

Project Prioritization Cover Sheet | City of Providence

Transportation Improvement Program



CONTACT	Contact Information		
	Contact Person	<u>Martina Haggerty</u>	Title <u>Associate Director of Special Projects</u>
	Mailing Address <u>444 Westminster Street, Suite 3A</u>		
	City	<u>Providence</u>	Zip Code <u>02903</u>
	Phone	<u>401-680-8400</u>	Email <u>mhaggerty@providenceri.com</u>

PROJECT PRIORITIZATION	Project Prioritization <i>(please use an additional sheet if necessary)</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	Low	✓		Arterial Traffic Signal Improvements - Allens Avenue
	Low		✓	Resurfacing Dudley St Connector (Eddy St to Allens Ave)
	High		✓	Resurfacing Gano St (India St to Trenton)
	Low	✓		Resurfacing I-95 (Barbara Leonard Way to Mulberry St)
	Low	✓		Resurfacing I-95 (US-1 to Eddy St)
	see new		✓	Pedestrian and Bicycle Safety Improvements - Exchange Street
	Medium		✓	RISTARS - Localized Bottleneck Improvements to I-95
	Low		✓	Roadway Departure Mitigation - Systemic High Friction Surface Treatments
	Low	✓		Route 146 Guide Sign and Sign Structure Replacement -Route 246 to I-95
	Medium		✓	Route 6/10 (Transit Feature)
	see new	✓		Route 6/10 (Highway Reconstruction)
	Low		✓	Resurfacing Rt 10 (US-6 to Park Ave)
	Low	✓		Resurfacing Rt 146 (I-95 to 0.6 miles south of Sherman Ave)
	Med		✓	Resurfacing US-1, Pawtucket Ave and North Main St (Garden St to Rochambeau Ave)
	High	✓		Resurfacing US-44, Smith St (Lyndhurst Ave to I-95)
	Low		✓	Resurfacing US-6 (I-295 to Rt 10)
	Low		✓	Resurfacing US-6 (Rt 10 to I-95)
Low		✓	Ashburton Street Bridge, I-95 NB & SB	

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Med		✓	Admiral Street Bridge at RI 146 Louisquisset Pike
Med		✓	CAUNOUNICUS Bridge, Cladrash Ave at Pleasure Lake
Med		✓	MIANTUNNOMU Bridge, Cladrash Ave at Cunliffs Lake
Med		✓	Bath Street East Bridge at Woonasquatucket River
Med		✓	Branch Ave Bridge at I-95 NB & SB
High		✓	Exchange Street Bridge at Woonasquatucket River
Med		✓	Tar Bridge, Manton Ave at Woonasquatucket River
Med		✓	Chalkstone RR Bridge at I-95 NB & SB
Med		✓	Charles Street Bridge at I-95 NB & SB
Low		✓	Ramp WS, I-195 W to I-95 SB at Ramp SE, US-1, I-95 NB & SB
Low		✓	Culvert A, I-95 NB & SB at West River
High		✓	Ramp BD Civic Center, I-95 Ramp at US 6W Exchange St Ramps
Med		✓	Smithfield Ave Bridge at I-95 NB & SB
High		✓	Hawkins Street Bridge at West River
Med		✓	Reservoir Ave RR Bridge
High		✓	Smith Street RR Bridge
High		✓	Woonasquatucket River Bridge at US 6 EB & WB
Med		✓	Smith Street Bridge at I-95 NB & SB
Med		✓	Glenbridge Ave Bridge at US 6
Med		✓	Killingly Street Bridge at US 6 EB & WB
Med		✓	Atwells Ave Bridge at I-95 Ramps BC & CA
Med		✓	Culvert BC, I-95 N Service Rd at Moshassuck River
Low		✓	Merino Pond Bridge, US 6 EB & WB at Woonasquatucket River
Med		✓	Hawkins Street Bridge at RI 146 Lousiquisset Pike
Med		✓	Smith Street Bridge at Moshassuck River
Med		✓	Industrial Drive Bridge at I-95 NB & SB

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Low		✓	Wanskuck Bridge, RI 146 Eddie Dowling Highway at Branch Ave
Med		✓	Elmwood Ave Bridge at I-95 NB & SB
Med		✓	Broad Street South Bridge at I-95 NB & SB and P & W RR
High		✓	Smithfield Ave RR Bridge
Low		✓	Atwells Ave Ramp East, Ramp BR-4 at I-95 Ramp BC
High		✓	Geneva Pond Bridge, RI 7 Douglas Ave at West River
Low		✓	Moshassuck South Bridge at I-95 Ramp BR-2
Low		✓	Concord Street Bridge at RI 126 Smithfield Ave
High		✓	Steeple Street East Bridge at Moshassuck River
High		✓	Branch Ave RR Bridge
High		✓	Branch Ave Culvert at West River
High		✓	Westminster RR Bridge
Med		✓	Veazie Street Bridge at West River
Med		✓	Magnan Road RR Bridge
Med		✓	Charles Street RR Bridge
High		✓	Broadway RR Bridge
Med		✓	West River Street Bridge at West River
High		✓	Memorial Blvd South Bridge at Providence River
High		✓	Eagle Street Bridge at Woonasquatucket River
Med		✓	Oxford Street Bridge at I-95 N & S Ramp WS
High		✓	Steeple Street West Bridge at Woonasquatucket River
Med		✓	Acorn Street Bridge at Woonasquatucket River
High	✓		Dean Street Bridge at US 6 Harris Ave & Amtrak
High		✓	Valley Street Bridge at Woonasquatucket River
Low		✓	Harris Ave Bridge at Mall Ramp RV-AD
Low		✓	Providence Viaduct, I-95 NB & SB at US 6 Woonasquatucket River, Amtrak

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Med		✓	Stevens Street Bridge at Moshassuck River
Low		✓	Louisquisset Pike at I-95 NB & SB
Med		✓	Industrial Drive Bridge at Moshassuck River
High		✓	Union Ave RR Bridge
Med		✓	Westminster Street Bridge at I-95 NB & SB
Med		✓	Broad Street Bridge at I-95 A, B, C, D
Med		✓	Washington Street Bridge at I-95 BR-3
Med		✓	Eddy Street Bridge at I-95 NB & SB
Med		✓	Blackstone Street Bridge at I -95 NB & SB
Med		✓	Broadway Bridge at I-95 NB & SB
Low		✓	Allens Ave Ramp at I-95 Ramp BR-7
Low		✓	Ramp DA Civic Center, I-95 at US 6, W Exchange St, Ramps CB, AC, CC
Low		✓	Narragansett Electric Co Bridge, I-95 NB & SB at Narragansett Electric Co Siding
Low		✓	Ramp CA Civic Center, I-95 Ramp CA at Ramp CC, W Exchange St
Med		✓	Elmwood Ave South Bridge at RI 10 Huntington Exp
Med		✓	Public Street Bridge at I-95 NB & SB
High		✓	Memorial Boulevard Bridge at Roosevelt Lake
High		✓	Memorial Boulevard Bridge at Polo Lake
Low		✓	Frankfort Street Bridge at RI 10 Huntington Exp
Low		✓	O'Connell Street at I-95 N & S Ramp WS
Med		✓	Gladrastris Ave Bridge, Cladrash Ave at Williams Lake
Med		✓	Delaine Street Bridge at Woonasquatucket River
Low		✓	Hamlin Bridge, Temple Ave at RI 10 Huntington Exp
High		✓	Memorial Blvd North Bridge at Providence River
Med		✓	Atwells Ave Bridge at US 6 Connector & Amtrak

Project Prioritization (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Low		✓	Ramp BC Civic Center at West Exchange St
Med		✓	Thurbers Ave Bridge at I-95 NB & SB
Med		✓	Eddy Street South Bridge at I-95 and P & W RR
Low		✓	Park Row B - Exchange St Bridge at Parking Garage
High		✓	Washington Street Bridge at Providence River
High		✓	Point Street Bridge at Providence River
High		✓	Park ROW Bridge at Moshassuck River
Low		✓	Park Row C - East Bridge at Parking Garage
High		✓	Francis Street South Bridge at Woonasquatucket River
Low		✓	Park Row A - West Bridge, Finance Way at Parking Garage
Low		✓	Ramp DB Civic Center at Amtrak, City STS, Woonasquatucket River
Low		✓	Ramp CB-1 Civic Center at Ramp CC
High		✓	Park Street BRidge at Woonasquatucket River
Low		✓	Ramp CB-2 Civic Center at Amtrak, City Streets
High		✓	Francis Street North Bridge at Amtrak
High		✓	Memorial Blvd Pedestrian Underpass
High		✓	College Street Bridge at Providence River
High		✓	Orms Street RR Bridge
High		✓	Crawford Street Bridge, South Water Street at Providence River
High		✓	Providence River Bridge, I-195 EB & WB at Providence River, So Main & So Water
Low	✓		Harbor Junction Bridge, US 1 Elmwood Ave at Har Junc Bridge line P & W RR
Med		✓	Memorial Blvd at Roosevelt Lake
			**PLEASE SEE ATTACHED ADDITIONAL PRIORITIZATION SHEET
			FOR ADDITIONAL NEW PROJECTS**

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
			**PLEASE SEE ATTACHED ADDITIONAL PRIORITIZATION SHEET
			FOR ADDITIONAL NEW PROJECTS**

Required Public HearingThe required public hearing was held on January 4, 2016

CERTIFICATION

Applicant Certification

The information provided on this application is in accordance with local regulations and ordinances.

Associate Director of Special ProjectsApplicantTitleChief Executive Officer SignatureDate**Submittal Checklist**

CHECKLIST

- ☐ 3 collated copies of complete TIP submittal package
 - ☐ Project Prioritization Cover Sheet
 - ☐ New Project Application Form for each new project
 - ☐ 2-page narrative on evaluation criteria
 - ☐ 8.5" x 11" PDF map of project location
- ☐ Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- ☐ Submit complete TIP submittal package to:
Rhode Island Statewide Planning Program
ATTN: Kimberly Crabill
One Capitol Hill
Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Project Prioritization Cover Sheet

Transportation Improvement Program



CONTACT	Contact Information		
	Agency/Organization <u>City of Providence</u>		
	Contact Person <u>Martina Haggerty</u>	Title <u>Associate Director of Special Projects</u>	
	Mailing Address <u>444 Westminster Street</u>		
	City <u>Providence</u>	Zip Code <u>02903</u>	
	Phone <u>401-680-8400</u>	Email <u>mhaggerty@providenceri.com</u>	

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	High		X	Exchange Street Sidewalk Widening Project
	High		X	Providence On-road Bicycle Infrastructure Project
	High		X	CityWalk Pedestrian and Bicycle Enhancement Project
	High		X	Promenade-Kinsley-Woonasquatucket Corridor Enhancements
	High		X	Sabin Street Circulation Improvements
	High		X	Providence Station Multimodal Hub
	High		X	Memorial Boulevard Pedestrian Crossing Enhancements
	Medium		X	I-95 Overpass Enhancement Project
	Medium	X		Blackstone Bike Path Segment 1A
	High		X	Olneyville Square Vehicular Circulation/Pedestrian Safety Improvements
	High		X	Providence School Zone Enhancement Project
	Medium		X	Washington St Decorative Lighting and Streetscape Enhancement Project
High		X	Cathedral Square Enhancement Project	

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Martina Haggerty	Associate Director of Special Projects
	Applicant	Title
	Signature	Date

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Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Project Prioritization

please use an additional sheet if necessary

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Medium		X	Washington Secondary Bike Path Extension
High		X	Downtown Providence Enhanced Bus Circulator Project
Medium		X	Providence River Dredging
Medium		X	Huntington Avenue Enhancement Project
High		X	Route 6/10 Highway to Boulevard Replacement Project
Medium		X	North Main Street Bus Priority Lane Project
Medium		X	Roger Williams Park Cadillac Drive Tunnel Enhancement Project
Medium		X	Riverside Park-Contech Pedestrian Bridge Project
Medium		X	River Road Drainage Improvements and Enhancement Project
Medium		X	Henderson Bridge Reconstruction and Enhancement Project
Medium		X	Providence Bike-share Expansion
High		X	Eagle St./Kinsley Ave. Intersection Improvements
Medium		X	Downtown Traffic Signal Pedestrian and Phasing/Timing Improvements

Applicant Certification

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Martina Haggerty Associate Director of Special Projects

Applicant Title

Signature Date

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Project Prioritization

please use an additional sheet if necessary

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Medium		X	Branch Avenue/Douglas Ave./Burns traffic signal installation
Medium		X	Exchange Terrace Pedestrian Improvements
High		X	Fountain Street Sidewalk Widening and Paving
High		X	Arterial/Collector Streets Road Resurfacing
Medium		X	Wheelchair Ramp Installation on Arterial and Collector Streets
Medium		X	Canal St.at Park Row West Traffic Signal installation
Low	X		Hardscrabble Square
Low	X		Thurbers Ave/Allens Ave

Applicant Certification

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Applicant _____ Title _____

Signature _____ Date _____

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New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☐ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title Providence Bicycle Infrastructure Enhancements

Location by Street Name _____

Project Limits - From _____ To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

The Providence Bicycle Infrastructure Enhancements will include the design and construction of approximately 20 miles of on road bicycle lanes, shared lane markings, bicycle boxes, bicycle signal loops, bicycle racks, and other related bicycle infrastructure throughout the City of Providence. Specific streets to receive improvements will be finalized during the Spring 2016 Providence Bicycle Master Plan update.

Describe need for proposed project:

Bicycle infrastructure improvements are needed throughout the City. Providence must expand the existing bicycle infrastructure for every level of cyclist by constructing a comprehensive network of bicycle lanes throughout the city's neighborhoods. Research has found that the level of bicycling in a city is strongly associated with the extent of bicycling infrastructure. Bike lanes are not only needed to increase the number of people that ride bicycles, but to improve safety for many residents of low-income neighborhoods who currently rely on bicycles to meet their daily transportation needs.

Transportation benefits in the city of Providence could be realized from increased bicycle use by reducing the number of car trips in the City. Given the City's relatively small geographic size, the distances from residential neighborhoods to business districts and schools are easily covered by a bicycle.

Demand for quality transportation options and better infrastructure for bicyclists has grown. There is a need to develop additional bicycle infrastructure to meet that demand and to continue to attract new residents and businesses to the city.

According to the American Community Survey, between 1990 and 2012 the number of bicycle commuters jumped more than 50 percent, while the number of "bicycle friendly communities" shot up almost 150 percent. Providence must invest in bicycle infrastructure in order to continue to compete with other US cities.

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

From an economic standpoint, the cost of car ownership can account for 18% of a typical household's income according to the AAA's Your Driving Costs 2009 compared to the \$120 per year for bicycle operation as calculated by the League of American Bicyclists. Bicycling can provide options for those who cannot afford car ownership or transit passes.

Cities that have invested in bicycling have seen real economic impacts. Numerous studies of cities that have invested in bicycling infrastructure have seen real economic impacts, showing that the bicycle industry, bicycle tourism, and the health benefits from bicycling create jobs, economic activity, and cost savings.

Numerous reports indicate that bicycle infrastructure investments generate more jobs per dollar than road projects, attract cyclists and pedestrians to commercial districts who then spend more money per month than those who drive,

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$300,000	\$1.5M	\$1.8M
Total Cost					\$1.8M
Amount Requested through TIP Process					\$1.8M

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

Source	Amount
Total	

Estimated date of construction 2017-2020

Applicant Certification

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

Applicant's Signature

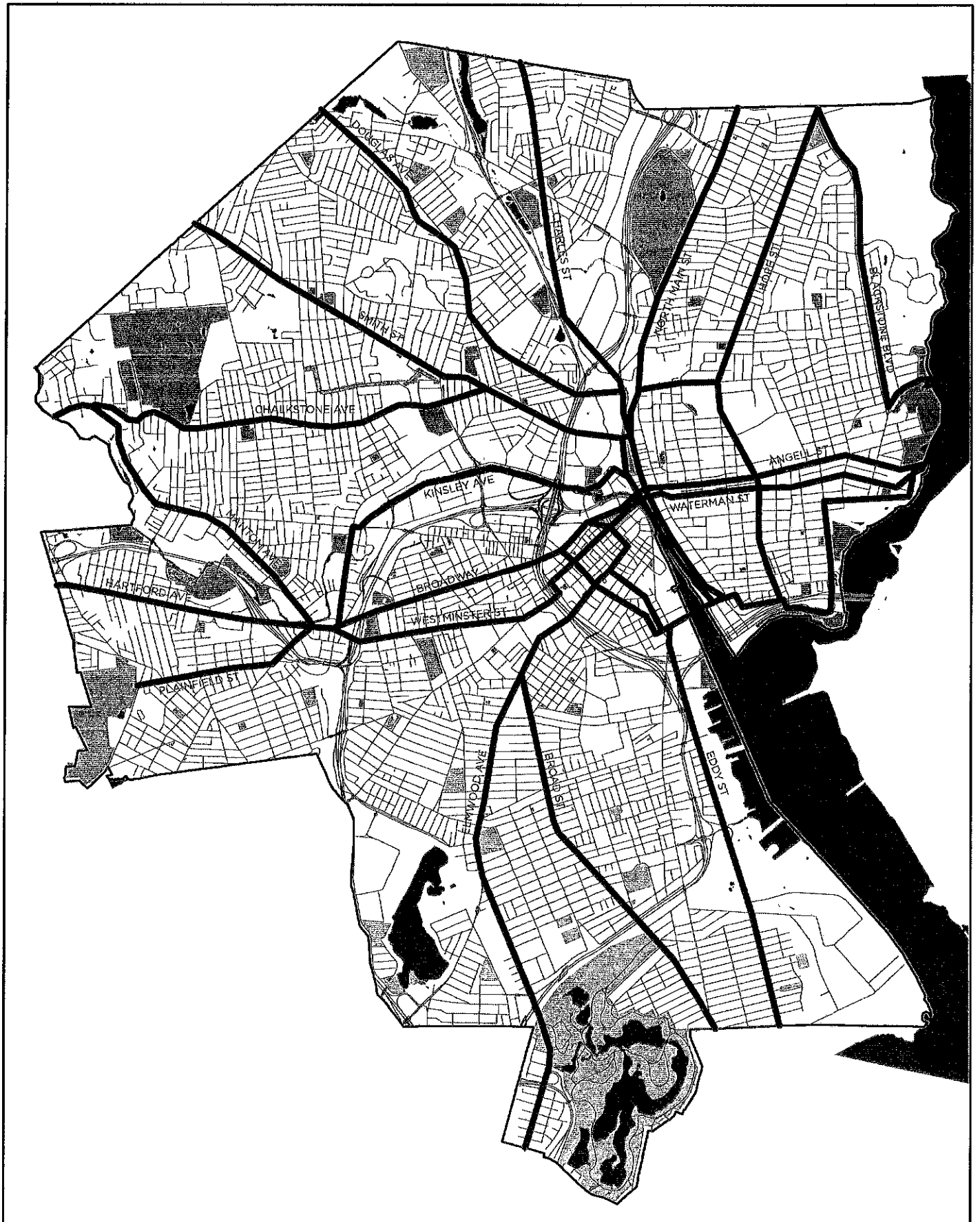
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

CITYWIDE BICYCLE INFRASTRUCTURE



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Providence Bicycle Infrastructure Enhancements

Mobility Benefits

This project would improve conditions for bicyclists along some of the City's busiest corridors, making bicycling safer and easier. This project will also improve connections between key transportation hubs and Downtown, creating a network for bicyclists. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods in Providence, improve access to numerous assets throughout the City, and enhance regional connections for bicyclists by improved connections to the East Bay, Blackstone, Washington Secondary, and Woonasquatucket bike paths. This project will fill a much needed gap in improved bicycle connections throughout the City.

Cost Effectiveness and Economic Development

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Additionally, bicycle lanes can accommodate at least seven times as many people per mile than vehicle lanes. This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles.

Supports Local and State Goals

This project implements the following specific actions from the local comprehensive plan:

- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."
- P70 "Promote Providence as the hub of the statewide bicycle network."
- P73 "Encourage the state to provide more funding for bike transportation."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure.

Safety and Security

This project will enhance safety, particularly to bicyclists (vulnerable road users) along numerous key corridors in the City.

Equity

Covering some of the City's most disadvantaged neighborhoods, this project will improve access to amenities and recreational opportunities for residents in Providence. 62% of Providence's population is Minority and 27.9% of the population lives below the poverty level. Nearly 80% of households do not have access to a vehicle. 13.5% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

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Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☐ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Providence Bike-Share System Expansion

Location by Street Name _____

Project Limits - From _____ To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the capital costs for an additional 250 bike-share bicycles to support the expansion of Providence's planned system beyond the Phase 1 system.

Describe need for proposed project:

Bicycle infrastructure improvements are needed throughout the City. As they have become instituted in more and more cities throughout North America, bike share systems are an essential part of modern cities. As the City of Providence works to launch Phase 1 of the bike-share system, we need to plan for an expansion of the system in order to fill in gaps, meet an anticipated growing demand, and expand the geographic area covered by the system.

Transportation benefits in the city of Providence could be realized from increased bicycle use by reducing the number of car trips in the City. Given the City's relatively small geographic size, the distances from residential neighborhoods to business districts and schools are easily covered by a bicycle.

Demand for quality transportation options and better infrastructure for bicyclists has grown. There is a need to develop additional bicycle infrastructure to meet that demand and to continue to attract new residents and businesses to the city. According to the American Community Survey, between 1990 and 2012 the number of bicycle commuters jumped more than 50 percent, while the number of "bicycle friendly communities" shot up almost 150 percent. Providence must invest in bicycle infrastructure-- including an expansion of the already planned bike-share system-- in order to continue to compete with other US cities.

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

From an economic standpoint, the cost of car ownership can account for 18% of a typical household's income according to the AAA's Your Driving Costs 2009 compared to the \$120 per year for bicycle operation as calculated by the League of American Bicyclists. Bicycling can provide options for those who cannot afford car ownership or transit passes. Cities that have invested in bicycling have seen real economic impacts. Numerous studies of cities that have invested in bicycling infrastructure have seen real economic impacts, showing that the bicycle industry, bicycle tourism, and the health benefits from bicycling create jobs, economic activity, and cost savings. Numerous reports indicate that bicycle infrastructure investments generate more jobs per dollar than road projects, attract cyclists and pedestrians to commercial districts who then spend more money per month than those who drive.

Bike sharing extends the reach of transit (particularly for longer distance transit trips) and a number of European bike share systems have found an increase in transit ridership following implementation. It can also fill a void in the transportation spectrum for trips that are too far to walk but not long enough to justify waiting for transit.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$750,000	\$750,000
				Total Cost	\$750,000
				Amount Requested through TIP Process	\$750,000

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

Source	Amount
Total	

Estimated date of construction 2017

Applicant Certification

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

Applicant's Signature

Date

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Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Providence Bicycle Share Expansion

Mobility Benefits

This project would improve amenities for bicyclists and make bicycling a more attractive and readily available option. This project will also provide a new mode to make connections between key transportation hubs, employment centers, and other important destinations within the City of Providence. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes bikeability of the neighborhoods in Providence, improves access to numerous assets throughout the City, and enhances regional connections for bicyclists through connections to Providence Station and Kennedy Plaza. This project will fill a much needed gap in improved bicycle connections throughout the City.

Cost Effectiveness and Economic Development

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project complements other TIP projects submitted by the City of Providence for bicycle infrastructure projects.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plans:

- P25 "Consider developing citywide shared transportation options for cars and bicycles." (O,S, Valley)

This project implements the following specific actions from the local comprehensive plan:

- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."
- P70 "Promote Providence as the hub of the statewide bicycle network."
- P73 "Encourage the state to provide more funding for bike transportation."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.

- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure.

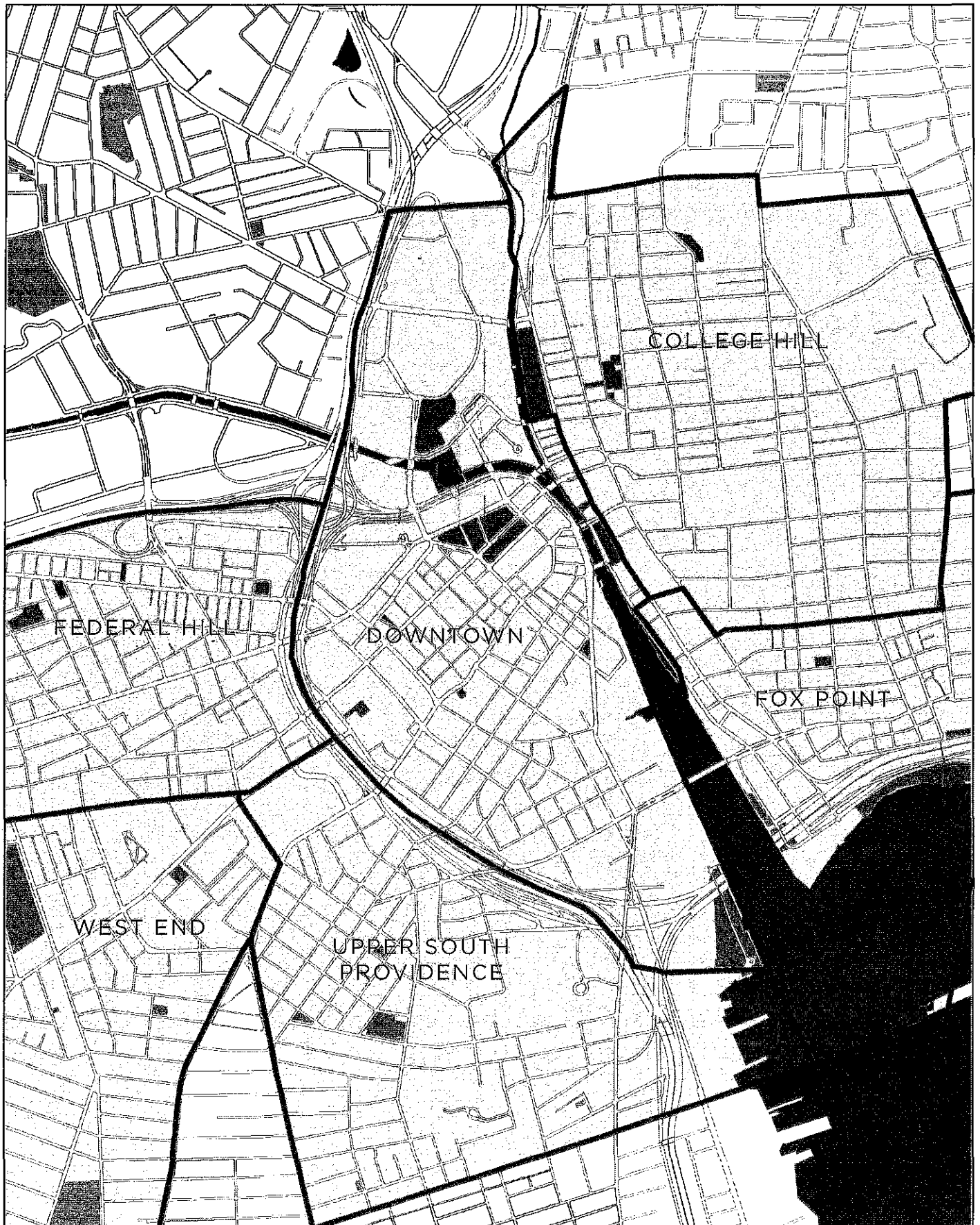
Safety and Security

This project will enhance safety, particularly to bicyclists (vulnerable road users) in the City.

Equity

Covering some of the City's most disadvantaged neighborhoods, this project will improve access to amenities and recreational opportunities for residents in Providence. 62% of Providence's population is Minority and 27.9% of the population lives below the poverty level. Nearly 80% of households do not have access to a vehicle. 13.5% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

PROVIDENCE BIKE-SHARE PROJECT



New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Blackstone Bikeway Segment 1A

Location by Street Name _____

Project Limits - From _____

To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the construction of Blackstone Bikeway Segment 1A as designed and delivered for construction as part of the previous TIP. See project proposal and description from previous TIP. Segment 1A extends from East Transit Street north towards Pitman Street along the Seekonk River in Providence.

Describe need for proposed project:

This project is needed to fill in a gap in the regional bike network by connecting the Blackstone River Bikeway to the East Bay Bike Path.

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

This project includes the construction of Blackstone Bikeway Segment 1A as designed and readied for construction as part of the previous TIP. See project proposal and description from previous TIP.

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

Is the project on the Federal Aid System? ☐ Yes ☒ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$1.3M	\$1.3M
				Total Cost	\$1.3M
				Amount Requested through TIP Process	\$1.3M

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Blackstone 1A Bike Path

Mobility Benefits

This project would improve conditions for bicyclists and pedestrians, increasing the connections to both the Blackstone and East Bay bike paths, and people driving and walking to access these regional attractions. This project increases mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods surrounding the project, and improves access to activity centers such as the Richmond Square and Wayland Square commercial districts, East Side Marketplace, Blackstone Park, Witherby Park, Gano Park, India Point Park, and the Blackstone and East Bay bike paths. This project will fill a gap in the Blackstone bike path.

Cost Effectiveness

The state has already paid to have this project designed and it is currently ready for construction. This project complements the proposed TIP projects for the Henderson Bridge, River Road and citywide bicycle infrastructure

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence, and improves access to major tourism destinations such as India Point Park, Blackstone Park, and the East Bay and Blackstone bike paths. This project will improve connectivity to Richmond Square and the introduction of improved bicycle and pedestrian features will improve real estate values for nearby land.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycle and pedestrian modes. This project will extend and enhance the greenway system through its connection to the East Bay and Blackstone bike paths.

Supports Local and State Goals

This project implements the following specific actions from the local comprehensive plan:

- P43 "Strategically invest in public infrastructure and amenities to promote Providence's civic identity and attract high-quality development."
- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential."
- P69 "OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."
- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."
- P70 "Promote Providence as the hub of the statewide bicycle network."
- P73 "Encourage the state to provide more funding for bike transportation."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.

- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Make maximum use of water bodies and watersheds for recreation and other purposes wherever possible.

