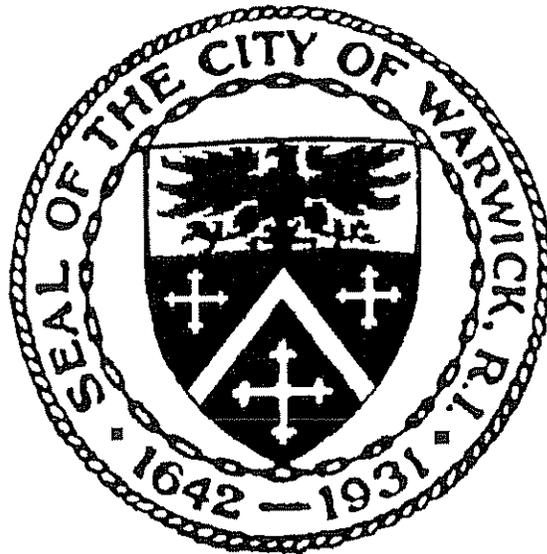


**City of Warwick  
2013-2016  
Transportation Improvement Program Proposal**



**Scott Avedisian, Mayor  
William DePasquale, Planning Director**

EXECUTIVE CHAMBER

CITY OF WARWICK



RHODE ISLAND

SCOTT AVEDISIAN  
MAYOR

October 19, 2011

Transportation Advisory Committee  
Division of Statewide Planning  
One Capitol Hill  
Providence, Rhode Island 02908

Dear Transportation Advisory Committee Members:

I am pleased to present to you the City of Warwick's proposal for the 2013-2016 Transportation Improvement Program.

Warwick is not only the second largest city in Rhode Island, but has also grown into the commercial, educational and industrial center of the State. We are the host community for institutions such as T.F. Green State Airport/Interlink and the Community College of RI. In addition, we are moving forward with the development of the Warwick Station Development District (WSDD). With the newly opened commuter rail system, this 95-acre area has the potential to attract all types of transit served development, which will serve as a catalyst for the long-term improvements and development throughout the District and the City as a whole. As a result, a modern and well-maintained transportation network is critical to the City's continued growth and success.

The City of Warwick is recommending a total of 17 projects for inclusion in the Transportation Improvement Program. Thirteen of these projects are carryover projects that are already included in the TIP. Four of the projects are new submissions. We have prioritized our projects with the top six as follows:

1. Route 5 Road Improvements
2. Post Rd/Rte. 37 Ramp Improvements
3. Warwick Interlink / Coronado Avenue Improvements
4. Warwick Interlink / Post Road & Airport Connector Improvements
5. Conimicut Shoals Lighthouse Improvements
6. Warwick / East Greenwich Bicycle Network / Maskerchugg River Bridge

The Route 5 road improvements are as important a project as the City has proposed in many years. This project is Contract #1 of the continuing efforts to improve this major north-south route. The design for contract #1 is already on the TIP but has been delayed due to funding problems. The importance of this project to the operations of the Warwick Mall, development of the Pontiac Mill and the quality of life for the residents of the Pontiac Village cannot be emphasized enough.

The Warwick Planning Board held a public meeting on October 11, 2011 to discuss the City's Transportation Improvement Program. After hearing testimony from the City and the general public, the Planning Board voted unanimously to strongly support the proposal.

I strongly and respectfully urge the members of the Transportation Advisory Committee to support the City of Warwick's Transportation Improvement Program proposal to ensure the success of the City's future transportation needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Avedisian". The signature is written in a cursive style with a large initial "S".

Scott Avedisian  
Mayor

# 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 Warwick  
 Contact Person Richard J. Crenca, AICP/Principal Planner  
 Address Warwick Planning Dept., 3275 Post Rd., City Hall Annex  
 City Warwick Rhode Island Zip Code 02886  
 Phone 401-738-2000 x6292 Email richard.j.crenca@warwickri.com

**PROJECT PRIORITIZATION**

**Project Prioritization**

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1	✓		✓		Rte 5 Road Improvements
2	✓		✓		Post Rd./Rte 37 Ramp Improvements
3		✓	✓		Warwick Interlink / Coronado St. Improvements
4		✓	✓		Warwick Interlink /Post Rd & Airport Connector Improvements
5	✓			✓	Conimicut Shoals Lighthouse Improvements
6		✓	✓		Warwick /East Greenwich Bicycle Network/Maskerchugg River Bridge
7	✓		✓		New London Ave. Road Improvements
8	✓			✓	Bicycle Network / Multi-Use Path / Landsdowne Rd. to Warwick Ave
9	✓			✓	Bicycle Network / Multi-Use Path / Mickey Stevens to Rodney Rd.
10	✓		✓		Arterial Traffic Signal Synchronized Systems / Warwick Ave
11	✓		✓		High Hazard Ramps / Safety Improvements / Interstate C-1
12	✓		✓		Hazard Elimination - Warwick Ramps C-5
13		✓		✓	Senior Transit Bus Replacement
14	✓			✓	Post Rd. Improvements from S. Atlantic Ave to Warwick Ave.
15	✓		✓		Post Rd. Reconstruction / Franklin Rd to Austin Rd.
16	✓		✓		Meshanticut Interchange, Bridge Contract #3

Please use an additional sheet if necessary

**CERTIFICATION**

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

Scott Avedisian Mayor  
 Applicant Title  
*Scott Avedisian* 10/26/11  
 Signature Date  
 Official Certification - For Statewide Planning Use Only  
 Submission Date \_\_\_\_\_ Accepted by \_\_\_\_\_

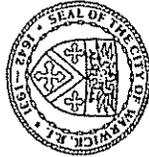


Notice is hereby given that the following property, which is known to the public, is being offered for sale at public auction on Tuesday, October 11, 2011, at 11:00 AM.

317, Lot 177, for hearing October 6, 2011.

**HUGHES, Richard T., est.**

Petition - Sale of Real Estate for property located at 67 Terryson Road, Warwick, Rhode Island 02888 further designated as Assessor's Plat



**THE PLANNING BOARD OF THE CITY OF WARWICK**

**RHODE ISLAND  
NOTICE OF PUBLIC  
INFORMATIONAL MEETING**

Notice is hereby given that a public informational meeting will be held in the Lower Level Conference Room, City Hall, 3275 Post Rd. Warwick, RI, on Tuesday, October 11, 2011, beginning at 6:00 P.M. The purpose of the public informational meeting is to consider a Major Subdivision for Master Plan Approval. The applicant proposes to reconfigure three lots to create three lots: one 12,880 s.f. conforming lot with an existing residence having less than required front yard setback, and two new 7,005 s.f. lots for development with less than required frontage and lot width.

**Location:** 38 Arthur Street & Prince Street  
**Assessor's Plat:** 290: Lots 75, 78, & 80  
**Applicant:** Greenwich Bay Homes, LLC  
**Zoned:** A-7 (Residential)  
**Area:** 26,890 s.f.  
**Ward:** 2  
**Surveyor:** Pete V. Cipolla, Jr.

