

FFY 18-27 STIP Application Cover Sheet



Charlestown

Please complete this form and the project prioritization sheets on the following pages.

| | |
|---------|---|
| CONTACT | Contact Information |
| | Applicant Name: <u>Town of Charlestown</u> |
| | Contact Person (if different): <u>Jane Weidman, AICP</u> Title: <u>Town Planner</u> |
| | Mailing Address: <u>4540 South County Trail</u> |
| | City: <u>Charlestown</u> Zip Code: <u>02813</u> |
| | Phone: <u>401-364-1225</u> Email: <u>jweidman@charlestownri.org</u> |

| | |
|---------------|---|
| CERTIFICATION | Applicant Certification |
| | <u>Jane Weidman</u> <u>August 10, 2017</u> Contact Person Signature Date |

| | |
|---|---|
| CHECKLIST | Submittal Checklist |
| | <input type="checkbox"/> 3 collated copies of complete STIP submittal package, including: |
| | <input type="checkbox"/> Project Prioritization cover sheet |
| | <input type="checkbox"/> New Project Application Form for each new or updated project |
| | <input type="checkbox"/> 2-page narrative on evaluation criteria |
| | <input type="checkbox"/> 8.5" x 11" PDF map of project location |
| | <input type="checkbox"/> Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD |
| | <input type="checkbox"/> Submit complete STIP submittal package to: |
| Rhode Island Statewide Planning Program ATTN: Michael D'Alessandro One Capitol Hill Providence, RI 02908 | |

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY AUGUST 11, 2017

Project Prioritization

Charlestown



| | Priority | Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan | Project Name | STIP ID | Bridge Group |
|------------------------|----------|--|---|---------|-----------------|
| PROJECT PRIORITIZATION | high | 2020 | Rt 1A, Old Post Rd (US-1 to US-1) | 1308 | Non-Bridge |
| | high | 2023 | US-1, Post Rd (Robin Hollow Rd to Prosser Tr) | 1423 | Non-Bridge |
| | high | 2018 | Roadway Departure Mitigation - Guardrail and Median Improvements to Route 1 | 1469 | Non-Bridge |
| | high | 2018 | Wawaloam Bridge, RI 2 So County Trail at Pawcatuck River | 6029 | Bridge Group 12 |
| | medium | 2026 | New Pawcatuck River Bridge, Shannock Road | 6030 | Bridge Group 45 |
| | medium | 2026 | Cross Mills | 6786 | Bridge Group 07 |
| | low | 2026 | Pawcatuck River | 6794 | Bridge Group 07 |
| | low | 2026 | Kenyons | 6800 | Bridge Group 07 |
| | low | 2026 | Burdickville Road | 6809 | Bridge Group 07 |
| | medium | 2026 | Charlestown Beach Road | 6810 | Bridge Group 07 |
| | low | 2026 | Shannock Road (Rt 112/Carolina Back Rd to Rt 2/South County Trail) | 9562 | Non-Bridge |

FFY 18-27 STIP Application/Project Priority Form



Charlestown

Newly Proposed Projects *(Please use an additional sheet if necessary)*

| PROJECT PRIORITIZATION | Priority | Project Name | STIP ID |
|------------------------|-------------|---|---------|
| | high | Old Post Road Multiuse Path Feasibility Study | |
| | medium + | Route 2 Drainage Improvements | |
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FFY 18-27 Project Application Form



State Transportation Improvement Program

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|----------------|---|
| CONTACT | Contact Information |
| | Applicant Name <u>Charlestown Parks and Recreation Commission, Linear Park Greenway/Trails Subcommittee</u> |
| | Contact Person (if different) _____ Title <u>Faith LaBossiere, Chair</u> |
| | Mailing Address <u>4540 South County Trail</u> |
| | City <u>Charlestown</u> Zip Code <u>02813</u> |
| | Phone <u>401-212-6782</u> Email <u>faithlabossiere@verizon.net</u> |

| | |
|--|--|
| PROJECT INFORMATION | Type of Project <i>select all that apply</i> |
| | <input type="checkbox"/> Bridge |
| | <input type="checkbox"/> Traffic |
| | <input type="checkbox"/> Transportation Enhancement |
| | <input type="checkbox"/> Pavement |
| | <input type="checkbox"/> Transit |
| | <input type="checkbox"/> Drainage |
| | <input checked="" type="checkbox"/> Bicycle |
| | <input type="checkbox"/> Other <u>Enter Other Project Type</u> |
| | <input type="checkbox"/> Planning |
| <input checked="" type="checkbox"/> Pedestrian | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No
If you selected no, please continue to the "Current Project Title" Section
If you selected yes, please answer the following:

What was the Project Title? Old Post Road Multiuse Path Feasibility Study

What was the TIP ID# assigned to the project at that time (4-digit number)? _____

Current Project Title same

Location by Street Name Route 1A, Old Post Road, Charlestown

Project Limits - From Chamber of Commerce @ Route 1 To Post Office or location @ SK line

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

See January 2016 New Project Application for 2017-2025 TIP.

Since the application was submitted in 2016, the following has occurred, which the town would like taken into consideration:
The subcommittee has contacted numerous property owners, walked sections of the potential 3+/- mile route, and further refined its location.
The town has taken the lead in forming the Tri-Town Coastal Route committee in partnership with Westerly and South Kingstown, with outreach to Narragansett to occur this year. Charlestown has taken the lead by holding meetings of the coastal communities, legislators and town administrators sharing plans, challenges and successes. The town and the Linear Park/Greenway and Trails Subcommittee completed in November 2016 a 1.3 mile multiuse pathway in Ninigret Park, a prototype for this project.

The project is also consistent with the Governor's recently introduce Bicycle Mobility Plan.
The priority has been raised from medium to high.
The cost of the feasibility study has been reduced from \$60,000 to \$50,000.

Describe need for proposed project:

The project area for the proposed Old Post Road/Post Road Multiuse Path in Charlestown is between the Charlestown Chamber of Commerce parking lot just off Route 1 east to the Charlestown Post Office near Narrow Lane (or other suitable terminus near the South Kingstown town line) in the area of Charlestown considered to be its village and business center. The ultimate goal is to develop a Route 1/1A Bikeway between Westerly and Narragansett. Ideally, the pathway in Charlestown would be a dedicated way parallel to Route 1A and/or Route 1 (probably a combination of both). However, incorporation as part of the roadway in the form of bike lanes or wide (shared) shoulders may be necessary.

A feasibility study/preliminary design is required to identify the most desirable route (right-of-way) and to determine all design, permitting, land acquisition and construction costs in order to achieve a continuous pathway between the two destinations. The pathway is intended to achieve the following:

- * A safe non-vehicular link between the Chamber, the Charlestown Police Station, Ninigret Park (Charlestown's major recreational site) and its commercial center near the South Kingstown town line. It will also provide bicycle and pedestrian connections to Gateway Health Care (formerly South Shore Mental Health) and to an affordable 24 unit rental senior housing project in the village, known as "ChurchWoods". Charlestown has no sidewalks.
- * Access to these facilities and to Charlestown's village area, its only commercial center, which offers banking, restaurants, a food market, doctor's office, business offices and post office.
- * Alternative transportation and recreational opportunities for multi-generational users, including handicapped persons.
- * To provide the only safe non-vehicular modality in Charlestown.
- * Route 1, a 50 mph divided highway, is unsafe and provides little recreational experience. Route 1A in many locations has little or no shoulder, poor site lines, narrow roads with speed limits of 25-35 mph. Cyclists and walkers have no safe options in Charlestown.

Describe anticipated municipal or state transportation network or economic development benefits:

ECONOMIC DEVELOPMENT

- * Multiuse trails have become major attractions throughout the country. Charlestown's economic base is its reliance on tourism from Memorial Day to Labor Day. This multiuse path will provide alternative recreational opportunities extending tourism into the spring and fall.
- * The pathway will enhance access to the Chamber of Commerce for tourists and the business community.
- * Presently recreational cycling groups will not come to Charlestown because there are no dedicated safe pathways. This project will be the first leg of the larger goal of connecting Westerly to Narragansett's pathways and to find a way north across Route 1. A pathway along the scenic south shore will be a very strong recreational/tourist attraction. A safe way across Route 1 (4 lanes with a wide median posted at 50 mph) is essential to the state's long range Bicycle Mobility Plan and connectivity. The Plan "will outline investments needed to enhance Rhode Island's bicycle network, foster active transportation to jobs, schools and recreation, and grow Rhode Island's bicycle tourism potential" per Governor Raimondo in April 2017.
- * Economic benefits could extend to service and rental businesses, restaurants and accommodations, with the generation of sales tax on all of the above.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

