

TRANSPORTATION IMPROVEMENT PROGRAM FY 2006-2007 PROPOSED AMENDMENT #6 SUMMARY OF PUBLIC COMMENTS AND PROPOSED RESPONSES

#	SUBMITTED BY:	COMMENT:	RESPONSE AND CHANGE IN DOCUMENT (if applicable):
1.	Quonset Development Corporation	Request to move implementation of Davisville Bike Path (Bicycle Pedestrian Program) from 2008 to 2007	Given the timing of the amendment and funds available in 2007, the implementation will remain in 2008 which begins October 1, 2007.
2.	Providence Foundation	Maintain implementation schedule of Downtown Circulation project (Highway Program), as an agreement with PPAC re: Weybosset Street has been reached.	Due to funding constraints and priorities, implementation cannot be scheduled until 2009.
3.	City of Providence, Planning Department	Request not to delay implementation of Manton Avenue Streetscape (2008) and Westminster Street projects (2007) (both Enhancements) as CDBG funding may lapse.	Based on available funding and project readiness, <u>Westminster Street is scheduled for 2008 and Manton Avenue is scheduled for 2009.</u>
4.	City of Providence, Mayor's Office	Thanked DOT and Statewide Planning for working out a compromise to allow the Westminster Street and Manton Avenue Projects to avoid unreasonable delay.	
5.	Kari Lang, West Broadway Association, Providence	<ul style="list-style-type: none"> Supports the Westminster Street Enhancement Project in Providence. City has been working with RIDOT (since 1999) to make this project happen. It will re-stitch the neighborhoods along Westminster Street with Olneyville and the downtown. It is imperative that this project be funded in 2007. 	
6.	Frank Latorre, Downtown Providence Improvement Association	<ul style="list-style-type: none"> Deteriorated sidewalks in Downtown Providence are a real safety concern. Urges use of ADA funding and TIP funds to advance the Downtown Sidewalk Project, now in Study and Development, to construction. Supports a level of \$2 million annually for the Sidewalk line item in the Bicycle – Pedestrian Program. This position is also supported by the Downtown Neighborhood Alliance and the Downtown Merchants Association. 	<p>Downtown Sidewalks remain in Study and Development for now, but the State will be taking a closer look at this program in a future amendment as this program is over subscribed. There was also some concern by the TAC that the City is not properly inspecting and enforcing restoration of sidewalks after utility construction.</p> <p><u>Funding for Sidewalk line item of Bicycle Pedestrian Program will be restored to \$2 million in FY 09-11.</u></p>
7.	City of Woonsocket	Request not to delay Woonsocket River Landing (2007) (Enhancement). Wetland permit is expected this fall, and the City has expended over \$100,000 thus far.	
8.	Blackstone Valley Tourism Council	Supports the position of the City of Woonsocket regarding the River Landing project.	
9.	Blackstone River Valley National Heritage Corridor Commission	Supports the position of the City of Woonsocket regarding the River Landing project. The Commission has spent over \$70,000 in project related costs.	
10.	Town of East Greenwich	Maintain implementation schedule of East Greenwich Bicycle Network in 2009, based on efficiencies with other construction projects and outside funding sources.	TBD
11.	Town of South Kingstown	Roads in SK needing maintenance are: Route 1, Post Road, Route 2, Route 110 and Route 138. On-going projects requiring follow through and completion are: Route 1 median landscaping, South County Bike Path Phase II. High Street is languishing in Study and Development.	TBD

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12	Rita Holahan, Pawtuxet River Authority	<ul style="list-style-type: none"> Supports advancing the Pontiac and South Elmwood Bikepaths from study to construction or at least retain these projects in the TIP in hopes of future funding. It could provide a connection to the Washington Secondary bikepath. These projects support the objectives and work of the Pawtuxet River Authority which is working to develop a greenway along the river corridor. 	<p>For now the projects remain in Study and Development, but the State will be taking a closer look at this program in a future amendment as this program is over subscribed.</p>	
13	Emilo Navarro, Cranston City Council, Ward 2	<ul style="list-style-type: none"> Supports the Pontiac Bikepath. Keep in Study & Development until funding for construction is available 		
14	Paul Hoover	Restore sidewalk funding from \$1 to \$2 million per year consistent with Land Use plan; bicycle projects in the Study and Development program should be prioritized ahead of highway projects; reduce dependence on the automobile by promoting transit and passenger amenities; supports CMAQ program for environmental and public health benefits.		
15	New Public Transit Alliance	Restore sidewalk funding from \$1 to \$2 million per year consistent with Land Use plan; bicycle projects in the Study and Development program should be prioritized ahead of highway projects; reduce dependence on the automobile by promoting transit and passenger amenities; supports CMAQ program for environmental and public health benefits.	<p><u>Funding for Sidewalk line item of Bicycle Pedestrian Program will be restored to \$2 million in FY 09-11.</u> Additionally, any highway and enhancement projects have sidewalk components, so more is being spent than is shown in this line item. The entire Study and Development Program needs to be looked at as it is oversubscribed. There are many bicycle, transit, pedestrian and CMAQ projects programmed with many benefits including health, environment and congestion.</p>	
16	Molly Clark, R.I. Lung Association	<ul style="list-style-type: none"> Supports the Committee's recommended Diesel Pollution initiative projects being added to the CMAQ Program of the TIP 		
17	Denise Parrillo, Clean Water Action – Diesel Pollution Initiative	<ul style="list-style-type: none"> Supports Amendment's proposed CMAQ funding for diesel retrofit of school buses. Also supports the comments of the New Public Transit Alliance. 		
18	Alice Liddell, Environment Northeast, New Haven, CT	<ul style="list-style-type: none"> Supports TIP Amendment to fund diesel retrofits. RI Legislation passed last year on diesel retrofits anticipated federal funding to support program authorized. CMAQ funding should also be used to retrofit heavy-duty state vehicles. 		
19	Eugenia Marks, Audubon Society of Rhode Island	<ul style="list-style-type: none"> Supports the new CMAQ projects. Diesel Program for school buses will directly help school children at risk Supports the Warwick Intermodal Station as means to reduce private auto travel to the airport and improve commuting to Providence and Boston, providing improved environmental quality. Supports Jamestown Bridge Fishing Pier. This site was one of two top priorities identified in extensive study by RIDEM. 		
				<p>These projects have been included for their contribution to improving air quality and public health. Comments are noted.</p>
				<p>The CMAQ and Intermodal projects have been included for their contribution to improving air quality and public health.</p> <p>The Fishing Pier has been included to be in compliance with State law.</p> <p>Comments are noted.</p>

