Woonsocket Walks - A City on the Move
Pedestrian Walking Plan

Supported by:
YWCA Northern Rhode Island in partnership with Rhode Island Department of Health and Rhode Island Department of Transportation.
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Additional Acknowledgements

- Angela Ankoma, MPH, MSW, Physical Activity Coord., Initiative for a Healthy Weight
- Chelsea L. Siefert, Community Planner, Healthy Places by Design
Dear Neighbors,

YWCA Northern Rhode Island is dedicated to eliminating racism, empowering women and promoting peace, justice, freedom and dignity for all. YWCA has a long history of leadership and service to the local community. Through comprehensive programs and services, YWCA works to promote health and wellness and creative positive change in our community.

Our association is pleased to present you with this citywide Pedestrian Walking Plan. The Pedestrian Walking Plan provides a detailed strategy for improving the walkability of the City of Woonsocket. Improved walkability increases accessibility, provides public cost savings, increases community livability, improves public health, protects the environment and supports economic development. In 2010, 17% of residents in Woonsocket did not have access to a car which is higher than the 11% in the State as a whole. Therefore, system improvements such as roadway projects, improved public transportation, and bike and pedestrian are more important than ever. Because access to transportation does not affect all groups equally, YWCA articulates strategies for addressing the current conditions of the built environment among the priority population most affected by them, such as racial and ethnic minority groups and low-income populations.

No single agency or organization alone can meet the challenges posed. Therefore, a community-wide approach was used in developing the Pedestrian Walking Plan to ensure inclusion and collaboration among all of the partners who play a vital role in the health and wellness of the community. The Pedestrian Walking Plan is the result of a collaborative process involving YWCA and a large and diverse group of stakeholders.

YWCA provides the Pedestrian Walking Plan in the hopes that the community that led to its development will continue. Together, the partners are committed to achieving the goals and objectives, thus improving the walkability of the City of Woonsocket.

Sincerely,

Deborah L. Perry

Deborah L. Perry
Chief Executive Officer / President
YWCA Northern Rhode Island

YWCA Northern Rhode Island is dedicated to eliminating racism, empowering women and promoting peace, justice, freedom and dignity for all. www.ywcanri.org
Executive Summary

The Woonsocket Walks - A City on the Move Pedestrian Walking Plan offers a framework for improving the walkability of Woonsocket. The plan was developed by the Woonsocket Walks Advisory Group composed of key partners and community members. It reflects feedback and input from the community at large. Key decision makers were engaged to develop the priorities of the plan and to assist with the implementation.

An environmental assessment was conducted in all ten neighborhoods within Woonsocket. Site conditions: street signage and lighting; accessibility; limitations; public transit; parks and recreation; landscaping; cultural, historical, and neighborhood institutions; and neighborhood livability were assessed for barriers and enablers to walkability.

From February 2011 to January 2012, community members were mobilized through interviews, advisory group participation, media and a rally that was held in September 2011 in partnership with the Sierra Club - Rhode Island Chapter. This plan will be shared with community members, key partners, and decision makers as a means to build support for environmental changes.

This Woonsocket Walks - A City on the Move Pedestrian Walking Plan describes goals, objectives, action steps, and recommendations for the City of Woonsocket. Moving forward, Advisory Group members will assist in advocating and promoting the plan with key decision makers and coordinating efforts to change the physical environment of Woonsocket to support a pedestrian friendly city.

Moving Planet: Rhode Island was held on September 24, 2011 at YWCA Northern Rhode Island. Speakers from left: Abel Collins, Jan Reitsma, Chris Fierro, U.S. Congressman David Cicilline, Nicholas Oliver and Meghan Grady.
Introduction

Walking is the most basic form of transportation. It is affordable, offers health benefits, and provides connections between other modes of transportation. Walkability is the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. Improved walkability increases accessibility, provides public cost savings, increasing community livability, protects the environment, improves public health, and supports economic development.

A pedestrian is legally defined as a person who walks from one place to another either by foot or using an assisted mobility device.

If pedestrians are to walk safely, conveniently, efficiently, and comfortably they need an environment and facilities designed to meet their needs. The first step toward achieving that is the development of this Pedestrian Walking Plan, which is the result of a community-wide coordinated effort. Working with traditional and non-traditional partners and a community based Advisory Group, YWCA Northern Rhode Island took the lead in developing this plan.

The goal of this coordinated effort is to create a pedestrian walking plan to improve walkability and build a healthier, safer, and more prosperous city.

This plan will:

- Serve as a resource for the City of Woonsocket in securing grants and funding.
- Provide recommendations to overcome locally identified barriers.
- Provide recommended projects for construction and planning.
- Suggest educational and enforcement programs to encourage safe pedestrian travel.

This coordinated community-wide effort fits with the vision of the Circulation Element of the Woonsocket Comprehensive Plan and the Wayfinding Master Plan. The Wayfinding Master Plan introduces important concepts of increased connectivity between Main Street and the Blackstone River which encourage pedestrian and cycling traffic in the downtown district.

The Circulation Element addresses traffic flow, travel patterns and problem locations. It acknowledges Woonsocket's access and internal circulation concerns, and how some of the concerns have been resolved in light of the completion of Route 99 and circulation improvements to the Main Street area. Administrative issues including signals, signs, and maintenance of roads and bridges are also discussed.

Rhode Island State Law requires that all cities and towns create a comprehensive plan every five years to serve as a road map for everything from economic development to infrastructure. The Circulation Element of the Woonsocket Comprehensive Plan consists of the inventory and analysis and proposed major circulation systems, street patterns, and other modes of transportation in coordination with the land use element.

The Woonsocket Comprehensive Plan Circulation Element includes several goals and policies related to non-motorized transportation including:

- Woonsocket enjoys a safe, adequate, and efficient circulation network that meets the varied needs of its residents, businesses, and visitors.
- Improve pedestrian safety and accommodations on city sidewalks and streets.
- Ensure adequate opportunities for alternative modes of transportation.
- Ensure that the circulation network supports economic development efforts.

Area planners and community leaders are encouraged to tailor this Pedestrian Walking Plan to meet their needs. Because the benefits of a walkable community offers health benefits, this community-wide effort also has great potential to improve transportation, provide public cost-savings, increase community livability, support economic development and protect the environment. The intention of the Pedestrian Walking Plan is that traditional and non-traditional partners will collaboratively to implement the recommendations, goals, and objectives in this plan over time.

Development of this document was supported by funds provided with a grant from the Rhode Island Department of Health and Rhode Island Department of Transportation through a partnership with YWCA Northern Rhode Island.
Background

Woonsocket is located in the northern portion of Rhode Island approximately 15 miles north of Providence, the state’s capital. The city has a total area of 7.7 square miles of land and 0.2 square miles of water. The Blackstone River and tributaries run through the city. Adjacent communities include: Blackstone, Massachusetts; Bellingham, Massachusetts; Cumberland, Rhode Island; and North Smithfield, Rhode Island. Woonsocket has direct interstate connection to Route 146 and I-295 by way of Route 99. State routes 114, 122 and 126 run through the City, providing connections to the Interstate System.

Population

Woonsocket is home to 41,186 residents, making it the sixth largest city in Rhode Island. There are 19,214 households. Of the residents, 49% are males and 51% are females. Of the total population, 7% is under 5 years, 24% is under 18 years and 13% are 65 years and over.

Diversity

The 2010 Census describes the makeup of Woonsocket as 77.7% White, 6.4% African American, 0.4% Native American, 5.4% Asian, 4.3% reporting two or more races and 14.2% Hispanic or Latino.

Income

The median household income in 2010 was $41,001 for the City of Woonsocket. The Circulation Element of the Comprehensive Plan reported that 17% of residents do not have access to a vehicle which is significantly higher than the 11% statewide average.

Weather

Woonsocket is located in the northern portion of Rhode Island. Residents enjoy all four seasons, from rain in the spring to hot summer, cool autumns and snow in the winter. The average yearly precipitation is approximately 46 inches and average yearly snowfall is 37 inches. Woonsocket terrain is diverse, from steep hills to flat land. Communities should take weather and terrain into consideration when planning for the built environment.

Collision Data

In 2010, there were 1089 collisions in Woonsocket. High hazard locations generally point to a need for increased capacity at intersections, improved traffic signals and better enforcement of regulations. Based on data from the Rhode Island Department of Transportation that was compiled as part of a report for the Rhode Island Highway Safety Improvement Program, John A. Cummings Way at Clinton Street and Social Street were identified as two of the most dangerous intersections in Rhode Island in 2010.

“Woonsocket is a compact City with many unique historic, environmental and economic characteristics. No matter which path or combination of paths the City takes to its future, it will include people walking - walking to work, to our many parks, to our various attractions along the Blackstone River and throughout our neighborhoods. The present is the time to contemplate a plan that focuses on accessibility, safety, and attractiveness of surroundings for our many pedestrians.”

- Matt Wojack

Economic Development Director
City of Woonsocket
General Street Design

Woonsocket has 133 miles of roadway within its limits. There are two “typical” types of streets in the City, a 40-foot and a 50-foot right of way. A 40-foot right of way has a paved width of 26 feet with a 7-foot sidewalks on each side. A 50-foot right-of-way has a 32-foot paved width with 9-foot sidewalks on each side. The condition of sidewalks, curb cuts and crosswalks are reviewed in the Existing Conditions section of this plan.