All persons interested in the above are respectfully requested to be present at the time and place to be heard thereon. For any questions or to review Development Plans, please contact the Planning Department at 738-2000, extension 6289. Facilities are accessible for people with disabilities. If you are in need of interpreter services for the hearing impaired, please contact the City Clerk's Office at 738-2000 not less than 48 hours in advance of the hearing date.

Per order of the Warwick Planning Board  
**John J. Mulhearn, Jr., Chairman**

9/27, 10/4/11

Notice is hereby given that a public hearing will be held in the Lower Level Conference Room, City Hall, 3275 Post Road, Warwick, RI, on Tuesday, October 11, 2011, beginning at 6:00 p.m. The purpose of the public hearing is to consider the City of Warwick 2013-2016 Transportation Improvement Program proposal to the Rhode Island Department of Transportation.

Notice is hereby given that a public hearing will be held in the Lower Level Conference Room, City Hall, 3275 Post Road, Warwick, RI, on Tuesday, October 11, 2011, beginning at 6:00 p.m. The purpose of the public hearing is to consider the City of Warwick 2013-2016 Transportation Improvement Program proposal to the Rhode Island Department of Transportation.



**THE PLANNING BOARD OF THE CITY OF WARWICK**

**RHODE ISLAND  
NOTICE OF PUBLIC HEARING**

Proposed transportation projects for consideration include, but are not limited to:

- 1) Route 5 Road Improvements
- 2) Post Road / Route 37 Ramp Improvements
- 3) Warwick Interlink Roadway Improvements/Enhancements
- 4) Post Road Roadway Improvements
- 5) Warwick Bicycle Network / Maskerbugg River Bridge
- 6) Communt Shoals Lighthouse Improvements

All persons interested in the above are respectfully requested to be present at the time and place to be heard thereon. For any questions or to review Development Plans, please contact the Planning Department at 738-2000, ext 6289. Facilities are accessible for people with disabilities. If you are in need of interpreter services for the hearing impaired, please contact the City Clerk's Office at 738-2000 not less than 48 hours in advance of the hearing date.

Per order of the Warwick Planning Board  
**John J. Mulhearn, Jr., Chairman**

9/27, 10/4/11

Warwick Beacon, Tuesday, September 27, 2011



**PAY OFF-YOUR EDUCATION**

Tuition costs shouldn't stop you from reaching your goals in life. By joining the Army National Guard, you'll receive the money you need to help pay for college as well as the skills and training you need to get the career you want. If you're looking to get through college, with the Army National Guard, you can!



1-800-GO-GUARD  
www.1-800-GO-GUARD.com

# Transportation Improvement Program

Application - New Projects Only

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



<b>CONTACT</b>	<b>Contact Information</b>
	Entity / Organization <u>City of Warwick</u>
	Contact Person <u>Richard J. Crenca, AICP/Principal Planner</u>
	Address <u>Warwick Planning Dept., 3275 Post Rd., City Hall Annex</u>
	City <u>Warwick</u> Rhode Island Zip Code <u>02886</u>
Phone <u>401-738-2000 x6292</u> Email <u>richard.j.crenca@warwickri.com</u>	

<b>PROJECT INFORMATION</b>	<b>Project Information</b>
	Project Title <u>Warwick Interlink - Coronado Rd. Improvements</u>
	Location by Street Name <u>Coronado Road</u>
	Project Limits - From <u>Post Rd</u> To <u>Amtrack railroad bridge</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>17</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	<b>Brief Description of Proposed Project</b>
	<p>The proposal is to reconstruct Coronado Road between Post Road and the railroad bridge and add a right-turn lane southbound on Post Road at its intersection with Coronado Road. The project is designed to improve operations at signalized intersections and access to the Redevelopment District as well as improve capacity for right hand turns from Post Rd to Coronado. The improvements would include widening the roadway to four lanes east of the bridge to allow for turning lanes at the intersections as well as installing a new right turn lane from Post to Coronado Road.</p>
	<b>Describe Need for Proposed Project</b>
<p>The widening of Coronado Road to four lanes east of the bridge will allow for turning lanes at the intersections and improve access to the Redevelopment District. The widening of Coronado would allow for a boulevard-type roadway as the main route through the District. Heavy right turn volumes on Post Road result in queuing along southbound Post Road. Drivers trying to avoid delays at the intersection tend to cut through the Hillsgrove North neighborhood before reaching Coronado. A right turn only lane will provide additional capacity to accommodate this demand, helping reduce southbound queuing and discouraging cut through traffic. The improvements will also accommodate future traffic bound for the District. Property acquisition will be required for both parts of the project.</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	

**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**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$250,000	\$5,000,000	\$5,250,000
Total Cost					
Amount Requested Through TIP Process					\$5,250,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

**NOTIFICATION / CERTIFICATION**

**Notification / Certification**

Date of Local Public Hearing Warwick Planning Board, October 11, 2011  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
  November 8 at 10:00 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 *Linsey Cameron* Date 10/26/11

Chief Executive Official's Signature \_\_\_\_\_ Date \_\_\_\_\_

**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

**ADDITIONAL INFORMATION  
PRIORITY # 3  
WARWICK INTERLINK/CORONADO AVE./POST RD. IMPROVEMENTS  
WARWICK STATION DEVELOPMENT DISTRICT**

1. MOBILITY BENEFITS: The design and construction of the dedicated right hand turn south-bound on Post Rd and the widening of the Coronado Ave bridge to four lanes is essential to the overall development and implementation of the WSDD. According to recent traffic studies included in Contract #5 of Statewide High Hazard Intersections, appx. 32,000 vehicles per day pass through the intersection of Post Rd & Coronado Ave on a daily basis. A traffic analysis performed by The BETA Group for the Warwick Station Development District shows the importance of these improvements through the traffic counts and levels of service:

	Thru / %	Right turn / %	LOS
Existing AM Peak (vph)	800	250	B
Existing PM Peak (vph)	1020	280	C
2010 No Build AM Peak (vph)	875	290	B
2010 No Build PM Peak (vph)	1120	340	D
2010 Build w/o Mitigation AM Peak (vph)	1200	365	C
2010 Build w/o Mitigation PM Peak (vph)	1200	365	E
2010 Build w/ Mitigation AM Peak (vph)	1200	365	B
2010 Build w/ Mitigation PM Peak (vph)	1200	365	C

As the traffic counts increase over the years, the level of service will improve dramatically with the implementation of these improvements.

The development of the WSDD will bring together an extensive system of multi-modal transportation opportunities. Already there exists an extensive system of surface transportation infrastructure with automobiles, bus, and rail options all coming together at the Interlink. Connected to this through the people mover is the T.F.Green State Airport, which is the major air transportation hub in the State. In addition, the development of the WSDD will incorporate the development of pedestrian and bicycle opportunities to be linked to all of the other transportation opportunities which will result in a truly comprehensive multimodal transportation system. The development of the WSDD not only will be a boom to the City of Warwick, but will benefit the State as a whole through the opportunities for various types of development within the District and the proximity of the multimodal transportation opportunities which provide access to the district from any point in the State and the Northeast.

