

**STATE PLANNING COUNCIL  
TRANSPORTATION ADVISORY COMMITTEE**

RI Department of Administration  
Conference Room A  
One Capitol Hill  
Providence, RI 02908

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Public Hearing & Comment Period Report  
Transportation Improvement Program (TIP)  
FY 2013 – 2016 – Draft TIP

Approved July 12, 2012

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## **I. Introduction**

The State Planning Council is developing the Transportation Improvement Program (TIP) for federal fiscal years 2013 – 2016. Notice of the draft FY 2013 – 2016 TIP and of the opportunity for the public to offer comments was provided in the Providence Journal on March 22, 2012. Direct notice of the draft TIP and opportunity to provide comments was also mailed to the Statewide Planning Program’s general mailing and transportation specific distribution contact list, which in total includes almost 1,200 individuals and agencies. Notice was also provided on Statewide Planning Program’s website.

Two public hearings were held on April 26, 2012. The first hearing occurred at 2:00 p.m. and the second hearing at 6:30 p.m. The larger public comment period for the TIP was open for 68 days, from March 22, 2012 to May 29, 2012. All written comments received during the public comment period are included in this report as is a summary of the oral comments received at the two public hearings. This report prepared by Statewide Planning along with assistance from the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA).



## II. Comment Summary & Responses

Name	TIP Reference	Comment	Response
<b>Comments Received on the TIP Tables</b>			
Barney Heath, <i>City of Pawtucket</i>	Pavement Management	Questioned if the Mineral Spring Avenue (1R), Pawtucket project should be included under the FY 2013 – 2016 TIP's Pavement Management Program.	The project is listed in the FY 2009 - 2012 TIP and is scheduled for implementation under the FY 2012 program however it can be implemented in FY 2013 if necessary. Therefore the project does not need to be listed in the FY 2013-2016 TIP.
James Moran, <i>City of East Providence</i>	Study & Development	Requested that the Draft TIP be amended to include the I-195 Taunton Avenue/Warren Avenue Interchange Improvement project. Explained that due to a misunderstanding, the City believed that they did not have to reprioritize this project since it was included in the <i>Current Transportation Improvement Program Projects to be Prioritized by RIDOT</i> .	The project will be recommended to the TAC for inclusion in the Study & Development program.
Peter Brassard, <i>public citizen</i>	Transit	Requested that there be consideration in the TIP or in future studies to include multiple urban infill commuter rail stations in Rhode Island, similar to platform commuter stations in Long Island, New Jersey, and Connecticut. Suggested Olneyville Square in Providence as a likely first location as it is characterized by high density development and elevated bus ridership/service. Also suggested conducting a study to provide direct streetcar service from the Providence Train Station to Downtown Providence and for future service expansion opportunities in the nearby communities.	RIDOT is currently studying expansion of the current commuter rail service between Providence and Wickford Junction, including in-fill stations. Alternate operating scenarios are being evaluated. Land use and potential transit oriented development adjacent to station sites are also being considered. In addition, RIPTA and the City of Providence are studying the potential for a street car service in Providence to better connect the neighborhoods of College Hill, Downtown, Jewelry District, and Hospital area/Upper South Providence. Particular consideration is being made to connect the Providence Train Station with the proposed street car service into Downtown Providence and other stops along the route.
Michael DeLuca, <i>Town of Narragansett</i>	Pavement Management (Page 10)	Requested that the South Pier Road, Narragansett project include a full road reconstruction as originally requested by the Town and not for a simple cold plane overlay as recommended through the subcommittee process. Stated that there is no base under South Pier Road, therefore a cold plane overlay or repaving are not really an option.	The South Pier Road, Narragansett project will be evaluated by RIDOT and the most appropriate treatment for this roadway will be determined.

Name	TIP Reference	Comment	Response
Vin Murray, <i>Town of South Kingstown</i>	Highway/ADA (Appendix C-1)	Asked if the Route 108 (Kingstown Road)/Old Tower Hill Road, South Kingstown project involves inclusion of sidewalks, plantings, and other amenities.	The Kingstown Road/Old Tower Hill Road rehabilitation project will include sidewalks, curb ramps, detectable warning surfaces, accessible pedestrian signals (APS) at crosswalks. However no plantings or other amenities are planned at this time.
	Highway/ADA (Appendix C-1)	Inquired about the Governor's Commission on Disabilities (GCD) project prioritization process and how it relates to the finalization of the TIP.	Criteria are currently being developed to prioritize the Governor's Commission on Disabilities ADA projects. RIDOT is committed to working with the GCD in prioritizing projects for construction.
	Study & Development Bike/Pedestrian, (Appendix D-1)	Expressed support for the URI/South County Bike Path Connector project submitted by the University of Rhode Island and the William C. O'Neill Bike Path Extension project submitted by the Town of Narragansett. Both projects will improve walking and biking, as well promote safe, attractive, and efficient street design in the area.	Comments noted.
Edward Tanner, <i>Town of Bristol</i>	Pavement Management Unprogrammed (Appendix F-1)	Expressed concern that the Route 114/Hope Street, Bristol/Warren project segment, from Ferry Road to Constitution Street, is a recommended but unprogrammed project for future years. Expressed the desire for this shorter unprogrammed segment be incorporated into the funded segment of the larger project.	The shorter segment of the project will remain recommended but unprogrammed in future years due to funding limitations.
Thomas Mann, <i>Pawtucket Foundation</i>	Study & Development (not recommended)	Requested the TAC give particular attention and priority to the following two projects out of the <i>Pawtucket Downtown Design Plan, 2011</i> that were not recommended for inclusion in the TIP:	RIDOT will coordinate with the City of Pawtucket on any future plans for these intersections which will be assessed by necessity as part of the other downtown Pawtucket initiatives that are recommended for funding in the TIP.
	Study & Development (not recommended)	(1) Division Street / Pleasant Street / Pawtucket Avenue Intersection	The City of Pawtucket ranked this project as their 10th priority out of 14 projects in need of prioritization. Given the limited resources, funding was recommended for the City's higher priority projects.
	Study & Development (not recommended)	(2) East Avenue Extension Conversion	The City of Pawtucket ranked this project as their 8th priority out of 14 projects in need of prioritization. Given the limited resources, funding was recommended for the City's higher priority projects.

Name	TIP Reference	Comment	Response
Lorri Caruso, <i>Town of Johnston</i>	Study & Development (not recommended)	Stated that the Town of Johnston in retrospect would like to see the Atwood Avenue/Route 6A project listed in the TIP. Acknowledged that the Town did not recommend it for reprioritization however would like to see it back on the TIP.	RIDOT reviewed the original project application from 2000 and is not recommending inclusion in the FY 2013-2016 TIP given the acceptable condition of the road surface and the limited right-of-way width.
	Traffic Safety (Appendix E-2)	Stated that the Town recommends against inclusion of the project Hazard Elimination – North (C-3) PTS ID#0071R at Hartford and Bishop Hill. The Town does not see the need or benefit for a crossing in this location as there are no sidewalks or buildings along this stretch of the highway.	RIDOT believes that pedestrian signalization is important to promote ease of access in this location.
	Traffic Safety (Appendix E-2)	Town of Johnston recommended against inclusion of the Hazard Elimination – North (C-3) PTS ID#0071R at Hartford Avenue and Hopkins. Stated that this location also has very little use or benefit for a crossing.	RIDOT believes that pedestrian signalization is important to promote ease of access in this location.
Eugenia Marks, <i>Audubon Society of RI &amp; Coalition for Transportation Choices</i>	Transit – Fixed (Appendix A-30)	Expressed support for the projects that improve transit connections through the Blackstone Valley into the Boston area which would also help the Rhode Island economy. Requested that the TAC pay particular attention to the needs of transit users, pedestrians, and cyclists, in the larger context of the economy and public health when reviewing future TIP amendments.	Comments noted.
Grant Dulgarian, <i>public citizen</i>	Bridge (Page 3)	Kingston Road Bridge No. 403, over I-95 in Richmond. Questioned if this should be categorized under the Interstate program instead of the Bridge program.	The RIDOT Bridge Division is responsible for assessing and maintaining the condition of all state owned bridges, therefore this project falls within the Bridge program of the TIP.
	Interstate (Page 7)	Suggested that the Traffic Management Center install variable message signs displaying estimated travel times just before major highway entrance ramps instead of on the highways to assist drivers make proactive decisions to utilize alternative routes as a means to reduce added traffic congestion on the highway. Also requested the current number of large variable message signs in Rhode Island.	The RIDOT has an architecture deployment plan that strategically identifies the phased installation according to available funding of highway infrastructure particularly highway signage. RIDOT and local police departments also have the ability to locate portable variable message signs (VMS) on highway on-ramps in instances when diversionary routes are needed. There are currently 15 large overhead dynamic message signs (DMS) on Rhode Island's highways. In addition there are more than 20 smaller VMS set to the side of the road.

Name	TIP Reference	Comment	Response
Grant Dulgarian, <i>public citizen</i>	Major Projects (Page 7)	Providence Pedestrian Bridge. Questioned if an economic development analysis indicated that construction of this bridge makes sense. Referenced a RISD design studio that offered recommended land uses and bridge connection options including aligning the bridge along Dorrance Street and Wickenden Street.	The Providence Pedestrian Bridge construction is a priority project for the City of Providence and presents a unique opportunity to re-use the existing piers from the original I-195 bridge.
	Enhancement Program (Appendix B-1)	Station Park Enhancements, Providence. Questioned where the \$5 million was coming from for improvements at the Providence Rail Station that was referenced in a recent Providence Journal article.	RIDOT currently is evaluating all funding options to fund the immediate improvements over and above the \$1.2 million listed for site improvements at Providence Station under the TIP's Enhancement Program.
	Enhancement Program (Appendix B-1)	India Point Power Lines. Asked if the burial of the India Point power lines was going to occur as he believed the funding was already identified.	A total of \$600,000 in Transportation Enhancement Future funding is provided (\$300,000 each in the cities of Providence and East Providence) in the FY 2013-2016 TIP. The total cost to relocate the transmission lines underground is estimated at approximately \$22 million. The bulk of the funding and management of the project is subject to proceedings between National Grid, the Attorney General's Office, and the Public Utilities Commission.
	Highway/ADA, Sidewalks (Appendix C-1)	South Main Street. Suggested that the line item indicate North/South Main Street, rather than just South Main Street.	Comment noted, project will be listed as, ADA Improvements to South/North Main Streets.
	Study & Development (Appendix D-2)	Roger Williams Avenue. Suggested that it seems appropriate to revisit the proposed project.	The Roger Williams Avenue project is being studied as part of the Study & Development Program.
	Traffic Safety (Appendix E-3)	Providence, Allens Avenue. Asked to be provided with additional information on the project.	This arterial project will improve travel efficiency by coordinating the operation of adjacent signals. Detailed information on this project may be obtained by contacting the RIDOT Traffic Safety section.
	Highway/ADA (Appendix F-2)	Route 1 Coronado to Route 1A. Questioned the limits of the project, north or south on Post Road.	The project limits are from the intersection of Route 1 to the Amtrak bridge, and call for adding a right-turn lane southbound on Post Road at its intersection with Coronado Road.