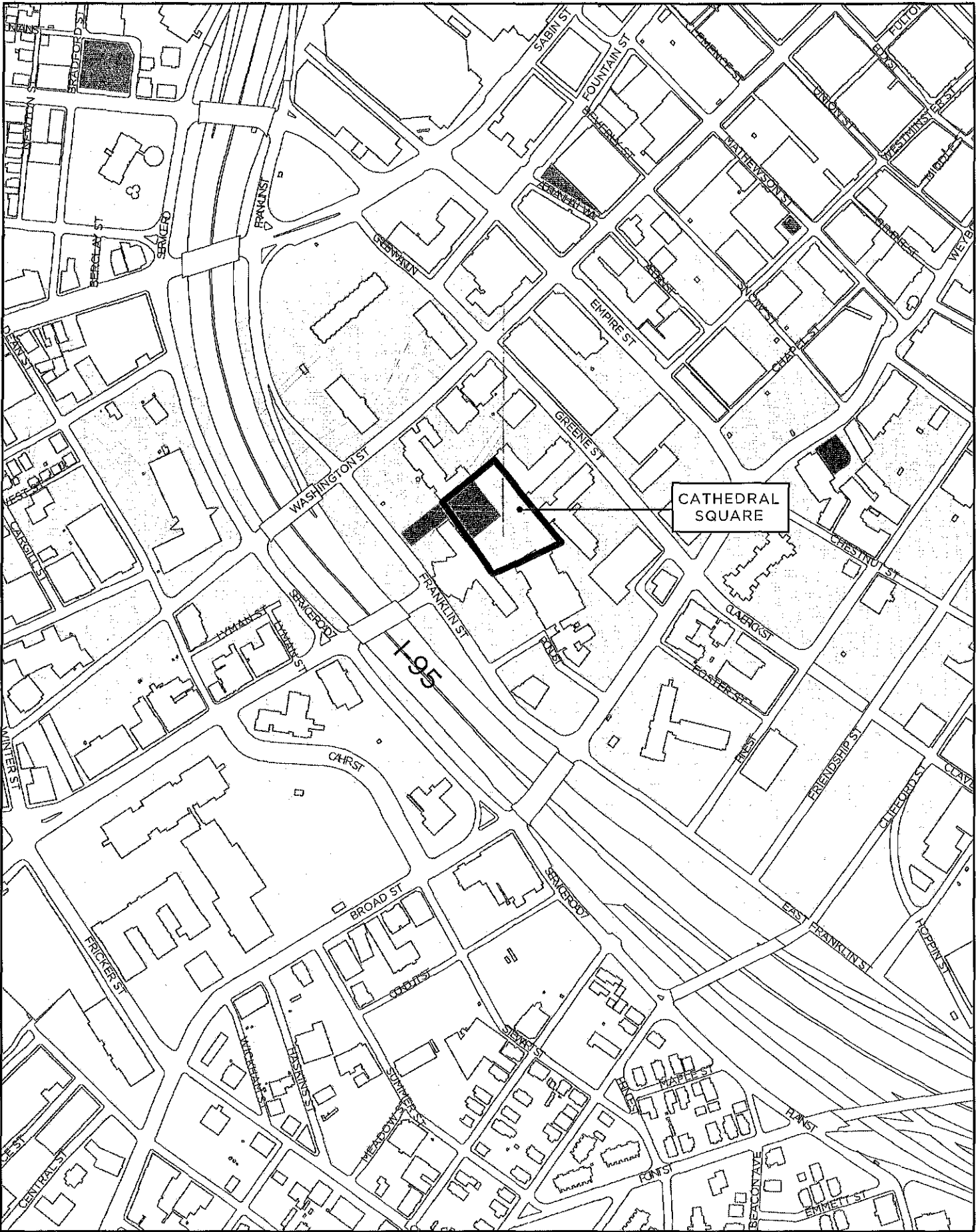
Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users).

Equity

This project lies within Census Tract 35. Over 18% of the population in Census Tract 35 is Minority and 13% of the population lives below the poverty level. Over 10% of households do not have access to a vehicle. More than 12% of the population are considered to have a disability.

CATHEDRAL SQUARE ENHANCEMENT PROJECT



New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title CityWalk Pedestrian and Bicycle Enhancement Project

Location by Street Name Broad, Elmwood, Friendship, Pine, Clifford, South Main, South Water

Project Limits - From Linden Ave To India St

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

The CityWalk Pedestrian and Bicycle Enhancement Project will include pedestrian and bicycle infrastructure, streetscape improvements, and signage that will connect eight Providence neighborhoods arcing from Roger Williams Park on the southwest, through Downtown, to India Point Park on the east.

Describe need for proposed project:

The project is needed to improve equitable access to urban assets, advance economic development, boost mobility options, leverage other investments, improve drainage and sustainability, and improve health.

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

CityWalk will connect two of the City's largest public parks and eight neighborhoods to Downtown through the Link District (land recently made available through the relocation of I-195). The project will enhance and distinguish the pedestrian and bicycle experience along key corridors with pedestrian scale lighting, signage, special pavement, and the installation of bicycle lanes and other streetscape improvements.

Economic development benefits include improvements that will improve the vitality and attractiveness of key commercial corridors along Broad, Elmwood, and South Main streets as well as improvements to the I-195/Link Redevelopment area in Downtown.

Is the project consistent with the local Comprehensive Plan? ☒ 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			375,000	\$1.5M	\$1.875M
Total Cost					\$1.875M
Amount Requested through TIP Process					\$1.875M

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

Source	Amount
Total	

Estimated date of construction 2018

Applicant Certification

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

CITYWALK



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: CityWalk Pedestrian and Bicycle Enhancement Project

Mobility Benefits

This project would improve conditions for bicyclists and pedestrians along some of the City's busiest commercial corridors. This project will also improve connections toRIPTA bus service along these corridors, increasing the intermodal connections between bus users, pedestrians, and bicyclists. As key corridors that connect Cranston and Warwick to Providence, improvements to Broad Street and Elmwood Avenue also provide important benefits to the metropolitan area. This project increases mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods surrounding the project, and improves access to the many businesses located along Broad, Elmwood, and South Main, and to two of the City's largest public parks— Roger Williams Park and India Point Park. By connecting to India Point Park, the project will also enhance regional connections for bicyclists via the East Bay bike path. This project will fill a much needed gap in improved pedestrian and bicycle connections in the City's south side neighborhoods. The eight targeted neighborhoods include approximately one-third of all city residents (60,971 residents) and over half of the total number of employees in the city (57,052 employees). Both the overpass on Broad Street and the underpass on Elmwood Avenue serve as gateways to Roger Williams Park, while the Friendship Street Bridge serves as a gateway between the Downtown and South Providence neighborhoods. All three gateways serve as key connections that will help move towards making the south loop of City Walk a safe, fun, contiguous walking and biking experience.

Cost Effectiveness and Economic Development

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Additionally, bicycle lanes can accommodate at least seven times as many people per mile than vehicle lanes. This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence, and improves access to major tourism destinations such as India Point Park, Roger Williams Park, Downtown Providence, and the East Bay bike path. This project leverages local private funds that have been used for initial planning and design work for CityWalk.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit, bicycle, and pedestrian modes. This project will extend and enhance the greenway system through its connection to the East Bay Bike Path and India Point Park.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P24 "Improve pedestrian and bicycle connections through the neighborhoods and between parks."
- P20 "Improve pedestrian experience...Apply for transportation enhancement funds to improve sidewalks and streetscape (trees, lighting, trash containers, etc.)."

This project implements the following specific actions from the local comprehensive plan:

- P68 "Advocate for transportation options, such as transit, bicycling and walking that increase mobility and connectivity throughout the city."
- P92 "OBJECTIVE PS3: LINK PUBLIC SPACES Connect neighborhoods and open spaces through a network of bicycle and pedestrian friendly streets and trails."
- P134 "It is envisioned that a continuous greenway would connect India Point Park to downtown through the river-walks along the Providence River and Waterplace Park."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence, especially to connect to Roger Williams Park. The concept for City Walk first emerged as the "East-West Greenway" during the Old Harbor Forums in 2006, an initiative of the Providence Planning Department, the Providence Foundation, the American Institute of Architects RI and the Providence Preservation Society. Over time, the concept was expanded and refined by the diverse group of City Walk partners, led by The Providence Foundation and Jewelry District Association, together with the support of the City of Providence. In 2010, City Walk was added to the City's official Comprehensive Plan, and in 2013, it was added to the I-195 Commission's Developers' Toolkit. In 2014, the partners began collaborating with L+A Landscape Architecture to produce the City Walk Study. The City Walk Study is the result of years of hard work and successful partnerships on behalf of the coalition members. Representing a wide range of industry sectors and stakeholder groups, these members are prepared to build off of their past successes and collective coordination to advance the project forward.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users). Several of the neighborhoods along the project route have some of the highest motor vehicle collision rates per 1,000 residents in the city. From 2009-14, the median rate for a city neighborhood was 33.63 collisions per year per 1,000 residents. However, the rates in Elmwood (34.94), Fox Point (48.51), Upper South Providence (63.72), Lower South Providence (67.77) and Downtown (180.08) were all above this median rate. Both of the primary commercial corridors for the area, Elmwood Avenue and Broad Street, suffer from an unsafe and unwelcoming pedestrian environment.

Equity

City Walk will implement a network of public spaces, walkways and bicycle routes to connect eight Providence neighborhoods, encourage active lifestyles, and improve equitable access to the city's numerous community assets. Covering some of the City's most disadvantaged neighborhoods, City Walk will significantly improve access to amenities and recreational opportunities for residents in South Providence. This area continues to struggle with issues such as high poverty, unemployment, and crime. According to the American Community Survey (2008-2012), 36% of the area's population is living below the poverty level, and approximately 14.5% of the area's population is unemployed. Approximately 21% of all households in the area do not have access to a vehicle, and therefore rely on alternative modes of transportation. According to the Healthy Communities Assessment Tool, these target neighborhoods have some of the highest rates of residents commuting to work via public transit, walking, biking, or carpooling. Neighborhoods such as Fox Point and Upper South Providence have rates of approximately 40% of their resident populations, while Downtown has a rate of approximately 55% of their resident population. In addition to these socio-economic and environmental factors, the target population also faces numerous health challenges. The City's racial and ethnic population includes significantly higher proportions of people known to be at increased risk for chronic diseases and associated risk factors.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project select all that apply

☒ Bridge

☒ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title I-95 Downtown Overpass Enhancement Project

Location by Street Name Atwells, Broadway, Washington, Westminster, Broad, Clifford, Point

Project Limits - From Point Street To Atwells Avenue

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

Physical improvements to the bridges that span over I-95 adjacent to Downtown Providence in order to provide a continuous, high-quality experience for pedestrian and bicyclists through restriping and traffic lane reconfiguration, sidewalk widening, and other streetscape enhancements.

Describe need for proposed project:

Downtown Providence is separated from the adjacent neighborhoods to the west and southwest by Interstate 95. A series of east-west bridges— Atwells Avenue, Broadway, Washington Street, Westminster Street, Broad Street, Clifford Street, and Point Street— link the neighborhoods to the west to Downtown over I-95. Although they physically connect Downtown to the adjacent neighborhoods, these bridges over I-95 act as psychological barrier between Downtown and the neighborhoods and do not encourage pedestrian or bicycle activity. As important gateways to both Downtown and the West End, Federal Hill, and Upper South Providence neighborhoods, physical improvements to the bridges are needed to provide a continuous, high-quality experience for pedestrian and bicyclists.

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

With minimal sidewalks and a lack of pedestrian-scale, the overpass bridges are major barriers to pedestrians and bicyclists. Improving connections between Downtown and the adjacent neighborhoods over I-95 would have an enormous impact on the continuity of Downtown and the neighborhoods and could also spur development in the vicinity. This project would especially improve walkability for new development in the I-95 Redevelopment District. In order to encourage people to walk and bike between Downtown and the neighborhoods, the City seeks to transform the overpasses into more inviting spaces and improve the perceived safety of pedestrians and bicyclists in these areas.

Today, the edge conditions along the west side of I-95 from Atwells Avenue to Point Street include a mix of building types such as a senior housing high rise, the Providence Public Safety Complex, a variety of auto-oriented businesses, and several vacant lots and underutilized parcels. The vacancies in this corridor underscore the rift between the neighborhoods to the west and Downtown created by the construction of I-95.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

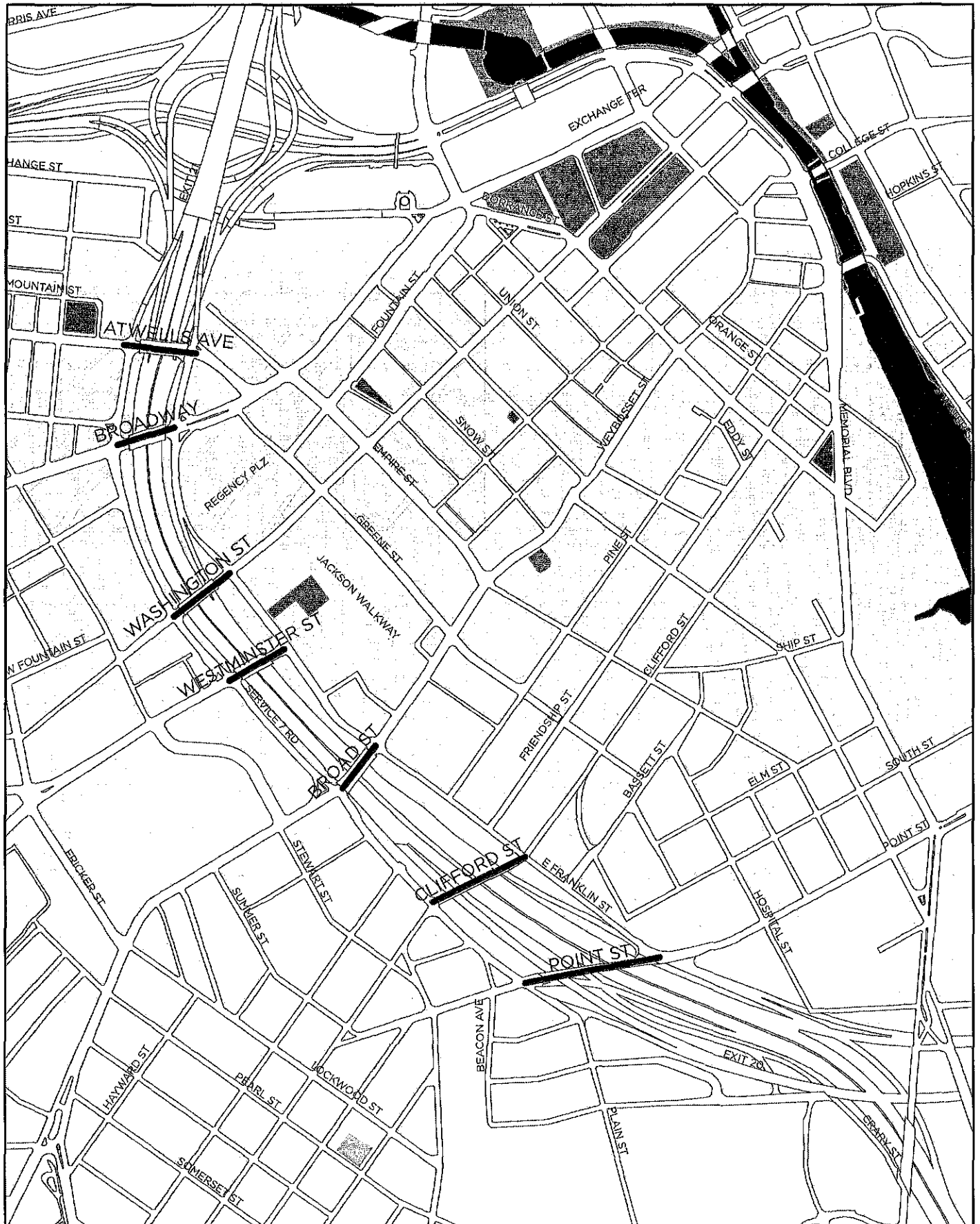
CRITERIA	Evaluation Criteria	
	Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission must not exceed 2 pages, single-spaced, 12-point font.	
	1. Mobility Benefits 2. Cost Effectiveness 3. Economic Development 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			\$500,000	\$2.1M	\$2.6M
		Total Cost				\$2.6M
		Amount Requested through TIP Process				\$2.6M
	Is there funding from other sources committed to this project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
	Source					Amount
	Total					
Estimated date of construction <u>2018-2019</u>						

CERTIFICATION	Applicant Certification	
	I attest that the information provided on this application is in true and accurate.	
	Applicant's Signature _____ Chief Executive Officer's Signature _____	Date _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

I-95 DOWNTOWN OVERPASS ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: I-95 Downtown Overpass Enhancement Project

Mobility Benefits

Downtown Providence is separated from the adjacent neighborhoods to the west and southwest by Interstate 95. A series of east-west bridges— Atwells Avenue, Broadway, Washington Street, Westminster Street, Broad Street, Clifford Street, and Point Street— link the neighborhoods to the west to Downtown over I-95. Although they physically connect Downtown to the adjacent neighborhoods, these bridges over I-95 act as psychological barrier between Downtown and the neighborhoods and do not encourage pedestrian or bicycle activity. As important gateways to both Downtown and the West End, Federal Hill, and Upper South Providence neighborhoods, physical improvements to the bridges are needed to provide a continuous, high-quality experience for pedestrian and bicyclists.

Cost Effectiveness

Low cost improvements to the bridges including new lighting and fencing, restriping of the roadway, and other pedestrian-scale improvements to the streetscape will help ensure that this project is cost efficient.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities between Downtown and adjacent neighborhoods. The project also improves access to major tourism destinations in Downtown Providence. With minimal sidewalks and a lack of pedestrian-scale, the overpass bridges are major barriers to pedestrians and bicyclists. Improving connections between Downtown and the adjacent neighborhoods over I-95 would have an enormous impact on the continuity of Downtown and the neighborhoods and could also spur development in the vicinity. This project would especially improve walkability for new development in the I-195 Redevelopment District. In order to encourage people to walk and bike between Downtown and the neighborhoods, the City seeks to transform the overpasses into more inviting spaces and improve the perceived safety of pedestrians and bicyclists in these areas.

Today, the edge conditions along the west side of I-95 from Atwells Avenue to Point Street include a mix of building types such as a senior housing high rise, the Providence Public Safety Complex, a variety of auto-oriented businesses, and several vacant lots and underutilized parcels. The vacancies in this corridor underscore the rift between the neighborhoods to the west and Downtown created by the construction of I-95.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public walking and bicycling.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P32 "Improve connections ...from the neighborhood into downtown for drivers, bikers, pedestrians and transit users"

This project implements the following specific actions from the local comprehensive plan:

- P44 "Encourage design that connects neighborhoods while recognizing individual neighborhoods' unique character."
- P70 "Encourage pedestrians to travel in the downtown area by providing safe walkways, corridors and intersections."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

This project is supported by the Providence Foundation and Downtown Improvement District.

Equity

By improving the quality of the pedestrian realm and bicycle infrastructure, portions of the population who are dependent upon walking and bicycling will see immediate benefits. This project crosses through Census Tracts 8 and 6. 44% of the population in Census Tract 8 (Downtown) is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability. 79.5% of the population in Census Tract 6 (the Jewelry District) is Minority and 26.5% of the population lives below the poverty level. Nearly 18% of households do not have access to a vehicle. Over 21% of the population either does not speak English well or does not speak English at all. Nearly 30% of the population are considered to have a disability.

Safety and Security

This project will improve safety for pedestrians and bicyclists (vulnerable road users).

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☒ Bridge

☒ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title I-95 Downtown Underpass Enhancement Project

Location by Street Name West Exchange, Promenade, Kinsley

Project Limits - From West Exchange To Promenade St

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes physical improvements to the underpasses below I-95 adjacent to Downtown Providence in order to provide a continuous, high-quality experience for pedestrian and bicyclists through restriping and traffic lane reconfiguration, sidewalk widening, and other streetscape enhancements.

Describe need for proposed project:

Downtown Providence is separated from the adjacent neighborhoods to the west by Interstate 95. In addition to a series of east-west bridges, three underpasses link the neighborhoods to the west to Downtown below I-95. Although they physically connect Downtown to the adjacent neighborhoods, these underpasses below I-95 act as psychological barrier between Downtown and the neighborhoods and do not encourage pedestrian or bicycle activity. As important gateways to both Downtown and the , Federal Hill and Smith neighborhoods, physical improvements to the underpasses are needed to provide a continuous, high-quality experience for pedestrian and bicyclists.

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

With minimal sidewalks and a lack of pedestrian-scale, the underpasses are major barriers to pedestrians and bicyclists. Improving connections between Downtown and the adjacent neighborhoods below I-95 would have an enormous impact on the continuity of Downtown and the neighborhoods and could also spur development in the vicinity. This project would especially improve walkability for new development. In order to encourage people to walk and bike between Downtown and the neighborhoods, the City seeks to transform the underpasses into more inviting spaces and improve the perceived safety of pedestrians and bicyclists in these areas.

By improving the underpasses below the Providence Place Mall and I-95, a better connection to the regional bicycle network will be made by improving the connection to the Woonasquatucket River Greenway.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$100,000	\$500,000	\$600,000
				Total Cost	\$600,000
				Amount Requested through TIP Process	\$600,000

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

Source	Amount
Total	

Estimated date of construction 2018-2019

Applicant Certification

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

Applicant's Signature

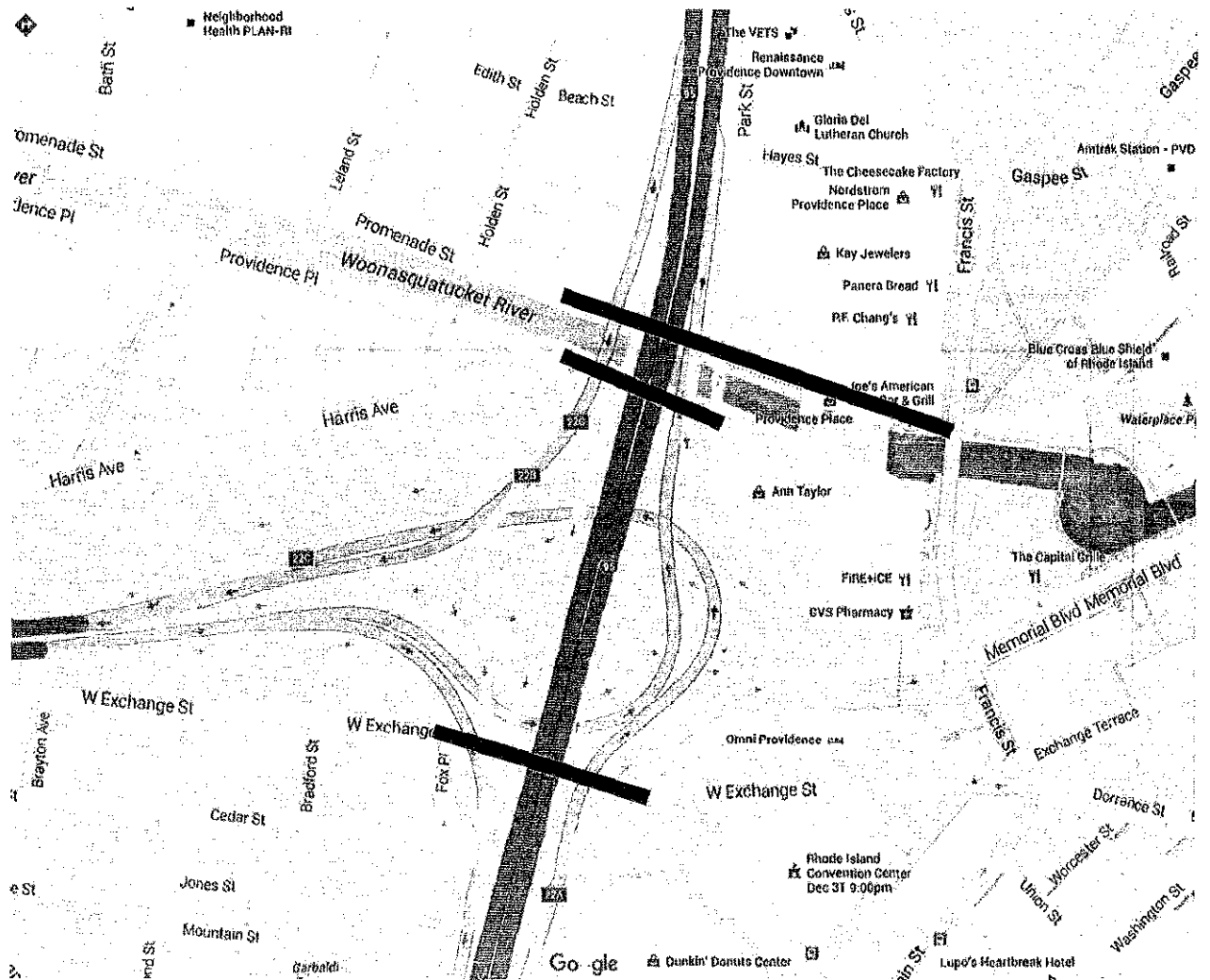
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Downtown Underpasses Map



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: I-95 Downtown Underpass Enhancement Project

Mobility Benefits

Downtown Providence is separated from the adjacent neighborhoods to the west by Interstate 95. In addition to a series of east-west bridges, three underpasses link the neighborhoods to the west to Downtown below I-95. Although they physically connect Downtown to the adjacent neighborhoods, these underpasses below I-95 act as psychological barrier between Downtown and the neighborhoods and do not encourage pedestrian or bicycle activity. As important gateways to both Downtown and the Federal Hill and Smith neighborhoods, physical improvements to the underpasses are needed to provide a continuous, high-quality experience for pedestrian and bicyclists.

With minimal sidewalks and a lack of pedestrian-scale, the underpasses are major barriers to pedestrians and bicyclists. Improving connections between Downtown and the adjacent neighborhoods below I-95 would have an enormous impact on the continuity of Downtown and the neighborhoods. In order to encourage people to walk and bike between Downtown and the neighborhoods, the City seeks to transform the underpasses into more inviting spaces and improve the perceived safety of pedestrians and bicyclists in these areas.

By improving the underpasses below the Providence Place Mall and I-95, a better connection to the regional bicycle network will be made by improving the connection to the Woonasquatucket River Greenway.

Cost Effectiveness

Low cost improvements to the underpasses including new lighting, restriping of the roadway, and other pedestrian-scale improvements to the streetscape will help ensure that this project is cost efficient.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities between Downtown and adjacent neighborhoods. The project also improves access to major tourism destinations in Downtown Providence and the Woonasquatucket River Greenway. With minimal sidewalks and a lack of pedestrian-scale, the underpass bridges are major barriers to pedestrians and bicyclists. Improving connections between Downtown and the adjacent neighborhoods under I-95 would have an enormous impact on the continuity of Downtown and the neighborhoods and could also spur development in the vicinity. This project would especially improve walkability for new development. In order to encourage people to walk and bike between Downtown and the neighborhoods, the City seeks to transform the underpasses into more inviting spaces and improve the perceived safety of pedestrians and bicyclists in these areas.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public walking and bicycling.

Supports Local and State Goals

This project implements the following specific actions from the local comprehensive plan:

- P44 "Encourage design that connects neighborhoods while recognizing individual neighborhoods' unique character."
- P70 "Encourage pedestrians to travel in the downtown area by providing safe walkways, corridors and intersections."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.

- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

This project is supported by the Providence Foundation, the Woonasquatucket River Watershed Council, as well as other private property owners and nonprofit groups.

Equity

By improving the quality of the pedestrian realm and bicycle infrastructure, portions of the population who are dependent upon walking and bicycling will see immediate benefits. This project crosses through Census Tracts 8, 9, and 25. 44% of the population in Census Tract 8 (Downtown) is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability. 58.1% of the population in Census Tract 25 (Smith Hill) is Minority and more than 52% of the population lives below the poverty level. Nearly 16% of households do not have access to a vehicle. Nearly 10% of the population either does not speak English well or does not speak English at all. Nearly 13% of the population are considered to have a disability. 47.1% of the population in Census Tract 9 (Federal Hill) is Minority and 41% of the population lives below the poverty level. 53% of households do not have access to a vehicle. Nearly 15% of the population either does not speak English well or does not speak English at all. Nearly 29% of the population are considered to have a disability.

Safety and Security

This project will improve safety for pedestrians and bicyclists (vulnerable road users).

New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization <u>City of Providence</u>	
	Contact Person <u>Martina Haggerty</u>	Title <u>Associate Director of Special Projects</u>
	Mailing Address <u>444 Westminster Street</u>	
	City <u>Providence</u>	Zip Code <u>02903</u>
	Phone <u>401-680-8400</u>	Email <u>mhaggerty@providenceri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input checked="" type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
	Project Title <u>Arterial/Collector Streets Road Resurfacing</u>
	Location by Street Name <u>See attached list and map</u>
	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:
	<p>The project will include the resurfacing of arterials and collectors throughout the City. The attached list was developed using the City's Pavement Management System, which selects road resurfacing projects with the highest cost/benefit ratio.</p> <p>All non-compliant wheelchair ramps on the selected streets would be reconstructed, and bicycle facilities would be considered where practical.</p>

Describe need for proposed project:

In 2013, the City of Providence embarked on \$40 million road repaving program. As part of that program, 75% of the funds were committed towards arterial and collector road resurfacing throughout the City. As such, several more heavily traveled arterial roads of poor condition were not able to be paved. The roads on the attached list are in need of resurfacing as they deteriorate more every day. As these roads deteriorate further, the cost of repair increases.

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

The roadways selected serve the Cities economic areas and will provide residents and visitors a more friendly and appealing connection the economic centers. By improving the condition of the roadways, businesses will be more attracted to the City, increasing the tax base and drawing more visitors to the City.

Roadway condition is among the top complaint of City residents. Resurfacing streets would help retain residents in the City and further drive the economic engine of the City, while improving the overall transportation network for residents, businesses, visitors and transit users.