Development of the WSDD is designed to support a network of inviting and safe streets, seamlessly connected to each other, the interlink and the airport. This walkable development will expand market interest, maximize the benefit of the District's transit and airport connections, enhance flexibility of development over time, improve livability and help foster a strong sense of identity and community. Widening the Coronado Ave. bridge from two to four lanes would improve operations at signalized intersections and access to the WSDD. The widening would be done east of the bridge to allow for turning lanes at intersections and to accommodate a boulevard-type roadway as the main route through the District.

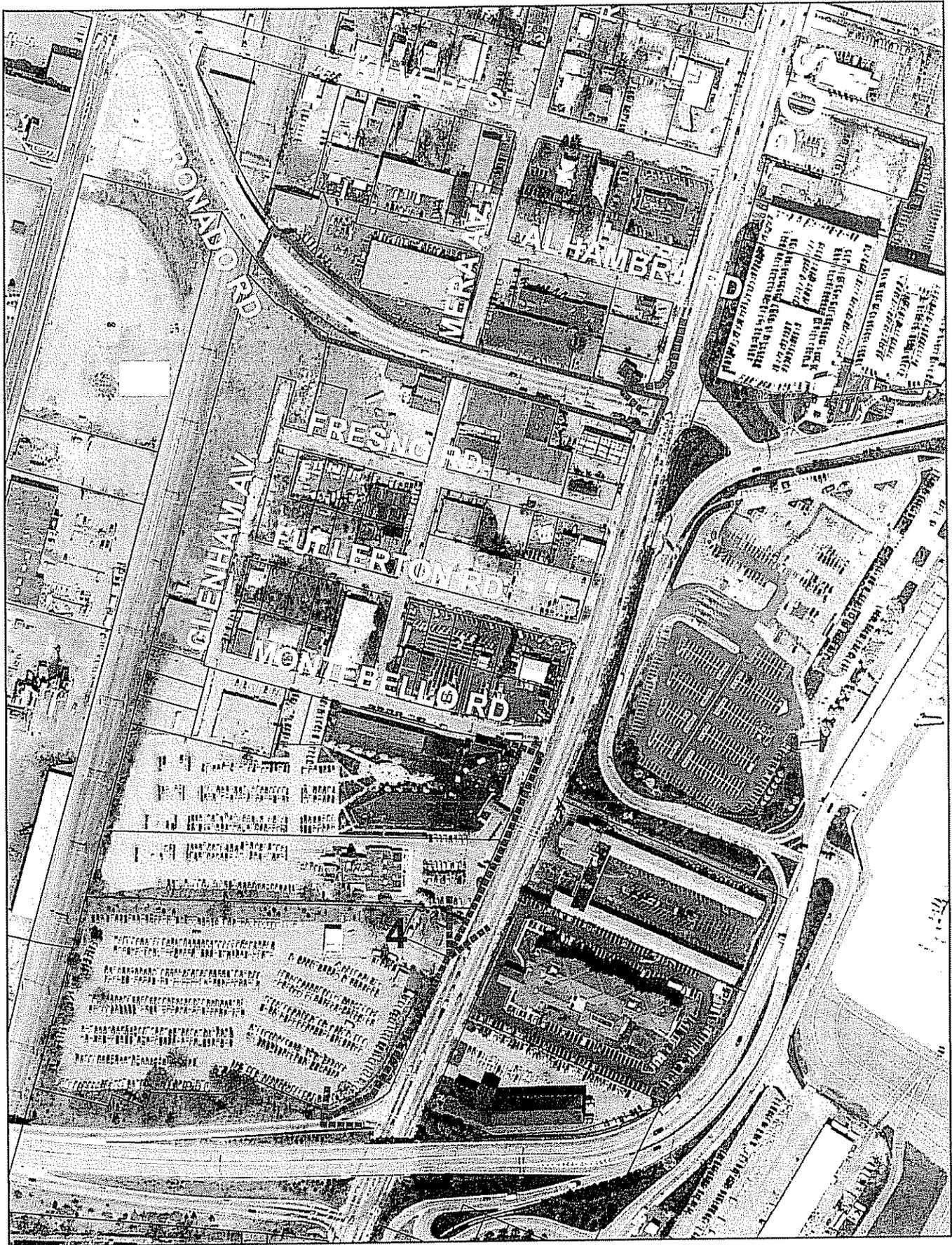
2. **COST-EFFECTIVENESS:** This project will improve travel time through the district, will eliminate long queuing along Post Road and improve the level of service. While the cost of the project has not been determined yet, the benefit that it produces will out weigh the cost. Without the addition of the turn lane, the level of service is projected to be E. With the turn lane, the level of service is projected to become a C. To date, the City has received a Federal Highway Transportation & Community & Systems Preservation Grant in the amount of \$847,860, with a State contribution of \$211,965 for a total grant of \$1,059,825.

3. **ECONOMIC DEVELOPMENT IMPACT:** This improvement is one of several which are necessary to provide the infrastructure necessary to support the many uses proposed for the WSDD. One of the goals of the WSDD is to foster economic development for the City and the State. It is anticipated that these improvements will provide a framework for the development of up to 1.5 million square feet of office, retail, hotel and residential development in the core of the WSDD with 1 to 2 million square feet of additional development possible in the long term in the surrounding area within walking distance. The Warwick Station Development District projects that the build out of the District will generate between 2,500-4,000 new jobs onsite. One of the biggest aspects of the District development will be the improved pedestrian and bicycling connections throughout the district and with the areas abutting the district. Pedestrian malls, sidewalks, bike lanes, etc...will ensure that the District is a walkable community.

4. **ENVIRONMENTAL IMPACT:** While the increase in pedestrian and bicycling opportunities in the District will improve air quality, the biggest benefit associated with the Coronado / Post turning lane will be the elimination of the queuing problem on Post which will eliminate the idling vehicles thereby improving air quality. In addition, the turning lane will ELIMINATE the existing cut through traffic in the Hillsgrove neighborhood.

5. **DEGREE OF SUPPORT TO LOCAL GOALS AND PLANS:** This project is has a #3 priority among 17 projects being proposed. The draft TIP submission has received approval from the Warwick Planning Board. Presently, the Warwick Station Development District Master Plan is being updated for this project. \$180,000 has been invested in this update. The update has received approvals from the Warwick Station Redevelopment Agency, the Warwick Planning Board and the Warwick City Council. The City is preparing an application for a challenge grant to determine the feasibility of linking the WSDD with the Historic Apponaug Village District through bicycle lanes and pedestrian connections. Presently, the City is updating its Comprehensive Plan. The WSDD Master Plan will be adopted as a part of the new Comprehensive Plan. To date, groups such as RIH/Keep Space and RIEDC have supported the WSDD.

6. **SAFETY, SECURITY & TECHNOLOGY:** The Post Rd/Coronado Ave intersection is included in Contract #5 for Preliminary Engineering for Statewide High Hazard Intersections. The improvements to walking and bicycling safety are identified in the WSDD Master Plan. Post Rd (Rte. 1) is a major designated evacuation route. This project will improve flow on this route by eliminating the queuing that presently exists. Post Rd is also a designated diversionary route with I-95, Rte. 37 & I-295. This project will improve flow as described above.



