

Project Prioritization Cover Sheet | Town of South Kingstown



Transportation Improvement Program

CONTACT	Contact Information		
	Contact Person	<u>L. Vincent Murray</u>	Title <u>Director of Planning</u>
	Mailing Address <u>South Kingstown Town Hall, 180 High Street</u>		
	City	<u>Wakefield, RI</u>	Zip Code <u>02879</u>
	Phone <u>401-789-9331 ext. 1244</u>	Email <u>vmurray@southkingstownri.com</u>	

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
High		✓	Resurfacing Bridgetown Rd (US-1 to Rt 1A)
High	✓		Resurfacing Flagg Rd (Plains Rd to Old North Rd)
N/A		✓	Intersection Safety Improvements to Route 2 at Route 102 - Roundabout
High		✓	Resurfacing Old Tower Hill Rd (Rt 108 to US-1)
Medium		✓	Resurfacing Post Rd (US-1 to US-1) - Camp Fuller area
Low		✓	Roadway Departure Mitigation - Guardrail and Median Improvements to Route 1
High	✓		Resurfacing Rt 138, Kingstown Rd Contract-1 (Railroad Ave to Rt 108)
High	✓		Resurfacing Rt 138, Kingstown Rd Contract-2 (Route 2 to Fairgrounds)
Low		✓	Resurfacing Rt 2 - South County Trail (Rt 138 to Rt 102)
High		✓	Resurfacing US-1, Commodore Perry Hwy (550 ft east of Charlestown T/L to Succotash Rd)
Medium		✓	Resurfacing US-1, Tower Hill Rd (Government Center to Rt 4)
Low		✓	Dugway Bridge Road at Queen River
Low		✓	Mitchell Brook Bridge at RI 138 Moresfield Rd
Medium		✓	Chickasheen Brook Bridge at RI 138
Low		✓	Asa Pond Bridge, RI 108 Kingstown Rd at Rocky Brook
Medium		✓	Peacedale Stone Arch, RI 108 Kingstown Rd at Saugatucket River
Medium		✓	Silver Lake Ave Bridge at Saugatucket River
Medium		✓	Peacedale Mills Sluiceway, RI 108 Kingstown Rd at Mill Canal

Project Prioritization *(continued)*

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	

Required Public Hearing
The required public hearing was held on December 14, 2015

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

L. Vincent Murray Director of Planning
Applicant Title
[Signature] January 6, 2016
Chief Executive Officer Signature Date

Submittal Checklist

- 3 collated copies of complete TIP submittal package
 - Project Prioritization Cover Sheet
 - New Project Application Form for each new project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- 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 South Kingstown
Contact Person L. Vincent Murray Title Director of Planning
Mailing Address 180 High Street
City Wakefield, RI Zip Code 02879
Phone 401-789-9331 extension 1244 Email vmurray@southkingstownri.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 checked="" type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input checked="" type="checkbox"/> Other <u>Traffic Safety Program</u> | | |

Project Description

Project Title Route 138 at Broad Rock Road and Stony Fort Road (Intersection Safety Improvements):
Location by Street Name Route 138 intersection at Stony Fort and Broad Rock Roads
Project Limits - From Route 138 (Mooresfield Road) To Stony Fort and Broad Rock Road

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

Provide a brief description of the proposed project:

Project consists of various safety improvements to accident prone intersection (22 accidents between 2009 and 2013). Proposed improvements include realignment of intersection (current configuration is "off-set"), installation of traffic control signal, addition of new signage, striping and guard rail work. These improvements were recommended in a recent "Road Safety Assessment (RSA)" conducted by VHB (April 2015) on behalf of the RIDOT and Town of South Kingstown. The projected cost of these improvements is approximately \$600,000.

Describe need for proposed project:

As noted above this intersection has been accident prone (22 accidents between 2009 and 2013). Of these crashes 16 were rear-end type accidents and 4 were angle type accidents. While this intersection (Broad Rock Road to Stony Fort across Route 138) functions, to a certain extent, as a south to north means of travel by area residents, the majority of the crashes experienced at this intersection are attributable to vehicles making a left-hand turn from Route 138 onto these minor streets. Speed along Route 138 coupled with the topography of the area and the existing design State Highway and intersections at Broad Rock Road and/or Stony Fort Road exacerbate the safety concerns presented. The RSA also notes sight distance issues particularly with the Broad Rock Road intersection at 138 looking to the east. In the Town's view signalization at this intersection will provide significant safety improvements and serve to calm traffic on Route 138 which would contribute an overall area benefit. The RSA project also concludes that this intersection meets required "warrants" to justify the addition of this improvement. The study further documents that the signal and associated improvements will provide a LOS (level of service) that is much improved over existing conditions. Lastly, the study describes a number of immediate term (interim type) improvements that will improve the safety of this off-set intersection, these consist of the following (i.e. warning signage about intersection geometry, minor vegetation clearing, general signage modifications, striping, etc.) and should be installed as soon as possible.

