

**RHODE ISLAND  
DIVISION OF  
PLANNING**



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

## CONTACT

Contact Person (if different): Michael DeLuca Title: Community Development Dir

City: Narragansett, RI

Zip Code: 02882

Phone: 401-782-0602

Email: [mdeluca@narragansettri.gov](mailto:mdeluca@narragansettri.gov)

## CERTIFICATION

08/08/2017

Contact Person Signature

Date \_\_\_\_\_

## 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](mailto: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

## Narragansett

PROJECT PRIORITIZATION	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
	high	2019	South Pier Rd (Rt 108 to Boone St)	1361	Non-Bridge
	med	2022	Rt 1A, Boston Neck Rd (Bridgetown Rd to Sprague Bridge)	1362	Non-Bridge
	low	2019	Bridgetown Rd (US-1 to Rt 1A)	1401	Non-Bridge
	high	2018	Safe Routes to School Infrastructure Improvements for Narragansett Pier Middle School	5088	Non-Bridge
	high	2018	South County Bike Path Completion	5089	Non-Bridge
	low	2018	Bridgetown Rd Bridge at Pettaquamscutt River	6371	Bridge Group 15
	low	2019	Point Judith Road Bridge at US 1 Post Rd Ramp	6372	Bridge Group 18
	low	2027	Governor Sprague Bridge, US 1A Boston Neck Rd at Narrow River	6373	Bridge Group 46

# FFY 18-27 STIP Application/Project Priority Form



## Narragansett

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

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	high*	William C. O'Neill Bike Path Sec 4B - (Elem School to Rt 1A) - trans to Town	5089
	high	Bonnet Point Road Causeway reconstruction - (Allagash Trail to BSBC)	
	high	Boston Neck Road - Widening & Restriping (S. Ferry Rd to Mettatuxet Rd)	
	med	Ocean Road Beautification Phase 1&2 (Beach Street to South Pier Road)	
	low	Point Judith Road - Restriping (Barton Way to Westmoreland Street)	
	*	REQUEST TRANSFER TO TOWN CONTROL UNDER REVISED SCOPE OF WORK AND ADVANCED TIMELINE WITH FUNDING AS PREVIOUSLY <span>+</span>	
		Net outcome with projects already programmed: 5 High priority, 2 medium priority, 5 low priority <span>+</span>	

# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name Town of Narragansett

Contact Person (if different) \_\_\_\_\_ Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI

Zip Code 02882

Phone 401-782-0602

Email mdeluca@narragansettri.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? Bonnet Point Road Causeway Rehabilitation

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

Current Project Title Bonnet Point Road Causeway Rehabilitation - Amended Application

Location by Street Name Bonnet Point Road

Project Limits - From Allagash Trail To Bonnet Shores Beach Club

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

Provide a brief description of the proposed project:

This section of road, a Federal Aid highway, is prone to periodic flooding and associated closures. Reclaiming and repaving of 1,850+/- feet of Bonnet Point Road between Allagash Trail and the Bonnet Shores Beach Club entrance driveway.

This revised project will include planning, design, permitting, and the physical repair of the causeway road surface including installation of permeable geotextile and polypropylene geogrid base reinforcement over the subgrade, reclaimed granular subbase material, and four (4) inches of hot asphalt applied in two, 2-inch layers. It will not increase the elevation or width of the roadway.

The proposed funding will cover the estimated cost of design, permitting, and repair for the 0.35 mile section of Bonnet Point Road only. The associated project of dredging the of the southeastern corner of Wesquage Pond to lower the water level and extend the life span of the new roadway surface is omitted from this application and is currently the subject of an outside grant request from the Bonnet shores Fire District. Other separate but associated projects to install a sewer line and to build a raised pedestrian facility along this corridor are not part of this request.

Describe need for proposed project:

This project is needed due to the age and condition of the existing causeway which was built in the early 20th century. Documents available through the Bonnet Shores Fire District indicate the original causeway was constructed of several thousand yards of unconsolidated fill. The make-up of that fill is unknown.

This causeway provides one of only 2 roadways for access and egress of the Bonnet Shores neighborhood and is noted as a escape route for the 600+ households on the southern portion of Bonnet Point. Severe rain events in the recent past have resulted in numerous incidences of Wesquage Pond over-topping the roadway with flood waters. Town DPW has closed the causeway in numerous winters when the pond water has flooded over and frozen on the roadway surface making it unsafe for vehicular travel. This condition limits access to and from a large portion of Bonnet Shores. In concert with dredging to be funded separately, a re-constructed road will provide for improved regular and emergency access for this densely-populated neighborhood.

The cost and effectiveness of adding fill to raise the causeway or build an elevated structure 4-6 feet higher has been determined to be cost prohibitive. This alternative proposal seeks funding to repair and repave the causeway to ensure its continued use for the next 10 - 20 years.

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

Over 600 of the 900+ households in Bonnet Shores rely on this road as their primary route to and from Boston Neck Road. As such it also serves as a primary evacuation route in the event of a hurricane. Added to this is the reliance placed on the causeway by the Bonnet Shores Beach Club, (BSBC). The BSBC has 930 cabanas in addition to a restaurant and other facilities that attract 2,000 - 3,000 visitors on a typical summer day. This facility is in the process of pursuing local and state permits to install a sewer force main to replace its current on-site sewerage treatment system. Their commitment of funds along with the site's appraised value in excess of \$70 million for its tangible assets alone make the BSBC one of the major commercial entities in the Town.

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				\$ 397,100.00	\$ 397,100.00

Amount Requested through TIP Process **\$ 397,100.00**

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

Source	Amount
Town	
Total	<b>\$ 0.00</b>

Estimated date of construction 05/01/2018

**Municipal Applications**

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

Aug. 8, 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.

