



PVD GREAT STREETS

Neighborhood Visions

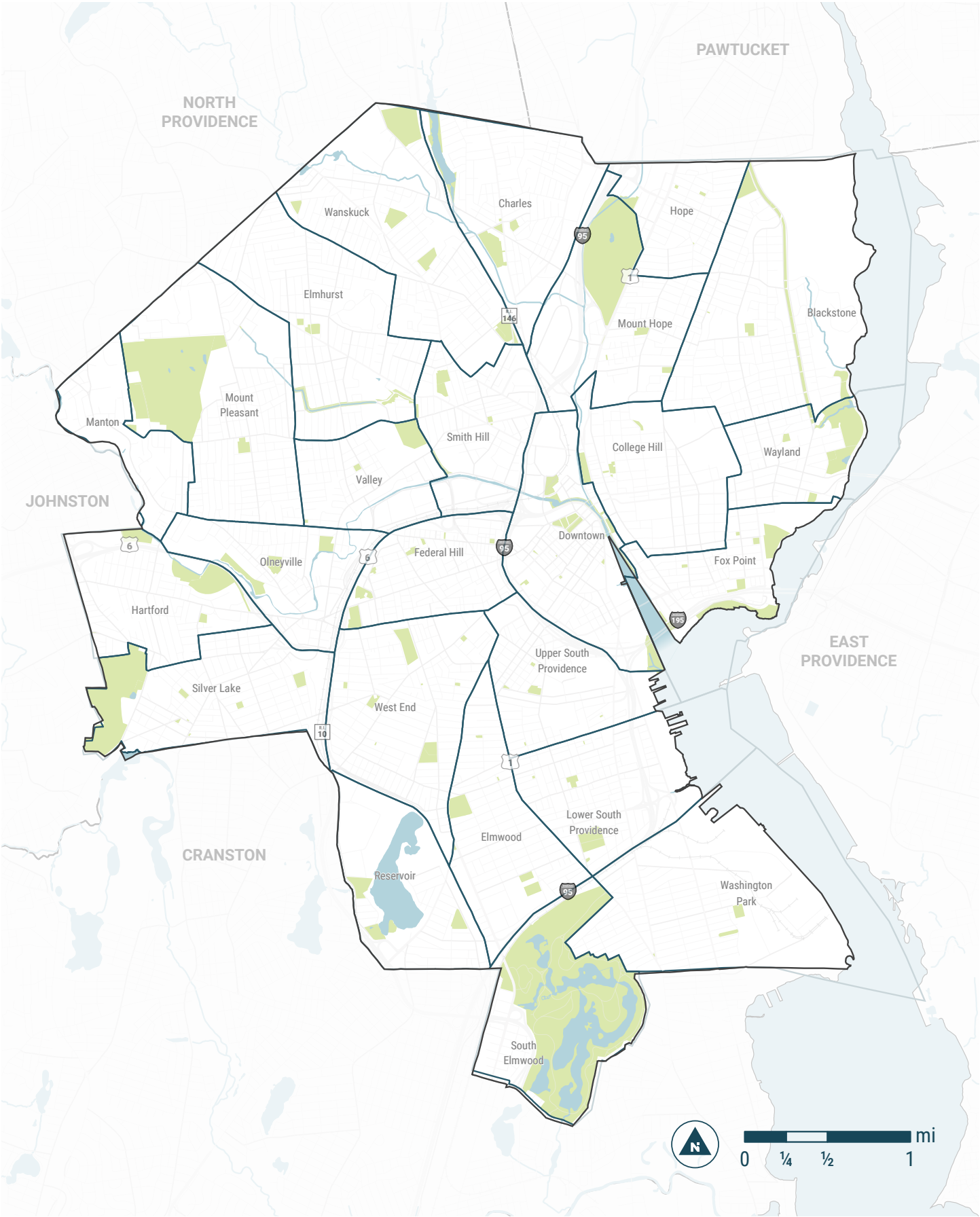
It should be safe, intuitive, and easy for residents and visitors to get around every neighborhood in Providence. Recommended improvements in each neighborhood include investments that build toward the community's vision for Great Streets that are safe, clean, healthy, inclusive, and vibrant. During the 12 neighborhood meetings held throughout March and April 2019, community members provided 275 mapped comments, as well as other general feedback, which informed these neighborhood visions. Many ideas and comments have been translated into specific improvement projects.



MAYOR JORGE O. ELORZA
CITY OF PROVIDENCE

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

Providence Neighborhoods



Blackstone

Key Urban Trail Recommendations

Create north-south Urban Trails on Hope Street and Blackstone Boulevard. Address north-south connectivity for people walking, riding bicycles, and using other micromobility options on these three corridors, while responding to each of the their contexts with different conceptual designs.

- *Hope Street:* Hope Street is a major north-south route. It is a primarily residential street with commercial nodes at Rochambeau Avenue, Ninth Street, and Blackstone Boulevard. Continuing the Urban Trail on Hope Street north of College Hill was one of the most frequently-made suggestions from public comments on the Draft Urban Trail Network.
- *Blackstone Boulevard:* Blackstone Boulevard is a key segment on the Statewide Bicycle System and East Coast Greenway. It already provides space for people to walk via the boulevard and ride bicycles via conventional striped bike lanes. The plan envisions minor upgrades to the bike lanes to better buffer and separate them from the adjacent travel lane.

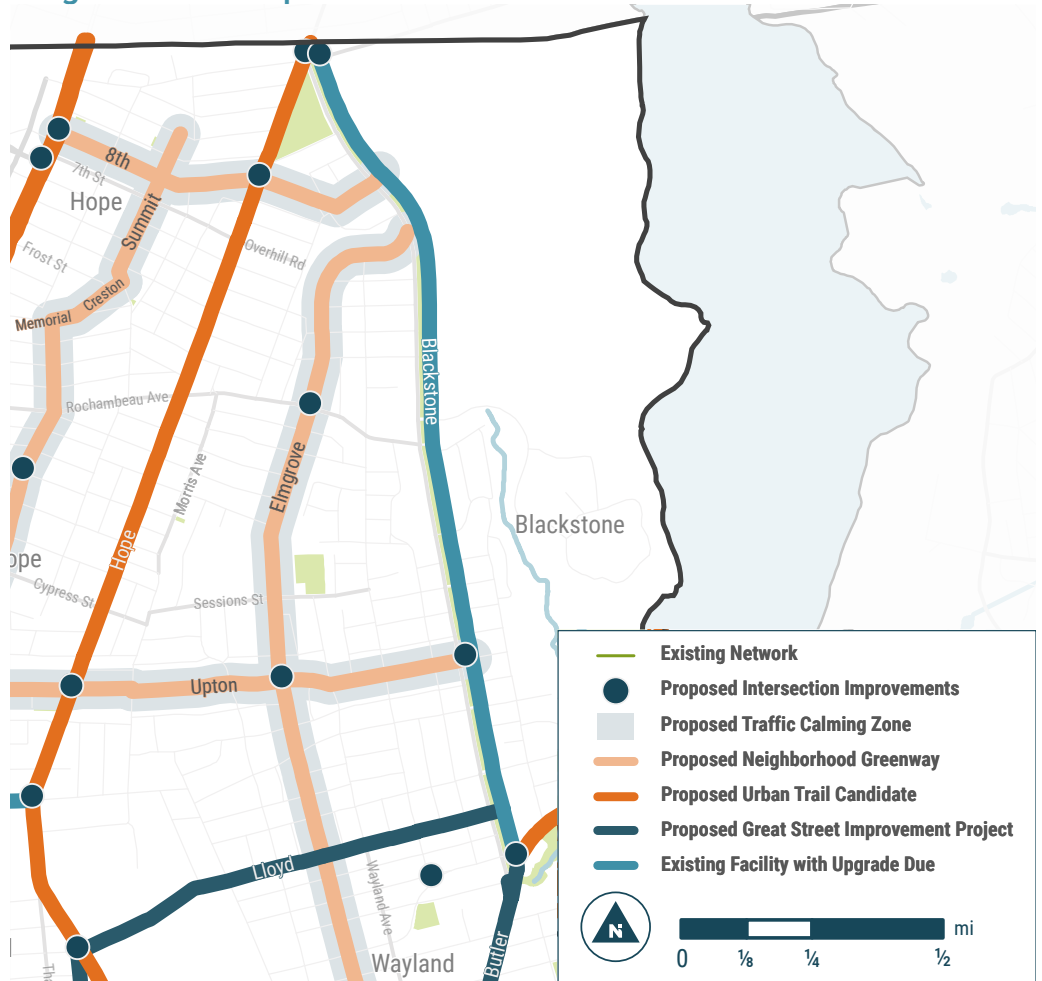
Create neighborhood greenways for greater network density. A neighborhood greenway on Elmgrove Avenue would supplement the connectivity provided by the north-south Urban Trails. Neighborhood greenways along Doyle and Upton avenues in the southern part of the neighborhood and along Eighth Street and Lorimer Avenue in the northern part would provide east-west connectivity between Hope and Blackstone.

Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways:

- Doyle and Upton avenues
- Elmgrove Avenue
- 8th Street and Lorimer Avenue

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Hope	Doyle	Lloyd	Urban Trail	Connects proposed Doyle Urban Trail to Olney Urban Trail and further south to Waterman; enhances access to schools and Brown University	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Hope	Blackstone Blvd	Doyle	Urban Trail	Serves three neighborhoods; creates a regional connection to North Providence; enhances micromobility access to parks, schools, and retail districts	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Move curbs
Alfred Stone	Blackstone Blvd	City limit	Urban Trail	Connects Blackstone Blvd path to Pawtucket	Two-Way Shared Use Path	Narrow travel or parking lane (Lane Diet), Move curbs
Doyle/Upton	Blackstone Blvd	Hope	Urban Trail	Provides central east-west Urban Trail for the east side of the City; connects several neighborhoods and proposed Hope and Elmgrove Urban Trails with the Blackstone River path	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
8th	N Main	Lorimer	Urban Trail	Connects Hope and Blackstone; connects to proposed N Main, Summit, Hope, and Lorimer Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Lorimer	8th	Blackstone Blvd	Urban Trail	Completes proposed 8th St Urban Trail connection to Blackstone Blvd path	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Elmgrove	Blackstone Blvd	Lloyd	Urban Trail	Provides traffic calming and a north-south connection between Blackstone and Wayland; connects Blackstone Blvd path to proposed Doyle/Upton Urban Trail	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
E River St/ River Rd/ Irving	Blackstone River Bikeway/Pitman	Irving/ Blackstone Blvd	Urban Trail	Fills in a gap in the Blackstone River Bikeway and East Coast Greenway; connects to future Henderson Bridge path and proposed Waterman Urban Trail	Two-Way Shared Use Path	Move curbs, Independent ROW
Blackstone	Hope	Irving	Upgrade Due	Improves conditions for people bicycling and using micromobility with additional separation from motor vehicle traffic	One-Way Urban Trail with Accessible Sidewalk	Enhance quality of existing facility

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Blackstone	Hope	Priority from draft map comments Neighborhood comment
Blackstone	Alfred Stone	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Blackstone	Lorimer	Network crossing
Blackstone	Elmgrove	Neighborhood comment
Blackstone	Upton	Network crossing
Blackstone	Irving/Butler	Network crossing Large or complicated intersection
Elmgrove	Doyle/Upton	Network crossing
Firglade	Elgin	Neighborhood comment
Hope	8th	Network crossing
Hope	Olney	Network crossing Large or complicated intersection
Hope	Doyle	Network crossing Large or complicated intersection
Rochambeau	Cole	Neighborhood comment

Project Highlight: Hope Street



The most frequent request made during public outreach for this plan was to implement an Urban Trail on Hope Street, especially north of Olney Street. Hope Street is long and while in many places it is predominantly residential and of adequate width to create an Urban Trail, there are less clear-cut sections. The commercial area north of Rochambeau Avenue and the area between Lloyd Ave and Angell Street are busier. In these busy areas, the City will need to conduct a thorough process to evaluate the best compromises to satisfy this need while sufficiently accommodating existing uses.

Charles

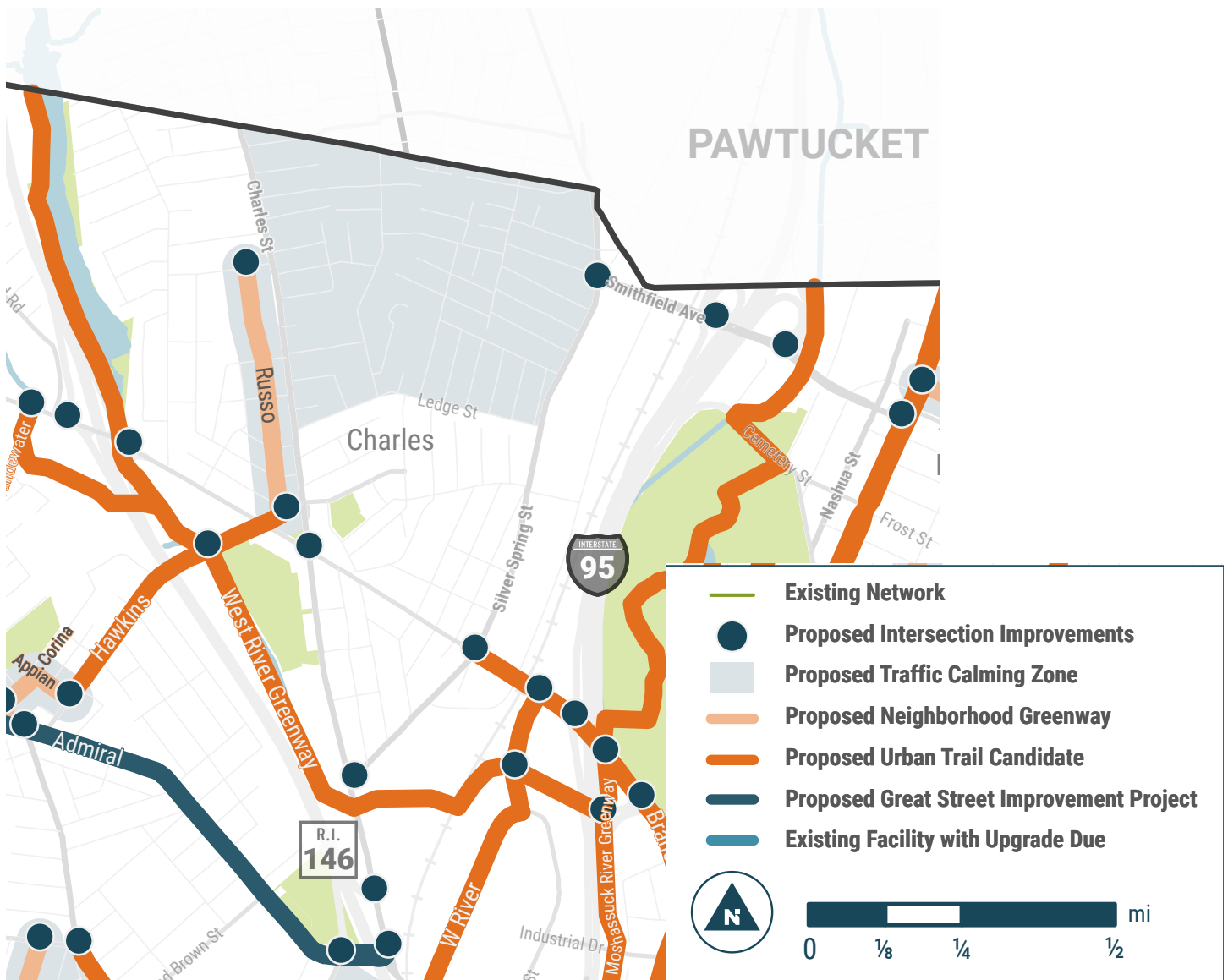
Key Urban Trail Recommendations

Implement a neighborhood greenway on Russo Street as a parallel route to Charles Street. In coordination with residents, property owners, and other stakeholders, study the feasibility of making the informal path north of Paul Street more accessible to people with limited mobility and enhancing access north to Hagan Street by widening the path to 5-10 feet wide, installing a firm, stable, and slip-resistant surface, and installing an ADA-compliant ramp at Paul Street.

Implement an Urban Trail on Hawkins Street, whose bridge over Route 146 is being replaced in 2020, to connect the two neighborhoods. This project would extend to Hawkins Square.

Establish off-road Urban Trails along the West and Moshassuck rivers. A long-term vision is for Mount Hope, Charles, and Wanskuck to one day be connected to the Urban Trail Network with an off-road path and greenway along the West and Moshassuck rivers. The West River primarily flows through Charles and Wanskuck. The City should begin collaboration with property owners, residents, and other stakeholders to establish a concept and bring these segments from vision to reality. The City should also work with the State, City of North Providence, and other stakeholders to study alignment alternatives for a path along State Route 146 and Canada Pond that would establish an Urban Trail connection between Providence and the eastern part of North Providence.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
West River Greenway	Vandewater	I-95	Urban Trail	Long-term recommendation for a continuous east-west greenway connecting Charles and Wanskuck	Two-Way Shared Use Path	Independent ROW
Canada Pond Path	West River Greenway	City limit	Urban Trail	Long-term recommendation for a north-south greenway parallel to SR 146 and Canada Pond (alignment to be studied) to connect Providence and North Providence	Two-Way Shared Use Path	Independent ROW
Hawkins	Appian	Monticello	Urban Trail	Key connection between Charles and Wanskuck, enhancing access to parks, schools, and neighborhood business districts	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side
Russo/ Monticello	Hawkins	Hagan	Urban Trail	Provides traffic-calmed Urban Trail route parallel to Charles St	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Traffic Calming Recommendations

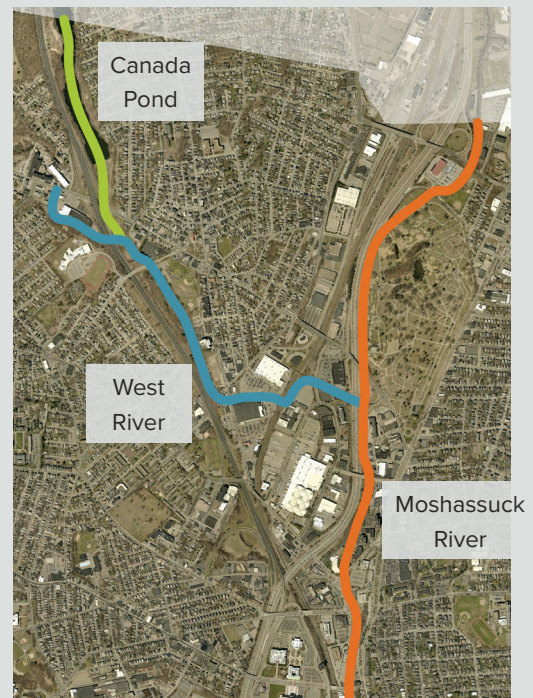
- Neighborhood meeting comments included concerns about speeding on Windmill and Ledge streets
- Areas along and around proposed neighborhood greenway on Russo Street

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Branch	Silver Spring	Large or complicated intersection
Branch	West River Greenway	Network crossing
Branch	Rt 146 NB ramps	Large or complicated intersection
Charles	Admiral	Large or complicated intersection
Charles	Branch	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Charles	Hawkins	Neighborhood comment Network crossing
Charles	Rt 146 NB on-ramp	Large or complicated intersection
Charles	Rt 146 SB off-ramp/ Whipple	Large or complicated intersection
Charles	Silver Spring	Large or complicated intersection
Greenley	Alaska	Neighborhood comment
Hawkins	Monticello	Network crossing
Hawkins	West River Greenway	Network crossing
Job	Bismark	Neighborhood comment
Russo	Hagan	Network crossing
Smithfield	Silver Spring/ Foch	Large or complicated intersection
West River Greenway	Hawkins	Network crossing

Project Highlight: new river greenways

The most ambitious projects proposed as part of this plan, the Moshassuck, West River, and Canada Pond greenways seek to replicate the Woonasquatucket River Greenway's success at bringing Providence residents closer to the city's sometimes-hidden natural beauty. Currently, these three water bodies are often overshadowed by I-95 and Route 495, which they parallel respectively, and overlooked behind commercial plazas and industrial parks. Besides access to nature, these paths offer the opportunity to connect Charles and its adjacent neighborhoods to the Urban Trail Network when the street network provides relatively few opportunities to make on-road connections. While these paths are purely conceptual at this time, it is recommended that the City study their feasibility.



College Hill

Key Urban Trail Recommendations

Implement Urban Trails on Angell and Waterman streets to serve as a one-way couplet connecting College Hill, RISD, and Brown University with Wayland, the Blackstone Bike Path, and the Henderson Bridge.

Implement an Urban Trail on Hope Street between Blackstone Boulevard and George M. Cohan Boulevard to connect the Hope, Mount Hope, Blackstone, College Hill, and Fox Point neighborhoods. In College Hill, this project will enhance access to India Point Park and the East Bay Bike Path in the south and join together several east-west Urban Trails. This also provides an opportunity to reduce speeding and improve safety for people walking along Angell and Waterman streets. The City should work closely with community members, Brown University, and other stakeholders to investigate converting Brook and Hope into a one-way pair for vehicular circulation and providing angled parking along Brook Street to increase local parking capacity.