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

Primarily safety improvements similar to those sought in "High Hazard Intersection" improvements undertaken around the State. Proposed improvements would also improve the functionality of the State Highway in this vicinity and serve to calm traffic approaching or departing Kingston and the University of Rhode 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

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			\$90,000	\$510,000	\$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 2019

CERTIFICATION

Applicant 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

J. Vincent Anthony

1/6/16

[Signature]

1/6/16

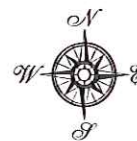
ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



Town of South Kingstown

2017-2025 TIP Proposed Projects

**Route 138 (Mooresfield Road)
at Broad Rock and Stony Fort Roads
Intersection Safety Improvements**



*Geographic
Information
System*

Aerial Photo Flown April 2014



PL15-64 cpb 12/15

Town of South Kingstown; New Project Application, TIP Program Project Title: Route 138 at Broad Rock Road and Stony Fort Road (Intersection Safety Improvements)

Evaluation Criteria

1. **Mobility Benefits:** The project will improve the LOS (level of service) at the intersection and result in some degree of traffic calming for Route 138.
2. **Cost Effectiveness:** The RSA (Road Safety Analysis) study provides the basis for this project to proceed to design, permitting and construction. Initial project steps have been completed, including a warrant analysis for signalization at this intersection.
3. **Economic Development:** The project is able to proceed insofar as initial analysis and conceptual designs have been completed. As such it will result in the letting of a contract in an expeditious fashion which will have a positive impact on the construction trades, subcontractors and suppliers of equipment.
4. **Environmental Impact:** Project design and permitting will be in accord with RIDEM requirements and will provide best management practices for mitigation of any environmental impact.
5. **Supports Local and State Goals:** The project is consistent with the Town's Comprehensive Community Plan, Circulation Element's Goal #4, Policy 4.1 and 4.2. The project also is consistent with many aspects of the State's Transportation Guide Plan element, "Transportation 2035" specifically in regard to the following categories: *Design – D, objectives D.1.a, b, Pedestrian - PE, objectives PE.1.a, strategies 3.l, Safety- S-overall goal, objectives S.1.a,b and policies S.2.c.*
6. **Safety and Security:** The project will enhance safety and LOS at this accident prone intersection.
7. **Equity:** These improvements will provide broad based community benefits for all classes of users at this intersection.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of South Kingstown
Contact Person L. Vincent Murray Title Director of Planning
Mailing Address 180 High Street
City Wakefield, RI Zip Code 02879
Phone 401-789-9331 extension 1244 Email vmurray@southkingstownri.com

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|--|--------------------------------------|--|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input checked="" 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 _____ | | |

Project Description

Project Title Route 108 (Kingstown Road), Sidewalk Installation/Drainage Improvements
Location by Street Name Route 108 (Kingstown Road) South Kingstown
Project Limits - From Meadowbrook Apartments To Route 108 intersection with Route 138

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

Provide a brief description of the proposed project:

Traffic Safety Program, Route 108 (Kingstown Road), Sidewalk Installation/Drainage Improvements: The limits of the project would be from the Meadowbrook Housing complex northerly to the Curtis Corner/Saugatucket Road intersection (easterly side of the road) thence northerly, transitioning onto the west side of the right of way. The approximate length of this segment is 9,420 feet (1.8 miles). It is estimated that the cost of this project would be \$1.5 million dollars; this would include new sidewalks, drainage improvements and the addition of landscaping. This road segment is heavily traveled as a main transit route to and from the University of RI, both by private vehicle and via RIPTA's Route 66. Pedestrians and bicyclists utilize this road segment on a frequent basis and the current roadway configuration does not provide for a safe or convenient multi-modal usage environment. In addition over the past several years there have been new developments in the area exacerbating the need for this improvement. This could be considered a "complete streets" type project providing an active transportation (pedestrian) feature to the corridor that would improve safety, mobility, environmental and aesthetic conditions.