Public Transportation

Public transportation provides opportunities for residents who do not drive or who do not own automobiles. The Rhode Island Public Transit Authority provided the only fixed route bus service to and within Woonsocket. It also provides a Flex Service which offers residents the option of calling a ride or picking up the Flex Vehicle at one of its regularly scheduled stops.

<table>
<thead>
<tr>
<th>Route #</th>
<th>Name</th>
<th>Avg. # of Riders per day</th>
<th>Avg. # of runs per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>Lincoln/Woonsocket</td>
<td>1,620</td>
<td>35</td>
</tr>
<tr>
<td>87</td>
<td>Fairmount/Walnut Hill</td>
<td>918</td>
<td>29</td>
</tr>
</tbody>
</table>

Source: Table C-7 Comprehensive Plan

Travel to Work

The 2010 Census reflected that the mean travel time to work for workers age 16+ was approximately 23 minutes. The state average was 22 minutes.
Goals and Objectives

Goal 1: Improve community health by promoting walking as a method of transportation.

Objective 1.1: Support pedestrian travel as a means of physical activity to improve community health, by reducing chronic disease related illness and slowing the increase of obesity.

Objective 1.2: Enhance partnerships that support health and built environment.

Objective 1.3: Educate residents on the relationship between walking and personal health.

Objective 1.4: Support pedestrian travel as a means of reducing traffic congestion, improving air quality, supporting economic develop and protecting the environment.

Objective 1.5: Increase awareness of local pedestrian facilities (parks, tracks, walking paths, etc.) that can be used for physical activity.

Goal 2: Increase the number of people who walk for transportation or exercise (increase pedestrian travel).

Objective 2.1: Identify the number of adults who walk to work and/or for exercise regularly and the number of children who walk to school regularly.

Objective 2.2: Increase participation in the Safe Routes to School program and support Connecting for Children and Families Walking School Bus program.

Objective 2.3: Work with schools, local agencies and community partners to educate residents on places to walk for exercise.

Objective 2.4: Increase awareness of methods of public transportation.

Goal 3: Pursue funding to maintain, enhance and expand pedestrian facilities.

Objective 3.1: Identify potential funding mechanisms to support projects and programs.

Objective 3.2: Work with the Pedestrian Advisory Committee to pursue funding opportunities.

Objective 3.3: Pursue funding to maintain, enhance, and expand existing pedestrian facilities.

Objective 3.4: Pursue funding to create additional pedestrian facilities.

“I walk my neighborhood which I love.”
- Sandra Borges, Woonsocket Walks Advisory Group Member, YWCA Board of Director, and Woonsocket Resident
Goals and Objectives continued

Goal 4: Improve pedestrian security and safety.

Objective 4.1: Develop methods of collecting and reporting pedestrian injury data to help understand the greatest areas of need.

Objective 4.2: Support enforcement in areas identified as problematic.

Objective 4.3: Conduct pedestrian education to increase awareness of traffic safety.

Objective 4.4: Complete an inventory of pedestrian facilities.

Objective 4.5: Monitor pedestrian injury data and watch for trends in specific areas and develop a plan to increase safety.

Goal 5: Support all levels of pedestrian travel by developing projects, programs and plans.

Objective 5.1: Develop a pedestrian infrastructure that focuses on achieving environmental and social equity.

Objective 5.2: Form an Advisory Committee to update and provide information to city officials and advocate for best practices and builds support for pedestrian issues.

Objective 5.3: Educate decision makers on the importance of Complete Streets policies.

Objective 5.4: Identify and recruit local champions who will support active transportation programs and policies.

Objective 5.5: Disseminate the pedestrian walking plan to key partners and decision makers.

Objective 5.6: Educate decision makers and partners on the economic benefits of pedestrian travel.

Objective 5.7: Maintain and update the Pedestrian Walking Plan.

Goal 6: Implement changes to improve road design and pedestrian paths that serve as an alternative to roadways making non-motorized travel accessible.

Objective 6.1: Identify streets that require improved road design.

Objective 6.2: Ensure new developments consider road design and pedestrian paths.

Objective 6.3: Ensure maintenance to existing infrastructure consider design.

Objective 6.4: Develop a well-connected network of roads composed of direct and convenient routes.

Objective 6.5: Enhance and improve existing facilities (physical changes).

Objective 6.6: Evaluate the effectiveness of activities to make non-motorized travel more effective.
Recommendations and Action Steps

In order for the City of Woonsocket to have a healthy walking environment, the following recommendations are being made in eight areas: Over-arching framework, historical and cultural preservation, comprehensive facade improvements, pedestrian and streetscape improvements, parking solutions, design for community, economic development and connecting residents to public transportation.

Recommendation 1:
Support an Overarching Framework

- Adopt walkability as a part of the Circulation Element of Woonsocket’s Comprehensive Plan.
- Create a Pedestrian Advisory Committee to engage resident leaders in issues related to walkability.
- Create a Neighborhood Regeneration Initiative to engage the community in issues related to walkability.
- Establish neighborhood standing committees that meet regularly.
- Support existing local organizations and initiatives to improve walkability including the Main Street 2000, Blackstone River Bikeway, Wayfinding Master Plan for Downtown Woonsocket, Coalition for Transportation Choices, The Sierra Club, and John H. Chafee Blackstone River Valley National Heritage Corridor.
- Actively seek funding from local, state, federal and private sources to improve pedestrian facilities and programs.
- Work with the city government to consider walkability when developing local policy changes.
- Establish join use agreements for the use of school owned recreational facilities for the purpose of physical activity.

Recommendation 2: Encourage Historical and Cultural Preservation

- Continue to identify and preserve historic and cultural resources along the corridor.
- Apply for funding to update local historical surveys and coordinate on a neighborhood basis.
- Build local knowledge and understanding of historic and cultural resources of Woonsocket.

“The Sierra Club Rhode Island Chapter applauds the efforts of the City of Woonsocket to make its streets complete and become a more walkable city. Walking is the healthiest, most affordable, and most environmentally sensitive transportation option, and Woonsocket is a model for what needs to happen everywhere in Rhode Island.”

- Abel Collins
  Program Manager
  Sierra Club - Rhode Island Chapter

Since 1892, the Sierra Club has been working to protect communities, wild places, and the planet itself. It is the largest and most influential grass-roots environmental organization in the United States. www.rhodeisland.sierraclub.org
Recommendations and Action Steps continued

- Encourage collaboration between the planning department and building/zoning officials.
- Evaluate and inventory existing signage.
- Increase signage throughout the downtown area where applicable and consider branding and continuity.
- Assess development and redevelopment for impacts to historical and cultural resources.
- Promote existing walking maps of Woonsocket including the John H. Chafee Blackstone River Valley Walking Tour and RiverzEdge map to increase knowledge and promote walking.
- Support the advocacy efforts of John H. Chafee Blackstone River Valley Heritage Corridor.
- Integrate form based code into development as a means to preserve historic neighborhoods and improve pedestrian safety.
- Link Main Street business tours through brochures and signage.

Recommendation 3: Promote Comprehensive Facade Improvements

- Encourage the facade improvement program for businesses.
- Apply for funding to implement the design standards of form based code.
- Improve signage on buildings for business identity, visibility and location.
- Promote the Main Street 2000 Business Sign Program.
- Work with the Woonsocket Merchants Association to promote facade improvements.

Recommendation 4: Improve Pedestrian Facilities and Site Conditions

- Consider installing traffic calming engineering measures such as narrower traffic lanes, curb extensions, shadowing, speed bumps, speed humps, raised pedestrian crossings, and median diverters and converting one-way streets to two-way streets in areas with high levels of pedestrian traffic.
- Reduce speed limits near institutions such as daycare facilities, senior centers and hospitals.
- Identify streets for additional bike lanes and bike parking.
- Increase pedestrian amenities with enhanced streetscapes, installing additional garbage/recycling receptacles, integrating outdoor seating and introduce energy efficient street lighting.
Recommendations and Action Steps continued

- Increase pedestrian access to the Blackstone River.
- Identify pedestrian paths that link the riverfront to Main Street to improve circulation downtown.
- Build community support for the completion of the Blackstone River Bikeway.
- Identify new locations for public spaces by inventorying vacant lots and spaces.
- Improve pedestrian accessibility and safety around vehicular traffic by incorporating better identification and signage at crosswalks and updating all applicable sidewalks to ADA compliance.
- Promote better pedestrian access through parking lots by proposing design review of pedestrian paths.
- Provide opportunities for public art by developing partnerships with local artist and art programs and identifying locations for public art installations.
- Work with the police to reduce criminal behavior in pedestrian facilities.

Recommendation 5: Implement Parking Solutions

- Review existing parking requirements and explore opportunities for more efficient on-site parking in selected areas.
- Support increased landscaping and pedestrian access in development/review of parking areas during a design review.
- Optimize existing public parking by improving signage that alerts drivers of parking areas.
- Redesign existing municipal lots with landscaping, striping, pedestrian access and sufficient lighting.
- Improve on-street parking with re-striping and enforcement.

Recommendation 6: Design for Community

- Analyze the movement of people and goods throughout the City to better understand the needs of the community.
- Encourage building design elements that create a safe environment.
- Develop design guidelines that support walkability.
- Develop sign guidelines that provide better wayfinding and limit signs in windows.
- Work with the police to reduce criminal behavior on the street by identifying “hot spots” of criminal activities and working with local agencies and businesses to deter crime.
Recommendation 7: Support Economic Development

- Review and update prior redevelopment planning efforts within the city.

