

WOONASQUATUCKET GREENWAY PUBLIC MEETING

May 28, 2020

Q+A

Public questions and comments submitted during the Q&A session of the May 28th virtual public meeting have been copied and pasted below. Questions were answered in the order they were received for the duration of the 30 minute Q&A session. Questions that were answered live have been copied and pasted below. Questions that were not able to be answered live have also been copied and pasted below. Answers have been added below each question.

Are we considering native plants? And pollinator gardens?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Yes, we are considering native plants and pollinator gardens that will help provide habitat for native species within the watershed.

Will there be some amount of separation between the truck apron and the path?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Yes, there will be separation between the truck apron and the path where the corridor right-of-way allows it. A separation is not feasible in some areas where there is limited space, due to the need to accommodate wide truck turning movements in this industrial area. In some areas, the separation will include a landscaping strip. Additionally, where the shared use path will be elevated 4 to 5" above the roadway, the truck apron will only be raised 2 to 3" above the roadway, providing a 1-2" difference in height between the truck aprons and shared use path.

What signage is necessary to inform drivers who haven't encountered truck aprons before that they should slow down - is it visible even in snow?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Signage is not required for truck aprons. Truck aprons will be a different color and elevation from the travel lane, making them visible to drivers and uncomfortable for drivers of passenger cars to drive over. Truck aprons will still be visible when there is snow since it is at a different elevation. Truck aprons have been used before in New England and can be found at roundabouts throughout Rhode Island.

Could we get an additional crosswalk (or something) to walk safely from the RI Blood Center to the bridge?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

In order to install a crosswalk, there are federally-established criteria that a location needs to meet. Although it was not reflected in the conceptual design presented, the design team is considering installing a crosswalk between the Blood Center and the existing sculpture bridge as part of the redesign of the Bath/Promenade intersection.

Are cyclists travelling from Eagle Square to Prov place expected to switch to the N. side of the river at Kinsley Ave in this design?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

People riding bicycles along the new shared use path would be required to switch to the north side of the river at the existing sculpture/pedestrian bridge if they wish to continue on the shared use path; however, bicyclists wishing to continue on Providence Place within the roadway (instead of on the new shared use path) can do so.

Love the idea of painting the bike lane green on Promenade, because cars always park in the bike lane as it is. That said, those cars are often parents waiting to pick up their kids from Paul Cuffee Elementary, so they will need somewhere else to wait, and Rathbone Street is often already full. Would it be possible to make use of some of the huge parking lots across Rathbone St from the school for student and school bus pick up. If so, there will need to be a super safe crosswalk for students

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The project team met with Paul Cuffee School to gather their input. The conceptual design for this project includes a new parking/drop-off/pick-up lane immediately next to the school along Promenade Street. We are also considering changes to the existing parking configuration along Rathbone Street (through a separate effort) to provide more on street parking in this area.

Ideas from years past included something like a dock to allow people to really get intimate with the river. Is anything like that possible with this project? I believe kayak launches were talked about. It seems this would be the opportunity.

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Yes, we are considering ways to improve community access to the River through kayak launches and viewing points along the entire corridor.

Could some of the crosswalks be creative and colorful in design, perhaps with a river theme?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Absolutely. We are looking for opportunities to integrate art into the project through sculpture, ground murals, and that could include ground murals near and around the white crosswalk bars at new and existing crosswalks along the corridor. The City intends to implement public art as part of a separate effort, with separate funding from the current project.

That lead-time thing sounds awesome!!! I hope we can get many more across the city! Drivers get really angry even when I have the "go" pedestrian light.

Do we have plans that go west/south past Eagle? Love all this. Providence viaduct is unfortunate to deal with. Ugh.

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

As described in the City of Providence's Great Streets Master Plan (<https://www.providenceri.gov/planning/great-streets/>), the City hopes to improve the rest of Eagle Street, between Kinsley Avenue and Atwells Avenue to make it safer for all road users; however, that is a separate project that the City is working on a conceptual design for. Near the intersection of Eagle and Kinsley, this project will connect to the existing shared use path through Eagle Square and along the rest of the Woonasquatucket River Greenway.

Thank you for these killer placemaking initiatives! Will there be an opportunity to allow/support food vendors and such?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The City is considering ways to encourage food and art vendors along the corridor, especially at new pocket parks.

How will the under-Promenade Place passageway be kept safe/secure for passage and not just a rape passage? Otherwise, can't wait!

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The City is working with RIDOT to improve the area underneath the I-95 viaduct with improved lighting and sightlines. Making the Greenway more visible from the Mall will also encourage more activity in this area and more eyes on the street to help improve public safety. Future improvements to the ramp and stairway beneath the Providence Place Mall may be pursued separately through a partnership with the Mall.

Nice work Christina!

I love everything about this!

Was there consideration for community gardens along the corridor?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The soil along the Riverbanks is not conducive to community gardening. We are however looking to incorporate native pollinator plants and bioswales to improve the riverbank and mitigate stormwater runoff into the river.

What, if anything, will be done to help with traffic during the construction of this project?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

As the project progresses, we will work closely with RIDOT to preserve access for the people who live and work in the area and minimize impacts during construction. A traffic mitigation plan is typically developed during later phases of engineering, prior to construction.

How will the plantings be maintained? What funds will be used for the upkeep of all the new features to be installed?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The City will work with both WRWC's River Rangers program (<https://wrwc.org/wp/what-we-do/river-rangers/>) and through our Parks and DPW departments to ensure proper maintenance of the project.