Aug. 8, 2017

Chief Executive or Elected Municipal Official Signature Date

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

## 2017 NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

### HIGH PRIORITY – BONNET POINT ROAD – CAUSEWAY REPAIR

#### - Mobility Criteria

- *Travelers served* – Bonnet Point Road serves as a minor arterial roadway carrying traffic between the outer Bonnet Shores Peninsula and Route 1A. While no traffic counts are available through RIDOT, Town staff estimates between 1,600 – 3,200 vehicle trips per day are generated by properties located in this area. This figure more than doubles in the summer when the Bonnet Shores Beach Club (BSBC) is open to its 900+ cabana owners.
- Planning staff estimates the ambient ADT to be 2,500 and the summer ADT to be 5,000.
- *Modes* – This road carries a great deal of vehicular traffic. It also serves as a favorite bicycling and pedestrian route and should accommodate a wider multi-use curb lane or other facility.
- *Transit mobility* - This area of Town supports a high percentage of elderly residents which create significant demand for special service buses (*i.e.*, RIPTA/Flex).
- *Walkability / Bikeability* – This roadway is currently less than 20 feet wide with no sidewalk or useable shoulder. A modest widening of the lane width would significantly improve conditions for bicycling. Addition of a sidewalk or elevated pedestrian facility on one side of the road would enhance the pedestrian users' safety and comfort significantly.
- *Activity Centers* – With its 930 cabanas, in-ground pool and full service restaurant, the BSBC attracts thousands of people on a hot summer day. Without this improvement these beach goers and the 600+ households on the outer Bonnet peninsula would be relegated to a long and circuitous single access corridor on nearby Bonnet Shores Road.
- *Connectivity* – This road segment is a key piece in the primary road loop road that serves Bonnet Shores' 2,000 + residents.

#### - Cost Effectiveness

- *Capital Cost* – Staff estimates 5,000 trips per day of summer traffic and 2,500 per day in the off-season, would directly benefit from this project. Total estimated trips per year is estimated at 1.1 million. Using the figures noted above and estimating the lifespan of the causeway to be at least 15 years, the cost per person benefitted is very low; under \$0.029/trip. This figure does not address tourists and their guests renting in Bonnet Shores in the summer. It would be lowered even more when this population is calculated into the result.
- *Budget* – The project budget anticipates removal and replacement of the paved surface over a stabilized 21<sup>st</sup> century designed sub-base. This \$494,000 budget is considered efficient when the safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to Bonnet Shores since the 1920's. The road base has deteriorated over time and would be exceedingly expensive to expand and elevate to address current standards and sea level rise.
- *Complements other projects* – Re-Construction of the roadway would possibly allow for placement of a sewer pipe within the ROW to serve the BSBC, which is currently engaged in design and permitting for said facility. The Town has also encouraged the BSBC to investigate the possibility of supporting the seasonal sewer force main under a proposed elevated pedestrian structure currently being pursued by the Bonnet Shores Fire District. Another project that may enhance the lifespan of this request is that of dredging the southeastern corner of Wesquage Pond to facilitate the lowering of the pond's water level by 1-2 feet. This project is also being pursued by the Bonnet Shores Fire District through other funding mechanisms.

- *Resiliency* – With installation of geogrid and geotextile fabrics into the sub-base the road substrate will “harden” resulting in a longer life span for the entire *causeway*.
- **Economic Development Impact**
  - *Employment Centers & Opportunities* – Rebuilding the causeway will ensure ease of access to the BSBC which seasonally employs 100+ individuals and was noted in 2011 to be the Towns 12<sup>th</sup> largest employer.
  - *Movement of Goods* – Reconstruction of this road will significantly enhance the movement of goods. Along with Bonnet Shores Road, this road is an essential component of the primary roadway network serving Bonnet Shores
  - *Tourism* – This project will vastly improve tourist access to the BSBC and the Bonnet Shores neighborhood beach on Dunes Road along with the access trail to Bonnet Point which is a CRMC-designated right-of-way to the water.
  - *Urban Services Boundary* – This road is located within the USB.
- **Environmental Impact**
  - *Air Quality & Energy Conservation* – Improved conditions will enhance use of this roadway by pedestrians and bikers, which will translate into a small reduction in vehicle miles travelled. In its absence, all travelers to the BSBC will be required to wind through the densely populated Bonnet shores neighborhood to access the BSBC.
  - *Water Quality* – Dredging of the outlet channel in the SE corner of the pond will allow for more frequent flushing of the pond water therefore, reducing eutrophication and stagnation.
  - *Protect Natural Resources /Greenways* – This road will protect Wesquage Pond by cleaning and opening the cross-culverts between the two ponds.
- **Support to Local and State Goals**
  - *Priority* – High (1 of 4)
  - *Comprehensive Plan* – This project will respond to the goals for improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety.
- Policy T1.1: Maintain existing infrastructure in a timely and cost-effective manner.
- Continue to encourage and cooperate with RIDOT to maintain and improve State roadways in the Town. Clarify ownership and maintenance responsibilities of roads on the federal aid system.
- Policy T1.2: Pursue improvement projects to address safety deficiencies and congested areas.
- Coordinate with RIDOT to identify improvement projects that address high-accident and congested locations, and aggressively pursue funding.
- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.2.d, B.3.a, D.1.b, D.1.d, D.2.a, D.2.d, D.2.f, ED.1.a, ED.2.h, ER.1.a, ER.2.f, ER.3.b, EN.1.b, EN.2.d, EN.2.e, EN.2.f, EQ.1.a, EQ.2.b, H.1.b, H.2.b, LU.1.c, PE. 1.b, PE. 2.a, PE.2.c, PE.3.j, PL.2.g, S.1.b, S.1.c, S.2.c, S.3.q, S.4.h.
- *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
  - *Enhances Safety* – Project will replace a roadway that is long past its useful life with a new stabilized road surface that will enhance safety for drivers, bikers and pedestrians.
  - *Public Safety & Emergency Response* – This roadway serves as one of only two immediate and direct routes for emergency response vehicles into and out of the Bonnet Shores district. Fire, EMS, & Police response is often diverted around this flooded-closed causeway resulting in delayed on scene emergency services and extended EMS patient transports to the hospital.