Is the project consistent with the local Comprehensive Plan? ☒ 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			461555	8769553	9231108								
					Total Cost	9231108								
					Amount Requested through TIP Process	9231108								
	Is there funding from other sources committed to this project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No													
	<table border="1"> <thead> <tr> <th>Source</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td colspan="2" style="text-align: right;">Total</td> <td> </td> </tr> </tbody> </table>					Source	Amount					Total		
Source	Amount													
Total														
	Estimated date of construction <u>2018</u>													

CERTIFICATION	Applicant Certification	
	I attest that the information provided on this application is true and accurate.	
	Applicant's Signature	Date
	Chief Executive Officer's Signature	Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Citywide Resurfacing Program							
Priority	Street	From	To	Length (ft.)	Design Cost	Construction Cost	Total Cost
1	Burns St.	Douglas Ave.	Admiral St.	1715	\$10,556	\$200,571	\$211,127
2	Eddy St.	Willard Ave.	Globe St.	1880	\$11,572	\$219,867	\$231,439
3	Eddy St.	Public St.	Thurbers Ave.	2720	\$16,742	\$318,106	\$334,848
4	Point St.	Beacon Ave.	Friendship St.	800	\$4,924	\$93,561	\$98,485
5	Dave Gavitt Way	Westminster St.	Atwells Ave.	1700	\$10,464	\$198,816	\$209,280
6	Douglas Ave.	Orms St.	CityLine	11000	\$67,708	\$1,286,458	\$1,354,167
7	Orms St.	Douglas Ave.	Zone St.	2940	\$18,097	\$343,835	\$361,932
8	Valley St.	Zone St.	Pleasant Valley Pkwy.	680	\$4,186	\$79,527	\$83,712
9	Charles St.	Mill St.	Sliver Spring St.	4900	\$30,161	\$573,059	\$603,220
10	Ashburton St.	Charles St.	Charles St.	1850	\$11,387	\$216,359	\$227,746
11	Reservoir Ave.	Elmwood Ave.	CityLine	4800	\$29,545	\$561,364	\$590,909
12	Canal St.	Washington Place	Steeple St.	210	\$1,293	\$24,560	\$25,852
13	Waterman St.	Canal St.	Brown St.	1860	\$11,449	\$217,528	\$228,977
14	Waterman St.	Thayer St.	Henderson Bridge	4950	\$30,469	\$578,906	\$609,375
15	Broad St.	Thurbers Ave.	Public St.	2700	\$16,619	\$315,767	\$332,386
16	Mt. Pleasant Ave.	Chalkstone Ave.	Smith St.	5730	\$35,270	\$670,128	\$705,398
17	Steeple St.	N. Main St.	Exchange St.	860	\$5,294	\$100,578	\$105,871
18	Thomas St.	Benefit St.	N. Main St.	370	\$2,277	\$43,272	\$45,549
19	Angell St.	Benefit St.	Wayland Ave.	5480	\$33,731	\$640,890	\$674,621
20	South Angell St.	Wayland Ave.	Henderson Bridge	2150	\$13,234	\$251,444	\$264,678
21	Harris Ave.	Atwells Ave.	Acorn St.	2240	\$13,788	\$261,970	\$275,758
22	Plainfield St.	Pocassett Ave.	Duxbury St.	3830	\$23,575	\$447,921	\$471,496
23	Lloyd Avenue	Hope St.	Blackstone Blvd.	4520	\$27,822	\$528,617	\$556,439
24	Academy Ave.	Atwells Ave.	Regent Ave.	1660	\$10,218	\$194,138	\$204,356
25	Chalkstone Ave.	Smith St.	Douglas Ave.	1520	\$9,356	\$177,765	\$187,121
26	River Ave.	Valley St.	Chalkstone Ave.	1920	\$11,818	\$224,545	\$236,364
				74985	\$461,555	\$8,769,553	\$9,231,108

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Proposed Resurfacing Roads

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Arterial/Collector Streets Road Resurfacing

Mobility Benefits

This project will improve vehicle and pedestrian/bicycle safety and reduce vehicular delay. Resurfacing will eliminate potholes and other road hazards to improve safety, reduce damage to vehicles and improve ride ability for vehicle, transit and bicycle users.

Economic Development

The roadways selected serve the City's economic areas and will provide residents and visitors a friendlier and appealing connection with the economic centers. By improving the condition of the roadways, businesses will be more attracted to the City, increasing the tax base and drawing more visitors to the City.

Roadway condition is among the top complaint of City residents. Resurfacing streets would help retain residents in the City and further drive the economic engine of the City, while improving the overall transportation network for residents, businesses, visitors and transit users.

Environmental Impact

This project will improve the riding surface of the streets selected which reduce vehicle damage and collisions and improve gas mileage. These improvements will result in air quality improvements and promote energy conservation.

Supports Local and State Goals

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Reduce transportation barriers to employment primarily through expansion and reorientation of public transportation systems.
- Improve public transportation facilities between residential areas and commercial centers.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users).

Equity

48% of the population of Providence is Minority and 28% of the population lives below the poverty level. Over 23% of households do not have access to a vehicle. 13.4% of the population either does not speak English well or does not speak English at all. More than 21% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization <u>City of Providence</u>	
	Contact Person <u>Martina Haggerty</u>	Title <u>Associate Director of Special Projects</u>
	Mailing Address <u>444 Westminster Street</u>	
	City <u>Providence</u>	Zip Code <u>02903</u>
	Phone <u>401-680-8400</u>	Email <u>mhaggerty@providenceri.com</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 checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Drainage
		<input type="checkbox"/> Planning
		<input checked="" type="checkbox"/> Bicycle
		<input checked="" type="checkbox"/> Pedestrian
		<input type="checkbox"/> Other _____
	Project Description	
	Project Title <u>Branch Avenue/Douglas Ave. Traffic Signal Installation</u>	
Location by Street Name <u>Branch Avenue/Douglas Avenue Intersection</u>		
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>The project involves the installation of a new traffic signal system at the Branch Avenue/Douglas Avenue/Burns St. intersection.</div>		

Describe need for proposed project:

Currently the intersection is stop controlled at the Branch Avenue and Burns St. approaches. The intersection has experienced a significant number of accidents - 28 in the last 3 years. There is a significant sight distance deficiency for vehicles at the Branch Avenue approach looking left onto Douglas Avenue.

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

Branch Avenue and Douglas Avenue serve as major travel corridors connecting the northern part of the city with the rest of the City, including the Downtown core, and North Providence. It also involves a major bus route for RIPTA. Improved traffic flow and safety with the installation of a traffic signal will benefit a large volume of both commercial and residential traffic and transit users.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☐ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			25000	175000	200000
				Total Cost	200000
				Amount Requested through TIP Process	

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

Source	Amount
Total	

Estimated date of construction 2017

Applicant Certification

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

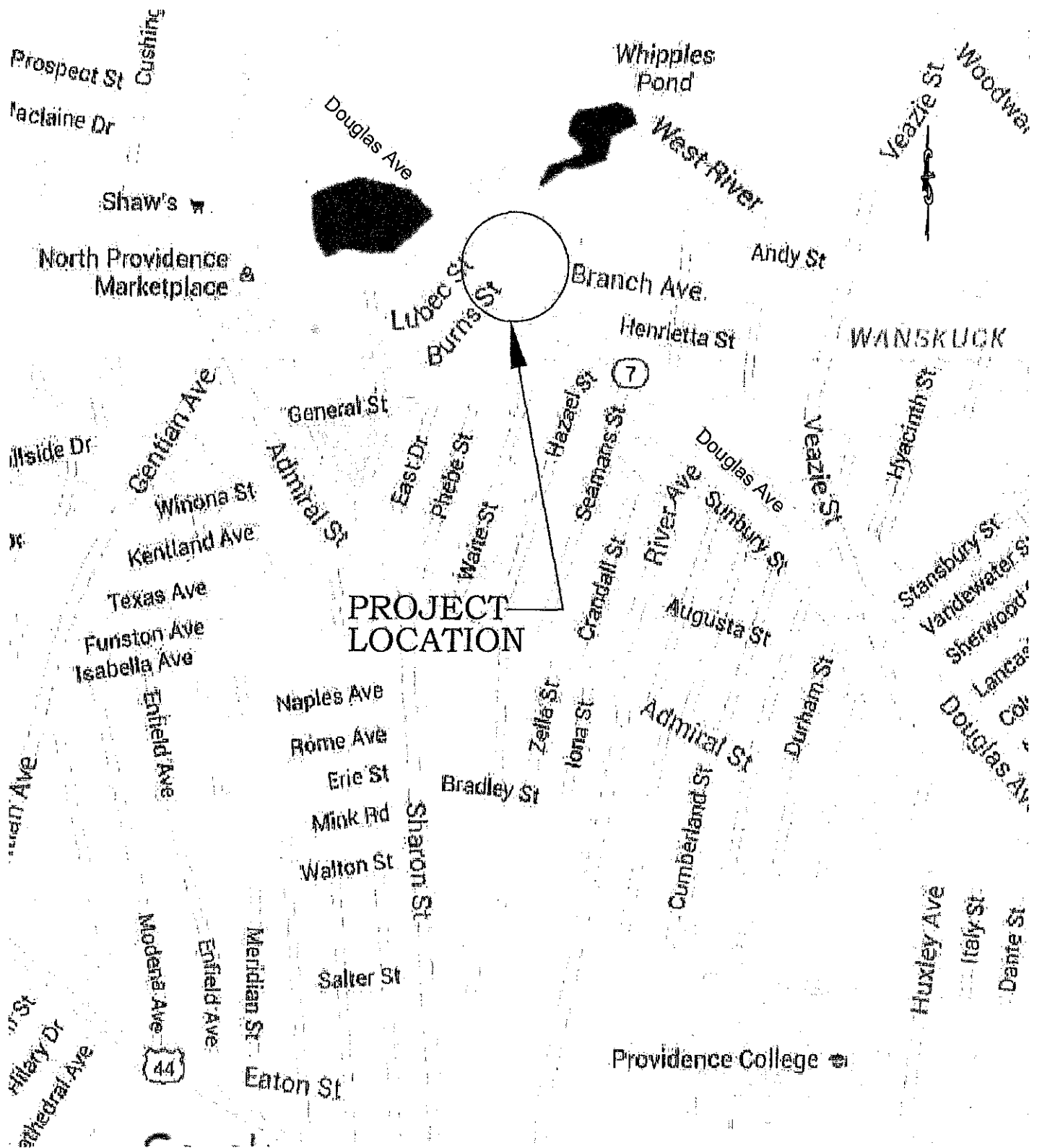
Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



BRANCH AVE./ DOUGLAS AVE.
TRAFFIC SIGNAL INSTALLATION
SITE MAP

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Branch Avenue/Douglas Ave. Traffic Signal Installation

Mobility Benefits

This project will improve vehicle and pedestrian/bicycle safety and reduce vehicular delay. Both Branch Avenue and Douglas Avenue are major bus routes. This project will reduce delay and improve safety for RIPTA buses and their riders.

Economic Development

Branch Avenue and Douglas Avenue serve as major travel corridors connecting the northern part of the city with the rest of the City, including the Downtown core and North Providence. It also involves a major bus route for RIPTA. Improved traffic flow and safety with the installation of a traffic signal will benefit a large volume of both commercial and residential traffic and transit users.

Environmental Impact

This project will improve air quality and promote energy conservation by reducing vehicular delay and collisions and by increasing the mode share for public transit, bicycle, and pedestrian modes.

Supports Local and State Goals

The project will implement the following actions from the State Guide Plan:

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Reduce transportation barriers to employment primarily through expansion and reorientation of public transportation systems.
- Improve public transportation facilities between residential areas and commercial centers.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users).

Equity

48% of the population of Providence is Minority and 28% of the population lives below the poverty level. Over 23% of households do not have access to a vehicle. 13.4% of the population either does not speak English well or does not speak English at all. More than 21% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program

RI
SPP



Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge ☐ Pavement

☒ Traffic ☐ Transit

☒ Transportation Enhancement

☐ Drainage

☒ Bicycle

☐ Other _____

☐ Planning

☒ Pedestrian

Project Description

Project Title Canal Street/Park Row West Traffic Signal Installation

Location by Street Name Canal Street at Park Row West

Project Limits - From See Attached Map

To _____

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

Provide a brief description of the proposed project:

The project will involve an engineering investigation for installing a traffic signal at the Canal Street/Park Row West intersection. If the engineering investigation determines a traffic signal is warranted the project will also involve the installation of a traffic signal. The appropriateness of a full vehicular traffic signal as compared to a pedestrian traffic signal will be investigated as part of the engineering investigation.

Describe need for proposed project:

Currently, the intersection of these two roads is controlled only by stop signs on the minor street. The high volumes of traffic have resulted in a significant number of vehicle accidents at this location. A total of 33 collisions occurred in the last three years, of which 85 percent were at right angle. More than one half of the collisions occurred during the peak travel times. The city regularly receives complaints from pedestrians concerned over the unsafe crossing of Canal St. at this intersection.

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

This intersection serves a major travel corridor through the City's dense urban area connecting not only a multi-modal transportation hub, but the Providence Place Mall to other commercial and residential areas. There still exists some undeveloped and underdeveloped parcels within the Capital Center District that would be better served by this improvement.

Is the project consistent with the local Comprehensive Plan? ☒ 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.

CRITERIA

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			25000	175000	200000
				Total Cost	200000
				Amount Requested through TIP Process	

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

Source	Amount
Total	

Estimated date of construction 2017

Applicant Certification

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

CERTIFICATION

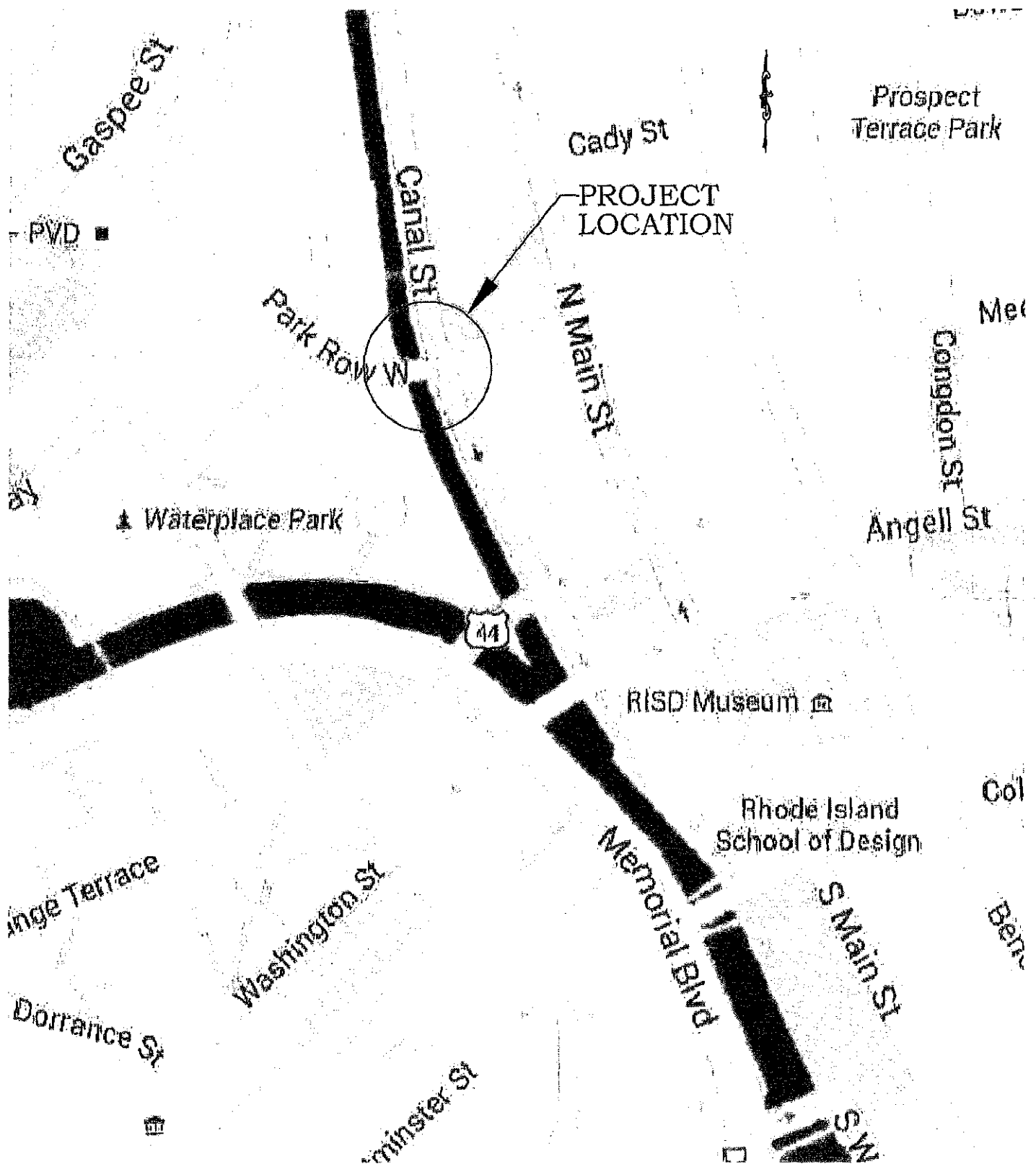
Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



CANAL ST. AT PARK ROW WEST
TRAFFIC SIGNAL INSTALLATION
SITE MAP

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Canal Street/Park Row West Traffic Signal Installation

Mobility Benefits

This project will improve vehicle and pedestrian/bicycle safety and reduce vehicular delay. The mobility benefit will be a safer and better connection to the Providence Station from a principal arterial roadway. Canal Street is also the location of bus stops for RIPTA's R-Line and interstate bus lines.

Economic Development

This intersection serves a major travel corridor through the City's dense urban area connecting not only a multi-modal transportation hub, but the Providence Place Mall to other commercial and residential areas. There still exists some undeveloped and underdeveloped parcels within the Capital Center District that would be better served by this improvement. This project would improve connectivity between workforce and employment opportunities in Providence and beyond. It would improve access to major tourism destinations such as the Providence Place Mall, Waterfire, Waterplace Park and Roger Williams National Park.

Environmental Impact

This project will improve air quality and promote energy conservation by reducing vehicular delay and collisions and by increasing the mode share for public transit, bicycle, and pedestrian modes.

Supports Local and State Goals

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Reduce transportation barriers to employment primarily through expansion and reorientation of public transportation systems.
- Improve public transportation facilities between residential areas and commercial centers.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users).

Equity

48% of the population of Providence is Minority and 28% of the population lives below the poverty level. Over 23% of households do not have access to a vehicle. 13.4% of the population either does not speak English well or does not speak English at all. More than 21% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

PROJECT INFORMATION

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☒ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Downtown Traffic Signal Pedestrian and Phasing/Timing Improvements

Location by Street Name Signalized Intersections in Downtown Providence

Project Limits - From See Attached Map

To _____

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

Provide a brief description of the proposed project:

The project will include pedestrian improvements at signalized intersections including improved signing and striping and pedestrian signal phasing. Low Cost/High Benefit Signal Improvements will be explored including improved phasing/timing, vehicle detection, handicap accessible signal equipment, and signal coordination/synchronization.

Describe need for proposed project:

Providence's Downtown area receives a significant amount of pedestrian traffic on a daily basis with a significant surge of pedestrian use during events such as Waterfire and the Providence Arts Festival. There has been a desire by the City's Bicycle Pedestrian Advisory Committee (BPAC) to provide more user friendly traffic signals for pedestrians and bicyclists. The improvements will create a safer crossing for pedestrians and bicyclists through improved signing and striping and pedestrian friendly signal phasing. Improvements to pedestrian signal equipment for the disabled including the hearing impaired will also be included. The signals will be analyzed to see what overall low cost/high benefit improvements can be made to improve traffic flow and safety both on a daily basis and during events. Certain traffic signal timing and phasing plans will be explored to accommodate the unique traffic management plans during events such as Waterfire.

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

The proposed work will complement and complete many of the traffic signal upgrades that have been initiated through a number of projects over the last several years in downtown Providence. The resulting upgraded traffic signal equipment from these projects will minimize the cost of this project's improvements. The many events held in downtown Providence are an economic generator for the City and State. The traffic signal improvements under this project will explore traffic signal phasing and timing plans to be implemented during events such as Waterfire.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			200000	1000000	1200000
				Total Cost	1200000
				Amount Requested through TIP Process	

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

Source	Amount
Total	

Estimated date of construction 2017

Applicant Certification

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

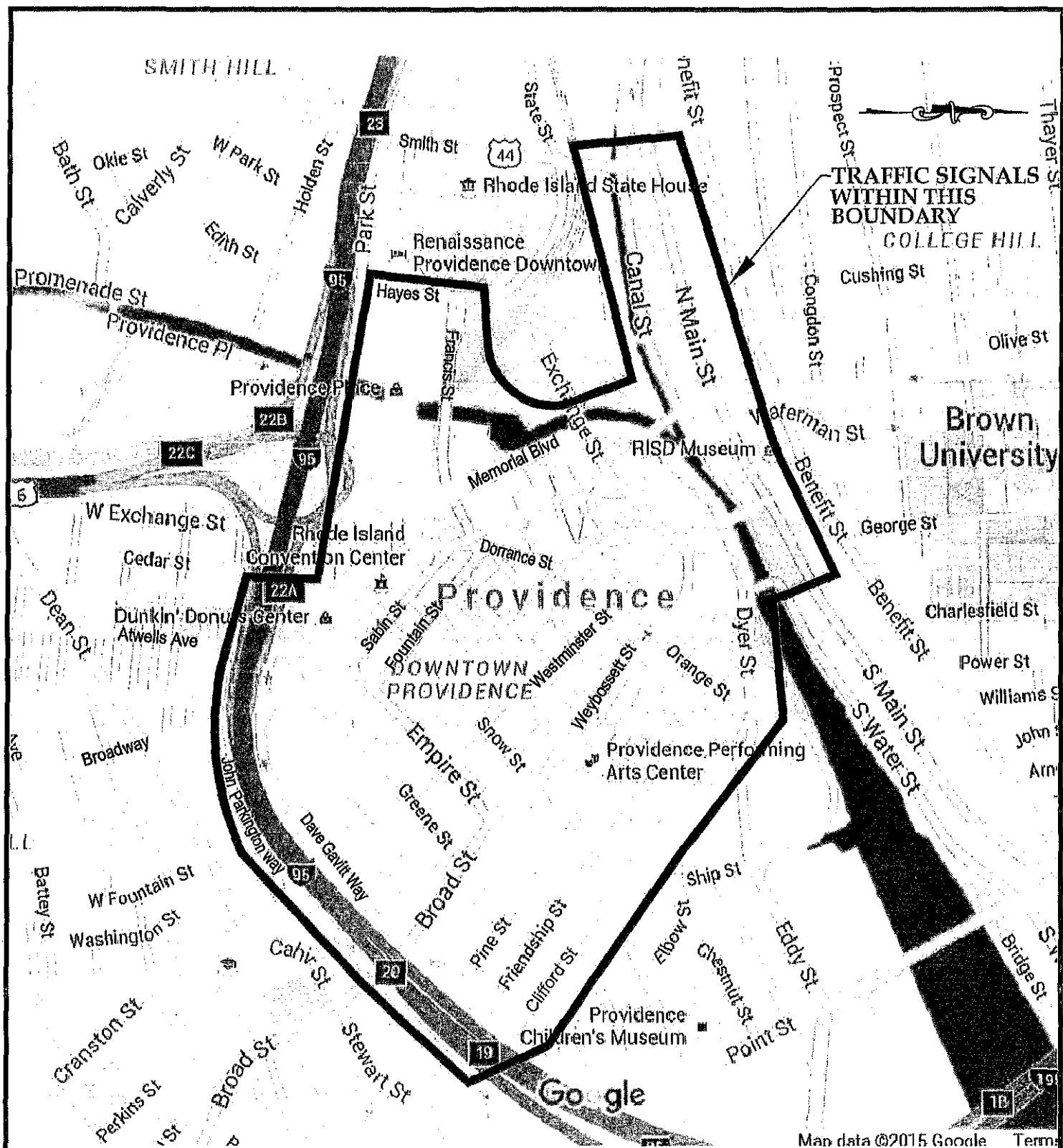
Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



DOWNTOWN TRAFFIC SIGNAL PEDESTRIAN
AND
PHASING / TIMING IMPROVEMENTS
SITE MAP

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025
Project: Downtown Traffic Signal Pedestrian and Phasing/Timing Improvements

Mobility Benefits

This project will provide safer crossings at signalized intersections for pedestrian/bicyclists and citizen with disabilities, reduce vehicular delays, and create a safer environment for the City's Downtown. This project embodies the concept of Complete Streets- that streets are for everyone, and that an outstanding public realm is critical to a great urban environment and for economic development. The proposed work will complement and complete many of the traffic signal upgrades that have been initiated through a number of projects over the last several years in Downtown Providence.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond, and improve access to major tourism destinations such as the Providence Place Mall, Waterfire, Waterplace Park, Roger Williams National Park, The Rhode Island Convention Center, The Dunkin Donuts Center and the Providence Performing Arts Center. Improving the pedestrian and bicycle components of the Downtown area will also induce development. This project leverages other local and state funds that have been used for other traffic signal improvement projects in the downtown area.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit, bicycle, and pedestrian modes and by reducing vehicle delay. This project will extend and enhance connections to the regional bike network and greenway system through Downtown Providence.

Supports Local and State Goals

Implements specific actions in the local comprehensive plan

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Reduce transportation barriers to employment primarily through expansion and reorientation of public transportation systems.
- Improve public transportation facilities between residential areas and commercial centers.

Safety and Security

This project will enhance safety, particularly to pedestrians, bicyclists and disabled citizens (vulnerable road users).

Equity

48% of the population of Providence is Minority and 28% of the population lives below the poverty level. Over 23% of households do not have access to a vehicle. 13.4% of the population either does not speak English well or does not speak English at all. More than 21% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|--|--------------------------------------|---|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input checked="" type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Eagle St./Kinsley Ave. Intersection Improvements

Location by Street Name Eagle St. at Kinsley Ave. Intersection Improvements

Project Limits - From See Attached Map

To _____

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

Provide a brief description of the proposed project:

The project will involve intersection improvements at the Eagle St./Kinsley Ave. intersection. The focus of the improvements will be to improve pedestrian and bike safety and beautification. The improvements to be investigated include elimination of the right turn slip lane from Eagle St. to Kinsley Ave, and improved signing, striping, traffic signal improvements and landscaping.

Describe need for proposed project:

Currently, the Eagle St./Kinsley Ave. intersection is a signalized intersection with four approaches. The intersection generates a significant amount of pedestrian and bicycle traffic with the abutting Eagle Square Plaza and Woonasquatucket River Greenway. A residential development is also planned on land abutting the intersection. The intersection configuration does not create safe pedestrian/bicycle crossings specifically with the right turn slip lane. The city regularly receives complaints from pedestrians/bicyclists concerned over the unsafe crossing at this intersection.

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

This intersection serves pedestrian and vehicular traffic from a major commercial plaza, a greenway/bike path and future residential development. Improvement of the intersection will better serve a number of modes of transportation, recreational use and future housing.

Is the project consistent with the local Comprehensive Plan? ☒ 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			40000	235000	275000
				Total Cost	275000
				Amount Requested through TIP Process	

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

Source	Amount
Total	

Estimated date of construction 2017

CERTIFICATION

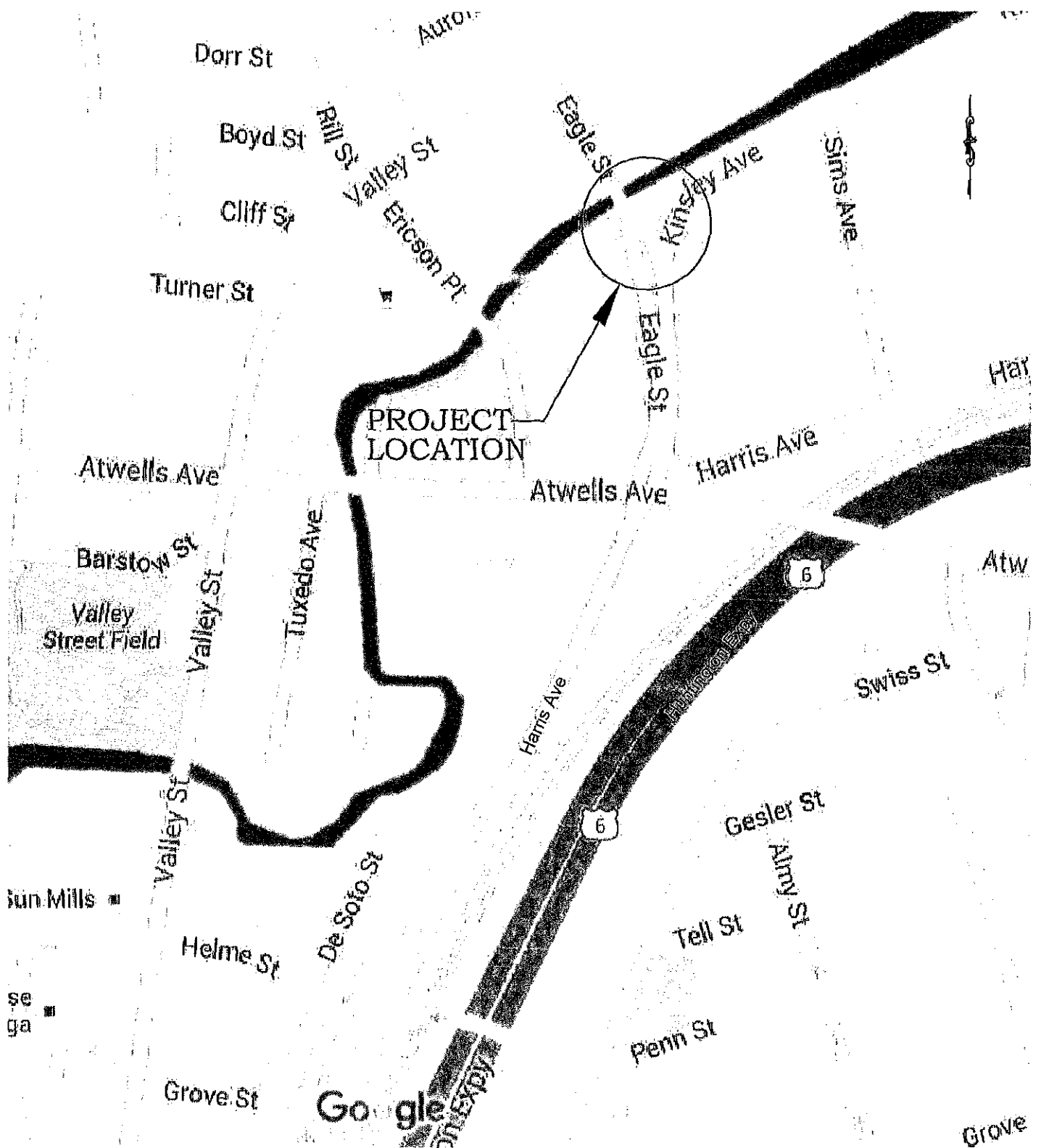
Applicant Certification

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

Applicant's Signature _____ Date _____

Chief Executive Officer's Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



EAGLE ST./ KINSLEY AVE.
INTERSECTION IMPROVEMENTS
SITE MAP

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Eagle St./Kinsley Ave. Intersection Improvements

Mobility Benefits

This project will provide safer crossings at signalized intersections for pedestrian/bicyclists and citizen with disabilities, and create a safer environment for the area. This intersection serves pedestrian and vehicular traffic from a major commercial plaza, a greenway/bike path and future residential development. Improvement of the intersection will better serve a number of modes of transportation, recreational use and future housing.