City of Warwick  
2013-2016 TIP Projects



# 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 City of Warwick

Contact Person Richard J. Crenca, AICP/Principal Planner

Address Warwick Planning Dept., 3275 Post Rd., City Hall Annex

City Warwick Rhode Island Zip Code 02886

Phone 401-738-2000 x6292 Email richard.j.crenca@warwickri.com

**PROJECT INFORMATION**

**Project Information**

Project Title Warwick Interlink - Post Road & Airport Connector Improvements

Location by Street Name Post Road

Project Limits - From Montebello Rd To Airport Connector

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

Priority Proposal Number 4 of a Total of 17 Proposals

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

**Brief Description of Proposed Project**

This project would add an auxiliary lane southbound on Post Road between the westbound Airport Connector ramp and Montebello Road, which provides access to the Redevelopment District.

**Describe Need for Proposed Project**

This right-turn-only lane to the Airport Connector would also improve access to and egress from businesses and parking on this section of Post Road. This lane will accommodate traffic from the development destined for points beyond the city limits and would also promote use of Post Road as a major egress for the Redevelopment District while limiting operational impacts on through traffic along the corridor.

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
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			\$100,000	\$1,500,000	\$1,600,000
Total Cost					
Amount Requested Through TIP Process					\$1,600,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

**NOTIFICATION / CERTIFICATION**

Date of Local Public Hearing Warwick Planning Board, October 11, 2011  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
  November 8 at 10:00 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 *Linsey Cameron* Date 10/26/11

**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

**ADDITIONAL INFORMATION**  
**PRIORITY # 4**  
**WARWICK INTERLINK/POST RD & AIRPORT CONNECTOR IMPROVEMENTS**  
**WARWICK STATION DEVELOPMENT DISTRICT**

1. **MOBILITY BENEFITS:** The design and construction of the dedicated southbound right turn only lane between the westbound Airport Connector ramp and the access to the WSDD is essential to the overall development and implementation of the WSDD. Traffic analysis done by The BETA Group for the WSDD Master Plan show that appx. 32,000 vehicles pass through this intersection on a daily basis. This same traffic analysis shows that the heaviest volume is during the P.M. hours. It also shows that the Level Of Service during this time is presently rated as a C. Without this improvement, the traffic counts will either stay the same or increase while the LOS will drop to an F. With the new lane, the LOS is projected to remain a C.

This project, in conjunction with Priorities #3 & #2, will enable the development of the WSDD to bring together an extensive system of multi-modal transportation opportunities. Already there exists an extensive system of surface transportation infrastructure with automobiles, bus, and rail options all coming together at the Interlink. Connected to this through the people mover is T.F. Green State airport. In addition, the development of the WSDD will incorporate the development of pedestrian and bicycle opportunities to be linked to all of the other modes which will result in a truly comprehensive multi-modal system.

This option of a right turn only southbound lane to the Airport Connector westbound ramp will improve access to/egress from businesses and parking on this section of Post Rd. The lane will accommodate traffic from the development destined for points beyond the City limits and would also promote use of Post Road as a major egress for the WSDD while limiting operational impacts on through traffic along the corridor.

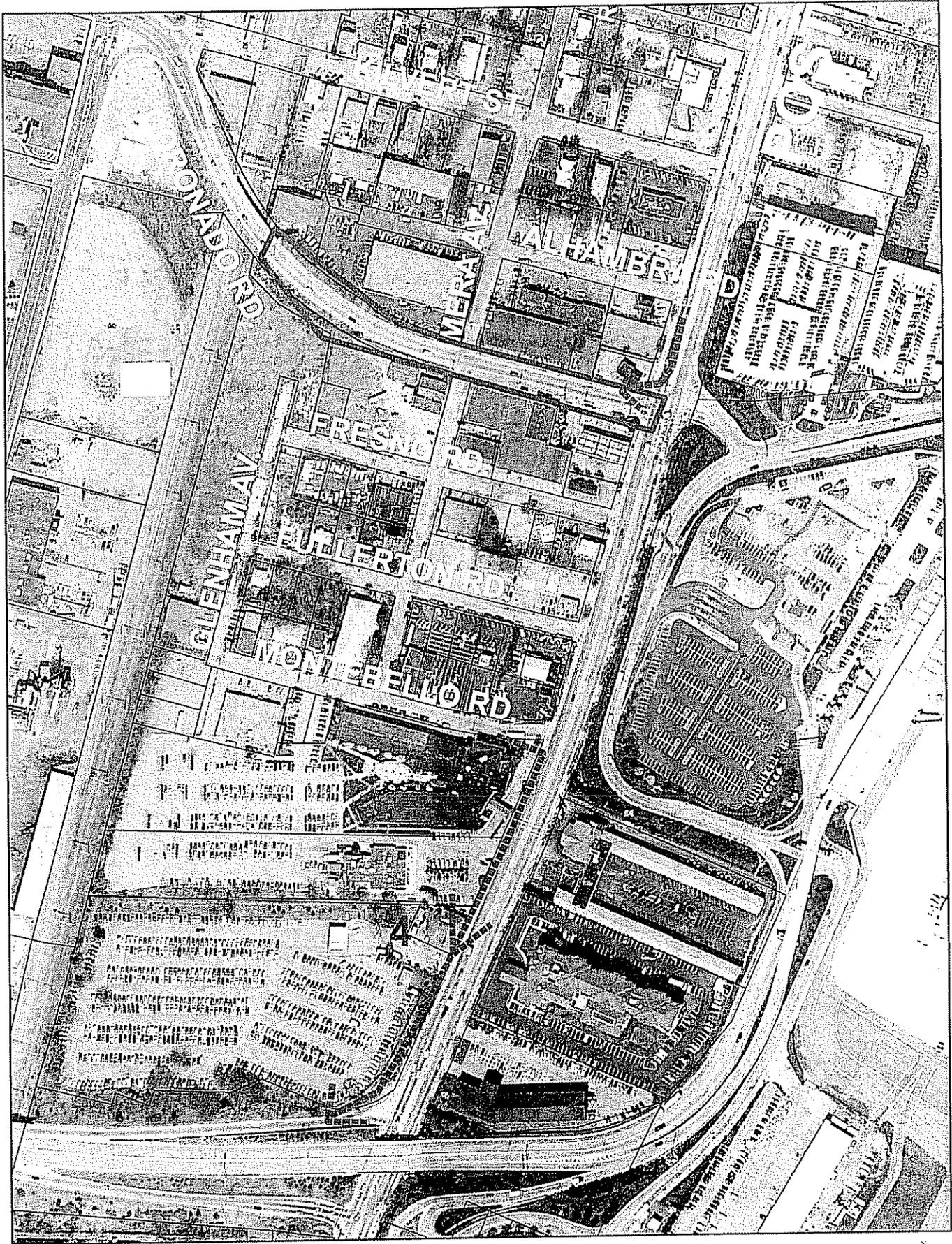
2. **COST EFFECTIVENESS:** This project will improve travel time through the district, will eliminate long queuing along that section of Post Road, will allow for unimpeded access to the Airport Connector for greater ease of access to other parts of the State and will improve the LOS as already discussed. To date, the City has received a Federal Highway Transportation & Community & Systems Preservation Grant in the amount of \$847,860, with a State contribution of \$211,965 for a total grant of \$1,059,825.

