



# 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 \_\_\_\_\_

Contact Person \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Rhode Island Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

PROJECT INFORMATION

## Project Information

Project Title \_\_\_\_\_

Location by Street Name \_\_\_\_\_

Project Limits - From \_\_\_\_\_ To \_\_\_\_\_

Location Maps -  8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number \_\_\_\_\_ of a Total of \_\_\_\_\_ Proposals

Regional Submission -  Yes  No Communities \_\_\_\_\_

Brief Description of Proposed Project

Describe Need for Proposed Project

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

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				5,900,000	5,900,000
Total Cost					5,900,000
Amount Requested Through TIP Process					5,900,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

**Notification / Certification**

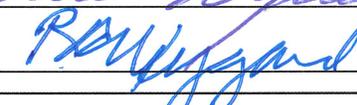
Date of Local Public Hearing N/A, however, notice provided on 10/24/11 at South Kingstown Town Council meeting.  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- |                                                                                    |                                                                            |
|------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| <input checked="" 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 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 October 28, 2011

Chief Executive Official's Signature  Date October 28, 2011

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](mailto:linsey.cameron@doa.ri.gov) or provide on a CD
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Rhode Island Statewide Planning Program	<b>Statewide Planning Official Use Only</b>
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

## Transportation Improvement Program Application Narrative

### URI Roadway Resurfacing & Subsurface Repair

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#### **Roadway Eligibility:**

Flagg Road is classified as an *Urban Collector* and is Federal Aid System eligible. The designations of Upper College Road and Lower College Road vary by RIDOT map. On the attached 2011 General Highway Map for South Kingstown, RI, Upper and Lower College Roads are shown as *Other State Roads*. RIDOT funds have been used to resurface Upper College Road in the past, most recently in 1990 under a 3R contract. Since the southern end of Old North Road between Route 138 and Briar Lane was closed to southbound traffic in the late 1990s, traffic on Upper College Road, already a primary artery, has increased and is carrying both University and surrounding residential traffic. Upper College Road is now serving the function of an *Urban Collector* in lieu of Old North Road. Lower College Road, terminating at the University's student union, is also a primary artery serving URI. Daily RIPTA service routes to Providence, Newport, and South County traverse both roads. Upper and Lower College Roads are state-owned, 2-lane highways that experience high average daily traffic volume and require repairs.

#### **Mobility Benefits:**

These three roads are major arteries for access to the University. Over 7,200 students and 2,000 faculty and staff commute to the Kingston Campus. In addition, over 5,800 undergraduates reside on the Kingston campus and travel off campus regularly. The majority enters and exits campus via Upper College Road, Lower College Road, and Flagg Road. BETA Engineering completed traffic counts in 2000 for the *Kingston/URI Comprehensive Transportation Study*. At that time, Lower College Road experienced average annual daily traffic counts between 3,001 and 10,000. Upper College Road experienced average annual daily traffic counts between 10,001 and 20,000. (Traffic counts were not measured on Flagg Road.) Average daily traffic has increased with the expansion of the URI student population, new commuter parking lots at the west end of Flagg Road, and the development of additional homes on Old North Road.

This is a multimodal project that will benefit buses and bicycles, as well as automobiles. Each weekday, over 70 RIPTA buses (Routes 64 and 66) enter and exit campus via Upper or Lower College Roads. RIPTA also provides on campus shuttle service using both 40 passenger and 27 passenger buses that traverse sections of all three roads. This project includes adding designated bicycle lanes to the south side of Flagg Road in lieu of street parking and a breakdown lane.

#### **Cost-Effectiveness:**

Addressing deterioration on these roads in the 2013-2016 TIP will prevent the need for more costly repairs at a later date. These roads will continue to experience high traffic volumes. Given high traffic volumes, combined with patchwork paving over past utility excavations and winter conditions, these roads will begin to deteriorate at a faster pace.

Major construction projects along these roads, including Hillside Residence Hall, Ranger/Green Landscaping, the College of Pharmacy, and a new Center for Chemistry and Forensic Science will be complete by the end of FY 2013. Consequently, the rate of utility excavations is

expected to drop dramatically by FY 2014. It will be an ideal time to complete subsurface repairs and resurfacing on these roads.