Economic Development

This project would improve connectivity between workforce and employment opportunities in the area. Improving the pedestrian and bicycle components of the area will also induce development. This project leverages other local funds that will be used including the planned paving of Eagle St. by the City of Providence.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit, bicycle, and pedestrian modes and by reducing vehicle delay. This project will extend and enhance connections to the regional bike network and greenway system.

Supports Local and State Goals

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Reduce transportation barriers to employment primarily through expansion and reorientation of public transportation systems.
- Improve public transportation facilities between residential areas and commercial centers.

Safety and Security

This project will enhance safety, particularly to pedestrians, bicyclists and disabled citizens (vulnerable road users).

Equity

48% of the population of Providence is Minority and 28% of the population lives below the poverty level. Over 23% of households do not have access to a vehicle. 13.4% of the population either does not speak English well or does not speak English at all. More than 21% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge ☐ Pavement

☒ Traffic ☐ Transit

☒ Transportation Enhancement

☐ Drainage

☒ Bicycle

☐ Other _____

☐ Planning

☒ Pedestrian

Project Description

Project Title Exchange Terrace Pedestrian Safety Improvements

Location by Street Name Exchange Terrace

Project Limits - From Exchange Street To Francis Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

The project will include pedestrian safety improvements concentrated on improving the safety of the Exchange Terrace crossing at East Approach and Burnside Park. The options include sidewalk bumpouts, rectangular rapid flashing beacons or a HAWK pedestrian traffic signal.

Describe need for proposed project:

The Exchange Terrace in the vicinity of East Approach receives a significant amount of pedestrian traffic crossing the street. Pedestrians from Burnside Park and Kennedy plaza to the south cross Exchange Terrace to bus stops, offices and Providence Place Mall to the north. During downtown events these pedestrian volumes increase significantly. High vehicular speeds and poor visibility create an unsafe crossing, which leads to a high number of complaints from pedestrians utilizing the crossing.

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

The proposed work will complement Phase III of the Providence Downtown Circulation Improvements Project. This multi-year, multi-phase plan implementation has improved traffic circulation and safety for all modes of transportation, and created great public spaces in the process. This project embodies the concept of Complete Streets- that streets are for everyone, and that an outstanding public realm is critical to a great urban environment and for economic development. As part of that project Exchange Terrace was converted to two-way traffic. Providing a safe pedestrian crossings will ensure the success of the pedestrian destinations on a daily basis as well as the success of the downtown events which are an economic generator for the City of Providence.

Is the project consistent with the local Comprehensive Plan? ☒ 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			20000	150000	170000
				Total Cost	170000
				Amount Requested through TIP Process	170000

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

Source	Amount
Total	

Estimated date of construction 2017

Applicant Certification

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

Applicant's Signature _____ Date _____

Chief Executive Officer's Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Exchange Terrace Pedestrian Safety Improvements

Mobility Benefits

This project will improve pedestrian/bicycle crossings and safety, reduce vehicular speeds, and create a safer environment for a major operation center for transit bus use. This project will promote transit bus use by providing a safe crossing for bus users between bus stops and user destinations. This project embodies the concept of Complete Streets- that streets are for everyone, and that an outstanding public realm is critical to a great urban environment and for economic development. The proposed work will complement Phase III of the Providence Downtown Circulation Improvements Project. This multi-year, multi-phase plan implementation has improved traffic circulation and safety for all modes of transportation, and created great public spaces in the process. As part of that project Exchange Terrace was converted to two-way traffic.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond, and improve access to major tourism destinations such as the Providence Place Mall, Waterfire and other city events around Kennedy Plaza and Waterplace Park. Improving the pedestrian and bicycle components of this street will also induce development along this important commercial corridor in Downtown Providence. This project leverages other local and state funds that have been used for similar improvements to nearby Fountain Street, Empire Street, Dorrance Street, and LaSalle and Emmet Squares.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit, bicycle, and pedestrian modes.

Supports Local and State Goals

Implements specific actions in the local comprehensive plan as this was once part of the Downtown Providence Traffic Circulation Improvements Project.

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.

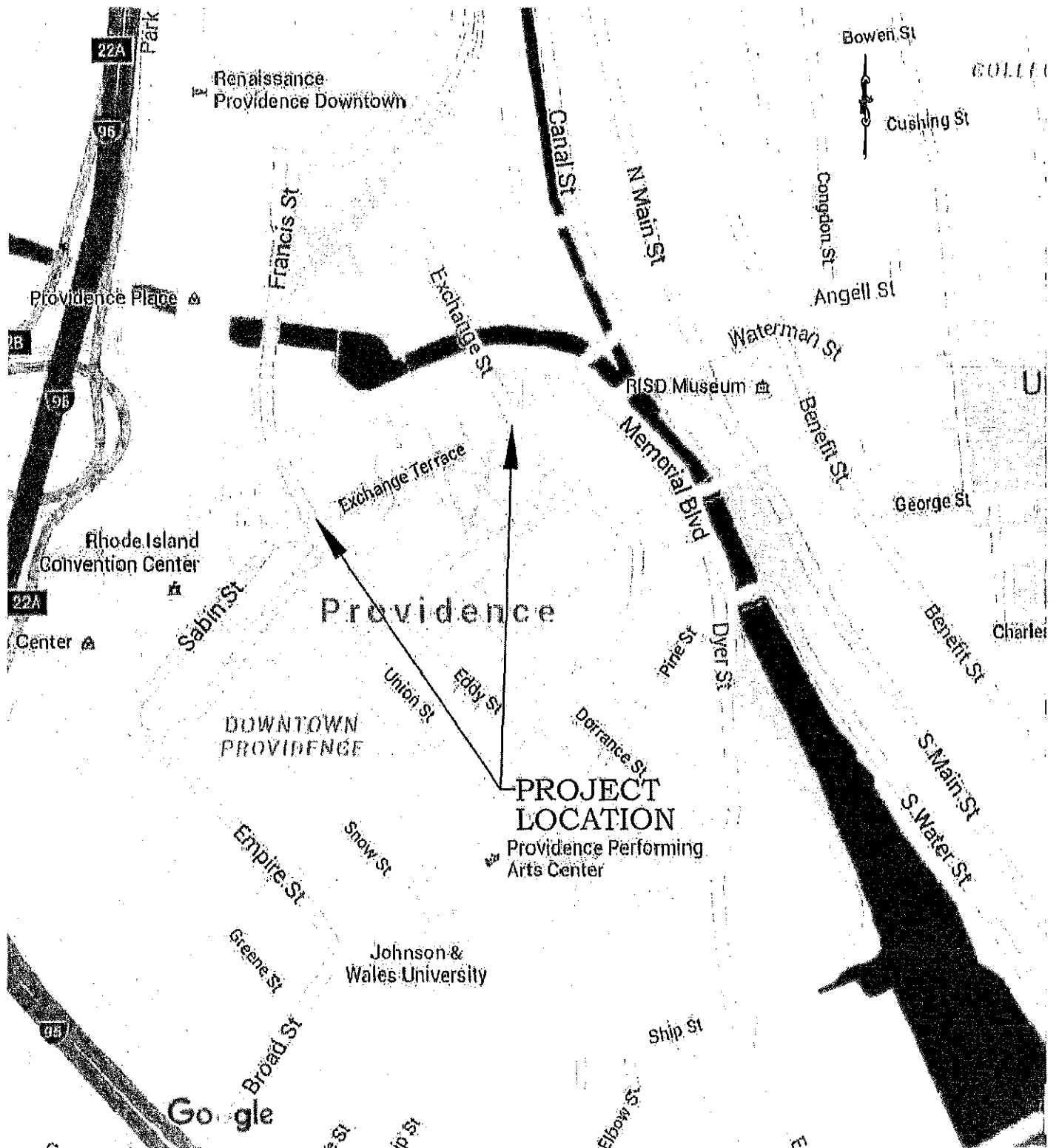
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Reduce transportation barriers to employment primarily through expansion and reorientation of public transportation systems.
- Improve public transportation facilities between residential areas and commercial centers.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users).

Equity

44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.



EXCHANGE TERRACE PEDESTRIAN SAFETY IMPROVEMENTS SITE MAP

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☒ Drainage

☐ Planning

☐ Traffic

☐ Transit

☐ Bicycle

☐ Pedestrian

☐ Transportation Enhancement

☒ Other Dredging/Navigable Waterway

Project Description

Project Title Providence River Dredging

Location by Street Name _____

Project Limits - From _____

To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the dredging of the: Upper Providence River and the Woonasquatucket River in Downtown Providence to -4 feet MLLW starting at the Point Street Bridge, near the Fox Point Hurricane Barrier, upstream to the Francis Street Bridge, near the Providence Place Mall; the Moshassuck River to -4 feet MLLW from the vicinity of the Washington Street Bridge for a distance of approximately 1700 feet upstream; and a sedimentation basin to -5 MLLW immediately upstream of the Providence Place Mall and Interstate 95 for a distance of approximately 600 feet. The sedimentation basin will provide a basin to trap sediment before it enters the rivers to the south.

The sedimentation basin will require maintenance dredging on occasion but at a much less cost than dredging in the rivers to the south.

Describe need for proposed project:

Dredging is needed to remove sediment from an area of the Providence and Woonasquatucket rivers in Downtown Providence, beginning approximately 900 feet north of the hurricane barrier at the Point Street Bridge, northward to the confluence of the Moshassuck and Woonasquatucket Rivers in the Vicinity of the Washington Street Bridge. The river area between the Point Street Bridge and the Crawford Street Bridge was originally planned to be dredged from shore to shore as part of the Interstate 195 Relocation project. The dredging was included in the Final Environmental Impact Statement and included in the cost of the project. However, it was eliminated as a cost reduction effort. A narrow channel on the westside of the river was dredged in 1998 with other funds however, the need to dredge shore to shore is even greater now than was recognized 20 years ago.

According to a 2007 report, at low tide, the water is less than one foot deep. There are areas where the water is even shallower and some areas of the river bottom are exposed during low tide. About three-quarters of Waterplace is shallower than elevation -6. Most of the shallower sections are in the central portion of the basin, with deeper areas at the southern and eastern edges. Since the 2007 report was issued, it is clear that the rivers are now much shallower due to on-going siltation. Whole sections of the river in Waterplace Basin, Providence Place Mall, Capital Center Parcel 2, the river confluence, and the RISD flagpole plaza downstream of Washington Street are all unpassable for boat traffic for 50% of the time and are unsightly with mud and debris at many low tides.

Waterfire operations are regularly impacted by the sedimentation. The schedule for these events is now limited to high tides.

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

Communities throughout the U.S. continue to invest heavily in their downtown waterfronts and water systems. The river needs to be dredged to maximize these benefits and maximize the return from the public dollars that have been and will be invested in our waterfront and rivers. A downtown Providence parks networks connected by the rivers will be a more powerful amenity in attracting tourists and conventions to Rhode Island. The current river condition detracts from this potential as water usage is limited and the appearance of the rivers detracts from their appeal. The investment in Capital Center runs the risk of being "de-valued" as the river experience worsens due to lack of dredging. There is still about 7 acres of land in Capital Center that can be developed. Much of this vacant land in along the river's edge. The rivers in their current condition are not the strong assets for development that they should be. In addition the undredged river extends to the I-195 land. The river and its adjacent parks should be a strong asset and amenity that will enhance development. The lack of dredging reduces this potential.

The exposed riverbed limits and affects the timing of Waterfire operation. Every year this situation worsens. The 2012 U.S. Army Corp. study estimates that Waterfire events contributes over \$114 million in annual economic output and is responsible for 1,294 jobs as visitors spending is multiplied through the economy. The Waterfire economic engine needs to continue without the worsening constraints of the rivers undredged. Additionally, the original plan for the downtown park network including the new I-195 parks, and extension to India Point Park and Narragansett Bay, included a water transportation system that would transport people throughout the park area, successful waterfront park networks have this feature. It is not possible to have a water transportation system due to the undredged rivers.

Is the project consistent with the local Comprehensive Plan? ☒ 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			\$500,000	\$5.55M	\$6.05M
				Total Cost	\$6.05M
				Amount Requested through TIP Process	\$6.05M

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

Source	Amount
Total	

Estimated date of construction 2018

Applicant Certification

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Providence River Dredging

Mobility Benefits

This project will improve connections between various modes of transportation and enhance mobility and safety for water transportation in the center of Downtown Providence. The original plan for the downtown park network including the new I-195 parks, and extension to India Point Park and Narragansett Bay, included a water transportation system that would transport people throughout the park area, successful waterfront park networks have this feature. It is not possible to have a water transportation system due to the undredged rivers.

The rivers attracts some canoes, kayaks, and small boats but not at lower tides. Many boaters are worried about uncertain marine hazards underwater and avoid the area even at high tide defeating the purpose of the park. The rivers provide a venue for recreation, education and cultural activities that can be enjoyed across the social economic spectrum. These activities are jeopardized due to the need to dredge.

Cost Effectiveness

The creation of a sedimentation basin will require maintenance dredging on occasion but at a much less cost than additional dredging in the rivers to the south.

Economic Development

This project is within the Urban Service Boundary, would improve access to major tourism destinations in Downtown Providence and spur private development on nearby land in Capital Center, Downcity, and the Jewelry District, including the I-195 redevelopment parcels. The exposed riverbed limits and affects the timing of Waterfire operation. Every year this situation worsens. The 2012 U.S. Army Corp. study estimates that Waterfire events contributes over \$114 million in annual economic output and is responsible for 1,294 jobs as visitors spending is multiplied through the economy. The Waterfire economic engine needs to continue without the worsening constraints of the rivers undredged.

A downtown Providence parks networks connected by more fully functioning rivers can be a more powerful amenity in attracting tourists and conventions to Rhode Island. Waterplace Park and the Riverwalk are the "signature" parks and public amenity of the Capital Center District, which has attracted \$1.2 billion in private investment. This investment runs the risk of being "de-valued" as the river experience worsens due to lack of dredging. There is still about 7 acres of land in Capital Center that can be developed. Much of this vacant land is along the river's edge. The rivers in their current condition are not the strong assets for development that they should be. In addition the undredged river extends to the I-195 land. The river and its adjacent parks should be a strong asset and amenity that will enhance development. The lack of dredging reduces this potential.

Environmental Impact

The dredged rivers would add to the flood storage capacity of the Woonasquatucket, Moshassuck and Providence Rivers, which benefit properties upstream from downtown.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P47 "Identify funding sources for the most critical infrastructure issues facing Downtown such as... the dredging of the Woonasquatucket River." P58 "Emphasize and preserve the rivers Downtown....Highlight the Providence and Woonasquatucket rivers and Waterplace as important assets by prioritizing routine maintenance, dredging and flood mitigation efforts, and by securing funding to do so." (Downtown)

This project implements the following specific actions from the local comprehensive plan:

- P25 "In addition, the City recognizes the need for maintenance dredging of the lower Woonasquatucket River and better flood management along all rivers"
- P31 Continuing to seek funding sources for dredging projects, particularly in the Woonasquatucket and Providence rivers."

- P141 "Without dredging, Waterplace Park is in danger of silting over, which would significantly impact recreation (i.e. kayaking, canoeing) and cultural events (i.e. WaterFire, concerts in the park)."
- P271 "The primary navigable waters within the boundaries of the City of Providence are Providence and Seekonk rivers. These rivers have been dredged for regular ship traffic and will continue to need periodic dredging."

The project will implement the following actions from the State Guide Plan:

- Reduce pollution of water bodies.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Make maximum use of water bodies and watersheds for recreation and other purposes wherever possible, in a manner consistent with the characteristics and uses of the water bodies themselves and with the standards governing water supplies established by the Rhode Island Water Resources Board.

The project as support from the Providence Foundation.

Equity

By improving the quality of and access to public transit for the entire region, portions of the population who are dependent upon transit will see immediate benefits. This project lies within Census Tract 8. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

Safety and Security

This project will improve the safety of the river by increasing its navigability and increasing flood storage capacity within the riverbeds themselves.

New Project Application

Transportation Improvement Program



Contact Information

CONTACT

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street, Suite 3A

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☐ Traffic

☒ Transit

☐ Bicycle

☐ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Downtown Providence Enhanced Bus Circulator Project

Location by Street Name Washington, Exchange St, Chestnut, Richmond, Eddy

Project Limits - From Exchange Street To Eddy Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

The Downtown Providence Enhanced Bus Circulator Project is an urban circulator project that will connect major employment hubs and world class institutions to the downtown core, while passing directly through the City's key redevelopment area (the Link District), made available by the recent relocation of Interstate 195. The project emerged and has evolved from a robust multi-year public planning process as the preferred option to improve multimodal connectivity, create needed value in the Capital City, and enhance livability, walkability and vibrancy. An Alternatives Analysis and Environmental Assessment have been completed and the project is funded in part by a \$13M FY14 TIGER grant that was awarded to the City of Providence.

Describe need for proposed project:

The project is needed to advance three main goals:

Enhance access to jobs, education, and services, and improve multimodal connectivity. In addition to providing a needed downtown circulator service to connect employment centers, transit centers, and other activity centers, the project would generate an increased amount of multimodal activity at Providence Station. The project is also needed to support RIPTA's recently-developed plans to redesign downtown transit around multiple hubs, with Providence Station and a hub in the southern part of Downtown being two additional centers of transit activity.

Spark value creation and job growth. In recent years, with the downturn of the economy and the City and State's struggle to regain jobs and grow the economy, the project's potential to catalyze, concentrate and accelerate growth has been a central driver in advancing the project forward. Providing a direct connection to the train station enhances the marketability of the Link District by providing a high-quality transit connection to the important Northeast Corridor.

Contribute to the City's quality of life and quality of place. A truly integrated, multimodal transit system will serve as a ladder of opportunity that will improve access to jobs, education, and services and enhance quality of life, attracting more people to live, work, visit and invest in Providence. Recent college graduates, aging populations, and businesses want to locate in environments with modern transit systems that include urban amenities such as downtown circulator systems. The construction of this project will enhance the City's key strategic asset—its quality of place.

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

Connecting directly to Providence Station would create a high-quality connection from the Link District (former I-195 parcels now being developed) to points beyond Providence in the state and region. This access would enhance the marketability of critical development sites along the project route. In addition, the proposed Providence Station stop would enhance development opportunities in the Capital Center Special Development District, which is consistent with the development goals cited in the TIGER-funded Providence Station Transit Center planning study.

Implementation of enhanced bus is anticipated to result in beneficial impacts to secondary development. Numerous recent studies and reports indicate that enhanced bus systems in other US cities have generated returns on investment ranging from 115:1 (Cleveland RTA Healthline) to 21:1 (Boston Washington Street Silver Line).

Connections to Amtrak regional service, MBTA Commuter Rail service to Boston, TF Green Airport, and Wickford Junction, RIPTA's existing bus hub at Kennedy Plaza, and RIPTA's planned bus hubs in Capital Center and the Jewelry District/Hospital District area. The development of a bus hub at the train station, coupled with ongoing growth of intercity and commuter rail service, would generate an increased amount of multimodal activity at the train station. This project, as noted in the TIGER application for the Providence Station Transit Center, is uniquely positioned to support a coordinated effort to boost mobility options as well as development opportunities

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$4M	\$16M	\$20M
				Total Cost	\$20M
				Amount Requested through TIP Process	\$ 7M

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

Source	Amount
USDOT TIGER FY14 Grant	\$13M
Total	\$13M

Estimated date of construction 2017

Applicant Certification

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

Applicant's Signature

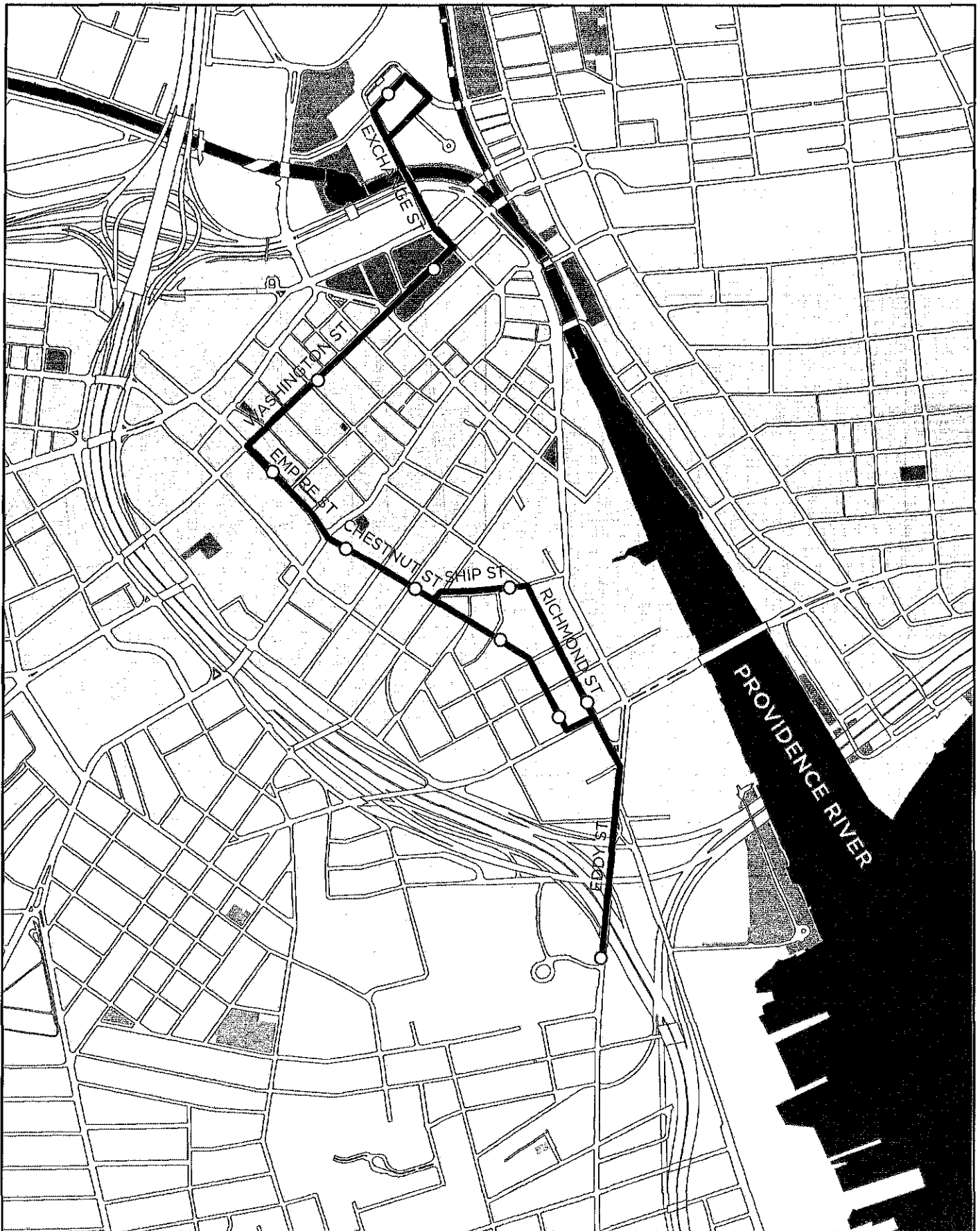
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

DOWNTOWN PROVIDENCE ENHANCED BUS CIRCULATOR PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Downtown Providence Enhanced Bus Circulator Project

Mobility Benefits

Providence is the statewide hub for local, regional, and intercity transit services, but it lacks seamless connections to residential and employment activity centers just outside of the downtown core. Until recently, our densely developed downtown was within easy walking distance of this statewide hub. However, the increasing expansion of Downtown beyond the traditional core has created a need for an urban circulator to provide high capacity, attractive connections for these extended walk distances. The Capital City is in need of greater mobility choices, higher-capacity services and direct seamless connections between key areas creating a nexus for future growth. The proposed project would provide passengers with quick and reliable transportation between Kennedy Plaza and key office, retail and entertainment destinations both within, and beyond the downtown core. This project is the thread that connects numerous exciting investments together and truly makes the complete multimodal network greater than the sum of the parts.

The project will connect directly through Kennedy Plaza, the largest transit hub in Rhode Island with extensive connections toRIPTA bus routes and intercity bus services, connecting passengers from around the state to downtown Providence. Kennedy Plaza is the busiest ground transportation hub in Rhode Island, serving more than 45,000 passengers and more than 2,700 bus trips daily. The plaza will also serve as a connecting point toRIPTA's new Rapid Bus line, providing high-frequency connections to the adjacent urban communities of Pawtucket and Cranston. For commuter and intercity rail connections, a connection to the Providence Amtrak/ MBTA train station will further enable local, regional, and national connections.

Cost Effectiveness

As part of the initial study component of this project, an analysis of alternatives will help ensure that the selected alternative is cost effective, efficient, and maximizes possible benefits. The replacement or relocation of a bridge that has been deemed to be structurally deficient will improve long term safety, efficiency, resiliency, and maintenance costs. This project complements the proposed TIP projects for River Road and Blackstone 1A.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities for the entire region and improves access to major tourism destinations in Downtown Providence. As the City and State continue to recover from a sluggish economy and struggle with high unemployment rates the need to advance the City and State's economy is paramount. The driving factors to move this investment forward include the promise of this investment to catalyze development and spur long-term job growth and economic mobility. Additionally, this investment will augment the already emerging research and development synergies between the universities and hospital networks and spur additional development in the Link/I-195 redevelopment area and the Capital Center Special Development District which are both of significant value to the state. The project provides a unique opportunity to use transit to further catalyze and shape this growth, strengthening connections both literally and figuratively. By improving connections to these redevelopment parcels, the investment will tie transit and economic development goals intricately together, sparking the emergence development that is truly transit-oriented.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit. The Draft Environmental Assessment submitted to FTA in April 2014 found that there will be no impacts anticipated to flood zone resources, navigable waterways, coastal resources, wetlands, air quality or endangered species as a result of implementation. There will be no net increase of impervious surfaces resulting from the project.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P54 "Improve public transit: Continue to work with RIPTA to complete the Alternatives Analysis and Environmental Assessment (AAEA) for an urban circulator system (such as a streetcar or enhanced bus service)...Promote the urban circulator goals of connecting destinations in Downtown and the Knowledge District between Kennedy Plaza and Rhode Island Hospital to the Providence Train Station" (Downtown)

This project implements the following specific actions from the local comprehensive plan:

- P69 "Through the Providence Core Connector Study, explore the feasibility, cost and benefits of constructing an "urban circulator" (i.e. streetcar or enhanced bus service) to connect key locations..."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

This project has emerged from a robust transit and land use planning process over the past decade. The project advances the City and State's goals for multi-modal transit, sustainability, economic development and social equity and aligns with several planning efforts.

Safety and Security

This project will enhance safety, particularly to pedestrians and transit users (vulnerable road users). The project will enhance safety for users of all transportation modes in the Providence urban core. These benefits will result from reductions in overall vehicle miles of travel improved roadway surfaces, and an improved urban streetscape with safer walking conditions in our dense, urban environment. By reducing local area auto and shuttle traffic and overall Vehicle Miles of Travel (VMT), the project will provide a minor, but positive effect on accident rates, fatalities, injuries and property damage. More significant benefits will be related to pedestrian safety. The project will serve as a "pedestrian accelerator," and because so many customers will access the system by walking, pedestrian safety along the corridor and in other parts of our downtown is a high priority. The project also builds upon efforts by the City, RIPTA, RIDOT, and other stakeholders to create a safer environment for pedestrian, bicyclists, and transit users in the Downtown core.

Equity

The many populations throughout the city that are non-drivers for a variety of reasons, either due to the high cost of car ownership, physical or mental disability, age (too young or old to drive) and non-drivers by choice, will benefit from the increased mobility offered by the project and from the connections it provides to the larger multi-modal network. This project crosses through Census Tracts 8 and 6. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability. 79.5% of the population in Census Tract 6 is Minority and 26.5% of the population lives below the poverty level. Nearly 18% of households do not have access to a vehicle. Over 21% of the population either does not speak English well or does not speak English at all. Nearly 30% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project select all that apply

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☐ Traffic

☒ Transit

☒ Bicycle

☐ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Exchange Street Sidewalk Widening Project

Location by Street Name Exchange Street

Project Limits - From Washington Street To Railroad Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

The Exchange Street Sidewalk Widening Project will include construction of wider sidewalks along Exchange Street in Downtown Providence to enhance the pedestrian experience between Providence Station and Kennedy Plaza. This project is in addition to the \$500,000 already separately budgeted for other streetscape improvements along Exchange Street.

Describe need for proposed project:

The pedestrian connection between Providence Station-- the 15th busiest Amtrak station in the country and one of the busiest MBTA Commuter Rail Stations-- and RIPTA's statewide bus hub at Kennedy Plaza is in need of improvement to increase multimodal activity in the state.

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

Wider sidewalks will improve the pedestrian realm and increase the economic vitality of land in the Capital Center District.

Improved connectivity from the core of Downtown to Providence Station will be of economic value to the entire city and state. The state and municipal transportation network will be improved by increasing multi-modal accessibility between the state's bus hub and Amtrak and MBTA Commuter rail service.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$625,000	\$2.5M	\$3.125M
				Total Cost	\$3.125M
				Amount Requested through TIP Process	\$3.125M

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

Source	Amount
Total	

Estimated date of construction 2018

Applicant Certification

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

EXCHANGE ST SIDEWALK WIDENING PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Exchange Street Sidewalk Widening Project

Mobility Benefits

Exchange Street serves as a barrier between the state's bus hub at Kennedy Plaza and Providence Station which provides access to Amtrak and MBTA Commuter Rail service. This project will improve connections within Downtown Providence and between Providence Station Amtrak and MBTA services and Kennedy Plaza which serves as the statewide bus hub for RIPTA. This project will improve connections between various modes of transportation and enhance mobility and safety for pedestrians, bicyclists, and transit users on an important stretch of roadway in the center of Downtown Providence.

