

Transportation Improvement Program

Project Prioritization Cover Sheet

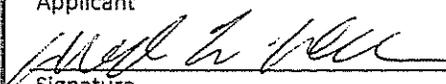
State Planning Council
 One Capitol Hill
 Providence, RI 02908
 www.planning.ri.gov



CONTACT	Contact Information				
	Entity/Organization <u>Town of Portsmouth</u>				
	Contact Person <u>Robert Gilstein, Town Planner</u>				
	Address <u>2200 East Main Road</u>				
	City <u>Portsmouth</u>		Rhode Island	Zip Code <u>02871</u>	
	Phone <u>401-683-0888</u>		Email <u>rgilstein@portsmouthri.com</u>		

PROJECT PRIORITIZATION	Project Prioritization					
	Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
		Yes	No	Yes	No	
	1		✓			Sprague Street Sidewalks to High School
	2	✓			✓	East Main Road Sidewalks - Turnpike Road to Boyds Lane
	3		✓		✓	West Main Road Intersections with Hedly St. and Corys Lane
	4	✓		✓		West Main Road Pavement Management C-2
	5	✓			✓	East Main Road - Town Center Roundabouts
	6	✓		✓		Burma Road
	7	✓		✓		Island Shuttle Train (CMAQ project)

Please use an additional sheet if necessary.

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	<u>David E. Dolce</u>	<u>Interim Town Administrator</u>
	Applicant	Title
		<u>10-28-11</u>
Signature	Date	
Official Certification - For Statewide Planning Use Only		
Submission Date _____	Accepted by _____	

Transportation Improvement Program

Application - New Projects Only

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One Capitol Hill
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	Phone <u>401-683-0888</u> Email <u>rgilstein@portsmouthri.com</u>

PROJECT INFORMATION	Project Information
	Project Title <u>Sprague Street Sidewalks to High School</u>
	Location by Street Name <u>Sprague Street</u>
	Project Limits - From <u>East Main Road</u> To <u>Bristol Ferry Rd./Turnpike Ave.</u>
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>1</u> of a Total of <u>7</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	Brief Description of Proposed Project
	Install sidewalks and replace existing cobblestone curbing on north side for the length of Sprague Street (2360 ft.) Install sidewalks on both sides of Sprague Street from Education Lane (entrance to High School) to East Main Road (800 ft.). (South side of Sprague St. from Education Ln. to Turnpike Ave. has severe topography that would make sidewalk installation quite expensive.)
	Describe Need for Proposed Project
This is a Safe-Routes-To-School type project. Students at Portsmouth High who live within 1.5 miles do not get bus service; most walk. As you can see on the attached map, a 1.5 mile radius encompasses about 50% of the housing units in town, with about half of those using Sprague St. to walk to school. There are no sidewalks on Sprague St. It functions primarily as one of just five east-west cross streets in Portsmouth (traffic count 4800 in 2004), with the higher accompanying traffic speeds. This presents a pedestrian safety problem.	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details <u>This portion of Town is in the zone.</u>	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs			50,000	450,000	500,000
Total Cost					500,000
Amount Requested Through TIP Process					500,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
 November 8 at 9:00 am - Department of Administration
 November 9 at 6:00 pm - Blackstone Valley Corridor
 November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature *Will G. Lee* Date 10-28-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

8 Collated Copies of Completed Application
 Forms - Project Prioritization & Application
 Attached 2-page narrative
 Location Maps as PDF files

Email a copy of completed application to linsey.cameron@doa.ri.gov or provide on a CD
 Mail to:
 Rhode Island Statewide Planning Program **Statewide Planning Official Use Only**
 ATTN: Linsey Cameron, Supervising Planner Submission Date _____
 One Capitol Hill
 Providence, RI 02908 Accepted by _____

PORTSMOUTH – SPRAGUE STREET SIDEWALKS – PRIORITY #1

Sprague Street is a relatively short connector street that serves two major functions: 1) A route to school for the northern part of town, and 2) one of just four east-west cross streets. There is a traffic light at both ends of the street. Sprague Street has an ADT count of 4800 (2004). It has no sidewalks.

MOBILITY BENEFITS

- a. Sprague Street is both an important connector street (ADT count of 4800) and a major walking route to the high school. Sidewalks would greatly improve the both functions.
- b. Hundreds of high school students walk in or on the side of Sprague St. Level of service would be improved if they were on sidewalks, which do not currently exist.
- e. Pedestrian mobility would be greatly enhanced by sidewalks.

COST-EFFECTIVENESS

- a. No right-of-way acquisition is needed. Proposal avoids difficult topography. Cobblestone curbing should be easier to remove than modern curbing. Road repaving is not required.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. Project would encourage more students to walk to school, potentially increasing customers for businesses along the way.

ENVIRONMENTAL IMPACT

- c. Safer walking path to school may reduce the number of parents who either drive their children to school or buy them cars - out of concern for pedestrian safety.
- g. Walkability is the purpose of this project.
- i. Project is in the more urbanized portion of town. An easy walk to school may encourage infill growth as opposed to growth in the more rural southern part. The eastern terminus of the project is East Main Road, the major business area of Portsmouth.

SUPPORT OF LOCAL AND STATE GOALS

- a. This is the #1 priority by unanimous vote of the Town Council.
- c. New sidewalks were recently installed on Bristol Ferry Rd., the western terminus of this project. New sidewalks on East Main Road, the eastern terminus of this project, is #2 on the town's priority list (the design engineering for which is almost complete). Restriping this portion of East Main Road from four lanes to

two with a center turn lane has slowed traffic and made that a more walkable area (were it not for the condition of the sidewalks there).

- e. The compact development of the more urbanized part of town goal would be supported by this project. Production of low-moderate income housing is also more likely in the less expensive northern part of town. The ability to walk to school improves the viability of LMI housing.
- f. Walkability and pedestrian safety are essential components of the state transportation plan and the state guide plan.
- g. This project enjoys overwhelming public support.

SAFETY, SECURITY AND TECHNOLOGY

- a. High school students walking in the street is a safety problem. Luckily there have been no fatalities.
- b. "Improves walking and bicycling safety on routes to schools" is exactly the key benefit of this project.

