

# 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 City of Providence

Contact Person Melanie Jewett Army, AICP

Address 444 Westminster Street, Suite 3A

City Providence Rhode Island Zip Code 02903

Phone 401-680-8400 Email marmy@providenceri.com

PROJECT PRIORITIZATION

### Project Prioritization

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1		✓		✓	Providence River Pedestrian/Bike Bridge \$1.13 million
2	✓			✓	Elmwood Ave (1R) Pavement Mgt Program \$6 million
3	✓			✓	Smith Street (1R) Pavement Mgt Program \$1.63 million
4	✓			✓	Dean Street Bridge #776 Bridge Program \$630,000
5	✓			✓	Dean Street Bridge #776 and Dean Parkway Bridge #777 Bridge Program \$ 4 million
6	✓			✓	Harbor Junction Bridge #131 Bridge Program \$630,000
7	✓		✓		Henderson Bridge #600 Bridge Program \$51 million
8	✓			✓	Westminster Street Study & Dev. Program
9	✓			✓	Thurbers Avenue/Allens Avenue Study & Dev. Program
10	✓			✓	India Point Power Lines Prov Enhancement Program \$300,000

Please use an additional sheet if necessary.

CERTIFICATION

### Applicant Certification

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

City of Providence  
 Applicant

Agel Taveras  
 Signature

Mayor  
 Title

10/26/11  
 Date

### Official Certification - For Statewide Planning Use Only

Submission Date \_\_\_\_\_ Accepted by \_\_\_\_\_

# Transportation Improvement Program

Application - New Projects Only

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	Entity / Organization <u>City of Providence</u>
	Contact Person <u>Melanie Jewett Army, AICP</u>
	Address <u>444 Westminster Street, Suite 3A</u>
	City <u>Providence</u> Rhode Island Zip Code <u>02903</u>
	Phone <u>401-680-8522</u> Email <u>marmy@providenceri.com</u>

<b>PROJECT INFORMATION</b>	<b>Project Information</b>
	Project Title <u>Providence River Pedestrian Bridge</u>
	Location by Street Name <u>South Water Street to Dyer Street</u>
	Project Limits - From <u>East side waterfront park</u> To <u>Downtown waterfront park</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>10</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	Brief Description of Proposed Project
	<p>The Providence River pedestrian/bike bridge proposed as part of the IWay project will span the Providence River from the new East side Waterfront Park in Fox Point to the new Downtown waterfront park. The bridge design was selected through a design competition and the City and RIDOT have been working together with the winning design firm to advance design for construction. The City is proposing to reallocate funds from the following existing enhancement projects (India Point Park Visitors Center, Roger Williams Bike Trail, and half of the funds from the Waterplace Sedimentation Providence River Tide Gate Project) to the pedestrian bridge. The City feels moving this money to the pedestrian/bike bridge is a better use of the funds as the pedestrian bridge design is well underway as part of IWay Contract 16, whereas the existing TIP projects have not yet started the design process. <span style="float: right;">+</span></p>
	Describe Need for Proposed Project
<p>The creation of this pedestrian and bike connection across the Providence River is very important as it creates the vital and long missing connection between the East Bay Bike Path and India Point Park with the downtown riverwalk, the Woonasquatucket River Greenway, and the Northwest Bike Path.</p>	
Enterprise Zone - <input type="checkbox"/> Yes <input checked="" 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	

**Additional Information**

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**

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	N/A	N/A	N/A	\$5,500,000	\$5,500,000
Total Cost					\$5,500,000
Amount Requested Through TIP Process					\$1,130,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
RIDOT IWay funds	\$3,000,000
IWay Surplus Land Sales	\$1,400,000
Total	\$4,400,000

**Notification / Certification**

NOTIFICATION / CERTIFICATION

Date of Local Public Hearing City Plan Commission October 18, 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 *Agul Taveras* Date 10/26/11

