



Mayor of Providence

Jorge O. Elorza

August 9, 2017

Michael D'Alessandro
State of Rhode Island Division of Planning
One Capitol Hill, 3rd Floor
Providence, RI 02903

Dear Mr. D'Alessandro,

Enclosed is the City of Providence's FFY 18-27 State Transportation Improvement Program (STIP) Application Cover Sheet and project application forms.

In addition to these forms, I hereby request that the State of Rhode Island swap the timing of funds for the Exchange Street Sidewalk Widening project (#1460) and the Woonasquatucket Greenway project (#5178) as follows to fill an immediate need to construct the Exchange Street project in a way that aligns with timing of construction for the Downtown Transit Connector project:

- Reduce the 2017 allocation for Woonasquatucket project from \$0.6M to \$0.45M and move \$0.15M to Exchange St in 2018;
- Reduce the 2018 allocation for Woonasquatucket project from \$1.0M to \$0.45M and move the \$0.55M to Exchange St in 2018; and
- Reduce the 2019 allocation for Woonasquatucket project from \$1.32M to \$0.00 and move the \$1.3M to Exchange St in 2019, so that the total shifted from the Woonasquatucket Greenway to Exchange Street in 2018-19 equals \$2M.

Accordingly, we also request that \$1M allocated to the Exchange Street project in 2021 and another \$1M allocated to Exchange St in 2022 be shifted back to the Woonasquatucket Greenway project in 2021 and 2022 respectively to allow that project to become whole again.

The City is not seeking any other change to the scope or overall funding amount of either the Exchange Street or Woonasquatucket Greenway projects.

Please contact Martina Haggerty in the City's Department of Planning and Development via email at mhaggerty@providenceri.gov or 401-680-8400 with any questions you may have about the enclosed documents or the request described above regarding the shift in funds between the Exchange Street and Woonasquatucket projects.

Sincerely,

A handwritten signature in dark ink, appearing to be "J. Elorza", with a stylized flourish at the end.

Mayor Jorge O. Elorza

FFY 18-27 STIP Application Cover Sheet



Providence

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


CONTACT

Contact Information

Applicant Name: City of Providence
Contact Person (if different): Martina Haggerty Title: Special Projects Director
Mailing Address: 444 Westminster Street, 3rd floor
City: Providence Zip Code: 02908
Phone: 401-680-8400 Email: mhaggerty@providenceri.gov

CERTIFICATION

Applicant Certification

 8/10/17
Contact Person Signature Date

CHECKLIST

Submittal Checklist

- ☐ 3 collated copies of complete STIP submittal package, including:
 - ☐ Project Prioritization cover sheet
 - ☐ New Project Application Form for each new or updated project
 - ☐ 2-page narrative on evaluation criteria
 - ☐ 8.5" x 11" PDF map of project location
- ☐ Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
- ☐ 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

Providence

	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
	MED	2021	I-95 (Barbara Leonard Way to Mulberry St)	1270	Non-Bridge
		2024	US-6 (I-295 to Rt 10)	1280	Non-Bridge
		2023	US-6 (Rt 10 to I-95)	1281	Non-Bridge
		2024	Rt 10 (US-6 to Park Ave)	1285	Non-Bridge
	HIGH	2018	Rt 146 (I-95 to 0.6 miles south of Sherman Ave)	1291	Non-Bridge
		2019	Gano St (India St to Trenton)	1381	Non-Bridge
		2018	US-44, Smith St (Lyndhurst Ave to I-95)	1384	Non-Bridge
		2022	US-1, Pawtucket Ave and North Main St (Garden St to Rochambeau Ave)	1386	Non-Bridge
		2018	Dudley St Connector (Eddy St to Allens Ave)	1425	Non-Bridge
		2018	Exchange Street Sidewalk Widening Project	1460	Non-Bridge
	HIGH	2021	Pedestrian and Bicycle Safety Improvements - Exchange Street	1461	Non-Bridge
		2018	Roadway Departure Mitigation - Systemic High Friction Surface Treatments	1498	Non-Bridge
		2019	Arterial Traffic Signal Improvements - Allens Avenue	1510	Non-Bridge
		2020	RISTARS - Localized Bottleneck Improvements to I-95	1535	Non-Bridge
	MED	2021	Route 146 Guide Sign and Sign Structure Replacement -Route 246 to I-95	1540	Non-Bridge
		2018	SanSouci/Woony (Green Economy Bond)	5131	Non-Bridge
		2019	Railroad At-Grade Crossing - Terminal Rd	5174	Non-Bridge
		2020	Railroad At-Grade Crossing - Harborside Blvd	5175	Non-Bridge
		2021	Railroad At-Grade Crossing - Fields Point Dr	5176	Non-Bridge
		2018	Providence Woonasquatucket Greenway Corridor Enhancements	5178	Non-Bridge
	HIGH	2023	Cathedral Square Enhancement Project	5182	Non-Bridge
		2018	CityWalk Providence Pedestrian and Bicycle Enhancement Project	5183	Non-Bridge
		2018	Downtown Providence Enhanced Transit Corridor Project	5184	Non-Bridge
		2023	Providence Bicycle Infrastructure Enhancements	5199	Non-Bridge