URI's North District Infrastructure Fund has contributed approximately \$200,000 to curb and sidewalk improvements on Flagg Road. In addition, URI has committed \$3,000,000 to the Flagg Road Extension Project, designed to link Flagg and Plains Roads. Revenue bond sources are also being used for repair of minor interior roadways.

**Economic Development Impact:**

This project is needed to maintain current access to the University's Kingston Campus. As the only public State university, URI plays a central role in educating Rhode Island's workforce. The University is also a major employer, with over 2,000 faculty and staff requiring access to the Kingston Campus. Daily deliveries of goods and services, as well as the daily influx of contracted construction workers, constitutes major indirect economic benefits to the State, and additional wear and tear on campus roadways.

**Environmental Impact:**

This project involves repairing and resurfacing existing roadways, so its environmental impact is minimal. Subsurface repairs and resurfacing will improve the roads for transit service. The addition of designated bike lanes on Flagg Road will improve the bikeability of campus, and is consistent with the University's other proposed TIP project, the URI/South County Bike Path Connector and Extension.

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

The proposed URI Resurfacing Project is consistent with the 2008 Update to Rhode Island's Transportation 2030 plan, specifically Goal H and related objectives and policies.

Objective H.1.a Maintain infrastructure.

Policy H.2.a Give priority to preserving and managing the transportation system.

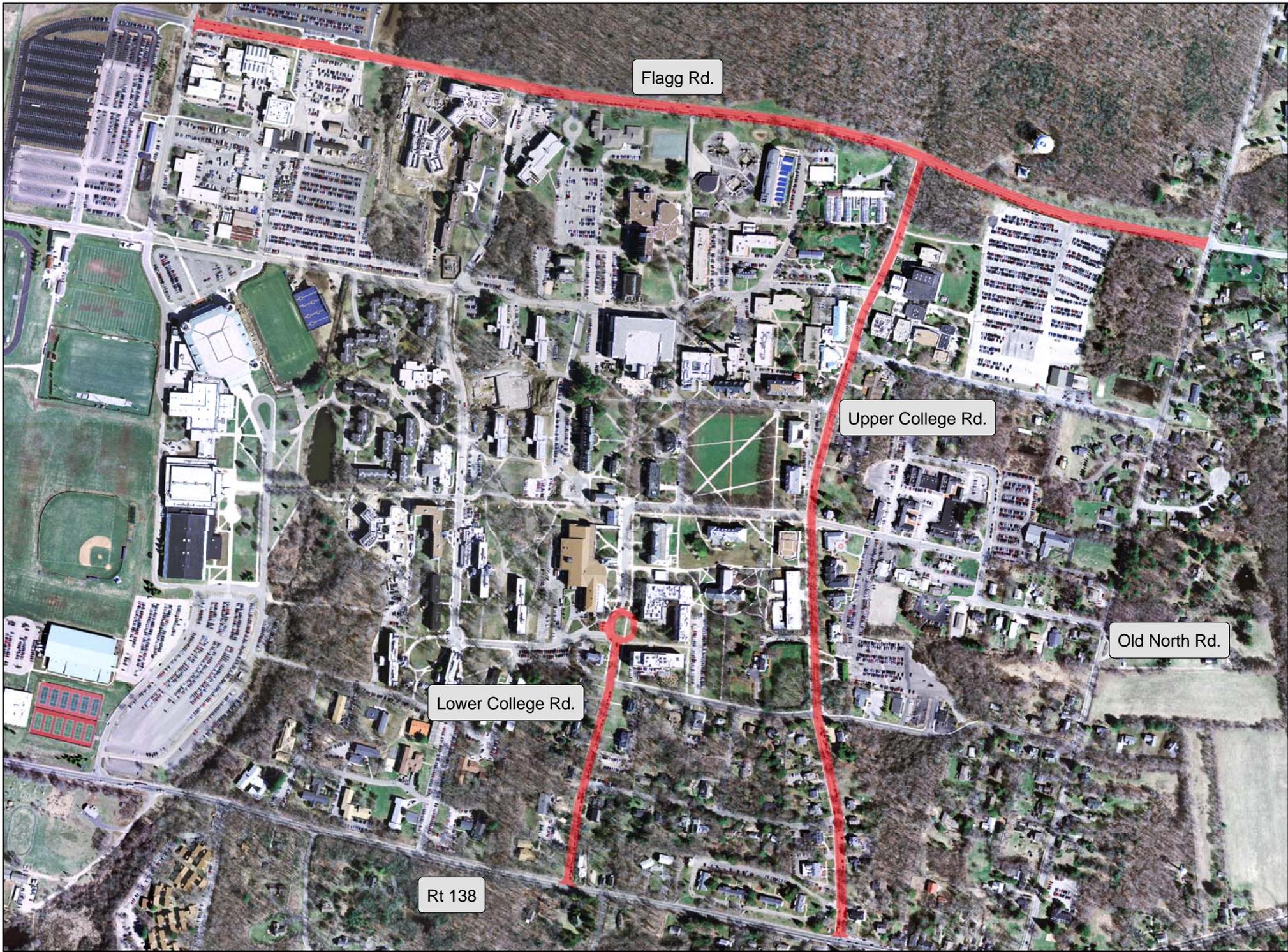
Policy H.2.b Address deficiencies in the transportation system (safety, condition, capacity, sidewalks, etc.).

