

Report of the State Planning Council Transportation Advisory Committee

FY 2017-2025 Transportation Improvement Program (TIP)
Bicycle Subcommittee

February 2, 2016

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Meetings

January 25, 2016, 1:00 p.m.
February 1, 2016, 1:00 p.m.

Rhode Island Department of
Administration

INTRODUCTION AND GENERAL ISSUES

The Bicycle Facilities Subcommittee of the TAC convened twice to review and rank bicycle projects received through the FY17-25 TIP solicitation according to the TIP Guiding Principles outlined at http://www.planning.ri.gov/documents/tip/ffy17_25/Overview%20TIP%20Guiding%20Principles.pdf. Statewide Planning received \$194 million in bicycle project requests through the solicitation process. Projects considered by this subcommittee included (but were not limited to) improvements and amenities and provisions to accommodate, enhance, or encourage bicycling, including but not limited to bicycle lanes and paths, traffic control devices, parking, storage facilities, and bicycle sharing systems. The projects under consideration included both new project applications and projects that were included in the current FY 2013-2016 TIP. The new projects were considered and ranked with the existing projects.

The committee prioritized projects as high, medium, and low. It then ranked from highest to lowest the high priority projects and the medium priority projects it deemed most important.

Four other committees also reviewed and ranked projects eligible for Transportation Alternatives funding. The Transportation Advisory Committee will use the committee rankings to develop a master list of projects to be included in the TIP under the Transportation Alternatives program.

An important consideration for bicycle projects was the connectivity improvements they provide to the existing bicycle network in Rhode Island, which is composed of shared-use paths such as the East Bay Bike Path, Blackstone Valley Bike Path, Quonset Bike Path, South County Bike Path, Ten Mile River Greenway, Warren Bike Path, and Washington Secondary Bike Path, and Woonasquatucket River Greenway, as well as on-road bicycle facilities in Providence. The projects were reviewed and ranked according to the TIP Guiding Principles, which are noted in the attached table.

HIGH PRIORITY

Blackstone River Bikeway – Segment 1A, Providence – Previous project

Ranking: #1

The construction of an off-road bicycle path from East Side Marketplace to India Point Park in Providence, allowing bicyclists to bypass busy Gano Street. According to RIDOT, the project is ready to move to construction, and could be advertised in 2016. The committee ranked Segment 1A the highest priority bicycle project due to the connectivity it would provide; the high level support the application received from the City of Providence, the Department of Environmental Management, and the Rhode Island Bicycle Coalition; and its mobility and safety benefits. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals, Safety, Equity.

Blackstone River Bikeway – Segment 8C, Woonsocket and North Smithfield – Previous project

Ranking #2

Segment 8C of the Blackstone River Bikeway runs from Woonsocket through North Smithfield to the Massachusetts border. The permitting is complete for the project, and it is ready for construction. The committee determined that the project ranked highly because of the mobility and connectivity it would provide to Woonsocket, an urban area; the high level of support it received from the City of Woonsocket, the East Coast Greenway Coalition, and DEM; and the opportunity it provides to link to bicycle infrastructure in Massachusetts. TIP Guiding Principles – Mobility, Supports Local and State Goals, Equity.

CityWalk Providence Pedestrian and Bicycle Enhancement Project, Providence – New project
Ranking: #3

CityWalk would connect eight Providence neighborhoods between Roger Williams Park and India Point Park through improved on-street bicycle and pedestrian infrastructure, streetscaping, and signage. The project is a high priority for the city, and the application included letters of support from the Providence Foundation and the Providence Downtown Improvement District. The committee found that the project would be a cost-effective way to improve safety, mobility, and economic opportunities for residents of Providence, particularly those in low-income areas in South Providence. TIP Guiding Principles – Mobility, Cost Effectiveness, Economic Development, Safety, Equity.

NBT/WRG: Providence Woonasquatucket Greenway Corridor Enhancements, Providence –New project
Ranking: #4

The project applications calls for improved bicycle/pedestrian connections between Olneyville and downtown Providence along Promenade and Kinsley Streets, possible through a separated bicycle/pedestrian path. The City of Providence, Woonasquatucket River Watershed Council, the City of Providence, and Rhode Island Bicycle Coalition ranked the project high in their submissions. The committee determined that the project was important to improving connectivity and mobility between the existing Woonasquatucket Greenway, Olneyville, downtown, and the Providence Place Mall for transportation, and recreation. It would serve low-income areas of the city. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals, Safety.

South County Bike Path Extension, Narragansett – Previous project
Ranking: #5

The project would complete the final segment of the South County Bike Path from Mumford Road to Narragansett Town Beach. RIDOT has already completed a feasibility study, and both the Town of Narragansett and the Rhode Island Bicycle Coalition listed the project as a high priority. The committee found that the project would provide significant connectivity, mobility, and economic benefits by allowing bicyclists and pedestrians to travel on the path from Kingston Station in South Kingstown to downtown Narragansett and the shore. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals, Safety.

Newport North End Bicycle/Pedestrian Connectivity and Safety Improvements, Newport – New project
Ranking: #6

The project would evaluate bicycle and pedestrian improvements to better connect Newport’s North End to the city’s downtown. It has three distinct elements: a shared use path along the Newport Secondary Rail Corridor between the CCRI Newport and downtown, on-road improvements on JT Connell Highway and Admiral Kalbfus Road, and an “alternative transportation lot” at the Pell Bridge Ramps. The committee ranked the shared use path as a priority due to the improved connections, safety, and economic opportunities it would provide for residents and students who travel between the North End and downtown for work and school. The committee determined that the on-road improvements and “alternative transportation lot” were not priorities at this time. TIP Guiding Principles – Mobility, Economic Development, Safety, Equity.

East Main Road Shared Use Path, Portsmouth – New project
Ranking: #7

The project application is for a shared use path along East Main Road in Portsmouth and Middletown as well as signal improvements at two East Main Road intersections – Union Road and Sandy Point Road. The project is a medium priority for the Town of Middletown and the Aquidneck Island Planning Commission. The committee prioritized two elements of the project – a path along East Main Road from Turnpike Road to Hedley Street and the two signalized intersections. The committee determined that the improvements could provide significant safety, mobility, and connectivity benefits for bicyclists along this narrow and dangerous segment of roadway. The committee decided that the additional segments of the proposed shared use path along East Main Road were not priorities at this time. TIP Guiding Principles – Mobility, Safety.

Jamestown Bridge Bike/Pedestrian Access, Jamestown – Previous project
Ranking: #8

The project would allow bicycle and pedestrian access to the Jamestown Bridge through the construction of a parking lot and other improvements on the Jamestown side. RIDOT is prepared to begin a feasibility study for the project, and the Town of Jamestown listed it as a high priority. The committee discussed the improvements in connectivity and positive impacts on the tourism economy that the project would have. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals, Safety.

Trestle Trail West – 2 Bridges, Coventry – Previous project
Ranking: #9

The project includes the reconstruction of two bridges on the Trestle Trail in Coventry. The bridge work is a necessary precursor to paving the existing dirt and gravel trail and extending the Washington Secondary Bicycle Path to the Connecticut border. The project is ready to move into construction. The

committee was concerned that the project would benefit fewer people than those in more densely populated areas of the state, but it found that the improvements to connectivity and the completeness of the bicycle/trail network in the state were significant. TIP Guiding Principles – Mobility, Supports Local and State Goals.

Blackstone River Bikeway – Segment 8A, Woonsocket – Previous project
Ranking: #10

An off-road segment of the Blackstone River Bikeway in Woonsocket. The project is at 90% design currently and could move into construction. The committee found that the project would improve mobility and safety for residents of low-income areas of Woonsocket while also moving the state closer to completion of a bicycle route and path from the Massachusetts border south to Providence. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety, Equity.

Blackstone River Bikeway – Segment 8B1, Woonsocket and North Smithfield – Previous project
Ranking: #11

A segment of the Blackstone River Bikeway in Woonsocket and North Smithfield that includes both on- and off-road segments. RIDOT said that design of this section was nearly complete and could move into construction soon. The committee determined that the project would provide important connectivity benefits for the state as a whole as well as improvements to safety and mobility for residents of Woonsocket. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety, Equity.

Blackstone River Bikeway – Segment 3A, Pawtucket – Previous project
Ranking: #12

A segment of the Blackstone River Bikeway in Pawtucket from Pawtucket Landing to Branch Street. Portions of the route are on-road. Similar to the other Blackstone projects, the committee found that the project would provide connectivity, safety, and mobility benefits. There was concern that the on-road sections of the route would not provide enough protection to bicyclists, but RIDOT representatives said that the on-road portions of the bikeway were on streets with little vehicular traffic. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety, Equity.

Blackstone River Bikeway – Segment 8B2, Woonsocket and North Smithfield – Previous project
Ranking: #13

The companion segment to 8B1 in Woonsocket and Smithfield. RIDOT said that design of this section is underway. The committee determined that the project would provide important connectivity benefits for the state as a whole as well as improvements to safety and mobility for residents of Woonsocket. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety, Equity.

Mount Hope Bay Bicycle Improvements, Portsmouth – New project

Ranking: #14

A proposal for on-road improvements on Anthony Road and Boyds Lane to better connect the Sakonnet River Bridge and the Mt. Hope Bridge in Portsmouth. The project could be implemented potentially under RIDOT's existing RI*STARS traffic safety program. The committee found that the project would improve safety and mobility for bicyclists and provide a better connection to the new separated bicycle path over the Sakonnet River Bridge. TIP Guiding Principles – Mobility, Safety.

East Bay Bike Path Extension (Warren Bike Path), Warren – Previous project

Ranking: #15

The East Bay Bike Path extension would be a 2-mile spur from the existing path that crosses the Kickemuit River and connects to a bicycle path built by the Town of Warren that runs to the Massachusetts border. The bridge was originally part of a Safe Routes to School project, but it was moved to the Bicycle Subcommittee to become part of the bike path extension project. RIDOT is ready to begin design of the project. The committee found that the project would provide important connectivity and mobility benefits in the East Bay as well as safety benefits for schoolchildren and recreational users of the path. TIP Guiding Principles – Mobility Supports Local and State Goals, Safety.

Aquidneck Island Bicycle Master Plan, Middletown, Newport, and Portsmouth – New project

Ranking: #16

A proposal to complete a bicycle plan for Aquidneck Island. The committee saw the value of a comprehensive analysis of bicycle needs on the island, but thought that the project could be incorporated into a statewide bicycle master plan. The project will be considered for inclusion in the Statewide Planning Program's Unified Planning Work Program, which may be a more appropriate source of funds for planning projects. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals.

Trestle Trail – West Section – Paving, Coventry – Previous project

Ranking: #17

The project would pave the remaining 5 miles of the Washington Secondary Bicycle Path to the Connecticut border. Although, the committee questioned how much the trail would be used relative to bicycle infrastructure in more urban areas, it determined that the project would improve the overall bicycle and pedestrian connectivity in Rhode Island, and upgrade an existing hiking and equestrian path. TIP Guiding Principles – Mobility, Supports Local and State Goals.

MEDIUM PRIORITY

Providence Bicycle Infrastructure Enhancements, Providence – New project

Ranking: #18

The City of Providence proposes on-road bicycle infrastructure improvements to include bicycle lanes, sharrows, and bicycle signals on approximately 20 miles of streets in the city. The committee found that the project would be a cost-effective way to improve safety and mobility in the city, but it was concerned that the application lacked specific information on the location and phasing of the proposed enhancements. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals, Cost Effectiveness, Safety, Equity.

Washington Secondary Bike Path Extension, Cranston and Providence – New project

Ranking: #19

The project is for the study of a shared use path between the terminus of the Washington Secondary Bike Path Extension in Cranston and Olneyville Square in Providence. The committee determined that the project would improve both local and statewide connectivity and mobility by linking the bike path with existing neighborhoods and Providence’s downtown, providing better access to jobs and recreational opportunities. Any studies of the path should consider the impacts of changes to the Route 6/Route 10 connector. TIP Guiding Principles – Mobility, Safety, Equity.

Ten Mile River Greenway, Pawtucket – New project

Ranking: #20

An application for the construction of a parking lot and canoe/kayak public access point along the Ten Mile River Greenway. According to RIDOT, the project would complete all of the work planned for this segment of the greenway, and it is ready to move into construction. The committee was concerned that the project was not a direct bicycle facility improvement but found the project did provide amenities to an existing bicycle facility. It also saw the value of completing the project at a low cost relative to other applications. TIP Guiding Principles – Supports Local and State Goals, Cost Effectiveness.

Aquidneck Island Bikeway – Melville Connector, Portsmouth – New project

Ranking: #21

The proposed project is a shared-use path in Portsmouth, connecting West Main Road to Burma Road through the Melville Ponds area of town. The Aquidneck Island Planning Commission has completed a feasibility study of the project, which the Portsmouth Town Council has endorsed. The path would improve safety and north-south mobility on the island by allowing bicyclists to bypass the busiest sections of West Main Road in Portsmouth and Middletown. The committee also ranked this project above others because of the potential impacts on the tourism economy and the support it received from the town. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety.

East Bay Bike Path Bridge Replacement (Barrington and Warren Bridges), Barrington and Warren – Previous project
Ranking: #22

A project to advance the replacement of two bridges on the East Bay Bicycle Path into design. According to RIDOT, the bridges are in poor structural condition, and they are critical links along the bicycle path. The committee recognized the importance of the bridges to the continued safe function of the path, which is used for recreation and commuting. TIP Guiding Principles – Mobility, Economic Development, Supports Local and State Goals, Safety.

Ten Mile River Greenway, Segments 1-4, East Providence – Previous project
Ranking: #23

An application from East Providence to complete segments of the Ten Mile River Greenway shared use path in the city. Its inclusion in the TIP will allow it to advance in the design process. TIP Guiding Principles – Mobility, Safety.

The following medium priority projects are not listed in any priority order.

Blackstone River Bikeway – Segment 3B.1, Central Falls – New project

The project would be for on-road and off-road segments of the Blackstone River Bikeway in Central Falls. It is a smaller section of what was in the previous TIP as Segment 3B. The committee found that the project would have mobility and equity benefits for the residents of Central Falls, but it was concerned that so much of the proposed route would be composed of unprotected on-road bicycle infrastructure. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety, Equity.

Blackstone River Bikeway – Segment 3B, Central Falls, Cumberland, and Pawtucket – Previous project

Segment 3B of the Blackstone River Bikeway runs from Branch Street in Pawtucket to Heritage Park in Cumberland. The project was a high priority for the City of Pawtucket and the East Coast Greenway Coalition. The project would improve connectivity by moving the full bikeway closer to completion, and it would have mobility and equity benefits for the residents of the three communities. According to RIDOT, this segment of the bikeway will be one of the most difficult to design and construct because it will require a bridge as well as work in a dense urban area. The committee was also concerned that the project included sections composed of unprotected on-road bicycle infrastructure. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety, Equity.

URI/South County Bike Path Connector, South Kingstown – Previous project

The project is for a new shared-use path from Flagg Road adjacent to the University of Rhode Island campus to the South County Bike Path. RIDOT has completed a feasibility study of the project, and the applications was a high priority for the university, the Town of South Kingstown, and the South Kingstown Healthy Places by Design group. The project would provide an off-road connection from the campus to the bicycle path, improving safety and mobility for university students and employees. The committee saw the value the path would provide to the university and town, but were concerned that it would have a limited impact on statewide connectivity and wondered if URI could fund its design and construction. TIP Guiding Principles – Mobility, Safety.

NBT/WRG: Contract 5 Johnston – Segment 1, Johnston – New project

A project to extend the existing Woonasquatucket River Greenway shared-use path into Johnston. The path would have mobility and equity benefits for residents of Providence and Johnston, and it would improve connectivity by lengthening the greenway. The WRWC listed the project as a high priority, but it was a low priority for the Rhode Island Bicycle Coalition. The committee determined that the project would have important benefits for residents adjacent to the proposed path, but were concerned that it would not have significant statewide impacts. TIP Guiding Principles – Mobility, Safety, Equity.

Riverside Park-Contech Pedestrian Bridge/Bike Path Extension Project, Providence – New project

An application from the City of Providence to repair a bridge and build segments of an off-road path to connect the Woonasquatucket River Greenway with a redevelopment site. The project would improve local connectivity and economic opportunity by providing a safe bicycle/pedestrian path to an economic node in Olneyville. The committee found that the proposed project would have limited connectivity, mobility, and economic benefits beyond the neighborhoods immediately adjacent to the project area. TIP Guiding Principles – Mobility, Economic Development, Safety, Equity.

LOW PRIORITY

The following low priority projects are not listed in any priority order.

South County Commons Bike Spur, South Kingstown – New project

A project to create a 3,400 feet bicycle path connecting playfields to South County Commons in South Kingstown. It would enhance safety, mobility, and recreational opportunities for residents of the town, but the committee felt that the project would not improve statewide connectivity, and it would have limited impacts beyond South Kingstown. TIP Guiding Principles - Safety.

Maskerchugg River Bridge Multi-Use Path, East Greenwich and Warwick – Previous project

A project from the previous TIP for a bicycle/pedestrian bridge to connect Warwick's signed, on-road bicycle route with an off-road path in East Greenwich. The committee determined that the project would not have significant connectivity or mobility benefits, and it was concerned that Warwick's bicycle route was not well maintained. TIP Guiding Principles – Mobility, Safety.

Providence Bike-Share System Expansion, Providence – New project

A proposal for capital costs to support the expansion of Providence's planned bike-share system. The project would improve mobility and economic opportunity for the city's residents and visitors. The committee found that the application lacked necessary detail, and it was concerned that the city had not yet opened the first, planned phase of its bike-share system. TIP Guiding Principles – Mobility, Economic Development, Equity.

Mount Hope Bikeway/Shared Use Path, Portsmouth – New project

An application for a shared use path to connect the Sakonnet River and Mt. Hope Bridges in Portsmouth along unused sections of the Newport Secondary Rail corridor. The project would improve safety and recreational opportunities for bicyclists and pedestrians on Aquidneck Island. The committee was concerned by the cost versus benefits of the project, especially when considering the number of potential users of the path as compared to those in denser, urban areas. TIP Guiding Principles – Mobility, Safety.

Additional projects determined to be of low priority by the committee.