**PORTSMOUTH HIGH SCHOOL
PORTSMOUTH, RHODE ISLAND**



1.5 mile radius

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	Phone <u>401-683-0888</u> Email <u>rgilstein@portmsouthri.com</u>

PROJECT INFORMATION	Project Information
	Project Title <u>East Main Road Sidewalks - Turnpike Road to Boyds Lane</u>
	Location by Street Name <u>East Main Road (Rt. 138)</u>
	Project Limits - From <u>Turnpike Road</u> To <u>Boyds Lane</u>
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>2</u> of a Total of <u>7</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	Brief Description of Proposed Project
	<p>Project entails replacement of old dilapidated sidewalks on East Main Road from Turnpike Ave. to Boyd's Lane, plus a small part of Park Avenue to Aquidneck Ave. where it would join the new sidewalks install a few years ago. Grass buffer strips where there is room.</p> <p>East Main Road is the main artery of Portsmouth. Most of the residential neighborhoods and businesses are on or near East Main. This part has an ADT count of 13,400 (2008).</p>
	Describe Need for Proposed Project
<p>Road has four major functions: 1) It is the artery for the most densely developed parts of town; 2) Its northern terminus is a ramp onto Rt. 24; 3) It is home to about half of the retail and consumer service business in the entire town plus two churches. These are all small businesses; and 4) Since RIDOT changed this part of East Main from four lanes to two plus a turning lane, traffic has slowed down and there are fewer accidents, and it would be a very walkable area, were it not for the dilapidated condition of most sidewalks.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

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1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$2,000,000	\$2,000,000
Total Cost					\$2,000,000
Amount Requested Through TIP Process					\$2,000,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
 November 8 at 9:00 am - Department of Administration
 November 9 at 6:00 pm - Blackstone Valley Corridor
 November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature *[Signature]* Date 10-28-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

8 Collated Copies of Completed Application
 Forms - Project Prioritization & Application
 Attached 2-page narrative
 Location Maps as PDF files

Email a copy of completed application to linsey.cameron@doa.ri.gov or provide on a CD

Mail to:
 Rhode Island Statewide Planning Program Statewide Planning Official Use Only
 ATTN: Linsey Cameron, Supervising Planner Submission Date _____
 One Capitol Hill Accepted by _____
 Providence, RI 02908

PORTSMOUTH – EAST MAIN ROAD SIDEWALKS – PRIORITY #2

Project entails replacement of old dilapidated sidewalks on East Main Road from Turnpike Ave. to Boyd's Lane, plus a small part of Park Avenue to Aquidneck Ave. where it would join the new sidewalks install a few years ago. Grass buffer strips where there is room. East Main Road is the main artery of Portsmouth. Most of the residential neighborhoods and businesses are on or near East Main. This part has an ADT count of 13,400 (2008). There are several traffic lights. It has four major functions: 1) It is the artery for the most densely developed parts of town; 2) Its northern terminus is a ramp onto Rt. 24; 3) It is home to about half of the retail and consumer service business in the entire town plus two churches. These are all small businesses; and 4) Since RIDOT changed this part of East Main from four lanes to two plus a turning lane, traffic has slowed down and there are fewer accidents, and it would be a very walkable area, were it not for the dilapidated condition of most sidewalks.

MOBILITY BENEFITS

- a. ADT count of 13,400 (2008). Hundreds of high school students walk to school via East Main.
- c. East Main Rd. has RIPTA service. Use of bus service might improve if there were decent sidewalks to get to the bus stops.
- e. Pedestrian mobility would be greatly enhanced by new sidewalks.
- f. Obviously, smooth wide sidewalks would improve the comfort, and therefore the usage, of the sidewalks.

COST-EFFECTIVENESS

- c. Most of the engineering has already been completed. No right-of-way acquisition is needed. Very minimal utility relocation. Work primarily entails removing old sidewalk and replacing with new, with loam and seed where there is room for a grass buffer strip.. Road repaving is not required.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. Project would encourage more students to walk to school, potentially increasing customers for businesses along the way.
- c. Project would enable residents of Island Park, of majority of whose households were <80% of median in 2000, to walk along Park Ave. to the various sores on East Main Rd.

ENVIRONMENTAL IMPACT

- b. Good sidewalks would encourage people to walk to stores along the road, rather than drive from one to the other.

- c. Safer walking path to school may reduce the number of parents who either drive their children to school or buy them cars - out of concern for pedestrian safety.
- g. Walkability is the purpose of this project.
- h. Project would enable residents of Island Park, of majority of whose households were <80% of median in 2000, to walk along Park Ave. to the various sores on East Main Rd.
- i. Project is in the more urbanized portion of town. An easy walk to school may encourage infill growth as opposed to growth in the more rural southern part. The eastern terminus of the project is East Main Road, the major business area of Portsmouth.

SUPPORT OF LOCAL AND STATE GOALS

- a. This is the #2 priority by unanimous vote of the Town Council.
- c. New sidewalks were recently installed on Bristol Ferry Rd., the western terminus of this project. New sidewalks on East Main Road, the eastern terminus of this project, is #2 on the town's priority list (the design engineering for which is almost complete). Restriping this portion of East Main Road from four lanes to two with a center turn lane has slowed traffic and made that a more walkable area (were it not for the condition of the sidewalks there).
- e. The compact development of the more urbanized part of town goal would be supported by this project. Production of low-moderate income housing is also more likely in the less expensive northern part of town. The ability to walk to school improves the viability of LMI housing.
- f. Walkability and pedestrian safety are essential components of the state transportation plan and the state guide plan.
- g. This project enjoys overwhelming public support. When RIDOT informed the town that it was working on design, the Town Council ordered its staff to do whatever it could to make it happen.

SAFETY, SECURITY AND TECHNOLOGY

- b. "Improves walking and bicycling safety on routes to schools" is a key benefit of this project, since about 2/3 of all high school students who walk to school use East Main Rd.

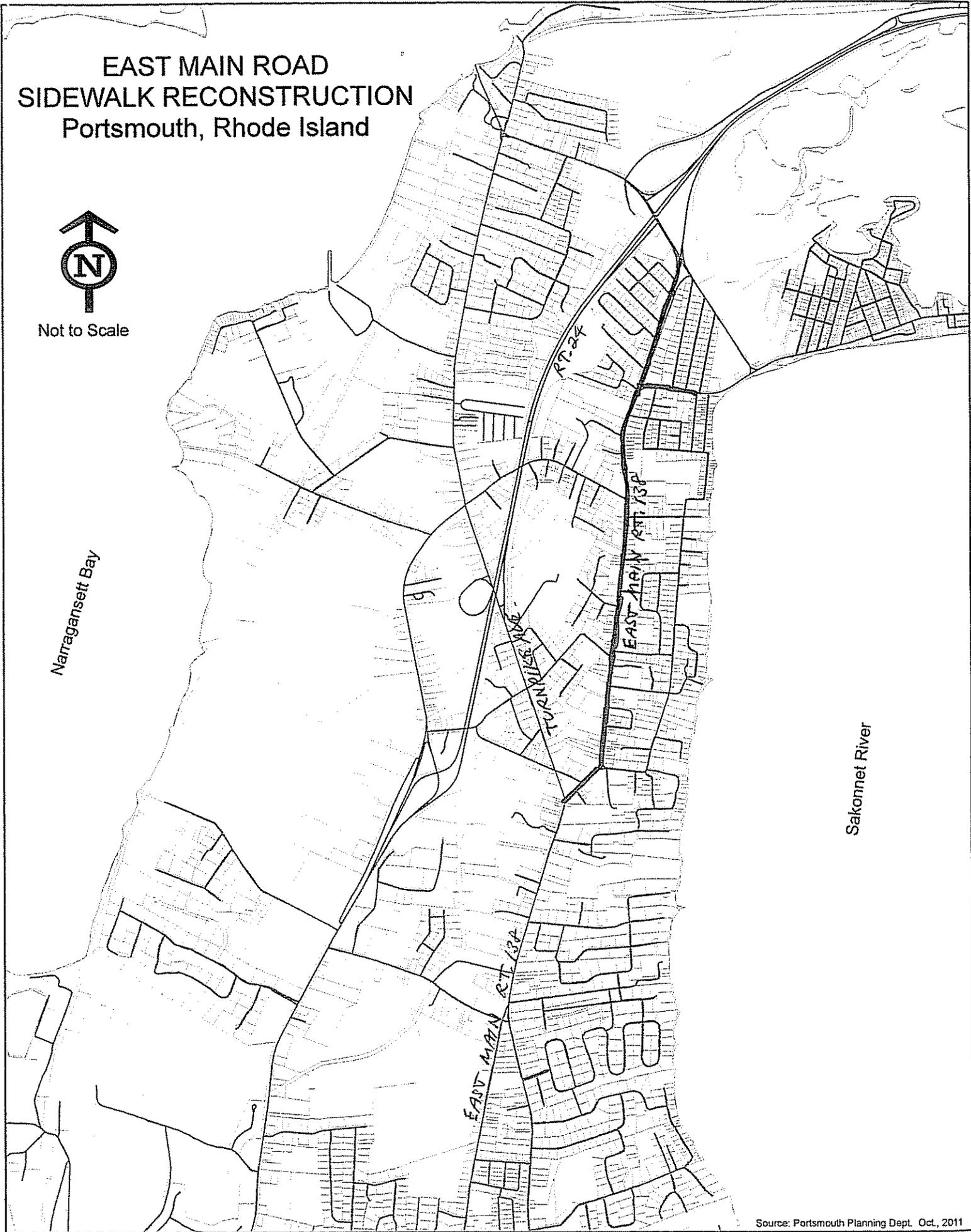
EAST MAIN ROAD SIDEWALK RECONSTRUCTION Portsmouth, Rhode Island