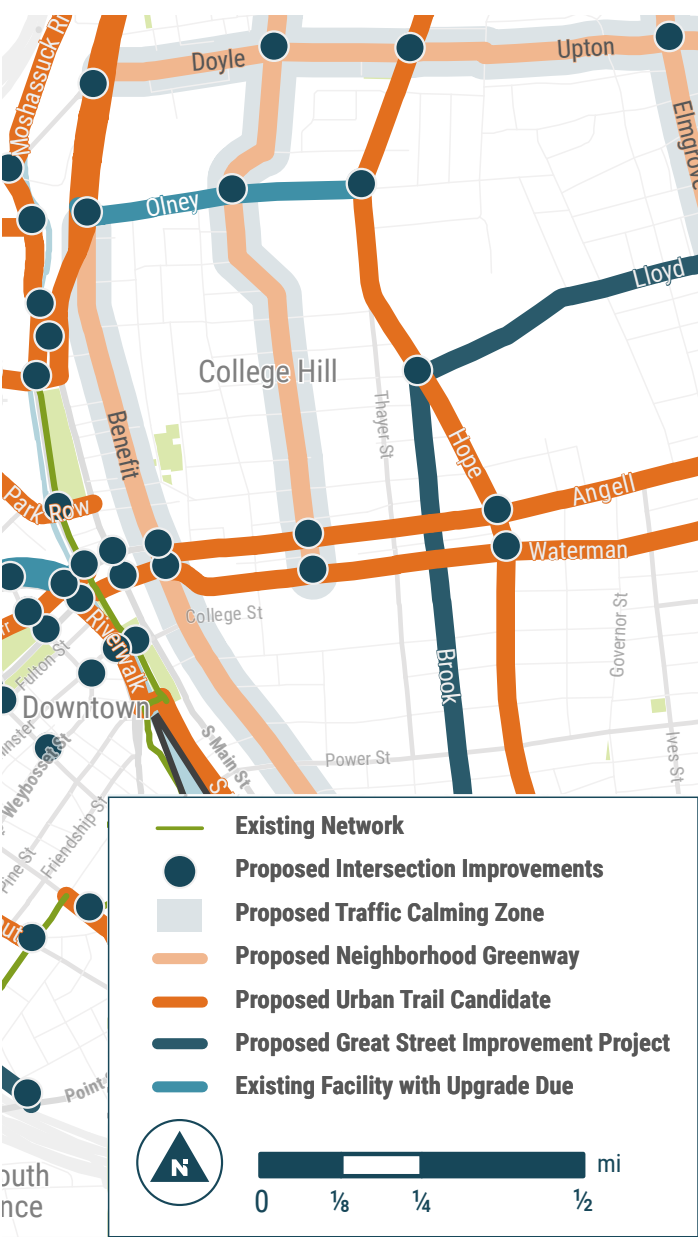
Improve walkability on Brook Street to supplement the connectivity provided by the recommended Urban Trail Network.

Study uphill routes from the Providence River. A remaining challenge is topography, especially with regard to identifying relatively direct routes up the hill from the river to Brown University. Further study of potential solutions to help people riding bicycles overcome the steep incline of College Hill along streets such as Meeting, Thomas, Angell, Waterman, and College streets is suggested. In addition to on-road solutions discussed in this plan, creative ideas implemented elsewhere in the world such as Trondheim, Norway’s bicycle escalator could be considered.

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Angell	Benefit/Thomas	Large or complicated intersection
Angell	Brown	Network crossing
Benefit	Benevolent	Neighborhood comment
Brook	Angell	Network crossing
Brook	Waterman	Network crossing
Canal	Mill	Large or complicated intersection
Canal	Smith	Large or complicated intersection
Canal	Steeple	Large or complicated intersection
Canal	Park Row	Network crossing Pedestrian/bicycle crash focus intersection
Hope	Angell	Network crossing
Hope	Waterman	Network crossing
Hope	George	Pedestrian/bicycle crash focus intersection
Hope	Lloyd/Brook	Network crossing
Hope	Olney	Network crossing

Neighborhood Map



Street 1	Street 2	Type
N Main	College	Pedestrian/bicycle crash focus intersection
N Main	Mill/Canal	Large or complicated intersection
N Main	Thomas/Steeple	Large or complicated intersection
N Main	Olney	Network crossing
N Main	Waterman/Washington	RISD Priority
Olney	Camp/Brown	Network crossing
Thayer	Meeting	Neighborhood comment
Waterman	Benefit	RISD Priority
Waterman	Brown	Network crossing Pedestrian/bicycle crash focus intersection

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Benefit	Wickenden	Waterman	Urban Trail	Connects Fox Point and College Hill; enhances north-south access to the existing path at Wickenden	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Benefit	Waterman	Main	Urban Trail	Connects College Hill and Mount Hope; connects proposed Waterman and Olney Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Hope	Doyle	Lloyd	Urban Trail	Connects proposed Doyle Urban Trail to Olney Urban Trail as it extends further south to Waterman; enhances access to schools and Brown University	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Hope	Lloyd	Waterman	Urban Trail	Extends proposed Waterman Urban Trail to Brown University destinations and schools	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side, Narrow travel or parking lane (Lane Diet)
Hope	Waterman	George M Cohan Blvd	Urban Trail	Connects College Hill and Fox Point; links proposed Angell and Waterman Urban Trails with India Point Park	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Charles/Mill/Canal	Ashburton/Randall	Smith	Urban Trail	Connects to one-way Urban Trail on Canal and proposed W. River St. Urban Trail; moves toward better access to Downtown from Charles and Mount Hope	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet), Move curbs
Canal	Smith	Washington	Urban Trail	Enhances access to Downtown, the train station, and the Providence and Woonasquatucket Rivers	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
Brook	Lloyd	Wickenden	Great Street	Serves as parallel to Hope St. to enhance micromobility connectivity and parking for commercial areas and Brown University	Other Great Street Improvement	Enhance quality of existing facility
S Angell/Angell	Henderson Bridge	Hope	Urban Trail	Connects in-progress Henderson Bridge path, proposed Elmgrove and Hope St. Urban Trails; enhances access to schools, parks, and Brown University	One-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Angell	Hope	Prospect	Urban Trail	Connects to proposed Hope St. Urban Trail; enhances access to Brown University	One-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
Waterman	Hope	Butler	Urban Trail	Connects College Hill and Wayland	One-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Waterman	Prospect	Hope	Urban Trail	Provides a central micromobility route for Brown University and College Hill; connects to proposed Hope St. Urban Trail	One-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
Waterman	Benefit	Prospect	Urban Trail	Allows separated space for micromobility users to climb the hill	One-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Brown	Olney	Waterman	Urban Trail	Connects College Hill and Mount Hope and several proposed Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Lloyd	Hope	Blackstone	Great Street	Enhances walkability along this route connecting several schools, recreational areas, and the Blackstone Blvd path	Other Great Street Improvement	Enhance quality of existing facility

Key Traffic Calming Recommendations

Using the Implementation Guide as a reference, install traffic calming elements as part of walkability projects on Lloyd and Brook streets.

Areas along and around proposed neighborhood greenways:

- Benefit Street
- Brown Street

Downtown

Key Urban Trail Recommendations

Build on the momentum of new Urban Trails.

- The completion of the Providence River Bridge project provides a new connection for people walking, riding bicycles, and using other micromobility options between Downtown, Fox Point, and College Hill and helps link the Providence Riverwalk, City Walk, and the East Bay Bike Path.
- The completion of the Urban Trail and bike lane segments along Canal Street and Canal Walk between Smith and Washington streets provides an important north-south route connecting part of the East Side to Downtown.

Complete in-progress Urban Trails.

- Improvements to Kennedy Plaza will include an Urban Trail on Exchange Terrace.
- Convert the existing separated bike lane on Fountain Street to a permanently protected two-way Urban Trail and extend it from Union Street through the Dorrance Street intersection to connect to the planned Exchange Terrace project.

Create a continuous Urban Trail route on Greene, Empire, Chestnut, and Richmond streets to offer enhanced north-south connectivity within Downtown. The Empire/Chestnut/Richmond Urban Trail will perpendicularly intersect the newly-completed City Walk project on Clifford Street and connect to the north and south with the Broadway (via one-block segments on Greene and Fountain streets) and Allens Avenue (via a one-block segment on Eddy Street) proposed Urban Trails.

Enhance and extend the Riverwalk. Enhance the accessibility of the Providence Riverwalk and access points to it for people with limited mobility and for people riding bicycles. Study an extension of the Riverwalk to Collier Point Park.

Connect the Urban Trail Network to Transit Priority Corridors.RIPTA has identified parts of Broad, Dorrance, Dyer, Eddy, Exchange, Washington, and Weybosset streets as Transit Priority Corridors. These corridors will enhance bus access to and from Downtown. The Urban Trail Network does not overlap the Transit Priority Corridors but the combination and intersection of the two substantially enhance options for people who cannot or do not prefer to drive Downtown. Continued coordination between RIPTA's Transit Master Plan and the recommendations of this plan is suggested in order to ensure investments are made in ways that advance the goals of both plans.

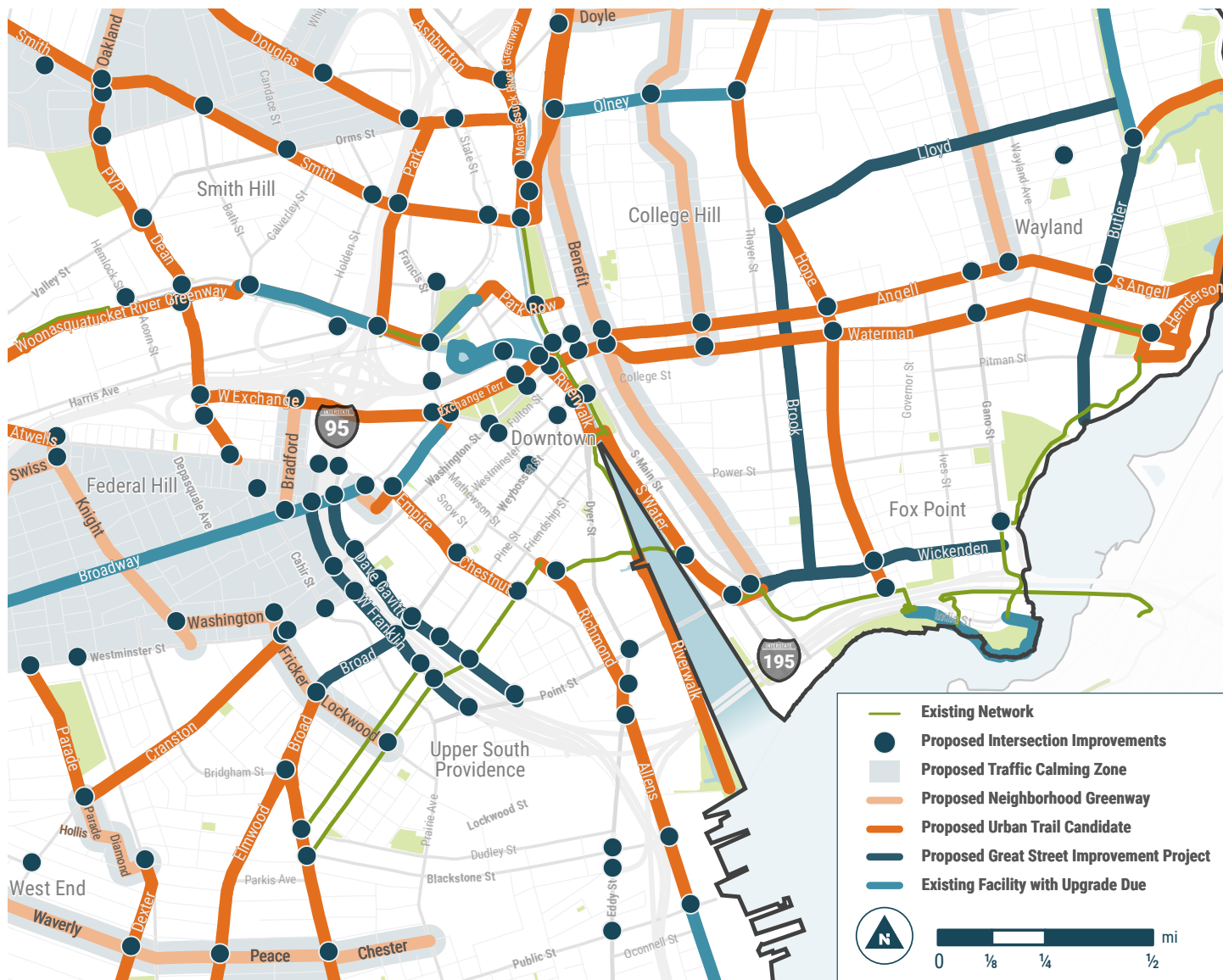
Project Highlight: Fountain Street

The first protected bike lane in the city was on Fountain Street, which opened in October 2016. The project was integrated into the end of the "Downtown Circulator" project which reconfigured several major downtown streets. The bike lane terminated at Union Street due to the complexity of the intersection with Dorrance Street.

Initially separated from vehicular traffic only by parked cars and pavement markings, in May 2017 a community activist placed toilet plungers in the buffer area to draw attention to the need for vertical separation to keep cars from parking in the bike lane. The City embraced the point, and in June 2017 installed flexible delineators in the buffer. During the winters of 2017 and 2018, the flexposts were removed so that the street could be plowed. In winter 2019 they were left in, and plans were made to replace them with more durable rubber car stops in 2020, and for the bike lane itself to be plowed as well.



Neighborhood Map



Project Highlight: Providence River Pedestrian and Bicycle Bridge

In 2010, the City held a design competition to create a car-free bridge using the bridge footings of the former I-195 bridge that was relocated as part of the I-195 Redevelopment project. The new Providence River Pedestrian and Bicycle Bridge officially opened in August 2019 and was immediately a popular attraction for transportation and passive recreation purposes.



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Chestnut	Weybosset	Clifford	Urban Trail	In-progress project that extends proposed Empire and new Clifford Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side, Consolidate parking one side
Richmond	Clifford	Eddy	Urban Trail	In-progress project that serves as part of an Urban Trail route through Downtown; connects new Clifford Urban Trail segment with new path through Wexford development and Providence River Bridge	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Remove travel lane (Road Diet)
Exchange Terr	Fountain	Exchange St	Urban Trail	In-progress Downtown Urban Trail and transit improvements as part of Kennedy Plaza Project	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Exchange Terr/ Steeple	Exchange St	Canal	Urban Trail	Provides a cross-river connection between Downtown and College Hill; connects in-progress Exchange Terrace Urban Trail with proposed Memorial Boulevard Urban Trail, Riverwalk, Canal Walk, and Canal Street bike lane	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Empire	Fountain	Broad/ Weybosset	Urban Trail	Serves as part of an Urban Trail route through Downtown; connects to existing Fountain Urban Trail and proposed Broadway Urban Trail	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Riverwalk	Existing southern terminus	Collier Point Park	Urban Trail	Extends existing Riverwalk south to serve Collier Point Park; expanding riverfront access	Two-Way Shared Use Path	Independent ROW
Broadway	Westminister	Greene	Upgrade Due	Key connection for Downtown, Federal Hill, and Olneyville neighborhoods	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
Park Row	Railroad St	N Main	Urban Trail	Provides a cross-river connection between Downtown and College Hill; connects the Canal Street Urban Trail to the train station	One-Way Urban Trail with Accessible Sidewalk	Remove parking two sides
Memorial Blvd/ Riverwalk	Dyer/S Water	Park	Upgrade Due	Connects to several Downtown proposed Urban Trails and destinations, enhances micromobility options along the river	Two-Way Shared Use Path	Enhance quality of existing facility, Move curbs, Remove travel lane (Road Diet)
Enhance existing path	Francis/Finance Way intersection	Amtrak station	Upgrade Due	Better connects existing path along River under Providence Place Mall	Two-Way Shared Use Path	Enhance quality of existing facility
Eddy	Allens	Richmond	Urban Trail	Key link between Downtown Urban Trail network and proposed Allens Urban Trail	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
Fountain	Greene	Union	Urban Trail	Convert existing one-way separated bike lane to a permanently protected two-way Urban Trail; new Urban Trail would connect to proposed Broadway Urban Trail (via Greene) and in-progress Exchange Terrace Urban Trail (via Fountain/Emmet Square project)	Two-Way Urban Trail with Accessible Sidewalk	Enhance quality of existing facility, Consolidate parking one side
Greene	Broadway	Fountain	Urban Trail	Connects the proposed Broadway and Fountain Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side
Fountain/Emmet Square	Union	Exchange	Great Street	Fills a gap by connecting the Fountain Street and future Exchange Terrace Urban Trails	Buffered Bike Lanes	Remove parking one side
Park	Promenade	Smith	Urban Trail	Longer-term recommendation to connect Downtown and Smith Hill	Two-Way Urban Trail with Accessible Sidewalk	Move curbs, Remove travel lane (Road Diet)
W Exchange	Bradford	Exchange Terr/Sabin	Urban Trail	Connects Federal Hill and Downtown; connects to proposed W Exchange (Dean-Bradford), Bradford, and Exchange Terr Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Remove travel lane (Road Diet), Consolidate parking one side
E Franklin	Broadway	Point	Great Street	Improves walking, bicycling, and micromobility conditions on a route connecting the proposed Broadway and new Clifford Urban Trails	Other Great Street Improvement	Enhance quality of existing facility

Key Traffic Calming Recommendations

Although all Downtown streets should be designed for slow movement of motor vehicles, focus corridors for traffic calming interventions in Downtown include:

- **Washington Street:** Five intersections with crash clusters involving people walking and riding bicycles (six or more crashes per intersection between 2009-17): Dorrance Street, Union Street, Mathewson Street, Empire Street, and Greene Street
- **Dorrance Street:** Three intersections with crash clusters involving people walking and riding bicycles: Washington Street, Fulton Street, Weybosset Street; the complex intersection with Fountain and Sabin Streets and Exchange Terrace (Emmet Square)
- **Greene Street:** Two intersections with crash clusters involving people walking and riding bicycles: Washington Street, Broad Street
- **Memorial Boulevard:** Two intersections with crash clusters involving people walking and riding bicycles: Francis Street, Westminster Street; Neighborhood meeting comments regarding traffic calming, crossing concerns, and conditions for people riding bicycles at College/Westminster streets and Exchange Terrace
- **I-95 service roads:** The East Franklin Street/Broad Street intersection is a crash cluster for people walking and riding bicycles; Neighborhood meeting comments regarding general safety concern with I-95 crossings and a specific concern about speeding and pedestrian safety at the I-95 off-ramp/Point Street intersection

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Allens	Eddy/Globe	Priority from draft map comments
Atwells	E Franklin	Large or complicated intersection
Broad	Greene	Pedestrian/bicycle crash focus intersection
Broad	E Franklin	Large or complicated intersection Priority from draft map comments Pedestrian/bicycle crash focus intersection
Broad	Claverick	Pedestrian/bicycle crash focus intersection
Broadway	Atwells	Large or complicated intersection
Broadway	E Franklin	Priority from draft map comments
Chestnut	Clifford	Network crossing
Chestnut	Bassett	Neighborhood comment
Clifford	Dyer	Neighborhood comment
Eddy	Point	Large or complicated intersection
Eddy	Richmond/Marengo	Priority from draft map comments

Street 1	Street 2	Type
E Franklin	Clifford	Priority from draft map comments
E Franklin	Pine	Priority from draft map comments
Empire	Fountain	Network crossing Large or complicated intersection
Exchange St	Exchange Terr	Large or complicated intersection
W Exchange St	Exchange Terr/Sabin	Large or complicated intersection
Fountain	Dorrance	Priority from draft map comments
Francis	Finance/Path to Providence Station	Network crossing Priority from draft map comments
Francis	Gaspee	Large or complicated intersection
Fulton	Dorrance	Large or complicated intersection Pedestrian/bicycle crash focus intersection
I-95 NB ramps	Point	Priority from draft map comments Neighborhood comment
Memorial Blvd	Francis	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Memorial Blvd	Exchange Terr	Network crossing RISD priority
Memorial Blvd	Exchange St	Network crossing
Memorial Blvd	Washington	RISD priority
Memorial Blvd	Westminster	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Promenade	Park	Priority from draft map comments
Richmond	Wexford path	Network crossing
Riverwalk	Providence River Bridge	Network crossing
Riverwalk	Waterplace Park	Network crossing
Smith	State	Priority from draft map comments
Smith	Park	Network crossing
Washington	Exchange St	Priority from draft map comments
Washington	Dorrance	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Washington	Union	Pedestrian/bicycle crash focus intersection
Washington	Mathewson	Pedestrian/bicycle crash focus intersection
Washington	Empire	Pedestrian/bicycle crash focus intersection
Washington	Greene	Pedestrian/bicycle crash focus intersection
Westminster	Cathedral Square	Neighborhood comment
Westminster	E Franklin	Priority from draft map comments
Westminster	Weybosset	Large or complicated intersection
Weybosset	Empire	Large or complicated intersection
Weybosset	Dorrance	Large or complicated intersection Pedestrian/bicycle crash focus intersection

Elmhurst

Key Urban Trail Recommendations

Create an Urban Trail along Smith Street. With with RIDOT to implement an Urban Trail on Smith Street (a state-owned and state-maintained street) from Oakland Avenue to the Wyndham Avenue-Whitford Avenue intersection. This project will connect Elmhurst with Smith Hill and tie together several in-progress or proposed Urban Trails.

