

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

CONTACT	Contact Information
	Applicant Name: _____
	Contact Person (if different): _____ Title: _____
	Mailing Address: _____
	City: _____ Zip Code: _____
	Phone: _____ Email: _____

CERTIFICATION	Applicant Certification
	_____ 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
	<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

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

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID	

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>AQUIDNECK ISLAND PLANNING COMMISSION</u>	
	Contact Person (if different) <u>THOMAS C. ARDITO</u>	Title <u>EXECUTIVE DIRECTOR</u>
	Mailing Address <u>55 JOHN CLARKE ROAD</u>	
	City <u>MIDDLETOWN</u>	Zip Code <u>02842</u>
	Phone <u>401-845-9299</u>	Email <u>tardito@aquidneckplanning.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"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>
	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" 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? _____		
What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
Current Project Title <u>AQUIDNECK ISLAND BICYCLE WAYFINDING SIGNAGE</u>		
Location by Street Name <u>Island-wide</u>		
Project Limits - From <u>N/A</u> To <u>N/A</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:		
<p>Installation of standardized bicycle wayfinding signage providing direction and destination guidance for cyclists along identified routes in island communities. The intent of this project is to provide bicyclists on Aquidneck Island with a wayfinding system that provides clear user information and navigational instructions. Bicycle signage will also signal to drivers of motor vehicles that bicycles are present on the roads. AASHTO's Guide to Bicycle Facilities considers bicycle routes as a route designation rather than a type of bicycle facility. The Bicycle Wayfinding Project involves only the installation of signage along existing public roads. No other roadway improvements or bicycle accommodations are envisioned to be provided through this project. Roadway striping, the installation of barriers, or the construction of separated bicycle lanes or paths are not included in this project. The Aquidneck Island Bicycle Wayfinding Project would be implemented in two phases. Initially, signage of three short loops is recommended for early implementation. These follow only roads categorized as "Most Suitable" or "Suitable" for bicycling on Bike Newport's Newport County Bicycle Map, and/or low-traffic volume residential streets. One loop route is situated in each of the three island municipalities. At lengths of 7-12 miles, these loops are ideal for casual family rides, group exploration, and daily exercise or transportation. As future roadway projects improve conditions on several road segments currently deemed "Difficult" for bicyclists to navigate, Phase II signage of additional road segments to connect the Phase I loops into an integrated, 40+ mile, full-Aquidneck Island network could occur.</p>		

Describe need for proposed project:

The need for improved destination and guidance signage for bicyclists on Aquidneck Island was identified in the Aquidneck Island Transportation Study (AITS), completed by AIPC in 2011. The AITS recommended an Island Bicycle Wayfinding project to:

- Install signs to inform bicyclists of route changes and to confirm route direction, distance and destinations
- Increase marketing of bicycle routes

The project was preliminarily estimated to cost approximately \$100,000, and was programmed as a short-term (1-5 years) action.

Beginning in 2014, AIPC, working with Island communities and with assistance from VHB and funding from RIDOT, studied potential bicycling destinations and routes on Aquidneck Island, and is finalizing a draft report on the wayfinding study for public release during the Summer of 2017. Following review and approval by Island municipalities, implementation of Phase I of the wayfinding network would entail signage of three loop routes - one in each Island community. Phase II, creating an integrated, island-wide network of signed routes, could follow roadway improvements.

The proposed project will help address the critical need for safe and accessible bicycle and pedestrian facilities on Aquidneck Island. Thousands of cyclists and walkers, residents and visitors alike, are seeking opportunities to safely traverse the island for commuting, recreation, and other purposes. In Summer 2015, more than 1,200 cyclists arrived at the Newport Folk Festival by bicycle, demonstrating significant demand for non-auto transportation options to island destinations. Dedicated bicycle facilities are in short supply on Aquidneck Island. Despite significant demand for bicycling opportunities by both residents and visitors, the Island has no separated, shared-use paths such as found in other regions of the state (e.g., East Bay Bike Path, Blackstone Bikeway) and only several short segments of designated (striped, signed) on-road routes. Recently, through the efforts of RIDOT, expanded shoulders have been added to several Island road segments via the reduction of travel lanes ("road diet"); while these changes better accommodate bicyclists, the lack of an inter-connected network of bicycle routes continues to frustrate navigation of the Island via the bicycle mode.