- *Improves Evacuation Route* – In its current unreliable condition due to over-flooding, and/or ice coverage, there are many times when the road is closed to vehicular traffic. As a result, this roadway cannot be designated as a local school bus route or a hurricane evacuation route. Its replacement and associated channel dredging will improve public safety and dramatically enhance the evacuation routes for the Bonnet Shores residents and BSBC.
- *Passenger safety* – This will improve safety for vehicle passengers and walkers by replacing the narrow, deteriorated surface with a new facility designed to 21<sup>st</sup> century standards. Biking safety will vastly improve.
- **Equity**
  - *Elderly and Disabled* - This replaced roadway will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that a safe, secure and well-constructed roadway is in place to serve daily and emergency travel needs.

**BONNET SHORES CAUSEWAY RECONSTRUCTION & REINFORCEMENT**  
**Conceptual Budgetary Cost Estimate Sheet - MRC 2016 Unit Prices (D'Ambra)**

Item #	MRC 2016 Item #	RIDOT Section	RIDOT Item Code	Item Description	Unit	Quantity	Price	Item Cost
1	3-1	932	932.0200	Full-Depth Sawcut of Bituminous Pavement	LF	50	\$1.00	\$50.00
2	1-1	206	206.0201	Compost Filter Sock	LF	3,380	\$4.00	\$13,520.00
3	5-8	406	406.0100	Cold Recycled Base Course	SY	4,300	\$5.00	\$21,500.00
4	3-10	202	202.0100	Unclassified / Earth Excavation	CY	1,800	\$16.00	\$28,800.00
5	4-3	N/A	N/A	Polypropylene Triaxial Geogrid Base Reinforcement	SY	4,250	\$6.00	\$25,500.00
6	4-4	N/A	N/A	Non-Woven Permeable Geotextile Filter Fabric	SY	4,250	\$2.00	\$8,500.00
7	4-6	N/A	N/A	Placement & Compaction of Reclaimed Base Course	CY	1,000	\$10.00	\$10,000.00
8	5-3	401	401.2000	Class 12.5 HMA Base/Surface Course	TON	500	\$70.00	\$35,000.00
9	5-5	401	401.3000	Class 9.5 HMA Surface Course	TON	500	\$70.00	\$35,000.00
10	N/A	901	901.0101	Guardrail Steel Beam Single Face - Earth & Asphalt	LF	164	\$50.00	\$8,200.00
11	9-1	L01	L01.0104	Plantable Loam 4" Deep	SY	1,220	\$4.00	\$4,880.00
12	9-2	L02	L02.0102	Residential Seeding (Type 2)	SY	1,220	\$1.50	\$1,830.00
13	10-1	T20	T20.2006	6" Epoxy Resin Traffic Markings - White	LF	3,650	\$0.50	\$1,825.00
14	10-1	T20	T20.2016	6" Epoxy Resin Traffic Markings - Yellow	LF	3,650	\$0.50	\$1,825.00
15	N/A	N/A	N/A	Water Quality BMP	EA	1	\$60,000.00	\$60,000.00
16	N/A	N/A	N/A	Traffic Protection/Traffic Control	ALL	1	\$6,000.00	\$6,000.00
17	N/A	N/A	N/A	Testing of Materials and Methods	ALL	1	\$6,000.00	\$6,000.00
<b>Rounded Subtotal</b>								
<b>Mobilization (10%)</b>								
<b>Subtotal w/Mobilization</b>								
<b>Contingency (20%)</b>								
<b>Rounded Total Construction Cost</b>								
<b>Soft Costs (Design &amp; Permitting, 12%)</b>								
<b>Rounded Total Project Cost</b>								
								<b>\$268,500.00</b>
								<b>\$26,900.00</b>
								<b>\$295,400.00</b>
								<b>\$59,100.00</b>
								<b>\$354,500.00</b>
								<b>\$42,600.00</b>
								<b>\$397,100.00</b>





## Bonnet Point Road

### Causeway Reconstruction

**TOWN OF  
NARRAGANSETT  
Rhode Island**

The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.

#### TIP Project

- Bonnet Point Road
- Photo Location
- ➔ Photo Direction



1 Inch = 250 feet



# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name Town of Narragansett

Contact Person (if different) \_\_\_\_\_ Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansett.ri.gov

PROJECT INFORMATION

### Type of Project select all that apply

☐ Bridge

☒ Pavement

☐ Drainage

☐ Planning

☒ Traffic

☐ Transit

☐ Bicycle

☐ Pedestrian

☐ Transportation Enhancement

☒ Other Re-Striping

### 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 Restriping / Widening of Boston Neck Road

Location by Street Name Boston Neck Road (Route 1A)

Project Limits - From South Ferry Road To Mettatuxet Road

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

Provide a brief description of the proposed project:

Town proposes that RIDOT re-stripe approximately 6,500 feet of Boston Neck Road between South Ferry Road and Mettattuxet Road for the purpose of creating a center safety island or designated left-turn lane. This project would improve safety for left-turning vehicles entering and exiting numerous commercial and residential properties along this road.

Town GIS mapping indicates ROW width in this area varies from about 60 to 75 feet. At its widest, in front of 691 Boston Neck Road, the curb-to-curb paved area is about 40 feet wide. Near the Bonnet Shores Road intersection the paved width is also about 40 feet which incorporates a left turn lane both northbound and southbound. If this is correct there should be no need for land acquisition. However, unless the paved width is expanded the curb lane will be severely reduced and may impact safety for bicyclists and parked cars. Town staff estimates the necessary added width at approximately 8 feet (4 feet each side). This would result in three 12 foot wide lanes and two 6 foot wide curb lanes.