- Incorporate walkability into existing and future economic development and revitalization efforts.

- Support financial programs that provide financing to businesses throughout the city, to improve their property, expand inventory and develop marketing strategies.

- Involve local banking institutions in a cooperative effort to invest in local businesses.

- Identify actions and initiatives of agencies and organizations either underway or to be initiated that would benefit Woonsocket businesses.

- Support events within the local business community that encourage walking.

- Create and support opportunities where local businesses can promote themselves.

- Partner with business owners to develop a marketing that supports pedestrian travel throughout Woonsocket.

- Install information kiosks throughout the city to promote local business.

Recommendation 8: Connect Residents to Public Transportation

- Identify transportation needs of residents who do not have access to a personal vehicle.

- Increase marketing of existing transportation services such as On-Demand Service and RIPTA.

- Encourage RIPTA to increase local and regional bus service.

- Assess the safety and security of local bus shelters.
Existing Conditions

The City of Woonsocket has 10 neighborhoods: Fairmount, North End, Downtown Woonsocket, Constitution Hill, Globe District, Social District, Bernon District, East Woonsocket, Oak Grove, and Highland Industrial Park. During the Summer of 2011, each of these neighborhoods were evaluated by local resident Christopher Carcifero of Creating Safe Havens. A standard site evaluation form was used in each of the neighborhoods to assess the following conditions on foot:

- Site Conditions
- Street Signage and Lighting
- Americans with Disabilities Act (ADA)/Handicapped (HC) Accessibility
- Limitations
- Public Transit
- Parks and Recreation
- Landscaping
- Cultural, Historical and Neighborhood Institutions
- Neighborhood Livability, Abandoned and Vacant Property

The evaluation showed that many of the neighborhoods had both enablers and barriers to walkability. Woonsocket offers many well-maintained parks and tracks that are safe and well lit. Bike racks are readily available. Sidewalks are available and well maintained. Signage is frequent and easy to read. There are opportunities to use public transportation to travel around and out of the city. Bus shelters are available. Many neighborhoods are aesthetically appealing and have historical value.

However, citywide signage could be increased to educate residents and visitors about the available resources and ensure good traffic flow. Pedestrian amenities could be increased such as enhanced streetscapes, installing additional garbage/recycling receptacles, integrating outdoor seating, and introducing energy efficient street lighting. Traffic calming mechanisms could be installed in areas with high-levels of pedestrian traffic. Additional bike lanes and bike parking could be added. Pedestrian paths that link the riverfront to Main Street would improve circulation downtown.

Overall within the City of Woonsocket, many enablers to walkability were identified as well as some areas of improvement.

“Walking in Woonsocket gives the experience of the bounty of history and the beauty of the natural features that created this remarkable city.”

- Eugenia Marks
  Senior Director of Policy
  Audubon Society of RI
  and Patron of Globe Park, Cold Springs Park, Citizens Memorial Park, and the Blackstone River
Education and Encouragement

Pedestrian education is a way for municipalities to get people in their community out walking safely either for recreation, health, transportation, environmental, economic purposes or all of the above. Education should be considered a key component to policy implementation. Pedestrian education programs typically teach pedestrians how to safety walk and teaches drivers the laws and etiquette. Examples include:

- **Walkable Community Workshops** - Educate the public on issues regarding pedestrian travel. Topics include having room to walk, crosswalks, driver behavior and bus stops.

- **Walking Audits** - An assessment of the physical environment and pedestrian facilities. Notes are taken on what types of improvements can be made. (See Existing Conditions) Walking audits can be conducted by community based organizations, advocacy groups or residents. For more information on walking audits or sample tools visit: www.walkscore.com/ www.walkable.org/assets/downloads/walking_audits.pdf www.walkinginfo.org/problems/audits.cfm

- **Educational Campaigns** - Pedestrian educational campaigns focus on getting messages to residents on the benefits of walking. These messages can be done by public service announcements, videos, billboards, radio or newspaper ads.

Residents should be encouraged to walk more in their community and neighborhoods. Encouragement is typically partnered with education. Some strategies include:

**RIPTA Transit Programs** Programs: RIPTA offers access to several types of transit services. The following are brief descriptions, for more information visit www.RIPTA.com/programs:

- **RIte Care**: Transportation to health care services for RIte Care participants
- **RIde Program**: Americans With Disability Act (ADA) Paratransit Services
- **Park N’ Ride**: Listing of free parking lots & route numbers
- **Bus Pass Program for Seniors and People with Disabilities**: RIPTA I.D. Passes
- **Air Quality Alert**: Free RIPTA service on Air Quality Alert Days (excluding special services).
- **Rack ’N’ Ride**: Bike racks on all RIPTA buses.

**Walking Clubs**: Many community based organizations offer walking clubs to promote and increase walking. The following are brief examples:

- **Walk with Ease**: Takes place at Senior Services (84 Social Street, Woonsocket) at 9:00am on Monday, Wednesday, and Friday. For details call 401-766-3734.
- **YWCA Northern Rhode Island**: Organizes walking clubs. For details contact YWCA Health Office at 401-769-7450.
- **Neighbor Walks**: A 30-minute walking group organized by Neighborworks Blackstone River Valley. Currently on hiatus. For details call 401-762-0993.

In 2011, YWCA Northern Rhode Island sponsored a Race Against Racism. Proceeds from this 5K Run/Walk supported community and racial justice efforts. Event partners included Copswalk 2011, Family Resources Community Action, Landmark Medical Center, LISC Rhode Island, NeighborWorks Blackstone River Valley, Northern Rhode Island Area Health Education Center, RiverzEdge Arts Project, Thundermist Health Center and Woonsocket Prevention Coalition. www.raceagainstracismri.org
Maps: Walking maps provide encouragement by showing pedestrians safe and interesting places to walk. The following are brief examples:

- RiverzEdge Arts Project: Offers a walking map that identifies some of the interesting and historical sites located in Woonsocket. To purchase a map call 401-767-2100 or e-mail info@riverzedgearts.org
- Department of Transportation: Offers maps and parking information of local bike and walking paths. For more information visit http://www.dot.state.ri.us/bikeri/areamaps.asp.
- Blackstone River Bikeway Association: A local advocacy group that supports the Blackstone River Bikeway and offers maps, news, and upcoming events. www.blackstoneriverbikeway.com

AARP: AARP is a membership organization leading positive social change and delivering value to people age 50 and over through information, advocacy and service. www.aarp.org

- The Getting Around Guide: An AARP Guide to Walking, Bicycling and Public Transportation. This guide can help you take advantage of fun, healthy, and economic ways for getting around your community. It provides tips for walking, biking, and taking public transportation or other transportation options, including how to find and use them, and what you can do to advocate for change, whether you live in a small town, suburb, or big city.

Photo courtesy of Alex Shaw, resident of Woonsocket.
Pedestrian Safety and Enforcement

There are basic ways to make walking safer for the entire community. When safe walking is practiced, it is easy to be safe, get good exercise and have fun. The following examples are ways to improve pedestrian safety while traveling on foot:

- **Look and Listen** - Pedestrians should always look all ways when walking and use their eyes and ears to watch for cars and trucks.

- **See and Be Seen** - It can be difficult for drivers to see pedestrians so it is recommended that bright, white or light-colored clothing be worn. Pedestrians should watch for cars backing up or pulling out of driveways, alleys, or near snow banks, where it is especially difficult for drivers to see. If walking a night, a flashlight should be carried.

- **Walk Safely** - Pedestrians should use sidewalks whenever possible. If there is no sidewalk, pedestrians should use the left side of the road facing traffic. Safe walking routes should be planned prior to embarking on travel.

- **Cross the Road Safely** - Pedestrians should use a crosswalk whenever possible and cross with a crossing guards help when one is available. Pedestrians should stop, look left, look right, and look left again before crossing any road. Traffic lights should be followed at all times. Pedestrians should watch for turning cars at all intersections, even if the walk signal is lit and be certain to wait until all cars have stopped in all lanes before walking.

There are common ways community members can avoid vehicle and pedestrian conflicts while driving. The following examples are ways to employ safe driving habits in the community:

- Drivers should avoid distractions like cell phones, eating or drinking.
- Drivers should obey crossing guards and yield to pedestrians in crosswalks.
- Double check for approaching bicyclists before opening car doors.
- Avoid making right turns on red in school zones.
- Drive the posted speed limit.
- Watch for children crossing the road when pulling out, backing out or turning.
- Drivers should pay special attention to blind spots.

Rhode Island has enacted several laws regarding pedestrians and the requirements for their safe travel. These laws are located in Chapters 31-18 of the Rhode Island General Laws. In summary, the statutes state that pedestrians are subject to traffic control signals at intersections. Currently, state laws exist that regulate right-of-way in crosswalk, crossing other than at crosswalks; due care by drivers; walking, jogging, or running on the left; pedestrians on freeway; right-of-way on sidewalks; as well as pedestrian and bike facilities. For more information and updated state laws pertaining to pedestrians visit: www.rilin.state.ri.us/statutes/title31/31-18/INDEX.HTM.
Other Considerations

In 2010, the Woonsocket City Council passed a resolution in support of Complete Streets.