Name	TIP Reference	Comment	Response
J. Vernon Wyman, <i>University of Rhode Island</i>	Bike/Pedestrian Study & Development (Appendix D-1)	Expressed appreciation for the TAC's consideration of the URI/South County Bike Path Connector and Extension project. Requested that the project retain its high priority designation in the final FY 2013 – 2016 TIP.	Comments noted.
David W. Schweid, <i>Town of Exeter</i>	Traffic Safety (Appendix E-1)	Expressed gratification that the Town's application for the Route 3 and Route 102 South – Intersection Improvements has been recommended for funding in the draft TIP.	Comments noted.
Richard Grant, <i>public citizen</i>	Study & Development (not recommended)	Requested a transportation design study be conducted for the University of Rhode Island, South Kingstown's Kingston Village, and the South County area.	The recommendations of the Route 138/URI Comprehensive Transportation Design Study will be coming to fruition in the 2013 scheduled reconstruction of Rout 138 from Route 2 to Route 108. Improvements include full pavement reconstruction, installation of sidewalks and curbing, traffic signal upgrades, and other traffic calming measures. Detailed information on this project may be obtained by contacting the RIDOT Highway Design section.
	Transit – Fixed (page 13)	Stated that a transportation center is needed at the Kingston Train Station and for it to connect to the University of Rhode Island.	RIDOT is reviewing options for potential improvements / expansion at the current station. Also the draft TIP includes the URI/South County Bike Path Connector which will provide a better link between URI and the Kingston Train Station.
Michael Embury, <i>Town of North Kingstown</i>	Bike & Pedestrian (not recommended)	Belleville House to Wickford Village Sidewalks – Requested that the project be reconsidered for inclusion in the TIP. Provided clarification that the application proposed new sidewalks only for a segment of Tower Hill Road and that the existing sidewalks along the southern side of Phillips Street be reconstructed.	Despite the confusion over the scope of the project, the historic, coastal, drainage, and grading issues significantly drive up the cost of construction required to complete this project. Given the limited funding resources and anticipated high cost of construction the project is not recommended for inclusion in the TIP.
	Pavement Management (not recommended)	West Main Street 1R – Requested that the project be reconsidered for inclusion in the TIP based on the following: incorrectly grouped into the Main Street and Reynolds Street Enhancement projects, clarification that drainage improvements were not requested, recommendation that project should be reclassified as a 1R, and poor pavement conditions.	The subcommittee's review of West Main Street was isolated from the Main Street and Reynolds Street Enhancement projects as these projects were recently completed. Based on limited funding resources, RIDOT's high estimated construction costs, sufficient pavement condition, and RIDOT's recently completed projects in the Wickford area the project is not recommended for inclusion in the TIP.
	Recommended Unprogrammed (Appendix F-2)	Post Road – Requested that the project be reconsidered for funding in the TIP and not under recommended unprogrammed projects. The key reason being to better coordinate with the Town's sewer project with anticipated phase II completion by spring 2015.	The project has been included for \$3 million in funding under the Pavement Management Program.

Name	TIP Reference	Comment	Response
<b>Comments Received on the TIP Narrative Text</b>			
Eugenia Marks, <i>Audubon Society of RI &amp; Coalition for Transportation Choices</i>	Page 22	Stated that the draft TIP represents a fairly balanced support to alternative modes of transportation despite the large percentage dedicated to funding highways. Promoted the health and economic benefits of using alternative modes of transportation.	Comments noted.
Grant Dulgarian, <i>public citizen</i>	Page 7	Last bullet, would like to see traffic signal elimination added to the list of funded roadway maintenance essentials. Also would like to see reference of implementing maintenance free landscaping.	Traffic signal elimination is not considered an essential roadway maintenance activity and therefore will not be referenced. In an effort to reduce routine maintenance expenses RIDOT always utilizes low and often maintenance free landscaping in its projects.
	Page 8	Supports extending the validity of Rhode Island driver licenses beyond the current 5-year term. The option to renew driver licenses by mail should also be provided by the RIDMV.	Driver licenses are issued by the RIDMV and are not related to the TIP. As an aside, the RIDMV recently instituted the option to renew driver licenses online for added user convenience.
	Page 8	Supports the consideration of tolls on I-95/I-195 in the East Providence/Providence area where the major transportation infrastructure investments have been made in recent years.	RIDOT has examined tolling on I-95 in Providence. This option is not being pursued at this time due to the adverse impacts of traffic diversion on local streets.
	Page 30	Questioned if tolls were added to the Sakonnet River Bridge would Rhode Island still be able to receive federal funds to support the bridge.	Yes. However, there would be no need for federal funding because toll revenues would cover bridge maintenance needs.
	Page 45	Table 10. Requested that the municipalities for the listed projects be added to the table, specifically for Improvements to Hope Street. Would like to know what town that project is located.	Municipalities will be added to the table.
	Page 50	Stated that there should be added reference for the preservation of abandoned railway corridors especially where bike paths are to be built as we do not want to lose the rail corridor.	The categories of activities and projects eligible for federal Transportation Enhancement funding under SAFETEA-LU cannot be changed.
	Page 50	Stated that a reference should be added regarding the control of outdoor advertising and billboards, especially along the national highway system.	The categories of activities and projects eligible for federal Transportation Enhancement funding under SAFETEA-LU cannot be changed.
	Page 57	Stated that he would like to see a list of locations where traffic signals have been synchronized under the Planning section.	This information may be obtained by contacting the RIDOT Traffic Safety section.
	Page 65	Transit Service Initiatives. Stated that he believes RIPTA's increased service to Miriam Hospital will fail when there is an abundance of free parking provided by the hospital.	It is beyond the purview of the TIP and RIPTA to determine parking at a private institution. However in an effort to increase ridership on this poorly performing route, RIPTA worked directly with Miriam Hospital and now provides service to the hospital's front door. Previously the closest bus stop was a quarter of a mile away from the hospital. According to RIPTA, ridership performance continues to be very low on this route and will be eliminated in the near future. Further information regarding RIPTA's service activities may be obtained by contacting RIPTA directly.

### **III. Public Hearing Procedures & Presentation**

The following procedural overview and informational presentation were provided at both the 2:00 p.m. and 6:30 p.m. public hearings:

#### **A. Public Hearing Procedures**

Mr. Rhodes explained that Ms. Linsey Callaghan, Supervising Planner of the Rhode Island Statewide Planning Program, would first provide an informational presentation on the development process for the draft FY2013 – 2016 TIP to date.

#### **B. Statewide Planning Presentation**

Ms. Callaghan provided a PowerPoint presentation on the development and content of the draft TIP. Ms. Callaghan stated the following during her presentation:

Two public hearings are being held today to accept comments on the State of Rhode Island's Draft Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2013 – 2016.

The TIP, is a four year program that directs over \$1.2 billion in federal and state transportation infrastructure investment in the State of Rhode Island. The Statewide Planning Program, in conjunction with the RI Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA), is responsible for developing the TIP which is approved by the State Planning Council. The TIP supports implementation of the surface transportation element of the State Guide Plan, and is updated every four years in accordance with federal regulations and the State Planning Council's rules.

Upon approval, the TIP will cover FFY 2013 to 2016, which is October 1, 2012 to September 30, 2016. A full project solicitation was undertaken for this TIP.

The process of developing the Draft TIP began in August 2011 and included a public notice and project solicitation to all Rhode Island cities and towns, the Narragansett Indian Tribe, transportation service and facility operators, several state and quasi-state agencies, and over 2,000 additional interested parties. Public notice was provided in the Providence Journal on August 22, 2011 regarding the opportunity for local officials and the public to propose projects.

Municipalities were required to hold public hearings prior to application submittal regarding the selection of their local projects. Documents and notice for the TIP were posted on Statewide Planning's website. Two public informational workshops were held the first week of October 2011 to assist potential applicants with the TIP application process. All proposals were required to be presented at one of four regional public hearings conducted by the TAC in early November 2011.

Given the funding constraints we are currently facing the number of projects that can enter the TIP is limited. Municipalities were asked to review the projects listed in the 2009 – 2012 TIP that would not be completed by 2013 and to identify projects still relevant to their transportation goals that they would like to see carried forward into the 2013 – 2016 TIP. In total over 200 reprioritized projects and 111 new projects were submitted.

The TAC divided up into several subcommittees to evaluate, score, and rank the proposed projects. Staff from Statewide Planning and RIDOT provided technical input and organizational assistance to the subcommittees. The final result of the effort was a list of projects recommended for inclusion in the TIP.

Summary reports clearly outlining the project selection process and the final recommendations of the subcommittees were produced. Several categories of the TIP did not utilize the subcommittee approach and were ranked and scored by RIDOT staff, including Bridge, Traffic Safety, and Interstate. These categories of funding utilize specific engineering and safety criteria and offer very little flexibility in qualifying projects for funding.

Statewide Planning, RIDOT, and RIDEM worked with VHB to ensure the draft TIP was in conformance with the federal Clean Air Act. The results indicate that the air quality emissions will be below the Rhode Island State Implementation Plan (SIP) emission budgets.

Surface transportation in Rhode Island is supported by federal funding assistance from the U.S. Department of Transportation (USDOT), primarily from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These federal funds must be matched in varying amounts with state funds, generally in a ratio of 80 percent federal and 20 percent state.

The TIP is a fiscally constrained document. For this TIP funding resources are severely limited and the State of Rhode Island is under unprecedented financial constraints, as are many others. Funding for the 2013 – 2016 TIP is \$40 million less than the previous TIP, however this does not include any of the federal stimulus funds or federal discretionary awards to Rhode Island since 2008 when the 2009 – 2012 TIP was adopted.