Describe need for proposed project:

This corridor provides direct access from the central villages of Peace Dale/Wakefield northerly to the University of RI. Average daily traffic on this State Highway is 13,220 VPD (2004-2008 average). Over the past fifteen years or so a number of new residential developments have been built along this corridor, a number of which house mobility impaired or special needs populations, examples include: LaCasa Elderly apartments (70 units), Bayberry Court supportive housing(10 units), Southwinds elderly condominium development (63 units) and the Rocky Brook Condominium development (60 units). As noted this corridor also accommodates RIPTA's Route 66 providing service from Point Judith via URI to Providence, existing bus stops on the road are not accessible by sidewalks. The lack of sidewalks on this roadway causes pedestrians to traverse the highway shoulder creating dangerous conditions. This corridor also provides little in the way of drainage management or access management relative to curb cuts. Drainage emanating from Kingston Hill courses down the highway corridor to Peace Dale without treatment or comprehensive management contributing to drainage problems in the Peace Dale Flats area. Adding sidewalks, improved access management and best management practices for stormwater mitigation would enhance the area from functional, safety, environmental quality and aesthetic perspectives. Recent growth in the area and at the University underscores the need for this improvement.

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

This project would improve this corridor's safety and functional aspects by providing pedestrians with a safe means to access area commercial enterprises and a walkable route to the University. Access management for curb cuts would also improve safety and provide for more efficient access from business locations to the state highway versus current conditions. Improvements to this corridor will improve support of area businesses and 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			\$225,000	\$1,275,000	\$1,500,000
				Total Cost	\$1,500,000
				Amount Requested through TIP Process	\$1,500,000

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

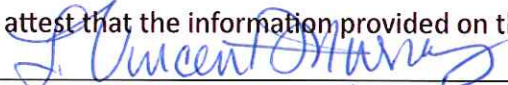
Source	Amount
	Total

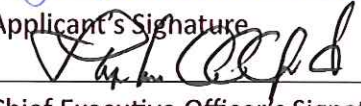
Estimated date of construction 2018-2019