Project Prioritization

Providence

	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
	MED.	2025	Downtown Providence Pedestrian Wayfinding Project	5200	Non-Bridge
	MED.	2022	Providence Waterplace and Riverwalk Repairs and Walkway Improvements	5202	Non-Bridge
	HIGH	2018	Providence Station Transit Center	5204	Non-Bridge
	MED.	2022	Washington Secondary Bike Path Extension	5215	Non-Bridge
		2018	Oxford Street Bridge at I-95 N & S Ramp WS	6349	Bridge Group 02T
		2023	Park Row A - West Bridge, Finance Way at Parking Garage	6350	Bridge Group 19
		2023	Park Row B - Exchange St Bridge at Parking Garage	6351	Bridge Group 19
		2023	Park Row Bridge at Moshassuck River	6352	Bridge Group 19
		2023	Park Row C - East Bridge at Parking Garage	6353	Bridge Group 19
		2018	Park Street Bridge at Woonasquatucket River	6354	Bridge Group 75
		2023	Point Street Bridge at Providence River	6355	Bridge Group 19
		2018	Providence Viaduct, I-95 NB & SB at US 6 Woonasquatucket River, Amtrak	6357	Bridge Group 75T 5B
		2020	Public Street Bridge at I-95 NB & SB	6358	Bridge Group 02
		2023	Ramp BC Civic Center at West Exchange St	6359	Bridge Group 19
		2018	Ramp BD Civic Center, I-95 Ramp at US 6W Exchange St Ramps	6360	Bridge Group 06
		2022	Acorn Street Bridge at Woonasquatucket River	6423	Bridge Group 20
		2018	Admiral Street Bridge at RI 146 Louisquisset Pike	6424	Bridge Group 13
		2020	Allens Ave Ramp at I-95 Ramp BR-7	6425	Bridge Group 02
	HIGH	2018	Ashburton Street Bridge, I-95 NB & SB	6426	Bridge Group 75
		2018	Atwells Ave Bridge at I-95 Ramps BC & CA	6427	Bridge Group 75
	HIGH	2022	Atwells Ave Bridge at US 6 Connector & Amtrak	6428	Bridge Group 20
		2018	Atwells Ave Ramp East, Ramp BR-4 at I-95 Ramp BC	6429	Bridge Group 75
		2023	Bath Street East Bridge at Woonasquatucket River	6430	Bridge Group 40
		2018	Blackstone Street Bridge at I -95 NB & SB	6431	Bridge Group 01B

Project Prioritization

Providence

	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
		2018	Branch Ave Bridge at I-95 NB & SB	6432	Bridge Group 06
		2018	Branch Ave Culvert at West River	6433	Bridge Group 21
		2018	Branch Ave RR Bridge	6434	Bridge Group 21
	HIGH	2018	Broad Street Bridge at I-95 A, B, C, D	6435	Bridge Group 01
	HIGH	2018	Broad Street South Bridge at I-95 NB & SB and P & W RR	6436	Bridge Group 30
	HIGH	2018	Broadway Bridge at I-95 NB & SB	6437	Bridge Group 01
		2018	Broadway RR Bridge	6438	Bridge Group 21
		2023	CAUNOUNICUS Bridge, Cladrash Ave at Pleasure Lake	6439	Bridge Group 40
		2018	Chalkstone RR Bridge at I-95 NB & SB	6440	Bridge Group 75
		2018	Charles Street Bridge at I-95 NB & SB	6441	Bridge Group 75
		2018	Charles Street RR Bridge	6442	Bridge Group 21
		2023	College Street Bridge at Providence River	6443	Bridge Group 19
		2018	Concord Street Bridge at RI 126 Smithfield Ave	6444	Bridge Group 13
		2023	Crawford Street Bridge, South Water Street at Providence River	6445	Bridge Group 19
		2018	Culvert A, I-95 NB & SB at West River	6446	Bridge Group 06
		2018	Culvert BC, I-95 N Service Rd at Moshassuck River	6447	Bridge Group 06
	HIGH	2022	Dean Street Bridge at US 6 Harris Ave & Amtrak	6448	Bridge Group 20
		2022	Delaine Street Bridge at Woonasquatucket River	6449	Bridge Group 20
	HIGH	2022	Eagle Street Bridge at Woonasquatucket River	6450	Bridge Group 20
		2018	Eddy Street Bridge at I-95 NB & SB	6451	Bridge Group 01
		2020	Eddy Street South Bridge at I-95 and P & W RR	6452	Bridge Group 02
	HIGH	2018	Elmwood Ave Bridge, I-95 NB & SB at US 1 Elmwood Ave	6453	Bridge Group 30
	HIGH	2022	Elmwood Ave South Bridge at RI 10 Huntington Exp	6454	Bridge Group 22
	HIGH	2023	Exchange Street Bridge at Woonasquatucket River	6455	Bridge Group 40