Chief Executive Official's Signature *Agul Taveras* Date 10/26/11

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

ADMINISTRATIVE

- 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
  - ATTN: Linsey Cameron, Supervising Planner
  - One Capitol Hill
  - Providence, RI 02908

**Statewide Planning Official Use Only**

Submission Date \_\_\_\_\_

Accepted by \_\_\_\_\_



## **Additional Information**

### **Mobility Benefits**

**1C.** The Providence River pedestrian/bike bridge will provide two modes of transportation, pedestrian and bicycle. It will provide a crucial link between the downtown and the eastside for pedestrians and cyclists allowing them a protected crossing from Fox Point to the heart of downtown Providence.

**1D.** The Providence river pedestrian/bike bridge will provide a long missing link from the East Bay Bike Path (East Providence), and India Point Park to the downtown riverwalk, the Woonasquatucket River Greenway (Providence) and the Northwest Bike Path (Johnston).

**1E.** The pedestrian/bike bridge will be located in the heart of Providence within walking distance to Brown University and Rhode Island School of Design, providing an easy connection from their east side campuses to their buildings in downtown and the Jewelry District.

**1F.** The pedestrian/bike bridge will improve the user experience for pedestrians and cyclists throughout downtown and the east side. It will have a café space, outdoor sitting areas, areas for cyclists to pull over and enjoy the view, along with providing a safe and convenient connection between the east and west sides of the Providence River.

### **2. Cost Effectiveness**

**2C.** The pedestrian/bike bridge will reuse the granite piers which previously supported Interstate 195 as it crossed over the Providence River. The money that would have been spent by RIDOT to remove the granite piers has been allocated to the construction of the pedestrian/bike bridge.

### **3. Economic Development Impact**

**3D.** The pedestrian/bike bridge will connect the two new waterfront parks to be constructed as part of Contract 16 of the IWay project. They will also provide a connection between both sides of the existing Providence Riverwalk which extends to Waterplace Park. The bridge will serve as an additional draw for tourists in downtown Providence, contributing to the economic vitality of the community.

### **4. Environmental Impact**

**4A.** The pedestrian/bike bridge will improve air quality through the provision of pedestrian and bicycle facilities, which will lead residents and visitors to walk and bike through the city instead of using their car for short trips between the east and west sides of the river.

**4E.** The pedestrian/bike bridge will increase visual appeal along the river. Through its location it will reveal previously unseen vistas of downtown Providence and upper Narragansett Bay.

**4F.** The pedestrian/bike bridge will create a long needed link between the East Bay Bike Path, the Providence Riverwalk, the Woonasquatucket River Greenway, and the Northwest Bike Path.

Many organizations, including the city have advocated for this missing link to connect these assets for many years.

**4G.** The pedestrian/bike bridge will connect the Fox Point neighborhood with Downtown by providing a dedicated pedestrian and bike link between the two neighborhoods. The bridge will enhance both neighborhoods and the waterfront parks.

#### **Degree of Support to Local and State Goals and Plans**

**5A.** The Pedestrian/bike bridge is listed as the City's number one priority on our prioritization cover sheet.

**5E.** The Pedestrian/bike bridge implements the following objectives of Providence Tomorrow, the City's comprehensive plan: M3A: Give greater priority to traffic calming and pedestrian features throughout the city. M3C: Encourage pedestrian travel in the downtown area by providing safe walkways, corridors and intersections. M3F: Encourage the development of walkways and corridors to improve pedestrian access to the waterfront. M4D: Evaluate ways to improve bicycle connections between neighborhoods. PS3B: Develop a connected system of greenways for continual access along the entire waterfront and through adjacent neighborhoods.

**5F.** The pedestrian bike bridge implements the following objectives and policies of Transportation 2030. B2B, ED1D, EN1A, EN1D, EN3B, H2D, I2A, LU1B, LU2B, PE1A, PE1B, PE3J, PE3K, PE3L.