CERTIFICATION

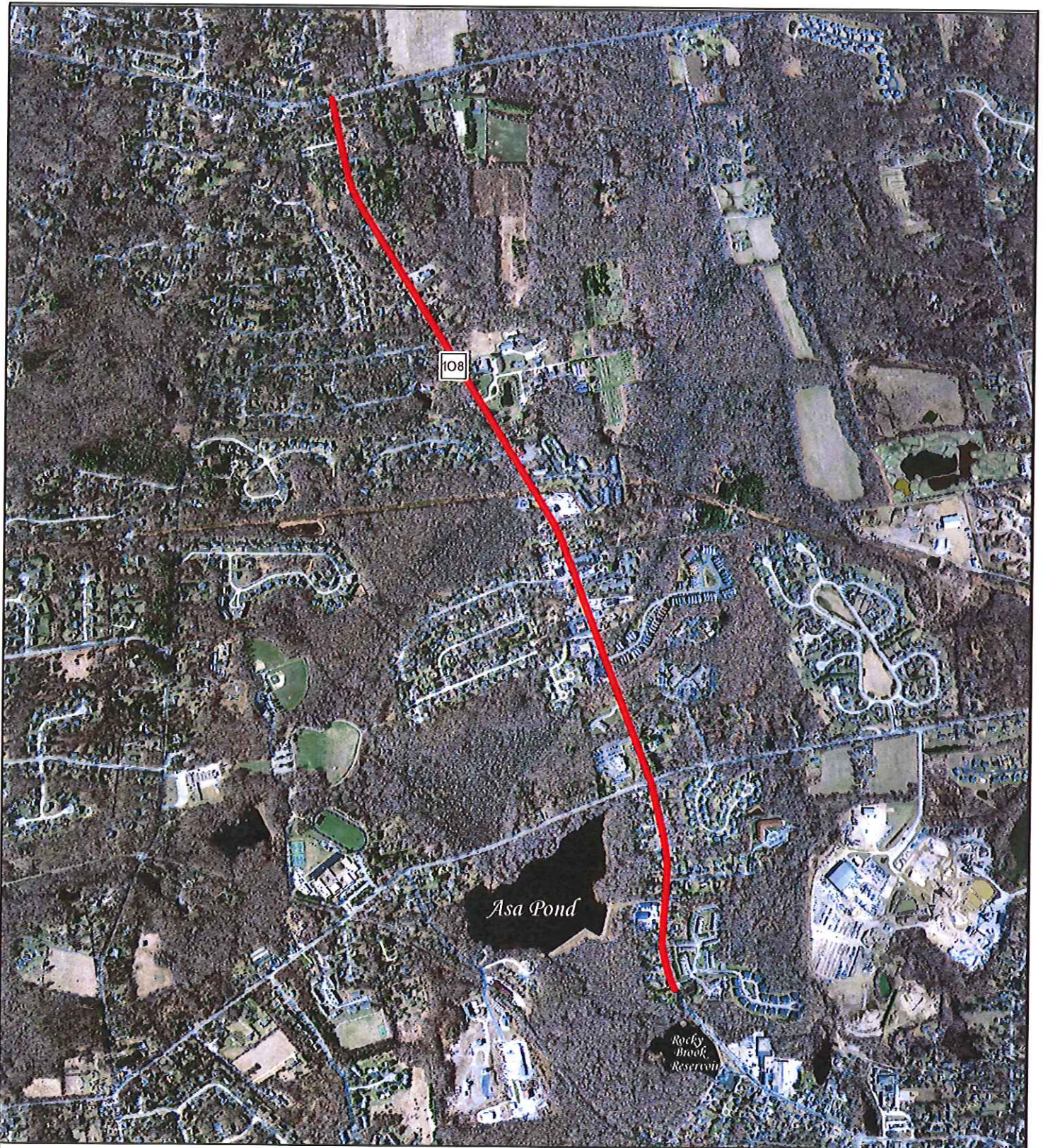
Applicant Certification

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


 Applicant's Signature _____ Date 1/6/16


 Chief Executive Officer's Signature _____ Date 6/6/16

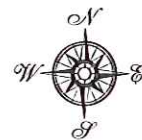
ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



Town of South Kingstown

2017-2025 TIP Proposed Projects

Rte 108 Sidewalk Construction Project



Geographic
Information
System

Aerial Photo Flown April 2014

PL15-63 cpb 12/15

Town of South Kingstown; New Project Application, TIP Program

Project Title: Route 108 (Kingstown Road) Sidewalk Installation/Drainage Improvements

Evaluation Criteria

1. Mobility Benefits: The project will improve pedestrian mobility choices and options along this heavily travelled State highway corridor. Sidewalks will also improve the ability of pedestrians to access RIPTA service along Route 108. The project will improve the comfort and convenience of areas residents and pedestrians and make this corridor walkable. Sidewalks will provide a proper connection between Peace Dale and Kingston (URI); current conditions are viewed as not being safe or utilitarian.

2. Cost Effectiveness: The project is felt to be a good investment of constrained TIP resources. The current corridor conditions do not reflect a complete streets philosophy which the Town has embraced. The project will also address drainage issues which are currently not managed in a comprehensive fashion. The project will have benefits beyond mere improvements to pedestrian usage, its aesthetic and environmental benefits underscore this as a cost effective investment in an existing highway corridor.

3. Economic Development: Pedestrian and drainage improvements to this corridor will better support the existing business community situated along Kingstown Road. These improvements will also improve the connection of the local workforce with employment opportunities along this corridor and at the University.

4. Environmental Impact: The addition of drainage improvements as part of this project will improve water quality of the Saugatucket River watershed and assist with flood management for low lying areas in Peace Dale.

5. Supports Local and State Goals: The project is consistent with the South Kingstown Comprehensive Community Plan's Circulation Element, particularly Goal 1, Policy 1.3, Goal 2, Policy 2.1 and Goal 4, Policy 4.1. The project also is consistent with many aspects of the State's Transportation Guide Plan element, "Transportation 2035" specifically in regard to the following categories (*Economic Development; ED, objectives ED.1.a, policies ED.2.b, Design; D-overall goal, objectives, D.1.a,b,c,d, policies D.2.a,c,e, strategies D.3.b,h, Environment; objectives EN.1.b,d, policies EN.2.b,c, strategies EN.3.a and d, Equity; EQ-overall goal, objectives EQ.1.a,b, Highway; H-overall goal, objectives H.1.b,e, policies H.2.b, Land Use and Travel Corridors; LU-overall goal, policies L.U.3.a,d,n, Pedestrian; PE-overall goal, objectives, PE.1.a, b, policies PE.2.a, strategies PE.3.b,f,m, and Safety; S-overall goal, strategies S.3.q and Transit; T-overall goal, policies T.2.a,f*).

6. Safety and Security: Sidewalks on the stretch of road will connect Peace Dale to Kingston and provide a safe, convenient means for pedestrians to navigate this corridor. This improvement will also be of value to area seniors and mobility impaired individuals versus the current disconnected conditions of this highway segment.

7. Equity: The project will enhance the access to transportation for area low income, elderly and mobility impaired residents and those who utilize public transit (RIPTA Route 66).