Funding allocation for the TIP by transportation mode: The current draft designates 23 percent of its resources to alternate modes of transportation including rail, bus, and bicycle/pedestrian.

This TIP focuses on system preservation, meaning mostly preserving and maintaining our existing infrastructure. System expansion accounts for just 3 percent of the entire TIP. In contrast, system preservation activities comprise 55 percent of the TIP total, compared with 41 percent in the FY 2009-2012 TIP. This shift toward preservation reflects the conservative trend in Rhode Island transportation infrastructure planning, which focuses limited resources on preserving and maintaining the existing road and bridge network.

System expansion in the TIP is only found in bike/pedestrian projects and transit projects. The FY 2013-2016 TIP includes \$42 million in system expansion funding, with \$37 million allocated to bike/pedestrian projects. And almost \$5 million allocated to bus.

The FY 2013 – 2016 TIP funding levels by program are fairly similar to FY 2009 – 2012 TIP levels according to percent allocation except for the major projects program which is notably less now that most of the work for the I-195 relocation project is complete.

RIDOT staff compiled the full fiscally constrained TIP tables, with the associated appendices for review. This separates the federal, state, and other funding allocations out per project in the tables, which is new and provides much more added transparency.

Statewide Planning, with assistance from RIDOT and RIPTA, composed the text to accompany the TIP tables, which together constitutes the full TIP.

This year, a new feature to the TIP included detailed project status report titled, *Preliminary Project Recommendations – FY 2013 – 2016 TIP*, for all of the projects both old and new, funded and those not funded, and is sorted by municipality. This is very useful to municipalities and the public as it will provide an easy reference to see whether the projects they requested were recommended for funding and what additional projects were proposed in their communities over the course of the review process.

The 30 day notice of today's public hearing and of the opportunity to submit comments was published in the Providence Journal on March 22, 2012 with subsequent distribution to Statewide Planning Program's general mailing and transportation specific distribution mailing list, which in total is to almost 1,200 individuals, as well as posting on the Statewide Planning Program website.

The public comment period for the TIP is open until 4:00 p.m. on May 29, 2012. All comments must be received prior to the close of the public comment period.

Comments made at today's public hearings, as well as written comments received during the public comment period will be summarized in a public hearing report prepared by Statewide Planning along with assistance from RIDOT and RIPTA.

The Transportation Advisory Committee will review the public hearing report at their May 31, 2012 meeting. This meeting will also offer the TAC the opportunity to consider the public's comments and make any recommended revisions to the draft TIP. The TAC will meet again on June 28, 2012 to review changes to the TIP as presented in a finalized version. The TAC is also expected to make their final recommendation to the State Planning Council regarding the FY 2013 – 2016 Draft TIP at this June meeting.

The State Planning Council is currently scheduled to act on the Draft TIP at their July 12, 2012 meeting.

The Draft TIP is available at [www.planning.ri.gov/misc/TIP2013.htm](http://www.planning.ri.gov/misc/TIP2013.htm) , as well as all other materials mentioned.

### **C. Public Hearing Procedures for Speakers**

Mr. Rhodes stated that the hearings will be conducted as follows:

- The public hearing will be conducted in accordance with the Administrative Procedures Act.
- Anyone who wishes to speak should fill out the forms available at the door. Comments will be received in the order in which they registered and after the customary recognition of elected officials.
- To ensure that all who wish to speak may have an opportunity, each speaker will be limited to an initial presentation of five minutes.
- After all who wish to speak have had an initial opportunity, those wishing to make supplemental statements will be recognized.

- Mr. Rhodes asked if there were any elected officials who wished to make comments. Since there were none, he asked the first registered speaker to begin.

#### **IV. First Public Hearing - April 26, 2012, 2:00 p.m.**

##### **A. Attendance**

###### **Speakers (for public comment)**

Mr. Barney Heath, City of Pawtucket  
 Mr. Jim Moran, City of East Providence  
 Mr. Michael DeLuca, Town of Narragansett  
 Mr. Vin Murray, Town of South Kingstown  
 Mr. Edward Tanner, Town of Bristol  
 Mr. Peter Brassard, public citizen

###### **TAC Members Present**

Ms. Fran Shocket, Chair, Public Member  
 Ms. Melanie Army, City of Providence  
 Mr. Alan Brodd, Town of Cumberland  
 Mr. George Monaghan, RI Consulting Engineers  
 Mr. Mark Therrien, RIPTA  
 Mr. Barry Schiller, RI Sierra Club  
 Mr. Robert Shawver, RIDOT  
 Mr. Henry Sherlock, Construction Industries of RI

###### **Others in Attendance**

Ms. Barbara Breslin, Federal Highway Administration  
 Ms. Meredith Brady, RIDOT  
 Mr. David Fish, RIDOT  
 Ms. Amy Thibeault, RIDOT  
 Ms. Karen DiLauro, RI Dept. of Admin., Budget Office  
 Mr. Maarten Hoogeboom, RI Housing  
 Ms. Laura Sullivan, University of RI  
 Mr. Steve Baker, Maguire Group  
 Mr. Joseph Giordano, Gordon Archibald, Inc  
 Mr. Arthur Putt, public citizen

###### **Statewide Planning Staff Present**

Mr. Kevin Flynn, Associate Director  
 Mr. Jared Rhodes, Chief  
 Ms. Linsey Callaghan, Supervising Planner  
 Mr. Michael Moan, Principal Planner  
 Ms. Ronnie Sirota, Principal Planner  
 Mr. Walter Slocomb, Principal Planner

##### **B. Call to Order - April 26, 2012 – 2:00 p.m. Public Hearing**

Mr. Jared Rhodes, Chief of the Rhode Island Statewide Planning Program, called the April 26, 2012 2:00 p.m. public hearing to order at 2:11 p.m. While the 2:00 p.m. hearing was not an

official meeting of the TAC, there were numerous members attending who were introduced by Mr. Jared Rhodes (see TAC member attendance listed above).

**C. Public Comment Summary – April 26, 2012, 2:00 p.m. Public Hearing**

1. Barney Heath, Assistant Director of Planning and Redevelopment, City of Pawtucket
  - Thanked the TAC for the helpful, understandable Draft TIP.
  - Expressed satisfaction that nine (9) out of fourteen (14) projects submitted by the City of Pawtucket were recommended for inclusion in the TIP. He stated that he was overall very pleased.
  - Stated that a number of Pawtucket’s projects came out of the Pawtucket Downtown Design Plan completed in 2011.
  - Pleased to see that the Main Street to two-way traffic conversion project was included in the TIP’s Study and Development program. Added that Pawtucket will continue to pursue this project to hopefully advance it further.
  - Stated that Pawtucket’s Mineral Spring Avenue (1R) project listed on Page 42 under the Pavement Management Program in the *Preliminary Project Recommendations – FY 2013 – 2016 TIP* is listed for FY 2012 construction. Questioned if the project should be listed under the FY 2013 – 2016 TIP’s Pavement Management Program, and if the omission was an oversight.
  
2. James Moran, Principal Planner, City of East Providence (written comments dated April 2, 2012 also provided)
  - Requested that the Draft TIP be amended to include the I-195 Taunton Avenue/Warren Avenue Interchange Improvement project.
  - Explained that due to a misunderstanding, the City believed that they did not have to reprioritize this project since it was included in the *Current Transportation Improvement Program Projects to be Prioritized by RIDOT*.
  - Stated that the City provided a letter to Ms. Callaghan regarding the omission of the project in the TIP and that RIDOT has been made aware of the situation.
  - Stated that the project will contribute significant economic and transportation benefits critical to East Providence’s waterfront.
  
3. Peter Brassard, public citizen (written comments dated May 21, 2012 also provided)
  - Requested that there be consideration in this TIP or in the future to include multiple urban infill commuter rail stations in Rhode Island similar to platform commuter stations in Long Island, New Jersey, and Connecticut.
  - Suggested Olneyville Square in Providence as a likely first location towards developing such commuter rail stations in Rhode Island that are characterized by high density and elevated bus ridership/service.
  
4. Michael DeLuca, Planning Director, Town of Narragansett
  - Complemented staff on the TIP development process and overall understandability of the draft materials presented. He also stated that he appreciated the subcommittee reports.
  - Thanked the subcommittees for selecting two (2) out of the three (3) TIP Enhancement projects for Narragansett, those being the pedestrian improvements in the Narragansett

Pier area and the extension of the William C. O'Neill Bikeway from the elementary school to the Narragansett Town Beach.

- Requested that the South Pier Road project listed under the TIP's Pavement Management program include a full road reconstruction as originally requested by the Town and not just a simple cold plane overlay as recommended through the subcommittee process. Stated that there is no base under South Pier Road, therefore a cold plane overlay or repaving is not really an option. The one mile span of South Pier Road requested for reconstruction also needs drainage improvements and sidewalk work. Added that the Town recently reconstructed 1,400 ft. of South Pier Road from Boon Street to Ocean Road and therefore feels comfortable with the cost estimate provided of \$1.5 million to reconstruct the other segment of the road.
5. Mr. Vin Murray, Planning Director, Town of South Kingstown (written comments dated May 29, 2012 also provided)
- Stated that he was pleased to see the TIP's funding efforts directed towards system preservation.
  - Pleased to see that High Street in South Kingstown is included in the TIP's Pavement Management program since the project is highly anticipated by the community.
  - Expressed satisfaction that four (4) out of the six (6) South Kingstown projects have been recommended for inclusion in the TIP.
  - Offered gratitude that the URI/South County Bike Path Connector and Kingston Station Rehabilitation projects, located in South Kingstown, but not projects submitted by the Town, were included in the draft TIP.
  - Asked if the Route 108 (Kingstown Road) / Old Tower Hill Road project listed under the TIP's Highway program included sidewalks, plantings, and other amenities. He also inquired about the Governor's Commission on Disabilities project prioritization process and how it relates to the finalization of the TIP.
  - Expressed support for the URI/South County Bike Path Connector project submitted by the University of Rhode Island and the William C. O'Neill Bike Path Extension project submitted by the Town of Narragansett. Both projects will improve walking and biking, as well promote safe, attractive, and efficient street design in the area.
6. Mr. Edward Tanner, Principal Planner, Town of Bristol
- Stated that Bristol's top priority project is the completion of Route 114, Hope Street / Main Street from Dyer Avenue (Warren) to Washington Street (Bristol) listed under the TIP's Pavement Management program (Appendix A, page A-18). This project is currently in active construction. Expressed concern that the other segment of the Route 114/Hope Street project, from Ferry Road to Constitution Street, is recommended for the TIP's Future years (Appendix F, page F-1) under unprogrammed projects. Voiced the desire for this shorter segment of Route 114 to be incorporated into the funded segment of the project, as the Town views this as one project.

