

Project Prioritization Cover Sheet

Transportation Improvement Program



CONTACT	Contact Information		
	Agency/Organization	Rhode Island Bicycle Coalition	
	Contact Person	Alex Krogh-Grabbe	Title Executive Director
	Mailling Address	P.O. Box 2454	
	City	Providence	Zip Code 02906
	Phone	401-297-2153	Email alex@ribike.org

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
				See attached spreadsheet

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Alex Krogh-Grabbe	Executive Director, RIBike
	Applicant <i>Alex Krogh-Grabbe</i>	Title 01-07-2016
Signature	Date	

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

- X 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

Priority	Listed in TIP 2013-2016	Project Name
High	X	Blackstone Bikeway Segment 1A
High	X	Blackstone Bikeway Segment 3A
High	X	Blackstone Bikeway Segment 3B-2 (Valley Falls Bridge to High St & Blackstone St in Central Falls)
High	X	Blackstone Bikeway Segment 8A
High	X	Blackstone Bikeway Segment 8B-1
High	X	Washington Secondary – Trestle Trail West (path and bridges)
High		Washington Secondary Bike Path Extension (Providence)
High	X	William C. O'Neill Bike Path – Phase 4: Connection to Narragansett Beach
High		Woonasquatucket Greenway – Promenade-Kinsley Corridor Enhancements

Medium	X	Blackstone Bikeway Segment 3B-1 (Roosevelt Ave in Pawtucket to High St & Blackstone St in Central Falls)
Medium	X	Blackstone Bikeway Segment 8B-2
Medium	X	Blackstone Bikeway Segment 8C
Medium		CityWalk (Providence) Pedestrian and Bicycle Enhancement Project
Medium		East Bay Bike Path Bristol Extension – Bike lanes on Rte 114 (Constitution Rd to Metacom Ave)
Medium		GE Site (Providence) Bike Path Extension
Medium		Huntington Avenue (Providence) Enhancement Project
Medium		North Main Street (Providence) Enhancement Project
Medium		Providence Bicycle Infrastructure Enhancements (city-wide)
Medium		Providence Bike-Share System Expansion
Medium		River Road (Providence) Drainage Improvements and Enhancement Project
Medium	X	William C. O'Neill Bike Path – URI Connector
Medium		Woonasquatucket Greenway – Riverside Park-Contech Bridge and Bike Path Extension Project

Low	X	East Bay Bike Path – Barrington / Warren Bikepath Bridge Replacement
Low	X	East Bay Bike Path – Connection to Warren Bike Path
Low		Henderson Bridge Replacement/Reconstruction Project
Low	X	Ice Road Bike Path (Jamestown)
Low		Jamestown Safe Routes to School
Low	X	Jamestown-Verrazanno Bridge Bike Access
Low	X	Maskerchugg Bridge (East Greenwich)
Low	X	Metacom Ave (Bristol) Corridor Design Project – Bike lane and pedestrian improvements
Low		Roger Williams Park Cadillac Drive Tunnel Enhancement Project
Low		Sabin Street (Providence) Improvement Project
Low		Shore Road (Westerly) Separated Bike Lane
Low		Ten Mile Greenway – Connection to East Bay Bike Path via East Junction Running Trail (East Providence)
Low	X	Ten Mile Greenway – Segment 1-4 (East Providence)
Low	X	Tiverton bike path (Sakkonet Bridge to State line via Newport RR line)
Low		Woonasquatucket Greenway – Connection to Woonsocket
Low		Woonasquatucket Greenway – Extension to Burrillville
Low		Woonasquatucket Greenway – Extension to Wallum Lake
Low		Woonasquatucket Greenway – Johnston Extension



RHODE ISLAND BICYCLE COALITION

TRANSPORTATION IMPROVEMENT PLAN 2016-2025: SUBMISSION NARRATIVE

The TIP Guiding Principles match closely with the factors considered by the Rhode Island Bicycle Coalition (RIBike) when assembling these priorities. A project's **connective** qualities (between other transportation facilities and between population centers), its **equity** (especially its location in low-income and urban areas), **whether funds have been invested** in the project in the past, and **local support** for a project figured strongly into RIBike prioritizing it higher.

To assemble these priorities, we first reached out to municipalities to understand which bike-related projects were important in their local jurisdictions. Focusing on this list and projects that remain incomplete from the previous TIP, we surveyed our member groups and our board of directors to determine the priorities of each. A few projects were discovered from this second step that were not already in the works, but were determined to be critical for the connectivity of the statewide bike network. Through communication with municipalities, we are proud to say that all of these projects are also being submitted to the TIP by their respective cities and towns.

The Rhode Island Bicycle Coalition worked closely with our partners to assemble this list, and worked hard to support the priorities of the Woonasquatucket River Watershed Council, Bike Newport, the Paths to Progress Coalition, and the East Coast Greenway Alliance, as well as those of our municipal partners. We worked closely with the East Coast Greenway Alliance (ECGA) to obtain letters of acknowledgment from our municipal partners where RIBike's and ECGA's priorities overlapped.

It is our hope that the TAC will take these statewide bicycle infrastructure priorities to heart, and that even more funds from the TIP be allocated to Transportation Alternatives. All of these priorities, high, medium, and low, are important projects for connecting our statewide bicycle network and providing equitable access to active transportation. Even with the RhodeWorks scenario proposed by RIDOT, there are not enough funds to complete all of these projects by when we need them. We encourage RIDOT to examine the new FAST Act for additional sources of funding for bicycle infrastructure, and we are eager to be an active partner in that research.