Create neighborhood greenways on Sharon Street, Oakland Avenue, and Whitford Avenue. Implement neighborhood greenways to better connect the neighborhood to adjacent neighborhoods and key destinations on traffic-calmed routes.

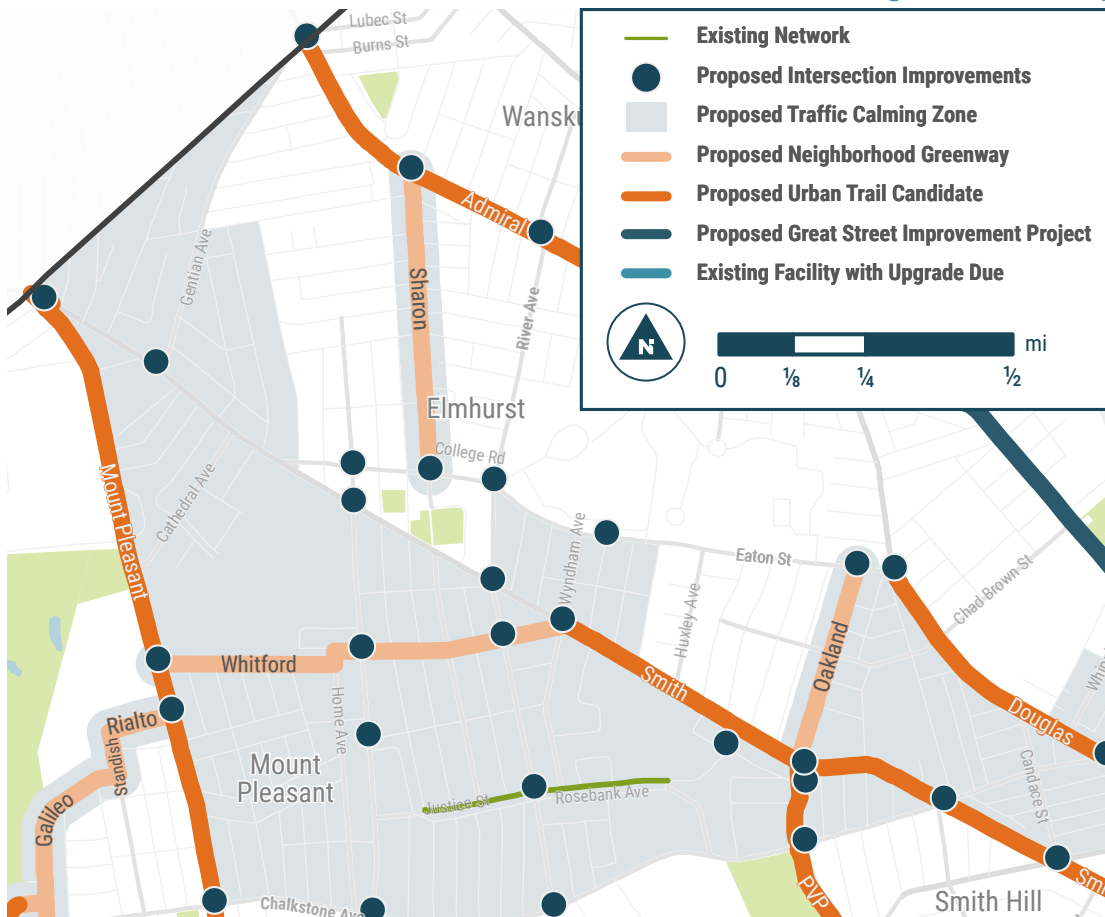
- *Sharon Street* will connect Wanskuck and Elmhurst, connect to the proposed Admiral Street Urban Trail, and enhance access to schools and a park.
- *Oakland Avenue* will extend the Dean Street/Pleasant Valley Parkway Urban Trail north, connecting to the Smith Street Urban Trail and enhancing access to Providence College.
- *Whitford Avenue* will connect the proposed Smith Street Urban Trail to the proposed Mount Pleasant Avenue Urban Trail.

Project Highlight: Whitford Avenue

Neighborhood greenways such as the one proposed on Whitford Avenue are great opportunities to meet several demands at the same time. Whitford Avenue has been the location of a number of traffic calming requests in recent years and is also a valuable connector route between the Urban Trails proposed on Mt Pleasant Avenue and Smith Street. Since neighborhood greenways involve traffic calming to reduce traffic speed and traffic volume to a level that is safe and comfortable for all ages and abilities of people walking and bicycling, along with signage and pavement markings to clearly designate the street as part of the Urban Trail Network, the neighborhood's quality of life may be improved in multiple ways at once.



Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Whitford	Mount Pleasant	Smith	Urban Trail	Connects to in-progress Mount Pleasant Urban Trail with proposed Smith Urban Trail; enhances access to schools and Rhode Island College	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Smith	Oakland	Wyndham/Whitford	Urban Trail	Connects the southern part of Elmhurst with Smith Hill and ties together several Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side
Admiral	City Limit near Gentian Ave	Eva	Urban Trail	Longer-term recommendation to enhance Urban Trail connectivity to North Providence	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side
Sharon	Admiral	Eaton	Urban Trail	Connects Elmhurst and Wanskuck; connects to proposed Admiral Urban Trail; enhances access to schools and a park	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Oakland	Smith	Eaton	Urban Trail	North-south connection between neighborhoods; enhances access to Providence College, Davis Park, and schools; extends proposed Dean/PVP Urban Trail north	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Traffic Calming Recommendations

The area bordered by Mount Pleasant Avenue, Smith Street, and Chalkstone Avenue

- Includes proposed Urban Trail/traffic calming on Mount Pleasant Avenue and neighborhood greenway/traffic calming on Whitford Avenue
- Area has seen over 20 traffic calming requests over the last 10 years

The area bordered by River Avenue, Eaton Street, Hilltop Avenue, and Smith Street

- Area has seen two traffic calming requests over the last 10 years
- Online map comments received for Fair Oaks Avenue and Quincy Street focused on traffic calming and improvements for people walking
- Area includes St. Pius V Elementary School and is adjacent to Providence College

Northwest Elmhurst centered around Gentian Avenue

- Comments on speeding and wide intersection geometry along Gentian Avenue. Consider coordination with North Providence.

Areas along and around proposed neighborhood greenways:

- Sharon Street
- Oakland Avenue

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Academy	Pleasant Valley	Large or complicated intersection
Academy	Chalkstone	Priority from draft map comments
Admiral	Gentian	Priority from draft map comments
Admiral	Sharon	Network crossing
Admiral	River	Large or complicated intersection
Admiral	Eva	Network crossing
Chalkstone	Canton	Pedestrian/bicycle crash focus intersection
Chalkstone	Tiffany	Pedestrian/bicycle crash focus intersection
Chalkstone	River	Large or complicated intersection
Gentian	Hillside	Neighborhood comment
Gentian	Isabella	Neighborhood comment
Oakland	Pleasant Valley	Priority from draft map comments
Pleasant Valley	Convent	Priority from draft map comments
River	Eaton	Priority from draft map comments
Smith	Mount Pleasant	Large or complicated intersection
Smith	Longwood	Neighborhood comment
Smith	Gentian	Priority from draft map comments
Smith	Eaton	Neighborhood comment
Smith	Academy	Priority from draft map comments
Smith	River	Large or complicated intersection
Smith	Wyndham	Priority from draft map comments
Smith	Oakland	Network crossing Priority from draft map comments

Elmwood

Key Urban Trail Recommendations

Implement City Walk along Broad Street and extend it along all of Elmwood Avenue. City Walk is an in-progress Urban Trail project on Broad, Pine, Friendship, and Clifford streets that will: strengthen connections between South Providence, other neighborhoods, parks, and civic institutions; improve safety for people traveling by all modes; and celebrate the diversity and culture of Providence neighborhoods through public art, wayfinding signage, and vibrant public places. City Walk Phase 1 on Clifford, Pine, and Friendship streets is now complete. City Walk should be extended along all of Elmwood Avenue as envisioned by the 2014 City Walk study.

Create east-west neighborhood greenways on Peace, Ontario, and Sackett streets, and Chester Avenue, to connect surrounding neighborhoods, City Walk, and other Urban Trails and reduce speeding on these neighborhood streets.

Key Traffic Calming Recommendations

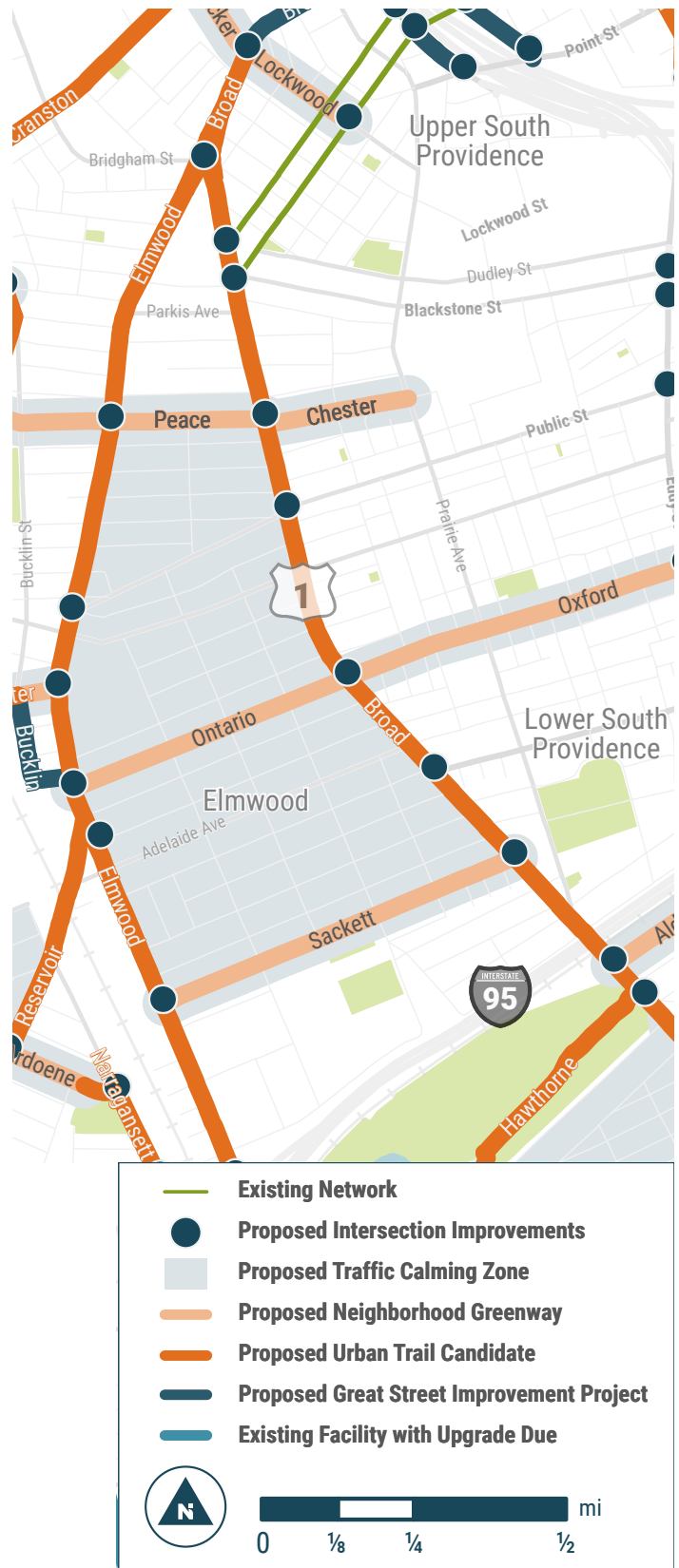
Areas along and around proposed neighborhood greenways:

- Ontario/Oxford Streets
- Sackett Street
- Peace Street/Chester Avenue

The area between Elmwood Avenue, Plenty Street, Broad Street, and Sackett Street:

- Area has seen at least eight traffic calming requests over the last 10 years
- Area includes Peace, Ontario, and Sackett neighborhood greenways

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Broad	Hawthorne	Fricker/Lockwood	Urban Trail	City Walk project	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Broad	City Limit	Hawthorne	Urban Trail	Future City Walk phase; enhances access from Washington Park to Roger Williams Park	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Carter	Bucklin	Elmwood	Urban Trail	Part of link between proposed Huntington and Elmwood Urban Trails; provides contraflow connection for micromobility users along this one-block, one-way segment	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Carter	Mashapaug	Bucklin	Urban Trail	Part of link between proposed Huntington and Elmwood Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Move curbs
Ontario	Elmwood	Broad	Urban Trail	Connects Elmwood and South Providence; connects to proposed Elmwood Urban Trail and City Walk; uses route with existing traffic calming	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Elmwood	City limit	Broad	Urban Trail	Key north-south connection for West End and Elmwood; connects to several Urban Trails and enhances access to Trinity Square in the north, Roger Williams Park in the south, and many destinations in between	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Sackett	Elmwood	Broad	Urban Trail	Provides east-west connection in south Elmwood between proposed Elmwood Urban Trail and City Walk	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Peace/Chester	Elmwood	Prairie	Urban Trail	Connects West End and South Providence	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Broad	Elmwood	Network crossing Large or complicated intersection
Broad	Friendship	Network crossing Large or complicated intersection
Broad	Ontario/Oxford	Network crossing Pedestrian/bicycle crash focus intersection
Broad	Peace/Chester	Network crossing
Broad	Pennsylvania	Pedestrian/bicycle crash focus intersection
Broad	Pine	Network crossing
Broad	Public	Priority from draft map comments Pedestrian/bicycle crash focus intersection
Broad	Sackett	Network crossing

Street 1	Street 2	Type
Broad	Thurbers/Lenox	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Elmwood	Atlantic	Neighborhood comment Priority from draft map comments
Elmwood	Carter	Network crossing
Elmwood	Ontario	Network crossing Large or complicated intersection
Elmwood	Peace	Network crossing
Elmwood	Plenty	Pedestrian/bicycle crash focus intersection
Elmwood	Public/Stamwood	Large or complicated intersection
Elmwood	Sackett	Network crossing
Whitmarsh	Udpike	Neighborhood comment

Federal Hill

Key Urban Trail Recommendations

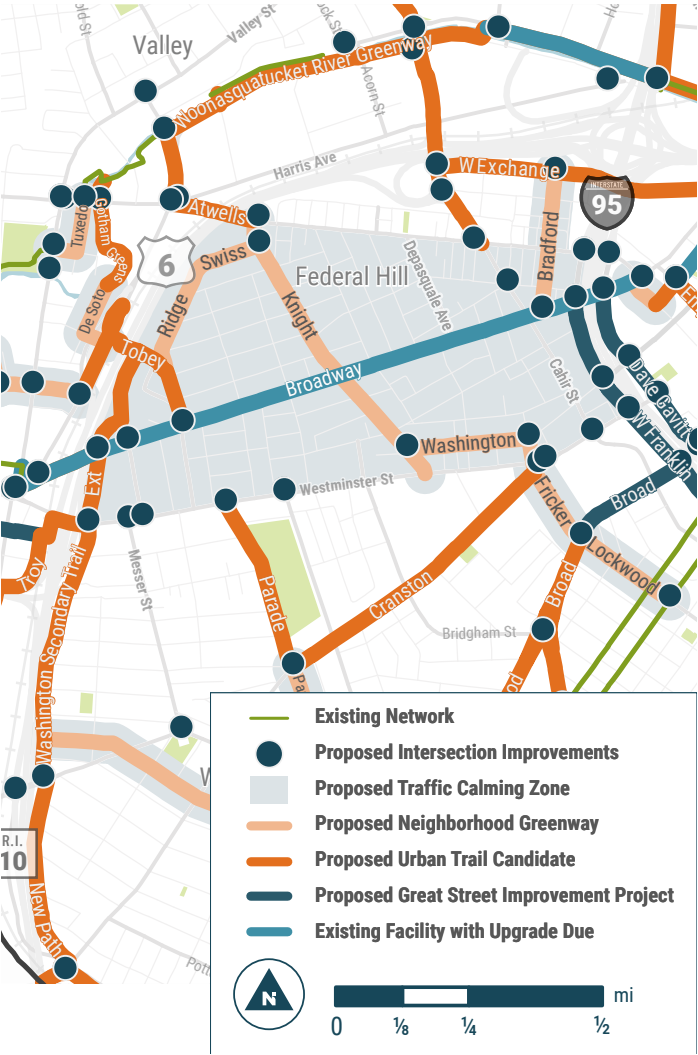
Create an Urban Trail along Broadway. Convert the existing bike lanes on Broadway to an Urban Trail to create a primary route for people walking, riding bicycles, and using micromobility options within and through the neighborhood, connecting with Olneyville and Downtown as well as new 6/10 Connector Project Urban Trails.

Create new Urban Trail connections to adjacent neighborhoods. Implement Urban Trails on Dean Street north of Atwells Avenue, Atwells Avenue west of Knight Street, and West Exchange Street east of Dean Street to better connect Federal Hill to Smith Hill, Valley, and Downtown respectively.

Complete the Urban Trail along the 6/10 Connector. The project that involves an off-road shared-use path along the west side of the neighborhood from Westminster Street to Tobey Street is planned to be complete as part of the State’s 6-10 Connector project. The project will also complete an Urban Trail connection between the shared-use path and the terminus of the planned Gotham Greens path on De Soto Street.

Create neighborhood greenways. Create neighborhood greenways on Knight, Bradford, Washington, Winter, Ridge and Swiss streets to fill the gaps in the neighborhood’s Urban Trail network.

Neighborhood Map



Key Traffic Calming Recommendations

- The area between Westminster Street and Atwells Avenue:
- Includes several neighborhood greenways
 - Neighborhood meeting comments received on speeding and cut-through traffic on multiple streets, including Almy, America, Courtland, Marshall, Sutton, and Vinton streets, and Bainbridge Avenue
 - Neighborhood comments also included traffic calming requests at the intersections of Carpenter and Ringgold streets and West Fountain and Battey streets

- Areas along and around proposed neighborhood greenways:
- Bradford Street
 - Fricker Street

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Atwells	De Pasquale	Pedestrian/bicycle crash focus intersection
Atwells	Knight	Network crossing Priority from draft map comments
Atwells	W Franklin	Priority from draft map comments
Broadway	Barton	Large or complicated intersection
Broadway	W Franklin	Priority from draft map comments
Broadway	Knight	Network crossing
Broadway	Vinton	Pedestrian/bicycle crash focus intersection
Broadway	Dean	Pedestrian/bicycle crash focus intersection
Broadway	Bradford	Network crossing
Broadway	Tobey/Ridge	Network crossing Priority from draft map comments

Key Intersection Improvement Recommendations (continued)

Street 1	Street 2	Type	Street 1	Street 2	Type
Broadway	US 6-10 NB ramps/path	Network crossing Priority from draft map comments	W Fountain	Batley	Neighborhood comment
Carpenter	Ringgold	Neighborhood comment	Washington	W Franklin	Priority from draft map comments
Carpenter	W Franklin	Neighborhood comment	Washington	Winter	Network crossing
Cranston	Dexter	Pedestrian/bicycle crash focus intersection	Westminster	Cranston/ Winter/Fricker	Network crossing Large or complicated intersection Priority from draft map comments
Dean	Atwells	Priority from draft map comments	Westminster	Bridgham	Pedestrian/bicycle crash focus intersection
Dean	Federal/Kenyon	Large or complicated intersection	Westminster	Wash Trail Ext	Network crossing
Dean	US 6-10 EB ramps	Large or complicated intersection	Westminster	Dexter	Priority from draft map comments
Knight	Swiss	Network crossing	Westminster	US 6-10 NB ramps	Large or complicated intersection
Knight	Washington	Network crossing	Westminster	Messer	Large or complicated intersection
Tobey	Wash Trail Ext	Network crossing	Westminster	Barton	Large or complicated intersection
W Exchange	Bradford	Network crossing	Westminster	Parade	Priority from draft map comments
W Exchange	Dean	Network crossing			

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Dean	Atwells	Valley	Urban Trail	Connects across key gap in pedestrian, bicycle, and micromobility access between Federal Hill, Valley, and Smith Hill	Two-Way Urban Trail with Accessible Sidewalk	Move curbs
Washington Sec Trail Ext	Union	Tobey	Urban Trail	New extension of existing trail to be completed by 6/10 Reconstruction Project	Two-Way Shared Use Path	Move curbs
Tobey	Helme	Broadway	Urban Trail	New connection between Federal Hill and Olneyville neighborhoods to be partially completed by 6/10 Reconstruction Project	Two-Way Shared Use Path	Move curbs
Ridge/Swiss	Knight	Tobey	Urban Trail	Connects proposed Knight and Tobey Urban Trails and in-progress path related to the 6/10 Reconstruction Project	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Washington/ Winter	Knight	Westminster	Urban Trail	Connects proposed Knight and Fricker Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Atwells	Eagle	Knight	Urban Trail	Uses bridge over 6-10 Connector to connect proposed Eagle and Knight Urban Trails and Olneyville and Federal Hill	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Narrow travel or parking lane (Lane Diet)
Knight	Atwells	Westminster	Urban Trail	Connects proposed Atwells, Swiss, Broadway, and Washington Urban Trails; enhances connections between Olneyville, Federal Hill, and West End neighborhoods	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Broadway	Westminster	Greene	Upgrade Due	Key connection for Downtown, Federal Hill, and Olneyville neighborhoods	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
New path/ bridge	Washington Sec Trail Ext	Dike	Urban Trail	6/10 Reconstruction Project path connecting Olneyville and West End	Two-Way Shared Use Path	Move curbs
W Exchange	Dean	Bradford	Urban Trail	Connects proposed Dean and Bradford Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Move curbs
Bradford	W Exchange St	Broadway	Urban Trail	Connects proposed W Exchange St Urban Trail with proposed Broadway Urban Trail; enhances access to park and retail	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
W Franklin	Broadway	Point	Great Street	Connects Federal Hill and South Providence	Other Great Street Improvement	Enhance quality of existing facility

Fox Point

Key Urban Trail Recommendations

Complete in-progress Urban Trails. The completion of the Providence River Bridge project provides a new connection for people walking, riding bicycles, and using other micromobility options between Downtown, Fox Point, and College Hill and helps link the Providence Riverwalk, City Walk, and the East Bay Bike Path. The India Point Park bridge overpass and George Redman Linear Park continue this east-west connectivity and directly tie the East Bay Bike Path, which runs nearly 15 miles southeast to Bristol, into Fox Point. Wayfinding will be an important strategy for the navigability of this connection. RIDOT has just completed an important north-south connection on the east side of Fox Point, where the Gano Gateway project has connected the Blackstone Bikeway with India Point Park and the East Bay Bike Path.