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

The Bicycle Wayfinding Project will complement the Island's existing, planned and proposed bicycle facilities by offering designated, signed routes that can be readily and rapidly implemented, to afford Island residents and visiting bicyclists directional guidance and improved cycling environments in the near-term – while larger-scale, longer-term improvements are planned, designed, and constructed. The initial phase of this proposal could provide a great, low-cost demonstration project of regional scale for "early – action" under the State's new bicycling master plan. As proposed bicycle facilities and roadway improvements come to future fruition, the routes designated and signed via the Wayfinding project will link to and integrate with newly-developed bicycle facilities to create an Island-wide network offering improved bicycle travel options to destinations throughout the Island.

The state and local transportation network will be improved through diversification, better balance, and expanded modal choice. Island residents and visitors to the Island will have an opportunity to enjoy the benefits of safe, healthful, non-motorized transportation via improved signage. Safety will also be enhanced for all road users; signage will alert motorists to the presence of bicyclists, and directional guidance provided via signage will reduce cyclist distraction from consulting maps or GPS devices while cycling. Trips diverted from motorized travel will help the state attain objectives of reducing energy usage, improved air quality and improved public health. In addition to serving island residents, this project could be very significant in supporting the Island's (and State's) tourism sector, by making Aquidneck Island a signature cycling vacation destination.

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			\$ 10,000.00	\$ 150,000.00	\$ 160,000.00

Amount Requested through TIP Process \$ 150,000.00

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

Source	Amount
Aquidneck Island Planning Commission will raise funds for study completion and design	\$ 10,000.00
Total	\$ 10,000.00