**Complete Streets**

Complete Streets are designed and operated to be safe and accessible for pedestrians, transit riders, bicyclists, and drivers—all users, regardless of age or ability. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Communities across the country are asking their planners and engineers to to build roads that are safer, more accessible, and easier for everyone. In the process, they are creating better communities for people to live, play, work, and shop. Official policies that encourage or require such accommodation are known as complete streets policies.

There is no prescription for a complete street. The features of complete streets vary based on context, topography, road function, the speed of traffic, pedestrian and bicycle demand, and other factors. Based on context, common features of complete streets include:

- Sidewalks
- Paved shoulders
- Bike lanes
- Safe crossing points
- Accessible curb ramps
- Pedestrian refuge medians
- Bus stop access
- Sidewalk “bump-outs” at intersections
- Access to adjacent trails in a “corridor”

Complete Streets policies direct transportation planners and engineers to consistently design with all road users in mind. Complete Streets is typically implemented as regular road construction, reconstruction, and repaving projects come forward — it is not about costly retrofits. As part of the implementation of Complete Streets, many communities include four common steps:

- restructure procedures, policies, and programs;
- rewrite design manuals or standards (if applicable);
- offer training opportunities to planners and engineers; and
- create new performance measures.

**Community Health and Built Environment**

Built Environment is defined by the National Institutes of Health as “all buildings, spaces and products that are created, or modified, by people including homes, schools, workplaces, parks/recreation areas, greenways, business areas and transportation systems. Research shows that there are connections between built environment and community health. The connections show that the burden of illness is greater on those with lower socio-economic status and minority and vulnerable populations. Understanding linkages between socioeconomic inequity and health is essential to reducing exposures to environmental hazards as well as disparities in health. Studies have consistently shown an association between a deteriorated physical environment and higher rates of crime, making neighborhoods less safe for walking and in some cases resulting in greater social isolation.
Walking to School

In 1969, 50% of all children walked to school. Walking or biking to school gives children a taste of freedom and responsibility, allows them to enjoy the fresh air, and gives them the opportunity to get to know their neighborhood. They arrive at school alert, refreshed, and ready to start their day.

Yet most American children are denied this experience — today, only 15% of America's children walk or bike to school. According to local studies, up to 27% of morning traffic is attributed to parents driving their children to school.

This has caused increased traffic congestion around schools, prompting even more parents to drive their kids. The consequences to our children, to their health and to the health of the community are extensive.

Safe Routes to School

A successful Safe Routes to School (SR2S) program improves the health and safety of pupils and the surrounding community. Students increase their physical activity, potentially improving their alertness and behavior. California studies have shown that children who are physically active perform better academically. Safe Routes to Schools can also satisfy the physical activity component of your Wellness Policy. Communities with existing programs have experienced reduced traffic congestion, fewer collisions in and around schools, and decreased vehicular speeds in residential neighborhoods. Children learn valuable traffic safety skills and responsibility, and more people of all ages are able to walk and bike in the neighborhood as a result of improved access.

The mission of Safe Routes to Schools is to increase the number of children walking and biking to school. Our initiative integrates health, fitness, traffic relief, environmental awareness and safety all under one program. It’s an opportunity to work closely with schools, communities, and local government to create a healthy lifestyle for children — and a safer and cleaner environment for everyone. The program consists of four focus areas:

- Encouragement – Events, contests, and promotional materials offer incentives that encourage children and parents to try walking and biking.
- Education – Classroom lessons teach children the skills necessary to navigate through busy streets and persuade them to be active participants in the program.
- Engineering – Examines the physical barriers that prohibit children from safely navigating the routes to schools.
- Enforcement – Work with law enforcement to increase the police presence around schools.

For more information on the Safe Routes to School Program, visit: http://www.saferoutesinfo.org/. The participating Woonsocket Schools are Citizens and Pothier.

Walking School Bus

A walking school bus is a group of children walking to school with one or more adults. A walking school bus can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers.

www.walkingschoolbus.org

International Walk to School Day is celebrated on the first Wednesday in October. It gives children, parents, school teachers and community leaders an opportunity to be part of a global event as they celebrate the many benefits of walking. In 2010, millions of walkers from around the world walked to school together for various reasons — all hoping to create communities that are safe places to walk.

www.walktoschool.org
Other Considerations continued

Public Transportation
The Rhode Island Public Transit Authority (RIPTA) is a quasi-public, independent authority. Established in 1966, RIPTA is authorized to operate public transit services throughout the State of Rhode Island. RIPTA provides the only fixed route bus service to and within Woonsocket. It also provides a Flex Service which offers residents the option of calling a ride or picking up the Flex Vehicle at one of its regularly scheduled stops. www.ripta.com

RIPTA at a Glance:
- RIPTA has provided 44 years of statewide service (1966-2010).
- Governed by an 8-member appointed Board of Directors.
- Serves 38 of 39 Rhode Island communities.
- Operates 7 days a week.
- Operates 3,300 daily trips on 54 statewide fixed bus routes.
- Operates ADA Paratransit Service statewide.
- Administers the statewide RIde program for seniors and people with disabilities.
- Operates Flex service in 7 Rhode Island communities.
- Provides Park n’ Ride Service at 29 sites around the State of Rhode Island.
- Operates 9.3 million fixed route vehicle miles annually.
- Maintains a fleet of 241 fixed route buses, 135 paratransit vans and 17 Flex vans.
- Offers free statewide service on Air Quality Alert Days.

Comprehensive Plan
Rhode Island State Law requires that all cities and towns create a Comprehensive Plan every five years to serve as a road map for everything from economic development to infrastructure. The last plan was approved for Woonsocket in 2002. In 2010, the city prepared a new version of the Comprehensive Plan that is awaiting approval of the State Department of Administration. There are nine required element that, collectively, form the local comprehensive plan. Seven of the nine elements are functional: land use plan, economic development, natural and cultural resources, services and facilities, open space and recreation, and circulation. The other two elements, the statement of goals and policies and the implementation program, are inclusive in that they are intended to cover the scope of the seven functional elements.

Economic Development
There are many ways that walking affects the local and national economies, including:
- Tourism
- Events
- Urban redevelopment
- Community improvement
- Property value
- Health care savings
- Jobs and investment
- General consumer spending

RIPTA participated at the 2011 Moving Planet: Rhode Island event at YWCA Northern Rhode Island.
Walkable Communities
Walkability can have a significant economic impact on a local community. When community design supports walking residents can travel on foot more and spend less on transportation, meaning they have more money to save or spend on other things.

Creating infrastructure for non-motorized transportation and lowering automobile speeds by changing road conditions can improve economic conditions for both business owners and residents. When communities slim traffic lanes slow down cars and accommodate the other users the merchants report increased sales and more residents report shopping locally due to reduced travel time and convenience. Street changes to promote pedestrian activity and bicycling often result in improved business and sales. When streets are safe and appealing to residents and visitors, it is also good for retail and commercial development.

Walkable communities also have higher property values because homeowners are willing to pay more for residential properties. Homes located in more walkable neighborhoods — those with a mix of common daily shopping and social destinations within a short distance — command a price premium over otherwise similar homes in less walkable areas.

Funding
Pedestrian facilities and programs can be funded through a broad range of local, state, federal, and private sources:

- Local: road construction and maintenance budget, the general fund, system development charges, joint projects with utilities and other agencies.
- State: highway projects, matching local assistance grants, and support from other agencies
- Federal: surface transportation, enhancement and air quality programs.
- Other: donations, grants, and foundations.

It is advantageous to develop a consistent funding source for capital projects and maintenance, and to actively seek additional sources for other projects. Available money should be leveraged to the greatest extent possible by using it for matching grants and joint projects.

Evaluation
Evaluation is a crucial component of any public health initiative. Efforts to improve the walkability of the City of Woonsocket should be measured and analyzed to determine the impact on the community. All projects and strategies to improve the walkability of the City of Woonsocket should be evaluated to determine their success.
“Research shows that improved walkability enhances the health, safety, and economic development of a community.”

- Meghan Grady
  Chief Operating Officer
  YWCA Northern Rhode Island
  and Project Manager
  Woonsocket Walks
  Advisory Group

