

**Town of Middletown**  
Planning Department

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350 East Main Rd., Middletown RI 02842 (401) 849-4027

January 4, 2016

Rhode Island Statewide Planning Program  
ATTN: Kimberly Crabill  
One Capitol Hill  
Providence, RI 02908

Re: Middletown FFY 2017-2025 TIP submission

Dear Ms. Crabill,

Enclosed I am providing Middletown's projects submission for the FFY 2017-2025 Transportation Improvement Program (TIP). The town is requesting that all local projects included in the 2013-2016 TIP be carried forward. Additionally, the town is submitting applications and supporting documentation for eight new proposed projects. Each of these new projects would provide significant enhancement to Middletown's and Aquidneck Island's transportation system. Several of the new and current TIP projects were included as recommendations of the 2011 Aquidneck Island Transportation Corridor Study.

On December 7, 2015 the Middletown Town Council held a public hearing to accept input to the town's TIP submission. Following the hearing the Town Council voted to approve the prioritized list of projects included in this submission. Please see the enclosed copies of the public hearing notice and the resolution approved by the Town Council.

Please feel free to contact me with any questions.

Sincerely,

Ronald M. Wolanski, AICP  
Director of Planning & Economic Development

CC: Town Administrator  
Town Engineer  
DPW Director



**Town of Middletown**  
Planning Department

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350 East Main Rd., Middletown RI 02842 (401) 849-4027

TOWN OF MIDDLETOWN

NOTICE OF  
PUBLIC HEARING  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Town of Middletown is developing a prioritized list of transportation projects to submit to the State Planning Council for consideration for inclusion on the FFY 2017-2025 State Transportation Improvement Program (TIP). Projects approved for inclusion in the TIP will be eligible for future funding assistance.

A public hearing before the Middletown Town Council will be held at the Town Hall, 350 East Main Road, Middletown, on Monday, December 7, 2015 at 7:00 P.M. for the purpose of obtaining public input regarding potential projects.

This meeting location is accessible to the handicapped. Individuals requiring interpreter services for the hearing impaired should notify the Town Clerk's Office not less than 48 hours before this meeting.

Wendy J.W. Marshall, CMC  
Town Clerk

THE TOWN OF MIDDLETOWN

**RESOLUTION  
OF THE  
COUNCIL**

No. ....

WHEREAS: The State Planning Council, the Metropolitan Planning Organization (MPO) for the State of Rhode Island, is responsible for development of the Transportation Improvement Program (TIP) for FFY 2017-2025; and,

WHEREAS: The State Planning Council is seeking input from municipalities and other interested parties to assist with preparation of the TIP; and,

WHEREAS: Transportation projects include in the TIP are eligible for federal funding; and,

WHEREAS: The Town of Middletown, its residents, and tax payers have an interest in ensuring that projects necessary to the provide efficient and safe options for all transportation modes are included in the TIP; and,

WHEREAS: The Town Council held a public hearing on December 7, 2015 to accept public comment and consider a proposed prioritized list of projects to be submitted to the State Planning Council, now

THEREFORE, BE IT

RESOLVED: That the Town Council hereby approves the prioritized list of projects for submission to the State Planning Council for inclusion in the FFY 2017-2025 TIP.

DEC - 7 2015

READ AND PASSED IN COUNCIL

  
WENDY J.W. MARSHALL, CMC  
TOWN CLERK

# Project Prioritization Cover Sheet | Town of Middletown



## Transportation Improvement Program

<b>CONTACT</b>	<b>Contact Information</b>		
	Contact Person	<u>Ronald M. Wolanski</u>	Title <u>Planning Director</u>
	Mailling Address	<u>350 East Main Road</u>	
	City	<u>Middletown</u>	Zip Code <u>02842</u>
	Phone	<u>401-849-4027</u>	Email <u>rwolanski@middletownri.com</u>

<b>PROJECT PRIORITIZATION</b>	<b>Project Prioritization</b> <small>(please use an additional sheet if necessary)</small>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	High	✓		Aquidneck Ave. (Rt. 138A) reconstruction from Green End Ave. to East Main Rd. (Rte. 138) (including drainage and sidewalks).
	High		✓	Aquidneck Ave./Purgatory Road – Improvements in the beach area as identified in the 2007 Atlantic Beach District Master Plan, including roadway and sidewalk improvements).
	High	✓		East Main Rd (Rt. 138) at Aquidneck Ave.(Rt. 138A) – intersection improvements, including left-turn lanes.
	High		✓	Purgatory Road – Sidewalks, Aquidneck Ave. to Second Beach.
	High		✓	RIPTA - provide expanded fixed-route bus service.
	High	✓		West Main Rd (Rt. 114) at Forest Ave. – intersection improvements, including left-turn lane.
	Medium		✓	East Main Rd (Rt. 138) Shared Use Path (Aquidneck Ave north into Portsmouth)
	Medium		✓	East Main Rd (Rt. 138) – resurfacing from Aquidneck Ave. to Portsmouth Town Line.
	Medium		✓	Valley Rd (Rt. 214) – resurfacing from Green End Ave. to East Main Rd.
	Medium		✓	West Main Rd (Rt. 114) – resurfacing from John Kesson Lane to Mill Ln.
	Medium		✓	West Main Rd (Rt. 114) Shared Use Path (Greene Lane north into Portsmouth)
	Low		✓	Burma Road/Shoreline Drive Shared Use Path.
	Low	✓		Burma Rd. improvements to create "Shoreline Drive" (Proposed by West Side Master Plan & the Aquidneck Island Transportation study.)
	Low	✓		JT Connell/Coddington reconstruction from Newport rotary to West Main Rd.
	Low		✓	Bailey Brook Bridge at East Main Rd. (Rt. 138).
	Low		✓	Easton Beach Bridge, Memorial Blvd at Easton Pond Channel.
	Low		✓	Norman Brook Bridge at West Main Rd. (Rt. 114).



**Project Prioritization** (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	

**Required Public Hearing**

The required public hearing was held on 12/07/2015

CERTIFICATION

**Applicant Certification**

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

Shawn Brown Town Administrator

Applicant [Signature] Title 1/4/2016

Chief Executive Officer Signature [Signature] Date 1/4/2016

**Submittal Checklist**

CHECKLIST

- 3 collated copies of complete TIP submittal package
  - Project Prioritization Cover Sheet
  - New Project Application Form for each new project
    - 2-page narrative on evaluation criteria
    - 8.5" x 11" PDF map of project location
- Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- Submit complete TIP submittal package to:
  - Rhode Island Statewide Planning Program
  - ATTN: Kimberly Crabill
  - One Capitol Hill
  - Providence, RI 02908

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

# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of Middletown  
Contact Person Ronald M. Wolanski Title Planning Director  
Mailing Address 350 East Main Road  
City Middletown Zip Code 02842  
Phone 401-849-4027 Email rwolanski@middletownri.com

PROJECT INFORMATION

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

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

### Project Description

Project Title Aquidneck Ave. (Rt. 138A) Reconstruction  
Location by Street Name Aquidneck Avenue  
Project Limits - From Green End Avenue To East Main Road

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

Provide a brief description of the proposed project:

This project proposes reconstruction of Aquidneck Avenue from East Main Road to Green End Avenue (approximately one mile), including the implementation of appropriate stormwater drainage control and treatment, sidewalks, and shoulder and/or bike lane on both sides of the road.



## Describe need for proposed project:

Aquidneck Avenue in the subject area is a densely developed business corridor, that also serves abutting residential neighborhoods and the Gaudet Middle School. Over the past several years concerns have been expressed locally about the need for improvements, particularly to address pedestrian safety. Currently there are no sidewalks in this area. The level of activity resulting from the school and local businesses appears to warrant the installation of sidewalks. Due to the nature of the stormwater system, including the use of ditches along the roadway, and the lack of curbing, installation of sidewalks and bike lanes is not possible without reconstruction of the roadway. Implementation of appropriate stormwater drainage control would also provide for the installation of BMP's to address the Town's and RIDOT's responsibilities relative to the Bailey Brook and North Easton's Pond TMDLs.

The proposal would increase mobility for physically handicapped residents of Middletown as well as residents without access to automobiles. The facilities are particularly important in this respect as Aquidneck Avenue is not serviced by RIPTA.

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

Creating comprehensive bicycle and pedestrian infrastructure along Aquidneck Avenue encourages wider adoption of more environmentally friendly multi-modal and/or active transportation by providing increased safety for motorists, pedestrians, and cyclists. In addition to directly supporting the goals outlined in the 2014 Middletown Comprehensive Plan, these proposed facilities would tie directly into existing infrastructure on East Main Road, creating a more broadly useful multi-modal transportation network in Middletown.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

### Evaluation Criteria

CRITERIA

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

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

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$1.8 million	\$1.8 million
				Total Cost	\$1.8 million
				Amount Requested through TIP Process	\$1.8 million

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

Source	Amount
State Highway	
Total	

Estimated date of construction Summer 2017

### Applicant Certification

CERTIFICATION

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

*[Handwritten Signature]*  
1/4/16

*[Handwritten Signature]*  
1/4/16

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

**Town of Middletown  
New Project Request  
Aquidneck Avenue Reconstruction**

**Mobility benefits**

According to the Aquidneck Island Transportation Study, the section of Aquidneck Avenue connecting Green End Ave. and East Main Rd. serves approximately 12,000 vehicles daily. Currently, pedestrians and cyclists are required to share this space with motorists, discouraging all but the most dedicated and experienced users. The construction of sidewalks and bicycle lanes along Aquidneck Avenue allows for greater mobility among those unable, unwilling, or simply not interested in using automotive transportation but understandably uncomfortable with the current street configuration.