Estimated date of construction 04/01/2018

CERTIFICATION

Municipal Applications

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

Thomas C. Ardito, Exec. Dir.  8/10/17

Chief Executive or Elected Municipal Official Signature Date

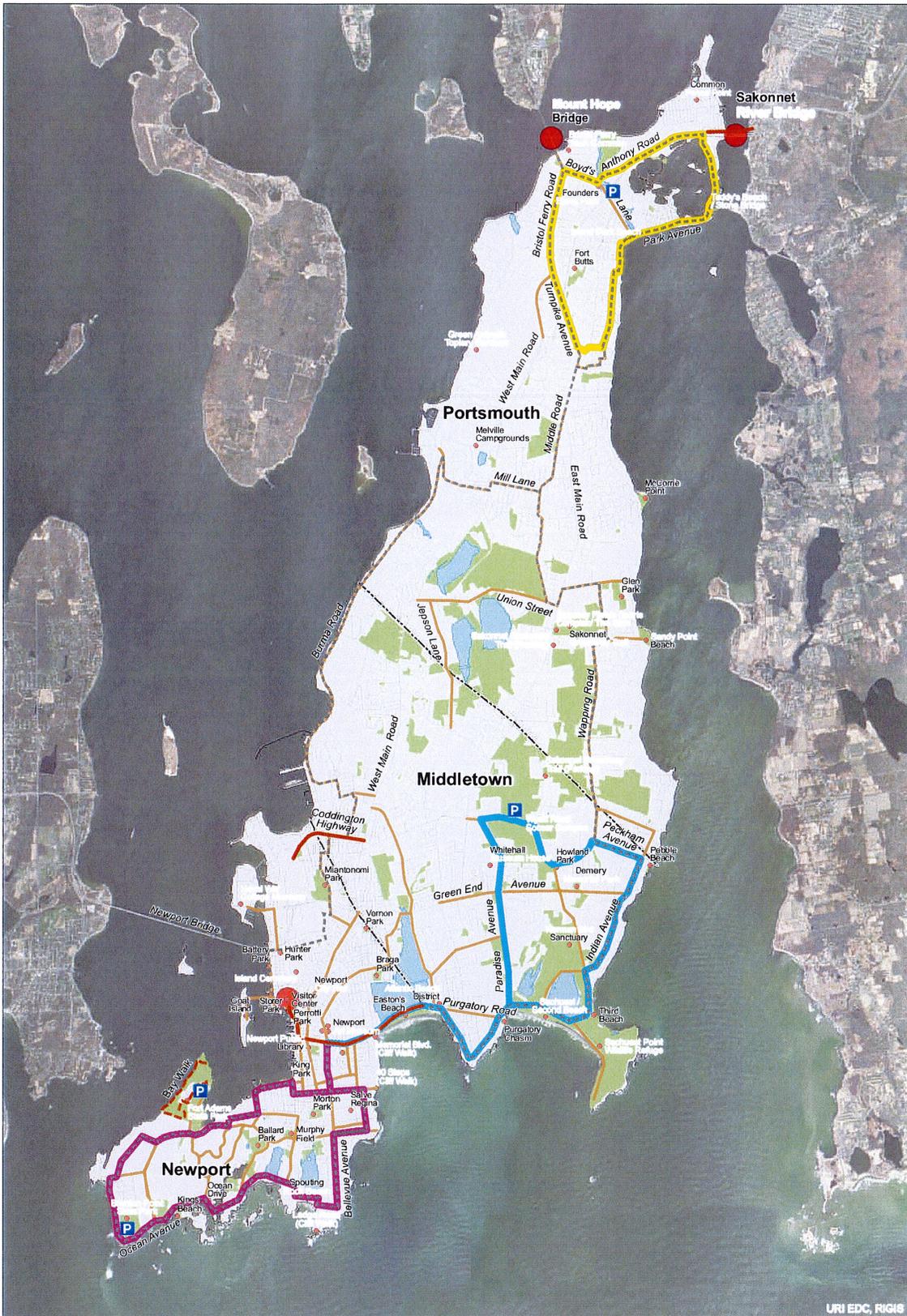
Non-Municipal Applications

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

 8/3/17
Chief Executive or Elected Municipal Official Signature Date

* See attached municipal letters

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



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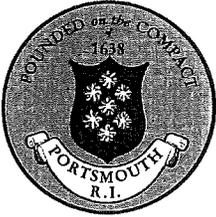
Legend

- Major Road
- Secondary Road
- Residential Road
- Other Road
- Other Road
- Other Road
- Other Road
- Park
- Park
- P Park

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Bicycle wayfinding signage will benefit hundreds to thousands of resident and visiting cyclists on Aquidneck Island, and all transportation system users indirectly by improved (safer and more convenient) cycling opportunities. Census data indicate about 350 bicycle commuters on Aquidneck Island. Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) all point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists.
 - Wayfinding signage will encourage more Aquidneck Islanders and visitors to rely on the bicycle mode for getting around the Island.
 - Wayfinding signage will improve safety, comfort and convenience for cyclists on Aquidneck Island. Signed routes will enable cyclists to navigate without constant reference to maps or GPS devices while cycling, and will also alert motorists to expect the presence of bicyclists sharing the signed roadways.
 - Signage of bicycle-suitable routes will focus bicycle traffic on the most suitable and safe routes, and will help prioritize highway system improvements that support greater connection/expansion of network in the future (via Phase II signage).
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Signage cost is modest compared to on-roadway bicycling improvements. Cost is in line with similar projects undertaken elsewhere in Rhode Island.
 - Identification of signed bicycle network will help direct future investments to meet most pressing priorities in cost-effective manner.
 - Cost-sharing / local contribution for project design cost is proposed.
 - Project product will complement other current and proposed future TIP bicycling projects for the Island by unifying these improvements into a comprehensive island-wide cycling network.
3. **ECONOMIC DEVELOPMENT** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project product will lead to systematic improvement of bicycling network on Aquidneck Island, offering more convenient and safer opportunities for cycling throughout the Island. This will encourage greater reliance upon the cycling mode and provide a strategic marketing tool to promote the Island (and State) as a signature bicycling destination for tourists.
 - Project leverages local private investment - a local contribution for project design cost is proposed, and when implemented, offers potential for seeking support from local businesses along the route for complementary signage and/or future maintenance of signage.
4. **ENVIRONMENTAL IMPACT** - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - Project supports the systematic improvement of bicycling infrastructure of Aquidneck Island, offering more convenient and safer opportunities for cycling throughout the Island, and encouraging greater reliance upon the cycling mode. This will encourage fewer auto trips, with consequent reductions in fossil fuel usage and air and water pollution.
5. **SUPPORTS LOCAL AND STATE GOALS** - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*

- Project supports recommendations of Middletown, Newport, and Portsmouth local comprehensive plans calling for actions to expand opportunities for cycling as a transportation mode.
 - Project supports specific recommendations of Aquidneck Island Transportation Study (AITS), AIPC 2011, for creating a bicycle wayfinding signage system for Aquidneck Island.
 - Project supports recommendations of Transportation 2035, Land Use 2025, Ocean State Outdoors, A Greener Path, and Rhode Island Rising – all State Guide Plan elements which call for increasing opportunities for bicycling as a travel mode, for recreation and health improvement.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
- Improved directional and destination signage will offer significant improvements to the safety of vulnerable bicyclists using the Aquidneck Island transportation network.
 - Signed routes will enable cyclists to navigate without constant reference to maps or GPS devices while cycling, and will alert motorists to expect the presence of bicyclists sharing the signed roadways.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
- Proposed project will expand transportation choices for all residents of Aquidneck Island, including low income residents, who typically rely more heavily upon non-automobile modes. Census figures indicate that approximately 8.4% of the Island's residents are identified as having incomes below the established poverty level.
 - Proposed project will expand transportation options for all residents of Aquidneck Island, including persons with disabilities. There were over 9,000 persons so identified by the Census on Aquidneck Island.