Not to Scale

Narragansett Bay

Sakonnet River



Transportation Improvement Program

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	City <u>Portsmouth</u> Rhode Island Zip Code <u>02871</u>
	Phone <u>401-683-0888</u> Email <u>rgilstein@portmsouthri.com</u>

PROJECT INFORMATION	Project Information
	Project Title <u>West Main Road Intersections with Hedly Street and Cory's Lane</u>
	Location by Street Name <u>West Main Road (Rt. 114)</u>
	Project Limits - From <u>Cory's Lane</u> To <u>Hedly Street</u>
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>3</u> of a Total of <u>7</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	Brief Description of Proposed Project
	<p>Project entails realigning Cory's Lane so that it intersects with West Main Road directly opposite Hedly Street, instead of its current terminus 375 feet to the north. Construction of approximately 750 ft. of new 2-lane roadway. Combine two closely-spaced traffic signals into one. Town will acquire necessary right of way.</p>
	Describe Need for Proposed Project
<p>This would help address a significant traffic safety and congestion problem (AADT 27,100). Site distance southbound coming from Rt. 24 to the Cory's Lane intersection is only 480 ft. High-speed rear-end crashes are common. There were 45 in the 30-month period 1/2003 - 6/2005 and 33 in the 36 month period 10/08 - 10/11. Hedly Street is one of just four east-west connector roads in Portsmouth. Cory's Lane provides the only access to Portsmouth Abbey and St. Philomena's schools. Project is an inexpensive way to dramatically improve traffic flow and safety.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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- 4. Environmental Impact
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PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$50,000	\$600,000	\$600,000
Total Cost					\$600,000
Amount Requested Through TIP Process					\$600,000

Funding from other sources committed to this project - Yes No

Source	Amount
Town paid for 10% Design Study	\$25,000
Town will acquire right-of-way Est. value	\$200,000
Total	\$225,000

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- November 7 at 6:00 pm - South Kingstown Town Hall
- November 8 at 9:00 am - Department of Administration
- November 9 at 6:00 pm - Blackstone Valley Corridor
- November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature *John Glavin* Date 10-28-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

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- Mail to:
 - Rhode Island Statewide Planning Program
 - ATTN: Linsey Cameron, Supervising Planner
 - One Capitol Hill
 - Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

Accepted by _____

PORTSMOUTH – WEST MAIN ROAD INTERSECTIONS WITH HEDLY STREET AND CORY’S LANE – PRIORITY #3

Project entails realigning Cory’s Lane so that it intersects with West Main Road directly opposite Hedly Street, instead of its current terminus 375 feet to the north. Construction of approximately 750 ft. of new 2-lane roadway. Combine two closely-spaced traffic signals into one.

MOBILITY BENEFITS

- a. ADT count of 27,100 (2008). One of the two north-south arteries on Aquidneck Island, and the one used most to travel to/from Newport, Middletown, and Navy. Hedly Street is one of just four east-west connector roads in Portsmouth. Cory’s Lane provides the only access to Portsmouth Abbey and St. Philomena’s schools.
- b. According to a 2006 design study by Pare Engineering, the level of service on West Main Road with Hedly St. and Cory’s is D, E, or F (depending on time of day and direction). Combining these intersection would improve the LOS to B, C, and D (depending on time of day and direction).
- d. This has regional impact because most of the commuter traffic going to and from Aquidneck Island’s employment centers (Raytheon, NUWC, Navy Base, etc.) and tourist traffic to Newport traverse West Main Rd.
- e. Easing congestion has a positive impact on public transit users.

COST-EFFECTIVENESS

- a. Project is an inexpensive way to dramatically improve traffic flow and safety.
- c. Eliminating a traffic signal reduces maintenance costs.
- d. 10% Design Study was funded by a local foundation, so that money has already been leveraged. Zoning concessions in exchange for the new right-of-way (see below) make land acquisition unnecessary.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. Project would encourage commercial development at the adjacent vacant 27-acre parcel, as well as the adjacent Portsmouth Business Park. Smoother traffic flow will encourage development along Rt. 114, and at the soon-to-be available former Navy tank farms at Melville.
- c. Project would facilitate movement of goods by eliminating a major congestion point on the Island.
- d. Project would encourage tourism for the same reasons.

ENVIRONMENTAL IMPACT

- a. This project will improve air quality by significantly reducing traffic congestion in the immediate area. This has the potential to alleviate traffic problems elsewhere on the island.

- b. This project will promote energy conservation due to less vehicle idling time.

SUPPORT OF LOCAL AND STATE GOALS

- a. This is the #3 priority by unanimous vote of the Town Council.
- c. It supports the State’s Long Range Transportation Plan at D.2.a & b, ED.2 a & h, and H.2. b & c.
- d. Considerable study and planning have been done via the 2006 West Side Master Plan, the 2000 West Side Transportation Guide Plan and the 2011 Aquidneck Island Transportation Plan.
- e. It supports the Portsmouth Comprehensive Plan – Economic Development D.4.a, and Circulation A.2.
- f. This project enjoys overwhelming public support. It was on previous TIP request.

SAFETY, SECURITY AND TECHNOLOGY

- a. This would help address a significant traffic safety problem in Portsmouth. Site distance southbound coming from Rt. 24 to the Cory’s Lane intersection is only 480 ft. A speed study in 2006 revealed:

	Posted Speed	Average Speed	True Median (50 th Percentile)	85 th Percentile	10 MPH Pace	Percent of vehicles over 45 MPH
Northbound	45	47	47	53	41-50	65
Southbound	45	44	43	47	39-48	35

High-speed rear-end crashes are common. There were 45 in the 30-month period 1/2003 – 6/2005 and 33 in the 36 month period 10/08 – 10/11.