Not surprisingly, the Comprehensive Plan for the Town of South Kingstown does not address maintenance of State-owned roadways. However, "The Town shall support URI's plans to... mitigate traffic congestion in Kingston Village (Draft Circulation Element, South Kingstown Comprehensive Community Plan Update, 2011, p. 9)." Preventing further deterioration of these roads will eliminate one cause of congestion in Kingston.

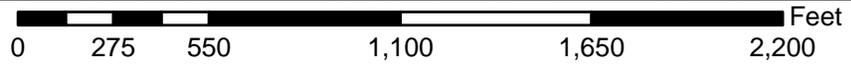
**Safety/Security/Technology:**

The proposed project includes designated bike lanes on Flagg Road, a street that currently lacks bike lanes. The designated bike lanes will improve bicycling safety on the Kingston Campus.

URI's Emergency Medical Services facility is located at the west end of Flagg Road, at 565 Plains Road. The roadway repairs and resurfacing will allow their response times to remain low.



URI Roadway Resurfacing & Subsurface Repair





**GENERAL HIGHWAY MAP**  
**SOUTH KINGSTOWN**  
**RHODE ISLAND**  
**WASHINGTON COUNTY**

PREPARED BY THE  
**DEPARTMENT OF TRANSPORTATION**  
 IN COOPERATION WITH THE  
**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL HIGHWAY ADMINISTRATION**



**LEGEND**

<p><b>ROADS AND ROADWAY FEATURES</b></p> <p>DIVIDED STATE HIGHWAY</p> <p>STATE HIGHWAYS</p> <p>OTHER STATE ROADS</p> <p>TOWN ARTERIAL</p> <p>LOCAL ROADS</p> <p><b>ROAD SYSTEM DESIGNATION</b></p> <p>INTERSTATE SYSTEM ROUTE NUMBER</p> <p>U.S. NUMBERED HIGHWAY</p> <p>STATE NUMBERED HIGHWAY</p> <p><b>RAILROADS</b></p> <p>RAILROAD (ACTIVE)</p> <p><b>AIRPORTS</b></p> <p>AIRPORTS WITH SURFACED RUNWAYS</p> <p><b>BIKE PATHS</b></p>	<p><b>DRAINAGE</b></p> <p>NARROW STREAM</p> <p>WIDE STREAM</p> <p>RESERVOIR, POND, OR LAKE</p> <p><b>BOUNDARIES</b></p> <p>STATE</p> <p>COUNTY</p> <p>TOWN OR CITY</p> <p>PARKS AND OTHER RESERVATIONS</p> <p><b>PUBLIC FACILITIES</b></p> <p>CITY OR TOWN HALL</p> <p>FIRE STATION</p> <p>POLICE STATION</p> <p>STATE POLICE</p> <p><b>VILLAGE CENTERS AND PLACES</b></p> <p>VILLAGE CENTERS AND PLACES</p>
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**2011**