PROJECT ESTIMATES

Project Estimates

| | ROW | Study | Design | Construction | Total |
|-------------------------|-----|--------------|--------|--------------|--------------|
| Estimated Project Costs | | \$ 50,000.00 | | | \$ 50,000.00 |

Amount Requested through TIP Process **\$ 50,000.00**

Is there funding from other sources committed to this project? Yes No

| Source | Amount |
|--|----------------|
| Bradford Associates, Architects/Landscape Architects | |
| 25 Creighton Street, Providence RI | |
| Total | \$ 0.00 |

Estimated date of construction _____

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.


AUG 10 2017

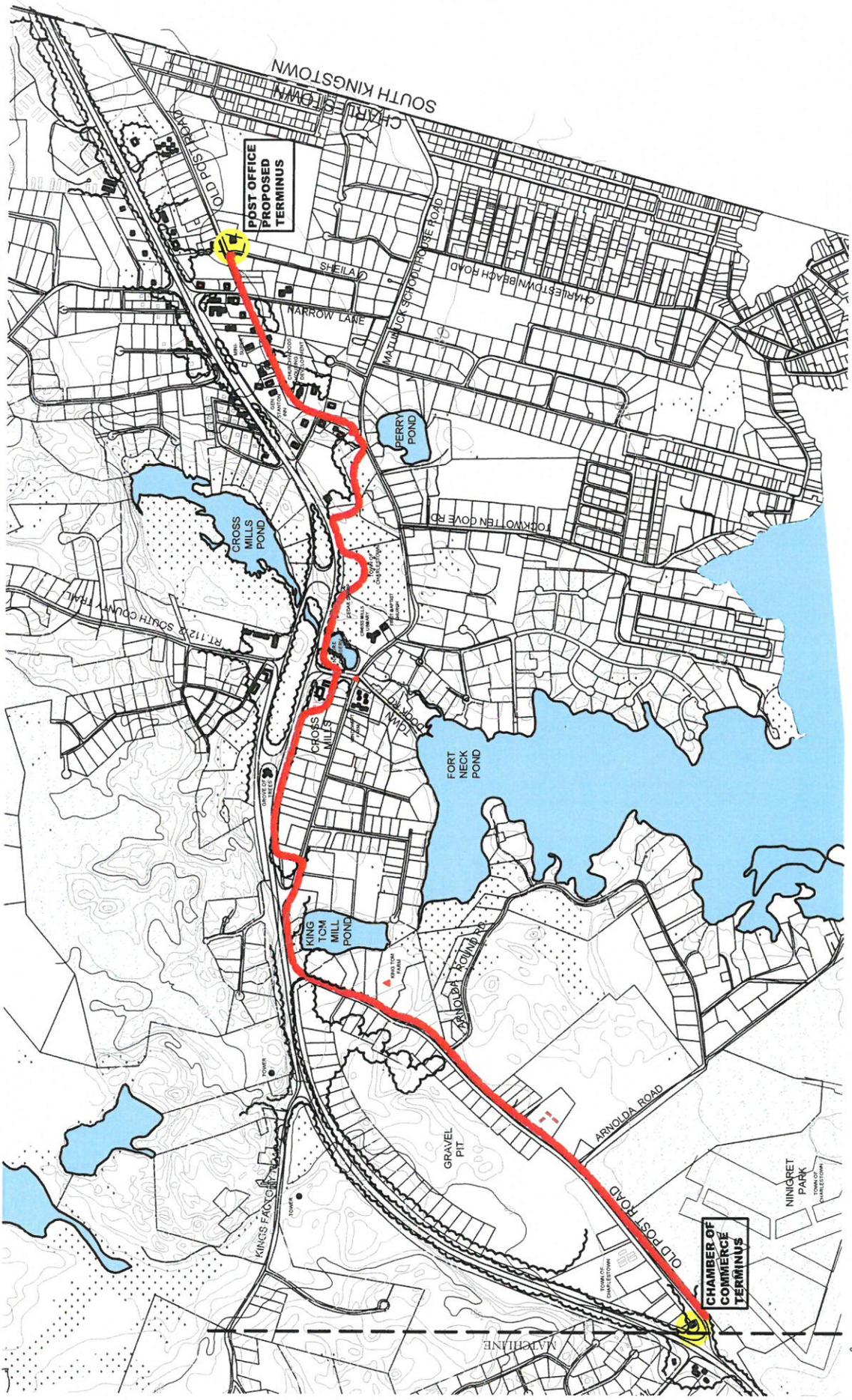
Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