Describe need for proposed project:

This low cost improvement would add a safe zone in this very busy segment of Boston Neck Road for traffic attempting to access CVS, Cumberland Farms, Nardolillo's Funeral Home, Brickley's Ice Cream Shop, NBX Bikes, Bonnet Plaza, and the many vehicles that travel to and from the Town's Christofaro Recreation Facility daily.

Boston Neck Road experiences the second highest volume of vehicular accidents in the Town (behind Pt. Judith Road), averaging between 80 and 110 accidents each year along its full length. The majority of these accidents occur in the vicinity of South Ferry Road and Bridgetown Road. In this vicinity the average is between 15-30 accidents per year placing it in the top 10 Townwide for years 2007 -2011.

Additionally, due to the fact that Boston Neck Road provides only 1 lane in each direction, the creation of a center lane to protect left-turning vehicles will have the added positive effect of allowing through traffic to continue moving without causing back-ups. In the summer months, with very high traffic volumes heading to and from the Town's numerous beaches, left turning movements are nearly impossible at the morning and afternoon peak hours.

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

Benefits of this project are twofold and related. By separating the northbound and southbound lanes far enough to install a safety island or left turn lane, the driving public will perceive a greater sense of driving safety whether going on by or stopping at one of the nearby destinations. With that increased sense of safety, potential customers of the many adjacent businesses in this road segment will have less hesitancy in stopping to wait for a break in traffic to cross into the site. This also will improve exiting movements to allow vehicles to leave the site turning left and to slow or stop long enough to safely accelerate in to the traffic flow.

Additionally, the network itself gains from a greater sense of visual understanding with the extended channelization of vehicular traffic. The presence of the safety island/ left turn lane will communicate to the driver that an area of congestion and increased turning activity is ahead. Without adding any signage the new center island will add an element of traffic calming to this area.

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	\$ 0.00	\$ 0.00	\$ 0.00	\$ 250,000.00	\$ 250,000.00

Amount Requested through TIP Process **\$ 250,000.00**

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

Source	Amount
Total	<b>\$ 0.00</b>

Estimated date of construction 04/01/2018

## Municipal Applications

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

August 8, 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**

## 2017 NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

### HIGH PRIORITY – BOSTON NECK ROAD – RESTRIPIING

#### - Mobility Criteria

- *Travelers served* – Boston Neck Road serves as a major arterial roadway carrying 18,100 vehicles per day. This figure likely doubles in the summer due to the several beaches accessed along Route 1A, (Bonnet Shores Beach Club, Narragansett Town Beach, Dunes Club), and the high density of seasonal home rentals located in the north end of Town.
- *Modes* – This road carries a great deal of vehicular traffic as well as bicycles. It serves as a favorite bicycling and pedestrian route and should remain capable of accommodating a multi-use curb lane or other facility.
- *Transit mobility* - This road carries the RIPTA Route 14 bus to the north and center of Town.
- *Walkability / Bikeability* – This roadway has sidewalk on one side and wide curb lanes on both sides. In the target area the curb lane may need to be slightly reduced to accommodate the center safety island.
- *Activity Centers* – Boston Neck Road is the hub of commercial activity for the north end Town. Creating a center safety island would enhance accessibility to the numerous businesses located in the stretch between South Ferry Road and Mettatuxet Road. Without this improvement these businesses will remain at a disadvantage of missing out on business due to driver's insecurity of safely crossing the road to enter their sites.

#### - Cost Effectiveness

- *Capital Cost* – RIDOT reports 18,100 trips per day on average on this area. Summer traffic adds significantly to this figure. Total trips per year is estimated upwards of 6.0 million. Using these figures the cost per person benefitted is less than 10 cents.
- *Budget* – The project budget anticipates removal and replacement of the lane striping for approximately 5,000 linear feet of roadway. Additionally, it may require widening of the paved surface by about 8 feet. This \$250,000 budget is considered appropriate specifically when the safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to the north end of Town and the Pier Area forever. The use of land at its periphery has expanded over time resulting in an increase in points of conflict. With the rise of businesses in this one mile segment, it is appropriate to upgrade how the traffic is channeled.

#### - Economic Development Impact

- *Employment Centers & Opportunities* – As noted above, the widening & striping of a center safety island will improve the safety of vehicular access to the local businesses on this section of Boston Neck Road. Additionally it will improve the overall traffic flow for residents of Bonnet Shores, the Bonnet Shores Beach Club and the Mettatuxet neighborhood.
- *Movement of Goods* – Establishing the safety island will free up the travel lane in each direction for flow-through traffic, which includes delivery of goods to local businesses and the Bonnet Shores Beach Club as well as numerous restaurants, retail shops further south in the Narragansett Pier Area.
- *Tourism* – This project will vastly improve access to tourist destinations in Bonnet shores and in the Pier Area.
- *Urban Services Boundary* – This road is located within the USB.

- **Environmental Impact**
  - o *Air Quality & Energy Conservation*– Improved travel conditions along this stretch will reduce the number and duration of traffic backups that occur at the South Ferry Road and the Bonnet shores Road intersections. This improvement will translate into a small reduction wasted fuel.
- **Support to Local and State Goals**
  - o *Priority* – Moderate (4 of 7)
  - o *Comprehensive Plan* –This project will respond to the goal of improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety.
    - Policy T1.2a – Coordinate with RIDOT to identify improvement projects that address high accident and congested locations and aggressively pursue funding .*
    - Policy T1.2f – Explore potential signal timing modifications , queue management in cooperation with RIDOT: Boston Neck Road between south Ferry Road and Mettatuxet Road.*
    - Policy T2.4f – Consider a study that will result in an access management plan for Boston Neck Road to establish policies that would ensure that new development and redevelopment do not degrade existing traffic conditions. Plan should review all modes and make recommendations to improve existing congestion conditions.*
  - o *Public Support* – This project was heard on August 7,2017 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
  - o *Enhances Safety* – Project will enhance safety for drivers, bikers and pedestrians by improving the visual understanding for all users to choose their appropriate lane and to know what others are attempting to do..
  - o *Improves Evacuation Route & Passenger Safety* – This will improve safety for vehicle passengers whether during regular business or in the event of a needed evacuation by enhancing visual understanding of drivers' intentions. With left-turning vehicles removed from the traffic flow there will be a significantly lower chance of accidents due to driver inattention or inappropriate driving practices.
- **Equity**





Segment of Boston Neck Road to be widened and re-stripped with center turn lane

**Boston Neck Road**



1 inch = 800 feet

The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.