Project Prioritization

Providence

	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
HIGH	HIGH	2023	Francis Street North Bridge at Amtrak	6456	Bridge Group 19
	HIGH	2023	Francis Street South Bridge at Woonasquatucket River	6457	Bridge Group 19
		2022	Frankfort Street Bridge at RI 10 Huntington Exp	6458	Bridge Group 22
	HIGH	2018	Geneva Pond Bridge, RI 7 Douglas Ave at West River	6459	Bridge Group 38
		2022	Gladrastris Ave Bridge, Cladrash Ave at Williams Lake	6460	Bridge Group 22
		2018	Glenbridge Ave Bridge at US 6	6461	Bridge Group 16
		2022	Hamlin Bridge, Temple Ave at RI 10 Huntington Exp	6462	Bridge Group 22
		2018	Harbor Junction Bridge, US 1 Elmwood Ave at Har Junc Bridge line P & W RR	6463	Bridge Group 57E
	HIGH	2022	Harris Ave Bridge at Mall Ramp RV-AD	6464	Bridge Group 20
		2018	Hawkins Street Bridge at RI 146 Lousiquisset Pike	6465	Bridge Group 13
		2023	Hawkins Street Bridge at West River	6466	Bridge Group 40
		2018	Industrial Drive Bridge at I-95 NB & SB	6467	Bridge Group 06
		2022	Industrial Drive Bridge at Moshassuck River	6468	Bridge Group 20
		2018	Killingly Street Bridge at US 6 EB & WB	6469	Bridge Group 16
		2018	Louisquisset Pike at I-95 NB & SB	6470	Bridge Group 75
		2018	Magnan Road RR Bridge	6471	Bridge Group 21
		2022	Memorial Blvd Bridge at Roosevelt Lake	6472	Bridge Group 22
		2023	Memorial Blvd North Bridge at Providence River	6473	Bridge Group 19
HGIH	HGIH	2023	Memorial Blvd Pedestrian Underpass	6474	Bridge Group 19
		2023	Memorial Blvd South Bridge at Providence River	6475	Bridge Group 19
		2022	Memorial Boulevard Bridge at Polo Lake	6476	Bridge Group 22
		2018	Merino Pond Bridge, US 6 EB & WB at Woonasquatucket River	6477	Bridge Group 16
		2023	MIANTUNNOMU Bridge, Cladrash Ave at Cunliffs Lake	6478	Bridge Group 40
		2018	Moshassuck South Bridge at I-95 Ramp BR-2	6479	Bridge Group 06