TOWN OF PORTSMOUTH

2200 East Main Road / Portsmouth, Rhode Island 02871 / www.portsmouthri.com

Richard A. Rainer Jr.
Town Administrator

(401) 683-3255
Fax (401) 683-6804
rrainer@portsmouthri.com

August 4, 2017

Jared Rhodes, Chief
Statewide Planning Program
1 Capitol Hill
Providence, RI 02908

Subject: Municipal Acknowledgement of AIPC 2017 TIP Application Package

Dear Mr. Rhodes,

The purpose of this letter is to acknowledge the submittal of applications by the Aquidneck Island Planning Commission, requesting inclusion of the following projects in Rhode Island's 2018-27 Transportation Improvement Plan:

- Aquidneck Island Bicycle Wayfinding Signage Project
- West Main Road Bicycle Crossing Safety Improvements
- Two Bridges Trail (Shared Use Path)

Thank you for your consideration.

Sincerely,

Richard A. Rainer, Jr.
Town Administrator



TOWN OF MIDDLETOWN

Town Hall 350 East Main Road • Middletown, RI 02842

OFFICE OF THE TOWN ADMINISTRATOR

Office (401) 849-2898 • Fax (401) 845-0400

Website: www.middletownri.com

August 4, 2017

Jared Rhodes, Chief
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1 Capitol Hill
Providence, RI 02908

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Dear Mr. Rhodes,

The purpose of this letter is to acknowledge the submittal of applications by the Aquidneck Island Planning Commission, requesting inclusion of the following projects in Rhode Island's 2018-27 Transportation Improvement Plan:

- Aquidneck Island Bicycle Wayfinding Signage Project

Thank you for your consideration.

Sincerely,

Shawn J. Brown, CPA
Town Administrator

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name _____
	Contact Person (if different) <u>THOMAS C. ARDITO</u> Title _____
	Mailing Address _____
	City _____ Zip Code _____
Phone _____ Email _____	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input 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 _____
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? Yes / 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? _____
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
Current Project Title _____	
Location by Street Name _____	
Project Limits - From _____ To _____	
<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; height: 200px; width: 100%;"></div>	

Describe need for proposed project:

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

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					

Amount Requested through TIP Process

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

Source	Amount
Total	<input type="text"/>

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

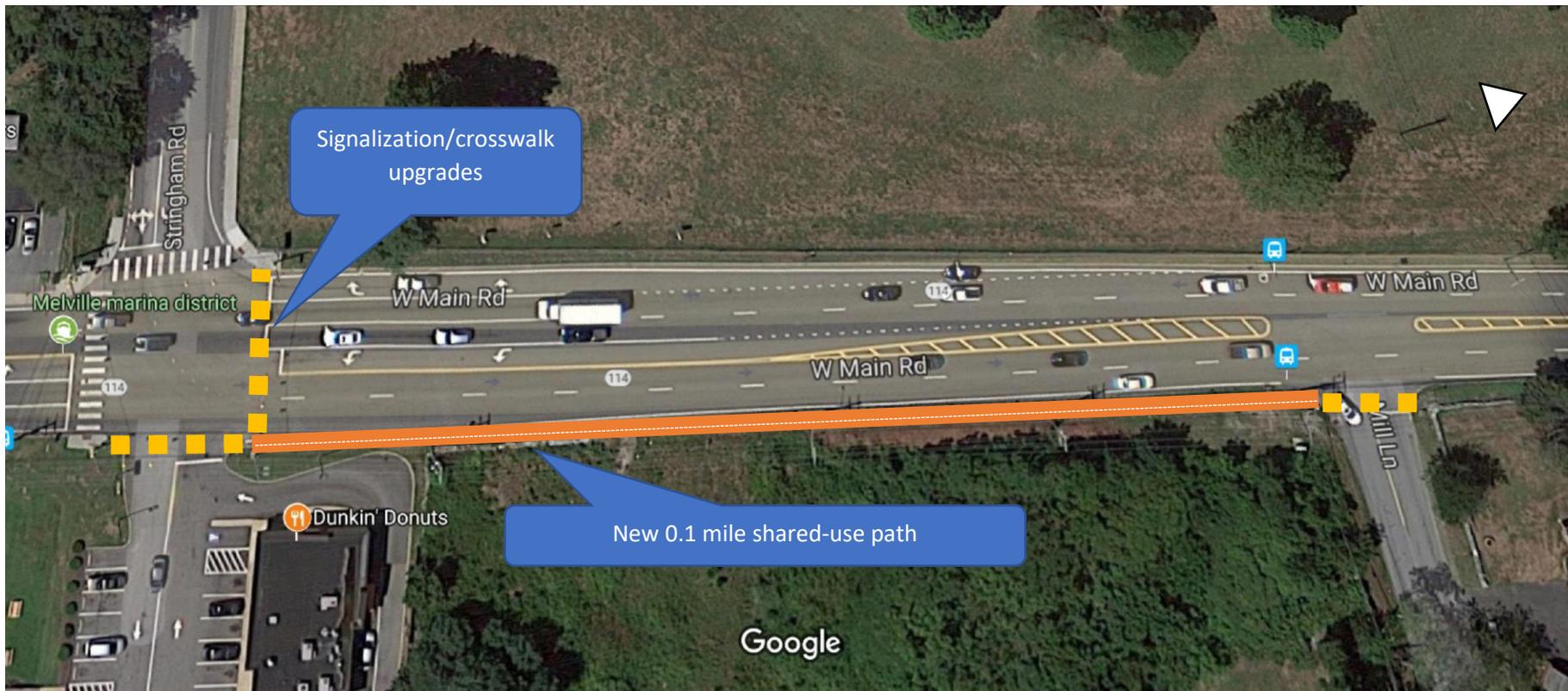
I attest that the municipality in which the project is located has been notified of the proposed project.