- c. West Main Road is an evacuation route for the Island. Reducing congestion and eliminating a traffic signal would improve the efficiency of emergency traffic flow.
- d. Hedly Street serves as a diversionary route between East and West Main Roads (Route 138 & 114) when there is a traffic tie-up on either. Reduction of congestion and eliminating a traffic signal would make that use more efficient.
- e. Hedly Street serves as the key route for fire and ambulance service from the Portsmouth Fire Station. Reduction of congestion and eliminating a traffic signal would make that use more efficient.
- g. The traffic signals at Hedly and Cory’s are simply too close for ITS to be efficient. Elimination of one of the signals would improve ITS efficiency elsewhere, especially with the nearby traffic signal at King Charles Drive.

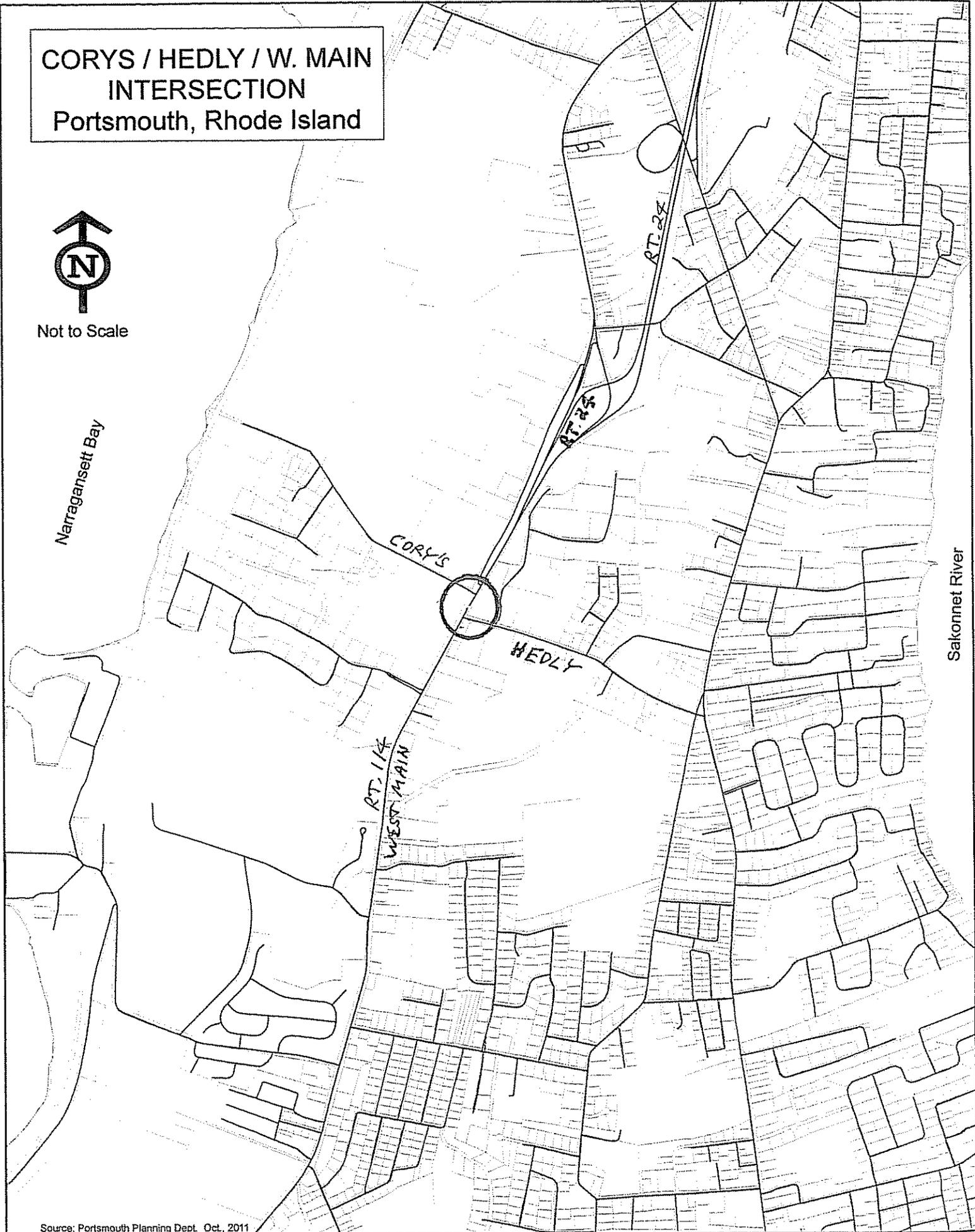
CORYS / HEDLY / W. MAIN
INTERSECTION
Portsmouth, Rhode Island



Not to Scale

Narragansett Bay

Sakonnet River



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	Phone <u>401-683-0888</u> Email <u>rgilstein@portsouthri.com</u>
	Project Information
	Project Title <u>West Main Road - Pavement Management Program</u>
	Location by Street Name <u>West Main Road (Rt. 114)</u>
	Project Limits - From <u>Locust Street</u> To <u>Kesson Ln. (Middletown)</u>
Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits	
Priority Proposal Number <u>4</u> of a Total of <u>7</u> Proposals	
Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____	
Brief Description of Proposed Project	
<p>Project entails repaving West Main Rd. (Rt.114) from Locust Street south to Kesson Lane in Middletown. Key components are intersections at Raytheon and Union Street. Project is in 90% Design; construction awaiting completion of portion north to Route 24.</p>	
Describe Need for Proposed Project	
<p>ADT count of 27,100 (2008). Traffic count in peak season approaches 40,000 at Union St. This would help address a significant traffic safety problem in Portsmouth. High-speed crashes with left-turning vehicles at Union Street and Raytheon. Are common. There were 158 in the 36 month period 10/08 - 10/11.</p> <p>This has regional impact because most of the commuter traffic going to and from Aquidneck Island's employment centers (Raytheon, NUWC, Navy Base, etc.) and tourist traffic to Newport traverse West Main Rd.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

- | | |
|--------------------------------|--|
| 1. Mobility Benefits | 4. Environmental Impact |
| 2. Cost-Effectiveness | 5. Degree of Support to Local and State Goals and Plan |
| 3. Economic Development Impact | 6. Safety, Security, and Technology |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$3,500,000	\$3,500,000
Total Cost					\$3,500,000
Amount Requested Through TIP Process					\$3,500,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall | <input type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input checked="" type="radio"/> November 10 at 6:00 pm - Middletown Town Hall |

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature *[Signature]* Date 10-28-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

- 8 Collated Copies of Completed Application
 - Forms - Project Prioritization & Application
 - Attached 2-page narrative
 - Location Maps as PDF files
- Email a copy of competed application to linsey.cameron@doa.ri.gov or provide on a CD
- Mail to:

Rhode Island Statewide Planning Program	Statewide Planning Official Use Only
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

PORTSMOUTH – WEST MAIN ROAD - PAVEMENT MANAGEMENT PROGRAM – PRIORITY #4

Project entails repaving West Main Rd. (Rt.114) from Locust Street south to Kesson Lane in Middletown. Key components are intersections at Raytheon and Union Street. Project is in 90% Design; construction awaiting completion of portion north to Route 24.