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of South Kingstown

Contact Person L. Vincent Murray Title Director of Planning

Mailling Address 80 High Street

City Wakefield, RI Zip Code 028789

Phone 401-789-9331 extension 1244 Email vmurray@southkingstownri.com

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|--|--|---|--|
| <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 checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input checked="" type="checkbox"/> Other <u>Land Use Corridor Study</u> | | |

Project Description

Project Title Kingston Station and Vicinity Connectivity Corridor Study

Location by Street Name Route 138 (West Kingston) at Kingston Rail Station

Project Limits - From Route 138 /URI/Plains Rd./Route 110 To Kingston Station/Fairgrounds Road

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

Provide a brief description of the proposed project:

Kingston Station and Vicinity Connectivity Corridor Study – this project would analyze existing conditions and identify corridor improvements that would improve or facilitate better multi-modal connectivity to Kingston Station. Currently area infrastructure (and transportation services at the station) lack coordination and integration to efficiently and conveniently accommodate users of the station, area residents and local businesses, several of which are significant employment centers. The study would look at connections to the William C. O’Neill bicycle path, West Kingston Village, Route 138 across the Kingston Railroad Bridge and access to the West Kingston industrial area. This latter aspect would include a review of potential sidewalks, parking and landscaping improvements along Fairgrounds Road and a possible direct walking connection westerly from the Station to Fairgrounds Road. A direct connection from Kingston Station to Fairgrounds Road would necessitate easement consideration or potential land acquisition to facilitate. This project proposal relates positively to “complete streets”, environmental improvement, promotion of healthy lifestyles and commuting options as well as supporting local economic development. It is also supported by the Town’s recently completed “West Kingston Village Plan, Final Report, October 2015”. It is estimated that this corridor study would require approximately \$40,000 to complete.

Describe need for proposed project:

Kingston Station is an important multi-modal transit hub servicing southern RI and beyond. The station is uniquely situated along Route 138, in proximity to URI, our village of West Kingston and the William C. O'Neill Bicycle Path which connects the facility to the central portions of the Town and to neighboring Narragansett. The Station also lies in proximity to the West Kingston industrial area which contains major employers for the State and region, (Arnold Lumber, Schneider Electric, Modine to name a few). The Station is also slated to accommodate commuter rail at some point and this will enhance its utility, use and importance in the future. At this point users of the Station need to readily transition to other modes of transport to access their final destination and these transitions are not easily made under current conditions of infrastructure, design and service availability. This is especially the case for customers and employees of area businesses in the West Kingston industrial area, where arrivals by rail find it difficult to complete their trip to these businesses by foot, jitney, public transit options or by bicycle. This proposed planning study would look at current infrastructure and services as well as expected future volumes of use and analyze the connectivity (or lack thereof) and make recommendations for upgrades of facilities, services and infrastructure that would improve the accessibility to and around this vicinity in a holistic fashion. The study would determine means to better coordinate and integrate public and private transit modes and investments that will result in a better travel experience, more efficient transit conditions, better safety conditions after arrival at Kingston and improved economic development opportunities in West Kingston, URI and the region.

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

Improved efficiency and utility of area transportation system, improved connectivity for the West Kingston industrial area to AMTRAK and future commuter rail facility, integration of transportation modes (bicycle path). This latter aspect will be enhanced by the planned URI bike path spur from the Campus to the William C. O'Neill Bicycle Path (currently in the TIP). An integrated transit system can result in congestion mitigation, environmental improvements and a better aesthetic for this vicinity. The project will also support and enhance West Kingston village's sense of place. This project recommendations and actions to follow will bolster and enhance the local and regional economy through a integrated and efficient transportation system infrastructure. This type of connectivity study could be a model for use in other areas of the State as a non-traditional approach to integrated transportation planning.

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		\$40,000			\$40,000
				Total Cost	\$40,000
				Amount Requested through TIP Process	\$40,000