**Cost Effectiveness**

Restructuring Aquidneck Avenue with regards to stormwater management and pedestrian/cyclist safety would allow the Town of Middletown to solve two problems in a single project, effectively eliminating the need to reconstruct the road a second time. This alone makes the project worth pursuing with regards to cost effectiveness. With the presence of Gaudet Middle School on Aquidneck Avenue, the project creates a safe route to school. Increasing the safety of Middletown school children cannot be valued, but nonetheless provides a valuable incentive for completing this project.

**Economic Development**

Home to ~40 retail and restaurant businesses, nearly all of them locally owned, this area would benefit greatly from increased foot and bicycle traffic. These road users are often slower moving and less rushed than drivers and are more likely to visit local shops they stumble upon. Offices located on the same stretch of Aquidneck Ave. provide a number of potential patrons for the restaurants during the lunch hour and construction of pedestrian facilities has the potential to greatly reduce mid-day vehicular activity in a congested area.

Located immediately outside of the focus area and already home to sidewalks, the Aquidneck Corporate Park employs approximately 2,500 additional potential customers lacking only this link to frequent the Aquidneck Avenue. Looking further, Aquidneck Ave. is the primary connection to the Atlantic Beach District of Middletown, home to hundreds of hotel rooms and full of summer tourists who, due to a lack of current connectivity, may be totally unaware of the plethora of local businesses within a thirty minute walk (10 minute bicycle ride) of the beach.

**Environmental Impact**

The removal of automobiles from the road, such as results from the increased availability of active transportation facilities, has an immediate impact on the generation of CO2 emissions. It also reduces the level of contaminated runoff from roadways due to automobile leakage and the creation of litter from motorists.

The reconfiguration of stormwater management facilities along Aquidneck Avenue will improve current runoff issues. Currently, untreated surface runoff flows into ditches and stormwater drains, ultimately flowing into Bailey Brook and Easton's Pond, both of which are subject to TMDLs, Bailey Brook for

bacteria and Easton's Pond, a drinking water reservoir, for phosphorus. Reconfiguration of drainage would allow for the regeneration of these degraded water resources.

### **Supports Local and State Goals**

Identified as a high-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

### **Safety and Security**

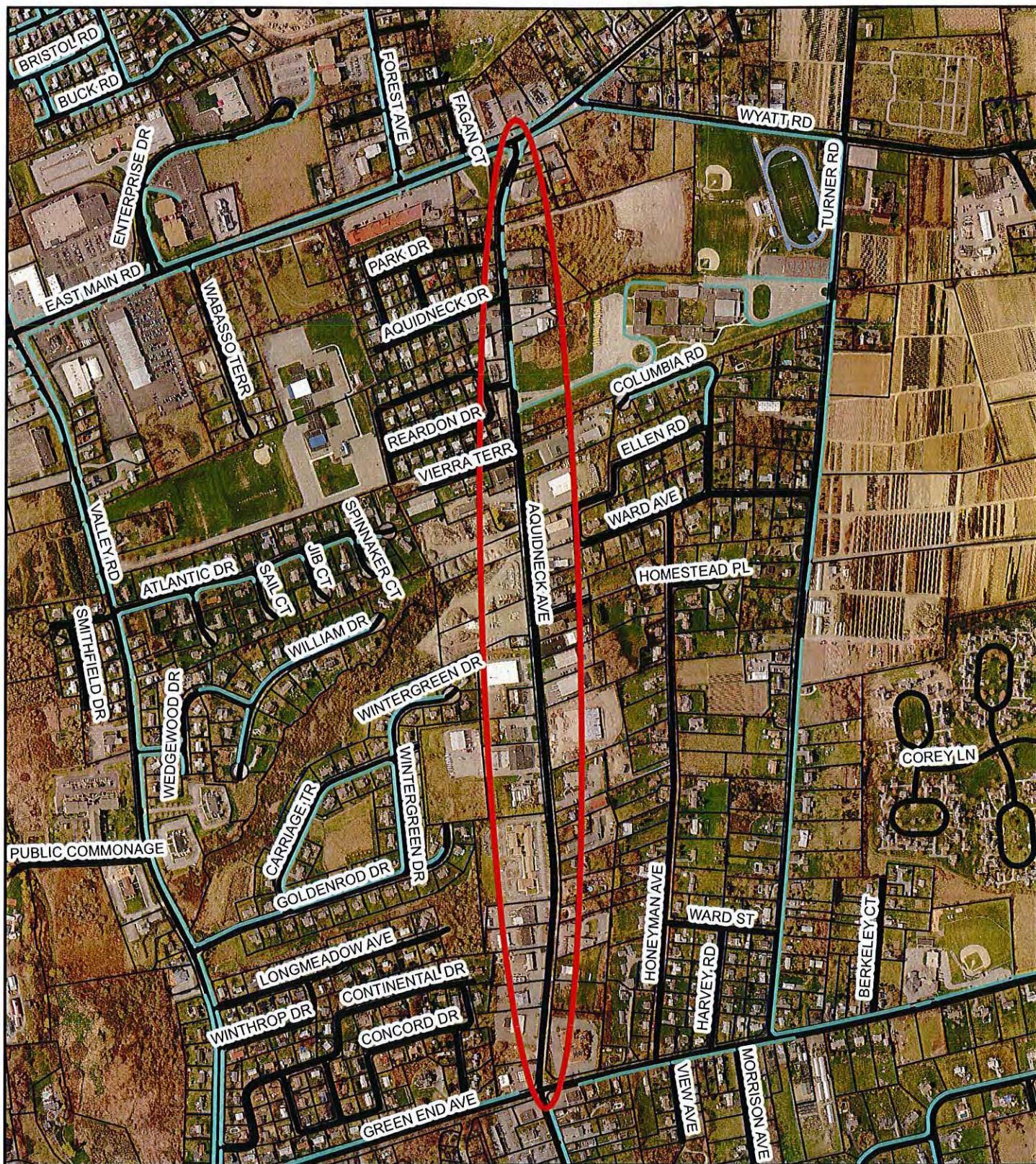
By providing infrastructure for pedestrians and cyclists, these groups become far safer than if they were required to share the road with cars as is currently the case. Motorist safety is also increased by reducing the likelihood of accidents, either from striking pedestrians/cyclists or striking traffic/obstacles in an attempt to avoid doing so.

The section of Aquidneck Ave. in question also serves as a primary means of accessing Gaudet Middle School. Construction of pedestrian and bicycle facilities in this area creates a safe route to the school. In addition to its primary function as an educational institution, Gaudet is an approved emergency shelter with Aquidneck Ave. serving as an important evacuation route.






### **Equity**

Reconfiguring Aquidneck Avenue will open a range of mobility options for those without access to an automobile. These groups are currently unable to safely travel down Aquidneck Ave. The proposal increases mobility equity. Unfortunately, no RIPTA service currently operates along Aquidneck Avenue, further restricting the mobility of economically stressed populations in this part of Middletown.



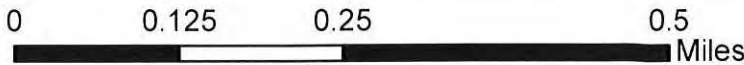


**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
 New Project Application  
 Aquidneck Avenue Reconstruction





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
	Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	<b>Project Description</b>			
	Project Title <u>Atlantic Beach District Streetscape and Cross-section Improvements</u>			
	Location by Street Name <u>Aquidneck Avenue (Route 138A)</u>			
	Project Limits - From <u>Valley Road</u> To <u>Purgatory Road</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			

The existing layout of Aquidneck Avenue, currently comprised of two 12 foot travel lanes, two 2-10 foot buffers, and two 0-5 foot sidewalks, is decidedly autocentric and does not allow for comfortable use by pedestrians. Additionally, the sidewalk and parking areas are the same material and elevation in many places, leading to cars parking on the sidewalk. Many utility poles are located within the sidewalk, creating obstacles at least and in many places making the sidewalk unusable.

The proposal calls for reconfiguring the roadway to maintain the two travel lanes, create an 8 foot parking lane on the eastern side of Aquidneck Avenue, expand the eastern sidewalk to a contiguous, differentiated 6 foot sidewalk, and expand the western sidewalk to a contiguous, differentiated 10 foot sidewalk with street furniture and plantings. The western sidewalk would allow for a pedestrian scale transportation system connecting the hotels in the area with local shops and the beaches. The new sidewalks will be ADA compliant, unlike the current sidewalks. By removing the "shoulder" on both sides of Aquidneck Avenue, this proposal will not involve the acquisition of any additional right of way and will maintain the current width of the roadway.

## Describe need for proposed project:

The current configuration of Aquidneck Avenue in the Atlantic Beach District is unwelcoming to pedestrians and unusable by the handicapped. It serves as an unattractive and uninviting gateway to the district and may dissuade potential visitors staying at the numerous hotels in the area from venturing out without a car.

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

The ability of pedestrians, including disabled and low income populations, to access the Atlantic Beach District will be greatly improved. The experience of tourists visiting the beaches in the area and staying in adjacent hotels will also be improved. Creating pedestrian infrastructure to accommodate these groups will reduce congestion during the busy summer months.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No



CRITERIA

**Evaluation Criteria**

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

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

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$300K	\$1 million	\$1.3 million
				Total Cost	\$1.3 million
				Amount Requested through TIP Process	\$1.3 million

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



Source	Amount
Intersection improvements in the Atlantic Beach District have already been funded	
with construction slated to start this year.	
Total	

Estimated date of construction 2017 forward

CERTIFICATION

**Applicant Certification**

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

	1/4/16
Applicant's Signature	Date
	1/4/16
Chief Executive Officer's Signature	Date

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

**Town of Middletown  
New Project Request  
Atlantic Beach District Roadway Improvements**

**Mobility benefits**

According to data collected for the Aquidneck Island Transportation Study, daily traffic volume is roughly 12,000 on Aquidneck Avenue between Green End Lane and East Main Road. Similar volumes are projected for the section of Aquidneck Avenue in the Atlantic Beach District. While the area can become congested during the summer months, this project is primarily aimed at improving safety and pedestrian access.