- Rail Trail Path, Tiverton – Previous project
- Pawtuxet Riverwalk, Warwick – Previous project
- Elevating Atlantic Avenue, Westerly – New project
- Old Post Road Multiuse Path Feasibility Study, Charlestown – New project
- Ten Mile River Bikeway Extension, East Providence – New project
- Ice Road Bike Path, Jamestown – Previous project
- Road Widening for North Road Bicycle Lane, Jamestown – New project
- NBT/WRG: Contract 5 Johnston and North Providence – Segment 2, Johnston and North Providence – New project
- Burma Road Shared Use Path – Shoreline Park, Middletown and Portsmouth – New project
- West Main Road Shared Use Path, Middletown and Portsmouth – New project
- Post Road On-Road Bicycle Lane, North Kingstown – New project
- George Bennett Highway Pedestrian/Bikeway Improvements, Pawtucket – New project
- GE Site Extension of Woonasquatucket Bike Path, Providence – New project
- NBT/WRG: Burrillville to Smithfield – New project

ID1	ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	All Towns	Location	SLR Scenario	Design Submission	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes	Phase
832	5212	yes	no	Blackstone River Bikeway - Segment 1A	This item provides funding for an off-road bicycle/pedestrian path segment from the East Side Marketplace to Gano Street; construction to follow Narragansett Bay Commission (NBC) interceptor installation. The two facilities will occupy the same location for much of this section. Path will be constructed on a previously disturbed alignment and the NBC will have a paved surface for future maintenance reviews.	PVD - High; RIDEM - High; RIBC - High; BVNHC - Medium	Providence			2016 Construction advertisement pending approval of C&M agreement with City of Providence Parks Department		\$ 1.50		\$ 1.50		Mobility, Economic Development, Local and State Goals, Safety, Equity	1	High		Construction
794	5132	yes	no	Blackstone River Bikeway - Segment 8C	Project limits for 8C are covered under segment 8B in FY 2013-2016 TIP under S&D. Mostly off-road bicycle/pedestrian path; involves a major river crossing and a small stream bridge.	WON - high (1); EC & Bike Co - high; RIDEM - High; RIBC - Medium; BVNHC - Medium	Woonsocket; N. Smithfield	Cold Spring Park to MA border		30% design		\$ 2.80		\$ 2.80		Mobility, Local and State Goals, Equity	2	High		Construction
676	5012	no	no	CityWalk Providence Pestrrian and Bicycle Enhancement Project	Pedestrian and bicycle infrastructure, streetscape improvements and signage to connect 8 Providence neighborhoods from Roger Williams Park on the southwest through Downtown to India Point Park on the east	PVD - High; RIBC - Medium; Letters of support from the Providence Foundation and the Providence Downtown Improvement District	Providence					\$ 1.88		\$ 1.88		Mobility, Cost-effectiveness, Economic Development, Safety, Equity	3	High		Design
677	5013	no	no	NBT/WRG: Providence Woonasquatucket Greenway Corridor Enhancements	Create a higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square and the west side of the city.	WRWC - High; PVD - High; RIBC - High	Providence	Park Street to Aleppo Street				\$ 5.98	\$ 1.50	\$ 7.48		Mobility, Economic Development, Local and State Goals, Safety, Equity	4	High		Design
948	5293	yes	no	South County Bike Path Extension	Evaluation of on-road and off-road alternatives for the final segment Narragansett from Mumford Road in Narragansett to Narragansett Pier Village; Final segment of William C. O'Neill (South County Bike Path) to Narragansett Town Beach.	NAR - high; RIDEM - Low; RIBC - High; Rep. Teresa Tanzi - oral support	Narragansett	Mumford Rd. to Route 1A	5	Feasibility Study Completed		\$ 8.50		\$ 8.50		Mobility, Economic Development, Local and State Goals, Safety	5	High		Design
970	5318	no	no	Newport North End Bicycle/Pedestrian Connectivity and Safety Improvements	Create a continuous, off-road, shared-use, rail with trail path along the Newport Secondary rail corridor. Integrate complete street and traffic calming features along reconstructed Adm. Kalbfus Road and JT Connell/Coddington Hwys. Construct an Alternative Transportation lot immediately off the Pell Bridge.	AIPC - High; Letters of support from Discover Newport and Representative Lauren Carson; Testimony in support from Rebecca Bolan, Newport School Committee and Olivia Kachingwe, Women's Resource Center	Newport	Admiral Kalbfus Rd. -- JT Connell Hwy. to Broadway; JT Connell -- Adm. Kalbfus to John Chafee Blvd. Possible phasing: 1. on-road bicycle lanes, 2. alternative transportation lot, 3. shared use path	5 (per map)			\$ 7.20		\$ 7.20		Mobility, Economic Development, Safety, Equity	6	High	Committee recommended shared use path for study and development	Study & Development
971	5319	no	no	East Main Road Shared Use Path	create a shared-use path for pedestrians and bicyclists within the East Main Road (RI-138) corridor. from Turnpike Avenue in Portsmouth to Middletown Town Hall (East Main Rd. & Enterprise Drive).	MID - Medium; AIPC - Medium; Testimony in support from Pete Rice and Thomas O'Neill, Newport residents	Middletown, Portsmouth	Hedley Street to Turnpike Avenue				\$ 3.00		\$ 3.00		Mobility, Safety	7	High	Signals at Quaker Hill and Union intersections and shared-use path from Hedley Street to Enterprise Drive.	Study & Development
972	5320	yes	no	Jamestown Bridge Bike/Pedestrian Access	Bicycle access on/off Jamestown Bridge and Phase I of the Conanicut Island Greenway Trail System.	JAM - High (3); RIBC - Low	Jamestown			Consultant contract awarded to conduct feasibility study - Awaiting approval for Notice to Proceed				\$ -		Mobility, Safety, Local and State Goals, Economic Development	8	High		Study & Development
		yes	no	Trestle Trail - West Section - 2 bridges	Bucks Horn Brook and Moosup River	COV - High; EC & Bike Co - high; RIDEM - Low	Coventry	Bucks Horn Brook and Moosup River		PS&E		\$ 3.12		\$ 3.12		Mobility, Local and State Goals	9	High	Bridges need to be replaced before paving can commence.	Construction
683	5017	yes	no	Blackstone River Bikeway - Segment 8A	Off-road bicycle/pedestrian path from Division St. to Truman Dr. in Woonsocket. 90% design.	WON - high (5); EC & Bike Co - high; RIDEM - High; RIBC - High; BVNHC - Medium	Woonsocket	Divison St. to Truman Dr. in Woonsocket		90% design		\$ 4.04		\$ 4.04		Mobility, Safety, Local and State Goals, Equity	10	High		Construction
906	5247	yes	no	Blackstone River Bikeway - Segment 8B-1	Mostly off-road bicycle/pedestrian path; involves a major river crossing and a small stream bridge. 30% design	WON - high (6); EC & Bike Co - medium; RIBC - Medium; BVNHC - Medium	Woonsocket; N. Smithfield	Truman Dr. in Woonsocket to Market Square		30% design		\$ 2.48		\$ 2.48		Mobility, Safety, Local and State Goals, Equity	11	High		Construction
907	5245	yes	no	Blackstone River Bikeway - Segment 3A	Mostly off-road bicycle/pedestrian path from Pawtucket Landing to Branch St.	PAW - high; EC & Bike Co - low; RIDEM - Medium; RIBC - High; BVNHC - Medium	Pawtucket	Pawtucket Landing (Central Ave) to Branch St.		Design phase conceptual		\$ 8.60	\$ -	\$ 8.60		Mobility, Safety, Local and State Goals, Equity	12	3A.1 - High, 3A.2 - Medium	3A.1 -1.5 Million -Yes 3A.2 - 7.1 million - S/D	Design & Construction
922	5271	yes	no	Blackstone River Bikeway - Segment 8B-2	Mostly off-road bicycle/pedestrian path; involves a major river crossing and a small stream bridge. 30% design	WON - high (6); EC & Bike Co - medium; RIBC - Medium; BVNHC - Medium	Woonsocket; N. Smithfield	Market St. to Cold Spring Park		30% design		\$ 2.64		\$ 2.64		Mobility, Safety, Local and State Goals, Equity	13	High		Design & Construction

ID1	ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	All Towns	Location	SLR Scenario	Design Submission	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes	Phase
938	5282	no	no	Mount Hope Bay Bicycle Improvements	This project would provide for safety improvements and signage to Anthony Road and Boyds Lane in Portsmouth, and to the Mt. Hope Bridge to better accommodate and improve safety for bicyclists.	AIPC - High	Portsmouth	Anthony Road (Boyds Lane to Mt. Hope Bridge)	3,5			\$ 0.16		\$ 0.16		Mobility, Safety	14	High	Possible RISTARS project.	Study & Development
723	5060	yes	no	East Bay Bike Path Extension (Warren Bike Path)	Consultant contract awarded to conduct Feasibility Study. Awaiting approval to issue Notice to Proceed.	WAR - High (5); RIBC - Low	Warren	East Bay Bike Path to Kickemuit River/Broken Bridge. Also to include bridge over the Kickemuit from Warren SRTS project.	further study needed	Design contract awarded - placed on hold.		\$ 2.00		\$ 2.00		Mobility, Local and State Goals, Safety	15	High	Including design costs for bridge over Kickemuit River from Warren SRTS application	Study & Development
724	5061	no	no	Aquidneck Island Bicycle Master Plan	A comprehensive master planning study of the bicycling travel mode on Aquidneck Island	AIPC - High	Middletown, Newport, Portsmouth	Aquidneck Island				\$ 0.05	\$ -	\$ 0.05		Mobility, Local and State Goals, Economic Development	16	High	Refer to UPWP process for potential funding	n/a
729	5066	yes	no	Trestle Trail - West Section - Paving	Log Bridge Road to CT border. 5 mile bicycle/pedestrian path. Also includes equestrian trail alongside. Earmark Funding	COV - High; EC & Bike Co - high; RIDEM - Low	Coventry	Log Bridge Rd. to CT border		10% Design		\$ 5.50		\$ 5.50		Mobility, Local and State Goals	17	High	Bridges need to be replaced before paving can commence.	Design
743	5079	no	no	Providence Bicycle Infrastructure Enhancements	Design and construction of approx. 20 miles of on road bicycle lanes, shared lane markings, bicycle boxes, bicycle signal loops, bicycle racks and other related bicycle infrastructure.	PVD - High; RIBC - Medium	Providence					\$ 1.80		\$ 1.80		Mobility, Local and State Goals, Safety, Cost-effectiveness, Economic Development, Equity	18	Medium		Design
744	5080	no	no	Washington Secondary Bike Path Extension	Study, design and construction of an approx 1-mile off-road multi-use trail to connect Olneyville Square to terminus of Trail in Cranston	PVD - Medium; RIBC - High	Providence, Cranston	From Depot Ave (Cranston) to Broadway (Providence)				\$ 1.71		\$ 1.71		Mobility, Safety, Equity	19	Medium		Study & Development
745	5081	yes	no	Ten Mile Mile River Greenway	Parking lot at the Northern end of Parkside Ave. and boat ramp - canoe/kayak - on Parkside Ave. just south of Armistice Blvd.	high	Pawtucket	North End of Parkside Ave. & Parkside Ave. South of Armistice Blvd		90%		\$ 0.50		\$ 0.50		Local and State Goals, Cost-effectiveness	20	Medium		Construction
782	5124	no	no	Aquidneck Island Bikeway - Melville Connector	Design and construct a shared-use bicycle pedestrian facility linking West Main Road at Old West Main Road to Burma Road at Stringham Road in Portsmouth.	POR - Medium; AIPC - High; Testimony in support from Tom Grieb, Portsmouth resident	Portsmouth	West Main Road to Burma Road		Feasibility Study Completed by AIPC		\$ 2.16		\$ 2.16		Mobility, Safety, Local and State Goals	21	Medium		Design
798	5153	yes	no	East Bay Bike Path Bridge Replacement (Barrington River and Warren Bridges)	East Bay Bike Path over the Barrington River	BAR - Medium (6/10); RIBC - Low	Barrington	Barrington River	5/C (Bridge of Concern)	Design contract awarded.		\$ 10.40		\$ 10.40		Mobility, Safety, Local and State Goals, Economic Development	22	Medium		Design
843	5189	yes	no	Ten Mile River Greenway, Segment 1-4	Bicycle/pedestrian path to follow city-owned right-of-way along Turner Reservoir, completing the remaining segments of the Ten Mile River Bikeway, and construction of a bicycle/pedestrian path along the East Junction Railroad right-of-way	EP - Medium; RIBC - Low	E. Providence			10% design		\$ 2.50		\$ 2.50		Mobility, Safety	23	Medium		Design
864	5206	no	no	Blackstone River Bikeway - Segment 3B.1	Construct portion of Segment 3B of the Blackstone Valley Bikeway	CF - High (4); BVNHC - Medium	Central Falls, Cumberland	Pierce park, Central Falls to Heritage Park, Cumberland				\$ 0.90		\$ 0.90		Mobility, Safety, Local and State Goals, Equity		Medium		
666	5005	yes	no	Blackstone River Bikeway - Segment 3B	Mostly off-road bicycle/pedestrian path from Branch St. in Pawtucket to Heritage Park in Cumberland	PAW - high; EC & Bike Co - high; RIBC - High/Medium; BVNHC - Medium	Central Falls, Cumberland, Pawtucket	Branch St. in Pawtucket to Heritage Park in Cumberland		30% design		\$ 6.70	\$ -	\$ 6.70		Mobility, Safety, Local and State Goals, Equity		Medium		
894	5239	yes	no	URI/South County Bike Path Connector	Off-road bicycle/pedestrian path connection from Flagg Rd. to the South County Bike Path on property owned from URI.	SK - high; SK HPbD - high; URI - High (1); RIBC - Medium; Rep. Teresa Tanzi and Friends of William O'Neill Bike Path - oral support	S. Kingstown	Connection from Flagg Rd. to the South County Bike Path		Feasibility Study Completed		\$ 2.64	\$ 0.34	\$ 2.98		Mobility, Safety		Medium		
757	5089	no	no	NBT/WRG: Contract 5. Johnston - Segment 1	Bicycle path extension linking the existing off-road bike path that extends 2.5 mi south from Lyman Ave to Riverside Park in Olneyville, Providence (Contract 2), and recently completed bike facility improvements at Cricket Field on Angell Ave, Johnston (Contract 7).	WRWC - High; RIBC - Low	Johnston	Allendale Avenue to Dean Avenue Playground				\$ 1.07	\$ 1.13	\$ 2.20		Mobility, Safety, Equity		Medium		
819	5157	no	no	Riverside Park-Contech Pedestrian Bridge/Bike Path Extension Project	Repair of an abandoned city-owned bridge over the Woonasquatucket River to connect Riverside Park and the Woonasquatucket River Greenway to the Contech site; construction of an extension of the Woonasquatucket River Bike Path through the Contech site	PVD - Medium; RIBC - Medium	Providence					\$ 1.21		\$ 1.21		Mobility, Safety, Equity, Economic Development		Medium		
836	5183	no	no	South County Commons Bike Spur	Construction of a 3,400 linear foot bike path connector from the Broad Rock Play Fields to South County Commons along Rt.1.	SK - high; SK HPbD - high; Friends of William O'Neill Bike Path - oral support	S. Kingstown	St. Dominic Rd, easterly to South County Commons				\$ 0.50	\$ 0.13	\$ 0.63		Safety		Low		
851	5178	yes	no	Maskerchugg River Bridge Multi-Use Path	A bicycle/pedestrian path bridge to connect the on-road signed bike route on Forge Rd in East Greenwich with the path segment constructed on the former town land fill. On hold.	EG - High; WAR - Medium; RIBC - Low	Warwick, E. Greenwich	Forge Rd		This project would provide for safety improvements and signage to Anthony Road and Boyds Lane in Portsmouth, and to the Mt. Hope Bridge to better accommodate and improve safety for bicyclists.		\$ 2.20		\$ 2.20		Mobility, Safety		Low		