#### **D. Public Hearing Conclusion**

Mr. Rhodes asked if there were any other comments. Since there were none, Mr. Rhodes formally closed the hearing at 2:38 p.m. Mr. Rhodes thanked the people for taking the time to come to the public hearing. He stated that the Transportation Advisory Committee (TAC) will meet this evening and hold an additional public hearing. Staff will compile all comments

received into a public hearing report that will provide responses to the issues raised. He added that the report will be distributed to the TAC, the Technical Committee, and the State Planning Council as the TIP moves towards adoption.

**V. Second Public Hearing - April 26, 2012, 6:30 p.m.**

**A. Attendance**

**Speakers (for public comment)**

Mr. Thomas Mann, Pawtucket Foundation  
Ms. Eugenia Marks, Audubon Society of RI; Coalition for Transportation Choices  
Ms. Lorri Caruso, Town of Johnston  
Mr. Grant Dulgarian, Ecology Action for RI

**TAC Members Present**

Ms. Fran Shocket, Chair, Public Member  
Ms. Melanie Jewett Army, City of Providence  
Mr. Alan Brodd, Town of Cumberland  
Mr. Russ Chateauneuf, RI Dept. of Environmental Management  
Mr. Michael Cassidy, Public Member  
Ms. Elaine Colarusso, Town of East Greenwich  
Dr. Judith Drew, Governor's Commission on Disabilities  
Mr. George Monaghan, RI Consulting Engineers  
Ms. Pam Sherrill, RI Chapter, American Planning Association  
Mr. Barry Schiller, RI Sierra Club  
Mr. Robert Shawver, RIDOT  
Mr. Henry Sherlock, Construction Industries of RI  
Ms. Jane Sherman, Public Member  
Mr. Everett Stuart, RI Association of Railroad Passengers  
Mr. Mark Therrien, RIPTA  
Mr. Michael Walker, RI Economic Development Corporation  
Mr. Robert Vanderslice, RI Dept. of Health

**Others in Attendance**

Ms. Barbara Breslin, Federal Highway Administration  
Ms. Meredith Brady, RIDOT  
Ms. Lorri Caruso, Town of Johnston  
Mr. James Lamphere, Town of Hopkinton  
Ms. Joelle Kanter, Providence Foundation  
Mr. Dennis Langley, Urban League of RI  
Mr. Jason Zogg, public citizen  
Mr. Kenneth Gould, public citizen

**Statewide Planning Staff Present**

Mr. Kevin Flynn, Associate Director  
Mr. Jared Rhodes, Chief  
Ms. Linsey Callaghan, Supervising Planner  
Ms. Ronnie Sirota, Principal Planner

**B. Call to Order - April 26, 2012 – 6:30 p.m. Public Hearing**

Mr. Jared Rhodes, Chief of the Rhode Island Statewide Planning Program, called the April 26, 2012 6:30 p.m. public hearing to order at 6:35 p.m. This meeting was also an official meeting of the TAC.

**C. Public Comment Summary - 6:30 p.m. Public Hearing**

1. Thomas Mann, Executive Director, Pawtucket Foundation (written comments dated April 26, 2012 and a copy of the *Pawtucket Downtown Design Plan* also provided)
  - Stated that he represents the Pawtucket Foundation, a non-profit organization that represents the businesses sector as an advocate for downtown, riverfront, and transportation enhancements in Pawtucket.
  - Voiced confidence in the plans to construct the Pawtucket/Central Falls commuter rail station. Requested the TAC to place a high priority on the development of the commuter rail station that would connect businesses and residents with a critical transportation nexus.
  - Presented a brief description of the *Pawtucket Downtown Design Plan, 2011* which recommends over two dozen short and long term projects addressing two-way traffic conversions, pedestrian and safety enhancements, bike lanes, and added signage. Stated that most of these projects are currently unfunded. Urged the TAC to put a greater emphasis on implementing the projects recommended in the Plan by including them in the TIP. Requested the TAC give particular attention and priority to the following two projects that were not recommended for inclusion in the TIP:
    - Division Street / Pleasant Street / Pawtucket Avenue Intersection
    - East Avenue Extension Conversion. Added that East Avenue connects downtown Pawtucket to Providence and would provide a tremendous benefit including mileage reduction for RIPTA buses that run frequently along this route.
2. Eugenia Marks, Sr. Director Audubon Society of RI and representing Coalition for Transportation Choices (written comments dated April 26, 2012 also provided)
  - Thanked the staff and the TAC for their time and hard work that went into preparing the draft TIP.
  - Stated that she believes the draft TIP represents a fairly balanced support to alternative modes of transportation despite the large percentage dedicated to funding highways.
  - Promoted the health and economic benefits of using alternative modes of transportation. Cited the recent study from Massachusetts “A Healthy T for a Healthy Region,” published by the Metropolitan Area Planning Council on March 14, 2012, that describes the benefits of walking when using public transportation.
  - Stated that she is pleased to see bicycle path connections for both residents and tourists as bike riding is not only for recreation but is also a form of transportation.
  - Expressed support for the projects that improve transit connections through the Blackstone Valley into the Boston area which would also help the Rhode Island economy.
  - Requested that the TAC pay particular attention to the needs of pedestrians, cyclists, and transit users in the larger context of the economy and public health when reviewing future TIP amendments.

3. Lorri Caruso, Town engineer, Town of Johnston

- Thanked everyone involved in creating the draft TIP.
- Stated that the Town of Johnston recommended against a couple of RIDOT projects that were included in the TIP's Traffic Safety program including:
  - Hazard Elimination – North (C-3) PTS ID#0071R at Hartford and Bishop Hill. Stated that the Town does not see the need or benefit for a crossing in this location as there are no sidewalks or buildings along this stretch of highway.
  - Hazard Elimination – North (C-3) PTS ID#0071R at Hartford Avenue and Hopkins. Stated that this location also has very little use or benefit for a crossing.
- Stated that the Town in retrospect would like to see the Atwood Avenue project, Route 6A listed in the TIP. Acknowledged that the Town did not recommend it for reprioritization however would like to see it back on the TIP.

4. Grant Dulgarian, public citizen, Providence resident

- Stated that the quality of the TIP is extraordinary in that it is very clear and easy to understand. Commends everyone involved in the preparation.
- Provided various comments on the TIP by listing them according to the specific page reference:
  - Page 7 – Last bullet, would like to see traffic signal elimination added to the funded essentials. Also would like to see reference of implementing maintenance free landscaping.
  - Page 8 – Glad to see advocating against issuing new bonds which he believes is no longer feasible.
  - Page 8 – Supports longer term motor vehicle licenses instead of the current 5-year term. The option to renew licenses by mail should also be provided by the DMV.
  - Page 8 – Supports the consideration of tolls at the northern entrance of I-95 where the investments are being made.
  - Page 30 – Questioned if tolls were added to the Sakonnet River Bridge would Rhode Island still be able to receive federal funds to support the bridge.
  - Page 45 – Table 10. Requested that the municipalities for the listed projects be added to the table, specifically for Improvements to Hope Street. Would like to know what town that project is located.
  - Page 50 – Stated that there should be added reference for the preservation of abandoned railway corridors especially where bike paths are to be built, as we do not want to lose the rail corridor. Also suggested that reference should be added regarding the control of outdoor advertising and billboards, especially along the national highway system.
  - Page 57 – Planning section, stated that he would like to see a list of locations where traffic signals have been synchronized.
  - Page 65 – Transit Service Initiatives. Stated that he believes RIPTA's increased service to Miriam Hospital will fail when there is an abundance of free parking provided by the hospital.
  - TIP Page 3 –Kingston Road Bridge No. 403, over I-95 in Richmond. Questioned if this should be categorized under the Interstate program instead of the Bridge program.
  - TIP Page 7 – Interstate Program, Traffic Management Center line item, suggested that the Traffic Management Center install variable message signs displaying estimated travel times just before major highway entrance ramps instead of on the

highways to assist drivers make proactive decisions to utilize alternative routes as a means to reduce added traffic congestion on the highway. Also requested the current number of large variable message signs in Rhode Island.

- TIP Page 7 – Major Projects, I-195 Relocation – Providence Pedestrian Bridge. Questioned if an economic development analysis indicated that construction of this bridge makes sense. Referenced a RISD design studio that offered recommended land uses and bridge connection options including aligning the bridge along Dorrance Street and Wickenden Street.
- TIP Appendix B-1 – Enhancement Program, Station Park Enhancements, Providence. Questioned where the \$5 million was coming from for improvements at the Providence Rail Station that was referenced in a recent Providence Journal article.
- TIP Appendix B-1 – Enhancement Program, India Point Power Lines. Asked if the burial of the India Point power lines was going to occur. Stated that he thought the funding was already identified.
- TIP Appendix C-1 – ADA Highway Projects, Sidewalks, South Main Street. Suggested that the line item indicate North/ South Main Street, rather than just South Main Street.
- TIP Appendix D-2 – Study and Development Projects, Roger Williams Avenue. Suggested that it seems appropriate to revisit the proposed project.
- TIP Appendix E-3, Providence, Allens Avenue. Asked to be provided with additional information on the project.
- TIP Appendix F-2, Route 1 (Post Road) Coronado to Route 1A. Questioned the limits of the project, north or south on Post Road.

#### **D. Public Hearing Conclusion**

Mr. Rhodes asked if there were any other comments. There were no further comments therefore Mr. Rhodes turned the public hearing back to Ms. Shocket, TAC chair who formally adjourned the Public Hearing.