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20	Anthony DeLuca, North Kingstown Coastal Preservation Association	<ul style="list-style-type: none"> • Opposes addition of \$5 million in funding for the Jamestown Bridge Fishing Pier. • Constructing a new fishing pier is not mandated by the current state law. The law and the earmark apply only to preserving the old bridge, not a new pier. • A new pier may become a battering ram during a hurricane and damage the new bridge to the north. 	<p>Construction of a Fishing Pier by RIDOT, construction and maintenance of a park by RIDEM, and provision of free and ADA compliant public access are required by RIGL 24-12-51.1 (attached). While the statute does reference the existing bridge rather than a new pier, the intent of the law is to provide public access at this site. Moreover, this project is partially funded by a SAFETEALU Earmark and is a congressionally mandated project.</p>
21	Donald H. Kern, North Kingstown Coastal Preservation Association	<ul style="list-style-type: none"> • Credentials: Degree in Naval Engineering, MIT, Served as Naval Engineer in US Navy designing ships and structures. Witnessed numerous hurricanes including 1938. • Opposes Jamestown Bridge Fishing Pier • DOT's design for pier is called "robust", but no standards have been provided to show it can withstand hurricanes. Could become a battering ram and damage new bridge in a severe storm or hurricane. • Would be possible, but not practical or cost effective to design pier to same standards as the new bridge. 	<p>As such, this project will remain in the TIP.</p> <p>The opponents of this project should contact their elected officials if they choose to continue to oppose this project.</p>
22	Robert Craven, North Kingstown Coastal Preservation Association	<p>Opposes Jamestown Bridge Fishing Pier. The 1987 Statute applied only to preservation of the existing trestle as a fishing pier. Construction of a new pier is not authorized or required if the trestle span is demolished and removed, as currently planned.</p>	
23	Tim Walsh, North Kingstown Coastal Preservation Association	<ul style="list-style-type: none"> • Opposes Jamestown Bridge Fishing Pier • Worked as Town representative with the RIDOT Design team for the Fishing Pier • Believes that the fishing pier is not properly designed and sited. Parking lot is separated from the pier. • Supports fishing, but not on this site. 	
24	Thomas Morgan, North Kingstown Coastal Preservation Association	<ul style="list-style-type: none"> • Opposes Jamestown Bridge Fishing Pier • Worked on the DOT Design Committee • Earmarked federal funding will not be there, or will be insufficient when needed. • Fishing piers do not belong in developed residential neighborhoods • Bridge was a historic site, so use replacing trestle span with a replica may not be allowed. 	
25	Coleman Wholean, North Kingstown Coastal Preservation Association	<ul style="list-style-type: none"> • Opposes Jamestown Bridge Fishing Pier • Pier is a waste of taxpayers money • There is great fishing all over the state, including shoreline fishing, per RI Anglers's Newsletter • DEM's website lists 500 shoreline access points. • Believes that in a severe future storm the proposed pier will be wiped out. 	