Create an Urban Trail on South Water Street. The completion of the Providence River Bridge emphasizes the need for safer conditions for walking and bicycling on South Water Street. This Urban Trail would create a valuable connection between Wickenden and the Canal Walk shared use path.

Implement an Urban Trail on Hope Street between Blackstone Boulevard and George M. Cohan Boulevard to connect the Hope, Mount Hope, Blackstone, College Hill, and Fox Point neighborhoods. In Fox Point and College Hill, this project will enhance access to India Point Park and the East Bay Bike Path in the south and join together several east-west Urban Trails. The City should work closely with community members and other stakeholders to investigate converting Brook and Hope into a one-way pair for vehicular circulation.

Improve walkability on Wickenden and Brook streets and supplement the connectivity provided by the recommended Urban Trail Network.

Implement a neighborhood greenway on Benefit Street. This historically significant corridor is an important connection between Wickenden Street and North Main Street for those walking and bicycling.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Benefit	Wickenden	Waterman	Urban Trail	Connects Fox Point and College Hill; enhances north-south access to the existing path at Wickenden	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Wickenden	Benefit	Gano	Great Street	Enhances walkability along this key east-west street	Other Great Street Improvement	Enhance quality of existing facility
Brook	Lloyd	Wickenden	Great Street	Serves as parallel to Hope St. to enhance micromobility connectivity and parking for commercial areas and Brown University	Other Great Street Improvement	Enhance quality of existing facility
S Water	Memorial Park	Wickenden	Urban Trail	Separates micromobility users from adjacent motor vehicle traffic and parking	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)

Key Traffic Calming Recommendations

Using the Implementation Guide as a reference, install traffic calming elements as part of walkability projects on Wickenden and Brook streets.

Areas along and around proposed neighborhood greenways:

- Benefit Street

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Brook	Wickenden	Network crossing
Gano	Amy	Neighborhood comment
Gano	Trenton	Large or complicated intersection
Hope	George M Cohan Blvd	Network crossing
Hope	Wickenden	Large or complicated intersection
Ives	Williams	Neighborhood comment
S Main	Wickenden	Large or complicated intersection
S Water	Providence River Bridge	Network crossing
S Water	Wickenden	Priority from draft map comments
Wickenden	Gano	Network crossing

Project Highlight: Gano Gateway

When the Gano Park path, otherwise known as Blackstone River Bikeway Segment 1A, opened in August 2017, there was a clear gap between the new path, which ended at the intersection of Gano Street and Trenton Street, and India Point Park and the connection there to the East Bay Bike Path. Neighborhood residents requested that the Rhode Island Department of Transportation incorporate a safe urban trail connection into the realignment of the southern end of Gano Street planned as the last piece of the I-195 Relocation project. The connection, called Gano Gateway and completed in Fall 2019, parallels the bank of the Seekonk River under I-195.



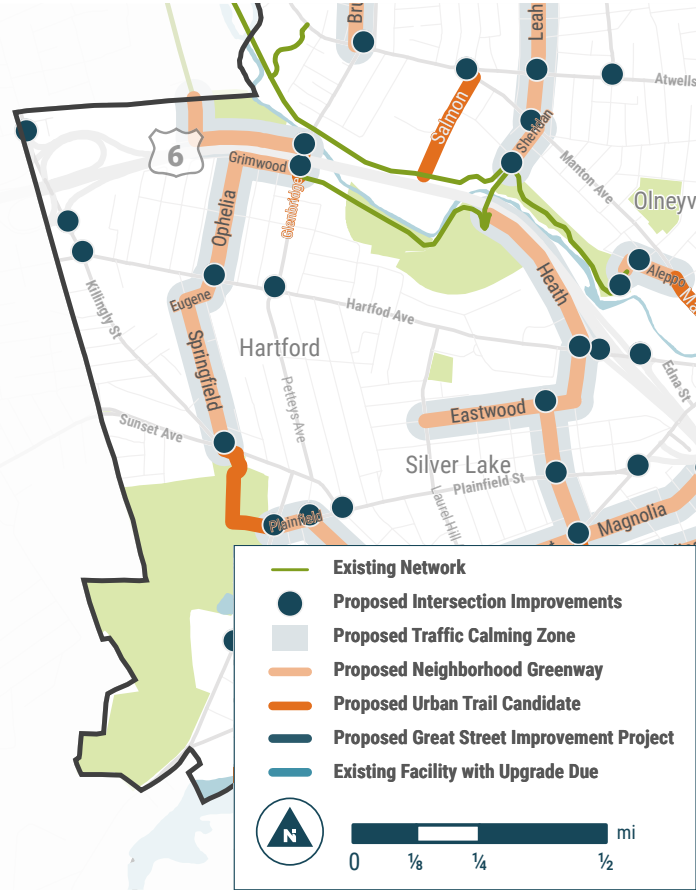
Hartford

Key Urban Trail Recommendations

Create neighborhood greenways to connect Hartford to Merino Park and the Woonasquatucket River Greenway. These projects leverage the existing Hartford-Olneyville connection of the Woonasquatucket River Bridge over US 6 in Merino Park with proposed neighborhood greenways leading to it from the southwest and southeast. The traffic-calmed route along Grimwood, Ophelia, Eugene, and Springfield streets will not only better connect both Hartford to the Greenway but will also enhance Safe Routes to Schools for DelSesto Middle School and Anthony Carnevale Elementary School, as well as connectivity to Neutaconkanut Park. A new neighborhood greenway on Heath Street and Eastwood Avenue would connect the east sides of Hartford and Silver Lake to Merino Park and the Greenway.

Create an Urban Trail along Glenbridge Avenue over US-6 as part of RIDOT’s planned replacement of the Glenbridge Avenue bridge over US 6. This will enhance connectivity for people walking, riding bicycles, and using other micromobility options between Hartford, Olneyville, and Manton and serve as a parallel route to the Woonasquatucket River Greenway crossing of US 6. This connection would also involved neighborhood greenway improvements on Buttonhole Drive to connect to the Woonasquatucket Greenway around the golf course.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Grimwood	Glenbridge	Ophelia	Urban Trail	Connects Merino Park path to proposed Ophelia/Eugene Urban Trail	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Ophelia/Eugene	Grimwood	Springfield	Urban Trail	Connects to proposed Grimwood and Springfield Urban Trails; enhances access to Merino Park, the Woonasquatucket River Greenway, and schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Springfield	Eugene	Killingly	Urban Trail	Enhances access to schools and Neutaconkanut Park; connects proposed Ophelia-Eugene and Plainfield/Daniel Urban Trails (via park paths)	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Eastwood	Laurel Hill	Heath	Urban Trail	Connects proposed Webster and Heath/Merino Park Urban Trails; enhances access to schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Heath	Eastwood	Merino Park (trailhead in parking lot)	Urban Trail	Enhances access to Merino Park	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Glenbridge	Merino Park Path	Button Hole	Urban Trail	Proposed long-term recommendation for enhancing connectivity between Manton, Olneyville, Mount Pleasant, and Hartford, potentially when the bridge is rebuilt	Two-Way Urban Trail with Accessible Sidewalk	Enhance quality of existing facility

Key Traffic Calming Recommendations

Along and around the proposed Grimwood Street, Ophelia/ Eugene Street, Springfield Street, Heath Street, and Eastwood Avenue neighborhood greenways

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Glenbridge	Button Hole	Network crossing
Glenbridge	Grimwood	Network crossing
Hartford	Heath	Network crossing
Hartford	Kinfield	Neighborhood comment
Hartford	Killingly	Large or complicated intersection
Hartford	Ophelia	Network crossing
Hartford	Ponagansett	Neighborhood comment
Hartford	US-6 EB ramps	Large or complicated intersection
Killingly	Springfield/ Sunset	Large or complicated intersection
Killingly	US-6 ramps	Large or complicated intersection
Plainfield	Daniel	Network crossing
Plainfield	Duxbury	Network crossing
Plainfield	Killingly/Lowell	Large or complicated intersection
Webster	Eastwood	Network crossing

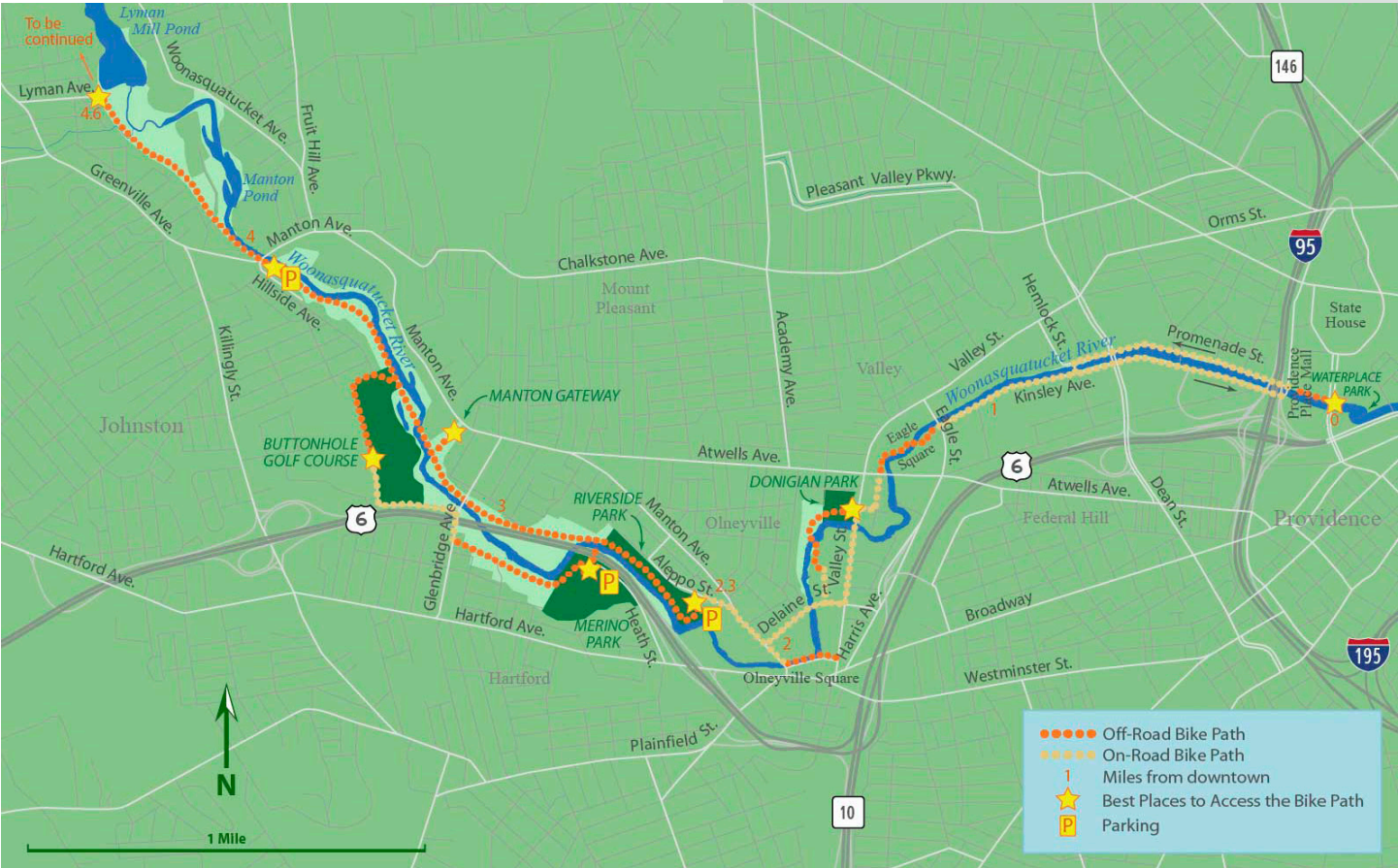
Project Highlight: Connecting the Woonasquatucket Greenway to Neutaconkanut Park

The Woonasquatucket Greenway has a number of segments throughout Hartford, Manton, Olneyville, and Valley. The Greenway, advocated for by the Woonasquatucket River Watershed Council for many years, has raised awareness of the River, improved access to sustainable transportation for surrounding neighborhoods, and led to the clean up and redevelopment of numerous properties along the River.

Connecting other neighborhood destinations such as Neutaconkanut Park, Delsesto Middle School, and Carnevale Elementary School to the Greenway will create a safe, walkable, and bikeable network within Hartford that people of all ages and abilities can enjoy.

Much of this connectivity can be accomplished by creating neighborhood greenways along Grimwood, Ophelia, and Springfield streets, which do not require significant changes. Neighborhood greenways along these streets would likely consist of traffic calming (if deemed necessary in consultation with residents) as well as minor directional signs and roadway markings designating the street as part of the Urban Trail Network.

Watershed Council map of the Greenway



Hope

Key Urban Trail Recommendations

Create north-south Urban Trails on North Main Street and Hope Street. Address north-south connectivity for people walking, riding bicycles, and using other micromobility options on these three corridors, while responding to each of their contexts with different conceptual designs.

- **North Main Street:** North Main Street is a commercial street, RIPTA R-Line route, and high-ranking crash corridor in the City's Vulnerable Road User Safety Action Plan (2009-15). Implement an on-road Urban Trail from Smith Street to the northern city limit. Additionally, consider the potential for a north-south route using the existing paths in North Burial Ground. Coordinate with RIPTA to integrate transit improvements along North Main Street such as light rail or bus rapid transit.
- **Hope Street:** Hope Street is a major north-south route shared by the three neighborhoods. It is a primarily residential street with commercial nodes at Rochambeau Avenue, Ninth Street, and Blackstone Boulevard. Continuing the Urban Trail on Hope Street north of College Hill was one of the most frequently-made suggestions from public comments on the Draft Urban Trail Network.

Establish an off-road Urban Trail along the Moshassuck River. A long-term vision is for Mount Hope, Charles, and Wanskuck to one day be connected to the Urban Trail Network with an off-road path and greenway along the West and Moshassuck rivers. North of Cemetery Street, which is the southern boundary of the Hope neighborhood, the river flows past the Peter Pan bus station, under Smithfield Avenue near the highway ramps, and past a shopping center before crossing into Pawtucket. The City should begin collaboration with property owners, residents, and other stakeholders to establish a concept and bring these segments from vision to reality.

Create a neighborhood greenway on Camp Street and Summit Ave. These neighborhood greenways would supplement the connectivity provided by the north-south Urban Trails and provide a greater resolution in the Urban Trail Network. Coordinate with stakeholders such as RIPTA and The Miriam Hospital on project designs.

Create a neighborhood greenway on 8th Street. The connection over the hill between North Main Street and Hope Street is an important one for the Urban Trail Network, and 8th Street is recommended to make it because it connects to Lorimer Ave on the other side of Hope Street, and ultimately to Blackstone Boulevard.

Neighborhood Map



Project Highlight: North Main Street

North Main Street is an important commercial and transportation corridor connecting Pawtucket and Providence, and it is currently designed primarily for motor vehicles, with inhospitable conditions for walking and bicycling and despite being a critical transit corridor, putting buses in the same traffic as cars. In RIPTA's Transit Forward RI master plan, enhanced transit infrastructure is proposed on the corridor. In collaboration with RIPTA's plans, the City and State should evaluate how North Main Street can become a more welcoming place for everyone, no matter how they're getting around.



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Hope	Blackstone Blvd	Doyle	Urban Trail	Serves three neighborhoods; creates a regional connection to North Providence; enhances micromobility access to parks, schools, and retail districts	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Move curbs
N Main	City limit	Branch/ Cypress	Urban Trail	Long-term recommendation to improve connectivity between Hope, Mount Hope, College Hill, and Downtown, as well as north to Pawtucket	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
8th	N Main	Lorimer	Urban Trail	Connects Hope and Blackstone; connects to proposed N Main, Summit, Hope, and Lorimer Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Camp/Creston/ Summit	10th	Olney	Urban Trail	Provides north-south connectivity for Mount Hope, Hope, and College Hill; connects to multiple Urban Trails; enhances access to parks, schools, and Brown University	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways:

- Camp Street, Creston Way, and Summit Avenue
- 8th Street and Lorimer Avenue

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Blackstone	Hope	Priority from draft map comments Neighborhood comment
Blackstone	Alfred Stone	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Hope	8th	Network crossing
N Main	8th	Network crossing
N Main	Smithfield	Priority from draft map comments
N Main	Stenton/ Cemetery	Large or complicated intersection
Smithfield	I-95 NB ramps	Large or complicated intersection
Smithfield	I-95 SB ramps	Large or complicated intersection
Summit	Edgehill	Neighborhood comment
Summit	7th	Neighborhood comment
West River Greenway	Moshassuck River Greenway	Network crossing

Project Highlight: Summit Avenue

During the community engagement phase of the Great Streets planning process, North Main and Hope streets were two of the most commonly requested Urban Trail routes in the city. Given the complexity of both projects, Summit Avenue (along with its extensions to the south on Camp and Brown streets) is included in the plan as a neighborhood greenway to provide north-south connectivity until the more complex North Main and Hope street improvements can be completed.

Neighborhood greenways do not require significant changes to streets that, like Summit Avenue, are already fairly comfortable places to walk and bike. Because Summit is already a pleasant route to take, it was suggested by some members of the public for inclusion. The neighborhood greenway improvements in this case would likely consist of any necessary traffic calming to ensure cars are driving a safe speed on the street, as well as signage and road markings designating the street as a quiet and comfortable place to walk or bike.



Lower South Providence

Key Urban Trail Recommendations

Implement City Walk along Broad Street. City Walk is an in-progress Urban Trail project on Broad, Pine, Friendship, and Clifford streets that will: strengthen connections between South Providence, other neighborhoods, parks, and civic institutions; improve safety for people traveling by all modes; and celebrate the diversity and culture of Providence neighborhoods through public art, wayfinding signage, and vibrant public places. City Walk Phase 1 on Clifford, Pine, and Friendship streets is now complete.

Create a neighborhood greenway on Oxford Street to connect the neighborhood to City Walk, Elmwood Avenue via Ontario Street, and Allens Avenue and reduce speeding on a neighborhood street.

Upgrade Allens Avenue for people walking, bicycling, and using micromobility and create an Urban Trail. An Urban Trail and other walking, bicycling, and micromobility improvements on this major street will help residents connect to Downtown, the Hospital District, and Washington Park. Since it is a state-maintained road, an Urban Trail on Allens Avenue will require partnership and coordination with RIDOT.

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Broad	Hawthorne	Fricker/Lockwood	Urban Trail	City Walk project	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Oxford	Broad	Allens	Urban Trail	Along with proposed Ontario Urban Trail, provides east-west Urban Trail connection between Elmwood and Lower South Providence	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Allens/Narragansett	City limit	Public	Upgrade Due	North-south connection between South Providence and Washington Park	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Move curbs

Neighborhood Map



Key Traffic Calming Recommendations

Areas along and around the proposed neighborhood greenway on Oxford Street

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Allens	Oxford	Network crossing
Allens	Thurbers/I-95 ramps	Large or complicated intersection Priority from draft map comments
Broad	Ontario/Oxford	Network crossing Pedestrian/bicycle crash focus intersection
Broad	Pennsylvania	Pedestrian/bicycle crash focus intersection
Broad	Sackett	Network crossing
Broad	Thurbers/Lenox	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Eddy	Thurbers/I-95 ramps	Priority from draft map comments
Eddy	Willard/I-95 SB off-ramp	Large or complicated intersection

Manton

Key Urban Trail Recommendation

Create north-south neighborhood greenway route on Ortoleva Drive, Ada Street, and Brush Hill Road. This will enhance north-south connectivity for the neighborhood and calm traffic on these residential streets.