Chief Executive or Elected Municipal Official Signature Date

* See attached municipal letter

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

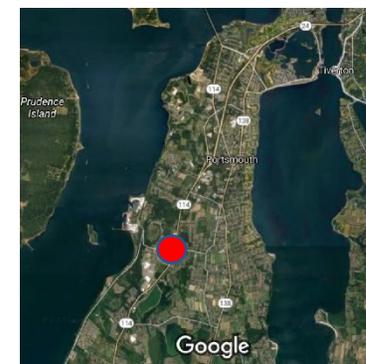


Imagery ©2017 Google, Map data ©2017 Google United States 50 ft

MAP – PROPOSED WEST MAIN ROAD BICYCLE SAFETY CORRIDOR

Aquidneck Island Planning Commission, 2017

Objective: Create a crossing corridor for safer bi-directional bicycle travel between Mill Lane and Stringham Road via shared use path on West Main Road and intersection signalization/crossing improvements.

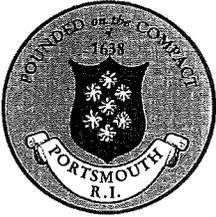


LOCUS

EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - Safer crossing of West Main Road will close a gap in a significant east-west bicycle-suitable road travel corridor for the Island, providing convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal visitors/touring cyclists. West Main Road at present is largely unsuitable for these modes, and crossing it for East-West travel is hazardous for cyclists. ADT on West Main in the vicinity of the project area was 33,000 in 2010. The provision of a safer bicycling crossing of the West Main Road corridor for East-West travel will close a critical gap in the Island cycling network, and support increased bicycle usage as an Island travel mode.
 - Project would offer improved safety for bicyclists and pedestrians, encourage greater use of these modes, while safely integrating them with the dominant auto mode in the West Main Road corridor.
 - Trips diverted from the automotive mode will reduce traffic volumes and help alleviate congestion on West Main Road, which has several badly congested (LOS C/D) intersections.
 - Project would provide a safe bicycle crossing of the main, heavily travelled N-S route on the island. This improved connectivity will close a gap in an important E-W bicycle corridor, improving bicycling safety and conditions, making bicycling a more viable option for neighborhoods and destinations close to the West Main, East Main and Burma Road corridors.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project would enhance efficient and safe usage of West Main Road corridor by safely accommodating non-motorized users crossing through the corridor.
 - Project could be integrated with the programmed TIP project on West Main Road (J. Kesson to Mill Lane (2019-20)).
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project would enable greater reliance on bicycling and walking for local shopping and work trips to several commercial areas and businesses on West Main Road in Portsmouth and Middletown.
 - Expanded opportunities for bicycling and walking along West Main Road supports the state and local economies by offering safe and convenient facilities for tourists and visitors to experience Aquidneck Island via a relaxed and healthful mode of travel.
 - West Main Road is one of Aquidneck Island's two N-S travel corridors. It lies entirely within the Urban Service Boundary established in the State Guide Plan. Commercial growth areas including Portsmouth's Town Center and Two-Mile Corner in Middletown – both identified as potential Growth Centers in Land Use 2025, and under study as growth centers by their respective towns, are within or near the West Main Road corridor.