ID1	ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	All Towns	Location	SLR Scenario	Design Submission	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes	Phase
854	5199	no	no	Providence Bike-Share System Expansion	Capital costs for an additional 250 bike-share bicycles to support the expansion of Providence's planned system beyond Phase 1.	PVD - Medium; RIBC - High	Providence					\$ 0.75		\$ 0.75		Mobility, Equity, Economic Development		Low		
872	5215	no	no	Mount Hope Bay Bikeway/Shared Use Path	Construction of a separated, paved, shared-use path as a rail-with-trail or rail-to-trail facility along the Newport Secondary Rail Corridor following the shoreline of Mt. Hope Bay in the Town of Portsmouth.	AIPC - High	Portsmouth	Newport Secondary Rail Corridor (Sakonnet River Bridge to Mount Hope Bridge)	5 (per map)			\$ 3.24		\$ 3.24		Mobility, Safety		Low		
855	5198	yes	no	Rail Trail Bike Path	Bicycle/pedestrian path from the Sakonnet River Bridge to the Tiverton Massachusetts state line along Newport Secondary Railroad right-of way owned by RIDOT.	TIV - Medium (11); RIBC - Low; Testimony in support from Peter Moniz, Tiverton resident	Tiverton		5 (Map only)	Consultant contract awarded to conduct Feasibility Study. Awaiting approval to issue Notice to Proceed.				\$ -		Mobility, Safety, Economic Development		Low		
824	5162	yes	no	Pawtuxet Riverwalk	Bicycle/pedestrian path along the Pawtuxet River from Father Tirocchi Field/Washington Secondary Bike Path to the Greenwich Village Apartments/Shalom Housing Complexes.	Medium	Warwick	Washington Secondary Bike Path to Greenwich Village Apartments		Consultant contract awarded to conduct Feasibility Study. Awaiting approval to issue Notice to Proceed.				\$ -		Mobility, Safety, Economic Development		Low		
773	5110	no	no	Elevating Atlantic Ave. (weekapaug Bridge to Maplewood Ave.) and Bike Lane	full depth road reconstruction to low lying portions of Atlantic Avenue, resurfacing and widening portions of Atlantic Avenue for incorporation of designated bike lane, installation of new storm drainage system components to reduce tanding water condition	med (11)	Westerly	Weekapaug Bridge to Maplewood Avenue	3,5			\$ 4.90	\$ 0.50	\$ 5.40		Safety, Economic Development		Low		
821	5161	no	no	Old Post Road multiuse path fesibility study	perform feasibility study/ preliminary design for multiuse path	medium; resident Bill Wilson gave oral support	Charlestown	Chamber of Commerce @ Route 1 to Post office or location @SK line				\$ 0.06		\$ 0.06		Safety, Mobility		Low		
728	5065	no	no	Ten Mile River Bikeway Extension	Development of an Independent Shared Use Bicycle Facility bikeway along the right-of-way of the P&W East Junction Secondary Track, based on previous RIDOT feasibility study.	EP - Medium; RIBC - Low	E. Providence					\$ 3.50		\$ 3.50		Safety, Mobility		Low		
740	5078	yes	no	Ice Road Bike Path	Mostly off-road bicycle/pedestrian connection from North Rd to East Shore Rd beginning south of the reservoir and connecting to Eldred Avenue and East Shore Rd	JAM - Medium (5); RIBC - Low	Jamestown			Consultant contract awarded to conduct Feasibility Study. Awaiting approval to issue Notice to Proceed.				\$ -		Safety. Mobility		Low		
915	5263	no	no	Road Widening for North Rd Bicycle Lane	Widen the sholder of North (Main) Rd to add a bicycle lane in both directions	Medium (4)	Jamestown	Arnold Avenue to Rt 138	3,5			\$ 0.60	\$ 0.05	\$ 0.65		Safety, Mobility, Economic Development		Low	RIDOT suggests that this project has a total cost of \$2.08m	
932	5280	no	no	NBT/WRG: Contract 5. Johnston and North Providence - Segment 2	The proposed project links two existing bike path facilities. Segment 1 extends approximately 1.5 mi from the Dean Ave Playground, Johnston at the Smithfield line south to Cricket Field and along the Woonasquatucket River to Allendale Ave	WRWC - Medium; RIBC - Low; Letter of support from North Providence	Johnston, N. Providence	Allendale Avenue to Lyman Avenue				\$ 1.07	\$ 1.13	\$ 2.20		Mobility, Safety, Equity		Low		
942	5291	no	no	Burma Road Shared Use Path- Shoreline Park	Creation of a 10-mile long, separated, shared-use path within the Burma Road / Newport Secondary Rail corridor along the west shoreline of Aquidneck Island in Middletown and Portsmouth.	AIPC - Medium; RIBC - Low; MID - Low	Middletown, Portsmouth	Stringham Road to Gate 17 Access Road				\$ 16.20		\$ 16.20		Mobility, Safety, Economic Development		Low		
969	5317	no	no	West Main Road Shared Use Path	This project would create a shared-use path for pedestrians and bicyclists within the West Main Road (RI-114) corridor from the Route 24 interchange in Portsmouth to Green Lane in Middletown.	AIPC - Medium; MID - Medium	Middletown, Portsmouth	Route 24 to Greene Lane				\$ 7.20		\$ 7.20		Mobility, Safety		Low		
679	5016	no	no	Post Road On-Road Bicycle Lane	On-road bicycle lane	medium	N. Kingstown	Maxwell Drive to West Main Street				\$ 0.14		\$ 0.14		Mobility, Safety		Low		
710	5047	no	no	George Bennett Highway Pedestrian/ Bikeway Improvements	Pedestrian and bicycle safety improvements along roadway	medium	Pawtucket	Beverage Hill Avenue to Roosevelt Avenue				\$ 0.05	\$ 0.05	\$ 0.10		Mobility, Safety, Equity		Low		
711	5045	no	no	GE Site Extension of Woonasquatucket Bike Path	Creation of 1/4 mile of additional dedicated bike path/multi use trail along the Woonasquatucket Greenway in Providence, implementing low-impact design features to improve stormwater drainage	PVD - Medium; RIBC - Medium	Providence		?			\$ 0.49		\$ 0.49		Mobility, Safety, Economic Development, Equity		Low		
722	5062	no	no	NBT/WRG: Burrillville to Smithfield	Complete a multi-use path using both on road and off road options from the Dean Street Playground terminus at the Johnston/Smithfield line to Burrillville and connecting to spur using the Route 116 corridor that will link this section to the Blackstone Bike Path.	WRWC - Low; RIBC - Low; Letters of support from Smithfield, North Smithfield and Burrillville	Smithfield, Burrillville, N. Smithfield	Dean Street and Wallum Lake Road to MA line				\$ 41.60	\$ -	\$ 41.60		Mobility, Safety, Equity		Low		
		no	no	Alternative Transportation Lot and On-road Improvements to JT Connell Hwy and Admiral Kalbus Rd	Creation of an alternative transportation lot at the Pell Bridge Ramps in Newport, and improvements to JT Connell Hwy and Admiral Kalbus Rd to improve bicycling access and safety.	AIPC - High	Newport	JT Connell Highway and Admiral Kalbus Road								Mobility, Economic Development, Safety, Equity		Low	Project was originally part of Newport North End project.	
		no	no	East Main Road Shared Use Path - Remaining Segments	Shared use path along East Main Road from Turnpike Ave in Portsmouth to Middletown Town Hall. Except for segment between Turnpike and Hedley Street in Portsmouth.	MID - Medium; AIPC - Medium; Testimony in support from Pete Rice and Thomas O'Neill, Newport residents	Portsmouth, Middletown	Turnpike Avenue to Enterprise Drive								Mobility, Safety		Low	Project was originally part of East Main Shared Use Path.	

Report of the State Planning Council Transportation Advisory Committee

FY 2017-2025 Transportation Improvement Program (TIP)
Pedestrian & ADA Facilities Subcommittee

February 17, 2016

Members

John Flaherty
Jonathan Harris
George F. Monaghan, P.E.
Mia Patriarca
Pam Sherrill

Meetings

January 26, 2016, 1:00 p.m.
February 2, 2012, 1:00 p.m.,

RI Department of Administration

RIDOT Staff

Thomas Queenan
Luanne Nevitt

RIPTA Staff

Lillian Picchione
Sarah Ingle

RISPP Staff

Jared L. Rhodes II, Chief
Karen G. Scott, Assistant Chief
Linsey J. Callaghan, Supervising Planner
Chris Witt, Principal Planner

INTRODUCTION AND GENERAL ISSUES

The Pedestrian/ADA Facilities Subcommittee of the TAC convened twice to review and rank pedestrian/ADA projects received through the FY17-25 TIP solicitation according to the TIP Guiding Principles outlined at http://www.planning.ri.gov/documents/tip/ffy17_25/Overview%20TIP%20Guiding%20Principles.pdf.

Statewide Planning received \$66 million in pedestrian/ADA project requests through the solicitation process. Projects considered by this subcommittee included (but were not limited to) pedestrian access routes and amenities, including but not limited to benches and lighting, and provisions to safely accommodate, enhance, or encourage walking. This subcommittee also considered projects that would further the implementation of Rhode Island's federally mandated ADA Transition Plan. The projects under consideration included both new project applications and projects that were included in the current FY 2013-2016 TIP. The new projects were considered and ranked with the existing projects. Projects in RIDOT's Ten Year Strategic Plan in the pavement management Program and new applications for resurfacing projects on roads that currently have sidewalks will be evaluated for necessary ADA improvements. Projects combining resurfacing or reconstruction with sidewalks and ADA elements were also reviewed by the RIDOT staff reviewing pavement projects.

The committee prioritized projects as high, medium, and low. It then ranked from highest to lowest the high priority projects and the medium priority projects it deemed most important.

Four other committees also reviewed and ranked projects eligible for Transportation Alternatives funding. The Transportation Advisory Committee will use the committee rankings to develop a master list of projects to be included in the TIP under the Transportation Alternatives program.

HIGH PRIORITY

Route 114, Broad Street, Central Falls, Cumberland, and Pawtucket – Previous Project
Ranking: #1

This project is identified in RIDOT's 10 year plan in 2023 and 2024 for \$3.96 million as a resurfacing project, however a scope change has been requested by the municipalities to resurface the full length of Broad Street (Cumberland town line to Exchange Street in Pawtucket) and to create a Complete Street project that includes drainage improvements, sidewalks, parking lanes, and turning lanes. This is a high priority project from 3 communities; Cumberland, Central Falls, and Pawtucket. The project has also received support from numerous businesses and non-profits in the area. The consensus of the subcommittee was that this multi-municipal submission would serve as an upgrade to the existing facility and assist in the economic revival of this important corridor connecting the 3 communities and recommended it as a high priority. TIP Guiding Principles - Mobility, Economic Development, Environmental Impact, Safety & Security, Supports Local & State Goals, Equity.

City Walk Providence Pedestrian and Bicycle Enhancement Project, Providence – New project
Ranking: #2

This project proposes pedestrian and bicycle infrastructure, streetscape improvements, and signage to improve the conditions for pedestrians and bicyclists along commercial corridors between eight (8) Providence neighborhoods from Roger Williams Park on the southwest, through Downtown, to India Point Park on the east. According to the City of Providence, the project has a large geographic scope and builds off of work already completed as part of the recent Elmwood Avenue project which contained pavement, striping, curbs, and sidewalk improvements. The project had multiple supporters who expressed their support at the TIP's regional public meetings including the Providence Foundation, the Providence Downtown Improvement District, and the Downtown Park Conservancy. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Economic Development, Safety & Security, Supports Local & State Goals, Equity.

Main Street Handicap Access Sidewalk, Hopkinton – New project

Ranking: #3

This project proposal is for the design and construction of approximately 1,000 ft. of sidewalk along Main Street (Route 3) in Hopkinton's village center, which is also now serviced by RIPTA. The request also includes drainage improvements, curbing improvements, and crosswalk relocation. This project is Hopkinton's #2 ranked priority. This project ranked as a high priority by the subcommittee. TIP Guiding Principles - Economic Development, Safety & Security, Supports Local & State Goals.

Post Road –Curbing and Sidewalks, North Kingstown – New project

Ranking: #4

This project is for the installation and repair of sidewalks along both sides of Post Road in North Kingstown. The committee expressed support for this project, especially given the level of planning and investments that have already gone into improving this corridor by both the Town and State, which is highly lacking in pedestrian infrastructure. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Economic Development, Safety & Security, Supports Local & State Goals, Equity.

Thames Street and Spring Street Streetscape Improvements, Newport – Previous project

Ranking: #5

This project is for the rehabilitation of the roadway and sidewalks to both Thames Street and Spring Street in Newport. The project is listed in the FY 2013-2016 TIP under Study and Development. The committee noted the high level of pedestrian activity along these roadways/sidewalks during the busy summer tourist season in Newport. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Economic Development, Local and State Goals, Safety and Security, Environmental Impact.

Water Street, Warren - Previous Project

Ranking: #6

This project is for rehabilitation of sidewalks along Water Street in Warren’s Historic District, which is listed on the National Register. This project is ranked by the town as their #1 priority. This project is listed in the FY 2013-2016 TIP under the Enhancement Program. According to RIDOT, the project is in the preliminary design phase. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Economic Development, Local and State Goals, Safety and Security, Equity, Environmental Impact.

Exchange Street Sidewalk Widening, Providence – New project

Ranking: #7

This project proposes pedestrian enhancements, including sidewalk widening and a Complete Streets design, to Exchange Street, between Kennedy Plaza and the Providence Train Station. The project aims to make more defined and safer pedestrian connection between the Providence Train Station and Kennedy Plaza. This project is ranked as a high priority by both the City of Providence and RIPTA. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Safety and Security, Equity.

Sprague Street Sidewalks, Portsmouth – Previous project

Ranking: #8

This project is for the construction of new sidewalks along Sprague Street leading to the Portsmouth High School. This project is listed in the FY 2013-2016 TIP under Study and Development. The project aims to provide a pedestrian connection between Portsmouth’s two main corridors East Main Road and West Main Road, and the residential neighborhood in the vicinity of the Portsmouth High School. RIDOT stated that Sprague Street has a lot of drainage problems with open ditches on both sides of the road however they are mostly on the south side and therefore recommends sidewalks only for the north side of Sprague Street which contains the least amount of physical constraints. This project was recommended by the committee as a high priority. TIP Guiding Principles – Mobility, Safety and Security.

West Side Road –Sidewalks, New Shoreham – Previous project

Ranking: #9

This project proposes to construct new sidewalks along West Side Road in New Shoreham. It is ranked by the Town as their #2 priority project. This project was listed in the FY 2013-2016 TIP under Study and Development. The committee discussed how this roadway receives a lot of pedestrian, bicycle, and vehicular traffic traveling from the island’s two major harbors, New Harbor and Old Harbor. The shoulders on the roadway are also narrow. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Economic Development, Local and State Goals, Safety and Security.

Purgatory Road Sidewalk Installation, Middletown – New project

Ranking: #10

This project proposes to construct sidewalks along Purgatory Road between the Atlantic Beach district and Second Beach in Middletown. The committee discussed how this roadway is narrow that has high pedestrian and vehicular traffic during the summer months. The area has also been the focus of previous planning studies. The committee also thought that the cost estimate was low because it may not include possible right-of-way acquisition, permitting, and utility work that maybe needed. This project was recommended by the committee as a high priority. TIP Guiding Principles - Mobility, Economic Development, Local and State Goals, Safety and Security.

MEDIUM PRIORITY

Main Street Improvements, Woonsocket – New project

Ranking: #11

This project proposes elongated bump-outs for pedestrian crossings, new crosswalks, ADA ramps, bicycle amenities, shared lane markings (sharrows), signage, and street trees. The City of Woonsocket has ranked this project as a low priority (#33). This project is based up on the recommendations from the 2012 Woonsocket Main Street Livability Plan and would build upon infrastructure improvements related to the downtown revitalization work that the City completed in the 1990s. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Mobility, Economic Development, Local and State Goals, Safety and Security, Equity.

Providence Water Place and Riverwalk Repairs and Walkway Improvements, Providence – New project

Ranking: #12

This project seeks improvements to address the deterioration along the pedestrian facilities in Waterplace Park and Riverwalk in Providence. The project also proposes to create ADA accessibility and improve pedestrian amenities in this public space. The committee noted that this prime public venue is in poor shape and its pedestrian infrastructure is damaged and has deteriorated. It was also noted that the project may require permits from the Coastal Resource Management Council, Department of Environmental Management, and US Army Corps of Engineers as well as dredging and involvement from multiple public and private partners. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Economic Development, Safety and Security, Equity.

East Main Road Sidewalks, Portsmouth – Previous project

Ranking: #13

This project is for the reconstruction of sidewalks along East Main Road in Portsmouth. The project is currently listed in the 2013-2016 TIP under Study and Development. The project is listed in RIDOT's 10 Year Plan under Pavement Capital for \$15.2 million between 2019 and 2023. The project is also one of the recommendations made in the Aquidneck Island Transportation Study (AITS). The committee discussed that the existing roadway curbing has some topological constraints on at least one side (north)

and drainage constraints with ditches on the south side of the road. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Safety and Security.

Marlborough Street Streetscape, Newport – New project

Ranking: #14

This project proposes streetscape and pedestrian improvements to Marlborough Street in Newport. The project aims to better link America's Cup Avenue and Thames Street for pedestrians in this busy area near the Newport Gateway Center. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security.

Cathedral Square, Providence – New project

Ranking: #15

This project proposes physical improvements to Cathedral Square, a 1.8 acre, City owned plaza on the edge of Downtown Providence. The project also proposes to improve the pedestrian walkways and failing infrastructure leading to the plaza from the surrounding streets. The City of Providence has done prior studies of this area with the aim of connecting the plaza to the rest of the city. The area is also near numerous elderly and low income housing complexes, in addition to major employers. It offers opportunities for public and private collaboration, perhaps with Roger Williams University. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Economic Development, Safety and Security, Equity.

The following medium priority projects are not listed in any priority order.

Massasoit Avenue Sidewalks, Barrington – Previous project

The project proposes new sidewalks on the south side of Massasoit Avenue in Barrington. This project is listed in the 2013-2016 TIP under Study and Development. It connects the Barrington White Bridge to the surrounding residential neighborhoods and the Barrington High School. According to RIDOT Massasoit Avenue contains geometry issues as it is narrow, winding, and has limited right-of-way. This project was recommended by the committee as a medium priority. TIP Guiding Principles – Mobility, Safety and Security.

I-95 Downtown Overpass Enhancement Project, Providence – New project

This project proposes improvements to seven bridges in Providence that span I-95 – Atwells Avenue, Broadway, Washington Street, Westminster Street, Broad Street, Clifford Street, and Point Street. The proposed improvements include restriping, lane reconfiguration, sidewalk widening, and other streetscape improvements to make the bridges more conducive to pedestrians. The committee was concerned with the structural impacts on the bridges with the added pedestrian infrastructure and associated accoutrements, as well as traffic problems related to lane re-configurations, and impacts on transit service. RIDOT stated that narrow sidewalks on bridges is one element that contributes to a bridge being defined as functionally obsolete. Most of these bridges are listed in RIDOT's 10 year plan and when they are rebuilt they will most likely contain wider sidewalks. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security, Equity.

Memorial Boulevard Pedestrian Crossing Enhancements, Providence – New project

This project proposes improvements to the pedestrian crossings along Memorial Boulevard to improve pedestrian safety and comfort. The committee questioned the need for the project and found that the application lacked the full construction details to properly evaluate it. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Mobility, Safety and Security, Equity.

Route 102 Sidewalk – North Kingstown - New project

This project proposes to construct sidewalks along the northern side of Route 102 to connect the Home Depot Plaza and Wickford Junction Plaza (including commuter rail station and RIPTA transit hub). The committee discussed how people are now forced to walk along the roadway's shoulders and the area is not very conducive to pedestrians especially if they want to walk from plaza to plaza. RIDOT also stated that there are drainage ditches on both sides of the road. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security, Local and State Goals.

Market Street, Warren- Previous project

The project is for the reconstruction of sidewalks and curbing along Market Street in Warren. This project is listed in the FY 2013-2016 TIP under ADA Candidate Projects. This project is the Town's #3 ranked priority. There is a ball field in the area and the East Bay Bike Path crosses this section of roadway. Market Street is also serviced by RIPTA. The committee discussed how the current sidewalks are in poor condition. RIDOT stated that a section of the roadway pavement between Routes 114 and 136 is in poor shape and it will be referred to the RIDOT Pavement Program. This project was recommended by the committee as a medium priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security, Equity.

LOW PRIORITY

The following low priority projects are not listed in any priority order.