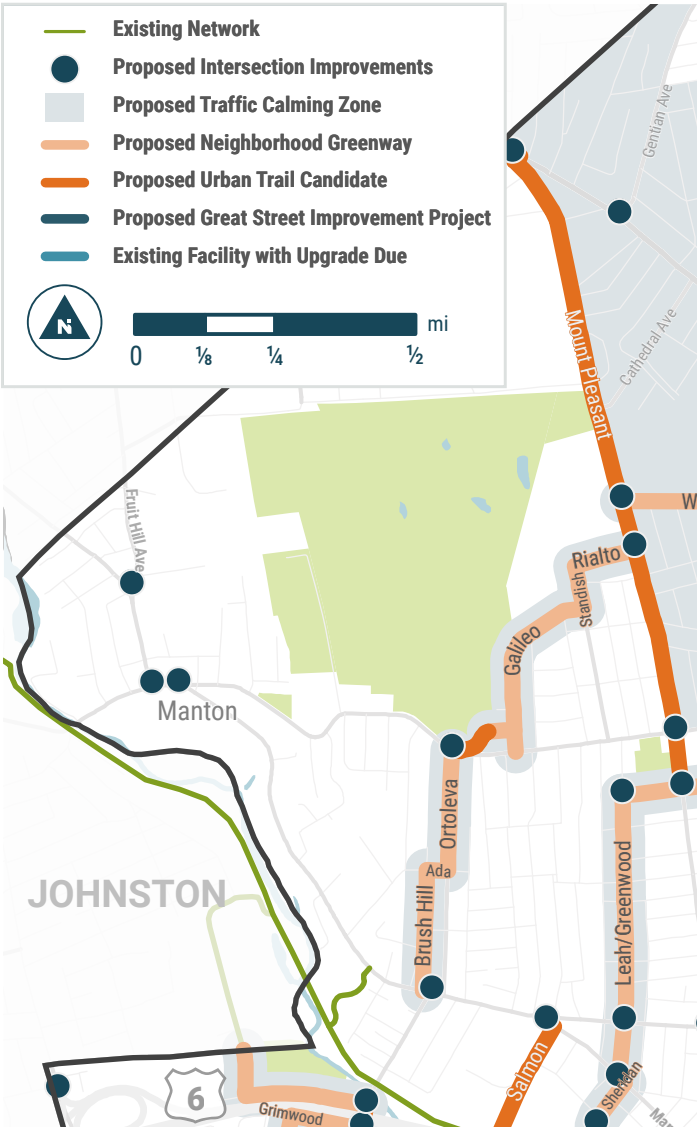
Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways on Brush Hill Road, Ada Street, and Ortoleva Drive.

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Brush Hill/Ada/Ortoleva	Manton	Chalkstone	Urban Trail	Connects Manton, Mount Pleasant, and Olneyville; southern portion of a proposed Urban Trail route extending over one mile between in-progress Mount Pleasant Urban Trail and Manton Avenue	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Neighborhood Map



Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Chalkstone	Ortoleva	Network crossing
Manton	Glenbridge	Large or complicated intersection
Manton	Baltimore	Neighborhood comment
Manton	Ortoleva	Neighborhood comment
Manton	Chalkstone	Large or complicated intersection
Manton	Fruit Hill	Large or complicated intersection
Woonasquatucket	Fruit Hill	Priority from draft map comments

Mount Hope

Key Urban Trail Recommendations

Create Urban Trails on North Main Street and Hope Street.

Address north-south connectivity for people walking, riding bicycles, and using other micromobility options on these three corridors, while responding to each of the their contexts with different conceptual designs.

- *North Main Street* is a commercial street, RIPTA R-Line route, and high-crash corridor. Implement an on-road Urban Trail from Smith Street to the Pawtucket city line. Coordinate with RIPTA to integrate transit improvements along North Main Street such as light rail or bus rapid transit.
- *Hope Street* is a major north-south route. Continuing the Urban Trail on Hope Street north of College Hill was one of the most frequently-made suggestions from public comments on the Draft Urban Trail Network.

Create a neighborhood greenway on Camp Street. This would supplement the connectivity provided by the north-south Urban Trails and provide a greater resolution in the Urban Trail Network.

Create a neighborhood greenway on Doyle Avenue to provide east-west connectivity in the southern part of Mount Hope that, via extending on Upton Avenue, connects from North Main Street all the way to Blackstone Boulevard.

Establish an off-road Urban Trail along the Moshassuck River. A long-term vision is for Mount Hope, Charles, and Wanskuck to one day be connected with an off-road greenway along the West and Moshassuck rivers. Through Mount Hope, the river runs from Charles Street alongside I-95. Due to space constraints between North Burial Ground and I-95, enhance portions of the existing path system through North Burial Ground to connect through to Cemetery Street. The City should begin collaboration with property owners, residents, and other stakeholders to establish a concept and bring these segments from vision to reality. Near the Branch Avenue ramps to I-95, this long-term vision would see a path branching off from the Moshassuck River there to follow the West River and connect to Charles and Wanskuck.

Reduce barriers to Urban Trail connectivity. Implement Urban Trails on Branch Avenue, West River Street, and Ashburton Street to increase overall connectivity within Mount Hope and mitigate the east-west barrier posed by I-95.

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Hope	Doyle	Lloyd	Urban Trail	Connects proposed Doyle Urban Trail to Olney Urban Trail and further south to Waterman; enhances access to schools and Brown University	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Doyle	N Main	Hope	Urban Trail	Enhances walking conditions; connects to proposed N Main, Camp, and Hope Urban Trails; enhances access to parks and schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
N Main	City limit	Branch/Cypress	Urban Trail	Long-term recommendation to improve connectivity between Hope, Mount Hope, College Hill, and Downtown, as well as north to Pawtucket	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Olney	N Main	Hope	Upgrade Due	Connects proposed N Main, Camp, Brown, and Hope Urban Trails (corridor includes existing striped bike lanes)	One-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Narrow travel or parking lane (Lane Diet)
Ashburton	W River St	Randall/Charles	Urban Trail	Links proposed W River St and Charles/Mill/Canal Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side, Remove travel lane (Road Diet)
W River St	Charles	Branch	Urban Trail	Connects proposed Ashburton and Branch Urban Trails; potential for a long-term connection to West River Greenway	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Move curbs
Branch	N Main	Silver Spring	Urban Trail	Connects Charles and Mount Hope neighborhoods and proposed N Main and W River St Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Move curbs
N Main	Branch	Smith	Urban Trail	Key north-south Urban Trail connection; enhances access to Downtown; connects to existing Urban Trail on Canal and proposed Urban Trail on Smith	One-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Camp/Creston/Summit	10th	Olney	Urban Trail	Provides north-south connectivity for Mount Hope, Hope, and College Hill; connects to multiple Urban Trails; enhances access to parks, schools, and Brown University	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Neighborhood Map



Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways:

- Doyle Avenue
- Camp Street
- 8th Street and Lorimer Avenue

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Branch	W River	Network crossing
Branch	I-95 NB ramps	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Branch	I-95 SB ramps	Large or complicated intersection
Branch	Moshassuck River Greenway	Network crossing
Branch	N Main	Network crossing Large or complicated intersection Pedestrian/bicycle crash focus intersection
Camp	Abbott	Neighborhood comment
Camp	Doyle	Network crossing
Camp	Evergreen	Priority from draft map comments
Charles	Ashburton/Randall	Network crossing Large or complicated intersection
Charles	Orms	Network crossing
Firglade	Elgin	Neighborhood comment
Hope	Olney	Network crossing Large or complicated intersection
Hope	Doyle	Network crossing Large or complicated intersection
N Main	8th	Network crossing
N Main	Randall/Doyle	Network crossing Large or complicated intersection
N Main	Olney	Network crossing Large or complicated intersection
N Main	Smithfield	Priority from draft map comments
N Main	Stenton/Cemetery	Large or complicated intersection
Olney	Camp	Network crossing
Orms	State	Pedestrian/bicycle crash focus intersection Large or complicated intersection
West River Greenway	W River	Network crossing
West River Greenway	Moshassuck River Greenway	Network crossing
W River	Ashburton	Network crossing

Mount Pleasant

Key Urban Trail Recommendations

Create an Urban Trail along Mount Pleasant Avenue between Smith Street and Roanoke Street. This project will enhance Safe Routes to School for Mount Pleasant High School, George West Elementary School, and Saint Augustine’s School, and connect to neighborhood greenways proposed along Whitford Avenue, Rialto Street, Roanoke Street, and Leah Street.

Create north-south neighborhood greenways. Implement primarily north-south neighborhood greenways to better connect the three neighborhoods to each other, adjacent neighborhoods, and key destinations on traffic-calmed routes.

- *Leah Street* south of Roanoke Street will provide a traffic-calmed route connecting Mount Pleasant to Olneyville and the Woonasquatucket River Greenway.
- *Rialto Street, Standish Avenue, Galileo Avenue, and Marconi Street* will help connect to Chalkstone Avenue and destinations further south. A short off-road connector path through the fringe of Triggs Golf Course would create a safe and comfortable connection to another neighborhood greenway on Ortoleva Drive.

Create east-west neighborhood greenways. Implement east-west neighborhood greenways on Whitford Avenue and Roanoke Street to fill in the Urban Trail network and better connect Mount Pleasant, Elmhurst, and Valley. These projects will benefit access to Mount Pleasant High School, La Salle Academy, George J. West Elementary School, Mount Pleasant Academy, and Rhode Island College.

Key Traffic Calming Recommendations

The area bordered by Mount Pleasant Avenue, Smith Street, and Chalkstone Avenue

- Includes proposed Urban Trail/traffic calming on Mount Pleasant Avenue and neighborhood greenway/traffic calming on Whitford Avenue
- Area has seen over 20 traffic calming requests over the last 10 years

Areas along and around proposed neighborhood greenways:

- Leah Street
- Rialto Street, Standish Avenue, Galileo Avenue, and Marconi Street



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Mount Pleasant	Smith	Roanoke	Urban Trail	In-progress RIDOT project to provide traffic calming and enhance conditions for micromobility users	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Narrow travel or parking lane (Lane Diet)
Whitford	Mount Pleasant	Smith	Urban Trail	Connects to in-progress Mount Pleasant Urban Trail with proposed Smith Urban Trail; enhances access to schools and Rhode Island College	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Roanoke	Leah	Academy	Urban Trail	Connects in-progress Mount Pleasant and proposed Leah Urban Trails; enhances access to schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Leah/ Greenwood/ Sheridan	Roanoke	Woonasquatucket River Greenway	Urban Trail	Provides connections to schools and the Woonasquatucket River Greenway	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Rialto/Standish/ Galileo/Marconi	Mount Pleasant	Chalkstone/Triggs Golf Course path	Urban Trail	Connects in-progress Mount Pleasant Urban Trail to proposed Triggs Golf Course path; enhances access to schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Triggs Golf Course path	Chalkstone	Marconi	Urban Trail	Connects proposed Brush Hill/Ada/Ortoleva and Rialto/Standish/Galileo/Marconi Urban Trails	Two-Way Shared Use Path	Independent ROW

Street 1	Street 2	Type
Academy	Pleasant Valley	Large or complicated intersection
Academy	Chalkstone	Priority from draft map comments
Atwells	Manton	Neighborhood comment
Atwells	Mount Pleasant	Large or complicated intersection
Atwells	Academy	Priority from draft map comments
Chalkstone	Ortoleva	Network crossing
Mount Pleasant	Rialto	Network crossing
Mount Pleasant	Whitford	Network crossing

Street 1	Street 2	Type
Mount Pleasant	Chalkstone	Pedestrian/bicycle crash focus intersection Large or complicated intersection
Mount Pleasant	Roanoke	Network crossing
Smith	Mount Pleasant	Large or complicated intersection
Smith	Longwood	Neighborhood comment
Smith	Gentian	Priority from draft map comments
Smith	Eaton	Neighborhood comment
Smith	Academy	Priority from draft map comments

Olneyville

Key Urban Trail Recommendations

Create new Urban Trail segments to extend and fill in gaps along the Woonasquatucket River Greenway. Extend access for people walking, riding bicycles, and using micromobility options along the Woonasquatucket River by implementing several new segments.

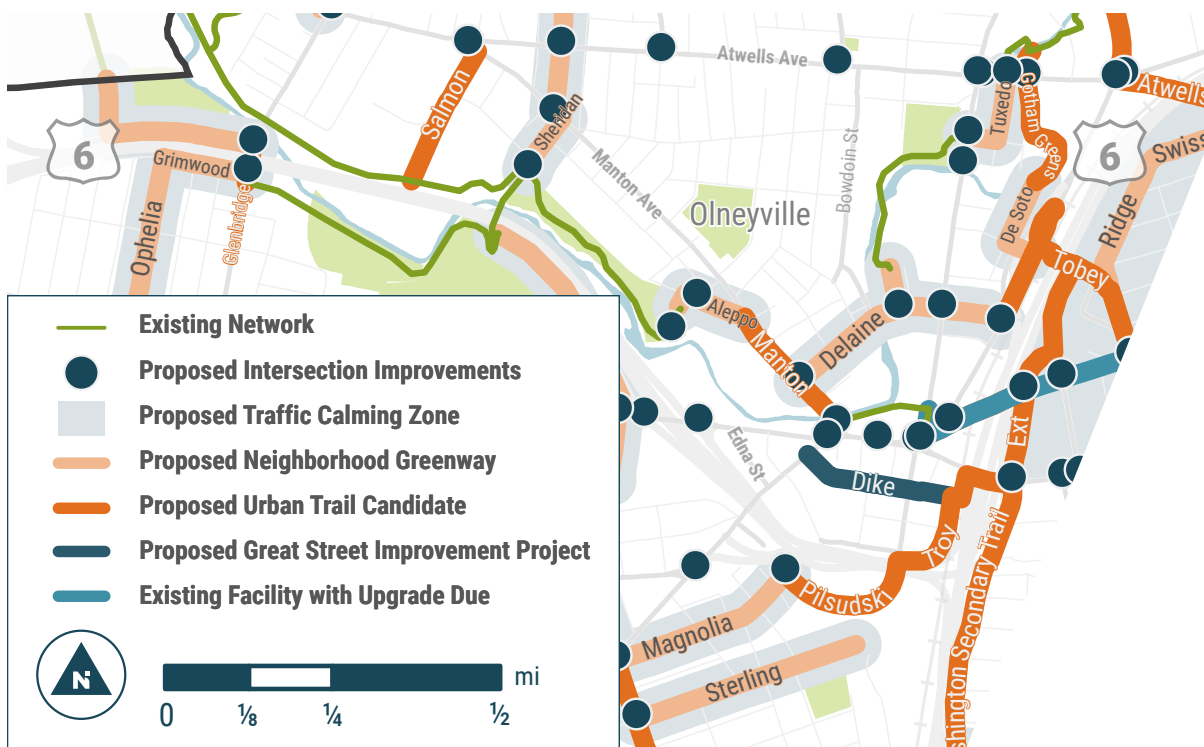
- *An off-road path along the Woonasquatucket River at the Gotham Greens site:* This project, the groundwork for which was laid as part of the Gotham Greens development, will connect the existing Woonasquatucket Greenway segment across Atwells Avenue at Eagle Square to the Urban Trail on the future Tobey Street bridge being constructed as part of the 6/10 Reconstruction project.
- *Neighborhood greenway improvements on Delaine Street, Sonoma Court, Tuxedo Ave, Amherst St, and Aleppo Street* to make existing on-road Woonasquatucket Greenway routes clearer and safer.
- *Create an on-road Urban Trail on Manton Avenue* between Olneyville Square and Aleppo Street. If a feasible off-road alternative connection between the Square and Riverside Park is available, this connection may be unnecessary.
- *Create a new access path to the Woonasquatucket Greenway near Manton Heights.* Salmon Street is the backbone of a potential new connection between Manton Avenue and the Greenway.

Create new Urban Trail connections to adjacent neighborhoods.

- Convert the existing bike lanes on Broadway (between Downtown and Olneyville) to an Urban Trail and extend the trail to Valley Street.
- The 6/10 Reconstruction Project will provide new Urban Trail connections to Federal Hill via a new Tobey Street bridge and to the West End via a new bicycle and pedestrian bridge to Westminster Street from Dike Street.
- Create a new on-road Urban Trail connecting to Silver Lake along Pilsudski streets. Because Troy Street is narrow and high-traffic, also create a new off-road connection paralleling the reconstructed US-6 ramp to connect to the new bicycle and pedestrian bridge at Dike Street.
- Extend the proposed Leah Street neighborhood greenway from Mount Pleasant into Olneyville via Greenwood Street, Manton Avenue, and Sheridan Street to provide access to the Woonasquatucket River Greenway.
- Connect Valley to Federal Hill via an on-road Urban Trail on Atwells Avenue between Eagle and Knight streets.

Improve pedestrian environment within Olneyville. During the neighborhood meetings for this plan, improved lighting on Dike Street was suggested to enhance walkability.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Manton	San Souci	Aleppo	Urban Trail	Helps connect San Souci Urban Trail to Woonasquatucket River Greenway via Aleppo St.	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Tobey	Washington Sec Trail Ext	Helme	Urban Trail	New connection between Federal Hill and Olneyville neighborhoods to be completed by 6/10 Reconstruction Project	Two-Way Shared Use Path	Move curbs
Broadway	Valley	Greene	Urban Trail	Key connection for Downtown, Federal Hill, and Olneyville neighborhoods	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)
Valley	San Souci	Broadway	Upgrade Due	Connects new San Souci Urban Trail with in-progress Broadway Urban Trail	Two-Way Shared Use Path	Move curbs
Aleppo	Manton	Woonasquatucket River Greenway	Urban Trail	Key Woonasquatucket River Greenway access point	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
New path/ bridge	Washington Sec Trail Ext	Dike	Urban Trail	As part of 6/10 Reconstruction Project, enhances connectivity between Olneyville and West End	Two-Way Shared Use Path	Move curbs
Woonasquatucket River Greenway	Riverside Park	Manton	Urban Trail	Longer-term project, subject to available right-of-way, to extend the greenway south and enhance access to Olneyville destinations	Two-Way Shared Use Path	Independent ROW
Salmon/new path	Woonasquatucket River Greenway	Manton	Urban Trail	Enhances access to the Woonasquatucket River Greenway	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Dike	Plainfield	New path/ bridge	Great Street	Aligns with recommendations in Dike St. Special Area Plan; street will lead to and from new path over 6/10 Connector	Other Great Street Improvement	Enhance quality of existing facility
Gotham Greens path	De Soto	Atwells	Urban Trail	Extends Woonasquatucket River Greenway south of Atwells and connects to Tobey path being built as part of the 6/10 Reconstruction Project	Two-Way Shared Use Path	Independent ROW
Woonasquatucket River Greenway	Future Gotham Greens bike path/De Soto	Donigian Park	Urban Trail	Links Donigian Park path to the future Woonasquatucket River Greenway segment on Gotham Greens site and new Tobey path being built as part of 6/10 Reconstruction Project	Two-Way Shared Use Path	Independent ROW
Leah/ Greenwood/ Sheridan	Roanoke	Woonasquatucket River Greenway	Urban Trail	Provides connections to schools and the Woonasquatucket River Greenway	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
New path	Dike/6-10 Connector	Pilsudski	Urban Trail	Connects proposed Pilsudski Urban Trail with 6/10 Reconstruction Project in-progress path connection	Two-Way Shared Use Path	Independent ROW
Amherst/Tuxedo	Valley	Atwells	Urban Trail	Connects Donigian Park path to Woonasquatucket River Greenway at Atwells	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Delaine	Manton	Harris	Urban Trail	Connects in-progress Manton Urban Trail to 6/10 Reconstruction Project path	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Sonoma	Delaine	Donigian Park Bikeway	Urban Trail	Connects proposed Delaine Urban Trail with existing bike path	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways:
Aleppo Street, Amherst Street and Tuxedo Avenue, Greenwood and Sheridan streets, Delaine Street

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
6/10 Connector path	Dike	Network crossing
Atwells	Academy	Priority from draft map comments
Atwells	Manton	Large or complicated intersection Neighborhood comment
Atwells	Mount Pleasant	Large or complicated intersection
Atwells	Bowdoin	Neighborhood comment
Atwells	Valley	Pedestrian/bicycle crash focus intersection Large or complicated intersection
Atwells	Eagle	Pedestrian/bicycle crash focus intersection Large or complicated intersection
Atwells	Gotham Greens path	Network crossing
Atwells	Tuxedo	Network crossing
Broadway	Westminster	Large or complicated intersection Pedestrian/bicycle crash focus intersection
Delaine	Harris	Network crossing
Delaine	Sonoma	Network crossing
Donigian Park path	Amherst	Network crossing
Florence	Amherst	Neighborhood comment
Hartford	Atwood	Neighborhood comment
Hartford	US 6 WB ramps	Large or complicated intersection
Manton	Delaine	Network crossing Pedestrian/bicycle crash focus intersection
Manton	Greenwood/Sheridan	Network crossing
Manton	San Souci	Network crossing Large or complicated intersection
Manton	Hyat	Neighborhood comment
Plainfield	Hartford	Large or complicated intersection
Westminster	Stokes	Neighborhood comment
Woonasquatucket River Greenway	Aleppo	Network crossing
Woonasquatucket River Greenway	Sheridan	Network crossing

Project Highlight: San Souci Greenway

In 2016, the Woonasquatucket River Watershed Council advocated for San Souci Drive to be included for funding in the statewide Green Economy Bond along with other bicycle projects around the state. The bond passed, and the City took on management of the project in collaboration with the Watershed Council. After extensive community engagement in 2018 and 2019, the project was substantially completed in December 2019. Once other sections of the Greenway are completed, the San Souci project will connect the rest of the Woonasquatucket Greenway directly to Olneyville Square.