**TOWN OF  
NARRAGANSETT**  
*Rhode Island*



# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name Town of Narragansett

Contact Person (if different) \_\_\_\_\_ Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansett.ri.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? Ocean Road Beautification Phase 1 & 2 (submitted as 2 separate applications in 2015)

What was the TIP ID# assigned to the project at that time (4-digit number)? none

Current Project Title Ocean Road Beautification Phase 1 & 2

Location by Street Name Ocean Road

Project Limits - From Beach Street To South Pier Road

*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 focus on roadway enhancements to include new period lighting, sidewalks (west side only), crosswalks, and appurtenances much of which is described in the Pedestrian Safety Audit of the area drafted by McMahon Associates in 2013. Scope of work has been reduced since the 2015 submittal due to post-Sandy repairs made by RIDOT along the entire eastern side of the road. This application focuses primarily on enhancing the west side of the road and Memorial Square.

Describe need for proposed project:

The proposed improvements will provide repairs to very heavily used pedestrian facilities in the Narragansett Pier area. These enhancements will address ADA requirements for Town residents and the thousands of tourists who visit the area for work or pleasure.

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

New lighting and ancillary elements including benches and landscaping will significantly improve the day-to-day experience of Town residents and its large tourist population who visit the Historic Towers, the Casino Courtyard, several nearby restaurants, the 2 adjacent parks, the Town Beach and those who walk the seawall for exercise.

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	\$ 0.00	\$ 0.00	\$ 50,000.00	\$ 400,000.00	\$ 450,000.00

Amount Requested through TIP Process **\$ 450,000.00**

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

Source	Amount
Total	<b>\$ 0.00</b>

Estimated date of construction \_\_\_\_\_

## Municipal Applications

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

**August 8, 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**

# NARRAGANSETT TIP PROJECTS - EVALUATION CRITERIA

## PRIORITY MEDIUM - OCEAN ROAD BEAUTIFICATION – PHASE 1 & 2

### - Mobility Criteria

- *Travelers served* - It is estimated that this heavily travelled pedestrian area of Narragansett Pier may serve over 50,000 pedestrians each year. Chamber of Commerce estimates over 200,000 room nights rented to tourists visiting Narragansett each summer. Notable attractions in the project area include the Historic Towers which books over 100 private functions and 90-100 public events annually, Veterans Park which hosts 5-6 large festivals every summer, and the Ocean Road Sea Wall which serves as a daily attraction for walkers and tourists. The Towers Committee estimates that the Towers alone generate over 14,000 visitors to this area annually.
- *Modes* – Sidewalk and crosswalk orientation will be improved for the safety of pedestrians.
- *Transit mobility* - In this case the improved sidewalks and crosswalks will enhance mobility for the many pedestrians who choose to walk over driving due to summer congestion, particularly on weekends. These improvements will also serve the thousands of summer tourists renting rooms at Narragansett's 6 hotels and 15 B&B's.
- *Comfort* – Additional street furniture and other appurtenances will enhance the walking environment for residents and visitors alike.

### - Cost Effectiveness

- *Capital Cost* – using the figures noted above the cost per person benefitted is very low; \$0.75/ person. This figure only addresses those individuals visiting the Town overnight. It would be lowered even more when the “day trippers” and local population is calculated into the result.
- *Innovation* – New light fixtures will be state of the art to make most efficient use of the illumination capacity. Crosswalks will be constructed of decorative stamped and colored materials for maximum life span and visibility.
- *Infrastructure maintenance* - Existing granite curbing will be re-used.

### - Economic Development Impact

- *Movement of Goods* – Very little enhancement of goods movement. This project will improve the visual understanding between the pedestrian and the vehicle operator.
- *Tourism* – This project will vastly improve pedestrian access to the Historic Towers, Veterans Park, Casino Park, the Narragansett Post Office and the Sea Wall – all of which attract hundreds of pedestrians each day, particularly in the summer.
- *Brownfield Site* – This is not a brownfield site (although parts of two nearby parks are the site of a massive fire in 1900).

### - Environmental Impact

- *Air Quality* – The improvement of these pedestrian facilities will have a positive, although unmeasured, impact on air quality. As noted above, dozens to thousands of tourists and residents alike utilize the sidewalks and crosswalks in Narragansett Pier for enjoyment every day of the year.
- *Energy conservation* – New light fixtures will be designed to use the most efficient and maintenance free bulbs available.
- *Scenic & Historic Resources* – This project is located in the local “Towers Historic District”. As such it will enhance the cultural character of the entire area.
- *Greenways* – This site is located in the Narragansett Pier Greenbelt Planning District.

