



PVD GREAT STREETS

Appendix D: Prioritization Methodology

Following completion of the Great Streets Plan in 2020, the City began evaluating each proposed segment of the Urban Trail Network through a quantitative formula to assess its benefits for Equity, Connectivity, Safety, and Demand. While additional implementation factors influence the exact order in which segments of the network are completed, this prioritization presents the City with a guiding framework to determine which projects to work on next. What follows is a description of that process along with an example of what that prioritization formula shows in 2022.



MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

<https://www.providenceri.gov/planning/great-streets/>



Department of Planning and Development
Jorge O. Elorza, Mayor | Bonnie Nickerson AICP, Director

Great Streets Plan Implementation Prioritization Methodology

The City of Providence prioritizes streets for Great Streets improvements based on equity, safety, connectivity, and demand. For each segment, these factors are assessed quantitatively, and a score out of 100 is calculated for each of the four factors.

Equity

- Households in poverty within ¼ mile of corridor (1-5 points)
- Households with no motor vehicle within ¼ mile of corridor (1-5 points)

Safety

- Ped/bike crashes on corridor (1-5 points)
- High crash intersections on corridor (Y/N, 2 or 0 points)
- Is the corridor among the top 25 listed in the Vulnerable Road User Safety Action Plan? (Y/N, 2 or 0 points)

Connectivity

- Connections to network segments that are under construction or complete (2 points for each connection)
- Connections to network segments that are funded (1 point for each)

Demand

- Population density within ¼ mile of corridor (1-5 points)
- Number of jobs within ¼ mile of corridor (1-5 points)
- Civic destinations within ¼ mile of corridor (1-5 points)
- Businesses within ¼ mile of corridor (1-5 points)

Learning from implementation conversations with residents about this methodology in the context of previous urban trail segments, the City now weights the Connectivity factor 4x higher than the other factors. This turns out not to make too big a difference in the final ranking of projects, but it reflects the priorities articulated by residents across the city: new urban trails make more sense to people when they can see what those trails connect to.

The following page shows a snapshot of what the prioritization matrix looks like in 2022.



Department of Planning and Development

Jorge O. Elorza, Mayor | Bonnie Nickerson AICP, Director

Segment	Safety	Equity	Demand	Connectivity	Weighted total
Steeple St from Memorial Blvd to Canal St	70	80	100	100	650
Manton Ave from Delaine St to San Souci Drive	70	60	44	100	574
Riverwalk from Steeple St to Crawford St Bridge	80	80	100	67	528
Steeple St from Exchange St to Memorial Blvd	70	80	100	67	518
Elmwood Ave from Bridgham St to Reservoir Ave	60	60	94	67	482
Broadway from Barton St to Valley St	70	60	63	67	461
Broad St from Hawthorne Ave to Montgomery Ave	70	40	63	67	441
N Main St from Smith St to Olney St	50	60	50	67	428
Smith St from Wyndham Ave to Oakland Ave	40	60	56	67	424
Cranston St from Fricker St to Parade St	80	60	75	50	415
Railroad St/Park Row from Exchange St to Canal St	30	60	56	67	414
Broad St from Fricker St to Bridgham St	100	40	69	50	409
Under-mall switchback from Park St to Francis St	50	80	75	50	405
De Soto St/Helme St from Gotham Greens Path to Harris Ave	0	80	44	67	392
Eagle Square Connector from Eagle Sq Path to Atwells Ave	30	60	31	67	389
Smith St from Park St to Oakland Ave	100	60	94	33	386
Riverwalk from Van Leesten Pedestrian Bridge to Point St	0	60	56	67	384
N Main St from Olney St to Branch Ave	70	60	31	50	361
Broadway from Greene St to Barton St	80	60	88	33	360
Dean St from West Exchange St to Promenade	50	60	44	50	354
Eagle St from Kinsley Ave to Atwells Ave	40	60	50	50	350
Hope St from Olney St to Rochambeau Ave	40	40	69	50	349
Hope St from Waterman St to George M Cohan Blvd	40	80	94	33	346
Mt Pleasant Ave from College Rd to Roanoke St	10	40	25	67	343
Smith St from Canal St to Park St	50	80	81	33	343
Washington Place from Canal St to N Main St	50	60	100	33	342
Fountain St from Union St to Exchange Terrace	40	80	88	33	340
Fountain St from Empire St to Union St	40	80	81	33	333
FC Greene Memorial Blvd from Hawthorne Ave to Montgomery Ave	0	40	19	67	327
Fountain St from Empire St to Greene St	40	80	75	33	327
Atwells Ave from Eagle St to Knight St	60	80	50	33	322
Providence Station Path from Francis St to Exchange St	40	60	88	33	320
Charles St from Smith St to Randall St	60	60	56	33	308
Park Row from Canal St to N Main St	40	60	75	33	307
Angell St from Prospect St to Hope St	20	60	94	33	306
N Main St from Smith St to Olney St	50	60	50	67	428
Smith St from Wyndham Ave to Oakland Ave	40	60	56	67	424
Cranston St from Fricker St to Parade St	80	60	75	50	415
Railroad St/Park Row from Exchange St to Canal St	30	60	56	67	414

DEPARTMENT OF PLANNING AND DEVELOPMENT

444 Westminister Street, Providence, Rhode Island 02903

401 680 8400 ph | 401 680 8492 fax

www.providenceri.com