Cost Effectiveness

This project complements the federally funded planning efforts for the multi-modal transportation center/bus hub at Providence Station, investments in the Providence Station Plaza, investments in RIPTA's R-Line, and investments by RIPTA and the City in Kennedy Plaza. This project is in addition to the \$500,000 already separately budgeted for other streetscape improvements along Exchange Street.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond. The project also improves access to major tourism destinations in Downtown Providence and transportation centers at Kennedy Plaza and Providence Station, supports regional sustainable economic development, and will spur more private development in the Capital Center Special Development District. A more pleasant and safe pedestrian environment along Exchange Street will attract additional businesses, residents, and visitors to Downtown by creating a much desired pedestrian friendly atmosphere. Improved connectivity from the core of Downtown to Providence Station will be of economic value to the entire city and state. The state and municipal transportation network will be improved by increasing multi-modal accessibility between the state's bus hub and Amtrak and MBTA Commuter rail service.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit and walking.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P49 "Complete the urban fabric and enhance connections within Capital Center and to surrounding areas...The area surrounding the train station, including the area surrounding Station Park, should be vibrant and attractive with quality street-level urban design and activity."
- P57 "Improve pedestrian and bicycle connections to transit and to key shopping, entertainment and open space destinations."

This project implements the following specific actions from the local comprehensive plan:

- P44 "Strategies: (A) Preserve, enhance and, where possible, extend and connect the pattern and character of the primary street and sidewalk system. (D) Develop streetscape standards that enhance the pedestrian experience and incorporate high-quality design elements that are affordable and easy to maintain."
- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential."
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- M3: "Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city."
- P70 "Encourage pedestrians to travel in the downtown area by providing safe walkways, corridors and intersections."

- P70 "Ensure that sidewalks are continuous along all major Providence streets and that they provide pedestrians and transit riders with direct access to commercial areas, education facilities, recreational facilities, and transit stops."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

The project has broad support from the Downtown community and RIPTA.

Equity

By improving the quality of and access to public transit for the entire region, portions of the population who are dependent upon transit will see immediate benefits. This project crosses through Census Tract 8. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

Safety and Security

This project will improve safety for pedestrians and bicyclists (vulnerable road users).

New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization <u>City of Providence</u>	
	Contact Person <u>Martina Haggerty</u>	Title <u>Associate Director of Special Projects</u>
	Mailing Address <u>444 Westminster Street</u>	
	City <u>Providence</u>	Zip Code <u>02903</u>
	Phone <u>401-680-8400</u>	Email <u>mhaggerty@providenceri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input checked="" type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	Project Description			
	Project Title <u>Henderson Bridge Replacement/Reconstruction Project</u>			
	Location by Street Name <u>Henderson Bridge</u>			
	Project Limits - From <u>Pitman St, S. Angell St (Providence)</u> To <u>Broadway (East Providence)</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
	<div>The project scope includes an analysis of alternatives for the reconstruction, replacement, and/or relocation of the Henderson Bridge and design and construction of the preferred alternative.</div>			

Describe need for proposed project:

As one of the largest structurally deficient bridges in Rhode Island, the Henderson Bridge, which connects Waterman Street and South Angell Street in Providence to East Providence, is in need of repair or replacement. The existing vehicular components of the bridge are oversized and need to be scaled down to create a bridge that is more in line with the neighborhood scale on either side of the bridge. As one of only two crossings over the Seekonk River, opportunities for improved public transit, bicycle and pedestrian use need to be explored. The nearest crossing for pedestrians and bicyclists, the George Redman Linear Park near India Point Park, is nearly a mile to the south of the current location of the Henderson Bridge.

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

This project presents an opportunity to improve bicycle, pedestrian, and public transit connections between Providence and East Providence, reduce the scale and required maintenance of the existing bridge, and open up new land for redevelopment through either the relocation of the bridge or the elimination of on- and off-ramps. Improved connectivity to Richmond Square and the introduction of improved bicycle, pedestrian, and mass transit features will also induce development on land located on both sides of the bridge. This project would improve the connection from East Providence to the Blackstone and East Bay bike paths.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$3.2M	\$32M	\$160M	\$195.2M
				Total Cost	\$195.2M
				Amount Requested through TIP Process	\$195.2M

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature _____

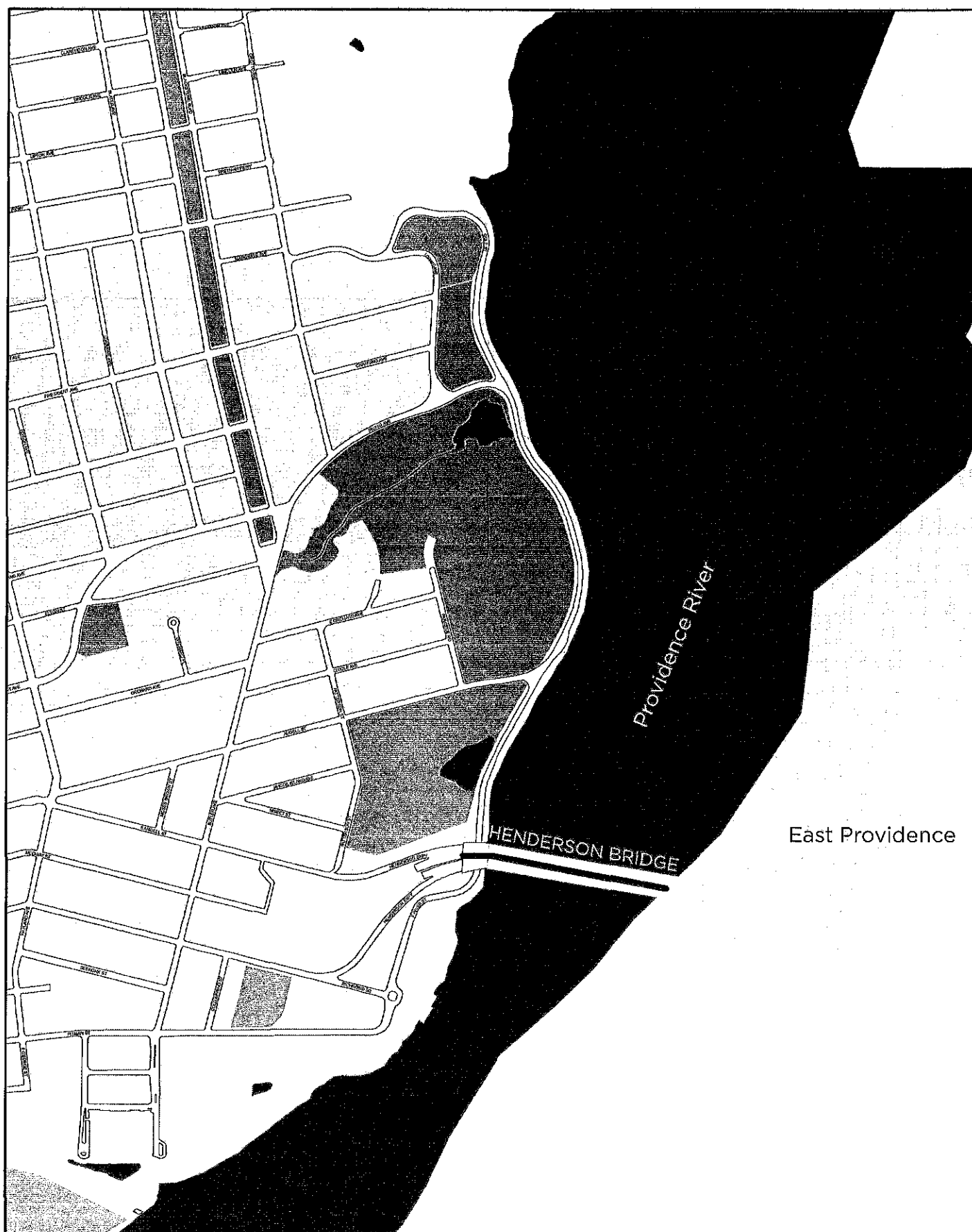
Date _____

Chief Executive Officer's Signature _____

Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

HENDERSON BRIDGE RECONSTRUCTION + ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Henderson Bridge Replacement/Reconstruction Project

Mobility Benefits

This project would improve conditions for the estimated 8,500 vehicles that cross the Henderson Bridge on a daily basis as well as other modes, including bicyclists, pedestrians, and mass transit users. This project would also improve connections to future RIPTA bus service across the bridge, increasing the intermodal connections between buses, the Blackstone and East Bay bike paths, and people driving and walking to access these services. As a key linkage between Providence and East Providence, this project also provides important regional benefits. This project increases mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods surrounding the project, and improves access to activity centers such as the Richmond Square and Wayland Square commercial districts, East Side Marketplace, Blackstone Park, Witherby Park, Gano Park, India Point Park, the Blackstone and East Bay bike paths, the industrial jobs center on the East Providence side of the river, and the Narragansett Boat Club. Additionally, as one of only two crossings over the Seekonk River, this project will fill a much needed gap in improved pedestrian and bicycle connections and provide opportunities for dedicated right of way for RIPTA mass transit services.

Cost Effectiveness

As part of the initial study component of this project, an analysis of alternatives will help ensure that the selected alternative is cost effective, efficient, and maximizes possible benefits. The replacement or relocation of a bridge that has been deemed to be structurally deficient will improve long term safety, efficiency, resiliency, and maintenance costs. This project complements the proposed TIP projects for River Road and Blackstone 1A.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and East Providence, and improves access to major tourism destinations such as India Point Park and the East Bay and Blackstone bike paths. This project presents an opportunity to open up new land for redevelopment through either the relocation of the bridge or the elimination of on- and off-ramps. Improved connectivity to Richmond Square and the introduction of improved bicycle, pedestrian, and mass transit features will also induce development on land located on both sides of the bridge. This project leverages local private funds that have been used for initial planning and design work for the River Road Initiative.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit, bicycle, and pedestrian modes. This project will extend and enhance the greenway system through its connection to the East Bay and Blackstone bike paths.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P31 "Develop a new shared use path as part of the repair and restoration of the Henderson Bridge." (CH,FP,Wayland)

This project implements the following specific actions from the local comprehensive plan:

- P43 "Strategically invest in public infrastructure and amenities to promote Providence's civic identity and attract high-quality development."
- P72 "Plan, design, and invest in transportation infrastructure and systems that support the principal uses within the area, and provide strong interconnections to downtown, the neighborhoods and other destinations."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."

- P71 “L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary.”
- P98 “L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety.”

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Make maximum use of water bodies and watersheds for recreation and other purposes wherever possible.

In August 2015, a local group of residents began meeting to discuss the fate of the Henderson Bridge to free up acres of land for mixed use development while better accommodating circulation and cross-river connections for cyclists, pedestrians, and motorized vehicles. The group has since begun coordination and gathered support for the project from the City of Providence, the City of East Providence, RIPTA, and RIDOT.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users), and will ensure that the Henderson Bridge, which is a transportation asset remains stable and secure.

Equity

This project lies within Census Tract 35. Over 18% of the population in Census Tract 35 is Minority and 13% of the population lives below the poverty level. Over 10% of households do not have access to a vehicle. More than 12% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☒ Pavement

☐ Drainage

☒ Planning

☒ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Huntington Avenue Enhancement Project

Location by Street Name Huntington Avenue

Project Limits - From Cranston Street To Carter Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the reconstruction of a 0.6-mile stretch of roadway from an underutilized and oversized multi-lane highway to a more appropriately-scaled "complete street" that includes streetscape enhancements, green infrastructure, widened sidewalks, improved pedestrian crossings, and bicycle lanes.

Describe need for proposed project:

This stretch of roadway is oversized, unsafe or unusable for pedestrians and bicyclists, and not in scale with the surrounding neighborhood. A narrowed roadway would reduce long-term pavement maintenance needs, reduce stormwater runoff, and improve safety for pedestrians and bicyclists. An improved connection for pedestrians and bicyclists is also needed along this corridor in order to connect the Washington Secondary Trail to Roger Williams Park and to planned bicycle infrastructure investments on Elmwood Avenue, which will connect cyclists to the rest of Upper South Providence, Elmwood, and to Downtown Providence.

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

This project will improve the regional and municipal transportation network by improving pedestrian and bicycle connections from the Washington Secondary Trail to important destinations in Providence including Downtown Providence and Roger Williams Park. Improvements to the City's bicycle and pedestrian infrastructure will improve economic development citywide. Improving multi-modal access to the Huntington Industrial Park to the south of Huntington Avenue will also create important economic benefits for the City and State.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs					
				Total Cost	
				Amount Requested through TIP Process	

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature _____

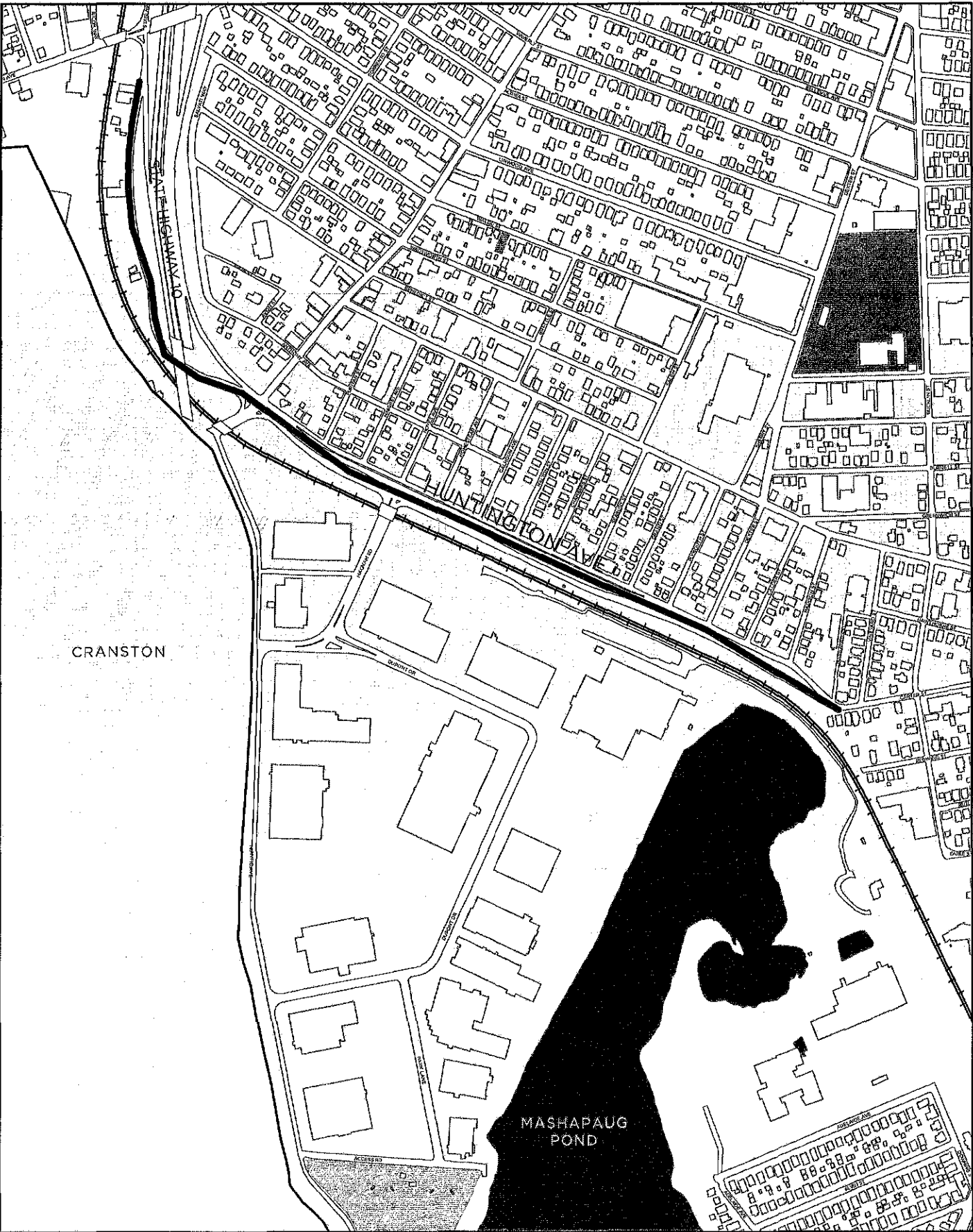
Date _____

Chief Executive Officer's Signature _____

Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

HUNTINGTON AVENUE ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Huntington Avenue Enhancement Project

Mobility Benefits

This project would improve amenities for pedestrians, bicyclists, and automobiles, making alternative modes such as bicycling and walking more attractive options and improving road conditions for automobiles simultaneously. This project will also create a new connection for pedestrians and bicyclists between the Washington Secondary Bike Path, Roger Williams Park, Elmwood Avenue, and downtown Providence, thereby improving mobility between employment centers and other important destinations within the City of Providence. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes bikeability and walkability of the neighborhoods in Providence, improves access to numerous assets throughout the City, and enhances regional connections for bicyclists through connections the Washington Secondary Trail. This project will fill a much needed gap in improved bicycle and pedestrian connections throughout the City.

Cost Effectiveness and Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project complements other TIP projects submitted by the City of Providence for bicycle infrastructure projects, City Walk, and the Cadillac Drive Tunnel. Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Similarly, investments in Complete Streets and improved streetscapes have been proven to generate additional economic activity and attract residents and employers. Improving multi-modal access to the Huntington Industrial Park to the south of Huntington Avenue will also create important economic benefits for the City and State.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles and walk. A Complete Street in place of a multi-lane underutilized and oversized highway will provide opportunities to increase the City's tree canopy and implement additional green infrastructure that will reduce stormwater runoff.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plans:

- P33 "Improve streetscape along Huntington Avenue to give it more of a boulevard feel and incorporate a bike lane into the design."
- P32 "Investigate and fix drainage issues along Huntington Avenue"
- P36 "Improve Huntington Avenue to create more of a neighborhood boulevard with bike lanes to improve access to the pond." (WE, FH, Reservoir)

This project implements the following specific actions from the local comprehensive plan:

- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential."
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities and Complete Streets throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure and Complete Streets.

Safety and Security

This project will enhance safety to vehicles as well as to pedestrians bicyclists (vulnerable road users) in the City.

Equity

This project primarily lies on the border between census tracts 14 and 15. 94% of Census Tract 14's population is Minority and over 37% of the population lives below the poverty level. Nearly 29% of households do not have access to a vehicle. Nearly 31% of the population either does not speak English well or does not speak English at all. More than 24% of the population are considered to have a disability. Nearly 72% of Census Tract 15's population is Minority and 9% of the population lives below the poverty level. Nearly 8% of households do not have access to a vehicle. Over 14% of the population either does not speak English well or does not speak English at all. More than 22% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☐ Bicycle

☒ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title Memorial Boulevard and Dyer Street Pedestrian Crossing Enhancements

Location by Street Name Memorial Boulevard and Dyer Street

Project Limits - From Exchange Street

To Peck Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes improvements to pedestrian crossings along Memorial Boulevard in Downtown Providence to improve safety and pedestrian comfort.

Describe need for proposed project:

The existing pedestrian crossings across Memorial Boulevard need to be improved to make crossing multiple lanes of vehicular traffic safer and more attractive for pedestrians.

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

As a main thoroughfare for both pedestrians and vehicles, improvements to Memorial Boulevard will improve the transportation network by creating a safer, more attractive street in the midst of Downtown where there are numerous benefits to be had for employees, residents and visitors to the Capital City. Memorial Boulevard also serves as a barrier between the state's bus hub at Kennedy Plaza and Providence Station which provides access to Amtrak and MBTA Commuter Rail service. A more pleasant and safe pedestrian environment along the Boulevard will attract additional businesses, residents, and visitors to Downtown by creating a much desired pedestrian friendly atmosphere.

Is the project consistent with the local Comprehensive Plan? ☒ 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		\$10,000	\$80,000	\$400,000	\$490,000
				Total Cost	\$490,000
				Amount Requested through TIP Process	\$490,000

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

Source	Amount
Total	

Estimated date of construction 2019-2020

Applicant Certification

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

MEMORIAL BOULEVARD PEDESTRIAN CROSSING ENHANCEMENTS



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025 Project: Memorial Boulevard and Dyer Street Pedestrian Crossing Enhancements

Mobility Benefits

This project will improve connections between various modes of transportation and enhance mobility and safety for pedestrians on an important stretch of roadway in the center of Downtown Providence. Memorial Boulevard serves as a barrier between the state's bus hub at Kennedy Plaza and Providence Station which provides access to Amtrak and MBTA Commuter Rail service. This project will improve connections within Downtown Providence, to the adjacent College Hill and Fox Point neighborhoods, and to Providence Station Amtrak and MBTA services and Kennedy Plaza which serves as the statewide bus hub for RIPTA.

Cost Effectiveness

This project complements the federally funded planning efforts for the multi-modal transportation center/bus hub at Providence Station, investments in the Providence Station Plaza, investments in RIPTA's R-Line, and investments by RIPTA and the City in Kennedy Plaza.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond. The project also improves access to major tourism destinations in Downtown Providence and transportation centers at Kennedy Plaza and Providence Station, supports regional sustainable economic development, and will spur more private development. A more pleasant and safe pedestrian environment along the Boulevard will attract additional businesses, residents, and visitors to Downtown by creating a much desired pedestrian friendly atmosphere.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit and walking.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P53 "Consider ways to improve the pedestrian and bicyclist experience along Memorial Boulevard through traffic calming, streetscape and traffic geometry changes."

This project implements the following specific actions from the local comprehensive plan:

- P44 "Strategies: (A) Preserve, enhance and, where possible, extend and connect the pattern and character of the primary street and sidewalk system. (D) Develop streetscape standards that enhance the pedestrian experience and incorporate high-quality design elements that are affordable and easy to maintain."
- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential."
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- P69 " OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city."
- P70 "Encourage pedestrians to travel in the downtown area by providing safe walkways, corridors and intersections."
- P70 "Ensure that sidewalks are continuous along all major Providence streets and that they provide pedestrians and transit riders with direct access to commercial areas, education facilities, recreational facilities, and transit stops."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."

- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

The project has broad support from the Downtown community and the Providence Bicycle and Pedestrian Advisory Commission.

Equity

By improving the quality of and access to public transit for the entire region, portions of the population who are dependent upon transit will see immediate benefits. This project lies within Census Tract 8. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

Safety and Security

This project will improve safety for pedestrians (vulnerable road users) seeking to connect to other modes of transportation within the Downtown.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☒ Drainage

☒ Planning

☒ Traffic

☒ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title North Main Street Enhancement Project

Location by Street Name North Main Street

Project Limits - From Hillside Avenue

To Waterman Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project will include the study of alternatives, design, and construction for additional pedestrian, bicycle, and bus infrastructure along North Main Street, including Complete Streets applications and bus priority lanes. This important commercial corridor currently serves RIPTA's R-Line Rapid Bus service and is one of the busiest bus corridors in the state.

Describe need for proposed project:

In order to expand capacity, improve attractiveness, and improve the speed and reliability of RIPTA's R-Line service, the City seeks to explore ways to improve the right-of-way for bus use. Drainage issues along North Main Street need to be resolved in a more sustainable manner and this project could accomplish that by integrating additional streetscape and low-impact development infrastructure to handle stormwater runoff. The current, auto-oriented nature of the corridor results in a poor pedestrian realm and safety issues for pedestrians and bicyclists traveling along North Main Street. Improvements for bicyclists and pedestrians could also be resolved through this project.

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

North Main Street serves one of the highest use bus routes in the state, connecting Downtown Providence to the east side of Providence and the City of Pawtucket. Improving mobility along this corridor would be beneficial to the entire metropolitan region as well as the municipality. Economic benefits would include induced development and growth along this commercial corridor created by streetscape, bus, pedestrian, and bicycle improvements.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$50,000			
Total Cost					\$50,000
Amount Requested through TIP Process					\$50,000

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature _____

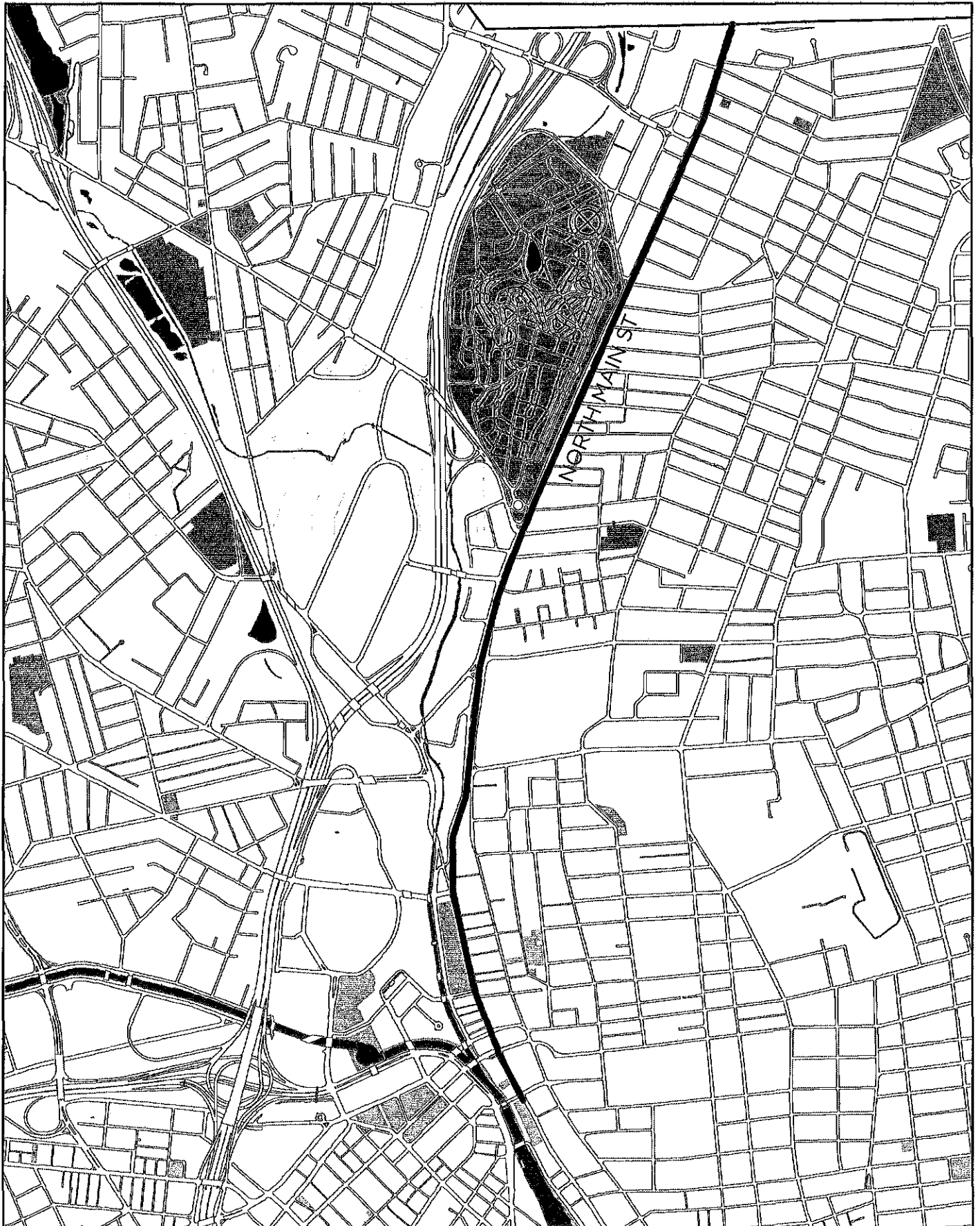
Date _____

Chief Executive Officer's Signature _____

Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

NORTH MAIN ST BUS PRIORITY LANE PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: North Main Street Enhancement Project

Mobility Benefits

This project would improve amenities for pedestrians, bicyclists, public transit, making alternative modes of transportation more attractive options and improving mobility between employment centers and other important destinations within the City of Providence. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes bikeability, walkability, and public transit use within the neighborhoods in Providence, improves access to numerous assets throughout the City, and enhances regional connections for bicyclists through connections to Downtown via the east side of Providence and Pawtucket. This project will fill a much needed gap in improved bicycle and pedestrian connections throughout the City. North Main Street serves one of the highest use bus routes in the state, connecting Downtown Providence to the east side of Providence and the City of Pawtucket. Improving mobility along this corridor would be beneficial to the entire metropolitan region as well as the municipality.

Cost Effectiveness and Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project complements other TIP projects submitted by the City of Providence for bicycle infrastructure projects, the reconstruction of Route 6/10 as a boulevard with a transit feature, and City Walk. Numerous studies demonstrate that communities who have invested in Complete Streets and bicycle have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Similarly, investments in Complete Streets and improved streetscapes have been proven to generate additional economic activity and attract residents and employers. Improving multi-modal access to downtown Providence, Miriam Hospital and other large employment centers along North Main Street in both Providence and Pawtucket are also important outcomes of this project. Economic benefits would include induced development and growth along this commercial corridor created by streetscape, bus, pedestrian, and bicycle improvements. The City and RIPTA have heavily invested in the R-Line and other related investments along this corridor. Further success of the R-Line as a rapid bus line will build on this investment.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit use, bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to take public transit, ride bicycles and walk. A Complete Street in place of an auto-oriented street will further the City's goals for future development patterns in the area surrounding North Main Street. Upper North Main Street has been designated as a Transit-Oriented Development District by the City's new Zoning Ordinance, and thereby encourages development that will benefit from and support investments in alternative modes of transportation.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plans:

- P33 "Improve connections within the neighborhoods and from the neighborhoods into downtown for drivers, cyclists, pedestrians, and transit users" (MH,H,Blackstone)
- P22 "This area should also include improved pedestrian connections across North Main Street, particularly to link pedestrians to the bus stops on the west side of the street. The southern edge of the street, closest to downtown, was identified as a gateway area to the entire street and in need of streetscape improvements that would improve safety for pedestrians and enhance the streetscape."
- P 27 "Revitalize North Main Street as the neighborhood main street."
- P 27 "Improve the overall pedestrian experience. Work with the State to provide better pedestrian amenities such as curb extensions, elevated crosswalks and push button lights, as appropriate, for crossings at key intersections."

This project implements the following specific actions from the local comprehensive plan:

- P69 "Support RIPTAs efforts to implement Rapid Bus Service along the 11 Broad Street and the 99 North Main/Pawtucket bus routes."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities and Complete Streets throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure and Complete Streets. Through concerns voiced during a public forum held in early 2015, the Providence Bicycle and Pedestrian Advisory Commission identified the North Main Street corridor as a priority for improved bicycle and pedestrian infrastructure. The City of Providence also conducted extensive public outreach from 2011-2014 that resulted in the completion of the state's first rapid bus line, the R-Line, along North Main Street.

Safety and Security

This project will enhance safety to vehicles as well as to pedestrians, public transit users, and bicyclists (vulnerable road users) in the City.