MOBILITY BENEFITS

- a. ADT count of 27,100 (2008). Traffic count in peak season approaches 40,000 at Union St. West Main Rd. is one of the two north-south arteries on Aquidneck Island, and the one used most to travel to/from Newport, Middletown, and Navy.
- b. Pavement in portions of this segment is in relatively poor condition, so improvement will improve the level of service.

Dedicated left turn lanes at Union Street (ADT 4200 in 2006), the southernmost of just four east-west connectors in Portsmouth and over 2 miles south of the nearest cross street, would help alleviate traffic congestion. The same is true at Raytheon (employment over 2,000).

- d. This has regional impact because most of the commuter traffic going to and from Aquidneck Island's employment centers (Raytheon, NUWC, Navy Base, etc.) and tourist traffic to Newport traverse West Main Rd.
- e. Easing congestion has a positive impact on public transit users.

COST-EFFECTIVENESS

- a. & c. Repaving and lane marking is an inexpensive way to improve traffic flow and safety.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. Project would encourage commercial development at Raytheon, which has complained about the entrance to its campus for years. It once employed 3400 people there and has vacant buildings that could be re-used. The Raytheon campus has ample room for further development that could benefit from a traffic signal and dedicated left turn lane.
- c. Project would facilitate movement of goods by improving traffic flow on the artery used most by truck traffic.
- d. Project would encourage tourism for the same reasons.

ENVIRONMENTAL IMPACT

- a. This project will improve air quality by improving traffic flow and reducing congestion at the left turns at Raytheon and Union Street.
- b. This project will promote energy conservation due to less vehicle idling time.

SUPPORT OF LOCAL AND STATE GOALS

- a. This is the #4 priority by unanimous vote of the Town Council.
- c. It supports the State's Long Range Transportation Plan at D.2.a & b, ED.2 a & h, and H.2. b & c.
- d. Considerable study and planning have been done via the 2006 West Side Master Plan, the 2000 West Side Transportation Guide Plan and the 2011 Aquidneck Island Transportation Plan.
- e. It supports the Portsmouth Comprehensive Plan – Circulation generally
- f. This project enjoys considerable public support.

SAFETY, SECURITY AND TECHNOLOGY

- a. This would help address a significant traffic safety problem in Portsmouth. High-speed crashes with left-turning vehicles at Union Street and Raytheon. Are common. There were 158 in the 36 month period 10/08 – 10/11.

Portsmouth has instituted 'traffic sensitive districts', which includes East and West Main Roads, in an effort to reduce accidents. But that will do little compared with well-designed dedicated left-turn lanes at Union Street and Raytheon.

WEST MAIN ROAD
Portsmouth, Rhode Island



Not to Scale



Narragansett Bay

Weaver Cove

Raytheon

WEST MAIN RD. RT. 11A

HELIOS ST

MIDDLETOWN

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov



CONTACT	Contact Information
	Entity / Organization <u>Town of Portsmouth</u>
	Contact Person <u>Robert Gilstein, Town Planner</u>
	Address <u>2200 East Main Road</u>
	City <u>Portsmouth</u> Rhode Island Zip Code <u>02871</u>
	Phone <u>401-683-0888</u> Email <u>rgilstein@portmsouthri.com</u>

PROJECT INFORMATION	Project Information
	Project Title <u>Town Center Roundabouts & Sidewalks</u>
	Location by Street Name <u>East Main Road (Rt. 114)</u>
	Project Limits - From <u>Turnpike Avenue</u> To <u>Hedly Street</u>
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>5</u> of a Total of <u>7</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	Brief Description of Proposed Project
	<p>The Portsmouth Town Center concept was originated in 2003 as a result of citizen efforts to make the road safer, to encourage pedestrian use, and to encourage development of a village center (up to 1.7 million sq.ft. of development). Includes two roundabouts, medians and sidewalks - from Turnpike Avenue to the northern end of the business district (about 1/4 mile).</p>
	Describe Need for Proposed Project
<p>Current level of service at Turnpike Ave., at peak hours is F and D for left turns. With roundabouts the LOS would improve to Level B. Backups from that light, often 1/4 mile or more, would be reduced. Intersection of East Main and Turnpike has been listed as a "High Hazard Intersection" for many years. There were 47 accidents over a 6-year period, including a fatality and a near-fatality. For pedestrians, roundabouts have the advantages of slowing down traffic, especially in and near the roundabout, and providing a 'pedestrian refuge' in the median strip, so one need cross only half the road at a time. There are 3 senior complexes along this stretch. so pedestrian safety is important.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

INFORMATION

Additional Information

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1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$2,000,000			\$8,000,000	\$10,000,000
Total Cost					\$10,000,000
Amount Requested Through TIP Process					\$10,000,000

Funding from other sources committed to this project - Yes No

Source	Amount
Congressional earmark for feasibility and other studies	\$182,000
Congressional earmark for full construction engineering & design	\$950,000
Total	\$1,132,000

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
 November 8 at 9:00 am - Department of Administration
 November 9 at 6:00 pm - Blackstone Valley Corridor
 November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature *William G. Wood* Date 10-28-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

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 - Location Maps as PDF files
- Email a copy of competed application to linsey.cameron@doa.ri.gov or provide on a CD
- Mail to:
 - Rhode Island Statewide Planning Program
 - ATTN: Linsey Cameron, Supervising Planner
 - One Capitol Hill
 - Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

Accepted by _____

PORTSMOUTH – TOWN CENTER ROUNDABOUTS – PRIORITY #5

The Portsmouth Town Center concept was originated in 2003 as a result of citizen efforts to make the road safer and to encourage development of a village center, which Portsmouth does not have. Includes two roundabouts, medians and sidewalks. Project has received foundation grants, a \$182,000 Congressional earmark for feasibility and other studies, preliminary engineering paid for by RIDOT, and a \$950,000 Congressional earmark to develop 100% engineering to ready the project for construction. The Town added the plan to our comprehensive plan and created a new zoning district as well.

MOBILITY BENEFITS

- a. ADT count of 24,700 (2008). One of the two north-south arteries on Aquidneck Island, and the one used most by Portsmouth residents and travel to/from Newport/Middletown beaches and tourist attractions.
- b. According to a very detailed study by Commonwealth Engineers in 2006, current level of service at Turnpike Ave., at peak hours is F and D for left turns. With roundabouts the level of service would improve to Level B. Backups from that light, often ¼ mile or more, would be reduced.
- d. This has regional impact due to the factors in a. above. The congestion in this section makes it more attractive for some through traffic to use West Main. Relieving the congestion may help balance the traffic volumes.
- e. For pedestrians, roundabouts have the advantages of slowing down traffic, especially in and near the roundabout, and providing a 'pedestrian refuge' in the median strip, so one need cross only half the road at a time. There are three senior complexes along this stretch, so pedestrian safety is important.