4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution. Given its proximity to Newport's water supply watershed, prevention/attenuation of water pollution in this corridor is important.
5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - The Town of Portsmouth Comprehensive Plan, 2002 identified the Mill Lane/West Main Road intersection as in urgent need of safety improvements to "cut back the land, install a retaining wall and widen the intersection" to improve sight distances and turning radii. This work has not been achieved to date - this proposal should be integral part of such a project's accommodation of pedestrians and bicyclists.
 - Project would also support a recommendation of the Aquidneck Island Transportation Study, AIPC, 2011, and the Town of Middletown Comprehensive Plan, 2015, that a shared use path be constructed along the West Main Road corridor.
6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - Facilities proposed will dramatically improve safety for vulnerable bicyclists and walkers using this major N-S artery of the Island's transportation system.
7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - By providing more access to low cost travel modes, the proposed project will help address the transportation needs of low income residents of the Island, principally Portsmouth and Middletown. Census figures indicate that approximately 20% of Middletown residents and 15% of Portsmouth residents have incomes less than 200% of the poverty level. Approximately 8% and 7%, respectively, of these Town's residents identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* also enhance access to the transportation network for persons with disabilities. There were over 5,000 persons so identified by the Census in the two towns principally served by the proposed project.



TOWN OF PORTSMOUTH

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Town Administrator

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- West Main Road Bicycle Crossing Safety Improvements
- Two Bridges Trail (Shared Use Path)

Thank you for your consideration.

Sincerely,

Richard A. Rainer, Jr.
Town Administrator

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name _____
	Contact Person (if different) <u>THOMAS C. ARDITO</u> Title _____
	Mailing Address _____
	City _____ Zip Code _____
Phone _____ Email _____	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge
	<input type="checkbox"/> Pavement
	<input type="checkbox"/> Drainage
	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic
	<input type="checkbox"/> Transit
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	<input type="checkbox"/> Pedestrian
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<input type="checkbox"/> Other _____	
Project Description	
Was this project previously submitted during the FFY17-25 STIP development process? Yes / No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>	
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Current Project Title _____	
Location by Street Name _____	
Project Limits - From _____ To _____	
<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; height: 200px; width: 100%;"></div>	

Describe need for proposed project:

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

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

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 Yes - Intersects Federal Aid System roadways

Is the project on the National Highway System? Yes NO Yes - Intersects NHS roadways