Main Street Curbs and Sidewalks, Warren – Previous project

This project is for the reconstruction of sidewalks on Main Street in Warren. This project is listed in the FY 2013-2016 TIP under ADA Candidate Projects. This project is the Town's #2 ranked priority. This section of Main Street is between Market Street, the Warren Bridge and the American Tourister site. RIDOT stated that Main Street is a low lying section of roadway and contains narrow sidewalks, a lot of trees would need to be removed, and there is a cemetery close to the right-of-way. The roadway is also susceptible to flooding. This project was recommended by the committee as a low priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security, Equity.

Washington Street Streetscape, Providence – New project

This project proposes decorative lighting and streetscape enhancements to Washington Street in Providence. This project was recommended by the committee as a low priority. TIP Guiding Principles - Economic Development, Environmental Impact.

Rockland Road Sidewalks, Scituate – New project

This project proposes to construct sidewalks along the southern side of Rockland Road between the Scituate Middle School/High School and the school's athletic fields. The project is listed as a high priority by the Town. RIDOT stated that Rockland Road has existing narrow 2-3' paved shoulders but does not contain sidewalks. This project was recommended by the committee as a low priority. TIP Guiding Principles – Mobility, Safety and Security.

Chapel Street-Sidewalks, New Shoreham – New project

This project is for the construction of new sidewalks along Chapel Street in New Shoreham. This project is listed as the Town's #4 ranked priority. This project was recommended by the committee as a low priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security.

Corn Neck Road Sidewalks, New Shoreham – New project

This project is for the construction of new sidewalks along Corn Neck Road in New Shoreham. This project is listed as the Town's #3 ranked priority. RIDOT stated that Corn Neck Road was reconstructed after the 2010 storms, however sidewalks were not included. There are also a lot of archaeological concerns, flooding, and drainage issues involved with this project. This project was recommended by the committee as a low priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security.

Tower Hill Road and Phillips Street Sidewalks, North Kingstown – New project

This project is for the construction of new sidewalks and reconstruction of existing sidewalks to connect the Belleville Senior Housing site along Tower Hill Road to Wickford Village. RIDOT stated that they recently completed some drainage repair work in the area. There is also a narrow right-of-way and shoulders and there are drainage ditches that would have to be converted to closed systems. This project was recommended by the committee as a low priority. TIP Guiding Principles - Mobility, Equity, Safety and Security.

Wheelchair Ramp Installation on Arterial and Collector Streets, Providence - New project

This project proposes to reconstruct all ADA non-compliant wheelchair ramps on select streets in Providence. This project was recommended by the committee as a low priority. TIP Guiding Principles – Mobility, Safety and Security, Equity.

Saugatucket River Walkway, Phase II, South Kingstown – Previous project

This project is for the construction of a walkway along the Saugatucket River in Wakefield. The project is listed in the FY 2013-2016 TIP under the Enhancement Program. This project was recommended by the committee as a low priority. TIP Guiding Principles - Economic Development, Environmental Impact.

Sidewalk and Curbing Replacement on Walcott Ave, Jamestown – Previous project

This project is for the reconstruction of sidewalks and ramps along Walcott Avenue in Jamestown. The project is listed in the FY 2013-2016 TIP under ADA Candidate Projects. This project was recommended by the committee as a low priority. TIP Guiding Principles - Economic Development, Environmental Impact, Safety and Security.

Bellevue Avenue ADA Sidewalk/Access Improvements, Newport – New project

This project is for the reconstruction of sidewalks and ramps along Bellevue Avenue in Newport. This project was recommended by the committee as a low priority. TIP Guiding Principles - Mobility, Economic Development, Safety and Security.

Farewell Street Pavement Preservation and Sidewalk Improvements, Newport – New project

This project proposes pavement preservation, new sidewalk curbing, and ADA ramp improvements along Farewell Street in Newport. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

George Bennett Highway Pedestrian/ Bikeway Improvements, Pawtucket – New project

This project proposes pedestrian and bicycle improvements along George Bennet Highway in Pawtucket. This project was recommended by the committee as a low priority. TIP Guiding Principles - Mobility, Safety and Security, Equity.

Downtown Providence Pedestrian Wayfinding Project, Providence – New project

This project proposes pedestrian wayfinding signage to help direct people to destinations in downtown Providence. This project was recommended by the committee as a low priority. TIP Guiding Principles - Economic Development, Safety and Security.

Exchange Terrace Pedestrian Improvements, Providence – New project

This project proposes pedestrian safety improvements to the Exchange Terrace crossing at East Approach and Burnside Park. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

I-95 Downtown Underpass Project, Providence – New project

This project proposes physical improvements to the area under the I-95 Viaduct in the Promenade Street, West Exchange Street, and Kinsley Avenue area of Providence. The committee questioned what pedestrian improvements were being completed to this area related to the I-95 Providence Viaduct project. RIDOT responded that there are no plans for pedestrian improvements beyond just maintaining the existing pedestrian access throughout construction. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

Riverside Park-Contech Pedestrian Bridge/Bike Path Extension Project, Providence – New project
This project proposes to repair an abandoned city owned bridge over the Woonasquatucket River to connect Riverside Park and the Woonasquatucket River Greenway to the Contech site and to construct an extension of the Woonasquatucket River Bike Path through the Contech site. This project was recommended by the committee as a low priority. TIP Guiding Principles - Economic Development, Equity.

Roger Williams Park Cadillac Drive Tunnel Enhancement Project, Providence- New project
This project proposes to reopen and enhance the pedestrian tunnel that currently exists under I-95 between Cadillac Drive and Roger Williams Park. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security, Equity.

County Road Sidewalk (Rt. 103), Coventry – New project
This project is for the construction of 300 feet of sidewalks on the north side of County Road (Rt. 103) in Coventry. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

Esmond Street New Sidewalks, Smithfield - New project
This project is for the construction of new sidewalks along Esmond Street in Smithfield. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

Old County Road Sidewalks, Smithfield - New project
This project is for the reconstruction of sidewalks and drainage improvements along Stillwater Road in Smithfield. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

Stillwater Road New Sidewalks, Smithfield- New project
This project is for the construction of new sidewalks along Stillwater Road in Smithfield. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

Thurber Blvd - New Sidewalks, Smithfield - New project
This project is for the construction of new sidewalks along Thurber Boulevard in Smithfield. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

Whitman St & Fenwood St -New Sidewalks/Drainage/Resurface, Smithfield - New project
This project is for the construction of new sidewalks and reconstruction of existing sidewalks along Whitman Street and Fenwood Street in Smithfield. This project was recommended by the committee as a low priority. TIP Guiding Principles - Safety and Security.

ADA Intermodal Hub, Fort Adams State Park, Newport - New project

This project is for the development of a new ADA compliant ferry dock with shade structure/waiting area and lighting at Fort Adams State Park in Newport. This project was recommended by the committee as a low priority, however it was also reviewed by the Transit committee. TIP Guiding Principles – Mobility, Economic Development, Safety and Security.

ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	AllTowns	Location	SLR Scenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
1307 & 1317	yes	yes	Rt 114, Broad St (Mendon Rd, Cumberland to Exchange St, Pawtucket)	This line item involves resurfacing to the roadway and to create a complete street. Also drainage improvements, sidewalks, parking lanes, and turning lanes.	CF - High, PAW - high, CUM - High; scope change also submitted by Central Falls City Councilor, Carlene Fonseca, Navigant Credit Union, Lleras Grille, Blackstone Valley Prep Mayoral Academy, the	Central Falls, Pawtucket, Cumberland	Cumberland T/L to Exchange St, Pawtucket			\$ 11.50	0.1	\$11.60		Mobility; Economic Development; Environmental Impact; Local & State Goals; Safety & Security; Equity	1	High	Identified for \$3.96 in RIDOT 10 Year Plan Pavement Program for resurfacing
5183	no	no	CityWalk Providence Pedestrian and Bicycle Enhancement Project	Pedestrian and bicycle infrastructure, streetscape improvements and signage to connect 8 Providence neighborhoods from Roger Williams Park on the southwest through Downtown to India Point Park on the east	PVD - High; RIBC - Medium; Letters of support from the Providence Foundation and the Providence Downtown Improvement District	Providence				\$1.88		\$1.88		Mobility; Economic Development; Local & State Goals; Safety & Security; Equity	2	High	
5058	no	no	Main Street Handicap Access Sidewalk	Design/construction of the sidewalk that runs approximately 1,000 feet along Main Street (Rt 3) from Highview Avenue to Spring Street, including modification of existing drainage structures, where necessary, replacement of curbs with granite curbing, and restoration of a crosswalk.	High	Hopkinton	Highview Avenue to Spring Street (Rt 138)			\$0.12		\$0.12		Economic Development; Local Goals; Safety & Security	3	High	
5120	no	no	Post Road - Curbing and Sidewalks	Install sidewalks on both sides of Post Road	high	N. Kingstown	Camp Avenue to Route 1A (West Main Street)			\$2.00		\$2.00		Mobility; Economic Development; Local & State Goals; Safety & Security; Equity	4	High	
5105	yes	no	Thames and Spring Streetscape Improvements	Improvements to sidewalks, roadway, and drainage systems to improve upon sustainability and resilience of this area.	high	Newport	Thames St., from Memorial Blvd. to Wellington; Spring St, from Memorial Blvd to Morton Ave.	5		\$8.50	\$1.30	\$9.80		Mobility; Economic Development; Local & State Goals; Safety & Security; Environmental Impact	5	High	

ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	AllTowns	Location	SLR Scenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
5268	yes	no	Water Street Sidewalks and Streetscape	Project in preliminary design.	High (1)	Warren		3,5		\$0.81		\$0.81		Mobility; Economic Development; Local & State Goals; Safety & Security; Equity, Environmental Impact	6	High	
1460	no	yes	Exchange Street Sidewalk Widening Project	This line item includes pedestrian enhancements to Exchange Street, between Kennedy Plaza and Providence Station. Complete streets approach.	High	Providence	Washington St. to Railroad St.			\$3.13		\$3.13		Mobility; Safety & Security; Equity	7	High	Scope chance to project in Ten Year Plan. Listed for \$400,000 in Ten Year Plan. Also referred to RIDOT - Traffic
5166	yes	no	Sprague Street Sidewalks	New sidewalk on north side of Sprague Street from East Main Road to Bristol Ferry Road and on both sides of Sprague Street from Education Lane to East Main Road.	High; Testimony in support from Tom Gireb, Portsmouth resident and Peter Moniz, Tiverton resident	Portsmouth	East Main Road to Bristol Ferry Road			\$0.50		\$0.50		Mobility; Safety & Security	8	High	Recommend north side sidewalks only because has ROW and curbing already in place.
5096	yes	no	West Side Road - Sidewalks	New Sidewalk along West Side Rd.	high (2)	New Shoreham	Between Ocean Rd. intersection and entrance to Champlin Marina	3,5		\$1.22		\$1.22		Mobility; Economic Development; Local & State Goals; Safety & Security	9	High	RIDOT suggests that this project has a total cost of \$.9m
5072	no	no	Purgatory Road Sidewalk Installation	Install a sidewalk along Purgatory Road between the Atlantic Beach District and Second Beach.	High	Middletown	Purgatory Road (Aquidneck Avenue to Paradise Avenue)			\$0.60		\$0.60		Mobility; Economic Development; Local & State Goals; Safety & Security	10	High	
5309	no	no	Main Street Improvements	Elongated bump out for pedestrian crossings, new crosswalks, ADA ramps, bike parking facilities, shared lane markings (sharrows), signage, street trees.	low (33)	Woonsocket	High Street to Arnold Street			\$0.37		\$0.37		Economic Development; Mobility; Safety & Security; Equity; Local & State Goals	11	Medium	Questioned why the City ranked it as a low priority.
5202	no	no	Providence Waterplace and Riverwalk Repairs and Walkway Improvements	Improvements to address the pedestrian infrastructure deterioration along the length of Waterplace Park; create ADA accessibility and improvement of pedestrian uses	PVD - Medium; Letter of support from the Downtown Providence Parks Conservancy, the Providence Foundation and the Providence Downtown Improvement District	Providence		5/C		\$4.05		\$4.05		Economic Development; Safety & Security; Equity	12	Medium	

ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	AllTowns	Location	SLR Scenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
5164	yes	no	East Main Road Sidewalks	ADA sidewalks	High	Portsmouth	Turnpike Avenue to Boyd's Lane			\$2.00		\$2.00		Safety & Security	13	Medium	
5108	no	no	Marlborough Street/West Marlborough Streetscape Improvements	Streetscape Improvements	medium	Newport	Broadway/Thames to Thames St/America's Cup Avenue	5		\$1.90		\$1.90		Mobility; Economic Development; Safety & Security	14	Medium	
5182	no	no	Cathedral Square Enhancement Project	Physical improvements to Cathedral Square, a 1.8 acre city owned plaza on the western edge of downtown Providence, and adjoining walkways leading to the plaza from surrounding streets	Medium	Providence				\$0.48		\$0.48		Economic Development; Safety & Security; Equity	15	Medium	
5006	yes	no	Massasoit Avenue Sidewalks	New sidewalk on south side of Massasoit Avenue to fill gap between Martin Avenue and Arvin Avenue.	High (4/10)	Barrington	Martin Avenue to Arvin Avenue	5		\$0.52		\$0.52		Mobility; Safety & Security		Medium	Recommended to Study & Development
5192	no	no	I-95 Downtown Overpass Enhancement Project	Physical improvements to the bridges that span I-95 adjacent to Downtown Providence, including restriping and traffic lane reconfiguration, sidewalk widening and other streetscape enhancements	High	Providence	Atwells, Broadway, Washington, Westminster, Broad, Clifford, Point			\$2.60		\$2.60		Mobility; Economic Development; Safety & Security; Equity		Medium	Check with RIDOT regarding bridge loading issues.
5194	no	no	Memorial Boulevard Pedestrian Crossing Enhancements	Improvements to pedestrian crossings along Memorial Blvd to improve safety and pedestrian comfort	High; RIPTA - High	Providence	Exchange St to Peck St			\$0.49		\$0.49		Mobility; Safety & Security; Equity		Medium	
5127	no	no	Route 102 - Sidewalks	Installation of Sidewalks along northern side of Route 102	medium	N. Kingstown	Home Depot to Wickford Junction Plaza			\$0.44		\$0.44		Mobility; Economic Development; Safety & Security; Local & State Goals		Medium	
5270	yes	no	Market Street Curbs and Sidewalks	Sidewalk reconstruction	High (3)	Warren	Route 136 into Main St. and at East Bay Bike Path Crossing	3,5		\$1.00		\$1.00		Mobility; Economic Development; Safety & Security; Equity		Medium	Pavement program
5269	yes	no	Main Street Curbs and Sidewalks	Sidewalk reconstruction	High (2)	Warren	Warren Bridge (near Sowams Rd) to Park Street	1,3		\$0.75	0.05	\$0.80		Mobility; Economic Development; Safety & Security; Equity		Low	

TIP Pedestrian / ADA Projects

ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	AllTowns	Location	SLR Scenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
5210	no	no	Washington St. Streetscape Enhancement/Decorative Lighting Project	Decorative lighting and streetscape enhancements to Washington Street	High	Providence	Washington St, from Dave Gavitt Way to North Main St			\$2.70		\$2.70		Economic Development; Environmental Impact		Low	Seems more of a streetscape improvement program.
5223	no	no	Rockland Road Sidewalks - High School - Manning Field	Construct sidewalks along southerly side of Rockland Road between the Middle School/High School and the major school athletic fields - Manning Field.	High	Scituate	Trimton Road to Danielson Pike			\$0.49		\$0.49		Mobility; Safety & Security		Low	
5098	no	no	Chapel Street - Sidewalks	Add sidewalks to Chapel St.	high (4)	New Shoreham	Weldon's Way to Old Town Road			\$0.71		\$0.71		Mobility; Economic Development; Safety & Security		Low	RIDOT suggests that this project has a total cost of \$1.44m.
5097	no	no	Corn Neck Road - Sidewalks	Add sidewalks to Corn Neck Rd.	high (3)	New Shoreham	Ocean Ave. (Bridge Gate Sq) to Beach Avenue	5		\$1.15		\$1.15		Mobility; Economic Development; Safety & Security		Low	RIDOT suggests that this project has a total cost of \$.72m.
5125	no	no	Tower Hill Road and Phillips Street - Sidewalks	Install new sidewalks and repair existing sidewalks to connect Belleville Senior Housing to Wickford Village	high	N. Kingstown	Belleville House (just south of Phillips Street and Ten Rod Road) to Brown Street in Wickford Village	3		\$0.30		\$0.30		Mobility; Safety & Security; Equity		Low	
5211	no	no	Wheelchair Ramp Installation on Arterial and Collector Streets	Wheelchair ramp installation	Medium	Providence		?				\$0.00		Mobility; Safety & Security; Equity		Low	
5243	yes	no	Saugatucket River Walkway, Phase II	Enhancement Program	SK - low; SK HPbD - medium	S. Kingstown	Saugatucket River in Wakefield			\$0.62		\$0.62		Economic Development; Environmental Impact		Low	
5063	yes	no	Sidewalk and Curbing Replacement on Walcott Ave		Low (7)	Jamestown	Hamilton to Fort Wetherill State Park			\$0.18		\$0.18		Economic Development; Environmental Impact; Safety & Security		Low	
5107	no	no	Bellevue Avenue ADA Sidewalk/Access Improvements	Sidewalk improvements to address ADA accessibility deficiencies, installation of ADA curb access ramps and replace chip stone sealed sidewalks	medium	Newport	Kay St. to Ocean Ave.			\$1.80		\$1.80		Mobility; Economic Development; Safety & Security		Low	RIDOT suggests that this project has a total cost of \$3.6m.
5106	no	no	Farewell Street Pavement Preservation and Sidewalk Improvements	Pavement preservation, new granite curbing, ADA sidewalk improvements	low	Newport	America's Cup Avenue to Van Zandt Avenue			\$1.10	\$0.10	\$1.20		Safety & Security		Low	RIDOT suggests that this project has a total cost of \$.4m

ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	AllTowns	Location	SLR Scenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
5153	no	no	George Bennett Highway Pedestrian/Bikeway Improvements	Pedestrian and bicycle safety improvements along roadway	medium	Pawtucket	Beverage Hill Avenue to Roosevelt Avenue			\$0.05	\$0.05	\$0.10		Mobility; Safety & Security; Equity		Low	
5200	no	no	Downtown Providence Pedestrian Wayfinding Project	100 20" x 36" signs to be installed on existing light poles	PVD - Medium; Letters of support from the Providence Foundation and the Providence Downtown Improvement District	Providence	Smith Street to Point Street			\$0.05		\$0.05		Economic Development; Safety & Security		Low	
5188	no	no	Exchange Terrace Pedestrian Improvements	Pedestrian safety improvements to Exchange Terrace crossing at East Approach and Burnside Park	Medium	Providence				\$0.17		\$0.17		Safety & Security		Low	
5193	no	no	I-95 Downtown Underpass Enhancement Project	Physical improvements to the underpass below I-95 adjacent to Downtown Providence, including restriping and traffic lane reconfiguration, sidewalk widening and other streetscape enhancements	Medium	Providence				\$0.60		\$0.60		Safety & Security		Low	
5206	no	no	Riverside Park-Contech Pedestrian Bridge/Bike Path Extension Project	Repair of an abandoned city-owned bridge over the Woonasquatucket River to connect Riverside Park and the Woonasquatucket River Greenway to the Contech site; construction of an extension of the Woonasquatucket River Bike Path through the Contech site	PVD - Medium; RIBC - Medium	Providence				\$1.21		\$1.21		Economic Development; Equity		Low	
5207	no	no	Roger Williams Park Cadillac Drive Tunnel Enhancement Project	Reopening and enhancement of the pedestrian tunnel that exists below I-95 between Cadillac Drive and Roger Williams Park	PVD - Medium; RIBC - Low	Providence	Cadillac Dr and Roger Williams Park			\$0.01		\$0.01		Safety & Security; Equity		Low	
5003	no	no	County Road Sidewalk (Rte. 103)	Construction of a 300-foot section of sidewalk with curbing on the north side of County Road (Rte. 103), connecting with the sidewalk at Kings Gate Road.	Medium (5/10)	Barrington	Kings Gate Road to 300 feet west	1,3		\$0.07		\$0.07		Safety & Security		Low	
5231	no	no	Esmond Street - New Sidewalks	Construct new sidewalks along Esmond Street between Dean Avenue and Route 44, Putnam Pike.	Medium	Smithfield	Route 44 to Dean Avenue			\$0.56		\$0.56		Safety & Security		Low	RIDOT suggests this project has a total cost of \$.58m.
5229	no	no	Old County Road Sidewalks	Project would entail removing and disposing existing asphalt sidewalks and installing pre-cast concrete curbing, minor drainage structure modification and new poured in place concrete sidewalks. Project limit is approximately 5,000-ft.	Medium	Smithfield	Wolf Hill Road to Dean Avenue			\$1.11		\$1.11		Safety & Security		Low	RIDOT suggests this project has a total cost of \$1.3m.