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

Source	Amount
	N/A
Total	

Estimated date of construction 2017-2018

CERTIFICATION

Applicant Certification

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

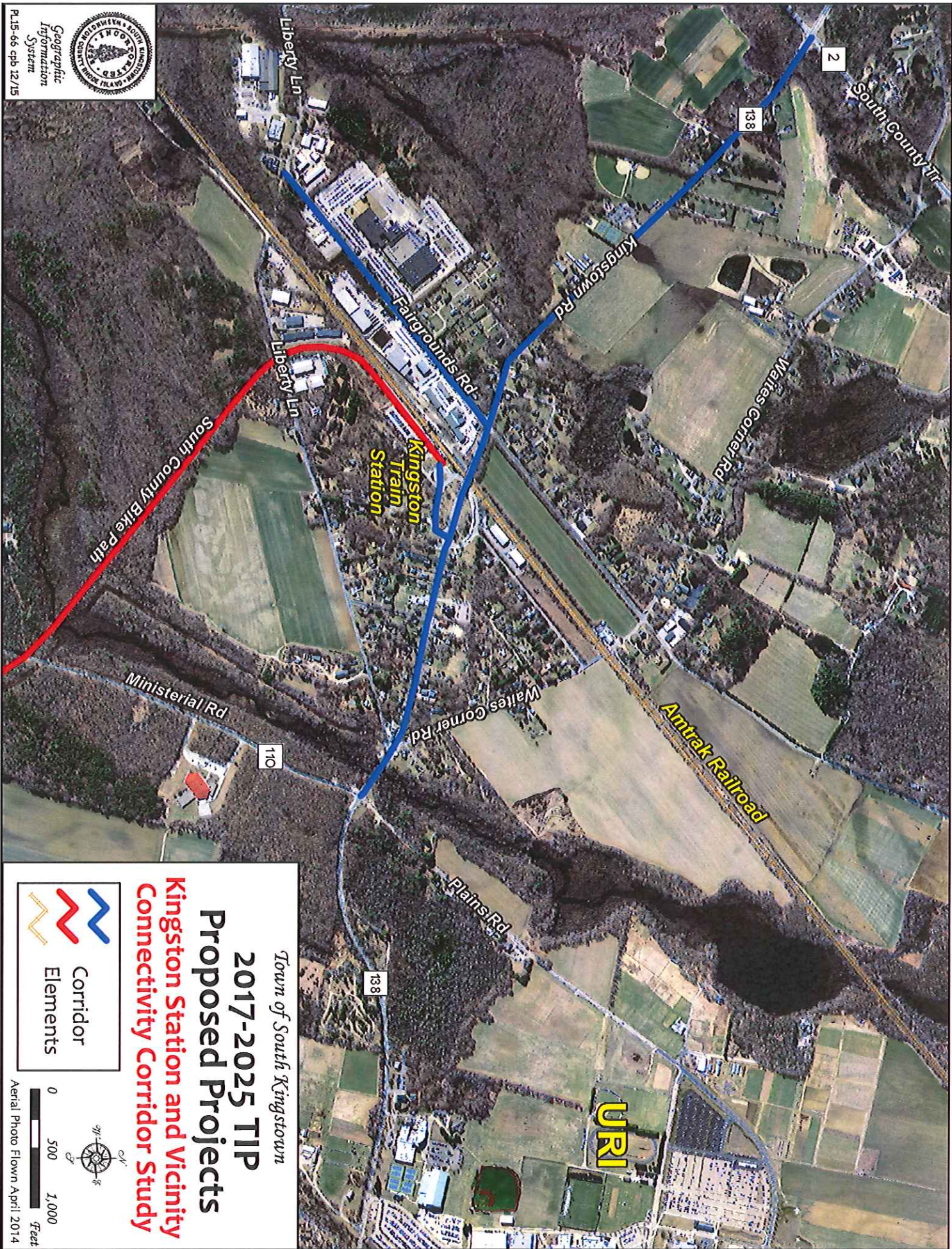
A. Vincent Dumas
Applicant's Signature

1/6/16
Date

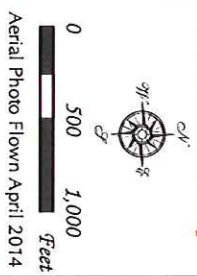
[Signature]
Chief Executive Officer's Signature

1/6/16
Date

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



Town of South Kingstown
2017-2025 TIP
Proposed Projects
Kingston Station and Vicinity
Connectivity Corridor Study



Geographic Information System
 P-15-66 epb 12/15

Town of South Kingstown; New Project Application, TIP Program

Project Title: Kingston Station and Vicinity Connectivity Corridor Study

Evaluation Criteria

1. **Mobility Benefits:** Kingston Station had approximately 157,000 users in 2015 continuing its role as one of the busiest train station facilities in the northeast, improving connectivity for the travelers using the facility will enhance the value and utility of the station. This project will also enhance the system efficiency for travelers on adjacent Route 138 and for users of the William C. O'Neill Bicycle Path. Enhanced future commuter rail potential would also be a by-product of this review. The project also has the potential to lessen congestion on local and state roads in proximity to the Station. This effort is also foreseen as fostering increased choices among transportation modes in and around West Kingstown. Comfort, efficiency and convenience to the travelling public and businesses in this vicinity will also result from the anticipated recommendations of this study.

2. **Cost Effectiveness:** The proposed study is estimated to require \$40,000 to engage appropriate consulting services to conduct. The outcome of the study would be to identify areas where infrastructure and transportation services lack coordination, integration, efficiency and utility for local businesses, visitors and residents. The study will result in the generation of a priority listing or template for future investments, programs, projects and adjustments to services that will address the current gaps in services and facilities in this corridor.

3. **Economic Development:** Better integration of transit modes in and around Kingston Station will improve the local business and employment environment.