- *Walk & Bikeability* – The improvements anticipated in the project will significantly improve conditions for walkers in the Pier area.
- *Village Center* – Uniquely, this project is located in the urban core of Narragansett as well as its cultural center. The enhancements proposed will correct local deficiencies that hinder free flow of pedestrian traffic.
- **Support to Local and State Goals**
  - Priority - Medium.
  - *Past Commitment* – This project was in earlier versions of the TIP as under design and targeted for action in 2012. Funding never came forward and it was dropped in 2015
  - *Linkage* – This project will connect directly to South Pier Road and Beach Street, both of which have been the focus of local expenditures for resurfacing. (s. Pier Road completed in 2012, Beach Street – pending next year).
  - *Comprehensive Plan* – This project will respond to the goal of assuring that transportation of all types is provided with a safe efficient circulation system. It will aid the Town to implement three items from the Comprehensive Plan
    - ED 2.2 e:* Evaluate ways to improve the pedestrian experience in the Pier to encourage pedestrian access to the business centers.
    - T1.2c:* Review recommendations of the Pedestrian Safety Audit for the Pier area and determine priorities for implementation.
    - T3.2b:* Enhance pedestrian and bicycle amenities at the Pier, the Towers and Town Beach.
  - *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2030: B.2.f, D.1.b, D.1.d, D.2.a, D.2.e, D.3.d, ED.1.c, ED.3.s, EN.2.c, H.2.c, H.2.d, I.3.j, LU.3.h, PE.1.a, PE. 1.b, PE. 2.a, PE.2.b, PE.2.c, PE.3.a, PE.3.c, PE.3.d, PE.3.i, PE.3.k, PE.3.l, PE.3.n, PE.3.p, PL.3.g, S.1.c, S.3.m, S.3.q, S.4.h.
  - *Public Support* – This project was heard on October 17, 2011 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
  - *Corrects a problem* – Project will enhance overall safety; no crash data available.
  - *Improves walking safety* – This project was supported in the Town Comprehensive Plan at three sections and in the implementation plan.
- **Equity**
  - *Elderly and Disabled* - This project will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that safe, secure and well-constructed pedestrian amenities are in place to serve daily travel needs.



# TOWN OF NARRAGANSETT *Rhode Island*

## Ocean Road Beautification Project *Phase I*

### Legend

- TIP Project**
- Ocean Road - Phase I
  - Photo Location
  - ◊ Photo Direction



1 inch = 80 feet

The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.







View from this location looking south of Ocean Road towards South Pier Road.



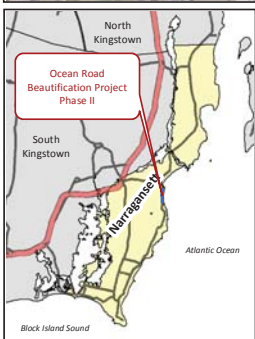
View from this location looking south of Ocean Road towards South Pier Road.



View from this location looking north of Ocean Road towards the Historic Towers.



View from this location looking north of Ocean Road towards the Historic Towers.



# Ocean Road Beautification Project --- *Phase II* TOWN OF **NARRAGANSETT** Rhode Island

- Legend**
- Project**
- Ocean Road - Phase II
  - Photo Location
  - Photo Direction



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# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name Town of Narragansett

Contact Person (if different) \_\_\_\_\_ Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansetttri.gov

PROJECT INFORMATION

### Type of Project select all that apply

☐ Bridge

☒ Pavement

☐ Drainage

☐ Planning

☒ Traffic

☐ Transit

☐ Bicycle

☐ Pedestrian

☐ Transportation Enhancement

☒ Other Re-Striping

### 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 Restriping of Point Judith Road

Location by Street Name Point Judith Road (Route 108)

Project Limits - From Barton Way To Westmoreland Street

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

Provide a brief description of the proposed project:

Town proposes that RIDOT re-stripe approximately 1,000 feet of Point Judith Road between Barton Way and Westmoreland Street for the purpose of extending the center safety island. This project would improve safety for left-turning vehicles.

Town GIS mapping indicates ROW width in this area varies from 80 to 90 feet. At its widest, in front of 120 Point Judith Road, the curb-to-curb paved area including the center safety island is about 72 feet wide. If this is correct there should be no need for land acquisition.

Describe need for proposed project:

This very low cost improvement would add a safe zone on Point Judith Road for traffic attempting to access Mariner Square, one of the Towns busiest commercial plazas, and the many heavy vehicles that travel to and from the Town's Highway Garage and the Wastewater Treatment Facility located on Westmoreland Street.

Point Judith Road has experiences the highest volume of vehicular accidents in the Town averaging between 160 - 180 accidents each year along its full length. In this vicinity the average is between 15-20 accidents per year placing it in the top 10 Townwide for years 2007 -2011.

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

Benefits of this project are twofold and related. By separating the northbound and southbound lanes far enough to install a safety island, the driving public will perceive a greater sense of driving safety whether going on by or stopping at one of the nearby destinations. with that increased sense of safety, potential customers of the Mariner Square complex will have less hesitancy in stopping to wait for a break in traffic to cross into the site. This also will work in the exiting movement to allow vehicles to leave the site turning left and to slow or stop long enough to safely accelerate in to the traffic flow.

Additionally, the network itself gains from a greater sense of visual understanding with the extended channelization of vehicular traffic. Also, as one approaches from the south, the presence of the safety island will communicate to the driver that an area of congestion and increased turning activity is ahead. Without adding any signage the new center island will add an element of traffic calming to this area.

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	\$ 0.00	\$ 0.00	\$ 0.00	\$ 20,000.00	\$ 20,000.00

Amount Requested through TIP Process **\$ 20,000.00**

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

Source	Amount
Total	<b>\$ 0.00</b>

Estimated date of construction \_\_\_\_\_

## 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

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

## 2017 NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

### LOW PRIORITY – POINT JUDITH ROAD – RESTRIPIING

#### - Mobility Criteria

- *Travelers served* – Point Judith Road serves as a major arterial roadway carrying 18,600 vehicles per day. This figure likely doubles in the summer due to the three State beaches and Block Island ferry located in the southern part of Town.
- *Modes* – This road carries a great deal of vehicular traffic including industrial traffic serving the Galilee fishing fleet as well as all construction materials and fuels and dry goods transported to Block Island daily. It also serves as a favorite bicycling and pedestrian route and should remain capable of accommodating a multi-use curb lane or other facility.
- *Transit mobility* - This road carries the RIPTA Route 66 bus to the south end of Town and Galilee.
- *Walkability / Bikeability* – This roadway has sidewalks and wide curb lanes on both sides. In the target area the curb lane may need to be reduced to accommodate the center safety island.
- *Activity Centers* – Point Judith Road is the hub of commercial activity for the entire Town. Creating a center safety island would enhance accessibility to the numerous businesses located in Mariner Square retail complex as well as the Westmoreland Wastewater Treatment Facility. Without this improvement these businesses will remain at a disadvantage compared to their competitors in the Salt Pond Plaza which has a dedicated turn lane at both entrances.