COST-EFFECTIVENESS

- a. While an expensive project, the congestion relief, improvement in level of service, increased throughput of roundabouts, pedestrian safety, and economic development potential make it worthwhile. RIDOT has stated numerous times that the only way to make this part of East Main Road safe is to change its character.
- d. Project has already leveraged over \$1.1 million in grants.
- e. Original plan was for three roundabouts over a ½ mile span. Revised plan is to do two roundabouts over just under ¼ mile. This reduces the cost by about 1/3.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. A major goal of the project is to create added business and jobs. Traffic congestion, speed and the difficulty of taking a left turn has inhibited commercial development is what is otherwise the center of Portsmouth. Currently there is 173,228 SF of commercial buildings in the Town Center area. In anticipation of this project, the Town re-zoned the area to "Town Center – Commercial" with higher densities, smaller setbacks, shared parking and architectural standards. At buildout, this area could support 850,000 (1-story) to 1,700,000 SF (2-story)

commercial and office development in the heart of town. Parcels are relatively small, so development would be primarily local services.

- c. According to transportation literature, a roundabout costs little or nothing to maintain, vs. constant maintenance of traffic signals. The Town will agree to maintain any landscaping.

ENVIRONMENTAL IMPACT

- a. The fact that vehicles all vehicles are continuously moving with a roundabout system, vs. waiting at a signal, means there is a significant reduction in air pollution.
- g. This project exactly meets the evaluation criteria: The creation of a walkable Town Center will enhance community cohesiveness by providing pedestrian facilities and street scape improvements, and by utilizing traffic calming techniques.
- i. The traffic calming, walking and commercial development aspects of this project will dramatically improve an emerging village center.

SUPPORT OF LOCAL AND STATE GOALS

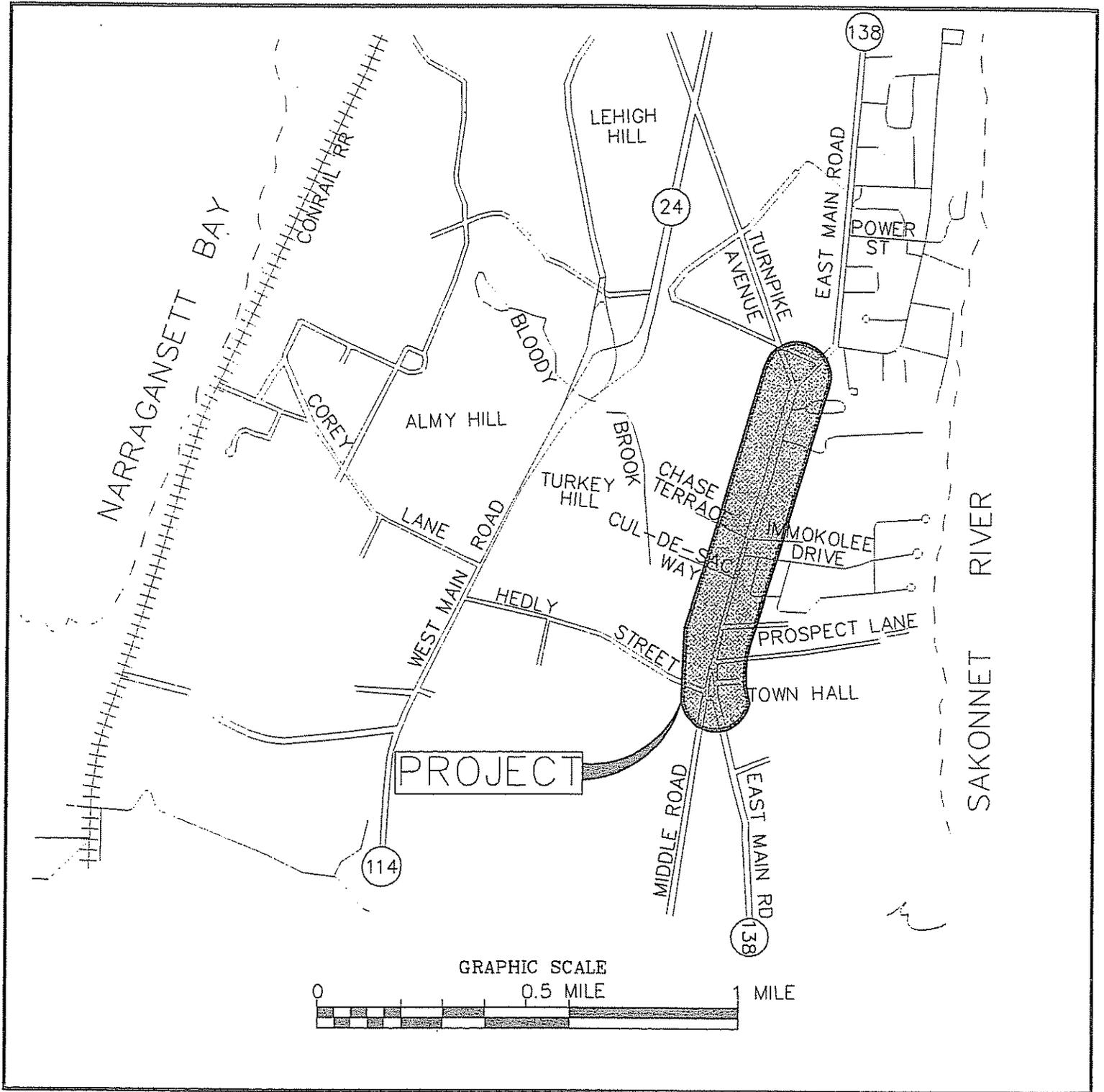
- a. This project is ranked #5 priority only because the others are more likely to be funded in the short run.
- b. Project has Congressional support – in the form of \$182,000 and \$950,000 earmarks. The latter will produce construction-ready engineering design.
- c. Linked with new zoning district specifically for this area, and sidewalks to the north..
- e. Project is included in our Comprehensive Plan In Economic Development at VI.A.3 &5; in Circulation at I.A.2, and elsewhere.
- f. Town Center is a designated “Growth Center” in Land Use 2025, and roundabouts are supported by the State Transportation Guide Plan. RIDOT has even explained the traffic/safety merits at public meetings in Portsmouth
- g. Project has enjoyed widespread public support since the Town center Committee was established in 2003, especially after a near-fatality in 2007. It has been the subject of numerous public meetings, as well as meetings with individual property owners.