Project Prioritization

Providence

	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
		2020	O'Connell Street at I-95 N & S Ramp WS	6481	Bridge Group 02
		2018	Orms Street RR Bridge	6482	Bridge Group 17
		2020	Ramp CA Civic Center, I-95 Ramp CA at Ramp CC, W Exchange St	6483	Bridge Group 02
		2023	Ramp CB-1 Civic Center at Ramp CC	6484	Bridge Group 19
		2018	Ramp CB-2 Civic Center at Amtrak, City Streets	6485	Bridge Group 75
		2020	Ramp DA Civic Center, I-95 at US 6, W Exchange St, Ramps CB, AC, CC	6486	Bridge Group 02
		2018	Ramp DB Civic Center at Amtrak, City STS, Woonasquatucket River	6487	Bridge Group 75
		2018	Ramp WS, I-195 W to I-95 SB at Ramp SE, US-1, I-95 NB & SB	6488	Bridge Group 06
		2018	Reservoir Ave RR Bridge	6489	Bridge Group 59C
HIGH		2018	Smith Street Bridge at I-95 NB & SB	6490	Bridge Group 75
		2018	Smith Street RR Bridge	6492	Bridge Group 16
		2018	Smithfield Ave Bridge at I-95 NB & SB	6493	Bridge Group 06
		2018	Smithfield Ave RR Bridge	6494	Bridge Group 13
		2022	Steeple Street East Bridge at Moshassuck River	6495	Bridge Group 20
		2022	Steeple Street West Bridge at Woonasquatucket River	6496	Bridge Group 20
		2022	Stevens Street Bridge at Moshassuck River	6497	Bridge Group 20
HIGH		2023	Tar Bridge, Manton Ave at Woonasquatucket River	6498	Bridge Group 40
		2020	Thurbers Ave Bridge at I-95 NB & SB	6499	Bridge Group 02
		2018	Union Ave RR Bridge	6500	Bridge Group 21
	MED.	2022	Valley Street Bridge at Woonasquatucket River	6501	Bridge Group 20
	HIGH	2018	Veazie Street Bridge at West River	6502	Bridge Group 21
		2018	Wanskuck Bridge, RI 146 Eddie Dowling Highway at Branch Ave	6503	Bridge Group 13
	HIGH	2018	Washington Street Bridge at I-95 BR-3	6504	Bridge Group 01
	HIGH	2023	Washington Street Bridge at Providence River	6505	Bridge Group 19

Project Prioritization

Providence

	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
HIGH		2018	West River Street Bridge at West River	6506	Bridge Group 21
		2018	Westminster RR Bridge	6507	Bridge Group 21
	HIGH	2018	Westminster Street Bridge at I-95 NB & SB	6508	Bridge Group 01
	HIGH	2018	Woonasquatucket River Bridge at US 6 EB & WB	6509	Bridge Group 16T
		2020	Narragansett Electric Co Bridge, I-95 NB & SB at Narragansett Electric Co Siding	6709	Bridge Group 02
	HIGH	2018	Plainfield St Bridge, US 6 Olneyville Exp at Plainfield St	6720	6/10 Project
	HIGH	2018	Huntington Ave Viaduct, US 6 Olneyville Exp at Westminster, Troy & Amtrak	6721	6/10 Project
	HIGH	2018	Westminster St Underpass 1, Westminster St at Olneyville Exp Lane H	6722	6/10 Project
	HIGH	2018	Westminster St Underpass 2, Westminster St at Olneyville Expwy	6723	6/10 Project
	HIGH	2018	Broadway Overpass, US 6 Olneyville Exp at Broadway	6724	6/10 Project
	HIGH	2018	Broadway Underpass, Broadway at Olneyville Exp Lane B	6725	6/10 Project
	HIGH	2018	Broadway Ramp Overpass, US 6 Ramp BD at US 6, Amtrak & P&W RR	6726	6/10 Project
	HIGH	2018	Harris Ave RR Bridge, US 6 Lanes A & B at Harris Ave, Amtrak & P&W RR	6727	6/10 Project
	HIGH	2018	Hartford Ave East Bridge, US 6 EB & WB at US 6A Hartford Ave	6728	6/10 Project
HIGH		2027	Providence Viaduct I-95 SB at US 6 Woonasquatucket River Amtrak	6827	Bridge Group 75T 5A
	HIGH	2019	East Side Bus Tunnel	7019	Non-Bridge
	HIGH	2018	Downtown Providence Enhanced Transit Corridor Project	7020	Non-Bridge
MED.		2018	T-Link Bus Service	7108	Non-Bridge
		2024	I-95 (Exchange St to Garden St)	9505	Non-Bridge
		2026	I-195 (I-95 to East Providence T/L)	9519	Non-Bridge
		2027	I-95 (Route 10 to I-195)	9521	Non-Bridge
	MED.	2027	North Main Street Providence (Mill St. to Colonial Rd.)	9524	Non-Bridge
		2027	Randall Street (Charles St. to North Main St.)	9526	Non-Bridge
	MED.	2026	Rt 1/Elmwood Ave (Cranston T/L to Roger Williams Ave)	9529	Non-Bridge

Project Prioritization

Providence



	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
		2026	Rt 128/Killingly Street (Hartford Ave to Greenville Ave)	9542	Non-Bridge
		2026	Rt 6A/Hartford Ave (Rt 14/Plainfield St to Killingly Street)	9552	Non-Bridge