Resources

- A User Manual for Pedestrian Safety Programs
- A Walk in My Street-A Guide to Planning Successful Pedestrian Streets in New York City
- Active Living by Design - Somerville, MA
- American Trails. Economic Benefits of Trails
- Bicycling and Walking-Changing the Habits of an Entire Generation
- Blackstone River Valley Special Resource Study Report 2011
- Built Environment Correlates of Walking: A Review
- Cambridge Pedestrian Plan 2000-Implementation and Process
- City and County of Denver-Pedestrian Master Plan
- City of Woonsocket-Comprehensive Plan
- City of Woonsocket Comprehensive Plan Update Citizen Survey
- Complete Streets Policy Analysis 2010 - A Story of Growing Strength
- Constitution Hill, Fairmount and Main Street Community Contract
- Economic Value of Walkability
- Go By Bike-A Guide to Bicycling in Massachusetts
- Guide to Cycling in the Ocean State 2011-2012
- Hillsdale.net-Jonesville Village Learns About Benefits for Making Town Pedestrian Friendly
- Lawrence, KS Pedestrian Plan
- Let's Move Cities and Towns-Toolkit for Local Officials
- LISC R.I. 2010 Report to the Community
- Michigan Complete Streets Coalition
- Nacto Urban Bikeway Design Guide
- National Complete Streets Coalition
- National Center for Safe Routes to School
- Neighborhood Health Presentation, Constitution Hill
- NHTSA - Making your community more walkable
- NHTSA - A User Manual for Pedestrian Safety Programs
- Pare Corporation-Bike Path, Multi-Use Trail and Pedestrian Facility Experience
- Pedestrian Master Plan 2010 Work Plan-Policy and Programmatic Actions
- R.I. Citizens’ Guide to Smart Growth Terms and Concepts
- R.I. State Land Use -Policies and Plan Executive Summary
- Seattle Department of Transportation - Pedestrian Master Plan
- Spokane Regional Pedestrian Plan 2009
- Streetfilms.org
- The Spec.com-Walkability and the New Urbanism
- Traffic Calming-Wikipedia
- Transportation for America-Dangerous by Design 2011
- United States Census.  2010 Data
- Walkability Checklist
- Walkability Checklist - Partnership for a Walkable America, US Department of Transportation
- Walkable Communities, Inc.
- Walkscore.org
- Walking School Bus
- Weather Base
- Woonsocket Comprehensive Plan - 2010 Update Circulation Element
- Woonsocket, R.I. Walking Tour
Blackstone River Bikeway will extend forty-eight miles from downtown Worcester, Massachusetts to India Point Park in Providence, Rhode Island. From there it will connect with the existing East Bay Bikepath and continue on to Bristol, Rhode Island. The bikeway will serve as an alternate mode of transportation for commuters as well as the region's premiere recreational bicycle facility, connecting New England's second and third largest cities serving a population of more than 1 million.

Source: National Parks Service
www.nps.gov

Blackstone River Valley National Heritage Corridor
Blackstone River Bikeway - The Rhode Island Section
(U.S. National Park Service)
## Decision Makers Chart

**Decision Makers Description and Contact Information as described in the Woonsocket Comprehensive Plan 2010 Update - Circulation Element**

<table>
<thead>
<tr>
<th>Decision Maker</th>
<th>Role</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Federal Highway Association (FHWA)</td>
<td>Major funding role in State highway and bridge improvements including repair, upgrade, and new construction of roads and bridges. FHWA has detailed planning and design requirements for projects.</td>
<td>1200 New Jersey Ave., SE Washington, DC 20590</td>
<td>(202)366-4000</td>
</tr>
<tr>
<td>Rhode Island Dept. of Transportation (RIDOT)</td>
<td>Lead role in bridges that come under state jurisdiction. RIDOT assumes a lead in ensuring FHWA requirements are met on federally funded projects. RIDOT's planning and design sections have on-going programs for road and bridge upgrades and new construction. RIDOT is responsible for maintenance of roads and bridges under their jurisdiction.</td>
<td>Two Capitol Hill, Providence, RI 02903</td>
<td>(401)222-2450</td>
</tr>
<tr>
<td>Rhode Island Dept. of Administration, Division of Statewide Planning</td>
<td>Responsible for preparing a state long-range ground transportation plan. The Division of Statewide Planning also has a role in roadway planning.</td>
<td>One Capitol Hill, Providence, RI 02908</td>
<td>(401)222-7901</td>
</tr>
<tr>
<td>Engineering and Highway Division of the Public Works Department</td>
<td>Direct control over Woonsocket's road and bridge system, various aspects of circulation, traffic safety, road and bridge maintenance, and transit services. Responsible for road maintenance but does not have equipment for bridge maintenance. The department coordinates with RIDOT and with other city departments on major road upgrades and new road developments.</td>
<td>169 Main Street, Woonsocket, RI 02895</td>
<td>(401)767-9209</td>
</tr>
<tr>
<td>Woonsocket City Council</td>
<td>Set city policy with regard to roads and bridges.</td>
<td>169 Main Street, Woonsocket, RI 02895</td>
<td>(401)766-8743</td>
</tr>
<tr>
<td>Mayor's Office</td>
<td>Set city policy with regard to roads and bridges.</td>
<td>169 Main Street, Woonsocket, RI 02895</td>
<td>(401)767-9205</td>
</tr>
<tr>
<td>Woonsocket Police Department</td>
<td>Responsible for traffic safety, enforcement, maintenance of signs and accident statistics. The Police Department Traffic Bureau maintains records on accidents and patrol offices enforce traffic regulations.</td>
<td>242 Clinton Street Woonsocket, RI 02895</td>
<td>(401)766-1212</td>
</tr>
<tr>
<td>Woonsocket Fire Department</td>
<td>Maintains traffic lights.</td>
<td>5 Cumberland Hill Road, Woonsocket, RI 02895-4896</td>
<td>(401)766-3456</td>
</tr>
<tr>
<td>Dept. of Planning and Development</td>
<td>Responsible for transportation planning, zoning, and subdivision review.</td>
<td>169 Main Street, Woonsocket, RI 02895</td>
<td>(401)767-9237</td>
</tr>
<tr>
<td>Dept. of Education</td>
<td>Responsible for school bus operation including schedules and routes. Sets policy for how far children must live from a school before they are eligible for bus service, determines where schools are located, thus influencing bus, automobile, and pedestrian travel patterns.</td>
<td>108 High Street, Woonsocket, RI 02895</td>
<td>(401)767-4600</td>
</tr>
</tbody>
</table>
Woonsocket Walks - A City on the Move

Source: Woonsocket Comprehensive Plan (2010 Update)
Woonsocket Map by Street

Source: City of Woonsocket
Site Evaluation Template Form

Site Evaluation Inspection Date:
Site Location:
City / State:
Neighborhood No:
Zoning District:
Census Tract:
Neighborhood Boundaries:
Additional Boundaries / Landmarks:
Site Evaluation Inspection Completed by:

_______________________________________________________________________________________________

1. Site Conditions and General Information

Neighborhood Area (approx. sq. miles):
Are Tax Accessor and City Street Maps Available:
Number of Parcels:
Is there remaining buildable/vacant space:
Are there abandoned properties/neighborhood decay:
Primary Neighborhood Arteries:
Secondary Neighborhood Arteries:
Additional Neighborhood Arteries:
Are Tax Assessor and City Street Maps Available:
Signaled Intersection:
Gradient Differentiation Between Roads:
Roadways: Lanes: Direction:
Speed Limit Indicated:
Sidewalks:
Road Paving Condition:
Traffic Patterns:

NOTES:

_______________________________________________________________________________________________

2. Street Signage / Lighting

Street Signage (Existing):
1) Size –
2) Height –
3) Monument/Size –
4) Illuminated/Reflective –

Street Signage (Proposed):
1) Size – Typical –
2) Height –
3) Location –
4) Illumination/Reflective –
Road Striping condition:

Existing Lighting:

NOTES:

3. ADA / HC Accessibility

Curb cuts:

NOTES:

4. Limitations / Site Conditions

Is there any unusual site condition (i.e. Elevation of Grade, Stairs, Elec./Telecomm Poles, Hydrants, etc.):

NOTES:

5. Public Transit

Does Public Transit Exist:
Location of Public Transit stops:
Utilization of Public Transit:

NOTES:

6. Parks and Recreation

Location:
State/Municipal:
Amenities:
Utilization:

NOTES:
7. Landscaping

Location:

NOTES:

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8. Cultural / Historical / Neighborhood Institutions (anchors)

Location:
Public/Private:
State/Municipal:
Amenities:
Utilization:

NOTES:

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9. Neighborhood Livability & Abandoned / Vacant Property

Does the neighborhood show signs of decline:
Is there vacant space within the neighborhood:
Reason for vacant space:
Does the neighborhood show signs of decline:
Are there community agencies that can lend support or take the lead in revitalization:

NOTES:

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10. State & Municipal Information

State of Rhode Island:
Contact Name:
Telephone / Fax:

City of Woonsocket:
Contact Name:
Telephone / Fax:

NOTES:

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11. Proposed Development Plan

Woonsocket Walks - A City on the Move
Walking Audits

The following is a summary of walking audits as conducted in each of Woonsocket’s 10 neighborhoods. The raw data can be made available upon request.

Fairmount

Site Conditions: Fairmount is one of the older neighborhoods of the city. The primary neighborhood arteries are Mason Street, Fairmount Street and 3rd Avenue. All of the roadways are 1 lane or 2 lanes moving in opposite direction. The neighborhood has signage indicating/implied 25 mile per hour speed limit. There is remaining buildable/vacant space throughout the neighborhood. The Providence & Worcester Railroad separates Fairmount from Globe. On Olo Street on the border of Constitution Hill there are no crossing gates but signals are provided in both directions. Crossing gates are also missing at Asylum Street and Roberta Avenue but signals are provided in both directions. The tracks are not conformed for handicapped crossing. Sidewalks are prominent throughout most of the Fairmount Neighborhood. In the newer section of Fairmount along Rhodes Avenue and parts of 2nd Avenue and 3rd Avenue are without sidewalks which is typical for newer neighborhoods in Woonsocket. The road paving conditions are bituminous surface and in overall fair/good condition throughout the neighborhood. Traffic is limited to residents and at times is non-existent. Compared to the rest of the city, traffic in this neighborhood is light. Therefore, striping on the pavement is not required.

Street Signage and Lighting: The street signage is typical size and height per municipal compliance but is not reflective/illuminated. It is located randomly throughout the neighborhood. Signage could be added to indicate the two parks that exist within this neighborhood - Costa Park and Dunn Park. Lighting exists and is sufficient.

ADA/HC Accessibility: Fairmount does not completely meet minimum requirements for ADA for residential arteries. Ramps and curb cuts do exist but not all street corners have them. The ramps and curb cuts that do exist are sufficient even with site constraints throughout.