Roadway improvements and sidewalk optimizations will allow for this residentially and commercially dense area to become a pedestrian-oriented neighborhood, a status it is perfectly suited for but presently unable to obtain given safety concerns. Additionally, increasing pedestrian friendliness will allow greater access to the water and a proposed park immediately adjacent to the neighborhood.

**Cost Effectiveness**

The safety and utility of the Atlantic Beach District intersections will be greatly improved by this project. These changes will be especially evident to visitors to the area, ideally resulting in increased tourism numbers and increased capture of tourism dollars by the increased walkability of the district. When taken in conjunction with other submitted proposals, including the extension of pedestrian infrastructure on Aquidneck Avenue and Purgatory Road, as well as proposals for increased park space in the Atlantic Beach District, this proposal is capable of turning the Atlantic Beach District into the vibrant tourist destination it has the potential to be.

**Economic Development**

Tourism is the primary economic driver for the Atlantic Beach District given its proximity to the beach and Downtown Newport. Increased walkability would certainly increase the attractiveness of this economically strong area, as well as reduce traffic and open parking facilities to visitors not staying in one of the many neighborhood hotels. Furthermore, the presence of the Aquidneck Corporate Park immediately north of the project area provides ~2,500 employees who may be willing to travel the approximately half mile to visit the Atlantic Beach District restaurants for lunch, further increasing investment in the local economy as no chain establishments currently exist in the district.

**Environmental Impact**

Providing facilities that allow for non-vehicular transportation options decreases the vehicles miles traveled and the corresponding emission of CO2 and other air pollutants. Fewer chemicals are distributed on the road surface, reducing polluted surface water and limiting the potential of these pollutants to contaminate groundwater, particularly important given the proximity of Easton Pond, the largest drinking water reservoir on Aquidneck Island.

**Supports Local and State Goals**

Identified as a high-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of

Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal. In addition to the comprehensive plan, improvements in this area were shown broad support during the creation of the Atlantic Beach District Master Plan.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: D: Design, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

### **Safety and Security**

This proposal corrects a significant safety problem with the reconfiguration of four intersections: Aquidneck Ave./Valley Rd., Aquidneck Ave./Newport Ave., Aquidneck Ave./Briarwood/Crescent, and Aquidneck Ave./Purgatory Rd. Currently, the intersections are unsafe for pedestrians and motorists, both of which would see increased safety with the corrections via improved sight lines, intersections, and traffic calming measures. As an area of high residential density and high tourism activity, there are a large number of families with children in the area. Improving pedestrian safety is of the utmost concern with regards to the safety of minors.

Additionally, Aquidneck Ave. serves as an evacuation route and a primary emergency shelter, Gaudet Middle School, is located along it.






### **Equity**

Any project aiming to improve pedestrian utility inherently supports greater transportation equity by permitting individuals without access to or preference for automobiles to take full advantage of their community. As a project targeting both a high density residential area and a tourism heavy area, this proposal also provides for a high degree of social equity between locals and visitors to the area.



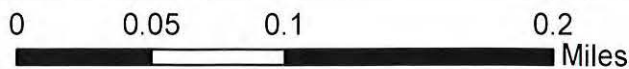


**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
 New Project Application  
 Atlantic Beach District Improvements





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
	Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
	Project Title <u>East Main Road and Aquidneck Avenue Intersection Improvements</u>
Location by Street Name <u>East Main Road (Route 138) and Aquidneck Avenue (Route 138A)</u>	
Project Limits - From <u>N/A</u> To <u>N/A</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>Installation of left turn lanes on East Main Road at Aquidneck Avenue for traffic traveling north and south on East Main Road.</p>	

## Describe need for proposed project:

There is currently no dedicated left turn lane or signal at the intersection of East Main Road and Aquidneck Avenue. Traffic turning left into the commercial property across from Aquidneck Ave. must wait for a break in southbound traffic to turn, resulting in a bottleneck in the right northbound lane as other vehicles slow to turn right on Aquidneck Avenue. During peak hours, this results in a backup frequently stretching through the East Main Road and Forrest Avenue intersection, blocking traffic and access to the hotel across from Forest Avenue. Similarly, traffic headed south on East Main Road and desiring to turn left on Aquidneck Avenue must wait for a break in traffic to turn, causing comparable backups in the southbound lanes. The northbound backup exacerbates this issue.

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

Left turn lanes would serve as release valves at the beginning of each light cycle, allowing a greater volume of traffic to pass through the intersection during each cycle and reducing the backup to a point permitting motorists on Forest Ave. to turn onto East Main Road or pass through to the hotel across the intersection, something that is often impossible under current conditions.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

### Evaluation Criteria

CRITERIA

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

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

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$20,000	\$20,000
				Total Cost	\$20,000
				Amount Requested through TIP Process	\$20,000

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


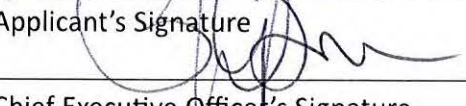
Source	Amount
Total	

Estimated date of construction ASAP

### Applicant Certification

CERTIFICATION

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

	<u>1/4/16</u>
Applicant's Signature	Date
	<u>1/4/16</u>
Chief Executive Officer's Signature	Date

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

**Town of Middletown**  
**New Project Request**  
**East Main Road and Aquidneck Avenue Intersection Improvements**

**Mobility benefits**

According to data collected in the Aquidneck Island Transportation Study, 19,000 vehicles travel East Main Road south of the Portsmouth line every day. The northbound portion of these trips would greatly benefit from the decreased congestion caused by the left turn delays. In addition to removing congestion at the intersection of East Main Road and Aquidneck Avenue, the proposal would eliminate the conflict that occurs "downstream" when Forest Avenue is effectively blocked from the backed up traffic.

**Cost Effectiveness**

For minimal cost, this project will save thousands of man hours annually spent waiting in traffic. On that basis alone it is a reasonable project. By accomplishing other environmental, congestion, safety, and mobility goals the project generates a huge return on the initial investment. Minimal cost of upkeep further contributes to the efficiency of the investment.

**Economic Development**

Intersection improvements in this location will ensure the continued success of established local businesses. Currently, some potential visitors, both local and tourists, may be turned away from these establishments by the difficulty of entering the properties and the perception of excessive congestion. Smoothing the process of visiting these businesses may encourage those currently on the fence about doing so as well as reduce the perception of congestion that may cause some to avoid going out altogether.

**Environmental Impact**

While this project is unlikely to cause a reduction in vehicle miles traveled, it will certainly reduce the time spent idling in traffic, thus reducing the total automotive run time. Furthermore, the effects of this running will be more dispersed and contribute far less to pollution in any single location.

**Supports Local and State Goals**

Identified as a high-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. In particular, the plan makes reference to improving vehicular circulation. More specifically, the goal groups T.I.A.5-7 and T.II.A.2 reference infrastructure improvements, circulation improvement, and working with RIDOT for permitting/TIP submissions regarding left turn lanes on East Main Road (Route 138) and West Main Road (Route 114). The intersection is also identified as a priority in the Aquidneck Island Transportation Study as the intersection of a principal (East Main Road) and minor (Aquidneck Avenue) arterial.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: D: Design, H: Highway, and S: Safety.