FFY 18-27 STIP Application/Project Priority Form



Providence

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

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	HIGH	Kennedy Plaza	
	HIGH	Providence Bicycle Plan	

FFY 18-27 Project Application Form

State Transportation Improvement Program

RHODE ISLAND
DIVISION OF
PLANNING



CONTACT

Contact Information

Applicant Name City of Providence

Contact Person (if different) Martina Haggerty Title Special Projects Director

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

Phone 401-680-8400 Email mhaggerty@providenceri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

☐

Bridge

☐

Pavement

☐

Drainage

☒

Planning

☐

Traffic

☐

Transit

☒

Bicycle

☐

Pedestrian

☐

Transportation Enhancement

☐

Other Enter Other Project Type

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? _____

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

Current Project Title Providence Bicycle Master Plan

Location by Street Name citywide

Project Limits - From N/A To N/A

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

Provide a brief description of the proposed project:

Providence seeks to produce a citywide Bicycle Master Plan to facilitate a better coordinated implementation of Complete Streets goals.

Describe need for proposed project:

Providence's old bike plan is five years old and the rapid innovation in national bicycle system design standards has made it obsolete. The lack of a current bicycle master plan is an impediment to the implementation of the City's intentions to become more bikeable.

The new plan will lay the foundation for connections between existing regional bike trails, to transit hubs, to employment centers Downtown and around the city, to low-income neighborhoods, and will enhance the success of the city's bikeshare system, which is expected to launch in Spring 2018.

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

MOBILITY BENEFITS

- It will have a regional impact by figuring out the linkages between the state's greenway network that reaches the city border but does not connect through the city.
- Studies show that bicycle infrastructure can reduce congestion by anywhere from 2% to 58%. Another recent study found that traffic flow was impacted on roads without a bike lane 60% of the time, whereas on roads with a bike lane, there was only an 11% impact on traffic flow.
- It will increase mobility choices, particularly in areas with low car ownership. These neighborhoods, which are often neighborhoods of color, will have their safety and bicycling access enhanced by thoughtful planning of low-stress bike routes. The resulting network will dramatically increase the mobility, safety, and job access for residents without access to a car.
- It will improve user comfort and convenience. The plan will focus on low-stress bike facilities, defined as facilities that are comfortable for all users, regardless of age or experience level. In an urban environment such as Providence, the majority of trips are under three miles, which is generally considered the range where trips can be most convenient by bicycle, provided a safe and connected network of bike facilities.
- It will promote the bikeability and walkability of the city's neighborhoods. When cities have a detailed vision for how space for bikes will be connected throughout the city, it makes it better for walking as well as biking, since there will be fewer bicyclists on the sidewalk and more clearly delineated space at dangerous intersections.

ECONOMIC DEVELOPMENT

- It will support job creation. While "road-only" investments create 7.8 jobs per million dollars of investment, bicycle investments create 11.4 jobs for the same investment.
- It will improve access to major tourism destinations. Providence is the location of many of the state's biggest tourist destinations, and increasingly visitors to Rhode Island are interested in getting around by bike. Planning a connected network of low-stress bike routes will enhance the experience of these visitors.
- It will connect the workforce with employment opportunities by plotting out a continuous network from employment hubs such as downtown Providence and the Hospitals to residential neighborhoods throughout the city.

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

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

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 100,000.00			\$ 100,000.00

Amount Requested through TIP Process **\$ 100,000.00**

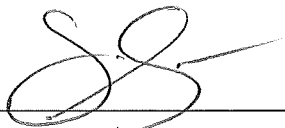
Is there funding from other sources committed to this project? ☐ Yes ☒ No

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

Municipal Applications

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



8/9/17

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

MOBILITY BENEFITS

- Bicycle infrastructure reduces traffic congestion 2% to 58%, based on recent studies.
- Regional impact by figuring out the linkages between the state's greenway network that reaches the city border but does not connect through the city.
- Increase mobility choices, safety, and job access, particularly in areas with low car ownership.
- Improve safety and bicycling access through thoughtful planning of low-stress bike routes.
- Improve user comfort and convenience by focusing on low-stress bike facilities, defined as facilities that are comfortable for all users, regardless of age or experience level.
- Promote bikeability and walkability of the city's neighborhoods.
- Create multi-modal connections by connecting the regional and citywide bike network to bus and rail in a more effective and safe way.

