



State Planning Council

One Capitol Hill
 Providence, RI 02908
www.planning.ri.gov

RISPP Staff Use Only
Project ID Code

TRANSPORTATION IMPROVEMENT PROGRAM

Project Proposal form Sheet 1 of 3

PROJECT PROPOSAL FORM	Do not use this form for Resurfacing or Enhancement Projects
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I PROPOSER INFORMATION

Municipality **Regional: Portsmouth, Middletown & Newport**
 Street Address **Aquidneck Island Planning Commission**
 Street Address **321 East Main Road**
 City **Portsmouth** RI **02871**
 Contact Person **Sandy F. Thomas** Title **Land Use Planner**
 Phone **845-9299**
 Email Address **sandy@aquidneckplanning.org**

II PROJECT INFORMATION

Project title	Aquidneck Island Bicycle Path			
Location by street name:	N/A			
Project limits	From: Melville	To: Sakonnet Bridge		
Local priority: (if submitted by a city or town)	Proposal number	of a total of	proposals	
Is this a regional project?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> X	<input type="checkbox"/> No	
Communities:	Portsmouth, Middletown, Newport			
Project type: (Check only one)	Bicycle/Pedestrian	<input checked="" type="checkbox"/> Yes	Highway	<input type="checkbox"/> Yes
	Traffic/Safety	<input type="checkbox"/> Yes	Intermodal	<input type="checkbox"/> Yes
	Study and Development (all new projects)	<input type="checkbox"/> Yes		
	Congestion Mitigation/Air Quality (CMAQ)	<input type="checkbox"/> Yes		
	Other			
Described proposed action:				
Utilize the Newport Secondary Rail Right-of-Way Corridor to construct a 12 foot wide bicycle path in the area north of Defense Highway as proposed in the Aquidneck Island Passenger Rail Study (Sakonnet Bridge to Melville). We propose constructing the bicycle path within the rail corridor while preserving the rail line for future transportation uses. The path would connect to the existing Burma Road bicycle route and would ultimately connect to the proposed bicycle path beginning on the Sakonnet Bridge and continuing through the town of Tiverton (this section of bicycle path is currently being proposed in the FY 2006-2007 TIP Tiverton submission).				
Describe need for proposed action and benefits for mobility:				
During the peak summers months, an estimated four million visitors travel to Newport County over its three bridges. More than ever, the creative design and marketing of alternatives to the automobile must be explored for the island. The bike path would be part of a recreational corridor extending from Newport into Bristol County and Southeastern Massachusetts. By supporting this section of the recreational corridor, the island and state will promote multimodal transportation on Aquidneck Island for visitors and commuters alike. The bicycle path would provide an alternative mode of transportation and would help relieve automobile traffic on West Main Road.				
Daily volume of traffic, passengers, or freight served		Number of through lanes		
Safety problems or accident data	Constructing a bicycle path in the Newport Secondary Right-of-Way corridor would provide commuter and recreational users with a safe alternative to using the street network and therefore, would reduce the number of bicyclist and pedestrian accidents.			
Intermodal or multimodal aspects	The bicycle path would be located within the Newport Secondary Rail Right-of-Way Corridor, used by tourism-based railroad operators. Melville is a potential site of ferry service and has been a past station location on the Newport Secondary.			
Area with low rate of vehicle ownership?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		

II PROJECT INFORMATION (Continued)

Project Proposal form
Sheet 2 of 3

Environmental benefits of the project. Include size and nature of place served, nearby resources, impacts on air and water quality, and other information you feel is important

Rail, bicycle, bus, and pedestrian modes of transportation have been proposed for this corridor. Each of these modes supports the reduction of emissions of air pollutants and greenhouse gases and reduces traffic congestion on roads. Bicycle and pedestrian usage of the corridor would be the most beneficial usage with regards to any environmental impacts.

Economic impacts of the project. Include relationship of project to community development initiatives

The travel corridor this project emphasizes is the island's major economic development engine. The uses along this corridor includes an Enterprise Zone, Melville boat building industries (which is the focus of RIEDC efforts to actively market this area for expansion of marine trades), Raytheon, a proposed marina development at Weaver Cove in Portsmouth, hundreds of businesses, Naval Station Newport, NUWC, a developing CCRI Campus, and access to residential neighborhoods. The bicycle path would improve access to these areas for commuters and residents and would provide an environmentally friendly alternative mode of transportation to these sites.

Level of rail service	Dinner train and Newport Foundation/Old Colony excursion trains	Enterprise Zone	Yes	X
			No	

Serve employment center (Describe below) Yes No Percent truck traffic

The employment centers along this corridor includes Melville boat building industries (which is the focus of RIEDC efforts to actively market this area for expansion of marine trades), Raytheon, a proposed marina development at Weaver Cove in Portsmouth, a developing CCRI Campus in Middletown, and Naval Station Newport and NUWC to the south.

Describe support of proposed project for local and state goals and plans. Include references to local comprehensive plan(s), State Guide Plan, and other state plans

See Attachment

Additional relevant information not provided elsewhere which should be considered in the review of this project

The Aquidneck Island Planning Commission completed a West Side Transportation Guide Plan in 2000 that recommended initiating a feasibility study for the rail corridor and bike path design. RIDOT has used this Guide Plan to further these recommendations and has drafted five alternatives for the corridor, each of which included a bicycle path in the rail corridor.

III Project Support and Financial Information

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Sheet 3 of 3

Have there been past studies of this project? Yes No

If the proposer has completed feasibility, planning, or design studies of the proposal please describe below.

The Aquidneck Island Planning Commission completed a West Side Transportation Guide Plan in 2000 that recommended initiating a feasibility study for the rail corridor and bike path design. RIDOT has used this Guide Plan to further these recommendations. In September, 2002 RIDOT published the initial feasibility study, planning and design of five alternatives for the rail corridor/bicycle path. Please see Attachment for an outline of the cost for constructing the bicycle path within the Newport Secondary Rail Right-of-Way Corridor from Melville to the Sakonnet Bridge.

Complete this section only if a study has been done

Estimated Project Cost	ROW	Study	Design	Construction	
Total Cost of Project including Right of Way, Study, Design and Construction:					\$0
Amount being requested through the TIP process for this project:					
Is funding from other sources to be committed to this project? <input type="checkbox"/> Yes <input type="checkbox"/> No					
Source:				Amount	
Source:				Amount	
Source:				Amount	
Source:				Amount	
Source:				Amount	
Source:				Amount	
Total					\$0

Percent of project cost from other sources: #DIV/0!

Percent of Project cost from TIP process: #DIV/0!

IV Project Public Input

For proposals submitted by a city or town government:
A local public hearing to consider the proposal was held on: (date)

For proposals submitted by organizations or entities other than cities/towns/state:
A letter of support from city/town municipal chief executive or planning director is attached Yes

Project Proposal forms must be submitted no later than **4:00 p.m. February 4, 2005** to:

RI Statewide Planning

Att'n: Katherine Trapani, Supervising Planner

One Capitol Hill

Providence, RI 02908

For further information contact Katherine Trapani at katherinet@mail.state.ri.us or at 222.6479