Limitations: Unusual site conditions include an elevation of grade change along Mason Street, Bourdon Boulevard, Rhodes Avenue, Olo Street near 5th Avenue School. In most parts of Fairmount, trees have buckled sidewalks because of growth/root system, telecommunication poles, fire hydrants, etc. and narrow the width of the sidewalk.

Public Transit: Public transit is available and stops on Mason Street and throughout Bourdon Boulevard. The use of public transit is light to moderate but there are no bus shelters within this neighborhood.

Parks and Recreation: Two parks are located within the boundaries of the Fairmount neighborhood, Costa Park on Fairmount Street and Dunn Park on Mason Street. There is also a nature preserve area between Fairmount Street and Rhodes Avenue which is under-utilized. All three entities are owned by the City of Woonsocket. The parks are typically used from spring until fall. There is playground equipment at both locations. Both parks have basketball courts and baseball fields. Dunn Park has a
Walking Audits continued

soccer field and tennis court. Costa Park has a shelter/overlook at the Blackstone River. Dunn Park has minimal parking and Costa Park has no parking. Dunn Park has excellent access and sight lines and Costa Park has poor sight lines even with 2 entrances (Fairmount Street and Olo Street). Signage is lacking and would give greater direction to where these parks are located. In 2010, NeighborWorks Blackstone River Valley provided funding for improvements and maintenance within Costa Park. Local Initiatives Support Corporation in partnership with NeighborWorks Blackstone River Valley, Connecting for Children and Families, and various other community partners have created neighborhood plans on the overall development of Fairmount which are currently being implemented.

**Landscaping:** The utilization of streetscapes where applicable would help soften the appearance throughout the neighborhood.

**Cultural, Historical and Neighborhood Institutions:** Numerous mills are located along the Blackstone River, Olo Street, 2nd Avenue, and 5th Avenue and are on the Historic Register. Several community based organizations, Woonsocket Housing Authority facilities, a police sub-station, fire department station are all located within the Fairmount Neighborhood.

**Neighborhood Livability, Abandoned and Vacant Property:** The neighborhood shows signs of decline throughout. Due to the economic downtown, vacant space is located within the neighborhood. The City of Woonsocket, NeighborWorks Blackstone River Valley, Connecting for Children and Families, and the Woonsocket Housing Authority could lend support to the revitalization of the neighborhood.
North End

Site Conditions: North End sits on the Blackstone, Massachusetts border. The primary neighborhood arteries are Blackstone Street, Harris Avenue, Winter Street and North Main Street. All of the roads are 1 lane or 2 lanes moving in opposite direction. The neighborhood has signage indicating 25 and 15 miles per hour speed limits. Where there is no signage, the speed limit is implied at 15 miles per hour. Signaled intersections exist at Winter Street and North Main Street. There is remaining build-able/vacant space per re-zoning of existing property. There is also abandoned property and neighborhood decay. There is minimal overall gradient differentiation between roads. The road paving condition is in overall good conditions throughout the neighborhood and consists of a bituminous surface. Sidewalks are prominent throughout the neighborhood. This is most likely because historically, this was one of the more affluent and older sections of Woonsocket. Traffic is heaviest on the major arteries (Harris Avenue, Winter Street, North Main Street and Blackstone Street) throughout the day, five days a week. Secondary roads are minimal and after hours and weekend traffic is almost non-existent. Traffic in this neighborhood compared to the rest of the city is minimal since it is nestled against the Blackstone River and Blackstone, Massachusetts. Striping for the pavement is ongoing and throughout the neighborhood.

Street Signage and Lighting: The street signage is typical size and height per municipal compliance but is not reflective/illuminated. Both the height and size are typical per municipal compliance. New signage to direct people to Cold Spring Park and Charles Baldelli Field is recommended. Signage to direct residents on walking routes and historical tours is also recommended and should be coordinated with the Woonsocket Historical Society, the Museum of Work and Culture and the Blackstone River Tourism Council. The road striping within the North End neighborhood on secondary streets is non-existent. This is not standard practice within municipalities. Because of minimal traffic, this neighborhood does not require striping on the pavement.

ADA/HC Accessibility: Ramps and curb cuts exist where sidewalks exists and are sufficient. The neighborhood does not meet the minimum ADA requirements for its major arteries. There is difficulty accessing Cold Spring Park because of the steepness in grade.

Limitations: There is an elevation of grade change moving east on Winter Street from Harris Avenue. There are also steep grades on Woodlawn Road and Glen Road at Spring Street. In most parts of the North End, it is more common to experience site conditions such as trees that buckle the sidewalks because of growth of tree & root system, telecommunication poles, and fire hydrants that at times narrow the width of the side walk.

Public Transit: Public transit is available and stops on Verry Street behind YWCA Northern Rhode Island. The use of public transit is light. RIPTA does not provide service anywhere else in the North End.
Parks and Recreation: Cold Spring Park is located in this neighborhood on Harris Avenue. This is also the location of Charles Baldelli Field. The properties are owned by the city. There is playground equipment, bocce courts, baseball fields, basketball courts, tennis courts, and a canoe launch. The park is used year round, even in the winter months for sledding. It is also home to the Field of Dreams men’s softball league. There is limited parking within the park. Signage is lacking and would give greater direction to where the park is located. Historical markers or plaques could reveal the history of the park and the significance to the surrounding neighborhood. Consideration should be given to implementing a river walk along this area with a potential pedestrian bridge crossing the Blackstone River and tying into the planned bike path on the west side of the river.

Landscaping: Flower gardens and walking paths could be added to Cold Spring Park.

Cultural, Historical and Neighborhood Institutions: Numerous homes are located throughout the North End that are a historical resource to the City of Woonsocket. They are designated with historical plaques on the front facades. YWCA Northern Rhode Island, Our Lady of Victory Church and School (closed), Summer Street School (historical and closed), St. Michael Ukrainian Catholic Church, St. Michael Ukrainian Orthodox Church, St. Stanislaus Polish Catholic Church and Community Hall, St. Mark’s Lutheran Church, and B’Nai Israel Synagogue are all located within this neighborhood.

Neighborhood Livability, Abandoned and Vacant Property: The neighborhood shows signs of decline throughout, especially on Spring Street and Winter Street. The North End has numerous abandoned properties through foreclosure.
Downtown Woonsocket

**Site Conditions:** Downtown Woonsocket sits in the center of the city. The primary neighborhood arteries are Main Street, South Main Street, Court Street and Truman Drive. All roads are 1 lane or 2 lanes moving in opposite directions. Main Street, from Monument Square to South Main Street and Truman Drive is 2 lanes/4 lanes moving in opposite direction from Clinton Street to Bernon Street. The Providence & Worcester Rail Road trestle crosses over Main Street and runs along Railroad Street. The tracks nor the trestle impede pedestrian traffic. The neighborhood has signage indicating 25 miles per hour and 15 miles per hour throughout. Where there is no signage, the speed limit is implied at 15 miles per hour. Truman Drive is 30 miles per hour. Signaled intersections include Main Street, Court Street, and High Street; Main Street, South Main Street, and Bernon Street; and South Main Street and River Street. Sidewalks are prominent throughout the neighborhood. Historically, this is an older section of the city and has been the city center since its incorporation in 1888. There is minimal overall gradient differentiation between roads except for High Street, Arnold Street, Cato Street and Church Street. The road paving condition is bituminous surface and is in overall fair to good condition throughout. There is remaining buildable property/vacant space along Main Street. There is also abandoned properties and signs of neighborhood decay. Traffic is the heaviest on the major arteries, Main Street and South Street, throughout the day, 5 days a week. Secondary roads are minimal and after hours and weekend traffic is almost non-existent. Traffic in this neighborhood compared to the rest of the city is steady to heavy, since it is in the center of the city and is considered a crossroad to other neighborhoods.

**Street Signage and Lighting:** The street signage is typical size and height per municipal compliance but is not reflective/illuminated. Both the height and size are typical per municipal compliance. Road striping for pavement is going throughout the neighborhood’s main streets. Road striping on secondary streets is non-existent. This is a standard practice within municipalities because of minimal traffic. Lighting exists and is sufficient. New signage is recommended to direct people to landmarks such as City Hall (Harris Hall), Stadium Theater, Monument Square, Train Depot, the Museum of Work and Culture, River Island Park and the various restaurants along South Main Street.

**ADA/HC Accessibility:** Ramps and curb cuts exist where sidewalks exists and are sufficient. The neighborhood meets minimum requirements for ADA for the major arteries.

**Limitations:** There is an elevation of grade change moving south on Main Street at Court and High Streets. There are also steep grades on Cato and Church Streets. In most parts of the Downtown Neighborhood, it is more common to experience site conditions such as telecommunication poles and fire hydrants that at times narrow the width of the sidewalk.

**Public Transit:** Public transit is available and stops along Main Street. The use of public transit is heavy. The main bus stop for RIPTA is on Main Street at the train station across from Family Resources Community Action. There is also a bus stop shelter across form the Woonsocket Call building on Main Street.
Parks and Recreation: River Island City Park is located in the Downtown Neighborhood and owned by the City of Woonsocket. The park is used year round, even in the winter months when an ice skating rink is set up. River Island Park is utilized by many agencies for community functions throughout the year. There is a stage and gazebo for outdoor concerts. There is also a canoe launch on the Bernon Street side of the park. Parking is limited. Signage is lacking and would give greater direction to where the park is located. Historical markers/plaques could be added to reveal the history of the park and its significance to the surrounding neighborhoods.