#### - Cost Effectiveness

- *Capital Cost* – RIDOT reports 18,600 trips per day on average for this area. Summer traffic adds significantly to this figure. Total estimated trips per year is estimated upwards of 8.0 million. Using these figures the cost per person benefitted is almost too small to calculate.
- *Budget* – The project budget anticipates removal and replacement of the lane striping for approximately 1,000 linear feet of roadway. This \$20,000 budget is considered appropriate specifically when the safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to the south end of Town and Block Island forever. The use of land at its periphery has expanded over time resulting in an increase in points of conflict. With the rise of businesses in this section of town it is appropriate to upgrade how the traffic is channeled.

#### - Economic Development Impact

- *Employment Centers & Opportunities* – As noted above, the striping of a center safety island on the subject section of Point Judith Road will improve the safety of vehicular access to the Mariner Square retail complex and to Westmoreland Street, on which the Town's Highway Garage and Wastewater Treatment Facility are located.
- *Movement of Goods* – Establishing the safety island will free up the left lane in each direction for flow-through traffic, which includes delivery of goods to state beaches at Scarborough and Sand Hill Cove as well as numerous restaurants, retail shops and the commercial/industrial complex at the Port of Galilee.
- *Tourism* – This project will vastly improve access to tourist destinations as noted above.
- *Urban Services Boundary* – This road is located within the USB.

#### - Environmental Impact

- *Air Quality & Energy Conservation* – Improved travel conditions along this stretch will reduce the number and duration of traffic backups that occur at the Mariner Square Complex and Westmoreland Street intersection. This improvement will translate into a small reduction in wasted fuel.

- **Support to Local and State Goals**
  - *Priority*–Low (6 of 7)
  - *Comprehensive Plan* –This project will respond to the goal of improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety.
    - Policy T1.2a – Coordinate with RIDOT to identify improvement projects that address high accident and congested locations and aggressively pursue funding .*
    - Policy T2.4e – Coordinate transportation improvements for the intersection of Point Judith road and South Pier Road , and the surrounding development with future land use recommendations , in order to improve safety and circulation....*
  - *Public Support* – This project was heard on August 7,2017 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
  - *Enhances Safety* – Project will enhance safety for drivers, bikers and pedestrians by improving the visual understanding for all users to choose their appropriate lane and to know what others are attempting to do..
  - *Improves Evacuation Route & Passenger Safety* – This will improve safety for vehicle passengers whether during regular business or in the event of a needed evacuation by enhancing visual understanding of drivers' intentions. With left-turning vehicles removed from the traffic flow there will be a significantly lower chance of accidents due to driver inattention or inappropriate driving practices.
- **Equity**



**TOWN OF  
NARRAGANSETT**  
*Rhode Island*  
**Pt. Judith Road**



1 inch = 100 feet

The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.



# FFY 18-27 Project Application Form

## State Transportation Improvement Program



CONTACT

### Contact Information

Applicant Name Town of Narragansett

Contact Person (if different) \_\_\_\_\_ Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansett.ri.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? William C. O'Neill Bike Path Extension - Phase 4

What was the TIP ID# assigned to the project at that time (4-digit number)? 5089

Current Project Title William C. O'Neill Bike Path Extension - Phase 4B

Location by Street Name Mumford road

Project Limits - From Narr. Elementary School (rear of site) To Narragansett Town Beach

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

Provide a brief description of the proposed project:

Planning, design and construction of final phase of the William C. O'Neill Bike Path. Design to include route refinement, necessary environmental permits and engineering. Construction to include right-of-way clearing, site preparation, paving including any special construction methods (such as elevated segments), and appurtenances.

- Project Limits: Narragansett Elementary School (rear of site) to Narragansett Town Beach (1.0 miles)

\*TOWN REQUESTS THE PROJECT BE TRANSFERRED TO TOWN CONTROL WITH FUNDING AS PREVIOUSLY COMMITTED BY RIDOT. NO CHANGE IN SCOPE OF WORK.

\*\*TOWN REQUESTS ADVANCING OF FUNDING FOR ENGINEERING AND PERMITTING TO FY2018-19 AND CONSTRUCTION FUNDS TO FY2020-21.



Describe need for proposed project:

This project is needed to complete the William C. O'Neill Bike Path to its originally prescribed terminus - Route 1A and the Atlantic Ocean. Within this 1.0 mile segment the path will add four major destinations : Narragansett Elementary School & Playground, Pettaquamscutt Cove, Canonchet Farm/South County Museum and Narragansett Town Beach.

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

In extending the bike path to the Ann Hoxsie Lane parking lot, the State will achieve a safe, off-road link to Route 1A (Boston Neck Road ), which is a bicycle friendly facility possessing 8-10 foot wide curb lanes from Narragansett Pier to the center of North Kingstown. At completion, this facility will provide a bike and pedestrian facility connecting two of Washington county's major population hubs: Wakefield and Wickford.