3. **ECONOMIC DEVELOPMENT IMPACT:** This improvement, along with Priorities #2 & #3, are necessary to provide the infrastructure necessary to support the many uses proposed for the WSDD. One of the goals of the WSDD is to foster economic development for the City and the State. It is anticipated the these improvements will provide a framework for the development of up to 1.5 million square feet of office, retail, hotel and residential development in the core of the WSDD with 1-2 million square feet of additional development possible in the long term in the surrounding area within walking distance. The WSDD Master Plan projects that the build out will generate between 2,500-4,000 new jobs onsite. One of the biggest aspects of the District development will be the improved pedestrian and bicycling connections throughout the district and with the areas abutting the District. Pedestrian malls, sidewalks, bike lanes, etc. are planned to ensure that the District develops as a walkable community.

4. ENVIRONMENTAL IMPACT: While the increase in pedestrian and bicycling opportunities in the District will improve air quality, the biggest benefit associated with the Post Rd/Airport Connector turning lane will be the elimination of the queuing problem on Post Rd which will eliminate the idling vehicles thereby improving on air quality.

5. DEGREE OF SUPPORT TO LOCAL GOALS AND PLANS: This project has a #4 priority among 17 projects being proposed. The draft TIP submission has received approval from the Warwick Planning Board. Presently, the WSDD Master Plan is being updated. \$180,000 has been invested in this update. The update has received approvals from the Warwick Station Redevelopment Agency, the Warwick Planning Board and the Warwick City Council. The City is preparing an application for a challenge grant to determine the feasibility of linking the WSDD with the Apponaug Historic Village District through bicycle lanes and pedestrian connections. Presently, the City is updating its Comprehensive Plan. The WSDD Master Plan will be adopted as a part of the new Comprehensive Plan. To date, groups such as RIH/Deep Space and RIEDC have supported the WSDD.

6. SAFETY, SECURITY & TECHNOLOGY: Improvements to the WSDD, such as Priorities #2, #3 & #4, are designed to help the District become a walkable development. In addition, Post Rd is a major designated evacuation route. This project will improve flow on this route by eliminating the long queuing line that presently exists. Post Rd is also a designated diversionary route for I-95, Rte. 37 & I-295. This project will improve flow as described above.



City of Warwick  
2013-2016 TIP Projects



# Transportation Improvement Program

Application - New Projects Only

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



CONTACT	<b>Contact Information</b>
	Entity / Organization <u>City of Warwick</u>
	Contact Person <u>Richard J. Crenca, AICP/Principal Planner</u>
	Address <u>Warwick Planning Dept., 3275 Post Rd., City Hall Annex</u>
	City <u>Warwick</u> Rhode Island Zip Code <u>02886</u>
Phone <u>401-738-2000 x6292</u> Email <u>richard.j.crenca@warwickri.com</u>	

PROJECT INFORMATION	<b>Project Information</b>
	Project Title <u>Maskerchugg River bridge/multi-use path connection/Warwick-EG Bicycle Network</u>
	Location by Street Name <u>Forge Rd</u>
	Project Limits - From <u>E. Greenwich multi-use bike path</u> To <u>on-road bike network on Forge 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>17</u> Proposals
	Regional Submission - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Communities <u>connects to the Statewide Bicycle network</u>
	<b>Brief Description of Proposed Project</b>
	<p>The design and construction of the Maskerchugg River bridge will provide the missing link between the East Greenwich multi-use bike path and the existing on-road bicycle network on Forge Rd in Warwick, leading to Goddard Park. At a minimum, the work will consist of the design and construction of a prefabricated tubular steel truss bridge of appx. 165' in length, a multi-use path extending appx. 300' on the north side of the bridge to connect to the existing EG multi-use path, a multi-use path on the South side of the bridge in Warwick extending appx. 900' from the Elizabeth Spring Monument to the intersection of Forge Rd and Potowomut Rd and the replacement of an eroded drainage outfall from the Forge Rd drainage system.</p>
	<b>Describe Need for Proposed Project</b>
<p>the Warwick/East Greenwich Bicycle Network consist of over forty miles of on road and off road multi-use paths. The Warwick/EG network will also connect to the Statewide Bicycle Network which connects to points north and south of the local network. There are five off road multi-use paths in this system. The construction of the bridge over the Maskerchugg River will allow for the connection of the multi-use path in EG to the on-road network on Forge Rd in Warwick. In addition, a path spur leading to the historic Elizabeth Spring on the Warwick side will also be constructed. Without the bridge, the bicycle network will continue to have a gap in the connection between the two communities</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	

**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				\$500,000	\$500,000
Total Cost					
Amount Requested Through TIP Process					\$500,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Town of East Greenwich/State of RI	
Funding for paving of the multi purpose path connecting to the bridge	
Total	\$200,000

**NOTIFICATION / CERTIFICATION**

Date of Local Public Hearing Warwick Planning Board, October 11, 2011  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
  November 8 at 10:00 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 *Tim White* Date 10/26/11

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

**Statewide Planning Official Use Only**  
 Submission Date \_\_\_\_\_  
 Accepted by \_\_\_\_\_

**ADDITIONAL INFORMATION**  
**PRIORITY #6**  
**MASKERCHUGG BROOK BRIDGE**

1. **MOBILITY BENEFITS:** The proposed bike network will serve three purposes: to provide a continuous route through all of Warwick, to provide a connection from Warwick and East Greenwich to Cranston and points north as well as North Kingstown and points south as part of the RI Statewide Bicycle System, and to provide a neighborhood network with connections to recreational and educational attractions for the residents of Warwick and East Greenwich. This network will also provide a connection to Goddard State Park. This construction of the proposed bridge over the Maskerchugg River will provide a connection between the recreational facility in EG with the access to Goddard Park from Forge Rd as well as the existing bus routes on Forge Rd and Post Rd.

The construction of the bridge will provide access to and between the new East Greenwich recreation facility along East Greenwich Cove and Goddard State Park. Within one mile of the project, the land use is predominantly residential, which would allow for extensive use of the bike network by residents and bicycle commuters. In addition, within that radius, there are four elementary schools, two high schools, two middle schools, two preschools and assorted other recreational facilities.

The construction of the bridge will allow for greater use of the bike network. The path will continue along scenic East Greenwich cove as well as connect to scenic Goddard State Park. The route will provide for a safe and effective travel corridor.

2. **COST EFFECTIVENESS:** The cost of the construction of the bridge to connect the bike network will be more than balanced with the expected increase in ridership of the entire network. This connection will continue with the development of the network on a STATEWIDE level. The use of a prefabricated pedestrian and bicyclist bridge will reduce the expected cost in relation to one that is constructed on site. Also, the majority of the local, as well as statewide, bike system will utilize existing roadways and rights of ways.