*Following the Public Hearing, the Transportation Advisory Committee (TAC) resumed its meeting. The TAC discussed the proposed draft FY 2013 – 2016 TIP.*

## VI. Written Comments Attached as Received





*City of East Providence.*

**DEPARTMENT OF PLANNING**  
CITY HALL  
145 TAUNTON AVENUE  
EAST PROVIDENCE, RHODE ISLAND 02914-4505

OFFICE OF THE DIRECTOR

April 2, 2012

Ms. Linsey Callaghan  
Supervising Planner  
Rhode Island Division of Planning  
3rd Floor  
One Capitol Hill  
Providence, Rhode Island 02908

Dear Ms. Callaghan:

The City of East Providence has received and reviewed the Draft 2013-2016 Transportation Improvement Program (TIP) and has observed that the I-195/Taunton Avenue/Warren Avenue Interchange Improvements project has not been included within the draft document. In preparing the City's project applications for new projects, we recognized that new project applications were not required for projects that are currently listed in the TIP and as a result did not prepare a new application for the I-195/Taunton Avenue/Warren Avenue Interchange Improvements project. It was also stated in Kevin Flynn's August 29, 2011 TIP solicitation letter and the attached TIP Guide, that *"any project in the existing TIP that an applicant would like to propose for inclusion in the FFY 2013-2016 TIP must be included on the **Project Prioritization Cover Sheet**."*

However, our omitting the I-195 project from our Project Prioritization Cover Sheet was due to the attached Status Report Sheet for East Providence Projects that was provided with the solicitation letter indicating that the I-195 project did not need to be prioritized. I have attached the project status report sheet to this letter for reference. For that reason, the City felt there was no need to place this project on its priority list. The City certainly would have included I-195 project in our Project Prioritization Cover Sheet if we had known that the project would not be listed within the 2013-2016 TIP as a result of its omission.

The project is currently in design and is being funded, at least in part, through federal earmark funds. The City is completing the project design in cooperation with the Rhode Island Department of Transportation. Also, it is also entirely possible that the first phases of this project may be ready for construction prior to 2016 and may therefore be eligible to be listed for construction under the phasing description for this project for the later years in the TIP (ie. 2015- 2016).

City staff are available to meet to discuss what is required at this time to ensure that the project in include in the current draft TIP as it represents one of our highest priority transportation infrastructure projects. Please feel free to contact me if you have any questions. I can be reached directly at 435-7534.

Sincerely,



James Moran  
Principal/Economic Planner  
City of East Providence  
Planning Department

Attachment: East Providence Project Status Report

cc. Jeanne Boyle, Planning Director  
Peter Graczykowski, City Manager  
Stephen Coutu, Public Works Director  
Vincent Palumbo, RIDOT

Current Transportation Improvement Program Projects to be Prioritized by RIDOT

**East Providence**

Project	TIP Program	Limits	Funding	ID	Phase	Year Listed In TIP	Status	Contract #	Needs to be	
									Prioritized	Prioritized
McCormick Quarry Bridge # 476	Bridge Program	East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)	\$2.50	0143D	Construction	2012	In Design 10%			No
I-195 Improvements and Rehabilitation of Pawtucket Avenue Bridge # 471 and Horton Farm Bridge # 472	Bridge Program	Warren Avenue Bridge # 473 to Broadway Bridge # 470, including Pawtucket Avenue Bridge # 471 and Horton Farm Bridge # 472	\$10.00	0143K		2010 Future	In Design 10%			Yes
Washington Bridge # 200 - Pedestrian Bridge	Major Projects with Multi Year Funding	Landscaping - New Pedestrian/Bikeway Park	\$0.20	0009J	Construction	Future				No
Washington Bridge # 200 - Pedestrian Bridge	Major Projects with Multi Year Funding	Pedestrian/Bikeway Park	\$24.00	0009K		2011 2012 Future	Design Completed			No
Washington Bridge Design	Major Projects with Multi Year Funding	-----	\$1.14		Design	2009 2010				No
I-195 to Taunton and Warren Avenue - New Interchange	SAFETEA-LU Earmarks	HP-67, HP-4845, TI- 370					Substantially Committed			No
I-195 Washington Bridge Eastbound - Replacement (2009)	SAFETEA-LU Earmarks	HP-3050					Substantially Completed			No



P.O. Box 515, Pawtucket, RI 02862  
401-725-4400 Fax 401-729-8111

www.pawtucketfoundation.org  
info@pawtucketfoundation.org

April 26, 2012

Transportation Advisory Committee  
c/o Department of Administration  
Division of Planning  
Statewide Planning Program

Co-Chairmen  
Kevin P. Tracy  
Daniel J. Sullivan, Jr.

Board Of Directors  
Kathleen Bartels  
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Maia Small  
Lori Spangler  
Michael A. Tamburro  
Martin Tursky  
Nancy Whit  
Susan A. Whitney

Ex Officio  
Mayor Donald R. Grebien

Executive Director  
Thomas A. Mann, Jr.

Dear members of the Transportation Advisory Committee:

On behalf of The Pawtucket Foundation, an organization that represents the interest of nearly 100 local businesses in the Pawtucket community, I would like to offer written testimony in support of the City of Pawtucket's request for several projects to be included in the Transportation Improvement Program (TIP).

For the last 11 years, The Pawtucket Foundation has worked closely with the business community and the City's administration to champion regional-impact economic development and transportation infrastructure improvements in the City.

In particular, we are confident plans to complete preliminary engineering for a commuter rail station will have significant benefit to the Providence metro economy and particularly, the Blackstone River Valley. A future station in Pawtucket is the critical transportation nexus that can link opportunities for both intra- and inter-state commuter rail. The proposed rail site can also connect Rapid Bus and over 20% of the state's overall bus service to high transit-demand neighborhoods, businesses and schools. We ask the TAC to place a high priority to further plans for commuter rail service to Pawtucket and Central Falls.

Earlier this year, the City Council unanimously approved a consultant study called the Pawtucket Downtown Design Plan (PDDP). This plan calls for improvements to address the deficient maze of one-way and auto-dependent circulation routes and intersections in and around downtown to better support two-way traffic, pedestrian safety enhancements, bicycle lanes and wayfinding signage. The plan programs over two dozen short- and long-term projects, which could require a capital investment in the range of \$11 million to \$18 million.

Most of the projects now programmed in the PDDP are currently unfunded. With the governor's renewed interest in the five distressed urban communities and RIEDC's intent to establish a pilot program to focus state resources on revitalizing these communities, we feel the TAC should put a great emphasis on allocating resources to implement the PDDP. To that end, we ask that you reconsider a recommendation to prioritize two projects into the TIP: (1) Division St/Pleasant St/Pawtucket Avenue intersection and (2) East Avenue Extension Conversion. In the current draft, these two important projects are not recommended. The first was inadequately reconfigured during the construction of the new I-95 Bridge, and we believe could be addressed with a change-order to the existing bridge contract. The latter project is low-hanging fruit and would dramatically improve traffic flow, and potentially increase the efficiency of several RIPTA bus routes.

For your information, we have attached the executive summary of the PDDP.

Sincerely,

Thomas A. Mann, Jr.  
Executive Director

CC: Board of Directors, RIEDC, RIDOT, Statewide Planning, Mayor Donald R. Grebien

**BUSINESS SERVICES**

210 Flagg Road, Suite 208, Kingston, RI 02881 USA p: 401.874.2501 f: 401.874.5959 uri.edu/businessservices



March 23, 2012

Linsey Cameron  
Supervising Planner  
Rhode Island Statewide Planning Program  
One Capitol Hill, 3<sup>rd</sup> Floor  
Providence, RI 02908

Re: URI's TIP 2013-2016 Application

Dear Ms. Cameron:

In October, the University of Rhode Island submitted an application for the 2013-2016 TIP. We appreciated the opportunity to present the proposed *URI/South County Bike Path Connector and Extension* to the Transportation Advisory Committee last November and would like to extend our gratitude to the Advisory Committee members. The University remains committed to this project. The South County Bike Path is of tremendous value to area residents and visitors. It forms the spine of an alternative transportation network that promotes healthier residents and a cleaner environment. We hope to see the bike path extended both west to URI's Kingston campus and east to Narragansett Town Beach. These extensions will make the bike path a viable transportation alternative for URI students, faculty, and staff.

You may be aware that South Kingstown was one of three towns selected to pilot Healthy Places by Design. The Healthy Places newly released report, *South Kingstown: Designing a Healthier Community*, identifies four common themes, including "improving walking and biking" (7).

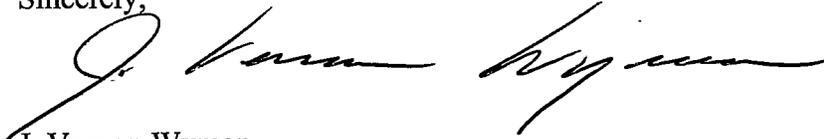
Walking and Biking Goal 1: Increase safety and connectivity of pedestrian and bicycle networks.

At present, to reach the bike path from URI and the Village of Kingston, riders and pedestrians must traverse Route 138, and either Route 108, South Road, or Ministerial Road. These roads lack bicycle lanes and generally have inadequate shoulders for bicycles. Despite its proximity, connectivity between Kingston and the bike path is lacking. Implementation of a bike path extension and connector is consistent with the recommendations of South Kingstown's Health Places by Design project. It will provide a safe, alternative transportation route to the amenities in Narragansett, Wakefield and Peacedale (beaches, restaurants, and shops) for undergraduates. Likewise, it will link area residents with the amenities the University offers (performing arts, guest lecturers, and athletic facilities and events).

In light of the Healthy Places project, fiscal year 2013 is an opportune time to begin design of the URI Connector. The design of Route 138 improvements in Kingston, including pedestrian crossings, is complete and construction is scheduled to commence in 2013. Vanasse Hangen Brustlin, Inc. (VHB) completed a comprehensive alternative analysis of potential URI Connector routes for RIDOT in 2004. The Peckham Farm route proposed by URI is a recommended alternative in the VHB study.

We appreciate the Transportation Advisory Committee's consideration of the *URI/South County Bike Path Connector and Extension*. We ask that you retain the project's high priority designation in the final FY 2013-2016 TIP so the entire design phase is fully funded. It will benefit URI's resident population (projected to be 6,200 in 2013) and the University's 7,200 commuters and 2,300 staff and faculty, many of whom live in South Kingstown and Narragansett. Furthermore, the connector has the potential to make meaningful reductions in vehicle trips in congested Kingston Village.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Vernon Wyman". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

J. Vernon Wyman  
Assistant Vice President of Business Services

Cc: Robert Weygand, VP for Administration and Finance, URI  
Vincent Murray, Director of Planning, TSK  
Michael DeLuca, Director of Community Development, Narragansett



# Town of Exeter, Rhode Island

## PLANNING BOARD

675 Ten Rod Road  
Exeter, R.I. 02822

401-294-2612

401-294-2592

Fax: 401-267-0128

April 3, 2012

Kevin M. Flynn, Associate Director  
RI Statewide Planning Program  
One Capitol Hill 3<sup>rd</sup> Floor  
Providence, RI 02908-5872

### RE: 2013-2016 TIP

Dear Kevin,

I am writing to express Exeter's gratification that our application for the "intersection improvement" of the southern intersection of Route 3 and Route 102 has been included in the draft TIP. This is the intersection of two very busy state highways, the four lane Route 3 and two lane Route 102. Currently Route 3 has in excess of 8,000 ADT and Route 102 has in excess of 9,000 ADT

The existing design is unusual, cumbersome, and unsafe. It consistently ranks as the highest accident location in Exeter, and it is an intersection through which all traffic to and from the high school and middle school must pass.