SAFETY, SECURITY AND TECHNOLOGY

- a. The intersection of East Main and Turnpike has been listed as a “High Hazard Intersection” for many years. Accidents in this stretch of road are common, due to the amount of traffic, closely spaced left turns into businesses and senior housing, and pedestrians. There were 136 accidents from 2004-2007, including 30 injuries and 1 pedestrian fatality. There were 111 in the 36 month period 10/08 – 10/11, including 1 pedestrian near-fatality.
- b. Project area is within the 1.5 mile walking area to the high school. Sidewalks would also serve the three senior housing complexes in the project area.
- c. East Main Road is a major evacuation route.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TC SH
1	RI	-	2010	1	1

TOWN CENTER PROJECT



LOCATION MAP FROM 30% DESIGN PLAN

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov



CONTACT	Contact Information
	Entity / Organization <u>Town of Portsmouth</u>
	Contact Person <u>Robert Gilstein, Town Planner</u>
	Address <u>2200 East Main Road</u>
	City <u>Portsmouth</u> Rhode Island Zip Code <u>02871</u>
	Phone <u>401-683-0888</u> Email <u>rgilstein@portmsouthri.com</u>

PROJECT INFORMATION	Project Information
	Project Title <u>Burma Road & Burma/Stringham Intersection</u>
	Location by Street Name <u>Burma Road & Stringham Road</u>
	Project Limits - From <u>West Main Road</u> To <u>Gate 17 Access Rd.</u>
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>6</u> of a Total of <u>7</u> Proposals
	Regional Submission - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Communities <u>Middletown</u>
	Brief Description of Proposed Project
	<p>This project would incorporate the Navy's Burma Road and Stringham Road into the State's roadway system. Major improvements feature realigning the hairpin turn at the intersection of the two. In the future there may be additional improvements.</p>
	Describe Need for Proposed Project
<p>This has the potential to be an alternate north-south artery for the Island. It is a key part of the West Side Master Plan (2006) and Aquidneck Island Transportation Plan (2011). Burma Road is incredibly scenic, be it by road, rail or bike path, providing additional tourist venues. Burma and Stringham have very few curb cuts and are intersected by only 3 roads. It has a potential function as a third north-south route for the Island during the peak summer and special events traffic. To serve that function, the Burma-Stringham hairpin turn, where there is often a backup at peak commuter hours, would need to be corrected.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

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1. Mobility Benefits	4. Environmental Impact					
2. Cost-Effectiveness	5. Degree of Support to Local and State Goals and Plan					
3. Economic Development Impact	6. Safety, Security, and Technology					

PROJECT ESTIMATES	Project Estimates					
		ROW	Study	Design	Construction	Total
	Estimated Project Costs					unknown
	Total Cost					
	Amount Requested Through TIP Process					
Funding from other sources committed to this project - <input checked="" type="radio"/> Yes <input type="radio"/> No						
Source						Amount
Portions of the West Side Transportation Guide Plan & Aquidneck Island Transportation Plan						
Total						

NOTIFICATION / CERTIFICATION	Notification / Certification
	Date of Local Public Hearing <u>October 24, 2011</u> <small>Municipal & Regional Planning Agency Projects Only</small>
	Preferred TAC Public Hearing
	<input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall <input type="radio"/> November 8 at 9:00 am - Department of Administration <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor <input checked="" type="radio"/> November 10 at 6:00 pm - Middletown Town Hall
	Attest: The information provided on this application is true and accurate
Applicant's Signature _____ Date _____	
Chief Executive Official's Signature <u><i>[Signature]</i></u> Date <u>10-28-11</u>	

ADMINISTRATIVE	Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.
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	<input checked="" type="checkbox"/> Mail to: Rhode Island Statewide Planning Program Statewide Planning Official Use Only ATTN: Linsey Cameron, Supervising Planner Submission Date _____ One Capitol Hill Accepted by _____ Providence, RI 02908

PORTSMOUTH – BURMA ROAD & BURMA/STRINGHAM INTERSECTION – PRIORITY #6

This project would incorporate the Navy's Burma Road and Stringham Road into the State's roadway system. Major improvements feature realigning the hairpin turn at the intersection of the two. In the future there may be additional improvements.

MOBILITY BENEFITS

- a. Burma Road has an ADT of 6000 (VHB study 2009) and Stringham 6700 (higher due to traffic that continues to/from the Melville Marine trades area to the west of the Burma/Stringham intersection).
- b. This has the potential to be an alternate north-south artery for the Island. The level of service is generally acceptable, except for delays when vehicles try to navigate the hairpin turn at the Burma/Stringham intersection. Considerable congestion at peak commuting hours, and when boat-carrying vehicles from Melville are making the turn.
- c. A key part of the West Side Master Plan and the Town's Tank Farm Redevelopment Plan are the Island Shuttle Train (see priority #7) and a bicycle path. The northern terminus of both and multi-modal parking area is adjacent to the western terminus of Stringham Road, about 500 ft. west of Burma Road. So easy vehicular access is important.
- d. This is a regional project. The West Side Master Plan calls it "Shoreline Drive".
- e. The aforementioned train and bicycle path address this item.

COST-EFFECTIVENESS

- a. Both roads are in reasonably good condition. To function as an alternate north-south artery for the Island, the intersection would need to be improved.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. The Melville Marine Trades area is the major economic engine in Portsmouth besides Raytheon. Redevelopment of the former Navy tank Farms has the potential to rival both. These two roads are the only access to this huge untapped resource.
- c. Project would facilitate to movement of goods to/from the Marine trades area and the Tank Farms area. It would facilitate the movement of goods for the whole Island if the southern portion of Burma Road in Middletown could connect to Codrington Highway via through navy property.
- d. Burma Road is incredibly scenic, be it by road, rail or bike path. Newport has been described in the past by the current RIEDC Director as a B-level tourist destination, primarily because the area needs more recreational opportunities. This project could help create those additional opportunities.

ENVIRONMENTAL IMPACT

- a. Burma and Stringham Roads have very few curb cuts and are intersected by only three roads for their entire length. In its potential function as a third north-south route for the Island during the peak summer and special events traffic, therefore, there is little or no stopping or idling—improving air quality. The one exception is the Burma-Stringham hairpin turn, where there is often a backup at peak commuter hours.
- e. Burma Road is incredibly scenic for its entire length.

SUPPORT OF LOCAL AND STATE GOALS

- a. Project is priority #6.
- b. Considerable study and planning have been done via the 2006 West Side Master Plan, the 2000 West Side Transportation Guide Plan and the 2011 Aquidneck Island Transportation Plan.
- c. Project is linked with economic development opportunities in the Melville Trades area, a planned resort at Weaver Cove, development of the former Navy Tank Farms, and the planned Island Shuttle Train.
- d. This project is also being proposed by the Town of Middletown. While not extending into Newport, project would benefit that city directly as well.
- e. Development of the areas in c. above is part of the economic development goals of the comprehensive plan.
- f. The Melville area in c. above is a designated ‘growth center’ in the State Guide Plan. Burma and Stringham could not be in the Transportation Guide Plan because they are Navy property and when written the Navy had no plans for disposition.
- g. Project has received considerable public support through the many public meetings held by the Aquidneck Island Planning Commission.

SAFETY, SECURITY AND TECHNOLOGY

- c. With only two other north-south arteries, Burma Road could serve as an additional evacuation route.
- d. Burma-Stringham has significant potential as a diversionary route, especially from West Main Rd., for peak summer and event traffic. The 2011 Aquidneck Island Transportation Plan effort devoted quite a bit of time to this potential and created a number of improvement scenarios.

BURMA ROAD
STRINGHAM RD. HAIRPIN
Portsmouth, Rhode Island

Narragansett Bay



Not to Scale

MELVILLE

Weaver Cove

BURMA RD.

STRINGHAM RD.