Before: Google Street View from 2016



During: Rendering presented to neighbors in October 2018



After: Substantial completion in October 2019



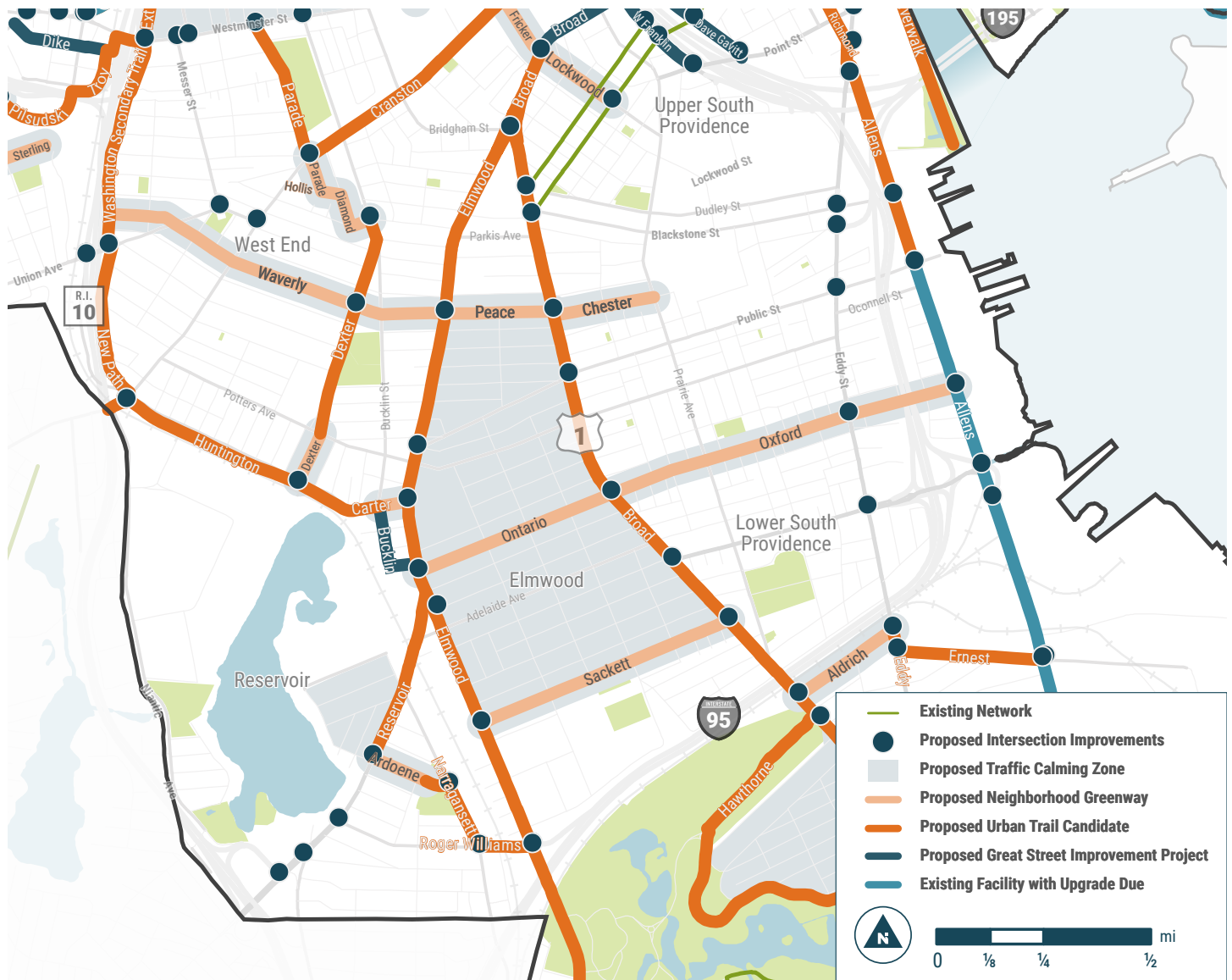
Reservoir

Key Urban Trail Recommendations

Create Urban Trails along the 6/10 Connector and Huntington Avenue. Urban Trails along Salvati Way and Huntington Avenue will combine with the Washington Secondary Trail to create an Urban Trail arc that threads together Elmwood, Reservoir, and West End.

Create Urban Trails on Reservoir, Narragansett, and Roger Williams avenues. Along with a neighborhood greenway on Ardoene Street, these projects would complete a loop of trails serving the Reservoir neighborhood and connect to the Elmwood Avenue Urban Trail.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Reservoir	Elmwood	Ardoene	Urban Trail	Connects Reservoir and Elmwood; connects to proposed Urban Trails on Elmwood and Ardoene	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Remove travel lane (Road Diet)
Ardoene	Reservoir	Ardoene Park	Urban Trail	Connects proposed Reservoir Urban Trail with Ardoene Park; provides traffic calming between a park and a school	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Ardoene Park path	Ardoene	Narragansett	Urban Trail	Connects the proposed Ardoene and Narragansett Urban Trails, potentially through enhancing the existing park path and access at each end	Two-Way Shared Use Path	Independent ROW
Narragansett	Ardoene Park	Roger Williams	Urban Trail	Connects proposed Ardoene Urban Trail (via Ardoene Park) with proposed Roger Williams Urban Trail	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Move curbs
Roger Williams	Narragansett	Elmwood	Urban Trail	Connects proposed Narragansett and Elmwood Urban Trails; enhances access to Roger Williams Park	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side

Key Traffic Calming Recommendations

The area between Reservoir Avenue and Mashapaug Pond:

- Includes Dr. Jorge Alvarez High School
- Area has seen traffic calming requests on Algonquin, Crescent, and Sibley streets
- As part of the proposed Reservoir Avenue Urban Trail project, prioritize improvements at intersections in the vicinity of Reservoir Avenue Elementary School for people walking, including crossing improvements for students walking to school and people accessing bus stops

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Elmwood	Reservoir	Network Crossing
Narragansett	Roger Williams	Network Crossing
Narragansett	Ardoene Park Path	Network Crossing
Reservoir	Ardoene	Network Crossing
Reservoir	Pontiac/Rounds	Large or complicated intersection
Reservoir	Pontiac/US-10 NB ramps	Large or complicated intersection
Reservoir	Roger Williams	Large or complicated intersection

Project Highlight: Ardoene Park Connector

One of the values of having a connected Urban Trail Network is that existing community resources such as parks become more accessible to the members of the community who might use them. That access is valuable in bigger parks such as Roger Williams Park, Neutaconkanut Park, and India Point Park, but also for smaller parks such as Ardoene Park. Featuring a ballfield and playground, Ardoene Park lies at the heart of the neighborhood, yet access is restricted by nearby Reservoir and Elmwood avenues. Both of those streets are proposed to include separated, two-way Urban Trails, but an important part of making sure neighborhood residents can get safely to Ardoene Park and elsewhere are connections to the park on Roger Williams Avenue, Narragansett Avenue (both also separated two-way Urban Trails) and Ardoene Street (a proposed neighborhood greenway).



Silver Lake

Key Urban Trail Recommendations

Create neighborhood greenways through Silver Lake on Daniel, Pocasset, Eastwood, and Sterling avenues, and Magnolia Street, to fill in the network and improve access between Silver Lake and Hartford, Olneyville, the West End, and Federal Hill.

Create an Urban Trail along Pilsudski Street from Magnolia Street in Silver Lake to Troy Street to connect Silver Lake and Olneyville. Activate the Troy Street underpass of US 6 with lighting and placemaking elements to make it more comfortable for people walking, riding bicycles, and using other micromobility options. This Urban Trail will connect to the recommended off-road path connection to the west of the railroad tracks from Dike Street to Magnolia Street in Olneyville. Work with the property owner of the vacant parcel between Pilsudski Street and the end of Sterling Avenue to determine the feasibility of an off-street path connecting the two Urban Trails.

Create an Urban Trail connection on Plainfield Street between Duxbury Street and Daniel Avenue to connect to the proposed Daniel Avenue neighborhood greenway and enhance access to Neutaconkanut Park.

Make a north-south Urban Trail on Webster Avenue. South of Pocasset Avenue, Webster Avenue has the width and traffic volume to recommend a separated Urban Trail. North of Pocasset Avenue, a neighborhood greenway may be more suitable.

Create an off-road Urban Trail through Neutaconkanut Park. The popular neighborhood park features a recreation center, a skate park, and baseball fields. There are existing paths connecting many of these features, and those paths could be enhanced to create an Urban Trail Network connection between Silver Lake and the proposed neighborhood greenway on Springfield Street.

Key Traffic Calming Recommendations

Along and around the proposed neighborhood greenways on Daniel, Sterling, Pocasset, and Lowell avenues, and on Plainfield Street

Neighborhood Map



Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Daniel	Ethan	Neighborhood comment
Dorchester	Daniel	Neighborhood comment
Killingly	Springfield/Sunset	Large or complicated intersection
Mercy	Ethan	Neighborhood comment
Pilsudski	Magnolia	Network crossing
Plainfield	Daniel	Network crossing
Plainfield	Duxbury	Network crossing
Plainfield	Killingly/Lowell	Large or complicated intersection
Plainfield	Pocasset/US-6 EB on-ramp	Large or complicated intersection
Plainfield	Union	Large or complicated intersection
Pocasset	Daniel	Network crossing
Pocasset	Laurel Hill	Priority from draft map comments
Pocasset	Union	Large or complicated intersection
Union	US-6 SB ramps	Large or complicated intersection
Webster	Eastwood	Network crossing
Webster	Plainfield	Network crossing
Webster	Pocasset/Magnolia	Network crossing
Webster	Sterling	Network crossing

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Grimwood	Glenbridge	Ophelia	Urban Trail	Connects Merino Park path to proposed Ophelia/Eugene Urban Trail	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Ophelia/Eugene	Grimwood	Springfield	Urban Trail	Connects to proposed Grimwood and Springfield Urban Trails; enhances access to Merino Park, the Woonasquatucket River Greenway, and schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Plainfield/Daniel	Duxbury	Pocasset	Urban Trail	Enhances access to Neutaconkanut Park and Paul Grande Park; connects to proposed Pocasset and Springfield (via park paths) Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Pocasset	Daniel	Webster/Magnolia	Urban Trail	Connects proposed Daniel, Webster, and Magnolia Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Pilsudski/Troy	Magnolia (s/o US 6)	Magnolia (n/o US 6)	Urban Trail	Key connection between Silver Lake and Olneyville underneath US 6	Two-Way Urban Trail with Accessible Sidewalk	Move curbs
Webster	Eastwood	Pocasset/Magnolia	Urban Trail	Provides a north-south connection between the Hartford and Silver Lake neighborhoods	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Webster	Pocasset/Magnolia	City limit	Urban Trail	Provides a north-south connection between Silver Lake and Cranston	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Springfield	Eugene	Killingly	Urban Trail	Enhances access to schools and Neutaconkanut Park; connects proposed Ophelia-Eugene and Plainfield/Daniel Urban Trails (via park paths)	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Sterling	Eastern terminus	Webster	Urban Trail	Connects proposed Webster Urban Trail with proposed trail connection near Forsys Playground; enhances access to playground and school	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Eastwood	Laurel Hill	Heath	Urban Trail	Connects proposed Webster and Heath/Merino Park Urban Trails; enhances access to schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Heath	Eastwood	Merino Park (trailhead in parking lot)	Urban Trail	Enhances access to Merino Park	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Glenbridge	Merino Park Path	Button Hole	Urban Trail	Proposed long-term recommendation for enhancing connectivity between Manton, Olneyville, Mount Pleasant, and Hartford, potentially when the bridge is rebuilt	Two-Way Urban Trail with Accessible Sidewalk	Enhance quality of existing facility

Project Highlight: Neutaconkanut Park

Most of the proposed Urban Trail routes in Silver Lake are neighborhood greenways, which would mostly involve traffic calming and signage. While the goal of these is to provide residents with the option and access to use the Urban Trail Network, another goal is to connect residents to Neutaconkanut Park. The proposed route through the park would similarly use existing routes (around the ballfields) with only minor changes necessary: widening of the path in some places, potentially some new curb ramps, and signage. The dotted lines at right indicate alternative route options. Inclusion of this connection will provide better access to the park and allow more people to use this valued community resource.



Smith Hill

Key Urban Trail Recommendations

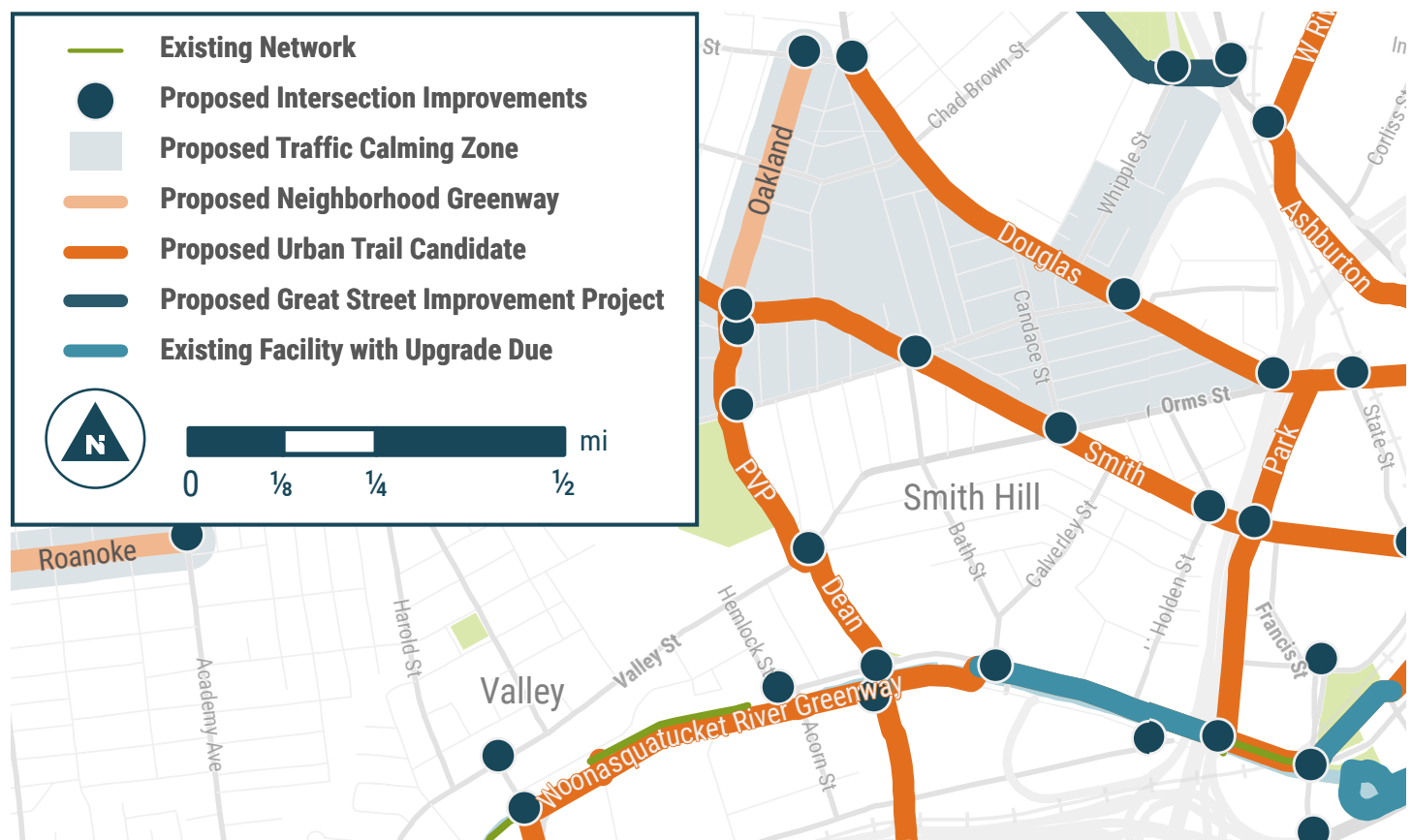
Create an Urban Trail along the Woonasquatucket River between Eagle Square and Downtown: This will fill in the largest Urban Trail gap between Olneyville and Downtown. This project has received approximately \$6 million in Statewide Transportation Improvement Program funding and is expected to be completed in 2022.

Create an Urban Trail along Dean Street/Pleasant Valley Parkway. Complete an Urban Trail connection along Dean Street and Pleasant Valley Parkway from Atwells Avenue through Davis Park to Eaton Street (via the proposed Oakland Avenue Urban Trail), connecting Elmhurst, Smith Hill, Valley, and Federal Hill.

Create an Urban Trail along Smith Street. Work with RIDOT to implement an Urban Trail on Smith Street (a state-owned and state-maintained street) from Canal Street to Whitford Avenue in Elmhurst. This would connect with the new Canal Street Urban Trail, traversing the steep grade and passing over I-95, enhancing east-west connectivity for the neighborhood. A project on Smith Street would also be an opportunity to address some of the neighborhood comments related to speeding and crossing the street on Smith Street, especially between Oakland Avenue and Orms Street.

Implement an Urban Trail along Douglas Avenue. In the northern part of the neighborhood, the City will be installing an Urban Trail on Douglas Avenue to improve conditions for people walking, bicycling, and using micromobility.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Dean	Atwells	Valley	Urban Trail	Connects across key gap in pedestrian, bicycle, and micromobility access between Federal Hill, Valley, and Smith Hill	Two-Way Urban Trail with Accessible Sidewalk	Move curbs
Dean/Raymond/Oakland/Davis Park Path	Valley	Smith	Urban Trail	Connects school and major neighborhood park and fills network gap between the Woonasquatucket River and Smith Street	Two-Way Shared Use Path	Move curbs, Enhance quality of existing facility
Woonasquatucket River Greenway Extension	Eagle	Park	Urban Trail	Project in design that extends Woonasquatucket River Greenway into Downtown	Two-Way Shared Use Path	Remove travel lane (Road Diet)
Smith	Oakland	Orms	Urban Trail	Completes Smith Hill connection from Oakland to College Hill; enhancing access to schools, parks, downtown, and other destinations	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Smith	Orms	Park	Urban Trail	Extends proposed Smith Urban Trail by State Capitol west to Smith Hill neighborhood; enhances access to park	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side, Narrow travel or parking lane (Lane Diet)
Smith	Park	Canal	Urban Trail	Provides connectivity through State Capitol area to new Urban Trail on Canal St.	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Charles/Mill/Canal	Ashburton/Randall	Smith	Urban Trail	Connects to new Canal Urban Trail and proposed W. River St. Urban Trail; moves toward better access to Downtown from Charles and Mount Hope	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet), Move curbs
Oakland	Smith	Eaton	Urban Trail	North-south connection between neighborhoods; enhances access to Providence College, Davis Park, and schools; extends proposed Dean/PVP Urban Trail north	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Douglas	Orms	Eaton	Urban Trail	Enhances access to parks, schools, and Providence College	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side

Key Traffic Calming Recommendations

The area of Smith Hill between Smith Street and Douglas Avenue:

- Investigate speeding concerns along Camden Avenue, Wayne Street, and the area north of Douglas, including Whipple Street
- Area has seen over 10 traffic calming requests over the last 10 years, including on Candace, Goddard, Wayne, Nolan, Chalkstone, Ruggles, Camden, Osborn, Pekin, and Jefferson streets

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Dean	Kinsley	Network crossing
Dean	Promenade	Network crossing Large or complicated intersection
Orms	Candace	Large or complicated intersection
Orms	Jefferson	Neighborhood comment
Smith	Oakland	Network crossing Priority from draft map comments
Smith	Park	Network crossing
Smith	Chalkstone	Priority from draft map comments

South Elmwood

Key Urban Trail Recommendations

Implement and extend City Walk along Broad Street and Elmwood Avenue. City Walk is an in-progress Urban Trail project on Broad, Pine, Friendship, and Clifford streets that will: strengthen connections between South Providence, other neighborhoods, parks, and civic institutions; improve safety for people traveling by all modes; and celebrate the diversity and culture of Providence neighborhoods through public art, wayfinding signage, and vibrant public places. City Walk Phase 1 on Clifford, Pine, and Friendship streets is now complete. City Walk should be extended along all of Elmwood Avenue as envisioned by the 2014 City Walk study. A road diet on the southern portions of Elmwood Avenue paired with improved crossings would transform this from a high-speed highway access road into the great street the neighborhood has been asking for.

Connect the existing Roger Williams Park loop with City Walk on Broad Street. Hawthorne Avenue and F.C. Greene Memorial Boulevard are already popular routes for bicycling, but high-speed vehicular traffic in the park is unsafe. This proposed improvement would extend the separated Urban Trails to make the connection between them safer for park users.