**OLD POST ROAD
MULTI-USE PATH**
 FEASIBILITY STUDY PROJECT AREA
 CHARLESTOWN, RHODE ISLAND
 SCALE: AS SHOWN
 DRAWN BY: J.P.P.
 DATE: 10/14/16

- LEGEND**
- Significant Building
 - Conceptual Bike-Way/Multi-Use Path (approx. 5 mi. in length)
 - Proposed Terminus



- 500' 1000'
- SOURCE**
1. USGS Topographic Map
 2. USGS Topographic Map
 3. US 91 Intersection Improvements-GSA
 4. Parcel and Zoning from Town of Charlestown

OLD POST ROAD MULTIUSE PATH FEASIBILITY STUDY TOWN OF CHARLESTOWN

MOBILITY BENEFITS:

- * The Multiuse Path will connect the Charlestown Chamber of Commerce, the Charlestown Police Station, Ninigret Park, the town's major recreational facility, and the village district, the economic business center of Charlestown.
- * The pathway will relieve vehicular traffic to and from Ninigret Park, a 172.4 acre park established by the US Secretary of the Interior in the 1970' "exclusively for public park and public recreation purposes in perpetuity by the Town of Charlestown." The park annually hosts a number of large public events.
- * Charlestown's Comprehensive Plan recommendation to develop bike/pathways as a high priority dates back to 1991. It is part of a larger plan of bike trails/pathways being developed by Westerly to the west and South Kingstown and Narragansett to the east linking the communities along the south shore.

As part of this project, a safe way across Route 1 will be researched which would allow access to recreational trails and points north.

- * Charlestown's initial town funded effort to accomplish the local and eventual regional bikeway/pathway is the creation of a multiuse path within Ninigret Park completed in November 2016 on time and within budget. The pathway is envisioned as a prototype for the multiuse pathway of this application project, introducing residents and visitors to the benefits of multiuse pathways. The pathway in the park connects the major features of the park: playground, basketball courts, Senior/Community Center, disc golf, dog park, Little Nini swimming, Frosty Drew Nature Center and Observatory.
- * Charlestown does not benefit from bus, train service or sidewalks. The feasibility study of this application is the first step in creating the first non-vehicular option for residents, a dedicated multiuse pathway.

COST EFFECTIVENESS:

- * The RIDOT Ten Year Strategic Plan identified a portion of Old Post Road for resurfacing, from Route 1 at the Chamber of Commerce east to Route 1 near Gateway Health Care (formerly South Shore Mental Health). This feasibility study will consider all pathway options including this portion of Old Post Road as part of the route from Ninigret Park to the village center. The approval of this study and subsequent pathway construction could combine resurfacing with the pathway creation.

ECONOMIC DEVELOPMENT:

- * Multiuse trails have become major attractions throughout the country. Charlestown's economic base is its reliance on tourism from Memorial Day to Labor Day. This multiuse path will provide alternative recreational opportunities extending tourism into the spring and fall.
- * Economic benefits could extend to service and rental businesses, restaurants and accommodations, as well as generating sales taxes on all of the above.

LOCAL AND STATE GOALS:

- * This feasibility study of the proposed pathway is consistent with Charlestown's Comprehensive Plan in the elements of circulation, recreation, open space and economic development.
- * The proposed pathway of this study will become part of Rhode Island's extensive and impressive system of bikeways and trails. Governor Gina Raimondo's Bicycle Mobility Plan, a long-term, strategic investment plan for bicycle infrastructure introduced in May 2017, states "the state's bikeways are not only alternative transportation systems, but major recreational facilities, magnets for tourists and facilitators of economic development."