Equity

This project primarily sits within census tracts 31, 31, and 33. 47% of Census Tract 31's population is Minority and 45% of the population lives below the poverty level. 33% of households do not have access to a vehicle. 11% of the population either does not speak English well or at all and 22% are considered to have a disability. 35% of Census Tract 32's population is Minority and 3% of the population lives below the poverty level. 10% of households do not have access to a vehicle. 22% of Census Tract 33's population is Minority and 9% of the population lives below the poverty level.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☒ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Olneyville Square Vehicular Circulation/Pedestrian Safety Improvements

Location by Street Name Delaine, Westminster, Manton, Broadway, Dike, Troy, Plainfield

Project Limits - From _____

To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project will improve circulation through and around Olneyville Square for pedestrians, bicyclists, and motorists, enhancing safety and reducing traffic congestion. This project includes the construction of an extension of Delaine Street from Manton Avenue to Hartford Avenue to provide a new connection to allow traffic to bypass Olneyville Square, the two-way conversion and widening of Atwood Street between Hartford Avenue and Plainfield Street, the realignment of the portion of Atwood Street so that it aligns with Atwood Street north of Plainfield Street to align with Atwood Street south of Plainfield Street, the reconfiguration of the Valley Street/Broadway/Westminster Street/Troy Street intersection. This project also includes numerous road safety improvements as recommended by the Olneyville Square Pedestrian and Bicycle Road Safety Assessment.

Describe need for proposed project:

As automobile traffic has increased over the years, traffic congestion has become a problem in Olneyville Square. A circulation study and road safety assessment have previously been completed to inform the implementation and phasing of completing a new circulation pattern and pedestrian safety improvements through and around Olneyville Square. Funds are needed for implementation in order to improve traffic flow, reduce congestion, and improve safety for motorists, pedestrians, and bicyclists.

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

Olneyville Square's strategic location at the convergence of five major roads is a major asset but is also a source of significant congestion for the area. Traffic congestion is a deterrent to those who would shop, dine or visit the square, and improvements to reduce congestion would improve the economic vitality of this important urban node. There are several opportunities to create new connections and improve circulation with potential for large scale, positive impact. Physical realignment of the street network would also allow the opportunity to reengage Olneyville Square with its historic channelized river by creating a greenway along the river and connecting it to existing, adjacent public space in the Square.

By creating another viable option to travel through and around the square, several parcels would become attractive sites for redevelopment and create opportunities for mixed use, urban development that would enhance the square and provide essential services to one of the most densely populated areas in the State. The new circulator through and around Olneyville Square also will bring residents to the Woonasquatucket River's edge, better connect the bike path through the neighborhood and provide an opportunity build 'complete streets' to benefit the diversity of users, from bicyclists, pedestrians, motorists and transit riders.

Is the project consistent with the local Comprehensive Plan? ☒ 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		\$50,000	\$786,000	\$3.93	\$4.716
				Total Cost	\$4.716
				Amount Requested through TIP Process	\$4.716

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

Source	Amount
2012 Statewide Planning Challenge Grant (Study)	\$50,000
Olneyville Road Safety Assessment (Study)	
Total	

Estimated date of construction 2018-2025

Applicant Certification

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

Applicant's Signature

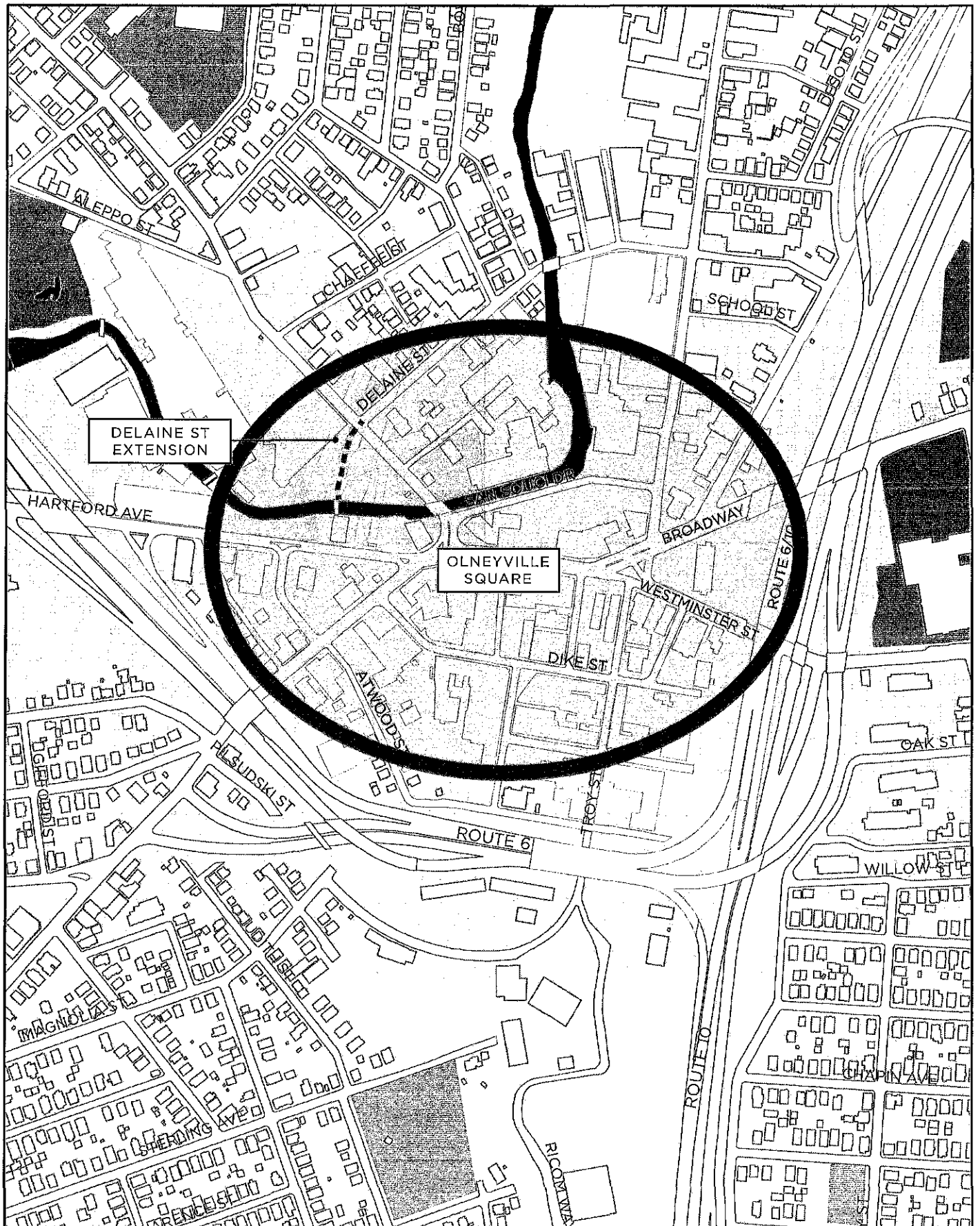
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

OLNEYVILLE SQUARE VEHICULAR CIRCULATION + PEDESTRIAN SAFETY IMPROVEMENTS



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025
Project: Olneyville Square Vehicular Circulation/Pedestrian Safety Improvements

Mobility Benefits

Olneyville Square's strategic location at the convergence of five major roads is a major asset but is also a source of significant congestion. Westminster Street, Broadway, Manton Avenue, Hartford Avenue and Plainfield Street converge in Olneyville Square bringing a high number of cars and transit riders through the heart of the square every day. However, with few options to travel on side streets, the traffic congestion is a deterrent to those who would shop, dine or visit the square. There are several opportunities to create new connections and improve circulation with potential for large scale, positive impact. The new circulator through and around Olneyville Square also will bring residents to the Woonasquatucket River's edge, better connect the bike path through the neighborhood and provide an opportunity build 'complete streets' to benefit the diversity of users, from bicyclists, pedestrians, motorists and transit riders. Broadway and Hartford Avenue each carry approximately 7,000 vehicles per day. Valley Street and Manton Avenue carry 12,000 and 14,000 vehicles per day, respectively. Westminster Street carries the most traffic feeding the square, with approximately 24,000 vehicles daily. Additionally, four major RIPTA bus routes pass through Olneyville Square, meaning that approximately 1,000 passengers board or disembark buses in the Square on a daily basis.

Cost Effectiveness and Economic Development

The significant congestion in and around the Square is a detriment to the redevelopment of the square a deterrent to those who would shop, dine or visit the square. By creating another viable option to travel through and around the square, several parcels would become attractive sites for redevelopment and create opportunities for mixed use, urban development that would enhance the square and provide essential services to one of the most densely populated areas in the State.

Environmental Impact

This project will improve air quality and promote energy conservation by reducing traffic congestion and increasing the mode share for bicycling and walking.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P25 "Create a more walkable environment with improved pedestrian connections and crossings throughout Olneyville Square...Evaluate proper placement of bus stops and shelters to mitigate impacts on traffic flow and visibility of store frontages...Improve design and clarity of street signs, bus signs and other signage on the square." (O, S, Valley)

This project implements the following specific actions from the local comprehensive plan:

- P29 "F. Reduce vehicle-generated pollution by expanding the use of transit and other alternatives, such as biking and walking, supporting telecommuting and home-based employment, expanding the use of alternative fuels, and identifying ways to improve traffic circulation."
- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential."
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- P69 " OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P70 "Develop and implement a new bicycle plan for the city including bicycle infrastructure, expanding and connecting the bike path network, adding bike lanes, and installing signage to provide directions, increase awareness, and improve safety for cyclists....Evaluate ways to improve bicycle connections between neighborhoods."

- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

Stakeholder groups that were established as part of the two previous studies for the Square (the RSA and the Circulator Study) included a diverse range of participants including engineers, city officials, RIDOT officials, police, and area stakeholders. These groups developed buy in for the vision and established the recommendations that will be moved forward.

Safety and Security

This project will enhance safety for motorists as well as for bicyclists and pedestrians (vulnerable road users), and result in a reduction of fatalities and serious injuries. Based on results from the RSA from January 2008 to December 2014 there were over 400 vehicle crashes, 22 crashes involving pedestrians and bicyclists, one of which resulted in the death of a pedestrian, and approximately 62 crashes involving RIPTA buses in the vicinity of the Square.

Equity

This project crosses through Census Tracts 16 and 19. 86.5% of the population in Census Tract 16 is Minority and more than 31% of the population lives below the poverty level. Nearly 19% of households do not have access to a vehicle. Nearly 29% of the population either does not speak English well or does not speak English at all. Nearly 20% of the population are considered to have a disability. Over 81% of the population in Census Tract 19 is Minority and more than 37% of the population lives below the poverty level. Over 29% of households do not have access to a vehicle. Nearly 21% of the population either does not speak English well or does not speak English at all. Over 20% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project *select all that apply*

☐ Bridge

☒ Pavement

☒ Drainage

☒ Planning

☒ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title Woonasquatucket-Promenade-Kinsley Corridor Enhancements

Location by Street Name Promenade Street and Kinsley Avenue

Project Limits - From Francis Street

To Delaine Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project will improve the corridor along the Woonasquatucket River in Providence, stretching from Olneyville Square, northwest along Promenade Street and Kinsley Avenue, to Downtown underneath the Providence Place Mall. This project will create a higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square along approximately one-mile along both sides of the river, implement low-impact design features to improve stormwater drainage, and improve quality of place along the corridor. T

Describe need for proposed project:

Most of this area is situated within the river's 100-year flood plain. Areas such as Eagle Square and Rising Sun Mills flood on a regular basis during heavy rains. There is a need for better storm water management to lessen flooding during storms.

There is a need for improvements to the bicycle and pedestrian connection along this corridor. Improvements to the river's edge and the creation of a continuous trail from Providence Place Mall to Eagle Square and points beyond the City limits are needed to improve quality of place and create a quality bicycle and pedestrian network in the City.

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

The reconfiguration of intersections and the right-of-way along the River will transform the character of the corridor making it more friendly and attractive for pedestrians and bicyclists.

The Woonasquatucket River Greenway serves as an important part of the East Coast Greenway. By improving the connection from the off-road segments in Riverside Park and Donigian Park, this area will become a key connection to Downtown Providence via the East Coast Greenway. As a recreational and natural resource, improvements along the Woonasquatucket River will highlight the river as an amenity for residents, workers, and business. The Valley neighborhood is evolving into a center for innovation and manufacturing. Improvements to quality of place will catalyze further industrial development in this area, improving the regional economy.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$100,000	\$1M	\$5M	\$6.1M
				Total Cost	\$6.1M
				Amount Requested through TIP Process	\$5.6M

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

Source	Amount
RIDOT design funds through Woonasquatucket River Watershed Council	\$0.5M
Total	\$0.5M

Estimated date of construction 2019

Applicant Certification

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

Applicant's Signature

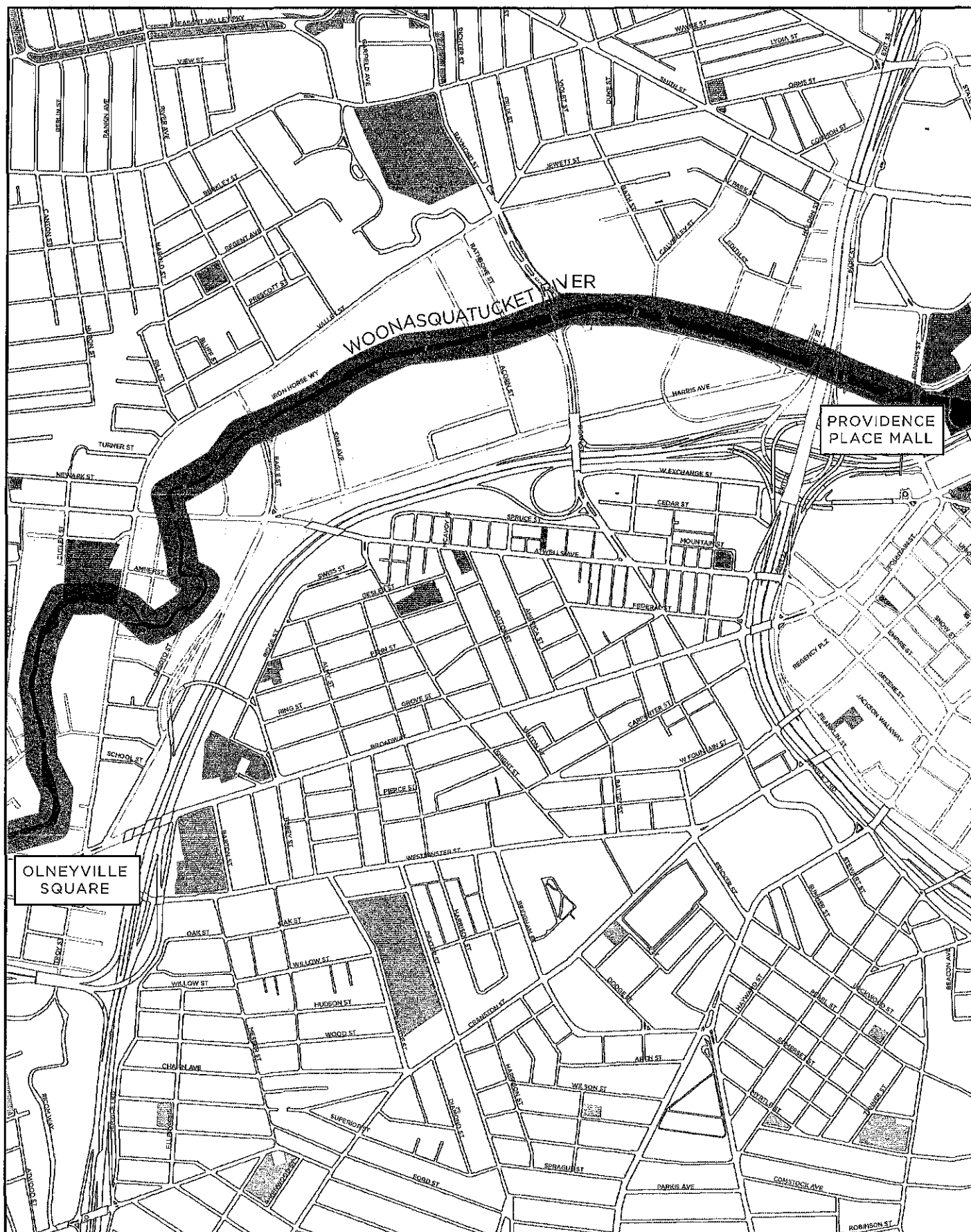
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

WOONASQUATUCKET RIVER ENHANCEMENTS + BIKE PATH EXTENSION



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Woonasquatucket-Promenade-Kinsley Corridor Enhancements

Mobility Benefits

This project will improve conditions for bicyclists and pedestrians by creating higher quality extension of the Woonasquatucket River Greenway bike path to connect Downtown to Olneyville Square and the rest of the Woonasquatucket River Greenway. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods in Providence, improve access to numerous assets throughout the City, and enhance regional connections for bicyclists by improved connections to the Woonasquatucket bike path. This project will fill a much needed gap in improved bicycle/multi-use path connections throughout the City to improve access to recreation for the City's residents.

Cost Effectiveness and Economic Development

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Additionally, bicycle lanes can accommodate at least seven times as many people per mile than vehicle lanes. This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project compliments separate TIP projects to improve the bicycle and pedestrian connection that exists underneath the Providence Place Mall and to improve the bridge between Riverside Park and the Contech further along the Woonasquatucket River. This project will also improve the quality of place along the river, encouraging additional economic development in this industrial area of the City.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles. Most of this area is situated within the river's 100-year flood plain. Areas such as Eagle Square and Rising Sun Mills flood on a regular basis during heavy rains. There is a need for better storm water management to lessen flooding during storms. The Woonasquatucket Greenway system is specifically aligned with the WRWC mission to promote river conservation and environmental action and increase awareness of local history and river ecology. By improving access to the Woonasquatucket River cyclists are exposed to one of the urban area's underappreciated natural resources including bird, mammal, and fish habitat. This exposure may also lead to increased awareness of the need for continued cleanup efforts along this (previously) industrial river.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P26 "Improve maintenance of the infrastructure (sidewalks, street lights, sewers) in industrial areas along Promenade Street, Kinsley Avenue..."
- P33 "Strengthen the community's connection to the river...Enhance the Woonasquatucket River Bikeway with amenities for bicyclists and pedestrians...Encourage appropriate visual access to the river along the Promenade" (O,S, Valley)

This project implements the following specific actions from the local comprehensive plan:

- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."
- P70 "Promote Providence as the hub of the statewide bicycle network."
- P73 "Encourage the state to provide more funding for bike transportation."

- P68 "Advocate for transportation options, such as transit, bicycling and walking that increase mobility and connectivity throughout the city."
- P92 "OBJECTIVE PS3: LINK PUBLIC SPACES Connect neighborhoods and open spaces through a network of bicycle and pedestrian friendly streets and trails."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Prevent further blockage or restriction of natural drainage channels.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure.

Safety and Security

This project will enhance safety, particularly to bicyclists and pedestrians (vulnerable road users). This project will also improve safety by reducing threats from flooding.

Equity

Covering some of the City's most disadvantaged neighborhoods, this project will improve access to amenities and recreational opportunities for residents in Providence. This project lies within Census Tract 25. 58.1% of the population in Census Tract 25 (Smith Hill/Valley) is Minority and more than 52% of the population lives below the poverty level. Nearly 16% of households do not have access to a vehicle. Nearly 10% of the population either does not speak English well or does not speak English at all. Nearly 13% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☐ Traffic

☒ Transit

☐ Bicycle

☐ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Providence Station Multimodal Transit Center

Location by Street Name _____

Project Limits - From _____

To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

Providence Station Multimodal Transit Center involves the creation of an expanded state-of-the-art transportation center/bus hub serving rail and bus passengers at the existing Amtrak and MBTA station in downtown Providence.

Describe need for proposed project:

The project is needed to improve the quality of transit service to help attract new riders, increase the capacity of our mass transit system, and support the transformation of Kennedy Plaza into a world-class civic space. RIPTA's comprehensive operational analysis (COA) showed that Kennedy Plaza has no capacity for growth. Its current usage far exceeds its originally designed capacity. This facility would allow RIPTA to grow. RIPTA ridership has increased by 11% over last three years, and it is on track to grow by 5% in 2014.

A stronger multimodal transit system is needed to compete with other regions for economic development and attract the young talented workforce.

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

This project will have a tremendous impact on strengthening public transit and economic development in Rhode Island. The transit center will improve access, shorten travel times, and enhance the passenger experience by providing more amenities for passengers who live throughout the state of Rhode Island. The coordination of rail and bus service as part of an intermodal system will support regional economic development and sustainability and spur private development adjacent to the transit center. This enhanced transit access will also support continued development in Capital Center and new growth areas in the Link (I-195 District). This project will increase the number of residents served by RIPTA up to 71 percent based on 2010 population and 55 percent in 2030 and increase the number of jobs served by RIPTA up to 30 percent based on 2010 employment and 38 percent in 2030.

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

Is the project on the Federal Aid System? ☐ Yes ☒ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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					
				Total Cost	
				Amount Requested through TIP Process	

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

Source	Amount
2014 Approved Bond	\$35M
USDOT FY14 TIGER planning grant	\$650,000
Total	

Estimated date of construction _____

Applicant Certification

CERTIFICATION

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

Applicant's Signature

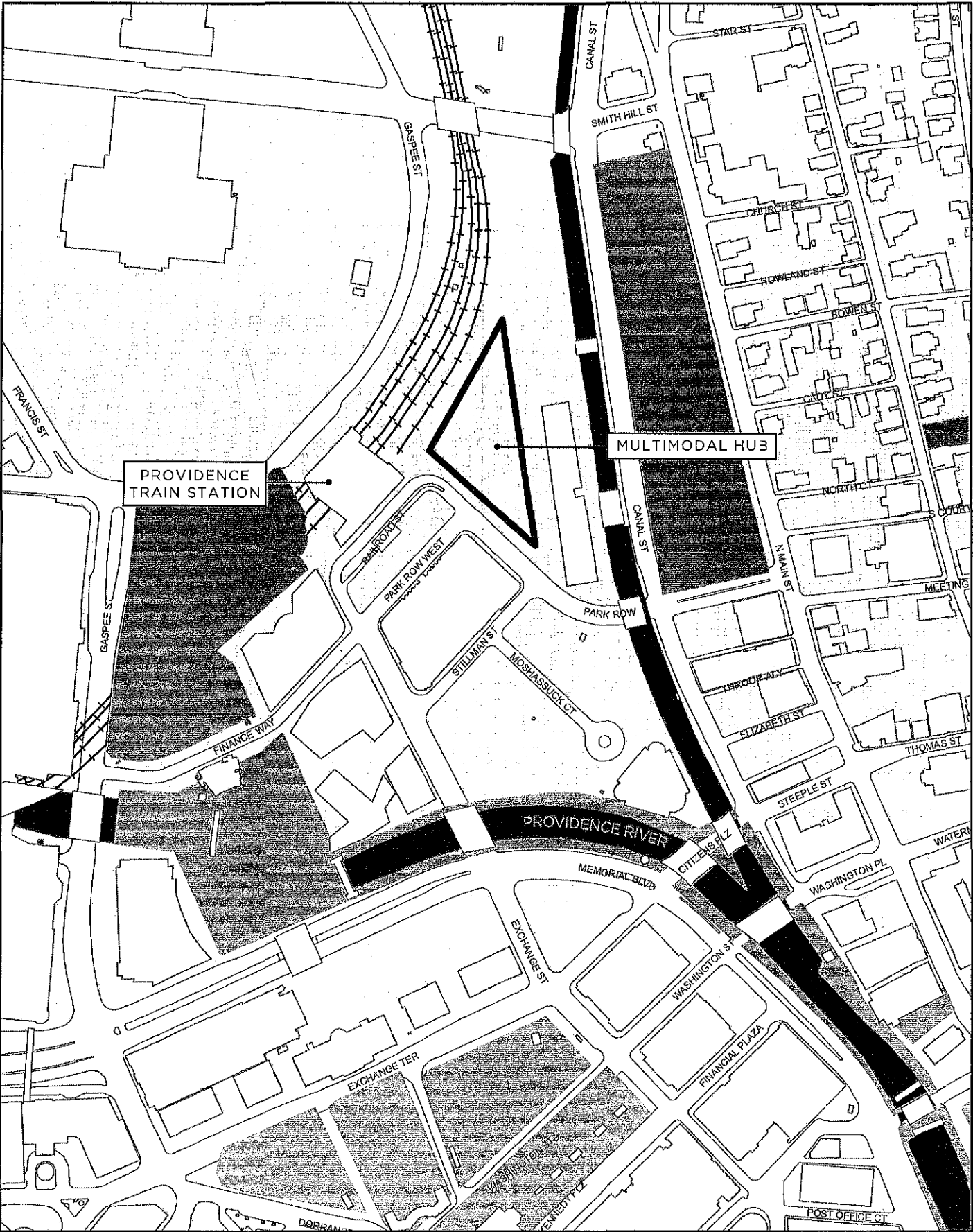
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

PROVIDENCE STATION MULTIMODAL HUB



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Providence Station Multimodal Transit Center

Mobility Benefits

This project will result in the creation of an expanded state-of-the-art transportation center/bus hub serving rail and bus passengers at the existing Amtrak and MBTA station in downtown Providence. The transportation center/bus hub will be connected to the other hubs in the state, particularly a southern downtown bus hub. It would have a tremendous impact on strengthening public transit in Rhode Island. This project will improve the quality of transit service to help attract new riders by addressing operational constraints and increasing capacity, coordinate rail and bus service as part of an intermodal system, and leverage state funds to obtain special federal transportation grants, such as TIGER grants. Current demand is high for rail service in Providence. The Providence train station is among the top 3 busiest stations (outside Boston) in the MBTA commuter rail system, and it is considered the 14th busiest of 500 Amtrak stations nationwide. Providence has approximately 500,000 MBTA riders annually, and 700,000 Amtrak riders annually, totaling 1.2 million. The creation of an intermodal hub would provide a direct bus/rail connection with enhanced bicycle/pedestrian access.

Cost Effectiveness

As part of the initial study component of this project, an analysis of alternatives will help ensure that the selected alternative is cost effective, efficient, and maximizes possible benefits. The replacement or relocation of a bridge that has been deemed to be structurally deficient will improve long term safety, efficiency, resiliency, and maintenance costs. This project complements the proposed TIP projects for River Road and Blackstone 1A.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond. The project also improves access to major tourism destinations in Downtown Providence, supports regional sustainable economic development and will spur more private development adjacent to the transportation center. Enhanced transit access will support continued development in Capital Center and improves the connection to new growth areas in the Link (I-195 District). This project will create a stronger transit system which is essential to compete with other regions for economic development and attract employees, residents, and businesses.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P49 "Enhance the Providence Train Station as an important gateway to Downtown for visitors and as a focal point for pedestrians"
- P54 "Support RIPTA's efforts to develop four new peripheral hubs in Downtown and along the Downtown edges to relieve pedestrian and vehicular congestion in Kennedy Plaza, as well to provide additional access to choice to transit riders." (Downtown)

This project implements the following specific actions from the local comprehensive plan:

- P72 "Strengthen multi-modal connections and transportation improvements within and between existing and potential transit hubs."
- P66 "Transforming Providence Station into an intermodal transit hub will also reduce congestion in the city."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

In 2014, voters approved a \$35 million transit bond to help advance the project. Additionally, the State of RI received a TIGER planning grant that was supported by the City of Providence andRIPTA to move the planning for the project forward. The project as broad support from more than fifty private, public, and non-profit partners.

Equity

By improving the quality of and access to public transit for the entire region, portions of the population who are dependent upon transit will see immediate benefits. This project lies within Census Tract 8. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☒ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title River Road Drainage Improvements and Enhancement Project

Location by Street Name River Road/East River Street/

Project Limits - From Waterman Street To Irving Avenue

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes enhancements to an approximately 0.7-mile stretch of River Road/East River Street along the Seekonk River in Providence, from Richmond Square, north to Irving Avenue to create new public access to the water, introduce green infrastructure to reduce flooding and control erosion, and create a separated shared use path for pedestrians and bicyclists.

Describe need for proposed project:

The road is used as a "backdoor" to Henderson Bridge, the Eastside Market and other destinations, especially when the southern end of Blackstone Boulevard and Pitman Street are congested by rush hour traffic. People using the road as a short cut are often in a hurry and speed dangerously through the area. Sidewalk conditions are uncomfortable and unsafe for pedestrians and bicyclists are forced to mix with speeding automobile traffic. The area has grown popular with fishermen, who either park along the road and constrict the traffic dangerously or park on the bank and destroy the ecology. Additionally, Blackstone Parks Conservancy has increased the frequency of its use of the area for educational activities for children and their families. Families arriving at these events need to park along the riverside of the road and therefore children need to cross River Drive, creating a dangerous situation. Increasing numbers of people are experiencing the joys of rowing on the Seekonk and they park along the shore in lines 30 to 40 cars long. This constricts the traffic and eliminates the bike lane, which runs along the river side of the road. Narragansett Boat Club also uses the road to load trailers for regattas. When they do this, they use the whole road, interrupting traffic.

There are also problems with erosion and the unabated runoff of storm-water into the river and there is an obvious, urgent need for a plan to create a better future for the Seekonk shoreline. These effects include: an advanced site where runoff erosion has destroyed the embankment at the base of Irving Avenue and threatens the roadbed; several sites where erosion has begun to cut channels between the road and the embankment, despite the numerous channels to contain runoff; and several sites where standing water in the road indicates that the current road design does not drain the site effectively.

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

This project will result in a road design that slows traffic between Blackstone Park and the Seekonk River, making the area safer for pedestrians and bicyclists, new points for easy access to the river for small (human powered) boats, creates parking areas and distributes them to eliminate over-the-curb parking and discourage parking by visitors on adjacent neighborhood streets, and develop areas where fishermen can easily access the water without damaging the ecology. The nearest public access point is nearly a mile to the south at Transit Street.