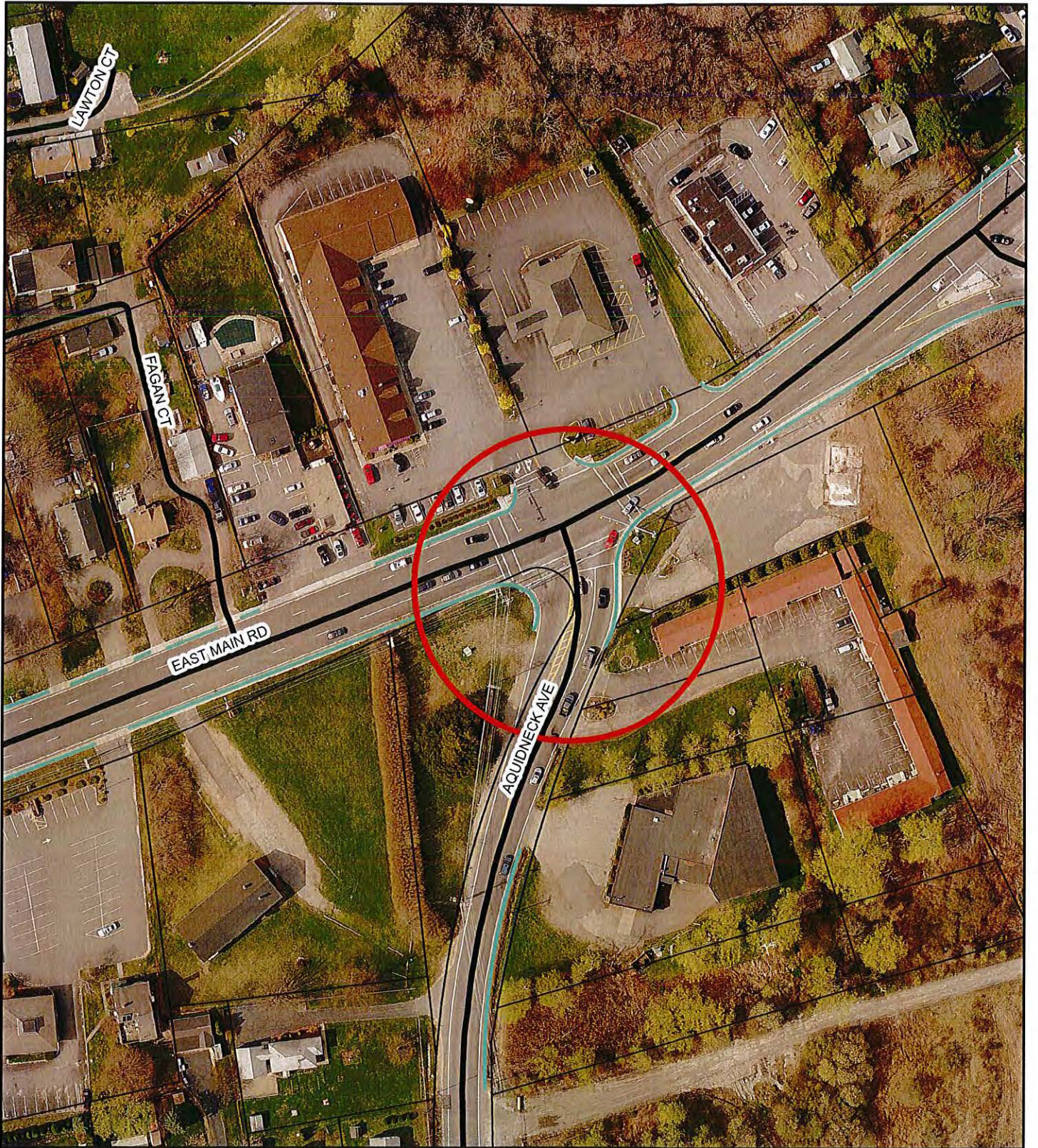
**Safety and Security**

The addition of left turn lanes at this intersection will greatly reduce congestion and backup, thus reducing the number of vehicles exiting the left lane to enter the right, turning from a stop into moving traffic. It will also reduce incidence of turning left through oncoming traffic at potentially dangerous times. Additionally, both roads in the project area are designated evacuation routes.

**Equity**

Currently the RIPTA 60 bus travels East Main Road and is the only RIPTA route to do so. As such, it is the only bus providing on or off island service that travels east of West Main Road. Frequent delays at this intersection throw off the schedule of the East Main 60, potentially causing employees in low-wage jobs to suffer a reduction in work time or potentially lose jobs, further contributing to economic hardship. Eliminating the primary cause of the delays would allow for more consistent run times, more reliable service, and may encourage higher ridership.





**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
 New Project Application  
 East Main Road at Aquidneck Avenue

0      0.0175      0.035      0.07  
 Miles





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
	Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
	Project Title <u>Purgatory Road Sidewalk Installation</u>
Location by Street Name <u>Purgatory Road</u>	
Project Limits - From <u>Aquidneck Avenue</u> To <u>Paradise Avenue</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<u>Install a sidewalk along Purgatory Road between the Atlantic Beach District and Second Beach.</u>	

Describe need for proposed project:

Purgatory Road is a heavily traveled street connecting the commercial Atlantic Beach District and Easton's Beach to Second Beach. Adding sidewalks to Purgatory Road would increase safety for those who already walk between the two areas and encourage others to do so rather than driving from one to the other.

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

This proposal would tie into those for Atlantic Beach District intersection improvements, Aquidneck Ave (between Green End Lane and East Main Road) reconstruction, and East Main Road/Aquidneck Avenue intersection improvements, creating a large network of multi-modal transportation opportunity. It also ties the largest beach in Middletown to the commercial area in the Atlantic Beach District, strengthening the potential client base for the local business contained in the district.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

## Evaluation Criteria

CRITERIA

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

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

## Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$600,000	\$600,000
				Total Cost	\$600,000
				Amount Requested through TIP Process	\$600,000

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

Source	Amount
Total	

Estimated date of construction Spring 2017

## Applicant Certification

CERTIFICATION

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

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

**Town of Middletown  
New Project Request  
Purgatory Road Sidewalk Installation**

**Mobility benefits**

Pedestrian circulation is the primary goal of the Purgatory Road sidewalk installation proposal and, as such, is the primary benefit of enacting the project. Side effects of the increased pedestrian circulation include reduced congestion as potential motorists transition to pedestrians and increased mobility options for those without or foregoing the use of an automobile.

**Cost Effectiveness**

This stretch is currently heavily used by pedestrians in the summer months as it is the most direct route to Second Beach. The addition of sidewalks would greatly increase the safety of these users and encourage additional users to walk rather than drive, contributing to lengthy backups in what is primarily a residential area. Removing this congestion directly benefits the taxpayers of Middletown while making beach access more convenient and affordable for tourists and beachgoers visiting the area. Potential expansion of businesses along this route or located at its end in the Atlantic Beach District provides a further return on investment.

**Economic Development**

Given the connection between beach-based tourism and the economy in the Atlantic Beach District, the connection of the District to Second Beach is an obvious economic driver. In addition to the numerous restaurants and bars in the Atlantic Beach District there are a large number of hotels and beach-based shops. This collection of primarily local businesses, combined with the added connectivity to the largest Middletown beach, would allow for almost complete capture of tourism dollars by the local economy.

**Environmental Impact**

The reduction in vehicle miles traveled resulting from any project designed to turn motorists into pedestrians results in a reduction in greenhouse gas emissions and other air pollutants as well as a reduction in surface pollutants that may make their way into surface and groundwater. The added connectivity would allow visitors to the area to effectively make their stays in Middletown car free, a sort of extended "park once" weekend stay would become a viable option. The presence of Normal Bird Sanctuary and Sachuest Point National Wildlife Refuge provide ample opportunity for visitors and locals alike to become further educated on a variety of environmental principles.

**Supports Local and State Goals**

Identified as a high-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, D: Design, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

**Safety and Security**

The proximity several hotels to Second Beach already generates a large number of pedestrians during the peak season. There are also many recreational walkers that follow Purgatory Road this direction year-round to access Second Beach, Normal Bird Sanctuary, and Sachuest Point National Wildlife Refuge. Currently, these pedestrians are forced into the road or onto unfinished shoulders or private yards. The construction of proper pedestrian infrastructure will greatly increase the safety of pedestrians and motorists by solving the conflict that exists between the two uses.

**Equity**

In addition to the obvious benefit of providing mobility options to those without access to an automobile, the Purgatory Road sidewalk project would provide peak-season access to Second Beach for those with access to automobiles but without the financial flexibility to buy a parking permit or even day parking by permitting them to safely walk to the beach as well.





**Legend**

- Project Area
- Town Line
- Sidewalks
- Roads
- Parcels



Town of Middletown  
New Project Application  
Purgatory Road Sidewalks

0      0.15      0.3      0.6

Miles





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
	Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
	Project Title <u>Expansion of RIPTA Service</u>
Location by Street Name <u>Entirety of Aquidneck Island</u>	
Project Limits - From <u>N/A</u> To <u>N/A</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>The Aquidneck Island Transportation Study recommends expanding RIPTA service on the island, increasing off-island connections, and making FLEX service more flexible by allowing same-day scheduling.</p>	

Describe need for proposed project:

Currently, fixed-route RIPTA service in Middletown is limited to West Main Road and East Main Road, with a slight exception on Coddington Highway. FLEX service is limited to the area contained by Valley Road, Purgatory Road, Paradise Avenue, and East Main Road. While these areas contain many valuable destinations, they are NOT heavily residential, essentially requiring residents to make additional trips, presumably by vehicle, to reach the bus, at which point they have defeated the purpose of public transportation.

The 48-hour notice requirement for FLEX service makes this service non-viable for anyone requiring a trip away from East and West Main Roads on short notice, such as for a job interview, doctors appointment, or simply wishing to commute to work at the Aquidneck Corporate Park.

Expanding RIPTA service, at the very least along Aquidneck Ave. to Purgatory Road (presumably to Newport Gateway Center) would permit a larger number of residents, both on and off-island, to commute via bus, thus eliminating a large amount of congestion.

Potentially creating express routes connecting Aquidneck Island to Providence and TF Green/Kingston Amtrak Station would further expand the possibility of commuting via public transportation.

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

Expanding the mass transit network on Aquidneck Island would allow for a large increase in ridership, even by simply adding stops at employment centers. The Aquidneck Island Transportation Study determined that roughly 89% of commuters island-wide commute via single occupancy vehicle while an additional 3% commute via multiple-occupancy vehicle and walk/bike. Only 2% of respondents identified transit as their commuting mechanism, a number with the potential to increase exponentially given that Aquidneck Island is a net importer of jobs.

Economically, greater access of jobs and commercial opportunities represents a significant opportunity to grow the economy of Middletown and Aquidneck Island as a whole. Secondly, commuting (along with other trip types) is more affordable than commuting via personal automobile, allowing for greater disposable income that can be spent in the local economy.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No



**CRITERIA**

**Evaluation Criteria**

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

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

**PROJECT ESTIMATES**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$3.5 million
				Total Cost	\$3.5 million
				Amount Requested through TIP Process	\$3.5 million

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


Source	Amount
May benefit from some redirection of existing RIPTA funds/ general route redesign	
Total	

Estimated date of construction Ongoing

**CERTIFICATION**

**Applicant Certification**

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


  
 Applicant's Signature \_\_\_\_\_ Date 1/4/16

Chief Executive Officer's Signature \_\_\_\_\_ Date 1/4/16

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

**Town of Middletown**  
**New Project Request**  
**Expansion of RIPTA Services**

**Mobility benefits**

Current RIPTA service is effectively limited to those individuals living and working along the 60 route and individuals working along West Main but living in Newport (barring bus transfers from other areas). An increase in service coverage would allow residents from different locations in Middletown to effectively cross town for work, run errands, or attend sporting/cultural events all without using a personal automobile. The creation of a route running down Aquidneck Ave. through the Atlantic Beach district would allow for year-round commuting to the ~2,500 jobs in the Aquidneck Corporate Park, visitation to the several hundred hotel rooms in the area, and frequent non-vehicular travel to the beaches of Middletown. Continuing the route to Newport would allow for the expansion of these benefits to residents of Newport working in Middletown and tourists hoping to visit the beaches and downtown.