WEST MAIN CRT. (RT. 114)

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov



CONTACT

Contact Information

Entity / Organization Town of Portsmouth
Contact Person Robert Gilstein, Town Planner
Address 2200 East Main Road
City Portsmouth Rhode Island Zip Code 02871
Phone 401-683-0888 Email rgilstein@portmsouthri.com

PROJECT INFORMATION

Project Information

Project Title ISLAND SHUTTLE TRAIN
Location by Street Name Stringham Road
Project Limits - From Stringham Road To Stringham Road
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 7 of a Total of 7 Proposals
Regional Submission - Yes No Communities Middletown

Brief Description of Proposed Project

Request is to renew CMAQ grant, which is part of a public-private partnership to provide shuttle service from Melville in Portsmouth to downtown Newport. The Shuttle Train would directly serve all three communities on the Island. Given the number of tourists into Newport, it would serve the region generally as well. The rail line already exists and is maintained by the Dinner Train and Old Colony Newport Railway. The Newport Dinner Train has already purchased two Budd RDC cars for rapid rail transit and is prepared to invest significant added funds.

Describe Need for Proposed Project

Represents a partial solution to extreme traffic congestion and parking problems during the peak summer months. Would provide a tourist and commuting alternative to Rt. 114. Would help jump-start redevelopment of the adjacent former navy Tank Farms, as well as provide a boost to the Melville Marine trades area. Major air pollution benefits as well.

Enterprise Zone - Yes No Details _____
Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No
Consistent with Local Comprehensive Plan - Yes No
Consistent with State Guide Plan Transportation 2030 - Yes No

Additional Information

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Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$500,000	\$500,000
Total Cost					\$500,000
Amount Requested Through TIP Process					\$500,000

Funding from other sources committed to this project - Yes No

Source	Amount
Newport Dinner Train	\$330,000
Land for multi-modal station from Navy	0
Total	\$330,000

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
 November 8 at 9:00 am - Department of Administration
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Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

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 ATTN: Linsey Cameron, Supervising Planner Submission Date _____
 One Capitol Hill Accepted by _____
 Providence, RI 02908

PORTSMOUTH – ISLAND SHUTTLE TRAIN – PRIORITY #7

The idea of using the railroad corridor, which runs the length of the Island from next to the Sakonnet River Bridge to Downtown Newport, has been on the minds of Islanders for decades. The Newport Dinner Train has stepped up and purchased two Budd RDC cars for rapid rail transit and obtained a \$500,000 CMAQ grant to help this public/private partnership. Request is to renew that grant. Development of a multi-modal facility at Melville is seen in the Town's Redevelopment Plan as a necessary jump-start for redevelopment of the former Navy Tank Farm area. Portsmouth has applied to the Navy to acquire four acres adjacent to the rail for this purpose.

MOBILITY BENEFITS

- a. East and West Main Roads (RT. 138 and 114) have a combine AADT of over 45,000 vpd, considerably more during peak summer and event periods.
- b. The ability to park at Melville and ride into Newport would help relieve congestion both on the roads and in Newport for parking.
- c. Being adjacent to the State's most active marine trades area, Burma/Stringham roads, the Town's Melville ponds nature preserve (campground, walking paths, fishing), the former Navy Tank Farms development area, and a planned bicycle path, the Island Shuttle Train is virtually the definition of 'multi-modal'.
- d. The Shuttle Train would directly serve all three communities on the Island. Given the number of tourists into Newport, it would serve the region generally as well.
- e. The Shuttle Train would provide convenient service to non-vehicular travel. Eventually, RIPTA may wish to bring people going to/from Newport here rather than travel the busy roads. The RIPTA Gateway Center is adjacent to the railroad's southern terminal.

COST-EFFECTIVENESS

- a. The rail line already exists and is maintained by the Dinner Train and Old Colony Newport Railway. The Newport Dinner Train has already purchased two Budd RDC cars for rapid rail transit and is prepared to invest significant added funds.
- b. Budd RDC cars are much smaller than typical rail cars, requiring less improvement to the rail lines.
- c. Project utilizes existing railroad line. Future maintenance, operating and capital costs borne by the Newport Dinner Train firm.
- d. Project leverages considerable private funds, starting with the \$300,000 already spent on the Budd cars alone, and thousands upgrading the tracks. Future CMAQ grants for this innovative program are likely, with revenue supporting maintenance and operations thereafter.

ECONOMIC DEVELOPMENT IMPACT

- a. Project is in a State Enterprise Zone.
- b. Direct job creation operating and maintaining the shuttle. As above, this is seen in as a necessary jump-start for redevelopment of the former Navy Tank Farm area.

The convenience of being able to hop on a train to downtown Newport would be a powerful incentive to locate businesses here, not to mention increasing the attractiveness of the existing marine trades area.

- d. Project would encourage tourism by making it much easier to get into Newport's attractions. Only \$20 for a 10-trip ticket; bikes, beach gear carried free. Frequent RIPTA service at Newport to all down island locations. RIPTA Gateway Center conveniently located adjacent to train station in Newport.
- e. Project would make it less costly for lower income workers commuting to Navy-related facilities and Newport (only \$75 for an annual pass).
- f. A key to redevelopment of the former Navy Tank Farm brownfields area.

ENVIRONMENTAL IMPACT

- a. According to the successful 2008 CMAQ application:
Over three year period (during peak summer tourist season) reduce:
 - Auto Emissions on Island by over 50 tons
 - Vehicle Miles Traveled on Island by over 1.52 million
 - Vehicle Trips on Island by 76,000
 - Vehicles Parking on Island by 310 cars per Day or over 76,000 cars

SUPPORT OF LOCAL AND STATE GOALS

- a. Project is listed #7 only because Town Council understood that this project application is for a different set of funds than the others, and therefore wanted to give the others maximum points.
- b. The Newport Dinner Train and Old Colony Newport Railway have spent considerable funds upgrading the tracks and purchasing Budd cars.
- c. Above referenced Tank Farm Redevelopment Plan.
- d. Middletown is including this project in its TIP application. (The Newport City Council seems to have misunderstood that this project was not in competition with its other TIP projects.)
- e. 15 places in the Comprehensive Plan. The 2006 West Side Master Plan, the 2000 West Side Transportation Guide Plan, and the 2011 Aquidneck Island Transportation Plan all recommend almost exactly this project.
- f. Land Use 2025 designates Melville as a 'growth center'. Commuter rail is on p.3-8, 5-28 and 5-44 of the State Transportation Guide Plan.
- g. There has always been considerable public support for this idea, especially as expressed in the numerous public meetings held by the AIPC.

SAFETY, SECURITY AND TECHNOLOGY

- a. Project enhances safety by taking a large number of cars off the road during peak summer season.
- c. Could be an evacuation alternative for those without automobiles and to avoid likely traffic jams.
- d. As stated elsewhere, a major purpose is a diversion off congested roads.



Rt. 114

Melville Ponds
Recreation area

Tank Farm 2

Tank Farm 1

Multi-Modal
Station

Sringham Rd.

Burma Rd.

Middletown
Navy
Newport >

Railroad to/from Newport

< Marinas, Boat Manf.
& Services >

Narragansett Bay

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