HEALTH, SAFETY AND SECURITY:

- * Recently, former US Surgeon General under President Obama, Dr. Vivek Murthy, called for "walkable communities". Dr. Murthy's goal "to make it easier and safer for people of all ages and abilities to walk to their destinations." Charlestown's multiuse pathway is intended for all ages and abilities and does exactly what Dr. Murthy advocates as a way to address a critical health issue, sedentary Americans.
- * Well-designed bikeways will ease transportation limitations in Charlestown and its sole reliance on personal vehicles. The multiuse pathway is intended as safe low tension access by youth and others to the recreational activities and facilities at Ninigret Park.
- * The proposed pathway will serve Gateway Health Care and Church Woods, affordable senior housing, whose patients must walk on roads unsuited to safe travel to access the village area.

EQUITY:

- * The proposed multiuse path of this feasibility study, will serve youth, elderly, Church Woods affordable housing, handicapped, Gateway Health Care residents, general population and tourists.
- * Multiuse pathways are safe facilities for pedestrians and all non-vehicular modalities year round for both transportation and recreation.

FFY 18-27 Project Application Form



State Transportation Improvement Program

| | |
|---|---|
| CONTACT | Contact Information |
| | Applicant Name <u>Town of Charlestown Department of Public Works</u> |
| | Contact Person (if different) _____ Title <u>Alan Arsenault, Director</u> |
| | Mailing Address <u>4540 South County Trail</u> |
| | City <u>Charlestown</u> Zip Code <u>02813</u> |
| Phone <u>401 364 1230</u> Email <u>aarsenault@charlestownri.org</u> | |

| | |
|--|---|
| PROJECT INFORMATION | Type of Project <i>select all that apply</i> |
| | <input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input checked="" type="checkbox"/> Drainage <input type="checkbox"/> Planning |
| | <input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian |
| | <input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u> |
| | Project Description |
| | Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No |
| | <i>If you selected no, please continue to the "Current Project Title" Section</i> |
| | <i>If you selected yes, please answer the following:</i> |
| | What was the Project Title? <u>Route 2 Drainage Improvements</u> |
| | What was the TIP ID# assigned to the project at that time (4-digit number)? _____ |
| Current Project Title <u>Route 2 Drainage Improvements</u> | |
| Location by Street Name <u>Route 2, South County Trail</u> | |
| Project Limits - From <u>north of Jonathan Drive</u> To <u>south of Charlestown Town Hall</u> | |
| <i>Please include an 8.5" x 11" map of the site, indicating project limits.</i> | |
| Provide a brief description of the proposed project: | |
| <div style="border: 1px solid black; padding: 10px; min-height: 200px;">See January 2016 New Project Application for 2017-2025 TIP</div> | |

Describe need for proposed project:

See January 2016 New Project Application for 2017-2025 TIP

Describe anticipated municipal or state transportation network or economic development benefits:

See January 2016 New Project Application for 2017-2025 TIP

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

| | ROW | Study | Design | Construction | Total |
|-------------------------|-----|--------------|--------------|--------------|--------------|
| Estimated Project Costs | | \$ 15,000.00 | \$ 35,000.00 | | \$ 50,000.00 |

Amount Requested through TIP Process \$ 50,000.00

Is there funding from other sources committed to this project? Yes No

| Source | Amount |
|---------------------------------------|---|
| Alan Arsenault, Public Works Director | |
| | |
| Total | \$ 0.00 |