**Cost Effectiveness**

As a net importer of jobs (38,500 jobs vs. 26,000 households), even a modest increase in transit ridership would result in a high rate of return on investment in terms of infrastructure deterioration, increased spending power, and increased equity of mobility. When considering the potential increase in shorter duration trips (such as for lunch, grocery shopping, etc.), the potential to increase ridership is even greater.

To support this shift, the Aquidneck Island Transportation Study asked respondents which alternative they would prefer if automotive transportation were not available. 65% of Mt. Hope Bridge users identified Bus or Train as their #1 and #2 preferences, as did 59% of Sakonnet River Bridge users and 57% of Pell Bridge users (the other largest response group was "I don't know" with an average of 23%). Combined, these total 80-90% of all individuals commuting to/from the island. As rail transit is not viable currently, investment in the bus system (combined with driving disincentives perhaps) certainly has the potential for an enormous impact.

**Economic Development**

Improved access to jobs, improved access to commercial opportunities, and increased levels of disposable income all contribute to the economic development impact of this proposal. Furthermore, the increase in connectivity between tourist-heavy areas of Middletown, Portsmouth, Newport, and wider Rhode Island could increase the quantity and percentage of tourism dollars captured in the local economy.

**Environmental Impact**

Nearly 1 million vehicles miles are travelled annually on Aquidneck Island. A 5% decrease in this number, a realistic projection of ridership increase should route coverage include more populated and economically active areas, would result in a savings of 50,000 vehicles miles, reducing CO2 emissions on the island by approximately 20 metric tons (20,000 kilograms or 44,000 pounds) annually. The decreased stresses on and resultant decrease in repair of infrastructure would reduce demand for tar, a heavy crude oil byproduct, further reducing reliance on fossil fuels.

### **Supports Local and State Goals**

This proposal supports all comprehensive plan goals relating to land-based transportation, particularly T.IV.A: Expand and improve public transit system and services and ensure that the system meets the mobility needs of all citizens. Specifically, the first action item (T.IV.A.1) listed under this policy is to work with RIPTA to upgrade and expand service in town, primarily as it relates to high density residential areas and known nodes of extensive economic opportunity. Action item 6 (T.IV.A.6) in this same comprehensive plan goal group is the inclusion of transit projects in the Town of Middletown's TIP proposal submission.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, D: Design, ED: Economic development, EN: Environmental, EQ: Equity, I: Intermodal, H: Highway, PE: Pedestrian, S: Safety, and T: Transit.

### **Safety and Security**

According to the Aquidneck Island Transportation Study, 5 of the 10 locations with the highest number of traffic accidents on Aquidneck Island were in Middletown at arterial streets branching off of East and West Main Roads (as well as the intersection of East and West Main). And reduction in vehicular traffic, such as that resulting from increased bus ridership, would reduce incidence of accidents in these locations.

### **Equity**

Underserved populations are the primary beneficiaries of expanded public transportation systems, particularly given the availability of senior/disabled passes for the RIPTA system. This proposal would increase the access of these populations to many services, such as the senior center, human services, multiple healthcare offices, several religious institutions, and a variety of local specialty grocery stores as well as recreational facilities and scenic outdoor areas currently located in the part of Middletown furthest away from the populations most in need and least capable of travelling there unassisted.





**RIPTA Legend**

**ROUTE**

- 67
- 14
- 62
- 64
- 63
- 60

**Legend**

- Project Area
- Town Line
- Sidewalks
- Roads
- Parcels



Town of Middletown  
New Project Application  
Expansion of Ripta Service





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
	Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	<b>Project Description</b>			
	Project Title <u>East Main Road Shared Use Path</u>			
	Location by Street Name <u>East Main Road (Route 138) (2.0 miles)</u>			
	Project Limits - From <u>Aquidneck Avenue</u> To <u>Portsmouth Town Line (Mitchells Ln)</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>The proposal is for a shared-use roadside path along a major north-south corridor, providing a safe way for cyclists and pedestrians to travel along one of the busiest roads on Aquidneck Island. The proposed path would be adjacent to many residential neighborhoods and commercial areas, allowing residents to run errands without cars and uncoupled from the bus system or, at the very least, practice a park-once method of shopping. Ideally, this project will be continued through the Town of Portsmouth.</p>				

Describe need for proposed project:

There are currently no bicycle or pedestrian friendly transportation options running north-south in Middletown. The creation of such a facility would make cyclists and pedestrians safer as well as allowing some motorists to transition away from the automobile, thus reducing congestion and corresponding traffic accidents.

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

Connecting pedestrian and bicycle facilities across Aquidneck Island is a goal identified by the Aquidneck Island Transportation Study. While each piece of the interconnected system serves an important role in providing local access to facilities and destinations, the true value of the system comes from the ability to take a series of safe, convenient paths across Aquidneck Island, thus increasing the mobility of all residents.

In addition to the obvious benefits of allowing pedestrians and cyclists the same access to existing commercial spaces that motorists enjoy, multi-use paths are a demonstrated driver of economic development and the creation of new commercial spaces.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No



### Evaluation Criteria

CRITERIA

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

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

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$3 million
				Total Cost	\$3 million
				Amount Requested through TIP Process	\$3 million

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



Source	Amount
Total	

Estimated date of construction 2018+

### Applicant Certification

CERTIFICATION

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

	<u>1/4/16</u>
Applicant's Signature	Date
	<u>1/4/16</u>
Chief Executive Officer's Signature	Date

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

**Town of Middletown  
New Project Request  
East Main Road Shared Use Path**

**Mobility benefits**

As the second busiest road in Middletown, behind only West Main Road, East Main Road serves as a vital conduit for people to, from, and through Aquidneck Island. By redirecting some local traffic from this very busy highway, the overall level of service can be improved. The project would also serve as a link in a much larger chain of pedestrian and bicycle facilities stretching from the Atlantic Beach District at the southern edge of Middletown to the Portsmouth town line. Addressing the current conflicts between different modal users will improve the experience, comfort, and safety of all.

**Cost Effectiveness**

This project provides a substantial benefit to all road users, particularly those abstaining from the use of an automobile. Additionally, the reduction of wear to existing infrastructure from reduced use and the mitigation of existing congestion, eliminating the need for roadway expansion, will provide substantial savings in the long-term.

**Economic Development**

A link in the broader chain of non-automotive transportation infrastructure, this project serves to connect residents of Middletown with a number of employment opportunities, training opportunities, and purchasing opportunities. It will also permit visitors to Middletown to explore the eastern half of Middletown at their leisure while providing a safe route back to hotels and beaches via East Main Road and its connected facilities.

**Environmental Impact**

The reduction in vehicle miles traveled resulting from shifting road users from motorists to cyclists and pedestrians is the primary environmental benefit to the project, along with the corresponding reduction in environmental pollutants resulting from the transition.

**Supports Local and State Goals**

Identified as a medium-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

**Safety and Security**

Providing pedestrians and cyclists with a distinct facility, while unfortunate in treating them as “lesser” users, nonetheless greatly increases the safety of these users. As a side effect, it also increases traffic safety via the removal of automobiles from the roads as other means of transportation become viable alternatives.






**Equity**

By providing a safe path to the employment centers of East Main Road, many of which offer only low-wage jobs, Middletown residents of all economic groups can safely reach work regardless of the willingness or ability to use an automobile. East Main Road is also in close proximity to Gaudet Middle School and Middletown High School. The creation of a network of bicycle and pedestrian friendly paths would increase the ability of students of all income groups and ages to reach school safely.


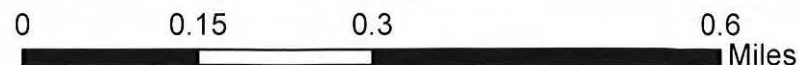




**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels

Town of Middletown  
New Project Application  
East Main Shared Use Path





# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of Middletown

Contact Person Ronald M. Wolanski Title Planning Director

Mailing Address 350 East Main Road

City Middletown Zip Code 02842

Phone 401-847-4027 Email rwolanski@middletownri.com

PROJECT INFORMATION

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

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

### Project Description

Project Title West Main Road Shared Use Path

Location by Street Name West Main Road (Route 114) (0.4 miles)

Project Limits - From Greene Lane To Portsmouth Line(Freedom Trail Drive)

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

Provide a brief description of the proposed project:

The proposal is for the construction of a mixed use path running from a high density residential neighborhood in Middletown north to the Portsmouth town line.

This project is designed as part of a longer trail system continuing north through the Town of Portsmouth.

Describe need for proposed project:

This project will provide needed congestion relief along West Main Road without the expense and unintended consequences of widening West Main Road. As the busiest road on Aquidneck Island, even a modest reduction in local trips can have far-reaching impacts on congestion.