4. **Environmental Impact:** The study may identify means to improve connections and upgrade infrastructure which can mitigate congestion, improve drainage handling and add green infrastructure features to the transportation system in and around Kingston Station. This can have the further benefit of lessening infrastructure impacts on the Town's Groundwater Protection Overlay District (GPOD) which is a prominent feature of this transit corridor.

5. **Supports Local and State Goals:** This corridor connectivity is supported by and consistent with the South Kingstown Comprehensive Community Plan, particularly the Circulation Element of said plan (reference: Goal 1, Policy 1.1, Policy 1.2, Policy 1.4, Goal 2, Policy 2.1, Goal 4, Policy 4.2). The proposed project is also consistent with the State Guide Plan for Transportation, "Transportation 2035", particularly with regard to the following categories and recommendation references: *(Bicycle; B-overall goal, Design; D-overall goal, objectives, D.1.b, Economic Development; ED-overall goal, objectives ED.1.a, and strategies ED.3.c, Environment; EN-overall goal, objectives EN.1.d, strategies EN.3.a, Equity; EQ-overall goal, objectives EQ.1.a, Highway; H-overall goal, Intermodal; I-overall goal, objectives I.1.e, strategies I.3.b,h,i and j. Land Use and Travel Corridors; LU-overall goal, policies LU.2.c, strategies LU.3.c., Pedestrian; PE-*

overall goal, objectives PE.1.a, policies PE.2.c, strategies PE.3.c and j, Planning; PL overall goal, policies PL.2.d,, and strategies PL.3.i, Safety; S-overall goal, policies S.2.c, and Transit; T-overally goal, objectives T.1.a, policies, T.2.a,b,c and f).

6. Safety and Security: Better integration of transit modes in and around the Station will improve the safety and security of the travelling public.

7. Equity: Better integration of transit modes with Kingston Station, especially with RIPTA service, will benefit persons of low and moderate income and those whose access to the traditional transportation network is constrained.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of South Kingstown</u>
	Contact Person <u>L. Vincent Murray</u> Title <u>Director of Planning</u>
	Mailling Address <u>180 High Street</u>
	City <u>Wakefield, RI</u> Zip Code <u>02879</u>
	Phone <u>401-789-9331 extension 1244</u> Email <u>vmurray@southkingstownri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
	Project Title <u>South County Commons Bike Spur</u>
	Location by Street Name <u>Broad Rock Playfields/St. Dominic Road easterly to South County Commons</u>
	Project Limits - From <u>St. Dominic Road</u> To <u>South County Commons</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:
<p>This project involves construction of a 3,400 linear foot bike path connector from the Broad Rock Play Fields to the South County Commons property located in the Town's Route 1 Special Management District. The westerly segment of the path (~1800 linear feet) lies on Town owned property, further to the east a 1,600 foot segment of the proposed path is located on privately owned property. The property owner has agreed to provide the Town of South Kingstown with easement rights in order to complete the entire path. The new connector will provide a scenic pedestrian and bicycle access from South County Commons to the Broad Rock Playfields, Dog Park, YMCA, Senior Center, Old Mountain Field recreation complex and the Town's planned Community Recreation Center. The South Kingstown Greenways Master Plan endorses the connection from the Peace Dale Village Bike Path to the Commons. The project is also consistent with the South Kingstown Comprehensive Community Plan's Transportation Element as well as our Healthy Places by Design planning initiative.</p> <p>It will be developed along an existing sewer line easement between the terminus of the present Old Mountain Field bike path to the South County Commons residential/commercial area. This easement traverses an old gravel based farm road and it is routinely utilized by pedestrians and mountain bikers as it is in rough-hewn, but passable condition. Installing a proper pavement surface and associated path amenities will enhance its use and promote interconnectivity between the central portions of Wakefield, the various recreational assets in and around Old Mountain Field and Broad Rock Playfields and the mixed use development at South County Commons. The project design is complete and environmental permits from RIDEM relating to wetland issues have been issued (and remain valid due to tolling legislation). The project design cost estimate for this facility is \$625,000, see project locus map attachment.</p>	

Describe need for proposed project:

This project will provide a formal connection for pedestrians and bicyclists between the central portions of Wakefield and Peace Dale and the Town's Route 1 Special Management District (South County Commons). This connection will provide (enhance) multi-modal access between and among the main areas of town and the various uses present at South County Commons (restaurants, hotel, bank, movie theater, residential areas, commercial entities and employers) by pedestrians and bicyclists in a safe and efficient manner. It has the potential to alleviate congestion on Routes 1, 108 and Old Tower Hill Road. The connection will promote the economic viability of uses at South County Commons and provide a direct and accessible connection from the Commons to the recreational and social service assets at the Broad Rock Playfields, Old Mountain Field, Senior Center, Broad Rock Middle School and the South County YMCA. It will also provide an alternative access from South County Commons to the planned Community Recreational Facility at the former Dominic Savio Property purchased by the Town from the Diocese of Providence. There is tremendous community interest in and support of the project; notably the Town's local and state elected officials, our Parks and Recreation Department, the Friends of the William C. O'Neill Bicycle Path, the Healthy Places by Design Walking and Biking Sub-committee and the owners and tenants of the Village at South County Commons.

