

Transportation Improvement Program

CONTACT	Contact Information	
	Agency/Organization	Friends of the William C. O'Neill South County Bike Path (RI DOT Watch)
	Contact Person	Robert Votova, President Title and David and Rosemary Smith, members
	Mailing Address 481 Post Road	
	City	Wakefield, R.I. Zip Code 02879
Phone	401 783-8886 (RV);401 783-5344 (Smith) Email bobvotava@mac.com; dsmithmark@cox.n	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input checked="" type="checkbox"/> Other <u>Connections</u>
	Project Description
	Project Title <u>Completion of the South County Bike Path via Canonchet Farm, Narragansett, R.I.</u>
	Location by Street Name <u>Mumford Road, Narragansett, to Anne Hoxsie Lane</u>
	Project Limits - From <u>Bike Path end at Mumford Road</u> TO <u>Beach Parking on Anne Hoxsie Lane</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:
<p>The proposed project provides the final segment of the William C. O'Neill South County Bike Path offering visitors and local residents a safe and scenic route to the Narragansett Town Beach and the historic Narragansett Pier area. The project would cover design, permitting and construction of a 1.1 mile route starting at the current end of the South County Bike Path at Mumford Road. After crossing Mumford Road, the route would travel entirely on Town of Narragansett property using a hybrid of the paths described as Alternatives 2 and 3A in Feasibility Study: South County Bike Path - Phase 4, Canonchet Farm Extension, Narragansett/South Kingstown Bicycle Facility, Rhode Island Contract No. 89111, Final Report, Fay, Spofford & Thorndike, Inc, October 2015 ("RIDOT Feasibility Study"):</p> <ul style="list-style-type: none"> • North and east behind Narragansett Elementary School for 1,300 feet to the abandoned Sea View Railroad grade • Northeast for 1,390 feet (including 440 feet of boardwalk) along the railroad grade to a scenic view of the Pettaquamscutt Cove • East for 685 feet of boardwalk into the interior of Canonchet Farm and behind the South County Museum • East and south for 730 feet behind the South County Museum Craft Buildings and 1,460 feet to the Narragansett Beach West Parking Lot on Anne Hoxsie Lane. <p>The final design should minimize disruption to the wetlands, avoid overlaying the Canonchet Farm Walking Trail and provide the best possible vantage point on Pettaquamscutt Cove.</p> <p>Note: two maps from the RIDOT Feasibility Study have been included in this application to indicate the projects limits, as the proposed path is a hybrid of these two similar alignments.</p>	

Describe need for proposed project:

The South County Bike Path, which was begun in 1991, needs to be completed. The path currently runs from the Kingston Railroad Station in the north mostly along the grade of the former Narragansett Pier Railroad through the Great Swamp and the Tri-Pond Area in Rocky Brook, through the villages of Peace Dale and Wakefield and via a tunnel under US-1 into Narragansett, where it ends abruptly on Mumford Road. Bikers and walkers are then faced with dangerous and ambiguous routes into the Pier area and to Narragansett Beach.

Connecting the path to these destinations with the proposed off-road route through Canonchet Farm provides the safest and best biking and walking experience. The additional funding required for the proposed path (compared with two on-street alternatives evaluated in the RIDOT Feasibility Study) is an appropriate investment in tourism and economic development for South County and all of Rhode Island. It should also be noted that there is no local support for the on-street alternatives; in fact, opposition to on-street alternatives is such that selection of an on-street path (though it would be less expensive) may result in the South County Bike Path never being completed.

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

Completion of the South County Bike Path with a "dedicated route through Canonchet Farm on hardened surface" (Canonchet Farm Master Plan Executive Summary, June 2010) has been an articulated goal of the Town of Narragansett for at least the last seven years as the several Town Councils have recognized the economic development potential for merchants in the Narragansett Pier Area, the multiple benefits of providing a safe and enjoyable route to the beach and downtown, and the need to propose a route that would not face the strong opposition to on-street paths. The Council voted for an off-road path through Canonchet Farm when it submitted the Sea View Route and two similar alternatives to the R.I. Department of Transportation for a feasibility study (May 2013) and again when it voted to place the path on its 2017-2025 TIP application (December 2015). The path through Canonchet Farm is part of the Narragansett Comprehensive Plan now in review. The proposed path will connect bicyclists with the Bike Route from the north along Boston Neck Road and will integrate other infrastructure projects to provide safe and attractive access to the Pier Area to the south. The Town has proposed improvement and beautification projects for Boston Neck Road and Beach Street on the current and upcoming TIPs. And at the juncture of the proposed path and Boston Neck Road, volunteers have logged approximately 4,000 hours over the last four years removing invasive vegetation from the edge of two coastal ponds in anticipation of creation of a linear park opposite the Town Beach. Completion of all these projects will bring immediate and lasting economic development for the Town, especially in the shoulder seasons. But completion of the South County Bike Path with the proposed route will result in far greater economic development as the Bike Path reaches its full potential as a tourist attraction with access to Pettaquamscutt Cove and Canonchet Farm at one end and the Great Swamp at the other, connections to the South County Museum and to shopping and restaurants in three distinct villages along the route, and an eight-mile long venue for safe and healthy recreation for all ages.

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	0	\$285,000	\$855,000	\$5,700,000	\$6,840,000
				Total Cost	
				Amount Requested through TIP Process	\$6,840,000

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

Source	Amount
	Total 0

Estimated date of construction 2018

CERTIFICATION

Applicant Certification

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

Robert Vietnam _____ Date *1/5/16*
 Applicant's Signature _____ Date _____
Patricia T. Nolan _____ Date *1/6/16*
 Chief Executive Officer's Signature *Town Manager* Date _____

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