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

This project is intended as a link in a larger chain of bicycle and pedestrian infrastructure on Aquidneck Island. In conjunction with the proposals for Shoreline Drive, East Main Road, Aquidneck Avenue, and the Atlantic Beach District, as well as those proposals from the Town of Portsmouth, the City of Newport, and the Aquidneck Island Planning Commission, a network of non-vehicular transportation infrastructure can be created, maintaining the scenic, pastoral beauty of much of Aquidneck Island while contributing to the reduction in pollution and increasing public health.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No



### Evaluation Criteria

CRITERIA

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

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

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$700,000
				Total Cost	\$700,000
				Amount Requested through TIP Process	\$700,000

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

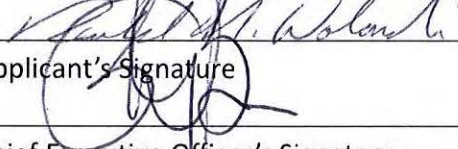
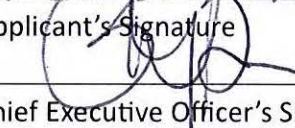
Source	Amount
Total	

Estimated date of construction 2018+

### Applicant Certification

CERTIFICATION

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

	1/4/16
Applicant's Signature	Date
	1/4/16
Chief Executive Officer's Signature	Date

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

**Town of Middletown**  
**New Project Request**  
**West Main Road Shared Use Path**

**Mobility benefits**

West Main Road is the busiest road on Aquidneck Island, serving as the primary conduit for north-south travel, the commercial center of Aquidneck Island, the main access point for Newport Naval Station's Gate 17, and the primary route for cut-through traffic. With approximately 35,000 daily trips, any activity removing some burden from West Main Road will increase mobility for all users. Middletown has, contained in its zoning ordinance, a traffic-sensitive designation for all properties fronting West Main Road (among others) requiring increased frontages in an effort to reduce the quantity of curb cuts and decrease corresponding congestion. The construction of any mixed-use facilities in this area could greatly reduce congestion resulting from short local trips originating from the high-density residential areas nearby or from other areas with proposed interconnecting facilities.

**Cost Effectiveness**

This project provides a substantial benefit to all road users, particularly those abstaining from the use of an automobile. Additionally, the reduction of wear to existing infrastructure from reduced use and the mitigation of existing congestion, eliminating the need for roadway expansion, will provide substantial savings in the long-term.

**Economic Development**

A link in the broader chain of non-automotive transportation infrastructure, this project serves to connect residents of Middletown with a number of employment opportunities, training opportunities, and purchasing opportunities. It will also permit visitors to Middletown to explore the western half of Middletown at their leisure while providing a safe route back to hotels and beaches via West Main Road and its connected facilities.

**Environmental Impact**

The reduction in vehicle miles traveled resulting from shifting road users from motorists to cyclists and pedestrians is the primary environmental benefit to the project, along with the corresponding reduction in environmental pollutants resulting from the transition.

**Supports Local and State Goals**

Identified as a medium-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

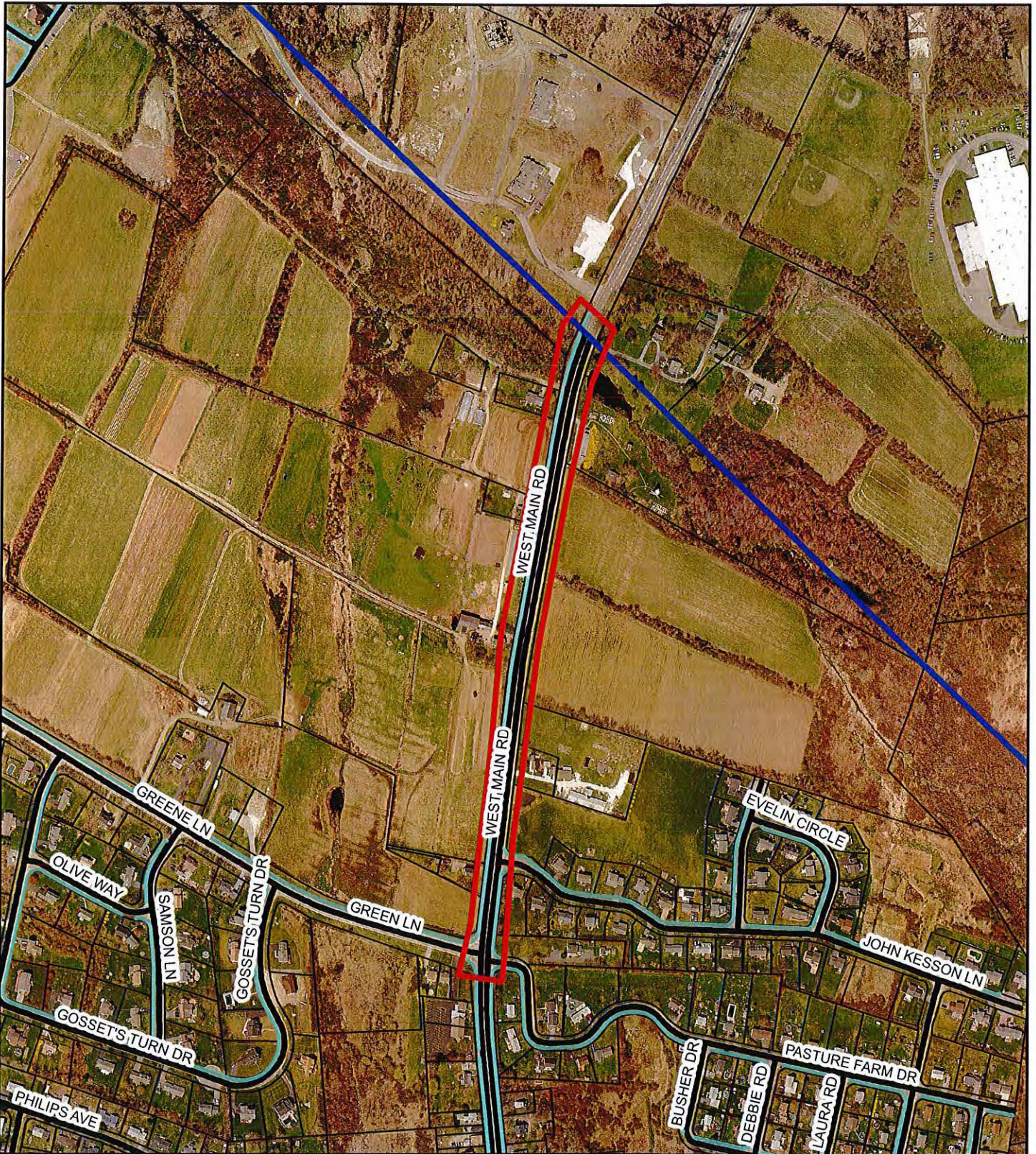
**Safety and Security**

Providing pedestrians and cyclists with a distinct facility, while unfortunate in treating them as “lesser” uses, nonetheless greatly increases the safety of these users. As a side effect, it also increases traffic safety via the removal of automobiles from the roads as other means of transportation become viable alternatives.

**Equity**

By providing a safe path to the employment centers of West Main Road, many of which offer only low-wage jobs, Middletown residents of all economic groups can safely reach work regardless of the willingness or ability to use an automobile. Furthermore, in conjunction with the proposals to add pedestrian and bicycle infrastructure to East Main Road, these populations can safely reach Middletown High School and Gaudet Middle School.



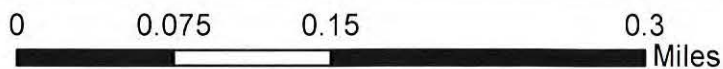


**Legend**

- Project Area
- Town Line
- Sidewalks
- Roads
- Parcels



Town of Middletown  
New Project Application  
West Main Shared Use Path





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>	
	Agency/Organization	Town of Middletown
	Contact Person	Ronald M. Wolanski
	Title	Planning Director
	Mailing Address	350 East Main Road
	City	Middletown
Zip Code	02842	
Phone	401-847-4027	
	Email	rwolanski@middletownri.com

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	<b>Project Description</b>			
	Project Title <u>Burma Road Shared Use Path- Shoreline Park</u>			
	Location by Street Name <u>Burma Road (Defense Highway) (2.3 miles)</u>			
	Project Limits - From <u>Gate 17 Access</u> To <u>Portsmouth Town Line</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>Proposal is for the construction of the Middletown segment of the Shoreline Path to be constructed on U.S. Navy property deemed surplus and to be used for the creation of public facilities. The path proposed is a 12' wide concrete path with all numbers coming from the 2014 Shoreline Park Master Plan or the 2011 Aquidneck Island Transportation Study and adjusted to include the entire length of Burma Road in Middletown.</p>				

## Describe need for proposed project:

This project would serve a number of needs. The path, in conjunction with the proposed park space, would provide the only public water access on Narragansett Bay in Middletown (currently, the entire western shoreline is occupied by the U.S. Navy). This path would allow for the recreational use of the coast and serve to preserve the scenic views of Narragansett Bay, particularly in conjunction with proposed improvements to Burma Road. The proposed path would also serve as a safer bicycle route (Burma Road is already designated for bicycle use and signed as such) for defense industry employees to get to work. Given the lack of bus service and protected bicycle/pedestrian facilities, it is unclear how many individuals currently commute by means other than personal automobile.