Estimated date of construction _____

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



AUG 10 2017

Chief Executive or Elected Municipal Official Signature Date

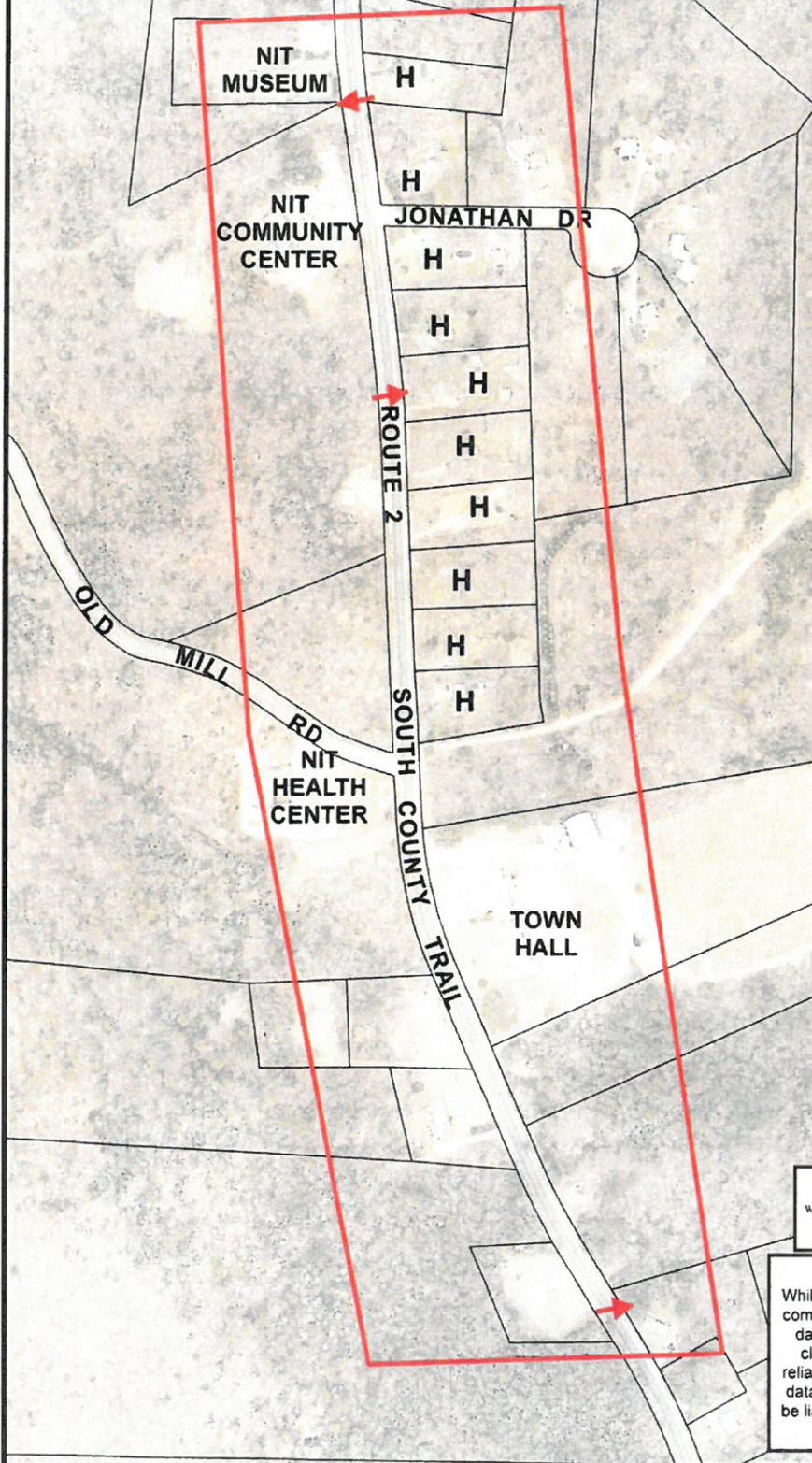
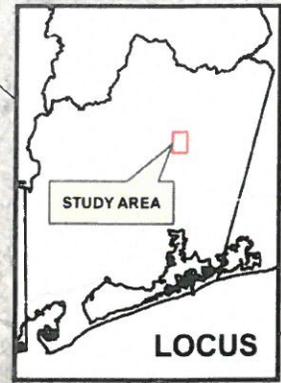
Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

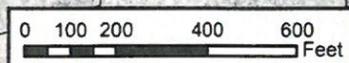
Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

**TOWN OF CHARLESTOWN
ROUTE 2
DRAINAGE IMPROVEMENT
FEASIBILITY STUDY
PROJECT AREA**



KEY:
 -Red arrow represent existing culverts, approximate location and flow direction.
 -H = house locations
 -Red box illustrates study area



DISCLAIMER
 While the Town makes every attempt to ensure the accuracy and completeness of the data, the Town of Charlestown provides this data as is, with all faults. The Town of Charlestown makes no claims, no representations and no warranties, regarding the reliability, completeness or the accuracy of the GIS data and GIS data products furnished by the Town. In no event shall the Town be liable for any indirect or consequential damages incurred from the use or inability to use the data.