Landscaping: The utilization of streetscapes would help soften the appearance along South Main Street and could create a pedestrian buffer.

Cultural, Historical and Neighborhood Institutions: Numerous buildings are located throughout the Downtown Neighborhood along Main Street, South Main Street, Cato and Church Streets which are a historical resource to the city and designated with historical plaques on the front facades. City Hall (Harris Hall), Woonsocket School Department, Harris Elementary School, and a fire station are located in this neighborhood. In addition, Beacon Charter School, Stadium Theatre, YMCA of Woonsocket, Family Resources Community Action, Woonsocket Prevention Coalition, Greater Woonsocket Catholic Regional Schools, The First Baptist Church/Because He Lives Ministry, United Methodist Church and St. Charles Catholic Church are located in Downtown Woonsocket.

Neighborhood Livability, Abandoned and Vacant Property: The neighborhood shows signs of decline throughout, especially on Main Street. The Downtown Neighborhood has seen its share of abandoned property through foreclosure, tax sale and economic downturn.
Constitution Hill

Site Conditions: The Providence & Worcester Railroad and the Blackstone River run along the outskirts of the Constitution Hill Neighborhood. The primary neighborhood arteries are Olo Street, Center Street, and East Street. All roads are 1 lane/2 lanes moving in opposite directions. The neighborhood has signage indicating 25 miles an hour and where is it not posted it is implied. There are no signaled intersections. There is gradient differentiation between the roads since the neighborhood sits atop a hill overlooking the Downtown neighborhood to the east and Fairmount neighborhood to the west. The road paving is a bituminous surface and is overall fair to good condition throughout the neighborhood. Sidewalks are prominent throughout the neighborhood. Traffic is limited to residents and at times is non-existent. Traffic in this neighborhood when compared to the rest of the city is light. Therefore, this neighborhood does not require striping on the pavement. The Providence & Worcester Railroad crosses Olo Street. There are no crossing gates, but signals are provided in both directions. The tracks are not conformed for handicapped crossing.

Street Signage/Lighting: The street signage is typical size and height per municipal compliance. Lighting exists and is sufficient. New signage is recommended to direct people to the park that is located on Center Street.

ADA/HC Accessibility: Ramps and curb cuts exist but not all street corners have them. The ramps and curb cuts that do exist are sufficient even with the site constraints throughout. The neighborhood does not completely meet minimum requirements for ADA for residential arteries.

Limitations: There is an elevation of grade change moving north on Center Street and East Street to Sayles Street. There is also a steep grade on East Street when intersecting with South Main Street. In most parts of Constitution Hill, it is common to experience site conditions such as trees, which buckle the sidewalks because of growth of the tree/root system, telecommunication poles, and fire hydrants that narrow the width of the sidewalk.

Public Transit: Public transit is available and stops on South Main Street at East Street. A bus shelter is available at this location. The utilization of public transportation is heavy.

Parks and Recreation: Stan “The Bulldog” Eason Park is located on Center Street with playground equipment. Utilization tends to be minimal because parent supervision is required. Signage is lacking that would give great direction to where this park is located. The park is owned and maintained by NeighborWorks Blackstone River Valley.

Landscaping: The utilization of streetscape where applicable would help soften the appearance throughout the neighborhood.

Cultural, Historical and Neighborhood Institutions: Numerous buildings are located throughout Constitution Hill neighborhood and date back to the turn of the century including Hope Street School that houses Connecting for Children and Families. NeighborWorks Blackstone River Valley, Family Resources Community Action and Tyra Club are also located within the neighborhood.

Historic Preservation is the process of preserving part of a community from an individual building or part of a building to a whole neighborhood, including roadways and waterways, because of its historical importance.
Neighborhood Livability, Abandoned and Vacant Property: There is neighborhood decay and abandoned property throughout the neighborhood but Blackstone River Valley Neighborhood Development Corporation has taken the lead in the revitalization of the neighborhood and has rehabilitated and maintains several properties.

Sue Shaw, resident of Woonsocket and a child care staff / preschool assistant at YWCA Northern Rhode Island. Photo courtesy of Shaw family.
Globe District

Site Conditions: The Providence & Worcester Railroad separate the Globe neighborhood from Fairmount. State Route 146 runs along the southern edge of the neighborhood. The primary neighborhood arteries are South Main Street, Providence Street, Mason Street, Park Avenue, Front Street and Transit Street. There are numerous signaled intersections: South Main Street and Front Street, South Main Street and Smithfield and Great Road, Providence Street and Smithfield Road, Park Avenue and Smithfield Road, Park Avenue and Transit Street, and Park Avenue and Logee Street. All of the roadways are 1 lane or 2 lanes moving in opposite directions. The neighborhood has signage indicating 25 miles per hour and where it is not indicated it is implied. There is a gradient differentiation along Mason Street, Park Avenue, South Main Street (between the bridge and Front Street), Front Street and Transit Street. The Providence & Worcester Railroad tracks cross at Asylum Street and Roberta Avenue when entering the Fairmount neighborhood. There are no crossing gates, but signals are provided in both directions. The tracks are not confirmed for a handicapped crossing. Sidewalks are prominent throughout most of the neighborhood. This is one of the older neighborhoods in the city and was once part of North Smithfield. The road paving is a bituminous surface and is overall fair to good condition throughout the neighborhood. Traffic is limited to residents on most of the side streets. South Main Street, Providence Street and Park Avenue are heavily traveled connecting the city center to North Smithfield. Traffic also tends to be steady on Rockland Avenue and Roberta Avenue which serves as a cut through from the Fairmount neighborhood. Striping on the pavement is provided and is sufficient on the main arteries within the neighborhood.

Street Signage and Lighting: The street signage is typical size and height per municipal compliance. Lighting exists and is sufficient. Road striping is located throughout the neighborhood on a priority basis. Signage could be added to indicate the 3 parks that exist within the neighborhood (Globe Park, Providence Street/Ayotte Field and Barry Field).

ADA/HC Accessibility: Ramps and curb cuts exist but not all street corners have them. The ramps and curb cuts that exist are sufficient even with the site constraints throughout. The neighborhood does not completely meet minimum requirements for ADA for residential arteries.

Limitations: There is an elevation of grade change along Mason Street, Park Avenue, South Main Street (between the bridge and Front Street), Front Street and Transit Street. In most parts of the Globe neighborhood, it is common to experience site conditions such as trees, which buckle the sidewalk because of growth of the tree and root system, telecommunication poles and fire hydrants that at times narrow the width of the sidewalk.

Public Transit: Public transit is available and stops on South Main Street, Providence Street and Route 146A. One bus shelter is available at this neighborhood on South Main Street by East Street. The utilization of public transportation is light to moderate.

Parks and Recreation: There are three parks located within this neighborhood. Globe Park is located on Avenue A and has playground equipment. Globe Park is ADA compliant and has minimal parking. Providence Street/Ayotte Field is located on Providence Street and Route 146A and is home to a baseball field. It has minimal parking. Barry Field is located on Route 146A and consists of a foot-
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ball field, soccer field and baseball field used by Woonsocket High School. It has adequate parking, restrooms and concessions. All three parks are city owned and have good sightlines. The parks are typically used from spring until fall. Signage is lacking that would give greater direction to where these parks are located.

**Landscaping:** Landscaping in this neighborhood is non-existent. The utilization of streetscapes where applicable would help soften the appearance throughout the neighborhood.

**Cultural, Historical and Neighborhood Institutions:** South Main Street is considered a historic district. Numerous homes are located throughout the Globe Neighborhood which are a historical resource to the City of Woonsocket are are designated with historical plaques on the front facades. These properties are subject to historical easements. Family Resources Community Action, Monsignor Gadoury School, Our Lady Queen of Martyrs Church, Globe Park, Holy Ghost Church, and St. James Baptist Church are all located within the Globe neighborhood. The Woonsocket Fire Department is located on Providence Street.

**Neighborhood Livability, Abandoned and Vacant Property:** There is neighborhood decay and abandoned property throughout the neighborhood. This is related to recent economic downtown. Some of these properties are historical in nature and include historical easements that protect them.
Social District

**Site Conditions:** Social District neighborhood borders Blackstone and Bellingham Massachusetts. The primary neighborhood arteries are Diamond Hill Road, Cumberland Street, Social Street, Rathburn Street, and Prospect Street. Buildable and vacant space is available along Prospect Street. There are several signaled intersections in this neighborhood: Diamond Hill and Social Street, Social Street, East School Street, and Elm Street, Social Street, Cumberland Street, Rathburn Street, and Diamond Hill Road, Social Street and Pond Street, Clinton Street and Pond Street, Social Street and Clinton Street and John A Cummings Way. This neighborhood has 11 of the cities traffic lights. There is minimal gradient differentiation between roads. All of the roads are 1 lane/2 lanes moving in opposite direction. Social Street from Cumberland Street to Worrall Street within the Commercial District is 2 lanes one way. Cumberland Street is 1 lanes 4/lanes moving in opposite directions Social Street to Hamlet Avenue. Clinton Street, from Worrall Street to Cumberland Street within the Commercial District is 2 lanes one way. The speed limit throughout the neighborhood is 25 miles per hour. It is indicated on Social Street and Clinton Street. The road paving conditions are bituminous surface and in overall good condition throughout the neighborhood. Social Street between Rathburn Street and Worrall Street is in fair condition at best and will need to be repaved per funding availability. Striping on the pavement is ongoing throughout this neighborhood. Sidewalks are prominent throughout this neighborhood given it is a major commercial area and one of the older sections of the city. Traffic seems to be heaviest on the major arteries, Social Street and Clinton Street, throughout the day, five days a week. Secondary roads have minimal traffic and after hours and weekend traffic is almost non-existent. This area is congested during the Autumnfest Weekend in October.