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

Is the project on the Federal Aid System? ☐ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☐ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$400,000	\$2M	\$2.4M
				Total Cost	\$2.4M
				Amount Requested through TIP Process	\$2.4M

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

Source	Amount
RI Foundation Grant	\$10,000
Total	\$10,000

Estimated date of construction 2020

Applicant Certification

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

Applicant's Signature

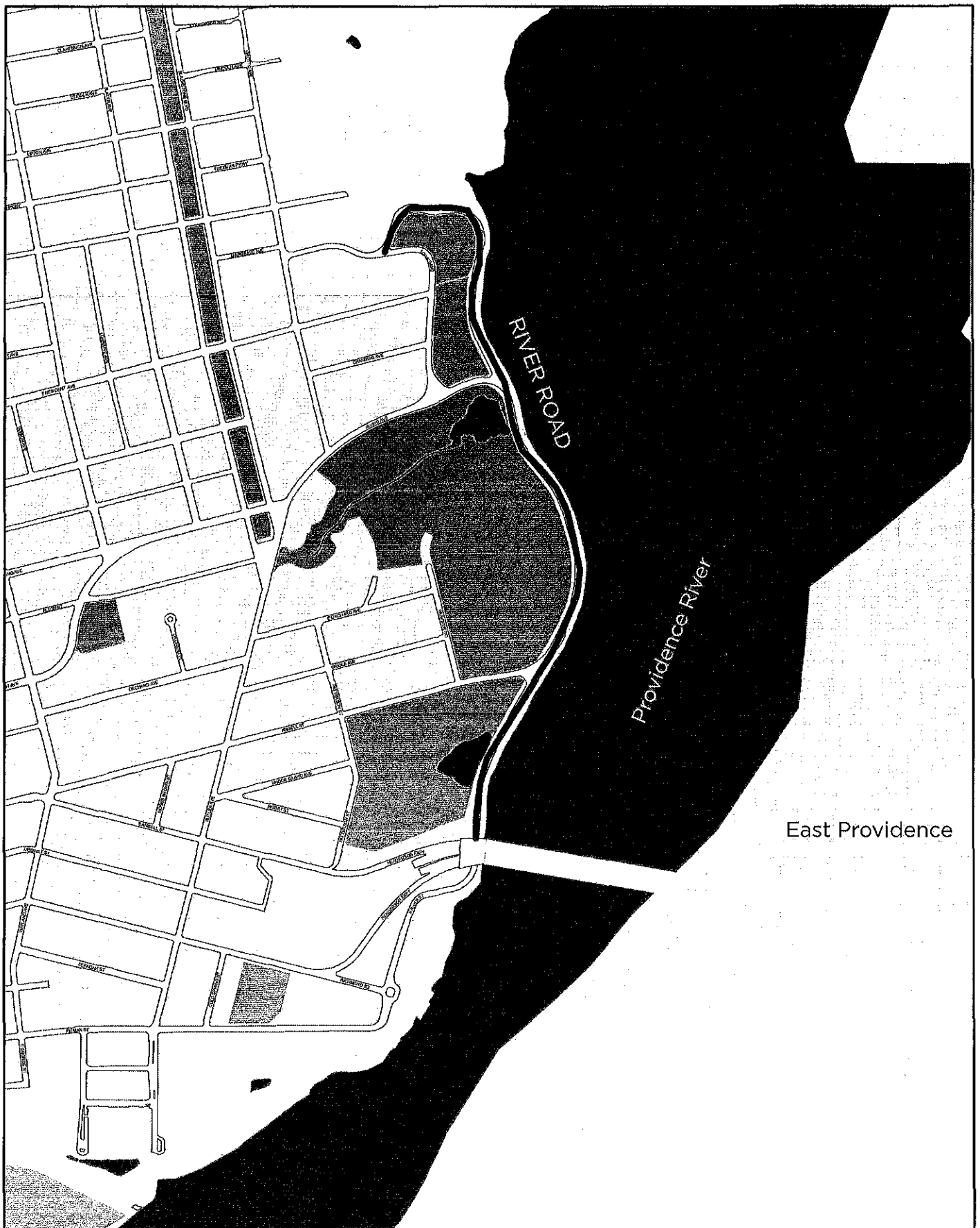
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

RIVER ROAD DRAINAGE IMPROVEMENTS + ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: River Road Drainage Improvements and Enhancement Project

Mobility Benefits

This project would improve conditions for those driving through and stopping to visit this section of the Seekong River, including bicyclists and pedestrians, increasing the connections to both the Blackstone and East Bay bike paths, and people driving and walking to access these regional attractions. This project increases mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods surrounding the project, and improves access to activity centers such as the Richmond Square and Wayland Square commercial districts, East Side Marketplace, Blackstone Park, Witherby Park, Gano Park, India Point Park, the Blackstone and East Bay bike paths, and the Narragansett Boat Club. This project will fill a gap in the Blackstone bike path.

Cost Effectiveness

As part of the initial study component of this project, an analysis of alternatives will help ensure that the selected alternative is cost effective, efficient, and maximizes possible benefits. The replacement or relocation of a bridge that has been deemed to be structurally deficient will improve long term safety, efficiency, resiliency, and maintenance costs. This project complements the proposed TIP projects for the Henderson Bridge and Blackstone 1A.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence, and improves access to major tourism destinations such as India Point Park, Blackstone Park, and the East Bay and Blackstone bike paths. This project will improve connectivity to Richmond Square and the introduction of improved bicycle and pedestrian features will improve real estate values for nearby land. This project leverages a grant from the RI Foundation that has been used for initial conceptual planning and design work for the River Road Initiative.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycle and pedestrian modes. This project will extend and enhance the greenway system through its connection to the East Bay and Blackstone bike paths. This project will also eliminate areas of active erosion all along the road, particularly at the foot of Irving Avenue, eliminate areas of standing storm water along the road, create areas that absorb and filtrate storm water run-off along the shoreline, eliminate all ecologically degraded areas along the bank, and develop areas for enjoying this natural amenity.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P34 "Improve neighborhood maintenance, programming and access to existing parks spaces." (MH, H, Blackstone)
- P27 "Recognize the importance of Blackstone Park, a Conservation District, by maintaining and preserving it for the enjoyment of its various users"... "Install new curbstones and traffic calming measures as part of improvements to River Drive." (CH, FP, Wayland)

This project implements the following specific actions from the local comprehensive plan:

- P43 "Strategically invest in public infrastructure and amenities to promote Providence's civic identity and attract high-quality development."
- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential."
- P69 " OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Make maximum use of water bodies and watersheds for recreation and other purposes wherever possible.
- Prevent further blockage or restriction of natural drainage channels.

Since 2013, the Seekonk Riverbank Alliance has been meeting with neighbors and officials to develop a vision and preliminary plan to improve River Road. In Summer 2015, they held a public charrette to further develop plans for the area and establish buy in from key stakeholders. The development of the preliminary conceptual plans were financed in large part by a grant from the Rhode Island Foundation.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users), and will improve the safety of the roadway and surrounding area by eliminating threats from flooding and erosion.

Equity

This project lies within Census Tract 35. Over 18% of the population in Census Tract 35 is Minority and 13% of the population lives below the poverty level. Over 10% of households do not have access to a vehicle. More than 12% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

- | | | | |
|--|--------------------------------------|---|--|
| <input checked="" type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Riverside Park-Contech Pedestrian/Multi-Use Trail Bridge Project

Location by Street Name _____

Project Limits - From _____

To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the repair of an abandoned city-owned bridge over the Woonasquatucket River to connect Riverside Park and the Woonasquatucket River Greenway to the Contech site, an important redevelopment site on the opposite side of the river. This repaired bridge will serve as a connection for pedestrians and bicyclists.

Describe need for proposed project:

This project is needed to connect the investment of Riverside Park and the Woonasquatucket River Greenway to Hartford Avenue and the surrounding neighborhoods. Repair of this underutilized resource is needed in order to create this needed connection for bicyclists and pedestrians.

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

This project will improve the municipal and state transportation network by creating a new access point for pedestrians and bicyclists to the Woonasquatucket River Greenway. Creating this new access to the greenway and Riverside Park will help to create an attractive environment for the adjacent growing business and help attract potential development to surrounding buildings within the Atlantic Mills Complex and adjacent property. The Atlantic Mills Complex, Contech site, and surrounding properties are an important node for the economy of the neighborhood.

Is the project consistent with the local Comprehensive Plan? ☒ 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			TBD	TBD	TBD
				Total Cost	TBD
				Amount Requested through TIP Process	TBD

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature

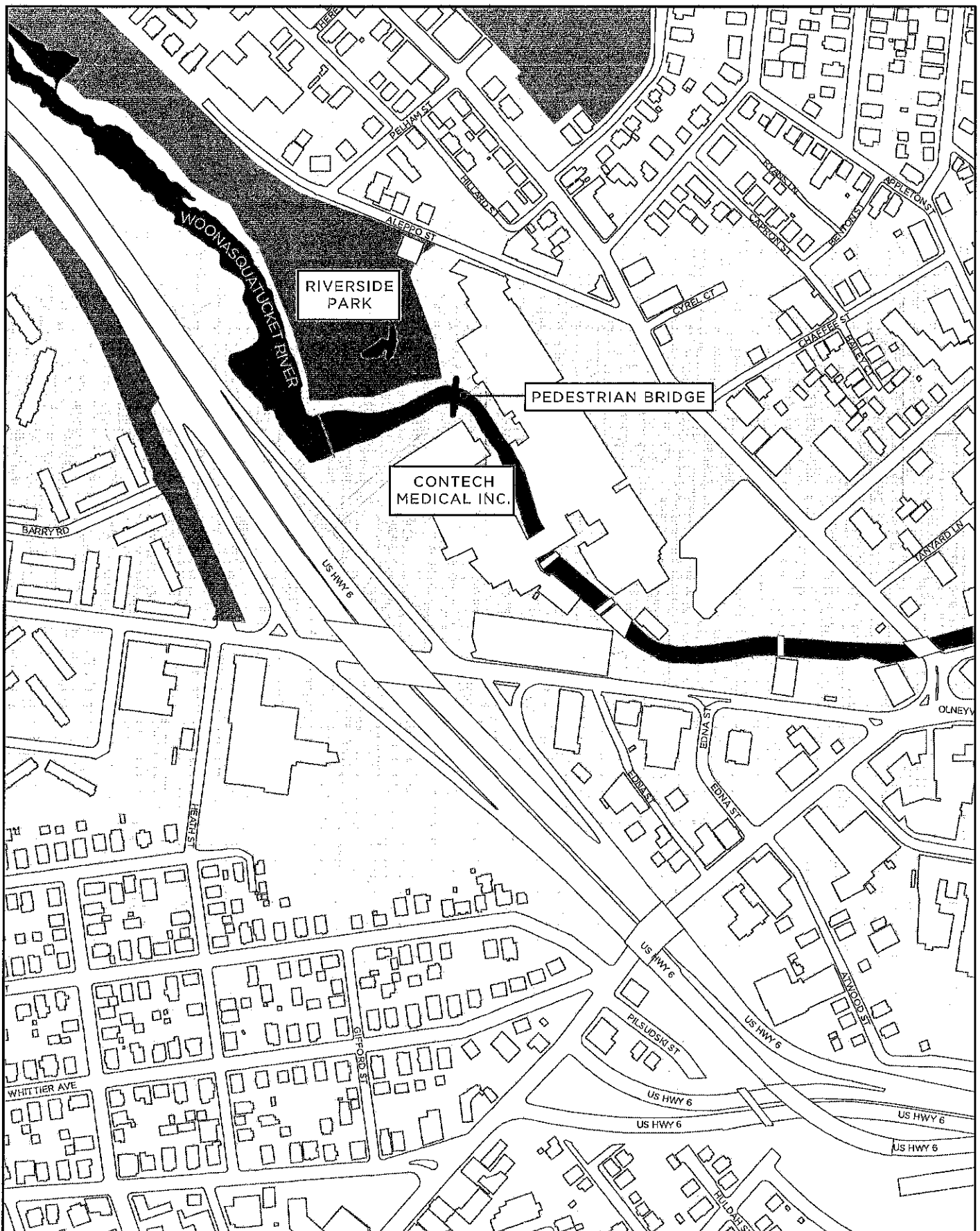
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

RIVERSIDE PARK - CONTECH PEDESTRIAN BRIDGE



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Henderson Bridge Replacement/Reconstruction Project

Mobility Benefits

This project would improve conditions for bicyclists and pedestrians. This project would also improve connections to the Woonasquatucket River Greenway and Riverside Park, providing important regional benefits. This project increases mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods surrounding the project, and improves access to a key employment center and redevelopment area at the former Atlantic Mills complex and surrounding properties. This project will fill a much needed gap in improved pedestrian and bicycle connections from the southern side of the Woonasquatucket River.

Cost Effectiveness

This project builds upon the investment in the Woonasquatucket River Greenway and Riverside Park, complements the proposed TIP projects for bicycle infrastructure and for Promenade-Kinsley, and takes advantage of an existing bridge for reuse.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond, and improves access to Riverside Park and the Woonasquatucket River Greenway. Creating this new access to the greenway and Riverside Park will help to create an attractive environment for the adjacent growing business and help attract potential development to surrounding buildings within the Atlantic Mills Complex and adjacent property. The Atlantic Mills Complex, Contech site, and surrounding properties are an important node for the economy of the neighborhood.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycle, and pedestrian modes. This project will extend and enhance the greenway system through its connection to the Woonasquatucket River Greenway.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P33 "Promote and expand recreational opportunities along the river...Work with property owners to improve visual and physical access to the river as properties are improved...Enhance the Woonasquatucket River Bikeway with amenities for bicyclists and pedestrians" (OSV)

This project implements the following specific actions from the local comprehensive plan:

- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential.
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- P69 " OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city.
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.

- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Make maximum use of water bodies and watersheds for recreation and other purposes wherever possible.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users), and will ensure that the bridge which is a transportation asset, remains stable and secure.

Equity

This project lies within Census Tract 19. Over 81% of the population in Census Tract 19 is Minority and more than 37% of the population lives below the poverty level. Over 29% of households do not have access to a vehicle. Nearly 21% of the population either does not speak English well or does not speak English at all. Over 20% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project select all that apply



Bridge



Pavement



Drainage



Planning



Traffic



Transit



Bicycle



Pedestrian



Transportation Enhancement



Other

Project Description

Project Title Route 6/10 Highway to Boulevard Conversion

Location by Street Name Route 6/Route 10

Project Limits - From

To

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the conversion of Routes 6 and 10 within the City of Providence from a highway to a boulevard that improves mobility along this important corridor for autos, pedestrians, and bicyclists, repairs connections between the urban neighborhoods along the corridor, and complements the separate effort to introduce a transit feature such as bus rapid transit along the corridor. This project also includes streetscape improvements to improve the pedestrian realm and pedestrian safety along the corridor and create amenities including separated bicycle lanes.

Describe need for proposed project:

This project is needed to reduce future maintenance costs for the highway and associated bridges, improve traffic flow by creating a more permeable road network, catalyze reinvestment and mend connections in urban neighborhoods impacted by the original construction of the highway, and create safe connections for pedestrians, bicyclists, and transit users along and across this corridor.

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

This project will improve municipal and regional transportation by improving traffic flow with the creation of a more permeable road network and create safe connections for pedestrians, bicyclists, and transit users along and across this corridor where there are currently none.

This project will also restore connections that were damaged by the construction of the highway, increasing local property values, creating opportunities for infill development, and improving quality of place for areas such as Olneyville Square.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☒ Yes ☐ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs					
				Total Cost	
				Amount Requested through TIP Process	

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature _____

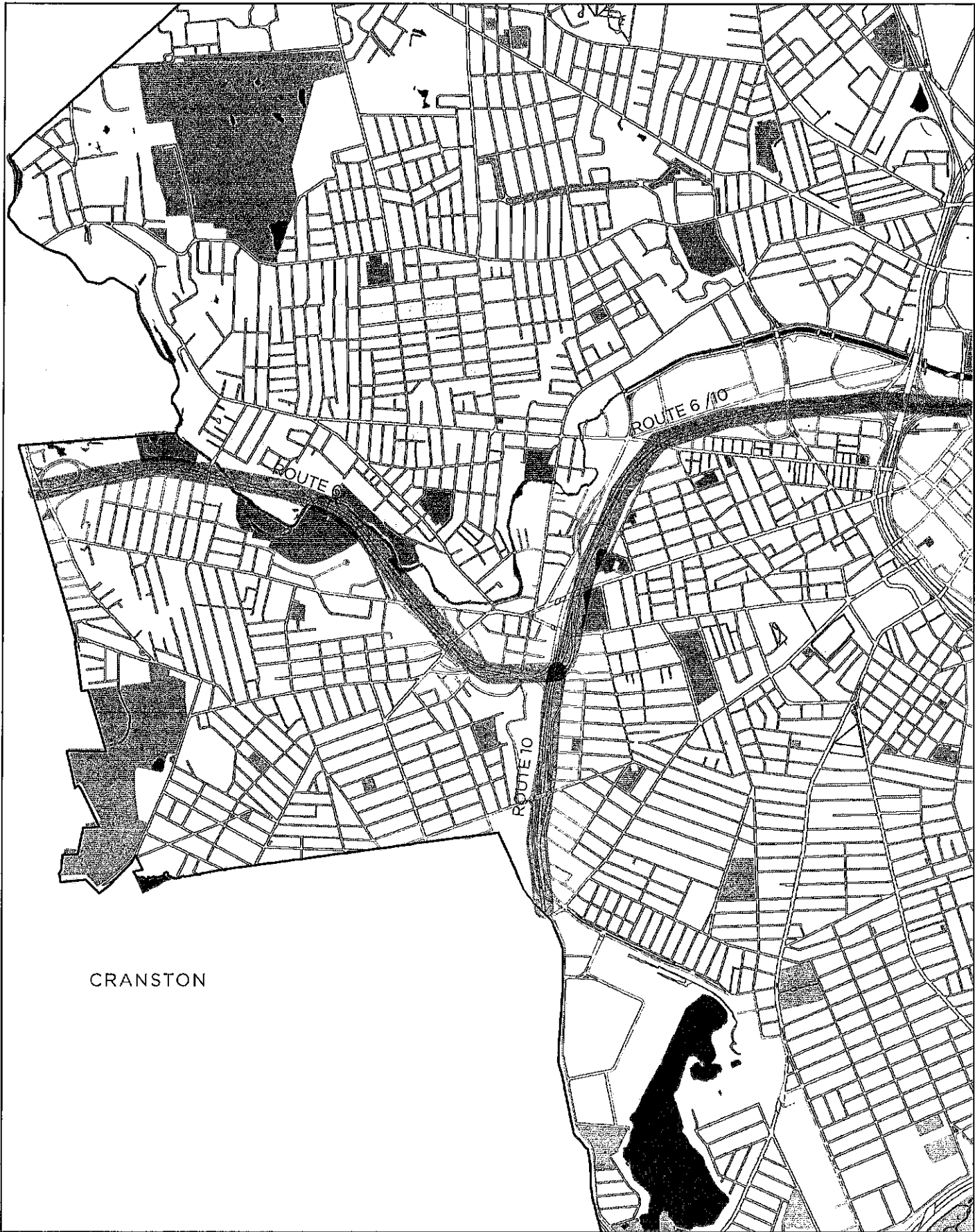
Date _____

Chief Executive Officer's Signature _____

Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

**ROUTES 6/10 BOULEVARD CONSTRUCTION HIGHWAY
REPLACEMENT PROJECT**



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Route 6/10 Highway to Boulevard Conversion

Mobility Benefits

This project would improve amenities for pedestrians, bicyclists, public transit users, and automobiles, making alternative modes such as public transit, bicycling and walking more attractive options and improving road conditions for automobiles and reducing traffic congestion simultaneously. This project will also create a new connection for pedestrians and bicyclists between Olneyville Square and surrounding neighborhoods, the Washington Secondary Bike Path, the Woonasquatucket River Greenway, downtown Providence, and a multitude of points between. This project will improve mobility between employment centers and other important destinations within the City of Providence. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes bikeability and walkability of the neighborhoods in Providence, improves access to numerous assets throughout the region, and enhances regional connections for bicyclists through connections to regional bike paths and trails. This project will fill a much needed gap in improved bicycle and pedestrian connections throughout the City. This project will also improve traffic congestion on the 6/10 as well as local streets by providing additional alternate routes and permeability for drivers.

Cost Effectiveness and Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project complements other TIP projects submitted by the City of Providence for bicycle infrastructure projects and the Huntington Avenue Enhancement Project. Numerous studies demonstrate that communities who have invested in Complete Streets have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Similarly, investments in Complete Streets and improved streetscapes have been proven to generate additional economic activity and attract residents and employers. This project is needed to reduce future maintenance costs for the highway and associated bridges, improve traffic flow by creating a more permeable road network, catalyze reinvestment and mend connections in urban neighborhoods impacted by the original construction of the highway. This project will also restore connections that were damaged by the construction of the highway, increasing local property values, creating opportunities for infill development, and improving quality of place for areas such as Olneyville Square.

Environmental Impact

This project will improve air quality and promote energy conservation by reducing traffic congestion and increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles and walk. A "Complete Streets" boulevard in place of a multi-lane highway will provide opportunities to increase the City's tree canopy and implement additional green infrastructure that will reduce stormwater runoff.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plans:

- P25 "Improve connections within the neighborhood and from the neighborhood to the city for drivers, cyclists, pedestrians, and transit users." (O,S, Valley)
- P32 "Improve bicycle connections and amenities...Evaluate ways to make the commercial corridors more bicycle friendly." (H, SL, Manton)

This project implements the following specific actions from the local comprehensive plan:

- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential.
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- P69 "OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city.

- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Improve the peak period public transit services to better serve the suburban commuters.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities and Complete Streets throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure and Complete Streets.

Safety and Security

This project will enhance safety for vehicles as well as pedestrians bicyclists (vulnerable road users) in the City. This project will improve the long term safety and security of bridges by reducing the maintenance required to maintain them as safe and passable.

Equity

Covering some of the City's most disadvantaged neighborhoods, this project will improve access to amenities and recreational opportunities for residents in Providence and in the region. This project primarily lies within census tracts 9, 10, 19, and 25. 47.1% of the population in Census Tract 9 is Minority and 41% of the population lives below the poverty level. 53% of households do not have access to a vehicle. 15% of the population either does not speak English well or does not speak English at all and 29% are considered to have a disability. 81% of the population in Census Tract 19 is Minority and more than 37% lives below the poverty level. 29% of households do not have access to a vehicle. 21% of the population either does not speak English well or does not speak English at all and 20% are considered to have a disability. 58.1% of the population in Census Tract 25 is Minority and 52% lives below the poverty level. Nearly 16% of households do not have access to a vehicle. 10% of the population either does not speak English well or does not speak English at all and 13% are considered to have a disability. 58.1% of the population in Census Tract 25 is Minority and 52% live below the poverty level. 16% of households do not have access to a vehicle. 10% of the population either does not speak English well or does not speak English at all and 13% are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty

Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence

Zip Code 02903

Phone 401-680-8400

Email mhaggerty@providenceri.com

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Roger Williams Park Cadillac Drive Tunnel Enhancement Project

Location by Street Name _____

Project Limits - From Cadillac Drive

To Roger Williams Park Zoo

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the reopening and enhancement of the pedestrian tunnel that exists below I-95 between Cadillac Drive and Roger Williams Park.

Describe need for proposed project:

This tunnel would provide access to the City's largest public park, Roger Williams Park, for pedestrians and bicyclists seeking to access the park from Elmwood Avenue. Additionally, this connection could provide additional opportunities for parking for Roger Williams Zoo on potential land on the other side of Cadillac Drive.

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

This project will improve the bicycle and pedestrian network by creating a new connection to a statewide asset and tourist destination-- Roger Williams Park and Roger Williams Park Zoo. This connection will improve safety for bicyclists and pedestrians. The area to the north of Cadillac Drive will see economic development benefits by creating a new access point from the neighborhood to the park and zoo and improving quality of place.

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

Is the project on the Federal Aid System? ☐ Yes ☒ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$10,000	TBD	TBD	\$10,000
				Total Cost	\$10,000
				Amount Requested through TIP Process	\$10,000

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature _____

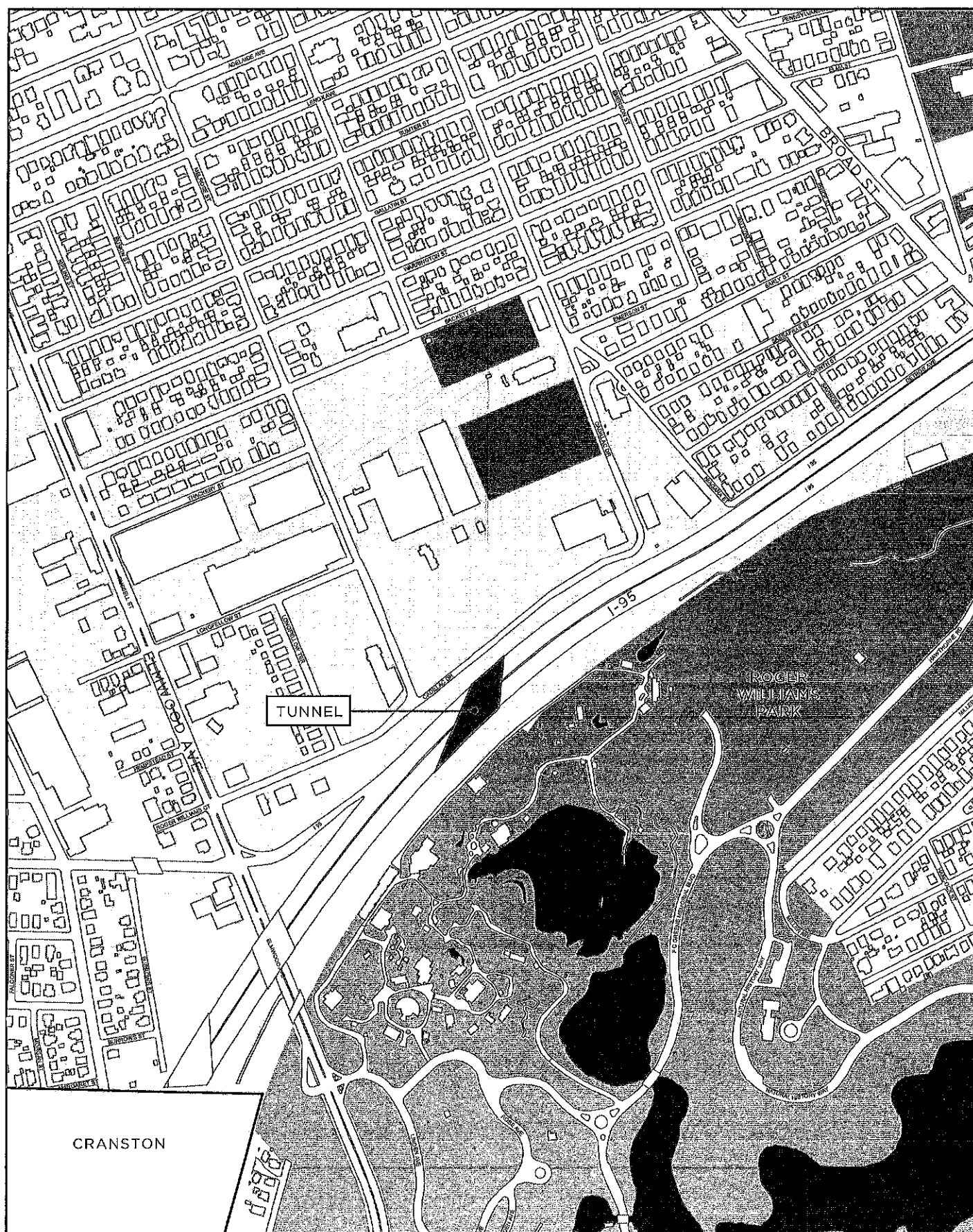
Date _____

Chief Executive Officer's Signature _____

Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

ROGER WILLIAMS PARK TUNNEL ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Roger Williams Park Cadillac Drive Tunnel Enhancement Project

Mobility Benefits

This project would improve amenities for pedestrians, bicyclists, and automobiles, making alternative modes such as bicycling and walking more attractive options and possibly improving parking for Roger Williams Park Zoo. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promote bikeability and walkability of the neighborhoods in Providence, improve access to a major regional asset, and enhance regional connections for bicyclists through connections to the larger bike network.

Cost Effectiveness and Economic Development

This project is within the Urban Service Boundary and would improve access to major tourism destinations, parks, and existing bike paths. This project complements other TIP projects submitted by the City of Providence for bicycle infrastructure projects, City Walk, and Huntington Avenue. Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles and walk.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plans:

- P34 "Improve recreational opportunities at and neighborhood access to Roger Williams Park....Make entrances to Roger Williams Park more accessible to bicycles and to people with disabilities...Examine the potential for additional neighborhood connections to Roger Williams Park at the National Grid site" (USP, LSP, Elm)

This project implements the following specific actions from the local comprehensive plan:

- P63 "The City also recognizes that walking is a part of almost every trip, and supporting the quality and safety of the pedestrian environment is essential.
- P65 "The City must work to accommodate the increased demand of Providence residents to walk, bike and take transit."
- P69 " OBJECTIVE M3: WALKING Promote walking for commuting, recreation and other trips by creating safe and attractive pedestrian environments throughout the city.
- P82 "Support the enhancement of Roger Williams Park and Zoo as a city and regional cultural resource."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.

- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence, especially to connect to Roger Williams Park. This project is part of the larger City Walk initiative to improve access to Roger Williams Park and India Point Park via numerous city neighborhoods. The concept for City Walk first emerged as the "East-West Greenway" during the Old Harbor Forums in 2006, an initiative of the Providence Planning Department, the Providence Foundation, the American Institute of Architects RI and the Providence Preservation Society. Over time, the concept was expanded and refined by the diverse group of City Walk partners, led by The Providence Foundation and Jewelry District Association, together with the support of the City of Providence. In 2010, City Walk was added to the City's official Comprehensive Plan, and in 2013, it was added to the I-195 Commission's Developers' Toolkit. In 2014, the partners began collaborating with L+A Landscape Architecture to produce the City Walk Study. The City Walk Study is the result of years of hard work and successful partnerships on behalf of the coalition members. Representing a wide range of industry sectors and stakeholder groups, these members are prepared to build off of their past successes and collective coordination to advance the project forward. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure.

Safety and Security

This project will enhance safety for pedestrians bicyclists (vulnerable road users) in the City and region.

Equity

This project lies on the border between census tracts 1.02 and 2. 81% of Census Tract 1.02's population is Minority and 26% lives below the poverty level. 15% of households do not have access to a vehicle. 16% of the population either does not speak English well or at all and 24% are considered to have a disability. 90% of Census Tract 2's population is Minority and 40% lives below the poverty level. 25% of households do not have access to a vehicle. 19% of the population either does not speak English well or at all and 25% are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☒ Pavement

☐ Drainage

☒ Planning

☒ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☐ Transportation Enhancement

☐ Other _____

Project Description

Project Title Sabin Street Improvement Project

Location by Street Name Sabin Street

Project Limits - From Empire Street To Francis Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

The project will include repaving and restriping of Sabin Street, a 44'-wide, 1,000 foot-long city maintained, one-way street in Downtown Providence, to improve pedestrian crossings and safety, reduce vehicular speeds, and create bicycle lanes.