ID	TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	AllTowns	Location	SLR Scenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
5235	no	no	Stillwater Road - New Sidewalks	Construct new pedestrian sidewalks in area of Georgiaville Pond Beach to connect existing neighborhood in the area of Cross Street, across an existing pedestrian bridge over the Woonasquatucket River.	Medium	Smithfield	Homestead Avenue to Cross Street			\$0.04	\$0.03	\$0.07		Safety & Security		Low	
5236	no	no	Thurber Blvd - New Sidewalks	Install approximately 2,800-ft of new poured in place concrete sidewalk behind existing precast concrete curb to connect Douglas Pike (RI Route 7) to Stillwater Road.	Medium	Smithfield	Douglas Pike to Stillwater Road			\$0.47	\$0.10	\$0.57		Safety & Security		Low	RIDOT suggests this project has a total cost of \$.72m.
5232	no	no	Whitman St & Fenwood St - New Sidewalks/Drainage/Resurface	Drainage upgrade to existing drainage facilities within Whitman Street from Waterman Ave to High Street. Project mainly entails upgrade of existing sidewalks and inclusion of new sidewalks in neighborhood area where pedestrian volume is prevalent.	Medium	Smithfield	Waterman Avenue to Whipple Avenue			\$1.03	\$0.25	\$1.28		Safety & Security		Low	
	no	no	ADA Intermodal Hub, Fort Adams State Park	Development of a new Inter-modal Hub at Fort Adams State Park in Newport adjacent to the Park Visitor's Center including an ADA compliant ferry dock, shade structure/waiting area, and lighting.	RIDEM - Low	Fort Adams Drive/Fort Adams Visitor Center	Newport	3,5		\$0.35	\$0.08	\$ 0.43		Mobility; Economic Development; Safety & Security		Low	

Report of the State Planning Council Transportation Advisory Committee

FY 2017-2025 Transportation Improvement Program
Recreational Trails Subcommittee

February 4, 2016

Members

Lloyd Albert
Gregg Cassidy
Richard Crenca
Eliza Lawson

RIDOT Staff

Diane Badorek
Steve Church

RIDEM Staff

Lisa Primiano
Ron Gagnon

RISPP Staff

Karen Scott
Benjamin Jacobs

Meetings

January 27, 2016, 1:00 p.m.,
Rhode Island Department of Administration

MEETING INTRODUCTION AND GENERAL ISSUES

The Recreational Trails Subcommittee of the TAC convened once to review and rank recreational trails projects received through the FY17-25 TIP solicitation according to the TIP Guiding Principles outlined at http://www.planning.ri.gov/documents/tip/ffy17_25/Overview%20TIP%20Guiding%20Principles.pdf. Statewide Planning received \$22 million in recreational trails project requests through the solicitation process. Projects considered by this subcommittee included (but were not limited to) maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and/or lease of trail construction and maintenance equipment, construction of new trails, acquisition of easements or property for trails, assessment of trail conditions for accessibility and maintenance, development and dissemination of publications and operation of educational programs to promote, and safety and environmental protection related to trails. The projects under consideration included both new project applications and projects that were included in the current FY 2013-2016 TIP. The new projects were considered and ranked with the existing projects.

Four other committees also reviewed and ranked projects eligible for Transportation Alternatives funding. The Transportation Advisory Committee will use the committee rankings to develop a master list of projects to be included in the TIP under the Transportation Alternatives program.

The Recreational Trails Program (RTP) is an allocated program within the Transportation Alternatives Program with Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried forward into the Fixing America's Surface Transportation Act (FAST). States may opt out of this suballocation but only by direct action of the Governor. If the RTP is not retained as a dedicated suballocation, the RTP funding would be added to the State's overall allocation of TAP funds the trail projects would have to compete with other TAP projects for funding.

The RTP is generally listed as line item in the TIP. Project solicitation, which is managed by RIDEM through an MOU with RIDOT, is conducted outside of the TIP solicitation process. Several individual projects that were considered by the committee had been eligible for transportation enhancement funding under previous transportation authorizations but are no longer eligible for TAP funds under MAP-21 or FAST. Some of these projects remain eligible for RTP funds and were therefore referred to this subcommittee.

HIGH PRIORITY

RIDEM Recreational Trails Program, Statewide – Previous project

Ranking: #1

The Recreational Trails Program is an assistance program of the US Department of Transportation's Federal Highway Administration (FHWA). The program provides funds to States to develop and maintain recreational trails and trail-related facilities. MAP-21 and FAST reauthorized the Recreational Trails Program as a set aside from the Transportation Alternatives Program. In previous years it was considered a separate line item within the TIP, and has had its own process for project selection. States have an opportunity on an annual basis to opt-out of this program. The request to opt-out must be sent

by the governor to FHWA by September 1 each year. Currently, Connecticut is the only state opting out of this program. If a state opts out, the funding returns to the TAP pool of funding.

Rhode Island's program is administered jointly by RIDEM through an MOU with RIDOT. RIDEM administers the program, including staffing and leadership of the Recreational Trails Advisory Committee (RTAC). DOT provides the link to Federal Highway Administration program requirements and processes payments. The program operates under a set of Rules and Regulations, updated in October of 2013, and is guided by the RTAC. The role of the RTAC is to provide policy guidance on trails to the RIDEM Director, review grant applications, and make recommendations for funding to the RIDEM Director. Eligible applicants for grants include state, local, and tribal government and nonprofit organizations. Projects are subject to an eligibility review for environmental and historic impacts by RIDEM and RIDOT as well as the Rhode Island Historical Preservation Commission prior to funding approval. Applications for Small Grants (up to \$3000) and Education Grants (up to \$5000) are accepted on a rolling basis. Larger grants are rotated every other year between local grant projects and State projects. Local grants are capped at \$100,000 per grant.

The program has funded over 300 trail projects, including ongoing projects at Rocky Point (including parking, composting restrooms, looping of the waterfront trail) and anticipated funding for improvements at Mohegan Bluffs (parking, outlook, beach connection and signage). The RTP provides critical seed money for municipalities and non-profits to purchase materials as the foundation for trail projects.

Ms. Primiano, Mr. Gagnon, Ms. Badorek, and Mr. Church, representing both RIDOT and RIDEM, all agreed that while the relationship between RIDOT and RIDEM in managing this program might require some alterations to improve funding consistency and communication, the program has proved itself in the past to be a valuable contributor to the transportation mix of the state. The rest of the subcommittee agreed that a twenty year history of successful projects, projects which meet the demands of a transportation sector simply not met by other programs at this time, should provide enough support to highly score this program and strongly recommend its continued funding. Decisions made relating to the other projects were made in accordance with this view.

In addition, the subcommittee recommended that RIDEM and RIDOT revisit the MOU to include funding predictability for RIDEM to administer the program, including a minimum funding amount available each year and a regular schedule of authorizing that funding for distribution through grant rounds.

TIP Guiding Principles -Mobility Benefits, Cost Effectiveness, Economic Development, Environmental Impact, Supports Local and State Goals, Equity.

Blackstone River Bikeway Enhancements, Lincoln –Previous project
Ranking: #2

This project would construct a replica historic barn to serve as a visitor's center for visiting school groups and users of the Blackstone River Bikeway. The construction costs of this project were originally going to be covered by funds earmarked for the Blackstone River Valley National Heritage Center, but the funds were transferred to other projects with the understanding that the funding would be reimbursed later, via TAP funding. Subsequently, the type of project described became ineligible for TAP funding under MAP-21. The project would qualify for RTP funding. The subcommittee felt that it was important that the state be seen to act in good faith while not undermining the viability of the RTP program. The

project will be referred to the RTP process, and the subcommittee felt that the costs of this project should temporarily be added to the RTP budget. The project was given a high priority by the subcommittee. TIP Guiding Principles - Mobility Benefits, Cost Effectiveness, Economic Development, Environmental Impact, Supports Local and State Goals, Equity.

NO PRIORITY ASSIGNED

Blackstone River Bikeway Wayfinding Project, Woonsocket, North Smithfield, Lincoln, Central Falls, Cumberland, Pawtucket, Providence - Previous project

The project would develop a comprehensive signage system to help visitors find and navigate the Blackstone River Bikeway and historical corridor. In addition to the signage the project would create smart phone applications to help visitors navigate the park. The subcommittee felt that this was a strong project, but fell within the purview of the RTP. The subcommittee supports the consideration of this project by the RTP during a future call for proposals.

TIP131 6	10yrplan	ProjectName	Description	MunicipalRank	AllTowns	Location	SLRScenario	Eligibility	TIPCost	OtherCost	Total Cost Estimate	ADA Transition Plan	TIP Guiding Principle	Rank	Priority	Notes
yes	no	RIDEM Recreational Trails Program	The program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	RIDEM - High	Statewide				\$2.40		\$2.40		Mobility Benefits, Cost Effectiveness, Economic Development, Environmental Impact, Supports Local and State Goals, Equity.	1	High	This "project" represents an entire funding program, which has its own project selection process. Projects selected are of every type, size, and geographic location in the state.
yes	no	Blackstone River Bikeway Enhancements	Construction of a replica barn at the Kelly House Transportation Museum	BVNHC - High (1)	Lincoln	Blackstone River State Park			\$0.69		\$0.69		Mobility Benefits (multimodal, improves user comfort, promotes walk and bikability), Cost Effectiveness (efficient budget, improves existing infrastructure, complements other TIP projects), Economic Development (leverages private investment), Environmental Impact (enhances scenic and historic resources), Supports Local and State Goals (public support).	2	High	Due to the unique history of this project, the subcommittee felt that it should be sent to the RTP for funding, but that the RTP budget should be expanded to cover the costs of this one time expense.
yes	no	Blackstone River Bikeway Wayfinding Project	Funding and program support for wayfinding along the bike path and river	BVNHC - Low (3)	Woonsocket, N. Smithfield, Lincoln, Central Falls, Cumberland, Pawtucket, Providence	Along entire Blackstone River Valley Bike Path and River			\$0.44		\$0.44					As this should be funded via the RTP, it would be subject to a the criteria set out in the RTP process
yes	no	Trestle Trail - West Section	5 mile bicycle/pedestrian path. Also includes equestrian trail alongside. Earmark Funding	COV - High; EC & Bike Co - high; RIDEM - Low	Coventry	Log Bridge Rd. to CT border			\$4.00		\$4.00					Referred to the bicycle subcommittee.
yes	no	Trestle Trail East Section	A five mile bicycle/pedestrian path along a former railroad right-of-way owned by RIDEM that will connect to the Washington Secondary Bike Path. This segment includes 4 bridges; an equestrian trail will be constructed	COV - High; RIDEM-Medium	Coventry	Town Farm Road to Log Bridge Road			\$5.90		\$5.90					Referred to the bicycle subcommittee.

Report of the State Planning Council Transportation Advisory Committee

FY 2017-2025 Transportation Improvement Program (TIP)
Safe Routes to School Subcommittee

February 2, 2016

Members

Bari Freeman
Eliza Lawson
Lillian Picchione

RIDOT Staff
Diane Badorek
Steve Church
Russell Holt

RISPP Staff
Karen Scott
Chris Witt

Meetings

January 27, 2016, 9:00 a.m.
Rhode Island Department of
Administration

INTRODUCTION AND GENERAL ISSUES

The Safe Routes to School Subcommittee of the TAC convened once to review and rank safe routes to school projects received through the FY17-25 TIP solicitation according to the TIP Guiding Principles outlined at

http://www.planning.ri.gov/documents/tip/ffy17_25/Overview%20TIP%20Guiding%20Principles.pdf.

Statewide Planning received \$11 million in safe routes to school project requests through the solicitation process. Projects considered by this subcommittee included (but were not limited to) those that enable and encourage children, including those with disabilities, to walk and bicycle to school, make bicycling and walking to school a safer and more appealing transportation alternative, and facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

The projects under consideration included both new project applications and projects that were awarded grant funds from the Safe Routes to School grant round in 2011. In that grant round, the State awarded approximately \$2.0 million in grants, but the actual project costs are now estimated at about \$6 million. The new projects were considered and ranked with the existing projects.

The committee prioritized projects as high and low. It then ranked from highest to lowest the high priority projects. Four other committees also reviewed and ranked projects eligible for Transportation Alternatives funding. The Transportation Advisory Committee will use the committee rankings to develop a master list of projects to be included in the TIP under the Transportation Alternatives program.

HIGH PRIORITY

Infrastructure Improvements for Citizens and Pothier Elementary Schools, Woonsocket –

Previous project

Ranking: #1

The project would repair sidewalks and improve pedestrian infrastructure around the Citizens and Pothier Elementary Schools in Woonsocket. The subcommittee determined that the project would provide significant safety and mobility benefits for students in this low-income area of Woonsocket. There is strong local support for the project, both from the school and from a collaboration of the Department of Health and Thundermist Health Center focused on community and public health activities in the city. TIP Guiding Principles – Mobility, Cost Effectiveness, Safety, Equity.

Safe Routes to School Phase 1-2, Jamestown – Previous project

Ranking: #2

The Town of Jamestown is managing the project, which has been delayed due to concerns about Native American remains in the area. Funding for these projects has been authorized and no new funds for the project are anticipated. TIP Guiding Principles – Mobility, Cost Effectiveness, Safety.

Infrastructure Improvements for Barrington Middle School, Barrington – Previous project

Ranking: #3

The project is for the replacement of existing and construction of new sidewalks in the area of Barrington Middle School, including a connection to the East Bay Bicycle Path. The committee felt that the project would provide additional safety and mobility improvements for the many students that participate in organized groups that walk or ride to the school. The project has strong community support, and the committee determined that it would meet an immediate and clear need for better infrastructure around the middle school. TIP Guiding Principles – Mobility, Safety.

Improvements for Myron Francis Elementary School, East Providence – Previous project

Ranking: #4

The project is for the construction of new sidewalks around the Myron Francis Elementary School, which is located in a dense residential neighborhood where many children already walk to school. It has strong community support, both from the school and the East Providence Planning Department, which has been a strong advocate for the project. The committee determined that the project would have important safety and mobility benefits and would support local planning goals. TIP Guiding Principles – Mobility, Supports Local and State Goals, Safety.

Infrastructure Improvements for Narragansett Pier Middle School, Narragansett – Previous project

Ranking: #5

The project is for the paving of an existing dirt path and reconstruction of a bridge across a creek adjacent to the middle school. The committee felt that the project would improve access, mobility, and safety for students. Although a pedestrian connection already exists, the proposed improvements would make the path and bridge accessible to disabled individuals and allow students to walk and ride bicycles to school without travelling on busy arterial roadways. TIP Guiding Principles – Mobility, Safety.

Bedlow Avenue/Hillside Avenue Sidewalks, Newport – New project

Ranking: #6

A new SRTS project application that requests funds for the construction and reconstruction of sidewalks along streets near Newport’s new Pell Elementary School. The school has an active walking school bus program through a SRTS non-infrastructure grant, and it is located in a low income area of the city. Although some areas around the school have sidewalks already, the committee found that the project would improve safety for the students that walk to school currently and make it feasible for more students to do so. The project was a medium priority for the City of Newport. TIP Guiding Principles – Mobility, Safety, Supports Local and State Goals, Equity.

Infrastructure Improvements for Western Hills Middle School, Cranston – Previous project

Ranking: #7

The project is for the construction of sidewalks around the Western Hills Middle School and improvements at the intersection of Ambrose Street and Cranston Street to make the crossing safer for students that walk or bicycle to school. The project is adjacent to the Washington Secondary Bicycle Path. The committee agreed that the project would improve safety and mobility for students by improving the connection between the school and the surrounding, dense residential neighborhoods. TIP Guiding Principles – Mobility, Safety.