3. **ECONOMIC DEVELOPMENT IMPACT:** The Warwick/East Greenwich Network will provide a direct connection to the Hill and Harbor District and the ½ mile long commercial district on Post Rd, both of which are in East Greenwich. The Main Street commercial district in East Greenwich is a well established, thriving commercial center of the Town. The construction of the bridge will greatly improve access to this area from the bicycle network. This project will also provide access to East Greenwich Cove and the new recreation area on the East Greenwich side of the bridge. The network also has a "Historic Route" through both communities that either passes or is within ¼ mile of 34 historic homes and sites.

4. **ENVIRONMENTAL IMPACT:** The Maskerchugg River multi-use path and bridge, from Crompton Ave. to Forge Road, provides riders with a more direct connection to Forge Rd. and an alternative to the intersection of Post Rd., forge Rd., and Cedar Ave. In addition, it presents all users of the Network with access and views of Greenwich Cove and its associated tidal marsh areas and marina uses. This multi-use path and bridge is an important link in the Warwick-East Greenwich Bicycle Network. It also addresses the goal of the Town for passive recreation uses that are located at the former landfill site. At the public meetings, support for this link through

the landfill site and over the river was expressed. Many area residents utilize the landfill recreation site for walking and exercise. The project will also include landscape treatments, ornamental plantings and improved drainage.

The project will also connect to State and Local roadways where the RIDOT "Rack 'n Ride" program is presently in effect. It will allow for the connection of transportation modes which will enable bicyclists to access other parts of the State.

The project utilizes existing on-road routes and will connect neighborhoods without disturbing the character of the residential centers. Off road paths are used on existing State and Local government property thereby eliminating the need for acquisition.

5. DEGREE OF SUPPORT TO LOCAL AND STATE GOALS AND PLAN: The original Warwick/East Greenwich Bicycle Network is already included on the TIP. The bridge construction is considered a new project. This project is listed as priority #6 out of 16 projects from the City of Warwick. A Feasibility / Design Study Report was prepared for the project by Barbara Sokoloff Associates, Inc. The development of the bicycle network was a collaboration between the City of Warwick, Town of East Greenwich and the RIDOT. An extensive public participation program was also included. The project is also consistent with the Comprehensive Plans of both communities.

On December 14, 2010, the Warwick City Council passed a resolution (# R-10-164) supporting the Warwick/East Greenwich Bicycle Network and requested that funds be provided in the TIP to construct the bridge over the Maskerchugg River.

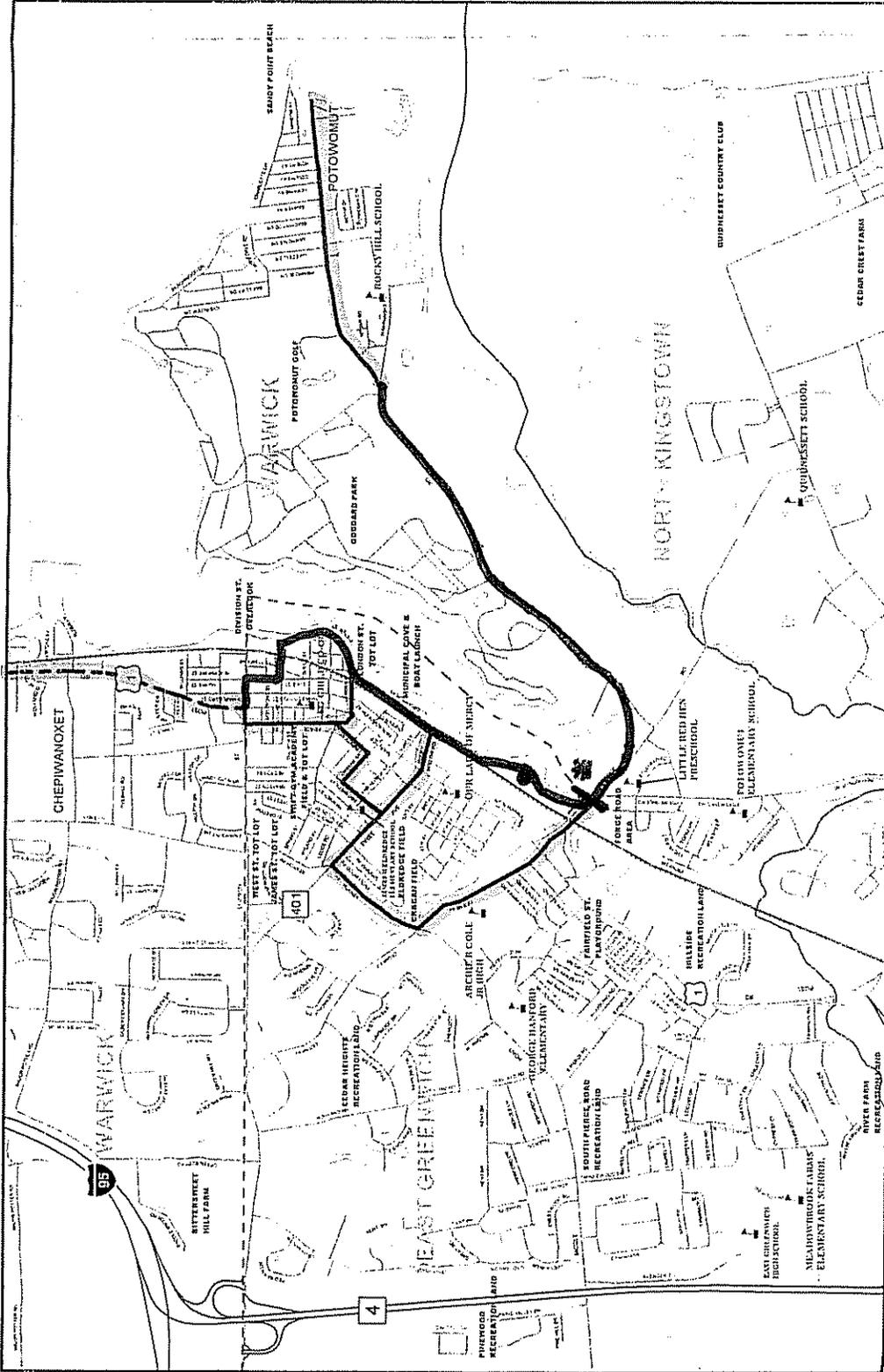
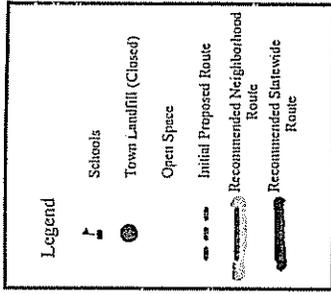
6. SAFETY, SECURITY AND TECHNOLOGY: One of the main portions of the bicycle network is new signage alerting motorists and riders alike that various roads are a part of the Statewide Bicycle Network and the Warwick/East Greenwich Bicycle Network. The Sokoloff Report analyzed traffic accident data over a 3 year period (1994-1996). The data is outlined in Table II-2 and Table II-3 of the report. It reports that in the project confines, there were 196 accidents of various kinds. During that time, of this total number of accidents, only two involved bicyclists and two involved pedestrians. With the new signage, improved on-road and off-road maintenance of the routes and continuing improvements to the routes, it is expected that accidents with pedestrians and bicyclists should be reduced.