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					

Mid-range preliminary cost estimate for Phase I - unpaved pathway

Amount Requested through TIP Process

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

Source	Amount
Total	<input type="text"/>

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

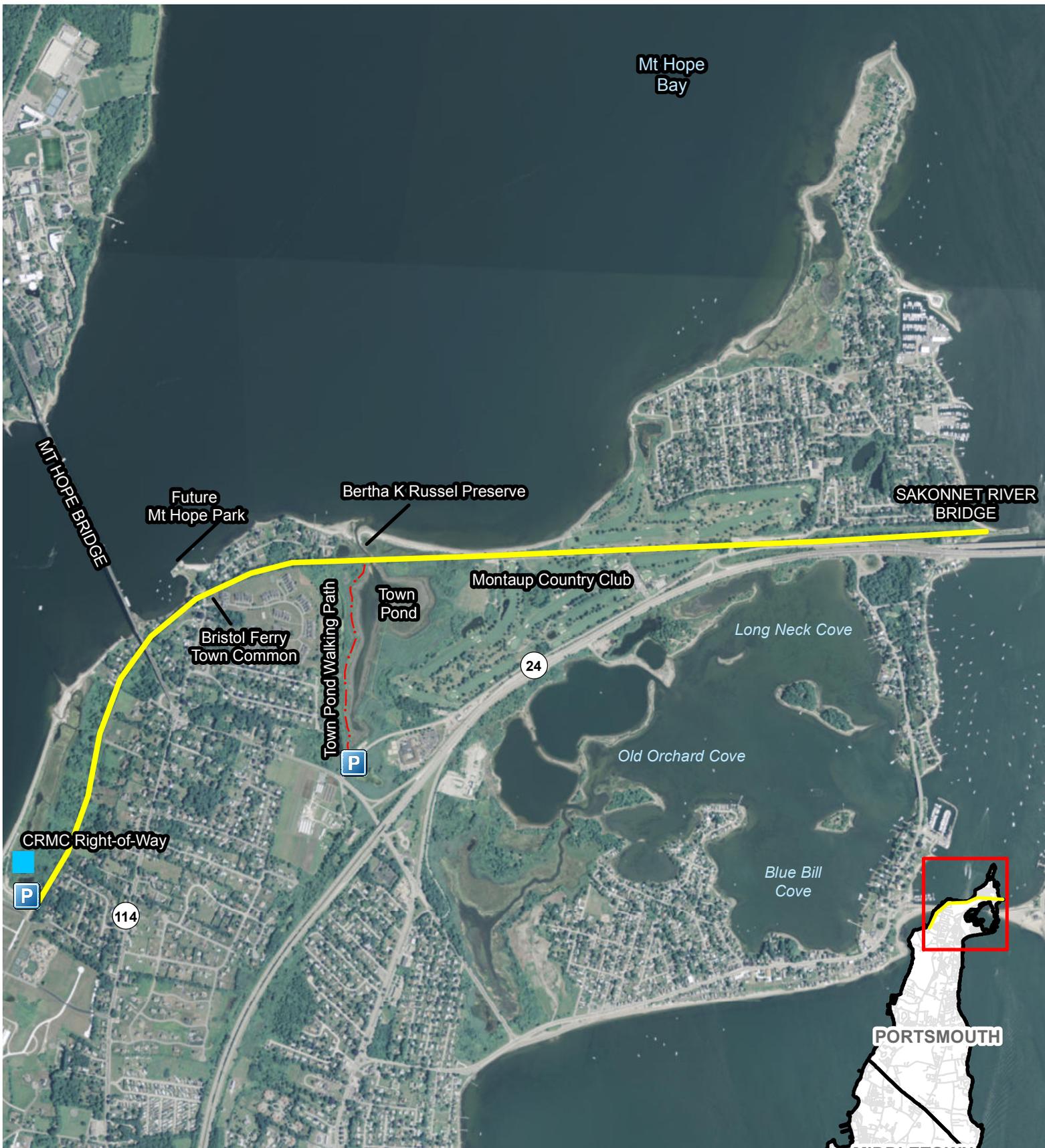
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Chief Executive or Elected Municipal Official Signature* Date

* See attached municipal letter

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



Two Bridges Shared Use Path



Proposed Trail

Proposed trail is ~2.5mi along rail line. Existing parking areas are shown on the map.

Created November 2016 by Aquidneck Island Planning Commission and Aquidneck Land Trust

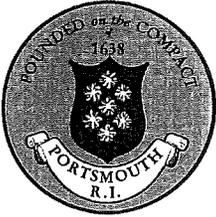


EVALUATION CRITERIA:

1. **MOBILITY BENEFITS** - *Provide convenient transportation services and facilities that offer seamless and efficient connections across different modes for the maximum number of users.*
 - The proposed facility will provide convenient and safer transportation options for the large number of bicyclists and pedestrians on Aquidneck Island. While Census data indicate about 350 bicycle commuters on Aquidneck Island; Bike Newport's 1,800 subscribers/followers and Narragansett Bay Wheelmen's 900 members and event participation (2015 Folk Festival: 1,200 cyclists/day; Four Bridges Ride: 850 riders) point to the presence of a large native cycling population on the island, which is supplemented by many hundreds of seasonal workers/visitors/touring cyclists. A connecting cycling or walkable roadway route in this area of the island is difficult as the roadways lack sidewalks and some segments are not suitable for cycling; none of the roads are very inviting or conducive for these modes. ADT on nearby roads run from 17,700 (Mt. Hope Bridge) to 12,000 (Bristol Ferry Road). These factors indicate significant travel demands in the project area and high potential usage for a bicycle/pedestrian facility in this area along the Newport Secondary rail corridor.
 - Project would offer new opportunities for bicyclists and pedestrians, encourage greater use of these modes, while safely segregating them from auto traffic on adjoining and nearby roadways (Anthony Road, Boyds Lane, Bristol Ferry Road).
 - Trips converted to the bicycle or pedestrian mode will reduce auto volumes and help avoid congestion on nearby facilities, including Anthony Road, Boyds Lane, and Bristol Ferry Road.
 - Project would provide a safe bicycle and pedestrian corridor connecting two of the major gateways to the island. This improved connectivity will promote walkability and bikeability for neighborhoods which this corridor connects including Common Fence Point, Island Park, Bristol Ferry.
2. **COST EFFECTIVENESS** - *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - Project cost is reasonable and justified, given the opportunity to realize more intensive utilization of an existing (underutilized) rail corridor, and given the relatively low level of past investment in independent bicycle/pedestrian facilities on Aquidneck Island compared to other regions of the state. Creation of a lower-cost, unpaved trail as an initial phase, followed by paved path as usage grows, is a cost-effective approach.
 - Project will preserve and enhance the existing Newport Secondary rail corridor along Mount Hope Bay, increasing active transportation users, and surveillance of an isolated and under-used area.
 - Project would complement the Shared Use Path on the new Sakonnet River Bridge, provide an extension of that pathway along the rail corridor to connect the Sakonnet River Bridge with the Mount Hope Bridge. Project would complement existing railcar recreational usage of corridor.
3. **ECONOMIC DEVELOPMENT**- *Provide cost effective solutions for supporting a sustainable transportation system with emphasis on preservation and maintenance of the existing system.*
 - In addition to serving local cycling and pedestrian transportation, the project would provide a new strategic asset supporting the tourism sector of the state and the Island economies. Like the East Bay Bike Path, this facility would provide an attractive outdoor recreation/leisure experience in a beautiful natural, coastal setting. When the segment proposed is eventually linked to connecting facilities proposed for Tiverton and extending south to Newport, the Aquidneck Island shoreline