Infrastructure Improvements for State Street Elementary School, Westerly – Previous project
Ranking: #8

The project would build mostly new sidewalks and improve traffic signals around the elementary school, which is located in a dense, walkable neighborhood. Although some sidewalks exist already around the school, the committee determined that new sidewalk and signal infrastructure would have significant safety and mobility benefits at the school by reducing pedestrian and vehicular conflicts and providing a space in which students and parents are comfortable walking to and from the school. TIP Guiding Principles – Mobility, Safety.

LOW PRIORITY

The following low priority projects are not listed in any priority order.

Pawtucket School Safety Improvements, Pawtucket – New project

A new SRTS application for pedestrian safety measures at potentially all of the city's public schools. Pawtucket would supply \$200,000 of the project costs. The committee determined that sidewalks already exist around many of the city's schools, and it thought the project needed a clearer scope and a better cost estimate. TIP Guiding Principles – Mobility, Safety, Supports Local and State Goals, Equity.

Providence School Safety Improvements, Providence – New project

A new SRTS application for the study, design, and construction of a broad range of improvements at all of Providence's public schools. The committee felt that the application was too general; it did not include a plan for how the requested funds would be used, which schools would be targeted for safety enhancements, or how the work would be phased. TIP Guiding Principles – Mobility, Safety, Supports Local and State Goals, Equity.

Infrastructure Improvements for Primrose Elementary School, Barrington – Previous project

The project is for new and replacement sidewalks near the Primrose Hill School in Barrington. The committee felt that the project offered fewer mobility and safety benefits than others and that it was located in a community with resources of its own. TIP Guiding Principles – Mobility, Safety.

Infrastructure Improvements for Gallagher Middle and McCabe Elementary Schools, Smithfield – Previous project

A project for the construction and reconstruction of sidewalks adjacent to two schools in Smithfield. The committee determined that the schools are not located in a walkable area and that the project would offer fewer mobility and safety benefits than others in areas of higher need. TIP Guiding Principles - Safety.

Infrastructure Improvements for Hugh Cole Elementary School and Kickemuit Middle School, Warren – Previous project

The project is for new and replacement sidewalks near the two school as well as the construction of a bicycle/pedestrian bridge along an existing town-built bicycle path. The committee determined that the core of the project was the bridge, and recommended that this element be moved to the Bicycle Sub-Committee for consideration because of the potential connectivity it could provide to the East Bay Bicycle Path. TIP Guiding Principles – Mobility, Safety.

Infrastructure Improvements for Kent Heights Elementary School, East Providence – Previous project

The project is for new sidewalks adjacent to the Kent Heights Elementary School in East Providence. Originally, the sidewalks would have provided a safe connection from the school to a now-closed library a few blocks away. The committee determined that although the project had strong support from the city, the closing of the library obviated much of the need for the project. TIP Guiding Principles – Safety.

ID	TIP1316	10yrplan	ProjectName	Description	Municipal Rank	All Towns	Location	SLRScenario	Eligibility	TIPCost	OtherCost	TotalCostEstimate	ADA Transition Plan	TIP Guiding Principle	Subcommittee	Rank	Priority	Notes
5294	yes	no	Safe Routes to School Infrastructure Improvements for Citizens and Pothier Elementary Schools	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Citizens and Pothier Elementary Schools.	High (4)	Woonsocket	Robinson St, Winthrop St, Yolande Pl, Chalapa Ave, Morin Heights Blvd, All Saints St			\$0.39		\$0.39		Mobility, Cost-effectiveness, Safety, Equity	Safe Routes to School	1	High	Original grant: \$183,225
5059	yes	no	Safe Routes to School Phase 1-2 (Combined per RIDOT)		JAM - High (2); RIBC - Low	Jamestown		?				\$0.00		Mobility, Cost-effectiveness, Safety	Safe Routes to School	2	High	
5001	yes	no	Safe Routes to School Infrastructure Improvements for Barrington Middle School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Barrington Middle School.	High (2/10)	Barrington	Middle Hwy, South Lake Dr, Seven Oaks Dr, Lincoln Ave			\$0.42		\$0.42		Mobility, Safety	Safe Routes to School	3	High	Original grant: \$123,700
5040	yes	no	Safe Routes to School Infrastructure Improvements for Myron Francis Elementary School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Myron Francis Elementary School.		E. Providence	Horsford Ave, Holmes Ave, Wilson Ave			\$0.17		\$0.17		Mobility, Supports Local and State Goals, Safety	Safe Routes to School	4	High	Original grant: \$55,000
5088	yes	no	Safe Routes to School Infrastructure Improvements for Narragansett Pier Middle School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Narragansett Pier Middle School.	Rep. Teresa Tanzi - oral support	Narragansett	South Pier Rd, Mariner Rd, Thayer Ave, Prospect Ave, Central St, Fifth Ave			\$0.80		\$0.80		Mobility, Safety	Safe Routes to School	5	High	Original grant: \$299,924
5109	no	no	Safe Routes to School - Bedlow Avenue/Hillside Avenue Sidewalks	Sidewalk improvements/new sidewalk installation	medium	Newport	Admiral Kalbfus Rd to Broadway			\$0.23	\$0.30	\$0.53		Mobility, Safety, Local and State Goals, Equity	Safe Routes to School	6	High	
5021	yes	no	Safe Routes to School Infrastructure Improvements for Western Hills Middle School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Western Hills Middle School.	Medium	Cranston	Ambrose St, Cranston St			\$0.49		\$0.49		Mobility, Safety	Safe Routes to School	7	High	Original grant: \$137,685
5285	yes	no	Safe Routes to School Infrastructure Improvements for State Street Elementary School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the State Street Elementary School.		Westerly	Westminster St, Champion St, Hollis St, Emerald St, State St, Fairview Ave			\$0.87		\$0.87		Mobility, Safety	Safe Routes to School	8	High	Original grant: \$207,292
5285	no	no	Patwucket School Safety Improvements	SRTS - Traffic and pedestrian safety measures at Pawtucket public schools including driveway and bus lane reconfiguration, sidewalk reconstruction, signage, striping, and other traffic control device improvements	high	Pawtucket	All Pawtucket Public Schools			\$0.52	\$0.20	\$0.72		Mobility, Safety, Local and State Goals, Equity	Safe Routes to School		Low	
5203	no	no	Providence School Zone Enhancement Project	Study, design and implementation of pedestrian safety improvements around each of the City's public schools, including sidewalk bumpouts, crosswalk improvements, student drop-off lanes, signing and striping; provision of bicycle racks for each school	High	Providence		?		\$5.98		\$5.98		Mobility, Safety, Local and State Goals, Equity	Safe Routes to School		Low	
5002	yes	no	Safe Routes to School Infrastructure Improvements for Primrose Elementary School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Primrose Hill Elementary School.	High (3/10)	Barrington	Middle Hwy, Pine Ave, Elton Rd, Highview Ave, Western Ave, Old County Rd, Sherwood Ln			\$0.48		\$0.48		Mobility, Safety	Safe Routes to School		Low	Original grant: \$132,300
5224	yes	no	Safe Routes to School Infrastructure Improvements for Gallagher Middle and McCabe Elementary Schools	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Gallagher Middle and McCabe Elementary Schools.	High	Smithfield	Pleasant View Ave, Tunmore Rd, Cedar Swamp Rd, Spragueville Rd, Indian Run Tr			\$0.27		\$0.27		Safety	Safe Routes to School		Low	Original grant: \$92,156
5267	yes	no	Safe Routes to School Infrastructure Improvements for Hugh Cole Elementary School and Kickemuit Middle School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Hugh Cole Elementary and Kickemuit Middle Schools.		Warren	Orchard Ave, Hugh Cole Rd, Child St, Asylum Rd	1,3(Child St)		\$1.68		\$1.68		Safety, Mobility	Safe Routes to School		Low	Move bridge to Warren Extension (S/D) in bike/ped. Original grant: \$338,000
5039	yes	no	Safe Routes to School Infrastructure Improvements for Kent Heights Elementary School	Complete the final design and implementation of infrastructure improvements in prioritized areas around the Kent Heights Elementary School.		E. Providence	Wannamoisset Rd, Howland Ave, Pawtucket Ave, Dover Ave, Highland Ave, Allerton Ave, Greenwich Ave			\$0.31		\$0.31		Safety	Safe Routes to School		Low	Original grant: \$72,500

Report of the State Planning Council Transportation Advisory Committee

FY 2017-2025 Transportation Improvement Program (TIP)
Transportation Alternatives Subcommittee

February 2, 2016

Members

Richard Crenca
Bari Freeman
George Monaghan
Everett Stuart
Mike Walker
Michael Wood

RIDOT Staff

Tom Queenan

RIDEM Staff

Lisa Primiano
Allison Callahan

RISPP Staff

Jared Rhodes
Karen Scott
Chris Witt
Benjamin Jacobs

Meetings

January 26, 2016, 1:00 p.m.
Rhode Island Department of Administration

INTRODUCTION AND GENERAL ISSUES

The Other Transportation Alternatives Subcommittee of the TAC convened once to review and rank transportation alternatives projects received through the FY17-25 TIP solicitation according to the TIP Guiding Principles outlined at

http://www.planning.ri.gov/documents/tip/ffy17_25/Overview%20TIP%20Guiding%20Principles.pdf.

Statewide Planning received \$13 million in transportation enhancement project requests through the solicitation process. Projects considered by this subcommittee included (but were not limited to) transportation enhancement projects that were included in the FY 13-16 TIP but not completed and projects that did not fall into the above categories, including construction of turnouts, overlooks, and viewing areas, historic preservation and rehabilitation of historic transportation facilities, vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control, archaeological activities relating to impacts from implementation of a transportation projects, and environmental mitigation. The projects under consideration included both new project applications and projects that were included in the current FY 2013-2016 TIP. The new projects were considered and ranked with the existing projects. The subcommittee expressed concern that many worthy projects had previous commitments from RIDOT through signed project agreements but were still asked to reapply for project prioritization. In addition, the subcommittee was very supportive of the list of projects however questioned the direct relationship to transportation, particularly given the constrained funding environment. The committee encouraged the project organizers to seek funding elsewhere should transportation funding not be provided.

The committee prioritized projects as high, medium, and low. It then ranked from highest to lowest the high priority projects and the medium priority projects it deemed most important.

Four other committees also reviewed and ranked projects eligible for Transportation Alternatives funding. The Transportation Advisory Committee will use the committee rankings to develop a master list of projects to be included in the TIP under the Transportation Alternatives program.

HIGH PRIORITY

Exchange Street Enhancement – Pawtucket – previous project

Ranking: #1

This project would redesign two intersections, replace sidewalks, upgrade crosswalks, add street trees and uplighting, thus improving pedestrian and bicycle access. Mr. Queenan highlighted the fact that the City of Pawtucket has invested around \$100,000 of local money to bring this project to fruition due to its clear benefits to the local residents and city economy. The street upgrade described would improve multimodal access between a residential neighborhood and a promising arts district in the city's downtown which includes a theater and a high school. Due to work already done on the project by RIDOT and the city, it could be moved ahead very rapidly. The subcommittee felt that the substantial local support and the clear benefits of this project to the transportation system of the state, as well as an urban community, meant that the project deserved a high ranking. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Environmental Impact, Supports Local & State Goals, Equity.

Slater Mill Phase II, Pawtucket – previous project

Ranking: #2

This project would allow Slater Mill to take its place as the “Front Door” of the new Blackstone River Valley National Historic Park by widening the sidewalk/bike path in front of Slater Mill, and adding a new parking lot with lighting. The project is at 90% design funded with \$100,000 in City of Pawtucket funding. Mr. Walker wondered whether this project could be funded by the National Park Service. Ms. Primiano and Mr. Queenan noted that some money may come from the National Park Service at some point, but that for the foreseeable future they do not have funds to devote to this kind of project. Given the numerous points of compatibility that this project has with the TIP guiding principles, the subcommittee gave this project a high ranking. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Environmental Impact, Supports Local & State Goals, Equity.

Southeast Lighthouse Museum Rehabilitation, New Shoreham – previous project

Ranking: #3

The project would repair the wrought iron work on the exterior and structure of the Southeast Lighthouse. Mr. Queenan explained that this project would complete a significant state investment into the Southeast Lighthouse Museum by repairing badly decayed metal work that is allowing water into the structure of the light house. The state has already contributed funding to move the lighthouse and substantially renovate the structure, and this final step would make the lighthouse fully safe for visitors. The foundation has secured \$150,000.00 in grant funding which would, in combination with \$600,000.00 from the TIP, allow the project to move to completion. The lighthouse is a functioning navigation aid in addition to serving as a historic attraction for tourists. Given the extensive local support and investment, importance for both the local and regional economy, and previous state efforts, the subcommittee decided give this project a high ranking. TIP Guiding Principles - Cost Effectiveness, Economic Development, Environmental Impact, Safety & Security, Supports Local & State Goals.

Hard Scrabble-Snow Town Project, Providence – previous project

Ranking: #4

The monument dedicated to commemorating the Hard Scrabble Race Riots is currently located on a nearly inaccessible traffic island with improper ADA access. The Black Heritage Society wants the monument moved to either the nearby Roger Williams National Memorial, or some other suitably accessible location nearby. Mr. Queenan discussed the history of this project and noted that, while issues do exist in terms of finding a suitable new location for the memorial, once that issue is worked out the project could probably be completed for a much lower cost than that described, given the strong community support. Ms. Freeman questioned whether this project belonged on the TIP, but Mr. Queenan outlined the accessibility issues, the community support and the low overall cost. Given that, the subcommittee decided to give the project a high ranking. TIP Guiding Principles - Mobility, Cost Effectiveness, Safety & Security, Supports Local & State Goals, Equity.

Old Stone Bridge, Tiverton – previous project

Ranking: #5

This project would repair the Tiverton abutments of the Old Stone Bridge and upgrade them as a recreation area. Mr. Queenan noted that the old bridge had spanned the Sakonnet River until it was destroyed by Hurricane Carol. The sand pushed against the abutment is now a public beach, and as such the abutment and the beach serve as recreation areas for the town. Additionally, the abutment serves as an important breakwater, sheltering the Tiverton Basin and helping to control surge on the Sakonnet River. In addition to its environmental and safety benefits, the project is a local priority and has seen significant local investment. Mr. Queenan further noted that RIDOT engineers had been working closely with local officials to estimate costs for stabilizing the structure. There was widespread concern in the subcommittee that the large price tag involved would remove funding from several other equally worthy projects. Ms. Freeman suggested that the cost of the project might be split amongst several years, but Mr. Rhodes was clear that those kinds of decisions would be made internally by DOT as it worked out how best to program the final list. After a long discussion, the subcommittee ultimately decided to support the project as a result of its merits with a high rank in the list. TIP Guiding Principles - Cost Effectiveness, Economic Development, Environmental Impact, Safety & Security, Supports Local & State Goals.

MEDIUM PRIORITY

Bay Street Streetscape Improvements, Westerly – previous listing

Ranking: #6

The project would upgrade the road surface, sidewalks, striping, signage and utility structures of the main street in the historic Watch Hill neighborhood. Mr. Queenan explained that the project would complete a process begun by several other TIP projects previously undertaken in the area. The project is a major town priority and enjoys so much local support that local residents contributed money to the project. Due primarily to the advanced state of the project and the massive local support the subcommittee gave this project a medium priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Safety & Security, Supports Local & State Goals, Equity.

Kingston Station Maintenance (Interior Restoration and Interpretive Features), South Kingstown - previous listing

Ranking: #7

This project would renovate and upgrade restrooms and waiting rooms, provide ADA modifications, install wi-fi and add interpretive panels in the station. Ms. Primiano observed that in her experience the station interior was fine, but that she did not spend a lot of time in the building. Mr. Queenan observed that the bathrooms are particularly in need of upgrades and that RIDOT would like to see the building kept in a state of good repair. As this is a beloved historic landmark, a functioning part of the state's transportation network, and on the strength of RIDOT's recommendation, the subcommittee determined that this project was of medium priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Environmental Impact, Supports Local & State Goals.

Smith's Castle Transportation Alternative Project, North Kingstown – previous listing

Ranking: #8

This project would enhance the motorized and pedestrian access to the Smith's Castle site and tie it into North Kingstown's upgrade of Post Road and Cocumscussoc State Park. Mr. Queenan described the work

between RIDOT and the project coordinators through unique archeological issues on the site. Mr. Walker noted that there might be other, more appropriate sources of funding for this project. Mr. Crenca expressed concern at the low priority given to the project by the town. As a result of the low priority given to the project by North Kingstown, the lack of imminent threat to the site, and the tangential relationship of the project to transportation goals in the new FAST Act, the subcommittee gave the project a medium ranking. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Environmental Impact, Safety & Security, Supports Local & State Goals.

Herreshoff Marine Museum, Bristol – previous listing

Ranking: #9

This project would continue the renovation of the historic boat manufacturing site to stabilize it as a museum. Mr. Rhodes asked whether there had been discussion of this project's qualification as a TIP project. Mr. Queenan noted that, as a boat building facility, it was considered to be a historic transportation facility and as such is a qualifying community improvement. The project has received some federal earmark money, but not enough to complete this phase of the project. The subcommittee felt that, though a very interesting project, the lack of a connection with any other transportation assets and the limited support from the city meant that they had to give the project a medium ranking, though it should appear in the TIP with the already dedicated earmark money. TIP Guiding Principles - Cost Effectiveness, Economic Development, Supports Local & State Goals, Equity.

Stone Bridge Rehabilitation Study - Island Park, Portsmouth - new project

Ranking: #10

This project would perform a thorough engineering survey of the bridge abutment structure and develop a plan to strengthen and improve the bridge abutment and the adjacent beach. Mr. Queenan noted the lack of financial support for this project by the municipality, and Ms. Freeman noted the early stages of its implementation in comparison to other municipalities. The project was given a medium priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Environmental Impact, Safety & Security.

LOW PRIORITY

The following low priority projects are not listed in any priority order.

Boston Neck Road South – Beautification, Narragansett - not ranked – previous listing

There was consensus by the subcommittee that this project would receive a low priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Safety & Security.

Columbia Heights Streetscape, Charlestown - not ranked – previous listing

There was consensus by the subcommittee that this project would receive a low priority.