COST EFFECTIVENESS

- Good return on investment, as it will cost a fraction of infrastructure investments programmed in the STIP and help us build future projects more smartly
- Complement other STIP projects and help execute them more efficiently
- Increase the state's bicycle mode share to mitigate climate change and increase resilience. When Hurricane Katrina flooded parts of New York City, bicycles were the quickest mode to recover, so much so that many trips shifted from car and transit to bicycle in the weeks following the storm.

ECONOMIC DEVELOPMENT

- Support job creation: while "road-only" investments create 7.8 jobs per million dollars of investment, bicycle investments create 11.4 jobs for the same investment.
- Improve access to major tourism destinations. Providence is the location of many of the state's biggest tourist destinations, and increasingly visitors to Rhode Island are interested in getting around by bike. Planning a connected network of low-stress bike routes will enhance the experience of these visitors.
- Connect workforce and employment opportunities by plotting out a continuous network from employment hubs such as downtown Providence and the Hospital District to residential neighborhoods throughout the city.

ENVIRONMENTAL IMPACT

- Improve air quality by getting more people biking, which reduces vehicle emissions.
- Promote energy conservation by creating opportunities to eliminate car trips.
- Enhance historic districts, such as Downtown Providence, College Hill, and Elmwood.
- Extend the greenway system, which currently has a gap through Providence preventing the greenways from connecting to each other.

SUPPORTS LOCAL AND STATE GOALS

- Statewide Planning is currently working on a Statewide Bicycle Master Plan. For the success of this plan, it is important that the municipality at its core has a finer-grain plan to connect the dots between the different greenway routes that currently terminate in the outskirts of the city. STIP investment in Providence's bike plan in 2018-2019 will help ensure these two plans comport with each other, thus making them more useful and more cost-effective.
- The need for a new Providence bike plan is widely supported. Bicyclists disregard the existing plan and it does not provide the City's Public Works and Planning departments with adequate guidance.
- Implements elements of Providence's Comprehensive Plan including: coordinate local planning, education and implementation efforts with efforts and resources of neighboring communities, the state and the federal government to address issues of regional sustainability, including transit/alternative transportation; reinforce design quality, function and character of connections among public places and centers of activity; provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips; Plan, design, and invest in transportation infrastructure and systems that support the principal uses within the area, and provide strong interconnections to downtown, the neighborhoods and other destinations; work with federal and state government agencies to improve Providence's transportation infrastructure.
- Implements elements of *State Guide Plan*, including: **Transportation Plan:** D - Strive for excellence in design of transportation projects...; ED - Support a vigorous economy by facilitating multimodal movement...; EN - Recognize, protect and enhance quality of the state's environmental resources and livability of its communities through well designed transportation projects...; EQ - Ensure transportation system equitably serves all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location; PE - Create and maintain safe, attractive walkable communities...; S - Improve safety of all transportation modes through education, enforcement, and engineering; PL - Conduct a comprehensive, cooperative and continuing planning process that responds to public interests and concerns, strives to meet the needs of underserved communities...; B - Maintain and expand an integrated statewide network of on-road and off-road bicycle routes.

SAFETY AND SECURITY

- A network of protected bike lanes can result in a 40-50% reduction in injury rates for crashes of all modes, improving safety for all road users.
- Enhance safety, particularly to vulnerable road users. Well-planned bike infrastructure reduces bike crashes.

EQUITY

- Ensure the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability by focusing on low-stress bike facilities, defined as facilities that are comfortable for all users, regardless of age or experience level.
- Enhance access to the transportation network in multiple minority neighborhoods. In a recent study, 48% of all survey respondents and 50% of people of color surveyed cited concern about bicycling with traffic as a significant barrier to riding a bike in their neighborhood.
- Enhance access to the transportation network in low income neighborhoods. Providence is home to many of the lowest income neighborhoods in the state, and the bike plan will lay the groundwork for providing residents with more transportation options.
- Enhance access to the transportation network for those with Limited English Proficiency. A large portion of urban bicyclists are working class commuters with limited English proficiency.

FFY 18-27 Project Application Form

State Transportation Improvement Program

RHODE ISLAND
DIVISION OF
PLANNING



CONTACT

Contact Information

Applicant Name CITY OF PROVIDENCE

Contact Person (if different) MARTINA HAGGERTY Title SPECIAL PROJECTS DIRECTOR

Mailing Address 444 WESTMINSTER STREET, 3RD FLOOR

City PROVIDENCE Zip Code 02903

Phone 401-680-8400 Email MHAGGERTY@PROVIDENCERI.GOV

PROJECT INFORMATION

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☒ Traffic

☒ Transit

☐ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other Enter Other Project Type

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? _____

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

Current Project Title KENNEDY PLAZA

Location by Street Name WASHINGTON ST, EXCHANGE TERR, FULTON ST, EXCHANGE ST

Project Limits - From DORRANCE ST To N. MAIN ST

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

Provide a brief description of the proposed project:

This project will include the improvements necessary to consolidate bus service in Kennedy Plaza and conduct associated improvements to the streets and spaces within and surrounding the Plaza. A portion of the requested STIP funds are needed in FY18 to make the DTC project functional.