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

As with most proposed multi-modal transportation investments, the true value of the project comes from the linkages created. This proposal would tie into the broader network of proposed facilities to create an unbroken bicycle/pedestrian linkage from the northwest corner of Middletown to the Atlantic Ocean in the southeast corner. The initial plan for this facility includes expanding through Portsmouth to the Mt. Hope Bridge and eventually tying into the East Bay Bicycle Path, in turn connecting to the Blackstone Valley Path and creating an unbroken series of trails from Worcester, MA to the southern edge of Aquidneck Island.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No



### Evaluation Criteria

CRITERIA

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

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

### Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	BRAC	Complete	\$400 k	\$5 million	\$5.4 million
				Total Cost	\$5.4 million
				Amount Requested through TIP Process	\$5.4 million

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

Source	Amount
DEM has committed funding to the trail portion of the park. The amount is unknown.	
Total	

Estimated date of construction 2020+ Contingent on acquisition of land

### Applicant Certification

CERTIFICATION

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

*[Handwritten Signature]*

1/4/16  
1/4/16

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

**Town of Middletown**  
**New Project Request**  
**Burma Road Shared Use Trail (Shoreline Park)**

**Mobility benefits**

With Burma Road planned for upgrading to Shoreline Drive, there is expected to be a large increase in the number of daily trips taken along it. Currently, Burma Road is designated for bicycle use via road-sharing signs. However, the Aquidneck Island Transportation Study identified it as a potentially unsafe route. Increasing the utility of the roadway would only serve to make it less safe for cyclists and pedestrians, a number of which currently use it for recreation and transportation. Creating an off-street path would allow these users, as well as future commuters and recreational users, a safe, scenic route over which they would be able to travel at leisure without fearing for their safety.

**Cost Effectiveness**

The increase in tourism dollars generated by visits to the area to use the path recreationally, in conjunction with the increased development potential, make this project particularly likely to generate a large return on the initial investment. Coupled with the increase in safe, environmentally responsible transportation opportunities and essentially free land, the project is as cost effective as possible.

**Economic Development**

Currently, the western coast of Aquidneck Island in Middletown is entirely occupied by U.S. Navy-owned land. However, with much of this land deemed surplus in the latest round of BRAC, the potential for development does exist. In addition to the project itself providing a safe, non-vehicular route to many jobs in the area, the possibility of future development along the route cannot be discounted as an economic development benefit. With the planning work for the park completed in 2013, the only steps necessary to see the project through to completion are the actual obtainment of the land from the Federal Government and construction of the path.

**Environmental Impact**

Specifically designed as a bicycle and pedestrian facility, the construction of the Shoreline mixed-use path will, at worst, preserve the scenic west coast of Aquidneck Island for the enjoyment of all residents and, at best, remove a substantial number of automobiles from the road on a regular basis, reducing vehicles miles traveled and the corresponding pollutants.

**Supports Local and State Goals**

Identified as a medium-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.



On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

### **Safety and Security**

Providing pedestrians and cyclists with a distinct facility, while unfortunate in treating them as “lesser” uses, nonetheless greatly increases the safety of these users. As a side effect, it also increases traffic safety via the removal of automobiles from the roads as other means of transportation become viable alternatives.

### **Equity**

Given the low cost of walking or cycling compared to driving, facilities aimed at non-vehicular transportation are inherently more equitable than those catering to the needs of motorists. Safe, affordable transportation to and from the employment opportunities along Burma Road would allow lower income residents of Aquidneck Island to commute to jobs in these areas, something that may be impossible currently without reliable automotive transportation.





**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
New Project Application  
Burma Road/ Shoreline Shared Use Path

0      0.275      0.55      1.1  
Miles





# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Middletown</u>
	Contact Person <u>Ronald M. Wolanski</u> Title <u>Planning Director</u>
	Mailing Address <u>350 East Main Road</u>
	City <u>Middletown</u> Zip Code <u>02842</u>
	Phone <u>401-847-4027</u> Email <u>rwolanski@middletownri.com</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	<b>Project Description</b>			
	Project Title <u>Creation of Shoreline Drive from Burma Road</u>			
	Location by Street Name <u>Burma Road (Defense Highway) (2.3 miles)</u>			
	Project Limits - From <u>Gate 17 Access</u> To <u>Portsmouth Town Line</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>Performing comprehensive improvements to Burma Road/Defense Highway to create Shoreline Drive will create a third viable route north/south on Aquidneck Island, connecting off-island workers and intra-island commuters alike directly to jobs at Naval Station Newport, thus reducing congestion on East and West Main Roads.</p> <p>Improvements include widening the existing lanes on Burma Road, rerouting the southern end of the road to connect directly to Coddington Highway via roundabout, and constructing shoulders and sidewalks on both sides of the road.</p>				

## Describe need for proposed project:

West Main Road and East Main Road are the two busiest roads on Aquidneck Island, carrying 35,000 and 25,000 vehicles daily (respectively). The US Naval Undersea Warfare Center and Naval Station Newport are two of the three largest employers on the island, together accounting for nearly 4,000 employees. Raytheon, just across the town line in Portsmouth, is the second largest employer on the island, employing another 1,700 people. Currently, given the constraints of Burma Road, trips to these facilities are nearly all taken down West Main Road, causing significant congestion along East and West Main Roads during peak hours. The creation of a more direct north/south corridor will lessen this issue, potentially reducing ADTs by 10,000. In conjunction with expanded RIPTA service, perhaps creating a direct link to these employers, the reduction in total vehicle miles traveled can be even greater.

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

Ideally, this project will be continued through the Town of Portsmouth as proposed in the Aquidneck Island Transportation Study. The proposed restructuring of the northern end of Burma Road would provide for an easily accessible linkage from the northern end of Aquidneck Island to its largest employment center. When considered alongside the Shoreline Park/Path proposal, the public benefits of these projects are undeniable.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No



**CRITERIA**

### Evaluation Criteria

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

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

**PROJECT ESTIMATES**

### Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$25 million
				Total Cost	\$25 million
				Amount Requested through TIP Process	\$25 million

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

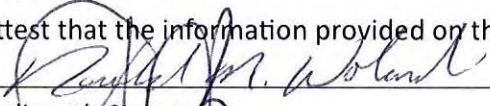
Source	Amount
Total	


Estimated date of construction 2020+

**CERTIFICATION**

### Applicant Certification

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

  
 Applicant's Signature \_\_\_\_\_ Date 1/4/16

  
 Chief Executive Officer's Signature \_\_\_\_\_ Date 1/4/16

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



**Town of Middletown  
New Project Request  
Shoreline Drive**

**Mobility benefits**

With 35,000 trips occurring on West Main Road daily, the mobility benefit gained by redirecting even a small percentage of the West Main Road total to the proposed Shoreline Drive would have a profound impact on reducing congestions, particularly at peak hours when the majority of the load would be diverted (assuming a large number of NavSta Newport and related industry employees opted for this route). Estimates for redirection presented in the Aquidneck Island Transportation Study vary from 3.5% of the total East/West Main loads to 30%.

**Cost Effectiveness**

If the project is able to absorb a modest 5% of the average daily trips currently taken on East and West Main Roads (60,000 total, as per the Aquidneck Island Transportation Study), some 3,000 trips can be rerouted, the majority of them during peak hours. With the Naval Station and connected industries employing nearly 6,000 individuals along this route and 95% of island commuters traveling via single occupancy vehicle, this estimate is likely conservative.

**Economic Development**

This project is specifically designed to link a large number of workers with a large number of job opportunities in the largest employment center on Aquidneck Island. The result of redirecting these commuters is reduced congestion on West Main and East Main Roads, making it easier for Island residents and visitors to do their necessary shopping. This is particularly important to Middletown as it is the retail center of Aquidneck Island.

**Environmental Impact**

While this project is unlikely to cause a reduction in vehicle miles traveled, it will certainly reduce the time spent idling in traffic, thus reducing the total automotive run time. Furthermore, the effects of this running will be more dispersed and contribute far less to pollution in any single location.

**Supports Local and State Goals**

Identified as a low-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. In particular, the plan makes reference to improving vehicular circulation. More specifically, the goal groups T.I.A.5-7 and T.II.A.2 reference infrastructure improvements, circulation improvement, and working with RIDOT for permitting/TIP submissions. This alternate north/south route was identified in the West Side Master Plan and the Aquidneck Island Transportation Study.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: D: Design, H: Highway, and S: Safety.

**Safety and Security**

The Aquidneck Island Transportation Study lists three of the top five and five of the top ten vehicle crash locations as being on East and/or West Main Roads in Middletown. By reducing the quantity of traffic on these roads, the likelihood of accidents can be reduced. Additionally, the proposals to construct shared use paths on all three north/south linkages will increase safety for non-vehicular users of these streets while further reducing the volume of traffic.

**Equity**

By eliminating any measure of congestion on East and West Main Roads, access to employment and educational opportunities can be increased for all members of society. Given the dense residential developments along West Main Road in particular, coupled with the relatively low-wage employment opportunities along East Main Road, lower income populations in particular stand to benefit from a reduction in traffic volumes along these two corridors.



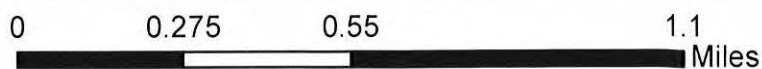


**Legend**

- Project Area
- Town Line
- Sidewalks
- Roads
- Parcels



Town of Middletown  
New Project Application  
Burma Road/ Shoreline Improvements





# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of Middletown  
Contact Person Ronald M. Wolanski Title Planning Director  
Mailing Address 350 East Main Road  
City Middletown Zip Code 02842  
Phone 401-847-4027 Email rwolanski@middletownri.com

PROJECT INFORMATION

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

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

### Project Description

Project Title JT Connell/Coddington reconstruction from Newport rotary to West Main Rd.  
Location by Street Name JT Connell Highway/ Coddington Highway  
Project Limits - From Newport Rotary To West Main Road

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

Provide a brief description of the proposed project:

Roadway would be reconstructed to include sidewalks, shoulders, and have improved drainage.



Describe need for proposed project:

Currently, no pedestrian infrastructure exists in the area despite being a primary access point for NAVSTA Newport, the Naval War College, a number of large, dense residential neighborhoods, and some commercial properties.