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		\$ 1,300,000.00	\$ 1,500,000.00	\$ 5,700,000.00	\$ 8,500,000.00

Amount Requested through TIP Process \$ 8,500,000.00

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

Source	Amount
Total	<span style="border: 1px solid black; padding: 2px;">\$ 0.00</span>

Estimated date of construction 03/01/2020

## 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

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

# NARRAGANSETT TIP PROJECT DESCRIPTIONS - EVALUATION CRITERIA

## HIGH PRIORITY – WILLIAM C. O'NEILL BIKE PATH EXTENSION – (PHASE 4B)

### - Mobility Criteria

- *Expected Users* - This bike path has been open for over a two decades. Figures from 2014-15 from "Eco-Counter" indicate that over 57,000 bicyclists use the bike path annually. Completion of the path to the Town Beach can only increase those figures and enhance the Town's already healthy tourist economy..
- *Congestion relieved* – The prospect of removing 2-3 vehicular trips per 100 from the road onto bicycles, provides a nominal energy saving.
- *Modes* – The proposed extension will connect to at least four parking lots where modes of travel may be changed; Narragansett Elementary School, Narragansett Community Center; South County Museum, Town Beach (Ann Hoxsie Lane).
- *Regional Impact* - This bike path has always been envisioned to connect the Kingston Railroad Station to the Narragansett Pier area and beach. The final section will complete this connection and significantly the attraction of the entire bike path for residents of S. Kingstown and Narragansett as well as tourists visiting South County in the summer months.
- *Transit Mobility & Linkage* – At its new terminus, the bike path will connect to the RIPTA Route 14 which serves Narragansett and connects to N. Kingstown, Newport and the Providence metro area.
- *Comfort Etc.* – Additional street furniture and other appurtenances will enhance the cycling environment for residents and visitors alike. At least one informational kiosk would be installed on this segment to guide travelers in and out of the Pier Area. Terminus site at the Ann Hoxsie Lane parking lot will provide racks and pedestrian amenities to connect to the Beach facilities directly across the street..
- *Walk & Bikeability* – The bike path will significantly improve the walkability and bikeability of the 160 acre Canonchet Farm site and nearby school and playground.

### - Cost Effectiveness

- *Capital Cost* –Eco Counter indicates over 57,000 bicyclists per year. (Total 113,000 users with pedestrians included). If you divide the total cost by the average annual ridership and assume a 30 year lifespan of the facility, the cost is less than \$5.00 per rider. This figure is cut in half again to \$2.50 per user when pedestrians are factored in.
- *Complements to Other Projects* – This project will connect directly to another priority projects as shown on attached proposals (Boston Neck Road – South - Beautification). Additionally, this project would complement a recent walking trail rehabilitation program being conducted by a local volunteer group on the Canonchet Farm site.
- *Efficiency & Infrastructure improvement* – This project will continue the off-road bicycle facility seamlessly extending to its originally desired terminus at Town Beach.

### - Economic Development Impact

- *Tourism Access* – This project will vastly improve bicycle & pedestrian access to the South County Museum, the Canonchet Farm site and the Narragansett Town Beach – all of which attract thousands of visitors each day in the summer. It is projected that a significant portion of the existing 57,000+ riders each year would extend their rides to the Town Beach if a direct, safe and scenic facility were available.

- *Leverage of Federal Funds* – This project is intended to be constructed almost entirely with targeted funds through the USDOT Transportation Alternative Projects program. A limited source of local funds may also be available for enhancements.
- *Urban Service Boundary* – Uniquely, this project is located in the Urban Services Boundary and the urban / cultural center of Narragansett. The bike path will expand opportunities for residents and visitors to enjoy and benefit by the near proximity of the area's numerous natural attractions.
- *Re-use* – Both possible alignments for this bike path (Alternate 2 or 3A from the FST 2015 study), would re-use a quarter-mile segment of the old Seaview Railroad.
- **Environmental Impact**
  - *Air Quality & Energy Conservation* – As noted above, thousands of tourists and residents alike utilize the existing bike path for enjoyment every day of the year. Their use eliminates on-road vehicular traffic.
  - *Scenic & Historic Resources* – This project is projected to run directly adjacent to the historic South County Museum. As such it will enhance the visibility of this important cultural resource. Additionally, the two preferred alignments through the Canonchet Farm site provide for expansive views of Pettaquamscutt Cove and the John H. Chafee Wildlife Refuge.
  - *Greenways* – This site is located in the Narragansett Comprehensive Plan's "Pier Greenbelt Planning District". By its nature, the bike path will enhance the greenbelt by providing access to areas not currently accessible.
- **Support to Local and State Goals**
  - Priority – High (one of four designated "high" of a total of 12 submittals)
  - *Comprehensive Plan* – This project will respond to the goal of "development of linear transportation facilities as an alternative to automobile travel". It will implement the following policy and action item from the Comprehensive Plan
    - Policy T2.2 (g): Advocate for the William C. O'Neill Bike Path extension to Narragansett Town Beach that is currently on the state TIP. Identify other potential locations for bike path extensions within Narragansett as future TIP projects. (Also listed as an Action item)
    - Policy ROS2.1 (c) – Increase bike safety through bike path development, striping, signage and where possible, roadway shoulder improvements.
  - *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.1.a, B.1.c, B.2.b, B.2.c, B.2.e, B.2.f, B.2.g, B.3.b, B.3.c, B.3.g, B.3.i, ED.1a, Ed.1d, Ed.2.b, ED.3.r, EN.1.a, EN.2.a, EN.4.f, EQ.1.a, F.2.f, I.1.b, I.1.c, I.3.h, LU.1.b, LU.2.b, LU.3.h, PE.1.a, PE.2.b, PE.3.d, PE.3.m, S.1.c, S.4.h, S.4.i, T.3.a.
  - *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
  - *Corrects a problem* – Project will enhance overall safety by providing a safe off-road terminal segment that delivers the rider to one of South County's most popular destinations. At this time there is no crash data available.
  - *Improves biking safety* – The recent extension into Narragansett has made it possible to bypass the Ted Wright rotary since its opening in July, 2011 making it easier to travel between Wakefield and Narragansett.
- **Equity**
  - *Enhances access* – Construction of this bike path extension will provide access to school recreation facilities and extended reaches of the Canonchet Farm site to persons with disabilities.





Alternative 2





Alternative 3A