COPIES OF THIS MAP ARE AVAILABLE FOR PUBLIC USE AT A NOMINAL COST. CONTACT PROGRAM SUPPORT, R.I. DEPT OF TRANSPORTATION, 2 CAPITOL HILL, PROVIDENCE, RHODE ISLAND, 02903



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	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	0	230,000	1,170,000	1,400,000
Total Cost					1,400,000
Amount Requested Through TIP Process					1,400,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

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Date of Local Public Hearing N/A, however, notice provided on 10/24/11 at South Kingstown Town Council meeting.  
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ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

## Transportation Improvement Program, Application Narrative URI/South County Bike Path Connector & Extension

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### **Mobility Benefits:**

By 2013, over 6,200 undergraduate students will live on the Kingston campus. The majority of the University's 7,200 off campus students commute from South Kingstown and Narragansett. In spring 2011, 39% of URI faculty and staff (940 individuals) lived in South Kingstown and Narragansett. A URI Connector & Extension will provide URI students, faculty, and staff a safe, healthy alternative to driving private vehicles.

The existing South County Bike Path is a busy recreational transit corridor for pedestrians and cyclists. A spur that links the bike path with Flagg Road will promote bicycle commuting by URI students, faculty, and staff, and expand bike path access to recreational users residing in Kingston, including students living on campus. It will directly link the University to neighboring village centers in West Kingston, Peacedale, Wakefield, and Narragansett.

The proposed URI Connector & Extension is an intermodal project that enhances linkages among RIPTA service lines (bus), the Kingston Station (rail), and the South County Bike Path. Commuter rail service is likely to reach the Kingston Station, increasing the need for safe pedestrian and cyclist access between URI and the Kingston Station. The construction of the URI Connector & Extension will support URI's sustainability efforts, and is a critical element in reducing the number of single occupancy vehicle trips to and from the Kingston Campus.

### **Cost-Effectiveness:**

A 2004 bike path alternative analysis, *URI/South County Bike Path Connector*, completed by VHB/Vanasse Hangen Brustlin, Inc., assessed four potential routes for a URI Connector. The Peckham Farm alternative (7,490 linear feet) was the least expensive approach. Terminating at Route 138, it was estimated to cost \$715,815 in 2004. It is still in design, so extending it 3,510 linear feet across campus will reduce mobilization costs. This project, in its entirety, does not require the purchase of easements or land, as it will be sited on University property for its full length. The easement for the Connector and Extension, totaling 11,000 linear feet, is a substantial land contribution by URI. URI is in a position to add bike racks and supporting features within the Kingston Campus.

### **Economic Development Impact:**

The URI Connector & Extension will improve access to URI, a major employer with over 2,000 employees. Kingston/West Kingston is a state designated growth center. It will improve pedestrian/bicyclist access to Narragansett Beach, and village centers in West Kingston, Peacedale, Wakefield, and Narragansett, providing resident students with an alternative route to tourism destinations, businesses and restaurants in the area.

### **Environmental Impact:**

The proposed URI Connector & Extension will reduce vehicle miles traveled, improve air quality and reduce energy consumption. If 5% of the URI faculty and staff living in South Kingstown and Narragansett commute via the South County Bike Path and URI Connector and Extension, 47 fewer vehicle round trips will be made each business day. Likewise, if 5% of undergraduate students living off campus switch from single occupancy vehicles to bicycle commuting, up to 360 vehicle round trips

could be eliminated each day. Consequently, air pollution, energy use, and congestion will all be reduced. The URI Connector Extension promotes walking and cycling on the Kingston Campus, demonstrating the State's commitment to sustainability and quality-of-life values that we work to instill in URI students.

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

The Towns of South Kingstown and Narragansett have actively supported multiple phases of the South County Bike Path. The creation of a bike path spur onto the Kingston Campus will connect a population center that contributes to traffic congestion in Kingston, South Kingstown, and Narragansett.