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

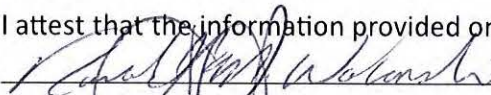
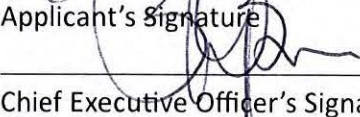
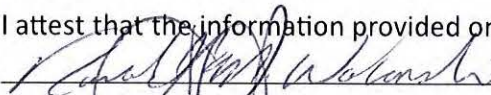
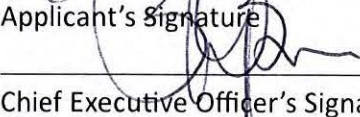
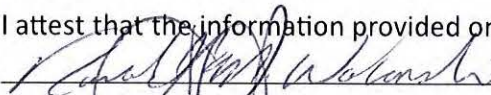
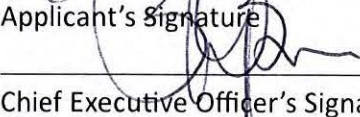
This project would create a safer and higher capacity linkage between Newport and Middletown through an area with dense commercial, residential, and governmental uses. The expansion of transportation infrastructure in this area would directly serve some of the lowest income areas on Aquidneck Island, granting the greatest benefit to some of the most underserved populations.

- Is the project consistent with the local Comprehensive Plan?  Yes  No
- Is the project on the Federal Aid System?  Yes  No
- Is the project on the National Highway System?  Yes  No

<b>CRITERIA</b>	<p><b>Evaluation Criteria</b></p> <p>Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission <b>must not exceed</b> 2 pages, single-spaced, 12-point font.</p>							
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<b>PROJECT ESTIMATES</b>	<p><b>Project Estimates</b></p>																								
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Estimated date of construction 2017+

<b>CERTIFICATION</b>	<p><b>Applicant Certification</b></p> <p>I attest that the information provided on this application is in true and accurate.</p>				
	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">             Applicant's Signature         </td> <td style="width: 50%; border: none;"> <u>1/4/16</u>            Date         </td> </tr> <tr> <td style="border: none;">             Chief Executive Officer's Signature         </td> <td style="border: none;"> <u>1/4/16</u>            Date         </td> </tr> </table>	 Applicant's Signature	<u>1/4/16</u> Date	 Chief Executive Officer's Signature	<u>1/4/16</u> Date
	 Applicant's Signature	<u>1/4/16</u> Date			
 Chief Executive Officer's Signature	<u>1/4/16</u> Date				

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



**Town of Middletown  
New Project Request  
Coddington Highway Reconstruction**

**Mobility benefits**

The construction of sidewalks and bicycle lanes along Coddington Highway allows for greater mobility among those unable, unwilling, or simply not interested in using automotive transportation. Currently, pedestrians and bicyclists are forced into the street alongside traffic, discouraging all but the most experienced and confident users.

**Cost Effectiveness**

Restructuring Coddington Highway with regards to stormwater management and pedestrian/cyclist safety would allow the Town of Middletown to solve two problems in a single project, effectively eliminating the need to reconstruct the road a second time. This alone makes the project worth pursuing as it relates to cost effectiveness. The presence of the Naval War College, NAVSTA Newport Gate 10, and commercial and residential areas immediately adjacent means that any improvement in this area will benefit a large number of residents, effectively lowering the per-user cost of the project.

**Economic Development**

Connecting lower income neighborhoods with job and training opportunities has a direct, positive economic impact on the lives of those residents and the Town of Middletown as a whole. Furthermore, individuals benefitting from increased access to these opportunities will contribute to the economies of Newport and Portsmouth as well, benefitting the entirety of Aquidneck Island.

**Environmental Impact**

The removal of automobiles from the road, such as results from the increased availability of active transportation facilities, has an immediate impact on the generation of CO2 emissions. It also reduces the level of contaminated runoff from roadways due to automobile leakage and the creation of litter from motorists.

The reconfiguration of stormwater management facilities along Coddington Highway will improve current runoff issues. Currently, untreated surface runoff flows along the street into ditches, ultimately terminating in a short stream that empties into Narragansett Bay. Altering this path will allow for greater catchment and treatment of runoff water, preserving the waters of Narragansett Bay for future generations.

**Supports Local and State Goals**

Identified as a low-priority project, this proposal directly supports objectives outlined in the 2014 comprehensive plan which was fully accepted by the State in November 2015. Specifically, the Town of Middletown's Transportation Vision Statement, "Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community." Community-identified goals of: Promote livable and sustainable communities

through coordinated transportation/land use strategies and Provide a safe, convenient, and pleasant network of walkways are also addressed by this proposal.

On a state policy level, this project is consistent with Transportation 2035. Specifically, the project addresses implementation of the following goals: B: Increased bicycle facilities, ED: Economic development, EN: Environmental, H: Highway, PE: Pedestrian, and S: Safety.

### **Safety and Security**

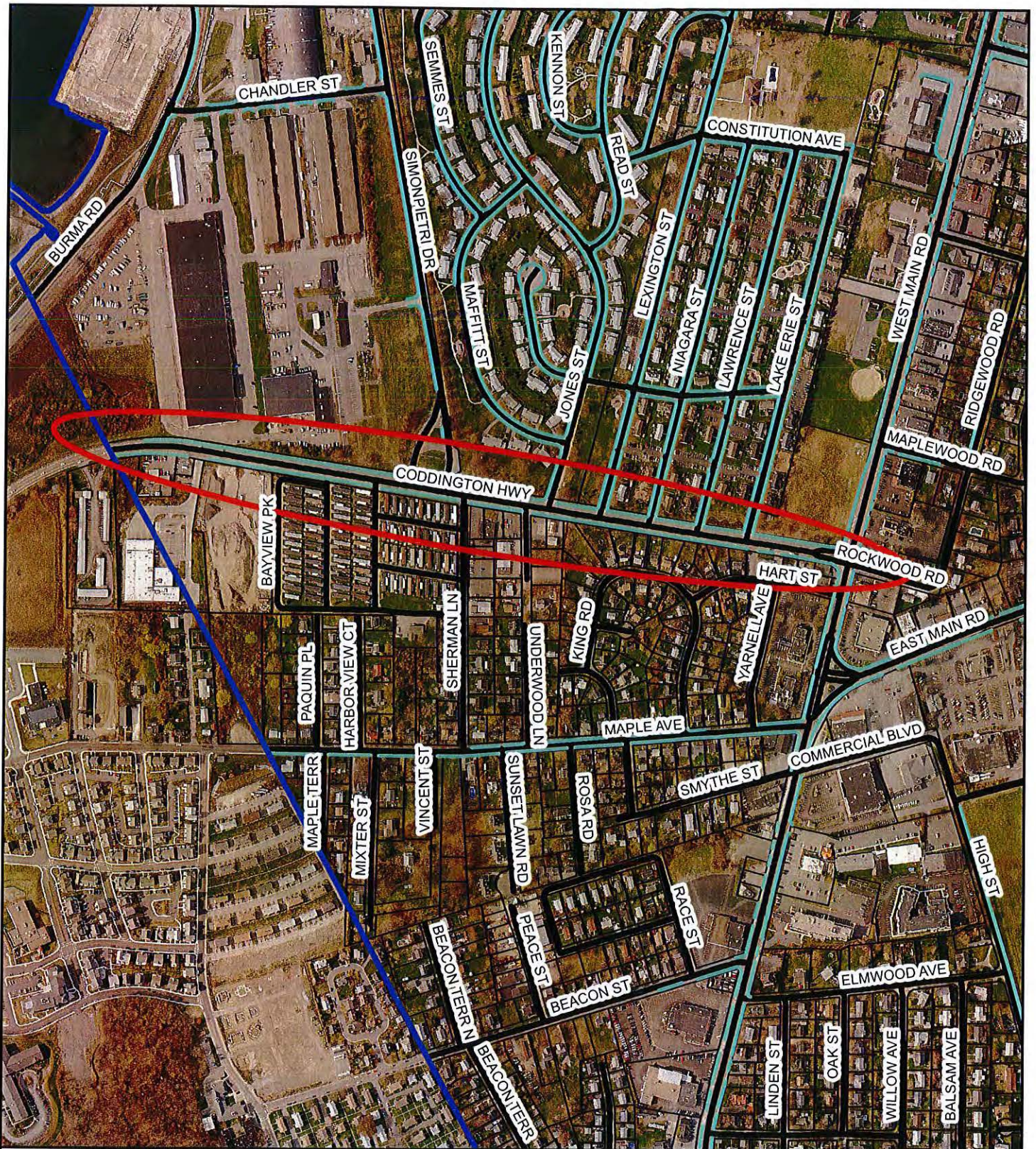
By providing infrastructure for pedestrians and cyclists, these groups become far safer than if they were required to share the road with cars as is currently the case. Motorist safety is also increased by reducing the likelihood of accidents, either from striking pedestrians/cyclists or striking traffic/obstacles in an attempt to avoid doing so.

The construction of crosswalks connecting the governmental/educational eastern side of Coddington Highway to the commercial/residential western side will allow individuals to safely cross without need of an automobile.






### **Equity**

Reconfiguring Coddington Highway will open a range of mobility options for those without access to an automobile. These groups are currently unable to safely travel down Coddington Highway. The proposal increases mobility equity. Unfortunately, no RIPTA service currently operates along Coddington Highway, further restricting the mobility of economically stressed populations in this part of Middletown.





**Legend**

-  Project Area
-  Town Line
-  Sidewalks
-  Roads
-  Parcels



Town of Middletown  
 New Project Application  
 Coddington Highway Improvements