Conimicut Shoals Lighthouse, Warwick - not ranked – previous listing

This project would stabilize the Conimicut Point Lighthouse by removing asbestos and replacing the decaying windows and doors of the structure. Mr. Crenca explained that the city had been awarded the

structure by the National Park Service on the understanding that they follow through with a master plan for the structure. The city has tried unsuccessfully to implement the plan, and the National Park Service has said it will repossess the lighthouse if the city makes no progress. Mr. Rhodes pointed out that if TIP funds were invested in this project it would not substantially complete the plan, only preserve the status quo. Mr. Queenan pointed out the lack of institutional public support for this light house in comparison with the other lighthouses in the state. Though the lighthouse is undoubtedly a valuable piece of the state's historic and functioning infrastructure, the subcommittee decided that the ongoing uncertainties surrounding this project would not justify the expense in a fiscally constrained environment. The subcommittee decided to give this project a low priority. TIP Guiding Principles - Economic Development, Environmental Impact, Safety & Security, Supports Local & State Goals.

Cranston Street Transportation Enhancements, Cranston - not ranked – new project

This project would improve vehicular and pedestrian safety by utilizing LED technologies to enhance regulatory warning to drivers of safety concerns. Mr. Queenan described the background of the project, springing from residential safety concerns leading to enthusiasm for the project. More recently the town's enthusiasm for the project seems to have waned. Given the lack of municipal support the subcommittee decided to give this project a low priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Safety & Security.

Downtown Parking Garage (Union St), Westerly - not ranked – new project

This project is not eligible for TAP funds.

Ocean Road Beautification - Phase 1 & 2, Narragansett - not ranked – previous listing

There was consensus by the subcommittee that this project would receive a low priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Safety & Security.

Railroad Signal Tower, South Kingstown - not ranked – previous listing

There was consensus by the subcommittee that this project would receive a low priority. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Supports Local & State Goals.

Woonsocket River Landing / River Launch – Enhancement, Woonsocket - not ranked – previous listing

There was consensus by the subcommittee that this project would receive a low priority.

TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	All Towns	Location	SLRScenario		Eligibility	TIPCost	OtherCost	TotalCostEstimate	ADA Transition Plan	TIP Guiding Principle	Subcommittee	Rank	Priority
yes	no	Exchange Street Enhancement	Sidewalk replacement, crosswalks, street trees, and uplighting.	high	Pawtucket	Roosevelt Ave to Broadway				\$0.50	\$0.10	\$0.60		Mobility Benefits (large number of expected users, multimodal, increases mobility choices in an area with low car ownership rates, promotes walkability and bike ability, improves user comfort, connects a residential neighborhood with an activity center, fills a gap in the bike network), Cost Effectiveness (DOT approved budget, improves existing infrastructure, compliments numerous other local and state projects), Economic Development (Improves access to employment center, supports job creation, improves access to tourist destination, leverages local investment, within urban services boundary, connects workforce with employment), Environmental Impact (promotes energy conservation, enhances historic district), Local and State Goals (Local Priority), Equity (minority neighborhood, low income neighborhood, limited English proficiency neighborhood)	Other Transportation Alternatives	1	High
yes	no	Slater Mill Phase II	Sidewalk widening, parking lot, and lighting in front of Slater Mill	high	Pawtucket	Roosevelt Ave. from Slater Mill to Leather St.				\$0.50	\$0.25	\$0.75		Mobility Benefits (intermodal, multimodal, regional impact), Cost Effectiveness (improves existing infrastructure, complements several other TIP projects), Economic Development (Improves access to major tourist destination, leverages local investment, within urban services boundary), Environmental Impact (enhances historic site), Supports Local and State Goals (local priority), Equity (minority neighborhood, low income neighborhood, Limited English Proficiency)	Other Transportation Alternatives	2	High
yes	no	Southeast Lighthouse Museum Rehabilitation	repair lighthouse tower cast iron elements, including lighthouse lantern level and watch level decking, doors, and railings	NSH - High (1); SLF - High (1); Letter of support from Rep. Blake Filippi	New Shoreham	Southeast Lighthouse				\$0.60		\$0.60		Cost Effectiveness (ties in to already completed projects), Economic Development (Allows access to a tourist destination, leverages private and local investment, rehabilitates existing structure, facilitates shipping), Environmental Impact (Enhances historic structure and scenic resources), Supports local and state goals (Local priority), Safety and Security (Lighthouse is an active safety asset in regional coastal shipping routes)	Other Transportation Alternatives	3	High
yes	no	Hard Scrabble-Snow Town Project	Position Hard Scrabble commemorative plaque currently located at the traffic island at Canal and North Main Streets with the commemorative plaques at the site of the existing Snow Town plaque in Roger Williams National Park.	PVD - Low; RIBHS High	Providence	Canal-North Main Streets to Roger Williams Park				\$0.04		\$0.04		Mobility Benefits (promotes user comfort), Cost Effectiveness (RIDOT approved budget with possibility of significant savings over current costs in future, protects state from potential lawsuits), Supports Local and State Goals (public support), Safety and Security (project would remove a clear safety hazard from an evacuation route), Equity	Other Transportation Alternatives	4	High
yes	no	Old Stone Bridge	Repairing, improving, and restoring the Old Stone Bridge Abutement as well as the inclusion of sidewalks, lighting, landscaping, and other related site amenities	High (1)	Tiverton		1,3,5 (Grinnell's Beach- SLR Map only)			\$4.00		\$4.00		Cost Effectiveness (RIDOT approved budget, promotes resiliency to impacts of climate change), Economic Development (leverages local funding, reuses an old structure, within urban service boundary), Environmental Impact (protects and extends recreational resources), Supports Local and State Goals (local priority), Safety and Security (serves as a breakwater, protecting boat users and local residents)	Other Transportation Alternatives	5	High
yes	no	Bay Street Streetscape Improvements	complete streetscape enhancements to historic village of Watch hill	WES - High (1)	Westerly	200' East Int. Wauwinnet Ave/Sunset Ave to 400' east of int. Bay st./Larkin Rd	5			\$1.40	\$0.26	\$1.66		Mobility Benefits (large number of users, multimodal, improved user comfort, promotes walkability and bike ability, improved access to an activity center), Cost Effectiveness (DOT approved cost estimate, improves existing infrastructure, completes previous TIP investments), Economic Development (allow preservation and expansion of 50 businesses in Watch Hill, a major tourist destination, within Urban Services Boundary), Supports Local and State Goals (local priority with very strong public support, implements comprehensive plan), Safety and Security (improves ADA access, increased pedestrian safety, evacuation route), Equity (improved ADA access)	Other Transportation Alternatives	6	Medium

TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	All Towns	Location	SLRScenario		Eligibility	TIPCost	OtherCost	TotalCostEstimate	ADA Transition Plan	TIP Guiding Principle	Subcommittee	Rank	Priority
yes	no	Kingston Station Maintenance (Interior Restoration)	Restoration exclusively within the interior of the Station to include, restroom renovations; ADA modifications of the doorway between the south and north waiting rooms; restoration of existing original benches; the addition of work corrals; installation of Wi-Fi [for technology charging stations]; installation of interior storm windows; installation of reproduction period lighting in the Ticket Master's office; full depth refinishing of wood flooring in the north waiting room and top-coat polyurethane of wood flooring in the south waiting room; restoration of faux bois painting to the interior side of the exterior doors; and repainting of the interior walls throughout the building. The Project will provide for the design and installation of encased displays of interpretive exhibits from the Friends of Kingston RR Station collection of railroad related historic artifacts.	FKS - High(1); SK - Medium	S. Kingstown	Kingston Station				\$0.38		\$0.38		Mobility Benefits (large number of users, intermodal, regional impact, mobility choices, user comfort), Cost Effectiveness (RIDOT approved budget, improves existing infrastructure, compliments other proposed TIP projects), Economic Development (improves access to employment, urban services boundary, facilitates use of existing structure), Environmental Impact (installation of storm windows promotes energy conservation), Supports Local and State Goals (strong public support, moderate local support)	Other Transportation Alternatives	7	Medium
yes	no	Smith's Castle Transportation Alternative Project	Widening the entrance to Smith's Castle where Richard Smith Drive meets Post Road, the creation of a loop road and associated storm water system and new but downsized parking area to accommodate bus parking.	NK - low; CASC - High	N. Kingstown	Post Rd/55 Richard Smith Drive	5		kinda	\$ 0.30		\$0.30		Mobility Benefits (multimodal), Cost Effectiveness (DOT approved budget, improves existing infrastructure, compliments Post Road upgrade), Economic Development (leverages previous investment, improved access to tourist site, within urban services boundary, will improve fiscal sustainability of site), Environmental Impact (protects water quality by fixing stormwater infrastructure, enhances historic site, ties to greenway system), Supports Local and State Goals (strong public support), Safety and Security (enhances general and pedestrian safety in parking lot)	Other Transportation Alternatives	8	Medium
no	no	Herreshoff Marine Museum	Restoration of the exterior of the historic Burnside Building and other adjacent historic buildings which were originally part of the Herreshoff Manufacturing Company.	HMM - High	Bristol				historic facility	\$0.82	\$0.79	\$1.60		Cost Effectiveness (RIDOT approved budget), Economic Development (is a tourist destination, leverages local and private investment, within urban services boundary, facilitates reuse of existing structure), Supports Local and State Goals (implements element of comprehensive plan), Equity (improved ADA access)	Other Transportation Alternatives	9	Medium
no	no	Stone Bridge Rehabilitation Study - Island Park	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.	High	Portsmouth	Park Avenue/Point Road	3,5			\$0.08		\$0.08		Mobility Benefits (potential future multimodal), Cost Effectiveness (promotes resiliency to impacts of climate change if project taken beyond design stage), Economic Development (would potentially reuse an old structure, within urban service boundary), Environmental Impact (would potentially protect and extend recreational resources), Supports Local and State Goals (local priority), Safety and Security (serves as a breakwater, protecting boat users and local residents)	Other Transportation Alternatives	10	Medium
yes	no	Boston Neck Road South - Beautification	Roadway enhancements including new lighting, median turning lanes for 3 beach facilities, sidewalks, signage, landscaping, crosswalks, and appurtenances.	low	Narragansett	Ocean Rd to Wood Ave.				\$0.35		\$0.35		Mobility Benefits (large number of summer tourists, multimodal, user comfort, walkability, improved access to activity center), Cost Effectiveness (enhances existing infrastructure), Economic Development (major tourist destination, within urban services boundary), Safety and Security (would enhance pedestrian and driver safety)	Other Transportation Alternatives		Low

TIP 13-16	10yrplan	Project Name	Description	Municipal Rank	All Towns	Location	SLRScenario	Eligibility	TIPCost	OtherCost	TotalCostEstimate	ADA Transition Plan	TIP Guiding Principle	Subcommittee	Rank	Priority
yes	no	Columbia Heights Streetscape	n/a	medium	Charlestown	n/a			\$0.43		\$0.43			Other Transportation Alternatives		Low
yes	no	Conimicut Shoals Lighthouse	Exterior& interior renovation and restoration	Medium	Warwick	Conimicut Point			\$0.56		\$0.56		Economic Development (facilitates movement of goods, within urban services boundary, facilitates reuse of existing structure), Environmental Impact (enhances historic structure), Supports Local and State Goals (medium local goal), Safety and Security (preserve a safety asset)	Other Transportation Alternatives		Low
no	no	Cranston Street Transportation Enhancements	Address safety issues at intersection including traffic volumes, speeding, parking and pedestrian safety	low	Cranston	Atwood Ave rotary to Rt 37 overpass			\$0.11	\$0.13	\$0.24		Mobility Benefits (multimodal, mobility choices, user comfort, promotes walk and bike ability), Cost Effectiveness (improves existing infrastructure), Economic Development (leverages past investment, within urban services boundary), Safety and Security (enhance pedestrian and bike safety)	Other Transportation Alternatives		Low
no	no	Downtown Parking Garage (Union St)	Construct 3-story parking garage to serve downtown district area to provide additional off-street parking.	low (17)	#5 Union Street to (Town-owed parcel)	Westerly		no	\$3.00		\$ 3.00			Other Transportation Alternatives		Low
yes	no	Ocean Road Beautification - Phase 1 & 2	Roadway enhancements including period lighting, sidewalks, crosswalks, and appurtenances.	medium	Narragansett	Beach St to South Pier Rd	5 (maybe 3)		\$0.65		\$0.65		Mobility Benefits (large number of summer tourists, multimodal, user comfort, walkability, improved access to activity center), Cost Effectiveness (enhances existing infrastructure), Economic Development (major tourist destination, within urban services boundary), Safety and Security (would enhance pedestrian and driver safety)	Other Transportation Alternatives		Low
yes	no	Railroad Signal Tower	The project will provide for restoration of existing tower exterior in its current location. Restoration to include exterior painting, replacement windows, exterior stair case, electric service, utility sleeve, external period light, safety lighting, a short path leading to the front door, an interpretive panel detailing the history and function of the Signal Tower.	FKS - Low(3); SK - Low	S. Kingstown	Kingston Station			\$0.46		\$0.46		Mobility Benefits (intermodal, improves user comfort), Cost Effectiveness (improves existing structure, compliments other projects), Economic Development (leverages private funding, within urban services boundary, facilitates reuse of existing structure), Environmental Impact (enhances historic site), Supports Local and State Goals (public support), Safety and Security (stabilizes deteriorating structure near heavily used train station, improves security lighting for parking area)	Other Transportation Alternatives		Low
yes	no	Woonsocket River Landing / River Launch - Enhancement	Enhancement Project	low (3)	Woonsocket				\$0.39		\$0.39			Other Transportation Alternatives		Low

Report of the State Planning Council Transportation Advisory Committee

FY 2017-2025 Transportation Improvement Program (TIP)
Transit Subcommittee

February 16, 2016

Members

Daniel Baudouin
Allison Callahan
John Flaherty
Martina Haggerty
Jonathan Harris
George Monahan
Daniel Porter
Timothy Scanlon
Everett Stuart
Michael Wood

Meetings

January 25, 2016, 9:00 a.m.
February 1, 2016. 9:00 a.m.
Rhode Island Department of
Administration

RIDOT Staff

Stephen Devine
Randy Fixman

RIPTA Staff

Amy Pettine
Lillian Picchione
Sarah Ingle
Greg Nordin

RISPP Staff

Jared Rhodes
Karen Scott
Linsey Callaghan
Chris Witt

INTRODUCTION AND GENERAL ISSUES

The Transit Subcommittee of the TAC convened twice to review and rank transit projects received through the FY17-25 TIP solicitation according to the TIP Guiding Principles outlined at - http://www.planning.ri.gov/documents/tip/ffy17_25/Overview%20TIP%20Guiding%20Principles.pdf. Statewide Planning received \$127 million in transit project requests through the solicitation process. Projects considered by this subcommittee included (but were not limited to) capital and operational investments in all variations of bus, rail, ferry, and air transport.

The committee prioritized projects as high, medium, and low. It then ranked from highest to lowest the high and medium priority projects.

HIGH PRIORITY

Providence Station Transit Center – New Project Subcommittee Priority #1

This project involves the creation of an expanded multimodal transportation center/bus hub serving rail and bus passengers at the existing Providence Train Station. This project already has \$650,000 in TIGER grant funding for study, and funds from the \$35 million state transit bond could also be used towards this project.

The committee agreed that this is a significant and major project and should appear in the TIP. The committee also felt that there should be awareness of the need for federal funds for this project and that additional funds may be needed outside of the state bond funds. They recommended that the state explore other federal discretionary funding sources should they be needed. The committee felt this was an important project and recommended it as a high priority. TIP Guiding Principles – Mobility, Equity, Economic Development, Supports Local & State Goals, Cost Effectiveness.

Downtown Providence Enhanced Bus Circulator Project - New Project Subcommittee Priority #2

This project proposes an urban circulator that will connect major employment hubs and institutions in Providence's downtown, while passing through the Link District (I-195 redevelopment land). An Alternatives Analysis and Environmental Assessment have been completed and the project is funded in part by a \$13 million TIGER grant that was awarded to the City of Providence. Providence is looking for \$4 million in State funds needed for this \$17 million dollar project (which includes final design costs).

The committee questioned if the passenger fares for the service would be subsidized, as proposed for the Providence Streetcar. RIPTA replied that the fares have not been established and that it will come down to how the operations are subsidized by private entities.

The committee stated that there is a lot of support for this project and that it provides RIPTA with the opportunity to grow outside of Kennedy Plaza. The committee agreed and recommended this project as a high priority. TIP Guiding Principles – Mobility, Equity, Economic Development, Supports Local & State Goals, Cost Effectiveness.

Pawtucket / Central Falls Train Station – Previous Project
Subcommittee Priority #3

This project is for the construction and service of commuter rail service at the Pawtucket / Central Falls site between Goff Avenue and Dexter Street.

RIDOT stated that this station makes sense as an infill station, however the Federal Transit Administration's New Starts program can no longer be used to fund new infill stations that are not tied to new service. Currently Rhode Island does seem to have the support of the MBTA to provide service at this station however that has not been officially finalized. RIDOT also stated that the preliminary engineering and environmental assessment will likely conclude this summer, which is a big step towards eventual construction. However a commitment for service will be needed prior to final design. If the project proceeds to final design, FTA will require that the state outline a funding plan for construction. This project is recommended as a high priority. TIP Guiding Principles – Mobility, Equity, Economic Development, Supports Local & State Goals.

Route 6/10 Enhancement Replacement Project, Providence – New Project
High priority however a priority rank was not assigned

This project includes the study of possible enhancements to Route 6 and 10 within the City of Providence, including the evaluation of the potential conversion from a highway to a boulevard. This project is also related to the separate effort to introduce a transit feature such as bus rapid transit along the corridor.

RIDOT stated that they are leading the effort on this project, as it is primarily a highway project with a transit component. RIDOT is also leading the project through the NEPA process, which will examine all options including the transit component and boulevard concept. In advance of NEPA, there has also been a consultant looking at the transit option.

Ms. Haggerty with the City of Providence stated that the City would like to see an emphasis placed on the highway's conversion to a boulevard, as this minority area is very segmented by the highway.

The subcommittee suggested RIDOT should engage with the City of Providence, as part of the NEPA process, on potential viable options for the boulevard concept. The subcommittee felt that this was a high priority project however they recommended not advancing it for the requested funding at this current time and that they would like to see all concepts evaluated as part of RIDOT advancing the project through the NEPA process. Therefore the Committee referred the project back to RIDOT for further study. TIP Guiding Principles – Mobility, Equity, Economic Development, Environmental Impact.