I thank you and your colleagues for recognizing this critical need. If there is anything I can do to facilitate this process, please contact me at 294-2612 or email me at [planner@town.exeter.ri.us](mailto:planner@town.exeter.ri.us)

Sincerely,

David W. Schweid, AICP  
Exeter Planner

Cc: Exeter Town Council

30 Lower College Road  
Kingston, RI 02881

March 21, 2012

Mr. Kevin Flynn  
Secretary, State Planning Council  
RI Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Flynn:

As a citizen of Kingston, RI, I am requesting that a design study be put on the agenda or that I be provided forms so I can make a formal request for a transportation design study of the URI, Kingston and South County area.

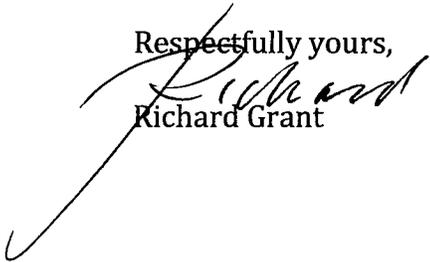
The request is because for the third largest transportation corridor in the state, there has never been a study, although the town of South Kingstown thinks there has been one.

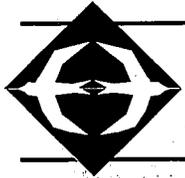
It is time to act. URI is one of the state's assets and the transportation element is deplorable. There is no good entrance or exit to URI, especially in the mid to late afternoon. The improvement plan is a bandage and is not considering the bigger plan that is necessary.

1. we need a transportation center at AM Track to connect to the University.
2. we need an entrance from Route 4, south along the rail line. And a Wakefield, Route 138 entrance through Metz Land, opening the possibility of a Kingston Historical Center.

I am not an engineer, just a patient person pursuing a particular program.

Respectfully yours,

  
Richard Grant



OVER 100 YEARS OF EDUCATION, CONSERVATION, & ADVOCACY

# Audubon Society of Rhode Island

April 26, 2012

Frances Shocket, Chair  
Transportation Advisory Committee  
c/o State Planning, Department of Administration  
One Capitol Hill  
Providence, RI 02908

Re: 2013 – 2016 TIP

Members of the TAC:

In addition to being employed as policy director for Audubon, I speak on behalf of the Coalition for Transportation Choices, of which Audubon is a member and which approved my representing the CTC before this body. Following are written comments that reflect the comments I provided orally on April 26 at the evening session of the public hearing.

I thank the TAC members for their diligent work in subcommittees to review the proposals for the draft TIP. Under constraints of budget, creating the draft required special discernment for priorities and sequencing of projects from among many worthy proposals. Their exhaustive work has created balanced support for bicycle, pedestrian, public transit, and vehicular infrastructure.

Transit coordinates well with walking to improve the public health as people generally walk to point of departure for transit trips. This exercise is built in to the routine of the day and does not require special clothing, equipment, or time, as was pointed out in a recent study from Massachusetts. According to the study "A Healthy T for a Healthy Region," published by the Metropolitan Area Planning Council on March 14, 2012, the MBTA's planned fare hikes and service cuts would be detrimental to public health. There are numbers adverse side effects of the MBTA plan highlighted in the study – more cases of asthma and obesity, more car accidents, and 50,000 metric tons of CO<sub>2</sub> added to the atmosphere from the decrease in access to public transit.

An earlier study, published in, *Journal of Public Health Policy (Supplement)*, 30(1), pp.S73-S94, reached similar conclusions.

"The more people who use mass transit, the more likely they are to meet the Surgeon General's recommendation to get physical activity by walking for transportation, according to this study included in a supplement to the *Journal of Public Health Policy* about the 2008 *Active Living Research* Conference. Those surveyed also were more likely to meet the recommendation if they had and used an employer-sponsored transit pass.



Since buses and trains are not "door-to-door," people who use mass transit are generally walkers by definition, but it is not known whether they walk enough to meet the physical activity recommendation and whether factors such as sociodemographics affect how much they walk. This study analyzed data from a sample of 4,156 people extracted from a larger 2001–2002 survey of metropolitan Atlanta residents who were interviewed by telephone and kept two-day travel diaries.”

Health from walking and cycling advances not only muscle tone, it serves as a preventative to cardio-vascular diseases and diabetes. In addition, recent studies from Harvard have shown that students walking to school perform better in academic work (Lindsay Shaw, Ed.D. with John Ratey, M. D., Mass Safe Routes to School conference 3/13/12). Moderate exercise stimulates areas of the brain involved in memory and thinking. The Centers for Disease Control advocates 60 minutes per day of moderate exercise for children and 17 minutes a day for adults.

Previous Rhode Island TIP 2009 – 12 had a greater allocation for transit. Transit systems work well in dense urban areas as the metro area of Rhode Island provides. Proposals to extend and improve transit, rail and bus, into the dense residential corridor of the Blackstone Valley for connections to rail access to Boston support the concepts of increasing density in urban service areas laid out in *Land Use 2025*, the state guide plan. We endorse efforts for the rail connection in Pawtucket as well as good RIPTA service and connections in the Blackstone Valley.

We also endorse strong support for public transit for the working residents of Rhode Island and for those in lower economic strata who may not be able to afford the costs of owning and operating a vehicle. In Rhode Island, 4% of the eligible population does not possess a driver’s license. Transit is essential across generational and economic strata to reduce automobile use and to serve those without automobiles.

Extension and connections of existing bike-paths, as the draft TIP 2013-16 proposes, will increase accessible destinations to serve commuters who use bicycles, as well as to serve those who use bicycles for recreation. Increasing the use of bicycles as substitute for automobiles will decrease emissions of gases that contribute to climate change. State policy to reduce climate change emissions is acknowledged in many venues.

We are aware that amendments will be proposed over the next four years, and we ask that as you consider the proposed amendments there will be continued attention to

- pedestrian and bicycle transportation, including connections to transit
- health benefits of these modes for routine exercise and
- state and federal transportation policies that support the importance of walking and cycling.

Thank you for this opportunity to comment.

Cordially,



Eugenia Marks, Senior Policy Director, Audubon Society of RI  
Member, Coalition for Transportation Choices

Peter Brassard  
9 Pope Street  
Newport, RI 02840  
917.208.8597 Cell  
[peterbrassard@earthlink.net](mailto:peterbrassard@earthlink.net)

May 21, 2012

Jared L. Rhodes, II  
Chief, Division of Planning  
Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908  
401.222.5772 Ph / 401.222.2083 Fax  
[jrhodes@doa.ri.gov](mailto:jrhodes@doa.ri.gov)

**Re: Rhode Island Transportation Improvement Program (TIP) FY 2013-2016 - Comments**

The following comments are for the Rhode Island Transportation Improvement Program (TIP) for 2013 -2016 regarding expansion of Rhode Island commuter rail, creation of urban infill rail stations, and the Providence Core Connector.

**Recommended Additions/Changes to TIP March 2012 Draft Document**

- A. For Item "O" Transit - Fixed Guideway - Commuter Rail Study
  - i. Besides the two studies for Barton Street in Pawtucket and Woonsocket commuter rail stations, a third study should be designated to conduct a comprehensive analysis to develop multiple infill commuter rail stations within Rhode Island's high-density residential and commercial neighborhoods in the urban core cities that would focus on walkable and transit-oriented passenger access to commuter stations with minimal or no automotive infrastructure. Census data, existing bus routes, neighborhood arteries or nodes, and historic train station locations could be the basis for this study. Non-automotive pedestrian-oriented commuter rail stations would be less expensive to construct and have the greatest potential to provide a high number of passengers and interconnect multiple employment and residential areas.

- ii. Part of the study should focus on expanding the current commuter rail system so that it could quickly evolve or be transformed into a rapid mass-transit system by utilizing either a Rail Shuttle in addition to existing commuter trains or conversion of the entire network to an S-bahn type rail system.

B. For Item "M" Transit Program - Bus - Major Transit Projects Development

- i. Allocate funding to expand the scope of the study to include a direct streetcar link to Providence Station for commuter rail passengers to access the entire Downtown Providence region.
- ii. Designate an additional study to analyze and identify potential streetcar route extensions to the perimeter of Providence and beyond to adjacent cities and towns for future phases of streetcar service expansion.

**Detailed comments regarding expansion of Rhode Island commuter rail including:**

**Infill Stations, Current and Possible Systems, System Advantages, Historic and Potential Stations, Suggested Station Priority, and the Core Connector**

1. Current proposals to expand service may not be enough to encourage ridership.
2. Distances between existing and proposed stations are too far and much focus has been on extending further into low-density suburban areas.
3. More needs to be done to take advantage of existing walkable high-density urban neighborhoods that have a high potential passenger base and in some instances large amounts of commercial/industrial space and potential to construct more.
4. Due to Downtown Providence expansion, the commuter rail system would be challenged, as long as there's no internal downtown high-frequency transit, such as the proposed Core Connector, to directly link commuter rail passengers to the far reaches of downtown.

**Infill Stations**

5. Priority should be given to constructing commuter rail infill stations without automotive accommodations.
6. An infill station could consist of as little as a single 300-foot long concrete high-level platform with access stairs and handicapped ramp, railings, partial canopy, lighting, and signage. Though some stations might require an elevator for ADA access.
7. Without land acquisition and construction costs for parking and drop-off facilities or station buildings or pedestrian bridges, assuming level site conditions and an affordable repeatable

- design, a barebones single 300-foot infill platform with modest accessories that lacks automotive infrastructure would likely cost between \$500,000 and \$1 million in the Rhode Island market.
8. Infill stations should mostly be located within high-density urban neighborhoods where people can either walk or take existing bus transit to rail stations.
  9. Urban infill stations should be designed to optimize use by pedestrians, so that they would have direct access from sidewalks of major streets or avenues with bus routes. Major streets and avenues can act as siphons to funnel potential passengers from adjacent neighborhoods to commuter rail stations.
  10. Bus routes that intersect the rail line corridor would effectively extend the passenger capture area of a walkable neighborhood.