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Broad	Aldrich	Network crossing
Broad	Hawthorne	Network crossing
Elmwood	US-10 NB ramps	Large or complicated intersection
Elmwood	US-10 SB ramps/McKinley	Large or complicated intersection
Greene Memorial Blvd	Farragut	Network crossing

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Broad	Hawthorne	Fricker/Lockwood	Urban Trail	City Walk project	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Broad	City limit	Hawthorne	Urban Trail	Future City Walk phase; enhances access from Washington Park to Roger Williams Park	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Elmwood	City limit	Broad	Urban Trail	Key north-south connection for West End, Elmwood, and South Elmwood; connects to several Urban Trails and enhances access to Trinity Square in the north, Roger Williams Park in the south, and many destinations in between	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Hawthorne / F.C. Greene Memorial Blvd	Broad	Cladrastis	Urban Trail	Connects existing Roger Williams Park loop to City Walk project on Broad Street	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Remove travel lane (Road Diet)

Upper South Providence

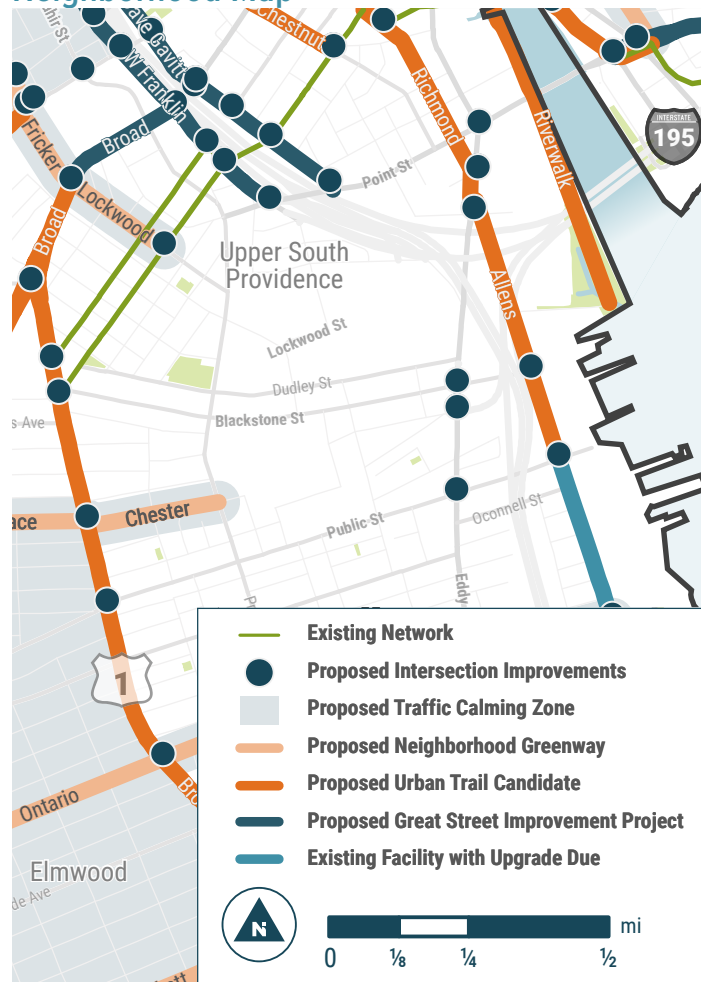
Key Urban Trail Recommendations

Implement City Walk along Broad Street. City Walk is an in-progress Urban Trail project on Broad, Pine, Friendship, and Clifford streets that will: strengthen connections between South Providence, other neighborhoods, parks, and civic institutions; improve safety for people traveling by all modes; and celebrate the diversity and culture of Providence neighborhoods through public art, wayfinding signage, and vibrant public places. City Walk Phase 1 on Clifford, Pine, and Friendship streets is now complete. City Walk Phase 2, planned for construction in 2020, will extend the improvements on Broad Street.

Create neighborhood greenways on Chester Avenue and Lockwood and Fricker streets, to connect Upper South Providence to surrounding neighborhoods and nearby Urban Trails, and to reduce speeding on these neighborhood streets.

Upgrade Allens Avenue for people walking, bicycling, and using micromobility and create an Urban Trail. An Urban Trail and other walking, bicycling, and micromobility improvements on this major street will help residents connect to Downtown, the Hospital District, and Washington Park. Since it is a state-maintained road, an Urban Trail on Allens Avenue will require partnership and coordination with RIDOT.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Broad	Fricker/Lockwood	W Franklin	Great Street	Improves walking, bicycling, and micromobility adjacent to several schools	Other Great Street Improvement	Enhance quality of existing facility
Broad	Hawthorne	Fricker/Lockwood	Urban Trail	City Walk project	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Allens	Public	Eddy	Urban Trail	North-south connection between Downtown and South Providence	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Move curbs
Peace/Chester	Elmwood	Prairie	Urban Trail	Connects West End and South Providence	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Lockwood	Broad	Friendship	Urban Trail	Connects West End and South Providence; connects proposed Fricker Urban Trail and City Walk	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways:

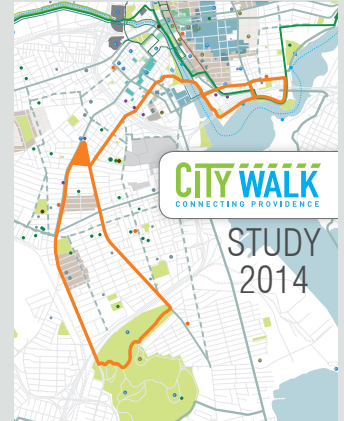
- Peace Street/Chester Avenue
- Lockwood Street

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Allens	Blackstone	Large or complicated intersection
Allens	Public	Large or complicated intersection
Broad	Cahir	Pedestrian/bicycle crash focus intersection
Broad	Elmwood	Network crossing Large or complicated intersection
Broad	Friendship	Network crossing Large or complicated intersection
Broad	Fricker/ Lockwood	Network crossing Large or complicated intersection
Broad	Peace/Chester	Network crossing
Broad	Pine	Network crossing
Broad	Public	Priority from draft map comments Pedestrian/bicycle crash focus intersection
Eddy	Blackstone	Large or complicated intersection
Eddy	Public	Large or complicated intersection
Eddy	Willard/I-95 SB off-ramp	Large or complicated intersection
Friendship	Lockwood	Large or complicated intersection
W Franklin	Broad	Neighborhood comment Priority from draft map comments
W Franklin	Friendship	Network crossing
W Franklin	Pine	Network crossing Priority from draft map comments
W Franklin	Point/I-95 SB on-ramp	Priority from draft map comments
Westminster	Cahir	Large or complicated intersection Pedestrian/bicycle crash focus intersection Neighborhood comment
Westminster	Cranston/ Winter/Fricker	Network crossing Large or complicated intersection Priority from draft map comments
Westminster	W Franklin	Priority from draft map comments

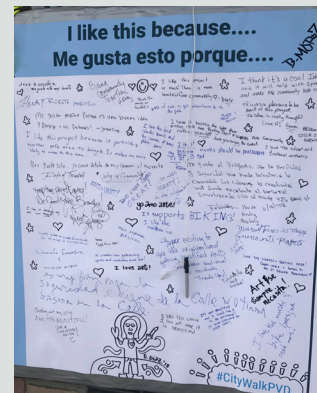
Project Highlight: City Walk

The idea for City Walk emerged in the 2006 “Old Harbor Forums” as a way to connect residents to the Providence River and cultural resources such as Roger Williams Park and India Point Park. Advocacy by the Jewelry District Association and Providence Foundation led to a design report in 2014 highlighting design challenges and ideas between the two parks. In 2016 the State allocated funding to implement safety improvements for biking and walking between the Providence River and Roger Williams Park.



The City’s implementation of the 2016-2020 City Walk improvements involved public engagement efforts that set a high standard for Great Streets projects: a demonstration project in summer 2017 created a temporary example for neighborhood passers-by to see what the proposed improvements could look like, a street

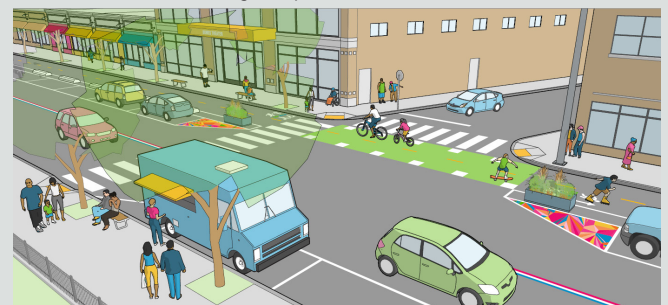
team of locally-hired ambassadors attended events to talk with residents about the project, and numerous meetings (open project-wide public meetings, presentations to neighborhood groups, and an ongoing community advisory group) provided updates and opportunities for the community to weigh in on design decisions.



Feedback poster at demonstration day

Construction began on the Downtown and Upper South Providence phase in Fall 2019 and improvements on Broad Street are expected to be complete in Fall 2020.

Rendering of improvements at Broad Street & Gallatin Street



Valley

Key Urban Trail Recommendations

Create new Urban Trail segments to extend and fill in gaps along the Woonasquatucket River Greenway. Extend access for people walking, riding bicycles, and using micromobility options along the Woonasquatucket River by implementing several new segments.

- *An Urban Trail along the Woonasquatucket River between Eagle Square and Downtown:* This segment will fill in the largest Urban Trail gap between Olneyville and Downtown. This project has received approximately \$6 million in Statewide Transportation Improvement Program funding and is expected to be completed in 2021 and 2022.

Create new Urban Trail connections to adjacent neighborhoods.

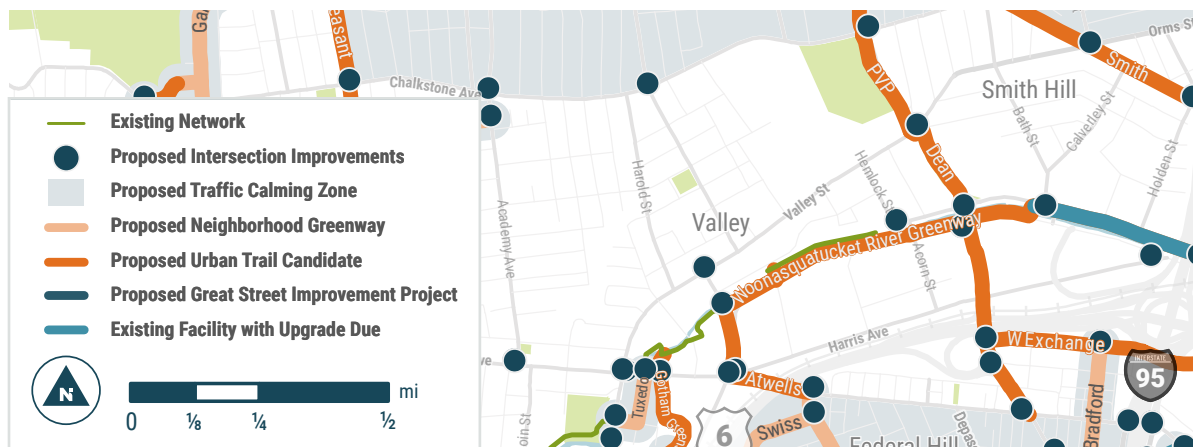
- Connect Valley to Federal Hill via on-road Urban Trails on Eagle Street and Atwells Avenue between Eagle and Knight streets.

Create an Urban Trail along Dean Street/Pleasant Valley Parkway. Complete an Urban Trail connection along Dean Street and Pleasant Valley Parkway from Atwells Avenue to Eaton Street (via the proposed Oakland Avenue Urban Trail), connecting Elmhurst, Smith Hill, Valley, and Federal Hill.

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Atwells	Academy	Priority from draft map comments
Atwells	Bowdoin	Neighborhood comment
Atwells	Valley	Pedestrian/bicycle crash focus intersection Large or complicated intersection
Atwells	Eagle	Pedestrian/bicycle crash focus intersection Large or complicated intersection
Atwells	Gotham Greens path	Network crossing
Atwells	Tuxedo	Network crossing
Dean	Kinsley	Network crossing
Dean	Promenade	Network crossing Large or complicated intersection
Eagle	Kinsley	Network crossing
Eagle	Valley	Large or complicated intersection

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Dean	Atwells	Valley	Urban Trail	Connects across key gap in pedestrian, bicycle, and micromobility access between Federal Hill, Valley, and Smith Hill	Two-Way Urban Trail with Accessible Sidewalk	Move curbs
Woonasquatucket River Greenway Extension	Eagle	Park	Urban Trail	Project in design that extends Woonasquatucket River Greenway into Downtown	Two-Way Shared Use Path	Remove travel lane (Road Diet)
Eagle	Kinsley	Harris/Atwells	Urban Trail	Connects current and future Woonasquatucket River Greenway segments to proposed Urban Trails leading into Federal Hill	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet)

Wanskuck

Key Urban Trail Recommendations

Create a neighborhood greenway on Veazie Street to provide connectivity to schools, a library, and Wanskuck Park and serve as a parallel route to Douglas Avenue, whose narrowness creates challenges for an Urban Trail. Create neighborhood greenways on Eva, Corina, and Appian streets that will extend from the Veazie Street neighborhood greenway to enhance access to Providence College and Hawkins Street.

Implement an Urban Trail on Hawkins Street, whose bridge over Route 146 is under replacement in 2020, to connect the two neighborhoods. This project would extend to Hawkins Square.



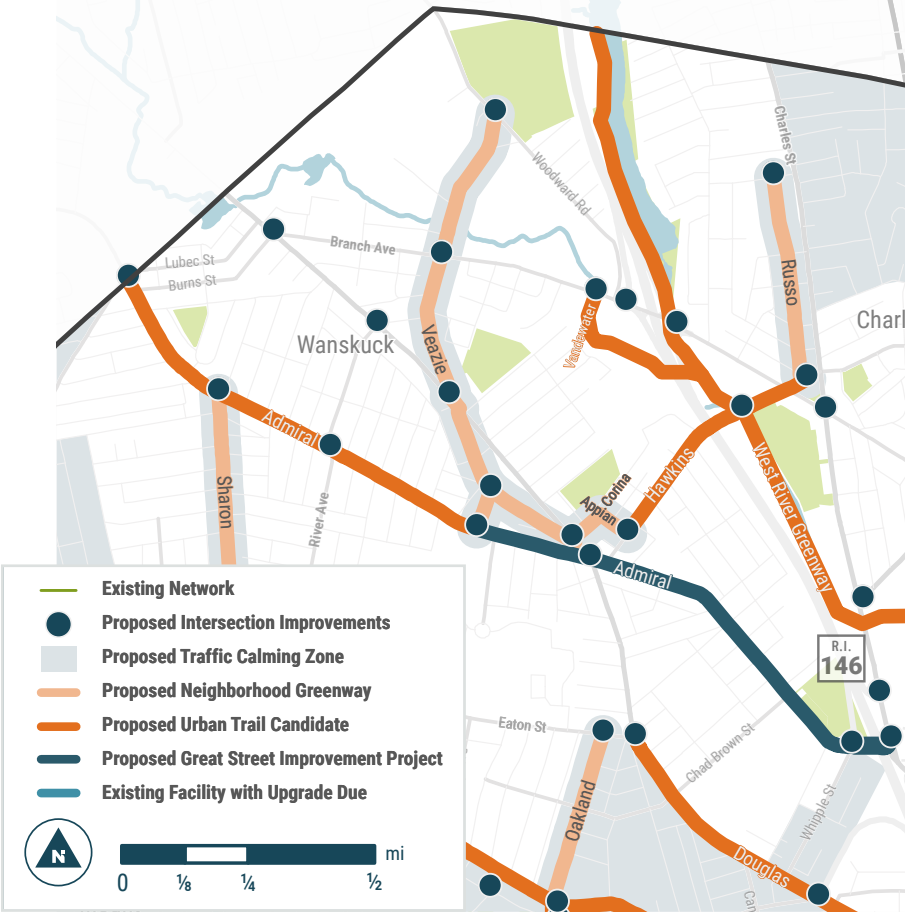
Implement an Urban Trail on Admiral Street from the North Providence city limits to Huxley Avenue adjacent to the Providence College campus. In the short term, an Urban Trail on the one-block segment of Admiral Street between Eva Street to Huxley Avenue would fully connect the Veazie/Eva neighborhood greenway to Providence College. A connection to Elmhurst through and/or around the Providence College campus should be studied further in collaboration with Providence College. Admiral Street east of Huxley Avenue is recommended for a Great Street project.

Establish off-road Urban Trails along the West River. A long-term vision is for Mount Hope, Charles, and Wanskuck to one day be connected to the Urban Trail Network with an off-road path and greenway along the West and Moshassuck rivers. The West River primarily flows through Charles and Wanskuck, and the proposed trail would terminate at Branch Avenue at Vandewater Street. The City should begin collaboration with property owners, residents, and other stakeholders to establish a concept and bring these segments from vision to reality.

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Admiral	City limit near Gentian Ave	Huxley	Urban Trail	Longer-term recommendation to enhance urban trail connectivity to North Providence	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side
Admiral	Huxley	Charles	Great Street	Enhances micromobility connectivity between Wanskuck and Charles, Mount Hope, and Smith Hill	Other Great Street Improvement	Enhance quality of existing facility
West River Greenway	Vandewater	I-95	Urban Trail	Long-term recommendation for a continuous east-west greenway connecting Charles and Wanskuck	Two-Way Shared Use Path	Independent ROW
Hawkins	Appian	Monticello	Urban Trail	Key connection between Charles and Wanskuck, enhancing access to parks, schools, and neighborhood business districts	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side
Veazie/Eva	Woodward	Admiral	Urban Trail	Connects to proposed Urban Trails leading to Elmhurst and Charles; enhances access to parks and schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Veazie	Eva	Douglas	Urban Trail	Connects Veazie/Eva and Corina/Appian Urban Trails and provides a parallel route to Admiral	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Corina/Appian	Douglas/Veazie	Hawkins	Urban Trail	Links the proposed Veazie and Hawkins Urban Trails, bypassing the Admiral/Douglas/Hawkins intersection; enhances access to Mansion Park	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Neighborhood Map



Key Traffic Calming Recommendations

Areas along and around proposed neighborhood greenways:

- Veazie Street
- Eva, Corina, and Appian streets

Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Admiral	Douglas	Large or complicated intersection
Admiral	Eva	Network crossing
Branch	West River Greenway	Network crossing
Branch	Woodward/Rt 146 SB off-ramp	Large or complicated intersection Neighborhood comment
Douglas	Branch/Burns	Large or complicated intersection
Douglas	River/O'Neil	Large or complicated intersection Neighborhood comment
Hawkins	Appian	Network crossing
Veazie	Branch	Network crossing
Veazie	Douglas/Easton	Network crossing
Veazie	Douglas/Corina	Network crossing
Veazie	Eva	Network crossing
Veazie	Woodward	Network crossing

Project Highlight: West River Greenway

The envisioned greenway along the West River would connect Branch Avenue in Wanskuck with an underappreciated natural resource and along the river to Charles and Downtown. See page 29 for more details on the full proposed river greenway system. The completion of this path system would help get people biking out of traffic on busy and unsafe Branch Avenue.

Proposed end of West River Greenway at Branch Avenue & Vandewater Street



Washington Park

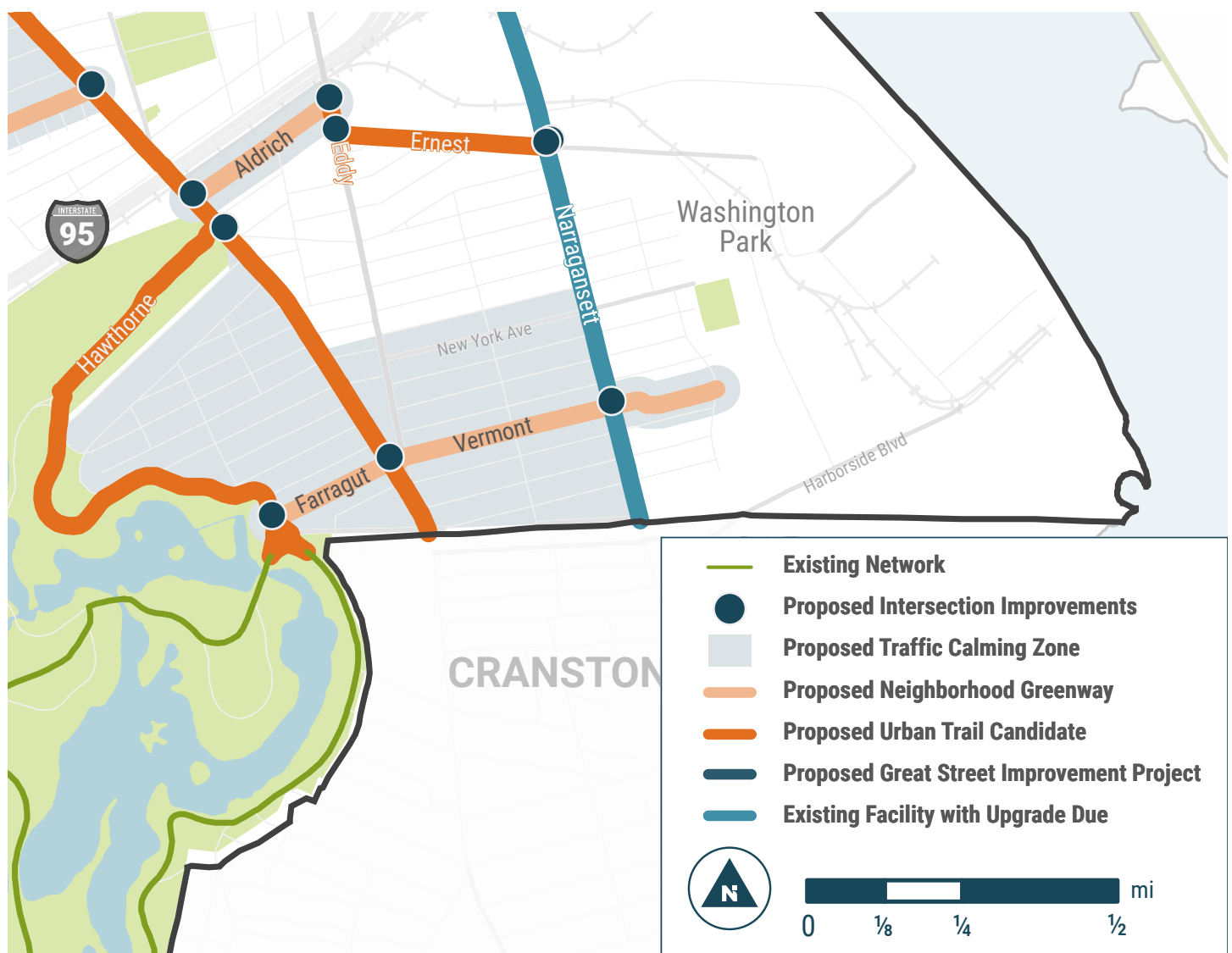
Key Urban Trail Recommendations

Implement and extend City Walk along Broad Street. City Walk is an in-progress Urban Trail project on Broad, Pine, Friendship, and Clifford streets that will: strengthen connections between South Providence, other neighborhoods, parks, and civic institutions; improve safety for people traveling by all modes; and celebrate the diversity and culture of Providence neighborhoods through public art, wayfinding signage, and vibrant public places. City Walk Phase 1 on Clifford, Pine, and Friendship streets is now complete. City Walk should be extended on Broad Street all the way to the city line as envisioned by the 2014 City Walk study.

