7. Equity

East Providence has one of the highest percentages of elderly resident in the State at 18.7% and that percentage is projected to grow. Elderly residents are more likely to use the bicycle paths for walking or bicycling if there is a safe access to them. As noted elsewhere in the application, East Providence has 10.3% of its residents below the poverty level with a 17% child poverty rate. Its unemployment rate exceeds the State average. Eighteen percent of East Providence residents are minorities, and East Providence has a sizable immigrant community from Portugal, the Azores and Cape Verde. 23% of East Providence residents speak a language other than English at home. (source: 2012 American Community Survey)



Ten Mile River Greenway Extension (shared lane)

Ten Mile River Greenway

Waterfront Drive

Waterfront Drive South

East Bay Bike Path



New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of East Providence

Contact Person Jeanne Boyle Title Director of Planning

Mailing Address 145 Taunton Avenue

City East Providence Zip Code 02914

Phone 401-435-7530 Email jboyle@cityofeastprov.com

PROJECT INFORMATION

Type of Project *select all that apply*

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

Project Description

Project Title Warren Avenue (Broadway to Pawtucket Ave) pavement and sidewalk improvements

Location by Street Name Warren Avenue (Route 6)

Project Limits - From Broadway To Pawtucket Avenue

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

Provide a brief description of the proposed project:

The project proposes to provide a new pavement surface, through milling and pavement overlay, new and improved roadway striping to improve traffic flow in area of I-195 entrance and exit ramps, installation of new concrete sidewalks including curb ramps at intersections for ADA.

Describe need for proposed project:

Pavement and sidewalk conditions along this commercial segment of Warren Avenue are extremely degraded and in dire need of improvement. Sidewalks do not meet ADA.

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

This segment of Warren Avenue is a highly traveled commercial corridor for vehicles and pedestrians. There are many businesses along this section of roadway. Additionally, this segment of Warren Avenue is the location of entrance and exit ramps to I-195. Improved pavement surface and re-striping particularly in areas of entrance and exit ramps will improve traffic flow.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$250,000	\$1,000,000	\$1,250,000
				Total Cost	\$1,250,000
				Amount Requested through TIP Process	\$1,250,000

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

Source	Amount
Total	

Estimated date of construction _____

CERTIFICATION

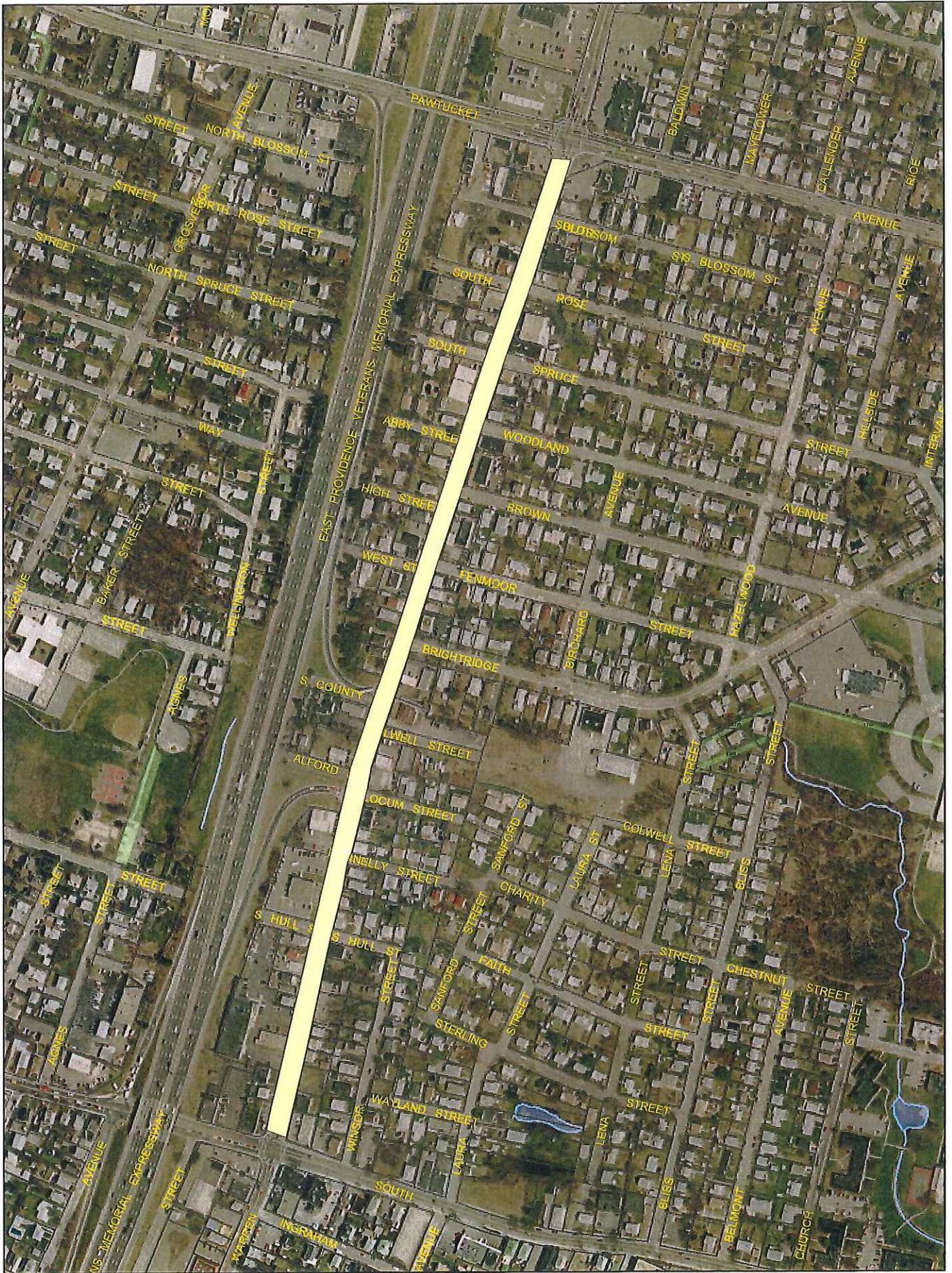
Applicant Certification

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

Applicant's Signature: *[Signature]* Date: *1/8/16*

Chief Executive Officer's Signature: *[Signature]* Date: *1-8-16*
Richard Kirby

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



Legend
Study Area

Warren Avenue Roadway & Sidewalk Reconstruction