Describe need for proposed project:

Sabin Street is a main street in Downtown that connects two major squares, Emmett Square and LaSalle Square. The street currently has three travel lanes and two parking lanes, which make it difficult for pedestrians to cross and encourages automobiles to travel at higher speeds than preferred or allowed in Downtown. It has no bicycle infrastructure. The City's goal is to make Sabin safer and more inviting for all users, including pedestrians, bicyclists, motorists and transit riders, and to create a better environment for economic development. LaSalle and Emmett Squares, the "bookends" of Sabin Street, and Fountain Street, the complimentary one-way street between those bookends have been redesigned to improve traffic circulation and pedestrian safety. They include wider sidewalks, shorter crosswalks, and public plazas featuring new landscaped areas and public art. Construction on the other components is nearly complete.

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

The proposed work will complement Phase III of the Providence Downtown Circulation Improvements Project (aka "Downtown Circulator"). This multi-year, multi-phase plan implementation has improved traffic circulation and safety for all modes of transportation, and created great public spaces in the process. This project embodies the concept of Complete Streets- that streets are for everyone, and that an outstanding public realm is critical to a great urban environment and for economic development.

Sabin Street is a major commercial street in Downtown, with recent new investment in the project area. Some key new projects include the conversion of the former Sportsman Inn into the hip new Dean Hotel, the rehabilitation of the former AT&T Building for Hasbro's new world headquarters, the proposed demolition of the deteriorating Fogarty Building at 111 Fountain Street and the construction of a new hotel, the recently sold Providence Journal Building, which is undergoing conversion into a multi-tenant office building with new ground floor commercial/retail space, and two other sites currently used as surface parking lots that are being considered for new mixed-use construction. The Dunkin' Donuts Center and the Rhode Island Convention Center front directly on Sabin Street and the corridor is heavily used by pedestrians during events at these two venues.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			80,000	400,000	480,000
Total Cost					480,000
Amount Requested through TIP Process					480,000

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

Source	Amount
Total	

Estimated date of construction 2018

Applicant Certification

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

Applicant's Signature

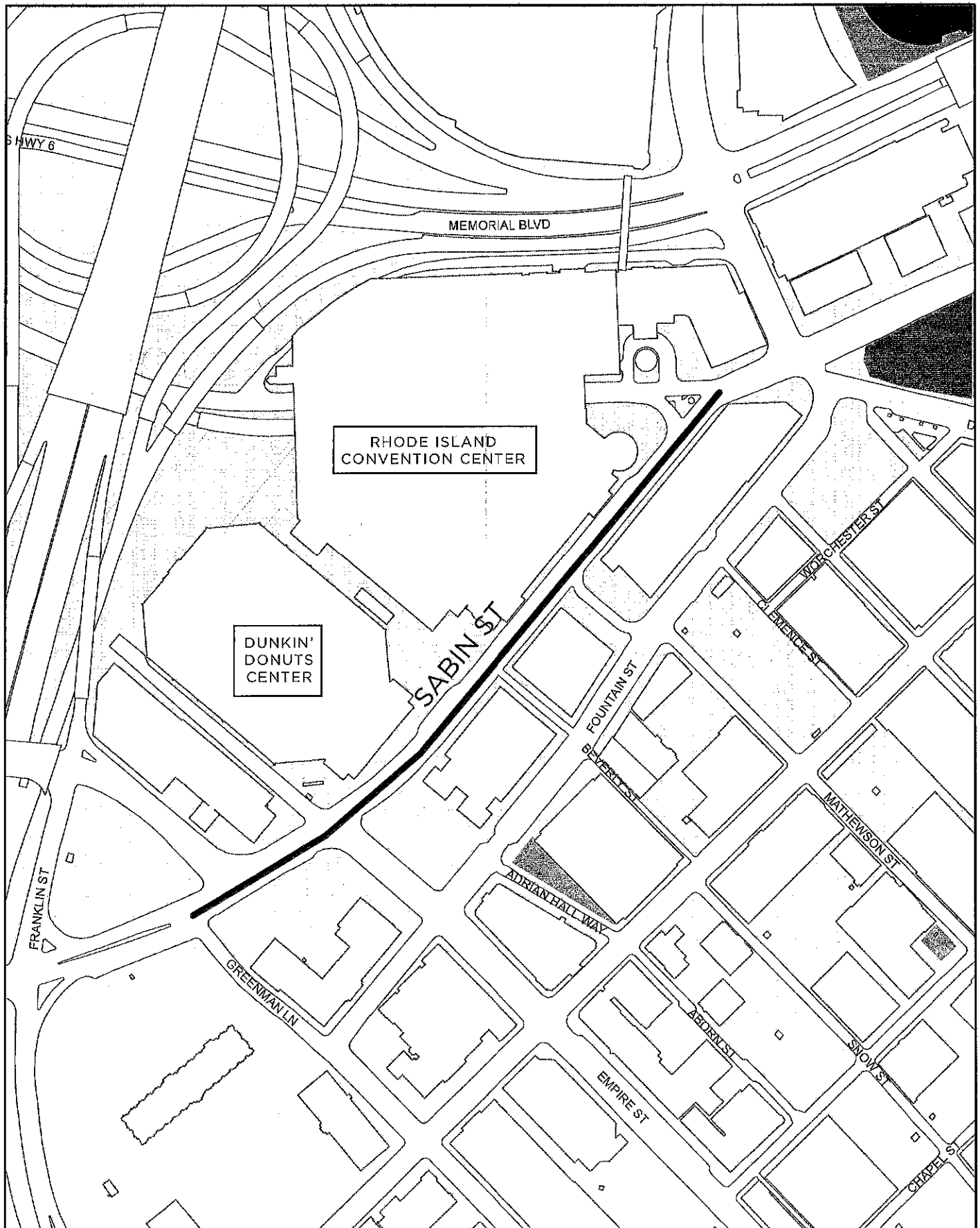
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

SABIN ST CROSSWALK IMPROVEMENT + BIKE LANE PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Sabin Street Enhancement Project

Mobility Benefits

This project will improve pedestrian crossings and safety, reduce vehicular speeds, and create bicycle lanes on a key street in Downtown Providence that passes directly in front of the RI Convention Center and Dunkin Donuts Center. The City's goal is to make Sabin safer and more inviting for all users, including pedestrians, bicyclists, motorists and transit riders. The proposed work will complement Phase III of the Providence Downtown Circulation Improvements Project (aka "Downtown Circulator"). This multi-year, multi-phase plan implementation has improved traffic circulation and safety for all modes of transportation, and created great public spaces in the process. This project will fill a gap in bicycle infrastructure in Downtown by providing a connection between Francis/Dorrance streets and the Broadway bicycle lanes that take cyclists through the West End neighborhood.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities in Providence and beyond, and improve access to major tourism destinations such as the Dunkin Donuts Center, the RI Convention Center, and Trinity Repertory Company. Improving the pedestrian and bicycle components of this street will also induce development along this important commercial corridor in Downtown Providence. This project leverages other local and state funds that have been used for similar improvements to nearby Fountain Street, Empire Street, Dorrance Street, and LaSalle and Emmet squares.

This project embodies the concept of Complete Streets- that streets are for everyone, and that an outstanding public realm is critical to a great urban environment and for economic development. Sabin Street is a major commercial street in Downtown, with recent new investment in the project area. Some key new projects include the conversion of the former Sportsman Inn into the hip new Dean Hotel, the rehabilitation of the former AT&T Building for Hasbro's new world headquarters, the proposed demolition of the deteriorating Fogarty Building at 111 Fountain Street and the construction of a new hotel, the recently sold Providence Journal Building, which is undergoing conversion into a multi-tenant office building with new ground floor commercial/retail space, and two other sites currently used as surface parking lots that are being considered for new mixed-use construction. The Dunkin' Donuts Center and the Rhode Island Convention Center front directly on Sabin Street and the corridor is heavily used by pedestrians during events at these two venues.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for public transit, bicycle, and pedestrian modes. This project will extend and enhance connections to the regional bike network and greenway system through Downtown Providence.

Supports Local and State Goals

This project implements the following specific actions from the local comprehensive plan:

- P68 "Advocate for transportation options, such as transit, bicycling and walking that increase mobility and connectivity throughout the city."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.

- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.

Safety and Security

This project will enhance safety, particularly to pedestrians and bicyclists (vulnerable road users).

Equity

This project lies within Census Tract 8. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailing Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☒ Traffic

☐ Transit

☐ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☒ Other Safe Routes to School

Project Description

Project Title Providence School Zone Enhancement Project

Location by Street Name _____

Project Limits - From _____

To _____

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project includes the study, design, and implementation of pedestrian safety improvements around each of the the City's public schools including sidewalk bumpouts, crosswalk improvements, student drop-off lanes, signing and striping. This project also includes the provision of bicycle racks for each of the City's public schools.

Describe need for proposed project:

Complete pedestrian safety inventories in the school zones surrounding the City's public schools are needed to document impediments to safe pedestrian routes. Inventory will include condition of sidewalks, citing and condition of crosswalks/signals, obstructions, traffic issues such as speeding. The completed inventory with recommendations for improvements is needed in order to implement safety improvements to make walking safer for the City's youth. Based on a previous examination of RI Department of Transportation statewide data on pedestrian fatalities and serious injuries, Providence and Newport were determined to have the highest rates per capita in RI. Bicycle racks are not provided at most schools, making it difficult if not impossible for students to ride their bicycles to school and safely store them.

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

Pedestrian safety improvements around the City's public schools will improve the local transportation network by reducing fatalities, injuries, and accidents. Improvements around the City's schools will result in economic benefits throughout the City by making the city a more attractive place to live and walk.

Improvements around the schools will also have a positive indirect effect on the economic productivity of Providence. Transportation is one of the key barriers to school attendance, which contributes to chronic absenteeism. Chronic absenteeism is linked with poor academic performance. In turn, this affects graduation rates and school success, which compromises the future economic productivity of our community.

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

Is the project on the Federal Aid System? ☐ Yes ☒ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$100,000	\$0.975M	\$4.9M	\$5.975M
				Total Cost	\$5.975M
				Amount Requested through TIP Process	\$5.975M

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

Source	Amount
Total	

Estimated date of construction 2018-2022

Applicant Certification

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

Applicant's Signature

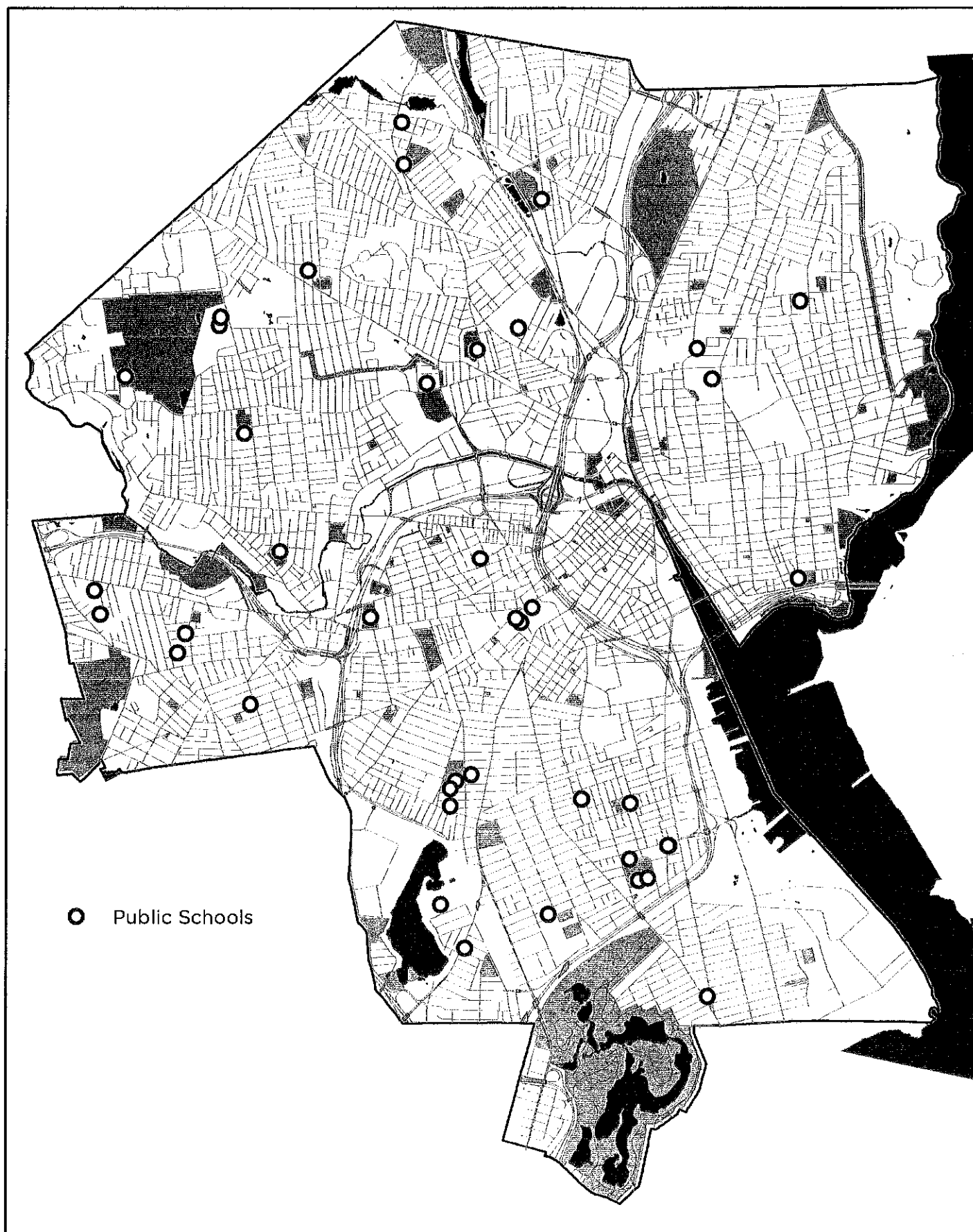
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

PROVIDENCE SCHOOL ZONE ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Providence School Zone Enhancement Project

Mobility Benefits

This project will improve pedestrian connections between various modes of transportation and the City's many public schools, provide bicycle racks for students to safely store their bicycles at each school, and enhance mobility and safety for pedestrians and children in the City of Providence. Poor or unsafe pedestrian conditions can serve as a barrier to children getting to school. The City and PPSD are committed to working with local public works, public safety and/or police departments, and the Department of Public Works to make it safer and easier for students to walk or bike to school. Improving walking conditions to make walking safer and more appealing will help the City increase activity and health, increase school attendance, reduce health issues such as obesity in children, and protect the safety of children and other residents.

Economic Development and Cost Effectiveness

This project is within the Urban Service Boundary, would improve connectivity between schools, employment opportunities, and recreational opportunities, throughout Providence. A more pleasant and safe pedestrian environment will attract additional businesses, residents, and visitors to Providence by creating a much desired pedestrian friendly atmosphere.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for walking and bicycling.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P29 "Improve pedestrian and bicycle connections between parks and other community anchors such as schools."
- P32 "Work with neighborhood schools to identify and enforce school drop-off areas on minor streets to maintain traffic flow along major corridors." (CH, FP, Wayland)
- P20 "Work with the Feinstein Elementary School at Broad Street to determine eligibility for Safe Routes to School funding." (WP, SE)
- P32 "Consider extending Springfield Street one way south through to Wolfe Street and Killingly Street to alleviate traffic and address pedestrian safety concerns in the vicinity of Carnevale Elementary School." (H,SL, Manton)

This project implements the following specific actions from the local comprehensive plan:

- P96 "Develop physical and social environments that are conducive to learning by improving pedestrian and bicycle access to schools from the surrounding neighborhoods."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P71 "D. Review and monitor traffic and development data to assess the adequacy of the existing system and make recommendations for improvement."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."
- P71 "L. Evaluate existing traffic patterns in the neighborhoods and make recommendations for alterations and improvements where necessary."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Alleviate traffic congestion and reduce travel time between major centers.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

The City of Providence Public School District's Wellness Policy also supports Safe Routes to School initiatives.

Equity

This project will improve access to amenities and recreational opportunities for residents in Providence. 62% of Providence's population is Minority and 27.9% of the population lives below the poverty level. Nearly 80% of households do not have access to a vehicle. 13.5% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.

Safety and Security

This project will improve safety for pedestrians (vulnerable road users) seeking to connect to other modes of transportation within the Downtown.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☒ Planning

☐ Traffic

☐ Transit

☒ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☐ Other _____

Project Description

Project Title Washington Secondary Bike Path Extension

Location by Street Name _____

Project Limits - From Depot Avenue (Cranston) To Broadway (Providence)

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project will include study, design and construction of an approximately one-mile off-road multi-use trail to connect Olneyville Square in the City of Providence to the terminus of the Washington Secondary Trail in Cranston.

Describe need for proposed project:

This project will fill a gap in a connection between regional bikeways leading into the City including the East Bay Bike Path, Cranston Washington Secondary Bike Path and will provide much needed access to quality recreational opportunities for residents of the City of Providence.

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

This project will extend the Washington Secondary Bike Path which is the state's longest bike path at 19 miles from Cranston Street in Cranston, into the City of Providence at Olneyville Square, ultimately improving connections to the Woonasquatucket River Greenway and the Broadway on-road bicycle lanes that connect directly to Downtown Providence.

Improvements to the regional trail and bike system will improve the regional economy as well as the local economy in the Olneyville Square and Silver Lake areas.

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

Is the project on the Federal Aid System? ☐ Yes ☒ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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	TBD	\$30,000	\$280,000	\$1.4M	\$1.71M
Total Cost					\$1.71M
Amount Requested through TIP Process					\$1.71M

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

Source	Amount
Total	

Estimated date of construction 2020

Applicant Certification

CERTIFICATION

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

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

This is a detailed street map of the Westchester County, New York area, centered around the intersection of I-190 and I-287. The map shows a network of roads including I-190, I-287, and various local streets like Main St, Broadway, and various numbered routes (14, 10, 16). A large black arrow points north along I-190, indicating a primary route. The map also shows a large body of water in the bottom left corner.

Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Washington Secondary Bike Path Extension

Mobility Benefits

This project will extend the Washington Secondary Bike Path which is the state's longest bike path at 19 miles from Cranston Street in Cranston, into the City of Providence at Olneyville Square, ultimately improving connections to the Woonasquatucket River Greenway and the Broadway on-road bicycle lanes that connect directly to Downtown Providence. This project will improve conditions for bicyclists and pedestrians by creating an extension of the Washington Secondary Trail to connect the trail and the numerous communities that it connects beyond Providence to Olneyville Square and the Woonasquatucket River Greenway. This project will increase mobility choices in an area that has lower car ownership rates than the state average, improves user comfort and convenience, promotes walkability and bikeability of the neighborhoods in Providence, improves access to numerous assets throughout the City, and enhances regional connections for bicyclists by improved connections to the Washington Secondary Trail. This project will fill a much needed gap in improved bicycle/multi-use path connections throughout the City to improve access to recreation for the City's residents.

Cost Effectiveness and Economic Development

Numerous studies demonstrate that communities who have invested in bicycling have seen a beneficial impact on their economies and that bicycle tourism can boost local employment levels and economic activity. Additionally, bicycle lanes can accommodate at least seven times as many people per mile than vehicle lanes. This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities throughout Providence, and improve access to major tourism destinations, parks, and existing bike paths. This project compliments separate TIP projects for bicycle infrastructure citywide, the Huntington Avenue project, CityWalk, and the Promenade-Kinsley project. Improvements to the regional trail and bike system will improve the regional economy as well as the local economy in the Olneyville Square and Silver Lake areas.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for bicycling and walking. This project will extend and enhance the greenway system and existing bike infrastructure to create a cohesive network that encourages more people to ride bicycles.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P32 "Improve bicycle connections and amenities." (H, SL, Manton)
- P25 "Implement the Providence Bicycle Network..." (O,S, Valley)

This project implements the following specific actions from the local comprehensive plan:

- P70 "OBJECTIVE M4: BIKING Provide safe and convenient facilities to encourage bicycling for commuting, recreation and other trips."
- P29 "The City should continue to develop the bike lane network and related amenities."
- P70 "Promote Providence as the hub of the statewide bicycle network."
- P73 "Encourage the state to provide more funding for bike transportation."
- P68 "Advocate for transportation options, such as transit, bicycling and walking that increase mobility and connectivity throughout the city."
- P92 "OBJECTIVE PS3: LINK PUBLIC SPACES Connect neighborhoods and open spaces through a network of bicycle and pedestrian friendly streets and trails."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."
- P98 "L. Improve traffic safety citywide, emphasizing pedestrian and bicycle as well as automobile safety."

The project will implement the following actions from the State Guide Plan:

- Stimulate greater industrial and commercial interest in central cities through promotion, financial assistance and provision of public facilities.
- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.

- Utilize urban renewal programs to ameliorate land use conflicts, convert areas from inappropriate to appropriate land uses, and correct deficiencies in circulation patterns.
- Provide a variety of transportation modes designed to meet the differing needs of different people, activities, and purposes of travel.
- Reduce conflicts between transportation systems and other functions by locating transportation facilities at the edges of functional areas.
- Enact and enforce appropriate transportation safety measures.
- Alleviate traffic congestion and reduce travel time between major centers.
- Ensure that the needs and recreational interests of people of all social and age groups and abilities in all areas of the state, are considered to the fullest extent possible in developing state recreational facility plans.
- Relate the type and size of recreational facilities to the pertinent characteristics of the service area.
- Improve access to all types of recreation facilities.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.
- Encourage private investment in recreational facilities and areas.
- Promote recreational activity among the population as a means of improving their health and general welfare.
- Prevent further blockage or restriction of natural drainage channels.

There is high demand for improved bicycle and pedestrian facilities throughout the City of Providence. The Providence Bicycle and Pedestrian Advisory Commission, RI Bicycle Coalition, and East Coast Greenway Alliance support the City's efforts to expand and improve bicycle infrastructure.

Safety and Security

This project will enhance safety, particularly to bicyclists and pedestrians (vulnerable road users). This project will also improve safety by reducing threats from flooding.

Equity

Covering some of the City's most disadvantaged neighborhoods, this project will improve access to amenities and recreational opportunities for residents in Providence as well as residents of surrounding communities connected by the Washington Secondary Trail. This project lies within Census Tract 16. 86.5% of the population in Census Tract 16 is Minority and more than 31% of the population lives below the poverty level. Nearly 19% of households do not have access to a vehicle. Nearly 29% of the population either does not speak English well or does not speak English at all. Nearly 20% of the population are considered to have a disability.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Providence

Contact Person Martina Haggerty Title Associate Director of Special Projects

Mailling Address 444 Westminster Street

City Providence Zip Code 02903

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

Type of Project *select all that apply*

☐ Bridge

☐ Pavement

☐ Drainage

☐ Planning

☐ Traffic

☐ Transit

☐ Bicycle

☒ Pedestrian

☒ Transportation Enhancement

☒ Other Lighting

Project Description

Project Title Washington Street Streetscape Enhancement/Decorative Lighting Project

Location by Street Name Washington Street

Project Limits - From Dave Gavitt Way To North Main Street

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

Provide a brief description of the proposed project:

PROJECT INFORMATION

This project will include decorative lighting and streetscape enhancements to Washington Street, a main street in downtown Providence.

Describe need for proposed project:

There is a need for improved lighting and other pedestrian-friendly streetscape enhancements to encourage economic development and create an environment that encourages walking within the heart of Downtown.

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

This project is an essential part of improving Downtown, making it more attractive to visitors, employers, and residents. As a key street in Downtown, this street connects drivers and pedestrians to numerous key attractions and will make the City more appealing for additional economic investment and development. This street also serves numerous RIPTA routes and connects directly through the state's main bus hub at Kennedy Plaza.

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

Is the project on the Federal Aid System? ☒ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☒ No

Evaluation Criteria

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

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

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			45,000	\$2.25M	\$2.7M
				Total Cost	\$2.7M
				Amount Requested through TIP Process	\$2.7M

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

Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

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

Applicant's Signature

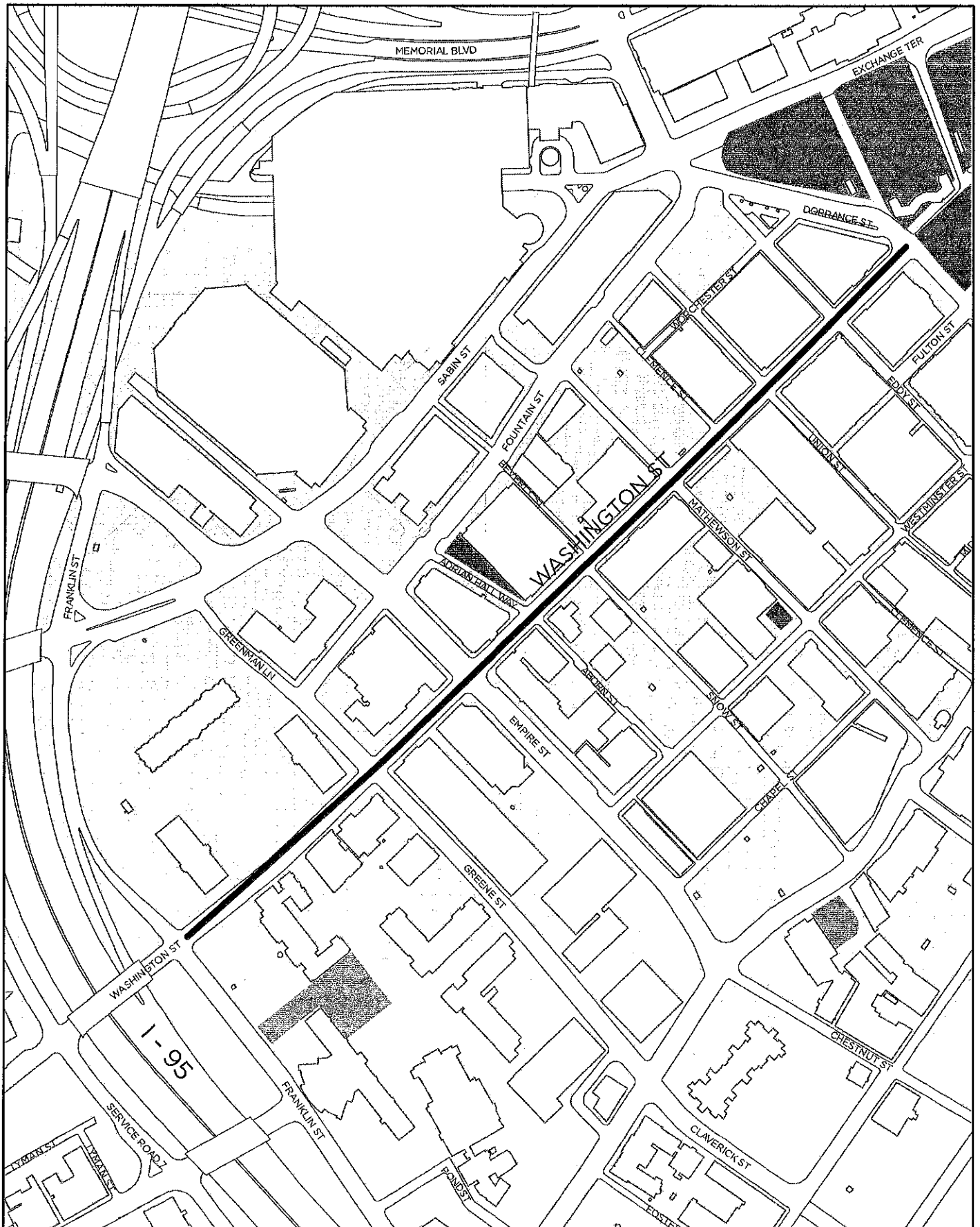
Date

Chief Executive Officer's Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

WASHINGTON ST DECORATIVE LIGHTING + STREETSCAPE ENHANCEMENT PROJECT



Evaluation Criteria Narrative

City of Providence Transportation Improvement Program Submission for FFY 2017-2025

Project: Washington Street Streetscape and Decorative Lighting Enhancements

Mobility Benefits

Providence is the statewide hub for local, regional, and intercity transit services, and Washington Street is the main corridor that connects to those services in the downtown core. The project will connect directly through Kennedy Plaza, the largest transit hub in Rhode Island with extensive connections to RIPTA bus routes and intercity bus services, connecting passengers from around the state to downtown Providence. Kennedy Plaza is the busiest ground transportation hub in Rhode Island, serving more than 45,000 passengers and more than 2,700 bus trips daily.

Economic Development

This project is within the Urban Service Boundary, would improve connectivity between workforce and employment opportunities for the entire region and improves access to major tourism destinations in Downtown Providence. This project is an essential part of improving Downtown, making it more attractive to visitors, employers, and residents. As a key street in Downtown, this street connects drivers and pedestrians to numerous key attractions and will make the City more appealing for additional economic investment and development.

Environmental Impact

This project will improve air quality and promote energy conservation by increasing the mode share for walking.

Supports Local and State Goals

This project implements the following specific actions from the neighborhood plan:

- P52 "Enhance the viability of key retail corridors such as Westminster Street, Washington Street and Weybosset Street...Help trees grow and thrive Downtown...Improve overall tree health as well as the number of large, long-lived trees by removing dead trees and stumps, widening tree pit openings, protecting existing trees with tree pit guards and increasing the regular tree care of existing trees." (Downtown)

This project implements the following specific actions from the local comprehensive plan:

- P70 "Encourage pedestrians to travel in the downtown area by providing safe walkways, corridors and intersections."
- P69 "A. Give greater priority to traffic calming and pedestrian features throughout the city."

The project will implement the following actions from the State Guide Plan:

- Protect stable neighborhoods and extend their useful life through continuous upgrading and modernization.
- Provide state financial and technical assistance, and guidance, where needed to stimulate capital investment and improvement.

Safety and Security

This project will enhance safety, particularly to pedestrians (vulnerable road users). The project also builds upon efforts by the City, RIPTA, RIDOT, and other stakeholders to create a safer environment for pedestrian, bicyclists, and transit users in the Downtown core.

Equity

The many populations throughout the city that are non-drivers for a variety of reasons, either due to the high cost of car ownership, physical or mental disability, age (too young or old to drive) and non-drivers by choice, will benefit from the project. This project lies within Census Tract 8. 44% of the population in Census Tract 8 is Minority and 42% of the population lives below the poverty level. Over 51% of households do not have access to a vehicle. 4.3% of the population either does not speak English well or does not speak English at all. More than 20% of the population are considered to have a disability.