# Warwick - East Greenwich Bicycle Network

## Feasibility / Design Study

Recommended Bicycle Facilities

Figure 1





State of Rhode Island  
Dept. of Transportation

PCR-201-10

DEC 22 2010

Engineering  
Received

THE CITY OF WARWICK  
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

NO. R-10-164 DATE 12/17/2010

APPROVED *[Signature]* MAYOR

RESOLUTION IN SUPPORT OF FUNDING FOR THE MASKERCHUGG RIVER  
PEDESTRIAN/BIKE BRIDGE

Resolved that,

WHEREAS, the health, safety and welfare of the citizens of the City of Warwick are matters of paramount importance to the City Council; and

WHEREAS, a Warwick – East Greenwich bicycle path has been proposed, which would allow people to travel through portions of Warwick and East Greenwich by bicycle or on foot; and

WHEREAS, an integral part of the bicycle path is construction of a bridge over the Maskerchugg River; and

WHEREAS, additional funding is necessary for the bridge crossing project to advance into the design phase; and

WHEREAS, the State Transportation Advisory Committee (TAC) recently formed a bicycle subcommittee to examine bicycle projects listed in the State Transportation Improvement Program (TIP); and

WHEREAS, the Warwick City Council desires to express its support for the Warwick – East Greenwich bicycle path and desires to request funding from the TIP program to construct the bridge over the Maskerchugg River.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby supports the Warwick – East Greenwich bicycle path and requests that funding be provided from the TIP program to construct the bridge over the Maskerchugg River

The City Clerk is hereby directed to forward a copy of this Resolution to Jared Rhodes at the Rhode Island Office of State Wide Planning, Steve Church and Anita Marshall at the Rhode Island Department of Transportation.

This Resolution shall take effect upon passage

SPONSORED BY: COUNCILMAN MEROLLA  
COUNCILMAN COLANTUONO

COMMITTEE: INTERGOVERNMENTAL

# Transportation Improvement Program

Application - New Projects Only

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



CONTACT	<b>Contact Information</b>				
	Entity / Organization	City of Warwick			
	Contact Person	Richard J. Crenca, AICP/Principal Planner			
	Address	Warwick Planning Dept., 3275 Post Rd., City Hall Annex			
	City	Warwick	Rhode Island	Zip Code	02886
Phone	401-738-2000 x6292		Email	richard.j.crenca@warwickri.com	

PROJECT INFORMATION	<b>Project Information</b>				
	Project Title	Warwick Transwick Bus System / Vehicle Replacement			
	Location by Street Name	Pilgrim Senior Center / 27 Pilgrim Parkway			
	Project Limits - From	Citywide	To		
	Location Maps -	<input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits			
	Priority Proposal Number	13	of a Total of	17	Proposals
	Regional Submission -	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities			
	<b>Brief Description of Proposed Project</b>				
	<p>The City of Warwick Transwick Bus System has been in operation for over 25 years. It has been the systems mission to provide a comprehensive network of services which responds to the diverse needs of Warwick's aging and youth population, which includes the socially and economically deprived and frail who are living at home. The goal is for the system to provide transportation services to seniors and people with disabilities as well as other Warwick Residents who have no other available means of transportation. The program provides services for grocery shopping, senior center programs and activities, monthly retail shopping, access to Warwick nursing homes, visits to Kent Hospital, banking, pharmacy and other personal errands and recreational trips. The program operates with 8 buses.</p>				
	<b>Describe Need for Proposed Project</b>				
<p>Two of the biggest issues with the existing fleet is the operation of the air conditioners and wheelchair lifts. With the fleet aging, the scheduled preventive maintenance will not hide the continuing problems with the buses. The cost / effectiveness of the repairs has reached the critical stage where it has adversely affected the continuing viability of the program. As stated, there are eight buses in the fleet, three of which were acquired in the 1990's (1995 &amp; 1999) The two newest buses were acquired in 2007. However, two of the buses are out of service and too expensive to repair.</p> <p>During the summer of 2011, 80% of the fleet was operating with either no air conditioning or AC systems that were not running at full strength. This posed a serious health hazard for the senior ridership. There were over 15</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 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 checked="" type="checkbox"/> Yes <input 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**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$250,000
Total Cost					
Amount Requested Through TIP Process					\$250,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

**NOTIFICATION / CERTIFICATION**

**Notification / Certification**

Date of Local Public Hearing Warwick Planning Board, October 11, 2011  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall
  November 8 at 10:00 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 *Linsey Cameron* Date 10/26/11

**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
  - One Capitol Hill
  - Providence, RI 02908

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

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

**ADDITIONAL INFORMATION  
PRIORITY #13  
SENIOR TRANSWICK BUS REPLACEMENT**

1. MOBILITY BENEFITS: The Transwick program has 8 buses in its fleet. However, only 6 are active. The other two are inactive due to mechanical problems and are too costly to repair. The program provides daily trips for seniors, people with disabilities and any Warwick resident who has no other available means of transportation. The program connects its riders on a daily basis with such services as, but not limited to, grocery shopping, Senior Center programs and activities, retail shopping, connections to Warwick nursing homes and Kent Hospital, banking and pharmacy visits, personal errands and recreational trips.

The program provides transportation to over 2300 riders per year. Without this service, the majority of these riders would not be able to avail themselves of some of the most basic of living necessities. In 2011, it is estimated that the program will provide over 89,000 trips for those riders who use the system.

2. COST EFFECTIVENESS: The Transwick program provides transportation services to the elderly, disabled and those with no other means of transportation on a citywide basis. There are approximately 22,500 residents of Warwick that are age 55 and over. Ten percent of the eligible senior population in Warwick avail themselves of this program.

The proposal is to purchase 4 new, gasoline powered buses as opposed to diesel models. A gasoline model will be less expensive to purchase, require much less warm up time and provide better interior heat for passengers in comparison to the diesel models.

3. ECONOMIC DEVELOPMENT: The Transwick program provides access to all major retail, service, educational and medical centers in the City of Warwick, such as, but not limited to, Warwick Mall, RI Mall, the Rte. 2 Retail center, Kent Hospital, CCRI, the Pawtuxet, Conimicut & Apponaug village retail areas, etc... In addition, Transwick provides access to various recreational areas and programs such as Warwick City Park, Mickey Stevens Sports Complex, McDermott Pool, Thayer Arena, Farmers markets at Goddard Park, restaurants such as Venus DiMilo, Whites of Westport and Wrights Farm, Warwick Museum of Art, Lasallete Shrine and Newport Vineyards, just to name a few.

The program provides a unique benefit to an economically disadvantaged population of our City. According to the 2010 Census, the State Median Household Income is \$51,914. In Warwick, for the age group of 65 years and older, there are 9,751 households. Of that number, 79.1% are below the State Median Household Income level. The average household income for that age group in Warwick is \$25,053.