The Town of South Kingstown draft Circulation Element of the 2011 Comprehensive Plan Update proposes the following related circulation strategies:

- Continue to explore alternative commuting strategies and routes to and from URI to lessen University related traffic impacts on the core areas of Kingston and West Kingston.
- Provide greater accessibility to the William C. O'Neill Bike Path from URI Campus vicinity and Kingston Village.

Furthermore, Policy 1.4 states, "The Town shall encourage bicycle use as a multi-modal transportation alternative."

The proposed URI Connector & Extension is also consistent with the 2008 Update to Rhode Island's Transportation 2030 plan, specifically Goal B and related objectives and policies.

Objective B.1.a Increase bicycle ridership.

Policy B.2.b Expand the on and off-road bicycle network - prioritizing projects that provide links between bike paths... or have the potential to reduce automobile traffic.

Policy B.2.e Promote bicycling as a viable transportation choice for commuters, students...

In addition, this project supports Strategy H.3.1: "Develop a program for state government, as a major employer leading by example, to encourage alternative modes."

Connecting the Kingston Campus to the bike path is advocated by the *Kingston/University of Rhode Island Comprehensive Transportation Study* (2000, BETA Engineering) and the RIDOT funded *URI/South County Bike Path Connector Study* (2004, VHB). Adding this final link will make the South County Bike Path readily accessible to students, faculty, and staff, reducing the number of single occupancy vehicles travelling to and from URI.

**Safety/Security/Technology:**

The URI Connector & Extension will improve walking and bicycling safety to the University, a major public facility. One of the implementation items listed under Policy 1.4 (see Degree of Support section above) in the Town of South Kingstown draft Circulation Element reads as follows:

The Town shall work to ensure that bike paths are continuous to avoid piecemeal, segmented construction with potentially dangerous on-road sections.

When the URI Connector links Route 138 with the existing South County Bike Path, bicyclists and pedestrians will cross Route 138 at the pedestrian crossing to be implemented as part of the 138 Improvement Project (TIP #0139C). Then, they will still need to navigate the often congested, existing campus streets. Extending the URI Connector across lower campus will provide over 16,000 students and 2,000 faculty and staff an uninterrupted, safe, designated route to residence halls, classrooms, and offices.



Flagg Rd.

Keaney Rd.

Upper College Rd.

Rt. 138

URI - South County Bike Path Connector & Extension



# Town of South Kingstown, Rhode Island

## OFFICE OF TOWN MANAGER

180 High Street  
Wakefield, RI 02879  
Tel. 401-789-9331  
Fax. 401-789-5280

salfred@southkingstownri.com

STEPHEN A. ALFRED  
TOWN MANAGER

October 25, 2011

Ms. Karen Scott, Assistant Chief  
Statewide Planning Program  
One Capitol Hill  
Providence, RI 02908

Re: Transportation Improvement Program Letter of Acknowledgement

Dear Ms. Scott:

This letter is written to advise that the Town of South Kingstown is aware that the University of Rhode Island will be submitting two projects for consideration under the State's Transportation Improvement Program (TIP). The projects consist of the following:

1. South County Bike Path – URI Connector Extension (new on-campus bike path from Route 138 near Graduate Village to the athletic fields north of Flagg Road).
2. URI Roadway Resurfacing Program - Repair and resurfacing of Upper College Road, Lower College Road and Flagg Road, (also to include a bicycle lane on Flagg Road).

These proposals were discussed at a public hearing on the TIP conducted by the Town Council on Monday, October 24, 2011 here at South Kingstown Town Hall. It is the opinion of the Town Council that these projects have merit and respectfully requests that the Transportation Advisory Committee (TAC) and State Planning Council give these proposals every consideration in your review process towards development of the TIP.

The opportunity to communicate with your office on these proposals is appreciated. Should questions exist about this letter please advise.

Sincerely,

Ella M. Whaley  
President, South Kingstown Town Council

Cc: Vernon Wyman, URI Assistant Vice-President for Business Services