Describe need for proposed project:

This project is needed to better align RIPTA 's statewide bus service with east-west service through the East Side Bus Tunnel and north-south service associated with the Downtown Transit Connector project, connect bus service to the planned Providence Intermodal Center, improve safety for pedestrians, and join previously disjointed parts of Greater Kennedy Plaza with one another to better activate the Plaza.

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

Transportation Network Benefits: As the statewide bus hub for RIPTA's system, approximately 40,000 people pass through the plaza on a daily basis. This project will improve the efficiency of RIPTA's statewide bus service, reduce the distance that bus passengers must walk to transfer between buses, and better align RIPTA to provide improved service along the north-south DTC route and east-west through the East Side Bus Tunnel. This project will also have multi-modal benefits to the local transportation network, improving vehicular circulation by converting Fulton Street to a two way street for cars, creating a new signalized intersection at Fulton/Memorial, and improving pedestrian safety at several intersections.

Economic Development Benefits: High quality bus service will promote economic development in the heart of Downtown Providence. The consolidation of RIPTA bus service will also allow surrounding spaces that are part of Greater Kennedy Plaza (Burnside Park, Biltmore Park, the Skating Rink, and the Plaza itself) to be joined together to increase the civic use of these spaces. The Skating Rink and other spaces serve as regional attractions. Furthermore, surrounding properties including 111 Westminster will benefit from a beautified and reactivated Plaza. This project will also reduce the burden from some of the negative impacts of heavy bus service on properties and businesses along Fulton Street and Exchange Terrace.

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

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

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$1.49 M	\$3.49 M	\$ 4 . 9 8 M

Amount Requested through TIP Process **\$ 2 . 6 8 M**

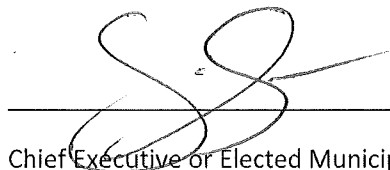
Is there funding from other sources committed to this project? ☒ Yes ☐ No

Source	Amount
TIGER grant for DTC project	\$ 1.8 M
City of Providence Capital Improvement Program (CIP)	\$ 0 . 5 M
Total	\$ 2 . 3 M

Estimated date of construction FFY 2018-19

Municipal Applications

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



8/9/17

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

Kennedy Plaza STIP Application Evaluation Criteria Narrative

Mobility Benefits:

- 40,000 statewide bus riders and 38 of RIPTA's routes pass through the statewide bus hub in Kennedy Plaza on a daily basis
- Relieves congestion for buses through new bus only lanes and more efficient use of the Plaza, and for cars by increasing attractiveness of transit, encouraging people to drive less. Also creates traffic signal at Fulton/Memorial intersection and converts Fulton Street to two-way
- Improves efficiency of RIPTA's statewide bus service, reduces distance that riders walk to transfer between buses, and better aligns buses for improved service along DTC route and through East Side Bus Tunnel
- Improves vehicular circulation by converting Fulton Street to a two way street for cars, creating a new signalized intersection at Fulton/Memorial, and improving ped. safety at several intersections. Pedestrian safety improvements will encourage intermodal trips between buses and walking.
- Has a regional impact on statewide bus system that will benefit all municipalities
- Increases reliability and functionality of bus service to improve mobility choices, particularly in Providence and other low-car ownership municipalities where residents rely on bus service to commute into Providence
- Improves comfort for those using bus service and walking in and around the Plaza.
- Makes riding the bus an easier, more attractive option by creating a more logical system within the Plaza
- Makes the area more walkable through ped. safety improvements at numerous intersections
- Ties multi-modal improvements into separately planned cycle-track on Exchange Street and direct bus service to Amtrak/MBTA train service at Providence Station
- As the civic center of Providence, Kennedy Plaza is a hub of activity. Thousands of jobs, retail stores, social services, and community facilities are easily within walking distance of the Plaza. 40,000 people pass through the Plaza daily, using bus service to get to work, school, and other critical locations. Adjacent Burnside and Biltmore parks will benefit from this project as well by allowing connecting them together.