4. ENVIRONMENTAL IMPACT: The use of gas powered buses as opposed to diesel powered vehicles will have a positive effect on the environment in respect to air quality and ease of operation. Of particular concern with the diesel buses is the compliance with the 2010 emission standards. To comply, most diesel engines utilize SCR (selective catalytic reduction) to minimize emissions. This system requires urea injection into the exhaust system down stream from the

ATD (after treatment device). The buses have been having many problems maintaining the proper levels of urea to fuel, thereby causing efficiency problems with the operations of the buses.

5. DEGREE OF SUPPORT TO LOCAL AND STATE GOALS AND PLANS: The City of Warwick Comprehensive Plan is a State approved plan presently undergoing an update. This project is consistent with and carries out a specific recommendation of the Comprehensive Plan. Transwick is identified on page 27 of the Comprehensive Plan as an important service provided to the senior and disabled population of the City of Warwick. On page 48 of the Transportation Element of the Comprehensive Plan, recommendation #4 states:

“Maintain and expand existing para-transit operations to serve the elderly and handicapped populations and to reach those citizens in need that currently do not meet service criteria.”

The State Transportation Plan 2030 identifies para-transit as an important aspect of providing to the best possible overall transit services to the citizens of RI.

6. SAFETY, SECURITY AND TECHNOLOGY: The Transwick program provides safe and efficient transportation to a segment of the society that relies more and more on public transportation. Transwick is identified in the Warwick Comprehensive Plan as an important element of the transportation system in the City of Warwick. The Transwick service starts service from Warwick’s Pilgrim Senior Center which is located adjacent to the main emergency evacuation route (Warwick Ave) In the case of an emergency, Transwick is able to provide evacuation services immediately to those seniors located at the Senior Center or on their routes, which would reduce the number of vehicles on the evacuation route.

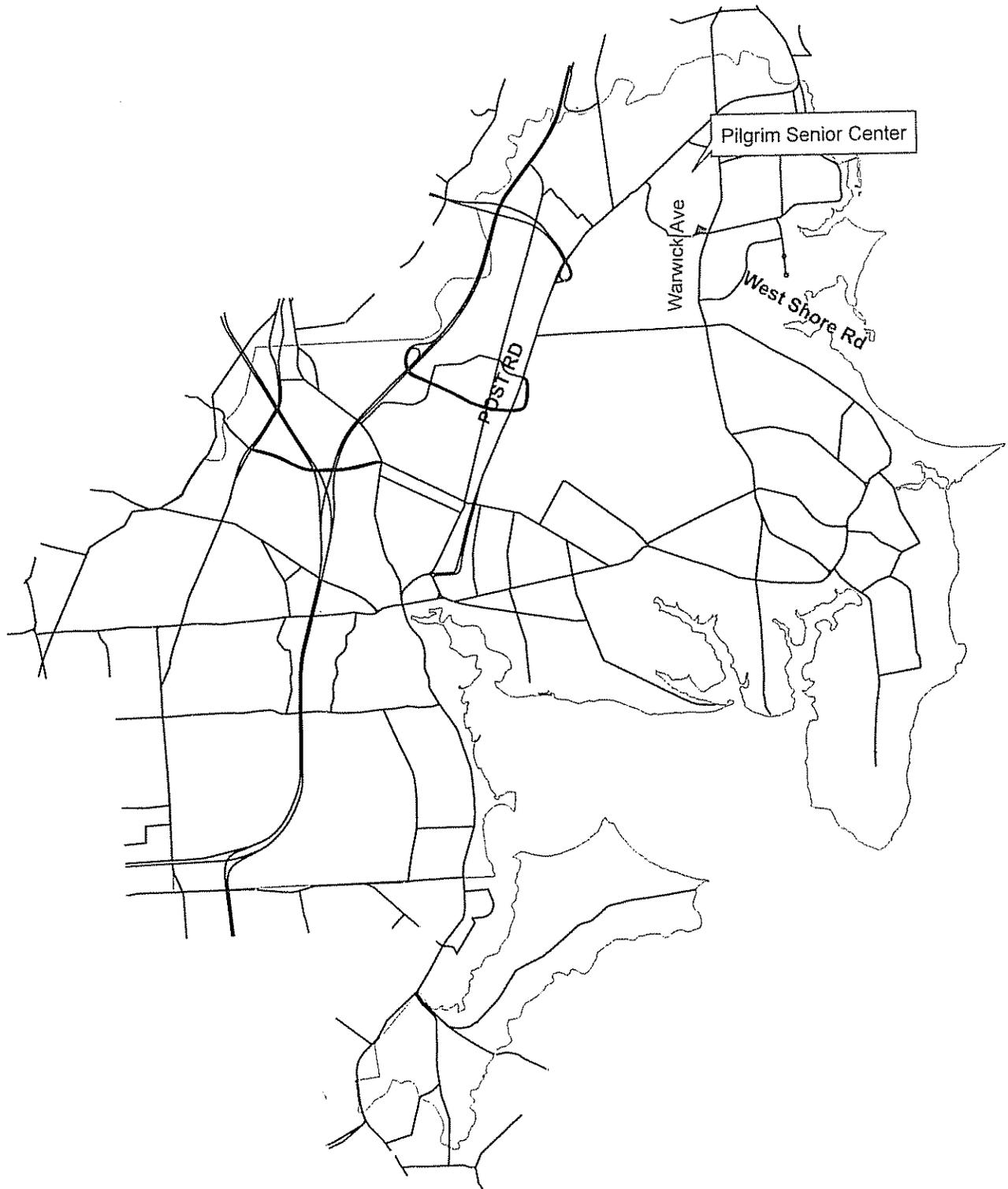
Transwick also presently serves, and will continue to serve, Kent Hospital in Warwick as well as all emergency treatment centers and other medical offices in the City of Warwick.

Administration and adjacent communities to increase public transit options and to expand public transit service.

4. Maintain and expand existing para-transit operations to serve the elderly and handicapped populations and to reach those citizens in need that currently do not meet service criteria.
5. Route and schedule information should be displayed at bus stops. This should include a graphic that will let the rider know what other routes interchange with the one served by the stop.
6. As part of all road reconstruction undertaken by RIDOT and/or the City, a wide shoulder allowing the bus to pull out of the lane of traffic should be designed into each stop.
7. All bus shelters should be equipped with lighting to enhance security.
8. Bus stops not improved with shelters should at a minimum have a segment of sidewalk for patrons that will allow them to wait for a bus out of the lane of traffic.
9. Bus shelters located at major activity centers (i.e., the airport, malls, park and ride lots, etc.) should be further enhanced by attractive landscaping to make them visually inviting.

### **Marine Terminals and Facilities**

1. Consider the development of one or more terminals for waterborne transportation to the Bay Islands Park System and other state and municipal bayside recreational facilities. Management to work with the City to identify marine terminals for recreational and journey to work trips.
2. Encourage the Departments of Transportation and the Department of Environmental



2013-2016 TIP  
Senior Transwick Buses  
Citywide Routes