#	SUBMITTED BY:	COMMENT:	RESPONSE AND CHANGE IN DOCUMENT (if applicable):
26	Kim Falcone, Wakefield	Supports South County Commuter Rail (SCCR), bus transit, passenger amenities, bicycle, pedestrian, Safe Routes To School and clean diesel projects.	<p>This amendment includes funding for</p> <ul style="list-style-type: none"> • Warwick Intermodal Center (key for startup of SCCR) • RI Commuter Rail Extension Study (Planning Program) • Safe Routes To School Program • 2 new CMAQ projects aimed to reduce diesel emissions • Continuation of many transit, bicycle, pedestrian and CMAQ projects with many benefits including health, environment, and congestion. <p>Comments are noted.</p>
27	Linda Lemont, North Kingstown	Supports South County Commuter Rail	
28	Jen Parks, Providence	Supports South County Commuter Rail, bus transit, passenger amenities, bicycle, pedestrian, Safe Routes To School and clean diesel projects.	
29	Woodrow Albin, North Kingstown	Supports South County Commuter Rail, bus transit, passenger amenities, bicycle, pedestrian, Safe Routes To School and clean diesel projects.	
30	Lura Lauf, Providence	Supports South County Commuter Rail, bus transit, passenger amenities, bicycle, pedestrian, Safe Routes To School and clean diesel projects.	
31	Craig O, Connor, Providence	Supports South County Commuter Rail, bus transit, passenger amenities, bicycle, pedestrian, Safe Routes To School and clean diesel projects.	
32	Jeanine Silversmith, Warwick	Supports bus and rail transit, passenger amenities, bicycle, pedestrian, Safe Routes To School and clean diesel projects.	
33	Chris Wilhite, RI Chapter, Sierra Club	<ul style="list-style-type: none"> • Need to take a comprehensive look at the TIP to improve transit and bicycle and pedestrian facilities to reduce auto dependency which hurts Rhode Island's health, environment and economy. • In Transit Program – make sure that projects benefit riders • State workers can now purchase transit passes on pre-tax basis • Need better signage, public information, schedule books for RIPTA • In the Bicycle Pedestrian Program, support the Pontiac Avenue Bike Route and connect the East Bay Bike Path with other routes. • Support Commuter Rail Service, make sure that this stays on track • Supports the CMAQ funding for the diesel retrofit program 	
34	S.E. Fox	Improve rail and bus transit. Pursue TDM strategies by promoting 4 day work and school weeks, and online meetings.	
35	Roxanne Smyth, Cranston	Improve suburban bus transit, especially for senior citizens. Get the commuter rail to South County back on track. Prioritize bicycle routes and sidewalks in all expenditures and in the study and development program. Prioritize bus service, public information and bus shelters in any public transit spending. Invest in cleaning up school buses with diesel filter retrofits. Support the "Safe Routes to School" Program.	
36	Jay Lustgarten, Westerly	Supports non-motorized transportation for environmental, energy and public health purposes.	This amendment includes funding for Safe Routes To School, and 2 new CMAQ projects aimed to reduce diesel emissions. Many other

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37	Annette Rauch, East Greenwich	Supports bicycle, bus transit and cleaner school buses.	bicycle, and pedestrian projects will continue to receive funding. There are also several projects in the Enhancement Program that will address some of these needs.
38	Betsy Cazden, Providence	Improve urban bicycle and pedestrian transportation, and sidewalk infrastructure.	
39	Alan Barta, Cranston	<ul style="list-style-type: none"> Appreciates attention to bicycle infrastructure projects and completion of construction on the Blackstone Bikeway. The on-road network needs attention in terms of accommodating bicyclists. Need to work to connect bikeways, for example the East Bay path to the Washington Secondary and to the Blackstone paths. 	The Bicycle Pedestrian Program and Enhancement Program contain many bicycle projects. Connections through urban areas continue to be a challenge. A future Route 6/10 Interchange project may offer possibilities for connecting the Washington path to the Northwest Bikepath, but this project is not in the current TIP due to lack of funding.
40	Margherita Pryor, Providence	<ul style="list-style-type: none"> Member of Providence Bicycle Coalition All road projects should include bicycle and pedestrian facilities. Recommends that the sidewalks in India Point Park be expanded to allow bicycle usage. Suggests using Safe Routes to School funding to consolidate school bus routes 	<p>India Point Park suggestion will be forwarded to RIDOT and the City of Providence.</p> <p>Busing is not an eligible item for the SRTS program, but this concept is being pursued by the state via other means.</p>

SUMMARY OF TAC MEMBER COMMENTS FOR SPC CONSIDERATION

#*	SUBMITTED BY:	COMMENT:
1.	Barry Schiller	<ul style="list-style-type: none"> The issue regarding DOT's and the City's refusal to allow RIPTA access to the Woonsocket Depot must be resolved before any more federal and state money is spent there. It is an environmental justice issue. The Sidewalk funding in the Bicycle Pedestrian Program should be restored to \$2 million in 08 as well as the out years. Traffic signal timing and synchronization is far more effective than new signals and funding should be reallocated to reflect that. Transit amenities and passenger information are not adequately addressed by this amendment. Need more buses on overcrowded routes. Waterfront Drive earmark must include provision of bike path from East Bay to Pawtucket.
2.	Dan Baudouin	The TAC is lacking full knowledge of CMAQ expenditures for the Transportation Management Center. A budget for the \$3.5 million allocation should be made available. This should specify personnel, operating, and capital expenses.
3.	Bob Murray	It has been several years since the Study and Development Subcommittee met, and the time is ripe to look closely at projects in the Study and Development Program.