Cost Effectiveness:

- Reduces capital and operating costs to the City and RIPTA versus other more expensive options that were previously considered for relocation and consolidation of RIPTA bus service in the Plaza
- Improves efficiency and safety for all modes in this historic civic plaza where existing bus service is provided
- Complements the TIGER funded Downtown Transit Connector project, STIP-funded Exchange Street improvement project, RIPTA's investments in the East Side Bus Tunnel, Providence Intermodal Transit Center project, and the City's upcoming investment in Plaza through Capital Improvement Program
- Better bus service will increase resiliency to the impacts of climate change
- Implements the principles of asset management as a holistic, systematic, cross-disciplinary investment that has optimized the best compromise between various goals and objectives, delivers optimal asset life cycles, and is integrated into a larger system of investments by the City and State

Economic Development:

- Improves access to training and employment opportunities in the heart of Providence and statewide
- Supports job creation by encouraging reuse of adjacent 111 Westminster
- Improves access to major tourism destinations including the Skating Rink and Downtown Providence which hosts nationally recognized events like WaterFire and PVD Fest and nearby Convention Center, Dunkin Donuts Center, PPAC, and Trinity Rep.
- Builds upon other city and state investments underway as well as past investments in the Plaza
- Is within the Urban Service Boundary
- Facilitates reuse of adjacent existing 111 Westminster property
- Connects workforce with employment opportunities through better bus connections

Environmental Impact:

- Improves air quality by increasing efficiency of RIPTA bus service and encouraging people take transit
- Increases the amount of permeable surface in the Plaza to reduce stormwater runoff
- Enhances surrounding historic Downtown and the historic Biltmore Park

Supports Local and State Goals:

- As the statewide bus hub and the City's signature civic space, Kennedy Plaza is of the utmost importance to the City and RIPTA
- Supported by the public and stakeholders as evidenced by input received at two public meetings held to determine the specific investments needed in the Plaza
- Implements elements of Providence's *Comprehensive Plan*, including: coordinate local planning, education and implementation efforts with efforts and resources of neighboring communities, the state and the federal government to address issues of regional sustainability, including transit/alternative transportation; reinforce design quality, function and character of connections among public places and centers of activity; expand economic opportunity and the City's economic base by retaining existing businesses and attracting new businesses; create a business-friendly environment to stimulate growth of business and creation of good jobs to improve quality of life for residents; provide residents, businesses, employees and visitors with a variety of safe and convenient transportation options; encourage investment in existing modes of transit and new transit options, including RIPTA and commuter rail; promote walking; manage effectiveness of Providence's roadway network, including its street grid; plan, design, invest in transportation infrastructure and systems; and value arts within the civic realm.
- Implements elements of *State Guide Plan*, including: **Land Use Plan:** 4E - Promote intermodal centers and greater reliance on transit; 4F - Provide ped. connections through centers and urban districts; and 4G - Maintain functional integrity of existing and planned roadways. **Transportation Plan:** D - Strive for excellence in design of transportation projects to enhance safety, security, mobility, environmental stewardship, aesthetic quality, and community livability; ED - Support a vigorous economy by facilitating multimodal movement of freight and passengers; EN - Recognize, protect and enhance quality of the state's environmental resources and livability of its communities through well designed transportation projects and effective operation of transportation system; EQ - Ensure transportation system equitably serves all Rlrs regardless of race, ethnic origin, income, age, mobility impairment, or geographic location; I - Provide convenient intermodal facilities and services offering seamless connections for passengers and freight; PE - Create and maintain safe, attractive walkable communities to encourage more walking trips, enhance transit use, improve public health, and reduce auto congestion and dependency; S - Improve safety of all transportation modes through education, enforcement, and engineering; and, T - Provide a safe, robust, convenient network of transit and shared ride services with seamless intermodal connections in support of increased employment opportunities, improved env. quality, and reduced congestion and auto dependency.

Safety and Security:

- Enhances safety, particularly for pedestrians and transit users
- Improves security of RIPTA's service in KP, a transportation asset of statewide importance
- Improves passenger safety by consolidating bus stops and reducing transfer distances

Equity:

- Enhances and preserves access to the transportation network in neighborhoods statewide, especially low-income neighborhoods where residents rely on bus service by improving statewide bus service
- Enhances access to the transportation network for persons with a disability and for individuals 65 years and older by reducing transfer distances and for those with Limited English Proficiency by creating intuitive and easy to understand bus boarding locations

Kennedy Plaza Map