### **Current and Possible Systems**

11. As currently conceived, Rhode Island's commuter rail is a conventional commuter system that doesn't capitalize on the density variations and existing neighborhood assets of the Providence area.
12. For pedestrian-oriented Downtown Providence, the I-195 Redevelopment District, the proposed Warwick Train Station District, and other neighborhoods to succeed and flourish, Rhode Island's commuter rail should function as a rapid mass-transit system.
13. The implementation of medium to high frequency Rail Shuttle service within the Rhode Island intrastate rail corridor would offer predictable headway times at regular intervals that could operate in addition to MBTA commuter trains. Air travelers as well as the general public would greatly benefit from this level of service.
14. An alternate model to a Rail Shuttle for Rhode Island's commuter rail service could be the German S-bahn or French RER or San Francisco's BART.
15. An S-bahn type system is usually the same as commuter rail in suburban areas, but differs when it's within the central urban core, where it has characteristics of a subway or metro system. Usually stations within the core zone are located close together similar to subway station distances and schedule headway times typically fall somewhere in the middle of commuter rail and subway schedules. Depending on the city, central core rail infrastructure can be underground or at grade utilizing existing rail corridors.
16. The hours of operation of a Rail Shuttle or S-bahn system should extend to weekends and late evening at all stations.
17. There may be objections from Amtrak and MBTA regarding close proximity of stations and frequency of service. The advantages of developing a rapid-transit rail spine for Rhode Island's people and economy would outweigh objections.

### **System Advantages**

18. Advantages of a Rail Shuttle or S-bahn system within Rhode Island's urban core cities would interconnect multiple population, employment, retail, and entertainment centers, directly linking them to suburban communities by rail.
19. Infill commuter rail stations could become catalysts to renew employment opportunities in older industrial neighborhoods, reinforcing the state's economic development.
20. Less advantaged people from urban neighborhoods would be able to efficiently get to a majority of employment centers without needing to own a car.
21. The increased use of commuter rail would reduce traffic congestion and lower air pollution.
22. Opportunities to concentrate additional employment and population around stations would help to reduce the expansion of suburban sprawl.
23. A Rail Shuttle or S-bahn system would create true rapid transit for Rhode Island passengers to quickly reach jobs or homes in adjacent cities or distant neighborhoods, which is not possible with the bus system.
24. Proposing or constructing commuter rail platforms or stations in multiple cities and towns would help in gaining political support for commuter rail.

### **Historic and Potential Stations**

25. There is historic precedence of having closely situated train stations within Providence documented on city maps from 1918. Previous train stations existed at Atwells Avenue, Westminster Street in Olneyville, Cranston Street, and in Elmwood.  
<http://www.rootsweb.ancestry.com/~rigenweb/maps/1918prov/index.html>  
(General map: 43-2b, 43-3b; Detail maps: 08-1b, 08-3a, 13-2b, 37-2b, 37-3b)
26. Currently proposed urban infill stations are Barton Street in Pawtucket, Olneyville, and Park Avenue in Cranston.
27. Other potential infill stations could include Central Falls between Cross Street and Sacred Heart Avenue, and in Providence - Cranston Street, Reservoir Avenue, Union Avenue, Atwells Avenue, and Charles Street.
28. At a later phase suburban industrial infill stations could be built toward the northern end of Jefferson Boulevard and Davisville/Quonset though these locations might require additional bus shuttle service.
29. At a future stage there would be infill opportunities with the Lincoln and Cumberland villages along the Blackstone River, for when a train service would be extended to Woonsocket. A station at Route 116 with elevators and escalators reaching to the Washington Highway bridge deck would allow passengers to access buses to Lincoln and Smithfield's office region.

### Suggested Station Priority

30. (1) Olneyville because of its potential for a high number of passengers should be a top priority. The current proposal for Olneyville locates a platform on Harris Avenue, away from the Broadway and Westminster Street bus routes. A direct access pathway to the Harris Avenue platform from Westminster and Broadway should be provided, which could be developed through easements with the abutting elderly high-rise and commercial property south of the proposed platform. A cursory look at census tract data and existing bus routes, the passenger capture area for Olneyville is probably the highest with roughly 28,000 people who could reach the station in less than a 12-minute walk or 7-minute bus ride. If only 5% of that population used the train that would equal 1,400 people or up to 2,800 passenger trips per day. Olneyville also has over a million square feet of commercial/industrial space, much of which is vacant or underutilized, plus vacant land to construct more within walking distance from the station location.
31. (2) Pawtucket officials and RIDOT favor the Barton Street station location in Downtown Pawtucket. Fewer people would be within walking distance of this station, but bus service would expand its capture area to roughly 15,000 people. The lower western quadrant of Central Falls would be walkable to this station. Development opportunities would be great for Downtown Pawtucket. RIDOT's Option "A" would be preferable, as both proposed station platforms would have direct access to Dexter Street's sidewalks and buses without requiring a special drop-off circle for buses within the parking lot. Option "B" should be rejected as it isolates the station creating a condition more favorable to automobiles and access to Dexter Street would be indirect and circuitous for pedestrians, which might limit opportunities for smart growth development in Downtown Pawtucket. The current plans to include a parking lot and vehicle drop-off area, though expensive should remain, since Pawtucket is a regional center. In the future the current proposed parking lot could be upgraded to a multi-level structured facility.
32. (3) In Central Falls a rail platform located roughly between Cross Street and Sacred Heart Avenue would serve the eastern half of Central Falls and some of Pawtucket north of Downtown. Over 8,000 people would be within walking distance of this station, which would not have pedestrian overlap with the proposed Barton Street Station in Pawtucket. The adjacent Central Falls neighborhoods that would benefit are among the poorest and highest density communities in the state. This station location should be considered in addition to Barton Street.
33. (4) Reservoir Avenue near Adelaide Avenue would generally cover about 17,000 people in Elmwood and the Reservoir Triangle and extending by bus to parts Cranston, South Providence, and the West End.

34. (5) A Cranston Street station would have a passenger capture of roughly 15,000 people in Providence and Cranston. The Huntington Industrial Park on Niantic Avenue has over a million square feet of commercial/industrial space, some of which has been converted to office. Not that it's necessarily practical to rebuild the entire district, but the Huntington Industrial Park is built-out to a small fraction of what is permitted by current zoning rules.
35. (6) Atwells Avenue might only have a capture area of 5,000 to 6,000 residents, but a station platform at this location would be a critical link to Atwells Avenue restaurant/retail tourism district, as well as, commercial and industrial space in the Eagle Square vicinity and residential neighborhoods in the Valley area, parts of Federal Hill, Lower Mount Pleasant and Olneyville.
36. (7) A Cranston station located at or near Park Avenue would have a rough capture area of 6,000 people from Cranston, South Elmwood, and Warwick. If a Park Avenue bus route were reinstated for the full length of the avenue, the station's passenger capture area could be further expanded. This location would likely require automotive access and parking facilities.
37. (8) Corliss Industrial Park at Charles Street has similar characteristic to the Huntington Industrial Park. A Charles Street station would have an approximate capture area of about 18,000 people. Passengers would be more reliant on arriving by bus from the North End-Charles Street area, Wanskuck, Elmhurst, and Marievile in North Providence, since the potential for passengers walking to the station might be more limited.
38. (9) Union Avenue capture area is roughly 8,000 to 10,000 people from Silver Lake and the West End.

#### **Core Connector**

39. It is essential to develop an internal transit system with high-frequency service for the expanded Downtown Providence area, such as the proposed Core Connector to reinforce the commuter rail system.
40. A critical missing component from the recently approved Core Connector study is a direct connection to Providence Station with its Amtrak and MBTA service.
41. The portion of the route that extends from Kennedy Plaza to the South Providence hospital district would serve approximately 45,000 daily employees, plus roughly 5,000 downtown residents and 1,400 downtown hotel rooms, as well as other tourists and visitors to downtown.
42. The study overlooked the northern end of downtown, which includes the State Offices and Randall Square with a combined rough area of 700,000 square feet of office space, and the 350-room Marriot Hotel. The area should be analyzed as part of the streetcar study.
43. A separate study should be conducted to determine potential streetcar route extensions to the perimeter of Providence and include adjacent cities and towns.



# Town of South Kingstown, Rhode Island

P.O. Box 31  
Wakefield, RI 02880-0031  
Tel. 401-789-9331  
Fax 401-788-9792

## PLANNING DEPARTMENT

May 29, 2012

Mr. Kevin M. Flynn  
Secretary  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

Dear Mr. Flynn: 

I am writing to you in support of two Transportation Improvement Plan (TIP) Proposals, the URI/South County Bike Path Connector & Extension, submitted by the University of Rhode Island, and the William C. O'Neill Bike Path Extension, submitted by the Town of Narragansett.

During the outreach of the South Kingstown Healthy Places by Design grant, South Kingstown residents supported the Bike Path as a form of transportation, a safe way to exercise, and an overall asset to the community. During the project, two major goals were identified to improve walking and biking in South Kingstown. The first goal was to increase safety and connectivity of pedestrian and bicycle networks. The second goal was to promote street design that is safe attractive and efficient for pedestrians, bicyclists and transit riders. Both the University of Rhode Island's and the Town of Narragansett's proposals would help address these goals.

If both proposals were to be implemented, the residents of South Kingstown would have safe alternatives to walk/ bike to the University of Rhode Island as well as walk/ bike to the beach and other amenities in Narragansett. In addition, the proposals would promote traffic calming, increase the safety of pedestrians and cyclists, help lower greenhouse emissions, and provide healthier places to live and work.

On behalf of the South Kingstown Healthy Places by Design team members, I would like to recommend funding to support the two proposed projects. Should you have any questions concerning this recommendation, please contact me directly. Your consideration in this matter is appreciated. Thank you and best regards.