bikeway will offer a signature outdoor experience, which will brand the state and the island as a premier destination for cycling vacations to national and world-wide markets.

- Project's capacity for recreational/tourism usage, as described above, will support job creation within the tourism sector.
4. ENVIRONMENTAL IMPACT - *Recognize, protect and enhance the quality of the State's environmental resources through well-designed transportation projects and the effective operation of the system.*
 - By offering more convenient, direct, and safer connections, the project would encourage greater reliance on biking and walking modes for travel on the island; reducing auto utilization and its consequent fossil fuel usage and air and water pollution.
 - Increased use of this corridor will lead to improved stewardship and protection of the coastal resources.
 - Enhancement of the rail corridor through clean-up, grading and landscaping would stabilize erosion and improve environmental conditions of the rail corridor and adjoining coastal environs.
 5. SUPPORTS LOCAL AND STATE GOALS - *Encourage the partnership of local, state and region entities in implementing the State Guide Plan and Local Comprehensive Plans.*
 - Proposed project is supportive of the Town of Portsmouth Comprehensive Plan, 1992, which recommended studying the feasibility of a shared use path along the railroad corridor from the Sakonnet River to Newport.
 - Project would also support recommendations of the Aquidneck Island Transportation Study, AIPC, 2011, that the rail corridor be conserved for transportation uses, and that a shared use path be constructed, in phases, along the Newport Secondary corridor from the Sakonnet River Bridge to Newport.
 - Project supports a number of policies and actions of the State Guide Plan, including those in Transportation 2035, Land Use 2025, and A Greener Path: Greenspace & Greenways for RI.
 6. SAFETY AND SECURITY - *Improve the safety and security of the entire transportation system.*
 - The separate, off-road facility proposed will dramatically improve safety for vulnerable bicyclists and walkers as opposed to on-road conditions in this part of the Island's transportation system.
 - Adding active transportation and recreational uses to the Newport Secondary rail corridor will enhance its security by introducing public usage and surveillance of an isolated and under-used area.
 7. EQUITY - *Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, income, ethnic origin, age, or disability.*
 - By providing more access to low-cost travel modes, the proposed project will help address the transportation needs of low income residents. Census figures indicate that approximately 15% of Portsmouth residents have incomes less than 200% of the poverty level, and approximately 7%, of the Town's residents are identified as having incomes below the established poverty level.
 - More accessible opportunities for walking and bicycling *may* (depending on design) result from the trail, thereby enhancing access to the transportation network for persons with disabilities. There were nearly 2,800 persons so identified by the Census in Portsmouth – the host community of the proposed project.



TOWN OF PORTSMOUTH

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August 4, 2017

Jared Rhodes, Chief
Statewide Planning Program
1 Capitol Hill
Providence, RI 02908

Subject: Municipal Acknowledgement of AIPC 2017 TIP Application Package

Dear Mr. Rhodes,

The purpose of this letter is to acknowledge the submittal of applications by the Aquidneck Island Planning Commission, requesting inclusion of the following projects in Rhode Island's 2018-27 Transportation Improvement Plan:

- Aquidneck Island Bicycle Wayfinding Signage Project
- West Main Road Bicycle Crossing Safety Improvements
- Two Bridges Trail (Shared Use Path)

Thank you for your consideration.

Sincerely,

Richard A. Rainer, Jr.
Town Administrator