Upgrade Allens Avenue and Narragansett Boulevard for people walking, bicycling, and using micromobility and create an Urban Trail. An Urban Trail and other walking, bicycling, and micromobility improvements on this major street will help residents connect to Downtown, the Hospital District, and Washington Park. Since they are state-maintained roads, an Urban Trail on Allens Avenue and Narragansett Boulevard will require partnership and coordination with RIDOT.

Create east-west Urban Trails. Neighborhood greenways on Aldrich Street, Farragut Avenue, and Vermont Avenue, as well as a separated Urban Trail on Ernest Street, will calm traffic, link the proposed north-south Urban Trails, and enhance access to Roger Williams Park, Johnson & Wales University's Harborside Campus, and other destinations.

Neighborhood Map



Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Broad	Hawthorne	Fricker/Lockwood	Urban Trail	City Walk project	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Broad	City limit	Hawthorne	Urban Trail	Future City Walk phase; enhances access from Washington Park to Roger Williams Park	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Eddy	Ernest	Aldrich	Urban Trail	Connects proposed Ernest and Aldrich Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Move curbs
Ernest	Eddy	Allens	Urban Trail	Along with Aldrich, connects proposed Allens Urban Trail with City Walk	Two-Way Urban Trail with Accessible Sidewalk	Remove parking one side, Narrow travel or parking lane (Lane Diet)
Allens/Narragansett	City limit	Public	Upgrade Due	North-south connection between South Providence and Washington Park	Two-Way Urban Trail with Accessible Sidewalk	Narrow travel or parking lane (Lane Diet), Move curbs
Aldrich	Eddy	Broad	Urban Trail	Along with proposed Ernest and Eddy Urban Trails, connects proposed Allens Urban Trail with City Walk; enhances access to Roger Williams Park	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Farragut/Vermont	Greene Memorial Blvd	Michigan	Urban Trail	Connects proposed Allens/Narragansett Urban Trail with proposed Broad (City Walk) Urban Trail; enhances access to Roger Williams Park, Columbia Park, and Johnson & Wales Harborside Campus	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Key Traffic Calming Recommendations

The area of Washington Park west of Broad Street, adjacent to Roger Williams Park

- Comment received regarding cut-through traffic on Calla Street
- Area has seen 3 traffic calming requests in the last 10 years

The area of southern Washington Park, between Broad Street and Allens Avenue

- Comment received regarding speeding in the neighborhood

Along and around the proposed Aldrich Street and Farragut Avenue/Vermont Avenue neighborhood greenways

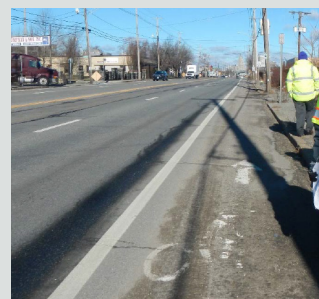
Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Allens	Ernest	Network crossing
Broad	Aldrich	Network crossing
Broad	Farragut	Priority from draft map comments
Broad	Hawthorne	Network crossing
Eddy	Ernest	Network crossing
Eddy	Aldrich	Network crossing
Greene Memorial Blvd	Farragut	Network crossing
Narragansett	Vermont	Priority from draft map comments

Project Highlight: Allens Avenue

Allens Avenue was one of the first bike lanes built in Providence, completed in 2001. However, with time and heavy industrial use related to the Port of Providence, the corridor is due for an upgrade. The City has collaborated with and will continue to work with RIDOT on planned improvements including improved crosswalks, physical separation for the bike lanes, stopping trucks from parking in the bike lanes, and the in-road railroad tracks that cross Allens Avenue in multiple places, sometimes at hazardous angles for bicycle tires.

“Inadequate Vulnerable Road User Facilities – With high pedestrian volumes in various locations along the corridor due to businesses, there are no marked crossings, ADA compliant wheelchair ramps or paths. Drivers do not behave with an awareness of other roadway users.”



“Inadequate Bicycle Accommodations – The existing marked bicycle lane along Allens Avenue is poorly designated with signage and striping. The width of the bicycle lane also varies between 3’ and upwards of 8’ in width.”
– 2017 RIDOT Road Safety Assessment

Wayland

Key Urban Trail Recommendations

Integrate Urban Trails into the Henderson Bridge improvements. RIDOT’s Henderson Bridge Reconstruction Project will add a new shared-use path to the Henderson Bridge, which will enhance multimodal travel options to and from East Providence.

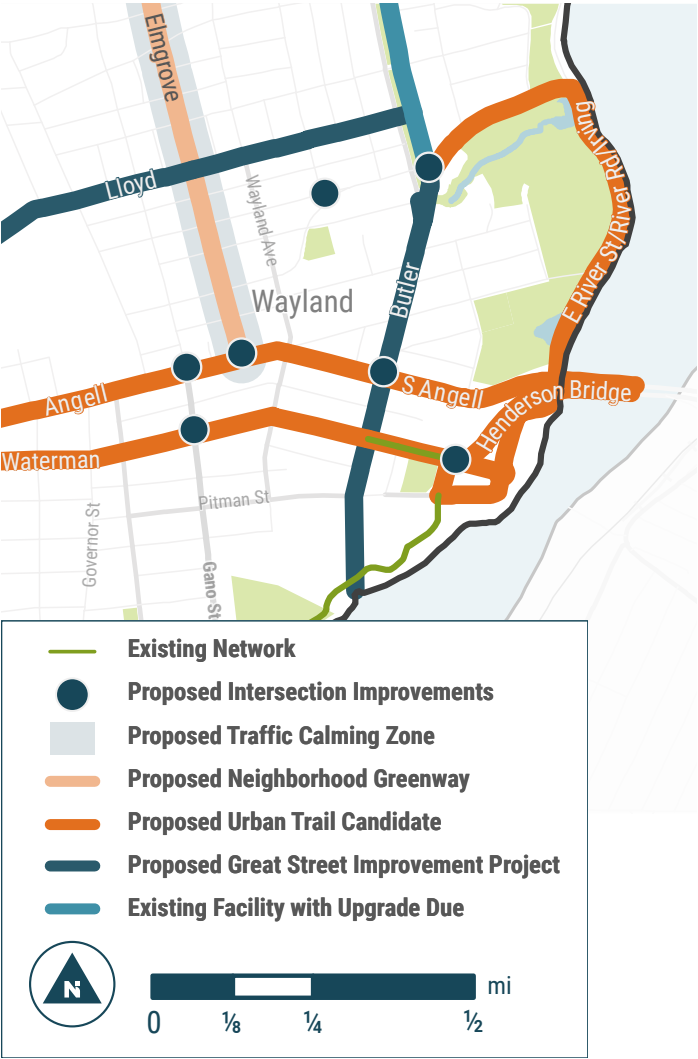
Implement Urban Trails on Angell and Waterman streets to serve as a one-way couplet connecting Wayland to College Hill, RISD, and Brown University. A north-south path through Witherby Park is recommended as a key link between Waterman Street and the Blackstone River Bikeway.

Complete an Urban Trail on East River Street, River Road, and Irving Avenue between Richmond Square and Blackstone Boulevard to connect Wayland and Blackstone, fill in a gap on the Statewide Bicycle System, and complete a segment of the East Coast Greenway.

Improve walkability on Lloyd and Butler avenues and supplement the connectivity provided by the recommended Urban Trail Network.

Create a neighborhood greenway on Elmgrove Avenue. Frequently requested by neighborhood comments, this north-south neighborhood greenway would supplement the proposed Urban Trail on Hope Street and the proposed improvements to the existing facility on Blackstone Boulevard.

Neighborhood Map



Key Traffic Calming Recommendations

Using the Implementation Guide as a reference, install traffic calming elements as part of walkability improvements on Butler and Lloyd avenues.

Areas along and around proposed neighborhood greenway on Elmgrove Avenue.

Key Intersection Improvement Recommendations

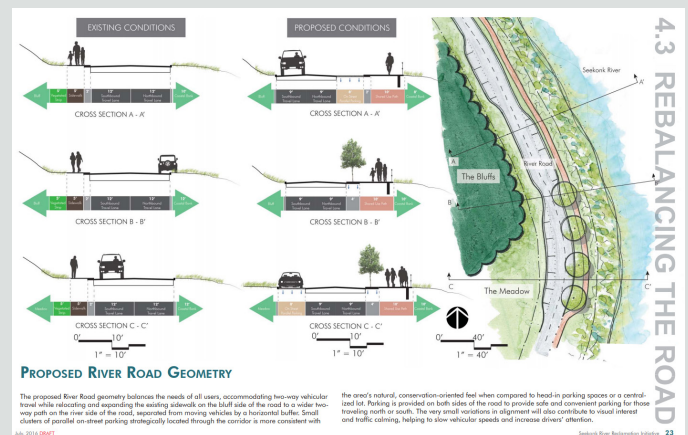
Street 1	Street 2	Type
Angell	Butler	Network crossing
Angell	Gano	Large or complicated intersection
Angell	Elmgrove	Network crossing
Gano	Amy	Neighborhood comment
Gano	Trenton	Large or complicated intersection
Irving	Humboldt/Cole	Priority from draft map comments
Waterman	Witherby Park Path	Network crossing Pedestrian/bicycle crash focus intersection
Waterman	Butler	Network crossing
Waterman	Gano	Large or complicated intersection

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
S Angell/Angell	Henderson Bridge	Hope	Urban Trail	Connects in-progress Henderson Bridge path, proposed Elmgrove and Hope St. Urban Trails; enhances access to schools, parks, and Brown University	One-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Henderson Bridge	Angell/Waterman	East Providence	Urban Trail	RIDOT bridge reconstruction project, in design in 2020, will provide critical connection with East Providence	Two-Way Shared Use Path	Move curbs
Waterman	Butler	Henderson Bridge	Urban Trail	Completes connection from Brown University to Blackstone River path (via proposed Witherby Park path) and in-progress RIDOT Henderson Bridge project	One-Way Urban Trail with Accessible Sidewalk	Enhance quality of existing facility
Waterman	Hope	Butler	Urban Trail	Connects College Hill and Wayland	One-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet)
Elmgrove	Angell	Lloyd	Urban Trail	Connects Wayland and Blackstone; connects proposed Angell Urban Trail with Lloyd Great Street and other projects further north in Blackstone	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Butler	Pitman	Blackstone Blvd	Great Street	Enhances walkability along this street, which would connect with proposed River St. and Blackstone Bike path	Other Great Street Improvement	Enhance quality of existing facility
Witherby Park path	Waterman	Pitman	Urban Trail	Connects Blackstone River path at Pitman St., future Henderson Bridge path, and proposed Waterman Urban Trail	Two-Way Shared Use Path	Independent ROW
Lloyd	Hope	Blackstone	Great Street	Enhances walkability along this route connecting several schools, recreational areas, and the Blackstone Blvd path	Other Great Street Improvement	Enhance quality of existing facility
E River St/River Rd/Irving	Blackstone River Bikeway/Pitman	Irving/Blackstone Blvd	Urban Trail	Fills in a gap in the Blackstone River Bikeway and East Coast Greenway; connects to future Henderson Bridge path and proposed Waterman St. Urban Trail	Two-Way Shared Use Path	Move curbs, Independent ROW

Project Highlight: River Road

The Seekonk Riverbank Revitalization Alliance has proposed a new vision for River Road, which runs along the Seekonk River from underneath the Henderson Bridge to Irving and Gulf avenues. River Road provides access to waterfront recreational activities including fishing and the Narragansett Boat Club, yet it is vulnerable to erosion and sea level rise and is used as a vehicular cut-through. The neighborhood vision to create a shared-use path by narrowing the roadway fits well with the Great Streets plan goals.



Graphic: Seekonk River Revitalization Alliance

West End

Key Urban Trail Recommendations

Create new Urban Trail connections to neighborhood parks.

Implement Urban Trails on Dexter, Parade, Cranston, Waverly, and Peace streets to better connect neighborhood residents to Dexter Training Ground and Bucklin Park. Create neighborhood greenways on Parade, Hollis, Diamond, and Superior streets to calm traffic and provide a connection around the narrow, busy part of Dexter Street just south of Cranston Street.

Create Urban Trails along the 6/10 Connector and Huntington Avenue.

Create an Urban Trail on Salvati Way to extend the Washington Secondary Trail from its terminus in Cranston to connect with the new off-road Urban Trail being constructed to the east of the 6/10 Connector between Union and Tobey streets. Connect the West End to Elmwood and Reservoir via a new off-road Urban Trail along Huntington Avenue.

Key Traffic Calming Recommendations

The area between Union Avenue, Waverly Street, Dexter Street, and Waldo Street:

- Area has seen two traffic calming requests over the last 10 years

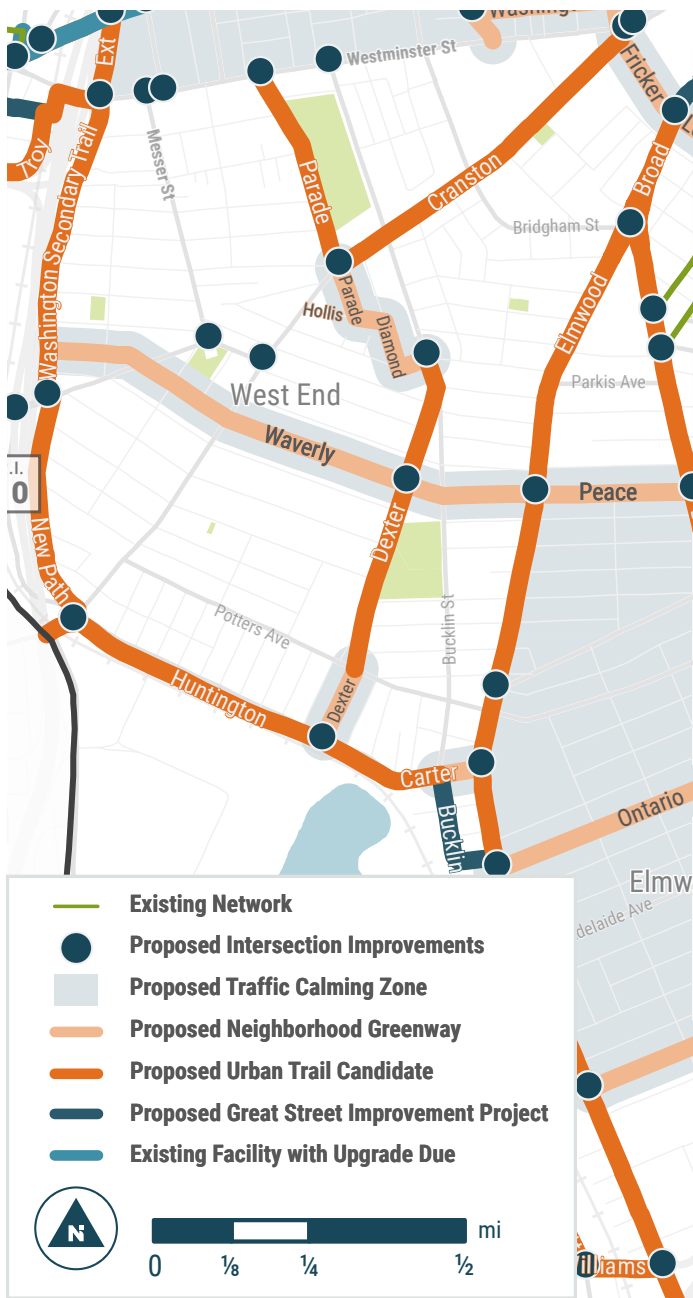
Areas along and around proposed neighborhood greenways:

- Dexter Street between Huntington and Potters avenues
- Fricker Street
- Parade, Hollis, Diamond, and Sprague streets
- Peace and Waverly streets

Project List

Street or Trail Name	From	To	Project Type	Why is this important?	Recommendation	Implementation Action
Washington Sec Trail Ext	Union	Tobey	Urban Trail	New extension of existing trail to be completed by 6/10 Reconstruction Project	Two-Way Shared Use Path	Move curbs
Ridge/Swiss	Knight	Tobey	Urban Trail	Connects proposed Knight and Tobey Urban Trails and in-progress path related to the 6/10 Reconstruction Project	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Parade	Westminster	Cranston	Urban Trail	Connects West End to Federal Hill; connects to proposed Cranston and Dexter Urban Trails	Two-Way Urban Trail with Accessible Sidewalk	Remove travel lane (Road Diet), Consolidate parking one side
Parade/Hollis/Diamond/Sprague	Cranston	Dexter	Urban Trail	Connects proposed Parade Urban Trail (Westminster to Cranston) with proposed Dexter Urban Trail	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Dexter	Huntington	Potters	Urban Trail	With other Dexter project, provides north-south connection between West End and Federal Hill	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Dexter	Potters	Sprague	Urban Trail	Part of a north-south Urban Trail connection between West End and Federal Hill; enhances school access	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side
Cranston	Fricker	Parade	Urban Trail	Threads together multiple proposed Urban Trails in West End; enhances school access	Two-Way Urban Trail with Accessible Sidewalk	Consolidate parking one side, Narrow travel or parking lane (Lane Diet)
Huntington	Mashapaug	Cranston	Urban Trail	Provides key east-west connection for West End and Elmwood; connects to proposed Dexter and Elmwood Urban Trails and Anthony Avenue/Salvati Way path	Two-Way Shared Use Path	Narrow travel or parking lane (Lane Diet)
Salvati	Cranston	Union	Urban Trail	Connects proposed Huntington Urban Trail with in-progress Washington Secondary Trail Ext as part of 6/10 Reconstruction Project	Two-Way Shared Use Path	Narrow travel or parking lane (Lane Diet)
Fricker	Cranston/Westminster	Broad	Urban Trail	Connects to multiple proposed Urban Trails; enhances access to schools	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)
Peace/Waverly	Washington Sec Trail Ext	Elmwood	Urban Trail	Connects in-progress Washington Secondary Trail Extension with proposed, Dexter and Elmwood Urban Trails	Neighborhood Greenway	Neighborhood Greenway Toolbox (Speed management, major intersections, wayfinding)

Neighborhood Map



Key Intersection Improvement Recommendations

Street 1	Street 2	Type
Cranston	Dexter	Pedestrian/bicycle crash focus intersection
Cranston	Messer	Large or complicated intersection
Cranston	Parade	Network crossing Priority from draft map comments
Dexter	Sprague	Network crossing
Dexter	Waverly	Network crossing
Elmwood	Greenwich	Neighborhood comment
Huntington	Dexter	Network crossing
Huntington	Cranston	Large or complicated intersection Network crossing
Messer	Marvin	Neighborhood comment
Sycamore	Hudson	Neighborhood comment
Union	Messer	Large or complicated intersection
Union	US 10 NB ramps	Large or complicated intersection
Westminister	Cranston/ Winter/Fricker	Network crossing Large or complicated intersection Priority from draft map comments
Westminister	Bridgham	Pedestrian/bicycle crash focus intersection
Westminister	Wash Trail Ext	Network crossing
Westminister	Dexter	Priority from draft map comments
Westminister	US 6-10 NB ramps	Large or complicated intersection
Westminister	Messer	Large or complicated intersection
Westminister	Barton	Large or complicated intersection
Westminister	Parade	Priority from draft map comments

Project Highlight: Huntington Greenway

Huntington Avenue is currently built to encourage driving fast: multiple lanes of traffic in each direction that are a width similar to a highway are a subtle signal to drive 40 mph or more. This street is at the edge of a dense residential neighborhood, and could provide safe access for everyone and actually improve mobility in the neighborhood. A conceptual design that the City collaborated with RIDOT on in 2017-18 involves reducing the number of travel lanes and providing a separated, shared-use path along one side of the street. This would provide an important connection between Elmwood Avenue and the extension of the Washington Secondary Trail at Cranston Street and would also absorb stormwater runoff into a widened linear park.