Sincerely,



L. Vincent Murray  
Director of Planning  
Town of South Kingstown

cc:

Laura Sullivan, Coordinator, Campus Planning and Design, University of Rhode Island  
J. Vernon Wyman, Assistant Vice President, Business Services, University of Rhode Island  
Marsha Garcia, Campus Sustainability Officer, Campus Planning and Design, University of Rhode Island  
Michael DeLuca, Community Development Director, Town of Narragansett  
Bob Votava, Chairman, Friends of the William C. O'Neill Bike Path  
Kathi Crowe, Executive Director, South County Branch of the YMCA of Greater Providence, Healthy Places by Design Team Member  
Douglas McLean, Healthy Places by Design Coordinator and Team Member, Town of South Kingstown  
Beth Very, Healthy Places by Design Coordinator and Team Member, South County Branch of the YMCA of Greater Providence  
Melissa Walsh, Director of Community Development, Providence YMCA Youth Services, YMCA of Greater Providence, Healthy Places by Design Team Member  
Martha Machnik, District Executive Director, West Bay Family YMCA, YMCA of Greater Providence, Healthy Places by Design Team Member

lvm/bah

## Town of North Kingstown, Rhode Island



80 Boston Neck Road  
North Kingstown, RI 02852-5762  
Phone: (401) 294-3331  
Fax: (401) 885-7373  
Web: [www.northkingstown.org](http://www.northkingstown.org)

May 22, 2012

Kevin M. Flynn, Secretary  
Rhode Island State Planning Council  
One Capitol Hill  
Providence, RI 02908

Re: Town of North Kingstown Project Submissions to the  
2013-2016 Transportation Improvement Program

Dear Mr. Flynn:

The Town of North Kingstown has taken the opportunity to review the Draft Transportation Improvement Program (TIP) for the federal fiscal years 2013-2016. The town nominated twelve projects for inclusion in the FY13-16 TIP; one new project and eleven re-prioritized projects. Five of these projects were recommended for inclusion in the TIP, two of which for study and development; three of these projects were recommended for a future TIP; one is recommended for FY 2012; and three projects were not recommended for inclusion in the TIP.

The Town of North Kingstown would like to offer the following comments on three of the projects that were either recommended for a future TIP or were not recommended for inclusion in the FY13-16 TIP in any way.

### Post Road Reconstruction/Study and Design

As you are aware, the Post Road corridor in the Town of North Kingstown has experienced various levels of use over the last fifty years from both a land use and transportation perspective. With the departure of the Navy in 1974, the commercial strip plazas and structures as well as the transportation network along the corridor have seen a slow deterioration in use as well as in their overall condition. There have been several efforts over the years since the Navy left Quonset Point to revitalize this corridor including proposed redesigns of the roadway, a new zoning district specifically for Post Road, designation of a portion of this area as a growth center and most recently the design and funding approval for

the installation of sewers along Post Road. With the start of construction for the sewer project expected this summer, this is the perfect time to pursue a redesign of the corridor and take advantage of the opportunity to more than just repave the roadway post construction. If this project were to be included in the FY13-16 TIP, this could be accomplished.

The following provides a summary of some of the key reasons why the Post Road reconstruction project should be included in the 2013-16 TIP:

- Post Road has been in the study and design portion of the TIP since at least the 1990s. Earlier references to assessing this corridor for improvements through inclusion in the TIP date back even farther to the early 1980s.
- The Town recently passed 2 municipal sewer bonds for the southern portion of Post Road (from Route 403 south to the state police barracks) in the amount of \$19,200,000 to install the Town's first sewer infrastructure.
- The Town recently adopted joint regulations with the QDC to expedite the review process for new construction and redevelopment of commercial uses at Quonset.
- Consistent with Land Use 2025, the Town recently rezoned the entire Post Road Corridor to make this a major hub for future growth in the form of very high density mixed use development. The Post Road Corridor also contains one of the growth centers identified by Land Use 2025.
- Infrastructure improvements are necessary to spur future development in this area, and to discourage growth outside of the USB, consistent with the state guide plan.
- A large sum of money, approximately \$2,373,800 has been set aside in the sewer budget for roadway reconstruction and repair; \$1,095,000 for Phase 1 from Quonset to the YMCA and \$1,278,800 from the YMCA to the state police barracks.
- There are numerous drainage, culvert, and roadway improvements that need to be made to Post Road South.
- The Town has recently completed its Healthy Places Places by Design project and has community support to build sidewalks on this section of roadway as well as a bike path (if allowable within the ROW). The community is also supportive of a road diet to reduce the roadway to 2 travel lanes with a center turning lane, similar to Route 103 in Barrington.
- The Town Council passed a complete streets resolution on March 26, 2012.

- The sewer project is going out to bid this summer for construction of phase I (to the YMCA) with an 18 month timeframe for construction.
- Phase II of the sewer project should begin immediately after the completion of Phase I construction.
- In discussions with the Maintenance and Design Section of DOT, it was agreed that the Town's restoration would consist of patching the road after the sewer work is complete. The DOT would then treat Post Road as a 1R, with pavement overlayed from curb to curb. The Town has had additional discussions with DOT regarding curbing, sidewalks, landscaping and drainage improvements. The timing of the completion of the sewer project would dovetail with finalization of design plans including these items for final reconstruction of the road.
- The redesign of the roadway would incorporate the complete streets concepts and take advantage of the opportunity to provide a safer, more aesthetic multi-modal roadway.

#### West Main Street 1R

The West Main Street submission was incorrectly combined with the Main Street and Reynolds Street submissions and included under the enhancement projects. Only the Main Street and Reynolds Street submissions are enhancement projects. These projects were recently completed and listed as such in the current TIP. The West Main Street project is and always has been a 1R. This project was not recommended for inclusion in the FY13-16 or future TIP. The town is asking that this project be reconsidered for inclusion in the FY13-16 TIP as a 1R for the following reasons:

- West Main Street was listed as a 1R under the previous TIP and was incorrectly grouped in with the Main Street and Reynolds Street enhancements. The West Main Street project should be reclassified in the FY13-16 TIP as a 1R.
- West Main Street does have drainage problems and needs to be reconstructed but in light of the budgetary constraints at the state level, the Town did not request to have West Main Street placed in the TIP for those improvements.
- West Main Street needs to be repaved due to severe deterioration to the pavement from the above mentioned drainage problems and heavy use.

Tower Hill Road/Phillips Street sidewalks

The draft FY13-16 TIP incorrectly states that the Town requested the installation of sidewalks along the southern side of Phillips Street. The Town requested the installation of new sidewalks from 404 Tower Hill Road, the home of a new 40-unit age restricted housing development, to where sidewalks currently exist at the northern property line of 354 Tower Hill Road, a total new sidewalk length of approximately 525 linear feet. The Town also requested that the existing sidewalks along Phillips Street from the intersection of Route 1 and 102 to Elam Street, on the northern side be **reconstructed** as necessary given that significant segments are in disrepair. The Town is not asking that any new sidewalks be constructed on the southern side of Phillips Street; rather that segments of new sidewalks be installed as necessary along the northern side of the roadway to provide a safe, continuous sidewalk network connecting the new age-restricted housing development to the village of Wickford. Additional detail can be found in the new project application included in the North Kingstown TIP submission.

The Town of North Kingstown has been diligently working over the years to refocus its future growth patterns to be consistent with Land Use 2025. In order to accomplish this goal, not only was it necessary for the town to adopt the appropriate zoning to enable this development, but to also make sure that the necessary public infrastructure to support this level of growth is adequate to meet the future development needs of the town. The town hopes that this clarifies some of the issues related to these three important projects. We appreciate the opportunity to comment. If you should have any questions or require additional information, please feel free to contact Jonathan Reiner, Director of Planning and Development at (401) 268-1571 and we would be happy to discuss these issues with you further.

Sincerely,



Michael Embury,  
Town Manager

Cc: Town Council  
Philip Bergeron, Director of Public Works  
Jonathan Reiner, Director of Planning and Development

## Appendix A. Public Comment Period Notice

### RHODE ISLAND STATE PLANNING COUNCIL

One Capitol Hill

Providence, RI 02908-5870

### PUBLIC HEARING NOTICE

## State of Rhode Island

### 2013-2016 Draft Transportation Improvement Program (TIP)

**The Rhode Island State Planning Council will conduct two public hearings to accept comments on the draft FFY 2013-2016 Transportation Improvement Program (TIP).**

The State Planning Council is developing the Transportation Improvement Program (TIP) for federal fiscal years 2013-2016. The TIP is a four-year, fiscally constrained program of Bicycle / Pedestrian, Bridge, Congestion Management Air Quality (CMAQ), Enhancement, Highway, Interstate, Major Projects, Pavement Management, Planning, Study and Development, Traffic Safety, Transit, Administration, and Earmark projects that are eligible to receive federal funding. The TIP is updated every four (4) years in accordance with federal requirements and the State Planning Council's Rules of Procedure. This TIP update included a full solicitation of new projects from Rhode Island state agencies, municipalities, organizations, and individuals. These projects were reviewed and scored by subcommittees of the State Planning Council's Transportation Advisory Committee and Rhode Island Department of Transportation staff. Recommendations of the subcommittees were incorporated into the full draft TIP document. A complete description of the TIP development process is outlined in the draft TIP document.

The draft TIP is available for review online at [www.planning.state.ri.us/misc/TIP2013.htm](http://www.planning.state.ri.us/misc/TIP2013.htm) or at the R.I. Statewide Planning Program, One Capitol Hill, 3rd floor, Providence, RI between 8:30 a.m. and 4:00 p.m., Monday through Friday.

Informational presentations and formal Public Hearings will be held:

**Thursday, April 26, 2012 at 2:00 p.m.**

Department of Administration  
William E. Powers Building  
Conference Room A, 2<sup>nd</sup> Floor  
One Capitol Hill, Providence, RI

**Thursday, April 26, 2012 at 6:30 p.m.**

Department of Administration  
William E. Powers Building  
Conference Room A, 2<sup>nd</sup> Floor  
One Capitol Hill, Providence, RI

All persons may present their views on the draft document in person, through a representative, or by filing a written statement with the Secretary of the State Planning Council. Written statements may be submitted at one of the two hearings noted above or mailed to Kevin M. Flynn, Secretary, Rhode Island State Planning Council, One Capitol Hill, Providence, RI 02908.

All comments must be received by 4:00 p.m. on May 29, 2012.

The public hearing location is accessible to individuals with disabilities. Any individual requiring a reasonable accommodation in order to participate in this meeting should contact James A. Pitassi, Jr. at 222-6395 (voice) or #711 (R.I. Relay) at least three (3) business days prior to the meeting. Public transit schedule information for the workshops is available from RIPTA at (401) 781-9400 or [www.ripta.com](http://www.ripta.com).



(signed)

Kevin M. Flynn  
Secretary, State Planning Council