HIGH PRIORITY PROJECTS REFERRED TO UNIFIED PLANNING WORK PROGRAM (UPWP) FOR POTENTIAL FUNDING

Comprehensive Update to the State's Congestion Management Process – New Project

This project would develop a Congestion Management Process (CMP) for the State. CMP is a systematic and regionally accepted approach for managing congestion that provide accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The committee agreed with the benefits of this project

and recommended the potential for further study as part of the Unified Planning Work Program. TIP Guiding Principles - Mobility, Environmental Impact, Supports Local & State Goals.

Long Range Transportation Plan / Transit Strategic Plan – New Project

This project would provide a comprehensive update to the State’s Long-Range Transportation Plan and address transportation needs over the next twenty years. The committee agreed with the benefits of this project and recommended the potential for further study as part of the Unified Planning Work Program. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Environmental Impact, Safety & Security, Supports Local & State Goals, Equity.

Aquidneck Island / Narragansett Bay Ferry System Study – New Project

This project requests funds to study the feasibility of an Aquidneck Island / Narragansett Bay ferry system for transportation from connection points on Aquidneck Island to Providence and other destinations along Narragansett Bay.

RIDOT stated that there is value in such a study for points along Narragansett Bay and throughout the State as we are underutilizing the potential for ferry transportation. The committee agreed with this statement and recommended the potential for further study as part of the Unified Planning Work Program. TIP Guiding Principles - Mobility, Cost Effectiveness, Economic Development, Supports Local & State Goals.

MEDIUM PRIORITY

RIPTA Passenger Infrastructure Enhancement – New Project

Subcommittee Priority #4

RIPTA is requesting funds for major investments in Rhode Island’s passenger infrastructure for transit riders. While RIPTA budgets federal funds for repair and for targeted improvements, they are looking to accelerate these investments to maximize economic and transportation benefits. Working with partners, RIPTA proposes to establish new hubs at key destinations, including two new hubs in Downtown Providence and at half a dozen locations throughout the state. RIPTA also proposes to implement a "Passenger Experience Enhancement Plan" (PEEP), bringing bus stop amenities up to the levels established in RIPTA’s board-adopted Service Standards. Bus shelters, seating, signage, and other amenities will be addressed through a coordinated statewide campaign on an accelerated timeframe.

The committee felt that these proposed investments were important to the State and RIPTA’s ability to provide quality and reliable service therefore they recommended this project as a medium priority. TIP Guiding Principles – Mobility.

RIPTA Transit Corridor Capacity Expansion – New Project

Subcommittee Priority #5

For this project RIPTA proposes to expand the capacity of transit infrastructure by investing in a combination of projects including fixed guideway corridors such as bus rapid transit, rail, light rail, ferry, and enhanced bus; improving throughputs by adding bus-on-shoulder capability for key choke points in

the system; and partnering with municipalities and RIDOT to upgrade traffic signals. This project would be both for the study of these items and also for the capital cost for implementation.

The committee was supportive of the project and emphasized that RIPTA needs to attract drivers out of their vehicles and onto the bus. Therefore this project was recommended as a medium priority. TIP Guiding Principles – Mobility.

RIPTA Green Vehicle and Fleet Expansion – New Project
Subcommittee Priority #6

This project is to replace and expand RIPTA’s transit vehicle fleet with low or no-emission vehicles by 2024.

The committee felt that this was an important project, especially with the environmental benefits and competitive edge RIPTA would gain by having a green fleet. Therefore this project was recommended as a medium priority for funding. TIP Guiding Principles – Environmental Impact, Supports Local & State Goals.

ADA Intermodal Hub, Fort Adams State Park, Newport - New Project
Subcommittee Priority #7

This project is for the development of a new ADA compliant ferry dock with shade structure/waiting area and lighting at Fort Adams State Park in Newport.

The committee discussed the events held at Fort Adams where the public would utilize this dock, including the Volvo Ocean Race, Newport Jazz Festive, Folk Festive, etc. The committee did express concern about the multimodal aspects of this project since it addresses primarily ferries/boats and not other modes of transportation.

The committee felt that this project was more of an ADA project and referred it to the Pedestrian/ADA Subcommittee. However despite the referral they did still feel that it was a medium priority for the economic development and ADA accessibility benefits the project would provide. TIP Guiding Principles – Mobility, Economic Development, Safety.

LOW PRIORITY

The following low priority projects are not listed in any priority order.

North Main Street, Providence Enhancement Project – New Project

This project is for the study of additional pedestrian, bicycle, and bus infrastructure along North Main Street in Providence, including Complete Streets and bus priority lanes. North Main Street currently serves RIPTA’s R-Line Rapid Bus service.

RIDOT stated that they are hesitant to spend capital funds on projects that could be covered through planning funds. They also stated that this project sounds more of a Complete Streets analysis that could

be part of the UPWP. The committee agreed and recommended the potential for further study as part of the Unified Planning Work Program. TIP Guiding Principles - Mobility, Equity.

Kingston Station and Vicinity Connectivity Corridor Study, South Kingstown – New Project

This project requests study and analysis of the Kingston Train Station and vicinity area to identify corridor improvements that would improve or facilitate better multi-modal connectivity to the Kingstown Station.

The committee agreed about the value of this project however they did have concerns on the statewide application of this project as it is very site specific. Therefore they recommended that this project be referred to the Unified Planning Work Program process for potential funding. TIP Guiding Principles - Mobility, Economic Development.

Aquidneck Island Multi-Modal / Alternative Transportation Center Study – New Project

This project proposal requests study and facility planning leading towards creation of an Aquidneck Island multi-modal/transportation center in the vicinity of the Pell Bridge ramps, where realignment of the ramps will free up land.

RIPTA stated that there is ongoing work to improve the Newport Gateway Center, which currently functions as the area's multi-modal hub. They have redesigned the Gateway Center's passenger facility at a cost of \$7 million, which is also now more storm resilient. RIPTA also stated that to create a transportation hub you need two or more transit lines intersecting and the Newport Pell ramp area does not contain these links. Therefore RIPTA does not recommend this location as a multimodal hub.

RIDOT stated that the engineering for the Pell Bridge realignment ramps is still premature and we should not be planning alternative uses for the land yet. Based on the discussion the committee recommended this project for further study potentially as part of the FY 2016 Unified Planning Work Program project Commuter Services Planning Study. TIP Guiding Principles - Mobility.

Summer Service – New Project

This project is proposed by RIDOT and would be for summer/seasonal ferry, bus, and rail service connecting major tourist attractions and recreational facilities along Narragansett Bay.

RIDOT stated that they would be using state funds to test the service perhaps on the weekends in the summer of 2016. RIDOT also stated that an initial study has been completed on the infrastructure side and they are now developing an RFP to hire an operator. RIDOT's plan is to test the service this summer and see if it is successful for future potential service and expansion.

The committee asked about RIPTA's prior Providence to Newport ferry service that was funded through CMAQ and if those funds are still available for this proposed ferry service. RIPTA responded that CMAQ funds for the previous Providence to Newport ferry service expired in 2008 after nine seasons of providing the service. Members of the committee stated that many Rhode Island residents utilized the former RIPTA ferry service as a means to get out on Narragansett Bay at an affordable rate. Based on that comment, the committee generally agreed that there is an equity component to this service for low income residents, especially those in Providence who do not typically have much access to the Bay.

RIPTA also added that they would like see more detail on how the ferry service would connect to bus transit service.

The committee recommended to wait until RIDOT's 2016 summer pilot is complete and then evaluate future funding options for this project. TIP Guiding Principles - Mobility, Economic Development, Equity.

Commuter Rail Feasibility Study – Woonsocket – Previous Project

This project is to complete a feasibility study to establish commuter rail service to/from Woonsocket.

RIDOT stated that there have been previous studies completed on the establishment of train service in Woonsocket and they are not sure how another study would benefit this potential project. RIDOT also stated that a private entity is working to initiate service by 2018 between Providence and Worcester, MA, with a stop in Woonsocket. RIDOT added that this private entity has established their office at the Woonsocket Train Depot. In addition, the private operator of that service has not requested any public funding for this project. The committee hoped that the private entity is successful in establishing service and that if the state does establish in-state rail shuttle service, additional service at the Woonsocket Station should be further explored. TIP Guiding Principles - Mobility, Economic Development, Supports Local & State Goals, Equity.

Expansion of RIPTA Service- Aquidneck Island - New Project

This project proposes to expand RIPTA service on Aquidneck Island by increasing off-island connections and making FLEX service more flexible by allowing same-day scheduling.

RIPTA stated that they are making steps towards improving the FLEX service by purchasing software that will enable dynamic scheduling and shorter advance notice reservations. RIPTA expects to publicize that change, along with the announcement of service improvements, based on feedback from the community, in the Newport/Middletown Flex Service this spring. RIPTA also stated that expansion of RIPTA service in general for the State of Rhode Island needs to be part of a larger conversation about expansion of statewide transit service. RIPTA is aware of service needs on island, but very little of agency's operating budget is covered through the federal program. Based on the discussion this project was recommended for a low priority by the committee. TIP Guiding Principles - Mobility, Equity.

URI Commuter Rail Spur off Northeast Corridor Mainline – New Project

This project involves the design and construction of a rail spur from the Northeast Corridor Mainline onto the URI Kingston campus.

RIDOT stated that a small study has been completed to improve the physical connections to the existing Kingston Train Station one-mile north of the campus. The operational issues have not been examined. RIDOT also stated that there has been significant funding invested in the Kingston Station, as it is an important station for Amtrak, and it is not sure how a URI Station would work in such close proximity. The URI Station would therefore be dependent upon Rhode Island providing in-state rail service.

The committee acknowledged that the objective to better serve the URI Kingston campus with rail service could be achieved through better physical connections as desired in the **Kingston Station and**

Vicinity Connectivity Corridor Study also under review by this committee. Based on the discussion this project was recommended as a low priority by the committee. TIP Guiding Principles - Mobility, Economic Development.

West Ferry – Fort Getty / Dutch Island Ferry Landing, Jamestown – New Project

This project proposes to develop a ferry system and the necessary ferry landings to enable the public to access Dutch Island. The committee was hesitant to provide ferry service to the uninhabitable Dutch Island. Therefore this project was recommended as a low priority.

GENERAL COMMENTS OF THE TRANSIT COMMITTEE

- Funding for Transit is very dependent on discretionary grants which are difficult to account for in a fiscally constrained TIP.
- Recommended that projects that did not get ranked high by the committee for the TIP, especially the regionally significant projects, be considered as future potential TIGER grant applications by RIDOT.

ID	TIP1316	10yrplan	ProjectName	Description	MunicipalRank	Location	AllTowns	SLRScenario	Eligibility	TIPCost	Other Cost	TotalCostEstimate	2017	2018	2019	2020	2021	2022	2023	2024	2025	TotalCostCalc	ADA Transition Plan	TIP Guiding Principle	Phase	Rank	Priority	Notes	
5204	no	no	Providence Station Transit Center	Creation of an expanded state-of-the-art transportation center/bus hub serving rail and bus passengers at the existing Amtrak and MBTA station	PVD - High; Letters of support from the Downtown Providence Parks Conservancy, the Providence Foundation and the Providence Downtown Improvement District	Providence				0	\$35.65	\$ 35.65													1	High	Priority #1. Show state bond funds.		
5184	no	no	Downtown Providence Enhanced Bus Circulator Project	Urban circulator project	High	Washington, Exchange St, Chestnut, Richmond, Eddy	Providence			\$4.00	\$13.00	\$ 17.00													2	High	Priority #2. If state funds are identified.		
5011	yes	no	Pawtucket/Central Falls Train Station	Open new train station on MBTA commuter rail line	CF - high (1); PAW High	Conant Street to Dexter Street	Central Falls			\$40.00	\$0.60	\$ 40.60	\$ 1.00	\$ 2.00	\$ 4.00	\$ 4.00	\$ 10.00	\$ 12.00	\$ 7.00			\$ 40.00			Final Design, Beginning construction	3	High	Priority #3. RIDOT to continue to refine final design and construction costs.	
5208	no	no	Route 6/10 Enhancement/Replacement Project	Study of possible enhancements to Routes 6 and 10 within the City of Providence, including evaluation of the potential conversion from a highway to a boulevard	High		Providence					\$ -															High	High priority however, all options will be considered as part of NEPA scoping process including transit and boulevard concept. Referred back to RIDOT to advance through NEPA process.	
	no	no	Comprehensive Update to the State's Congestion Management Process	Develop specific, implementation oriented Travel Demand Management, nonautomotive travel, and land use management strategies that can all help to provide travelers with options and reduce number of vehicles or trips			Statewide			\$0.50		\$ 0.50															High	Referred to UPWP process for potential funding.	
	no	no	Long Range Transportation Plan/Transit Strategic Plan	Development of long term vision for all transportation modes in the state with a specific emphasis on anticipated investments in transit			Statewide			\$1.00		\$ 1.00																High	Referred to UPWP process for potential funding.
5113	no	no	Aquidneck Island / Narragansett Bay Ferry System Study	A study investigating the feasibility of an Aquidneck Island/Narragansett Bay Ferry System which would provide water borne transportation connecting points on Aquidneck Island and the Island to Providence and other destinations on Narragansett Bay.	AIPC - High	Aquidneck Island and Narragansett Bay	Newport, Middletown, Portsmouth, Providence			\$0.10		\$ 0.10																High	Referred to UPWP process for potential funding.
5256	no	no	RIPTA Passenger Infrastructure Enhancement	Establish new hubs at key destinations, including two new hubs in downtown Providence and at 6 locations throughout the state; implement a Passenger Experience Enhancement Plan, bringing bus stop amenities up to the levels established by RIPTA's board-adopted Service Standards; address bus shelters, seating, signage and other amenities in a coordinated statewide campaign			Statewide			\$13.50		\$ 13.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 13.50				4	Medium	Priority #4
5254	no	no	RIPTA Transit Corridor Capacity Expansion	Fixed guideway corridors, such as bus rapid transit, rail, light rail, ferry and enhanced bus; adding Bus On Shoulder capability for key choke points in the system, such as Rt 146 and Rt 195; upgrading traffic signals			Statewide					\$ -															5	Medium	Priority #5
5255	no	no	RIPTA Green Vehicles and Fleet Expansion	Expand the state transit vehicle fleet by an additional 45 low- or no-emission vehicles; Transform the state transit vehicle fleet by replacing current buses with low- or no-emission vehicles as they reach the end of their useful life, by 2034			Statewide					\$ -															6	Medium	Priority #6
5112	no	no	ADA Intermodal Hub, Fort Adams State Park	Development of a new Inter-modal Hub at Fort Adams State Park in Newport adjacent to the Park Visitor's Center including an ADA compliant ferry dock, shade structure/waiting area, and lighting.	RIDEM - Low	Fort Adams Drive/Fort Adams Visitor Center	Newport	3,5		\$0.35	\$0.08	\$ 0.43														7	Medium	Priority #7. Also recommended to ADA Subcommittee.	
5195	no	no	North Main Street Enhancement Project	Study of alternatives, design and construction for additional pedestrian, bicycle and bus infrastructure along North Main Street, including complete streets applications and bus priority lanes	PVD - Medium; RIBC - Medium		Providence			\$0.05		\$ 0.05																Low	Referred to UPWP process for potential funding.
5249	no	no	Kingston Station and Vicinity Connectivity Corridor Study	Corridor Study to analysis existing conditions and identify corridor improvements to facilitation better multi-modal connectivity to Kingstown Station.	SK - medium; SK HPbD - medium	Rt. 138 at Plains Rd./Rt. 110 to Kingstown Station/Fairgrounds Rd.	S. Kingstown			\$0.04		\$ 0.04																Low	Referred to UPWP process for potential funding.

ID	TIP1316	10yrplan	ProjectName	Description	MunicipalRank	Location	AllTowns	SLRScenario	Eligibility	TIPCost	Other Cost	TotalCostEstimate	2017	2018	2019	2020	2021	2022	2023	2024	2025	TotalCostCalc	ADA Transition Plan	TIP Guiding Principle	Phase	Rank	Priority	Notes
5111	no	no	Aquidneck Island multi-modal/alternative transportation center study	Study and facility planning leading towards creation of an Aquidneck Island multi-modal/alternative transportation center in the vicinity of the Pell Bridge ramps	AIPC - Medium	Pell Bridge ramp redevelopment area	Newport	?		\$0.08		\$ 0.08										\$ -		Mobility			Low	Potential to include as part of FY 16 UPWP project - Commuter Park n' Ride Expansion Study.
		yes	Summer Service	This line item involves the start-up operations and further development of limited seasonal bus/rail/ferry services connecting major tourist attractions and recreational facilities along Narragansett Bay. It is anticipated that the initial service in FY16 will be limited to weekends during the summer season at select locations, and depending upon usage and demand, could be expanded with additional locations and operations in subsequent years.			Statewide					\$ 9.50										\$ -		Mobility; Economic Development; Equity			Low	Monitor results of FY 16 pilot service.
5308	yes	no	Commuter Rail Feasibility Study Woonsocket	Commuter Rail Feasibility study.	low (31)		Woonsocket			\$1.00		\$ 1.00										\$ -		Mobility; Economic Development; Supports Local and State Goals; Equity			Low	Private service proceeding for estimated start up in 2017-18
5073	no	no	Expansion of RIPTA Service	Expanding RIPTA service on the island, increasing off-island connections, and making FLEX service more flexible by allowing same-day scheduling.	MID - High	Aquidneck Island	Middletown, Newport, Portsmouth			\$3.50		\$ 3.50										\$ -		Equity; Mobility			Low	
5325	no	no	URI Commuter Rail Spur off Northeast Corridor Mainline	Design and construction of a rail spur from the Northeast Corridor Mainline onto the URI Campus	URI - Low (3); SK - oral support		S. Kingstown			\$30.00		\$ 30.00										\$ -		Mobility; Economic Development			Low	Service dependent upon in-state rail service.
5064	no	no	West Ferry-Ft Getty/Dutch Island Ferry Landing	Develop ferry landings to allow public access to Dutch Island	Low (8)		Jamestown			\$2.10	\$0.20	\$ 2.30										\$ -					Low	