The current guardrail that lines the riverbank feels awfully musclebound for its purpose. It's contrary to the softness and gentleness of the riverbank. Will it be replaced?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Although the City and WRWC originally hoped to replace the railing as part of this project, the high cost of doing so prevents us from including that in this scope of work. We will work to repaint the railing as part of this project and will continue to look for funding to completely replace the railing with a more appropriate style in the future.

How does the plan take into account opportunities for children to play along the path? Like pocket playgrounds with green infrastructure

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

This project will incorporate pocket parks and green space along the corridor, as noted in the project maps. The design of the proposed pocket park near Paul Cuffee School will increase safe connectivity to the riverbank for educational purposes.

How can you move forward with this plan, since it is part of the 3 part plan the ordinance, the TIF, and vision?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

This project is not currently funded by a Tax Increment Financing (TIF) district or a TIF ordinance.

Who is paying for this?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The engineering and construction of this project is funded by the City's Capital Improvement Program and the State Transportation Improvement Program.

When is the city going to take comments from us the stakeholders for the vision? Both Matos and Bonnie Nickerson said that we will have an opportunity. When?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at

www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

The City took comments and questions such as this (which was submitted during the live Q+A period) during the 30 minute live Q+A session during the virtual public meeting which was held on May 28th, 2020. Any questions which were not able to be answered during the virtual meeting have been answered within this document and posted to the project website at <https://www.providenceri.gov/planning/woonasquatucket/>.

What kind of maintenance will be required for the underground filters, and who will be responsible for it?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at

www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

Underground filters, like all stormwater infrastructure, require periodic maintenance to ensure proper function. Tree trenches and underground filters are typically designed with pre-treatment systems that focus most of the primary sediment load in one place (i.e. the sump of a catch basin) that can be cleaned by City staff without special training.

(Question submitted in Spanish): Participo en uno de los encuentros donde tuve la oportunidad de hacer algunas propuestas. En esta ocasión observo que han tomado en cuenta la actividad de Kayak en el Río...mi pregunta es: independientemente de los niveles de aguas variables de acuerdo a las Mareas en la Bahía, el río evidencia mucho material sedimentario, se irá a dragar o extraer un poco los materiales aluvionales para garantizar la navegación?

English translation: I participated in one of the public meetings, where I had a chance to provide input. I can see today that the project has considered kayak activity along the river. My question is: Regardless of the tides, the river bed has plenty of sediments. Are there plans to dredge the river to allow navigation?

This question was answered live during the virtual public meeting. Please refer to the recording of the virtual public meeting, which is available at www.providenceri.gov/planning/woonasquatucket/

Below is an additional written answer to this question.

We are aware of the sediment along the river and the WRWC plans their kayak events around the tides to ensure that the water level is high enough for kayaks and canoes. Unfortunately, the current project does not include funding for dredging the river; however new green infrastructure treatments planned as part of this project should reduce further sediment loading to the river.

The plan is very exciting and as residents we are looking forward to the completion of the greenway. Thanks for all your work! Once concern is the question of maintenance going forward, for newly planted landscape, and also for the hardscape. We have witnessed the destruction of street lamps on Promenade, many of which are now capped, and the neglect of street trees for lack of watering in the early years. Will maintenance be part of the budget?

Maintenance is not an eligible cost for the two sources of funding that are being used for engineering and construction of this project; however, we understand the great importance of proper maintenance of these investments and are working with City departments and the WRWC to ensure proper maintenance once constructed.

I joined late-will the recording be made available to watch at a later time?

The recording of the virtual public meeting is available on the project website at [www.providenceri.gov/woonasquatucket.](http://www.providenceri.gov/woonasquatucket/)

How come this meeting was not put in the open meeting portal. Is this a legal public meeting since it was not 48 hours prior to the meeting?

This virtual public informational meeting was not a formal public hearing or a board or commission meeting and therefore has different requirements from formal public hearings or board or commission meetings as outlined in the Open Meetings Act. Public notice was provided via email to all who previously signed up for the project email list and to the Department of Planning and Development's social media platforms.

This is something that only took input from 19 stakeholders in 2017, why spend all this money and not take us in consideration of our needs, when will these happen?

This project is the result of community and stakeholder input during the Woonasquatucket Vision Plan process as well as public and stakeholder engagement that has taken place since Spring 2019 as part of this project. The virtual public meeting held on May 28th, 2020, was the second public meeting held to gather input for this specific project. Throughout the course of the previous Woonasquatucket Vision planning process in (2017-2019), the City maximized opportunities for community engagement and input that leveraged the wisdom of people who live and work in the community. More information on the previous June 17th, 2019 public meeting held for this specific Greenway project as well as previous community engagement conducted as part of the Woonasquatucket Vision Plan can be found on the project website at <https://www.providenceri.gov/planning/woonasquatucket/>.

Where can I get a copy to this recording with Q&A?

The recording of the virtual public meeting as well as this Q+A document is available on the project website at www.providenceri.gov/woonasquatucket.

Could someone launch a motor boat (ideally electric) in the Woonasquatucket?

This section of the Woonasquatucket is not well suited to launching motor boats due to the shallow water depth. Even at high tide, the water can be very shallow and does not deepen adequately for this type of craft until closer to Providence Place Mall.

Quick recap of the timeline?

The final project design and construction documents are anticipated to be completed in late 2020/early 2021. The City anticipated putting the project out to bid for construction in Spring 2021. Construction is expected to take place between Spring 2021 and Fall 2022.