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

As noted above this project has the potential to alleviate (mitigate) congestion on area state roadways (Route 108, Old Tower Hill Road) by providing a convenient pedestrian/bicycle connection between the central village areas of the Town and the Village at South County Commons (largest taxpayer in the community and a significant source of employment and economic development activity). This improved connection will also assist the economic prospects and vitality of the various business and service uses at South County Commons.

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				\$625,000	\$625,000
				Total Cost	\$625,000
				Amount Requested through TIP Process	\$495,000

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

Source	Amount
South Kingstown Recreation Impact Fees	\$130,000
Total	\$130,000

Estimated date of construction 2017

CERTIFICATION

Applicant Certification

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

J. Vincent Anthony _____ 1/5/16
 Applicant's Signature Date

[Signature] _____ 1/6/16
 Chief Executive Officer's Signature Date

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



Town of South Kingstown
2017-2025 TIP
Proposed Projects
Broad Rock Playfields
South County Commons Bike Spur

-  Existing Bike Path
-  Proposed Bike Path
-  Hiking Trails
-  Property Boundaries



Town of South Kingstown; New Project Application, TIP Program

Project Title: South County Commons Bike Spur

Evaluation Criteria

1. Mobility Benefits: This project will provide alternative access for pedestrians and bicyclists between the central portions of Town and the Village as South County Commons. This infrastructure improvement will particularly provide such benefit to area senior citizens given its proximity to the Town's Senior Center and the Village at Indian Run Senior apartment complex, it will also provide specific benefit to area school children attending the Broad Rock Middle School and patrons of the Broad Rock Playfields and South County YMCA, all of which are in close proximity to this proposed bike path connection.

2. Cost Effectiveness: Design plans are complete and environmental permitting has been secured. The Town also will provide \$ 130,000 from our Recreation Impact Fee fund toward the construction. The project is "shovel ready" and is ready to be bid and constructed.

3. Economic Development: the project will help to enhance the economic vitality of the Village at South County Commons by providing an alternative means for customers and consumers to access this mixed use village center on Route 1. The connection from the Commons back to Town will assist the prospects of area businesses in Town and the non-profit YMCA facility.

4. Environmental Impact: the project will have minimal environmental impact, paving this gravel roadway and establishment of vegetation along the edges of the path will reduce the potential for erosion towards corridor wetlands. In addition the path design incorporates "critter corridors" to facilitate the travel of wetland creatures below grade in the path area that traverses wetlands.

5. Supports Local and State Goals: The project is consistent with the South Kingstown Comprehensive Community Plan Circulation's Overall Goal and Policies 1.4 and 4.2; it is also consistent with the Town's "Greenways Master Plan" and "Healthy Places by Design (HPBD)" planning initiative. The project has also been referenced as a community need in the Town's Capital Improvement Program (CIP) for the past several years. This pathway connection will complete and complement an existing trail system which services the Town's Broad Rock Playfields, the Old Mountain Field recreational complex, YMCA, Senior Center and Dog Park. The project also is consistent with many aspects of the State's Transportation Guide Plan element, "Transportation 2035" specifically in regard to the following categories (*Bicycle; B-overall goal, policies B.2.b,c,g and f, strategies B.3.i, Economic Development; ED, policies ED2.b and h, Design; D-overall goal, objectives, D.1.b and d, Environment; EN-overall goal, policies EN.2.a and c, strategies EN.3.a and b, Equity; EQ-overall goal, objectives EQ.1.a, Pedestrian; PE-overall goal, objectives, PE.1.a and b, policies PE.2.b, strategies PE.3.h, and Safety; S-overall goal*).

6. **Safety and Security:** This project will provide vulnerable pedestrian and bicycle users a safe alternative to access South County Commons versus travel on or along area State roads to access this area from the village centers of Wakefield and Peace Dale.

7. **Equity:** In addition to the broad based positive community impacts this project will provide specific mobility benefits to area senior citizens and school age children to access the South County Commons business and service uses without travel on area roadway. The path design and construction will also be compliant with federal ADA requirements enabling use by persons with mobility impairments.