**Street Signage and Lighting:** The street signage is typical size and height per municipal compliance. The current signage needs to be illuminated/reflective at Social Street School. New reflective/neon signage should be installed to indicate the maximum speed limit throughout the residential area. New signage could be added to direct people to World War II State Park and parking for the park along Pond Street and East School Street. Signage could also be added to indicate St. Ann’s Cultural & Arts Center. Lighting exists and is sufficient. Striping within the Social District neighborhood on secondary streets is non-existent. This is a standard practice within municipalities for secondary streets with minimal traffic.

**ADA/HC Accessibility:** Ramps and curb cuts that exist are sufficient even with the site constraints throughout. The neighborhood meets the minimum requirements for ADA for residential arteries and the commercial district.

**Limitations:** There is an elevation of grade change moving north on Social Street and also on East School Street and Rathburn Street. In parts of the Social District, it is more common to experience site conditions such as telecommunication poles and fire hydrants that at times narrow the width of the sidewalk. Only a few trees exist along the sidewalks and because of this the sidewalks are spared uplifting from roots. Trees are more prevalent along Earl Street.

**Public Transit:** Public transit is available and stops on Social Street (west of Cumberland Street), Clinton Street and Cumberland Street. Utilization is moderate to heavy. There are steps along Social
Walking Audits continued

Street before going on to Depot Square and along Clinton Street to Cumberland Street. Bus stops are sufficient but shelters are not available.

Parks and Recreation: There are three parks located in the Social District neighborhood. Fair North Baseball Field is located on Privilege Street, World War II State Park is nestled between Social Street, Pond Street, and East School Street and Social Park/Bouley Field is located on Social Street. World War II State Park is under the jurisdiction of the Department of Environmental Management and the two parks/recreational facilities are owned by the city. The park offers playground equipment. There is a ball-field and bocce courts at Social Park/Bouley Field, and a ball-field at Fair North Baseball Field. Parking is sufficient at all locations. The ball-fields are typically used from April to October. Signage is lacking and would give greater direction to where these pedestrian facilities are located.

Landscaping: Landscaping would soften the city/hard-scape of this neighborhood along Social and Clinton Streets.

Cultural, Historical and Neighborhood Institutions: Oak Hill and Precious Blood Cemeteries, Social Street School, Boys and Girls Club (former Kendrick Avenue School), Pothier School Condominiums, and St Ann’s Cultural and Arts Center are all located within in the Social District Neighborhood. Various businesses, St. John the Baptist Romanian Orthodox Church, and All Saints Catholic Church, Kennedy Manor Elderly Housing, St. Germain Elderly Housing, Parkview Highrise, Woonsocket Housing Authority Main Office, Police Station, Harris Public Library, Thundermist Health Center, NRI Community Services, Post Office, Woonsocket Senior Center, Department of Labor and the Department of Motor Vehicles are also located in the Social District neighborhood.

Neighborhood Livability, Abandoned and Vacant Property: Social District is one of the older sections of Woonsocket. The neighborhood shows signs of decline. Vacant space is located throughout the neighborhood. The Social District has seen its share of abandoned property through foreclosure and economic hardship. These proprieties are located throughout the neighborhood.
Bernon District

**Site Conditions:** The Bernon neighborhood borders the Globe and Downtown neighborhoods. The primary neighborhood arteries are Hamlet Avenue, Manville Road, Logee Street, Park Avenue, Front Street and Bernon Street. There is remaining build-able space off Lydia Avenue. There are seven signaled intersections Hamlet Avenue and Florence Drive, Hamlet Avenue, Morton Avenue, Mainville Road, Bennett Street and the Providence & Worcester Railroad, Hamlet Avenue and Park Avenue, Bernon Street and Front Street, Park Avenue and Logee Street, Park Avenue, Transit Street, and Gilbert Street and Park Avenue, Smithfield Road, and Eddie Dowling Highway. There is a gradient differentiation between roads along Park Avenue, Logee Street, and Hamlet Avenue, Bernon Street, Davison Avenue, Grove Street, Green Street at Park Avenue, and Smithfield Road and Eddie Dowling Highway. All roads are 1 lane/2 lanes moving in opposite direction. The neighborhood has signage indicating or is implied 25 miles per hour. The Providence & Worcester Railroad crossing through the Bernon neighborhood at the intersection of Hamlet Avenue, Morton Avenue, Mainville Road and Bennett Street. There are no crossing gates and signals provided in all directions. The tracks are not conformed for handicapped crossing. Sidewalks are prominent throughout the older sections of the Bernon neighborhood. Sidewalks do not exist in the newer sections and along Manville Road. Park Avenue is the exception since it starts in an older section and ends at the intersection of Smithfield Road and Eddie Dowling Highway. The road paving condition is bituminous surface and in overall fair to good condition throughout. Traffic is heavy on Hamlet Avenue especially during the school year because it connects East Woonsocket to the city center. Park Avenue is heavily traveled connecting the city center to North Smithfield, especially during the school year. Logee Street tends to be busiest during the school year with Bernon Elementary School and Mt. St. Charles High School.

**Street Signage and Lighting:** The street signage is typical size and height per municipal compliance. The current signage needs to be illuminated/reflective. Lighting exists and is sufficient. Signage could be added to indicate the three parks that exist within this neighborhood, Bernon Veterans Memorial Park/Clem Labine Field, Booth Pond Conservation area and Riversedge Park and soccer fields.

**ADA/HC Accessibility:** Ramps and curb cuts exist but not all street corners have them. The ramps and curb cuts that exists are sufficient even with the site constraints throughout. The neighborhood does not completely meet minimum requirements for ADA for residential arteries. Bernon Elementary School is looking to implement their own ADA compliant playground.

**Limitations:** There is an elevation of grade change along Park Avenue, Logee Street, Hamlet Avenue, Bernon Street, Davison Avenue, Grove Street, Green Street at Park Avenue, and all of the streets off Lydia Avenue. In some parts of Bernon, it is common to experience site conditions such as trees, which buckle the sidewalks because of growth of the street and root system, telecommunication poles, and fire hydrants that at times narrow the width of the sidewalk.

**Public Transit:** Public transit is available and stops on Park Avenue and at Our Lady Queen of Martyrs Church. There is one bus shelter at Our Lady Queen of Martyrs Church. The utilization of public transit is moderate and mainly populated by commuters on their way to Providence.
Parks and Recreation: There are three parks that exist within this neighborhood, Memorial Park/Clem Labine Field, Booth Pond Conservation area, and Riversedge Park and soccer fields. Bernon Elementary School is looking to implement their own ADA compliant playground. All of the parks are city owned. There is playground equipment, basketball courts, baseball and soccer fields at Bernon Veterans Memorial Park/Clem Labine Field. Bernon Veterans Memorial Park has minimal parking and is ADA compliant for parking facilities. Riversedge Park has five soccer fields, and a pitching wedge style golf course with greens, a canoe launch, and serves as the hub of Woonsocket’s leg of the Blackstone River Valley bike path. It has adequate parking, restrooms, and concessions. The parking facilities are not ADA compliant. There is no parking or signage for the Booth Pond Conservation. It is located at the end of Jillson Avenue within a residential area. All three parks are used from spring until fall. Signage is lacking and would give greater direction to where these parks are located.

Landscaping: Landscaping is currently non-existent. The utilization of streetscapes where applicable wold soften the appearance throughout the neighborhood.

Cultural, Historical and Neighborhood Institutions: There are homes and mills scattered throughout the Bernon neighborhood which are a historical resource to the city and are designated with historical plaques on the front facades. Precious Blood Church the old middle school/former high school, mills along the river, old police station, old court house, Vose Street School and Grove Street School are all located in this neighborhood. Monsignor Gadoury School, Our Lady Queen of Martyrs Church, Bernon Heights Elementary School, Precious Blood Church, Mt. St. Charles High School, Mt. St. Francis Assisted Living, Woonsocket Middle School, St. Anthony’s Church, St. James Episcopalian Church, Chateau Clare, Evergreen Assisted Living, Woonsocket Housing Authority and several retail stores are all located in the Bernon neighborhood.

Neighborhood Livability, Abandoned and Vacant Property: The neighborhood shows signs of decline throughout due to the economic downturn. Some of these properties are historical and include historical easements to protect them. Vacant space is available throughout the neighborhood.
East Woonsocket

Site Conditions: East Woonsocket borders the Town of Cumberland and Blackstone and Bellingham Massachusetts. The primary neighborhood arteries are Diamond Hill Road, Mendon Road, Cumberland Hill Road, Cass Avenue and Cumberland Street. A new residential development is being built at the end of Oregon Street. There is potential commercial space on Mendon Road and potential residential space on Bound Road. The signaled intersections are Diamond Hill Road and Mendon Road, Mendon Road and Cass Avenue, Mendon Road and Cumberland Hill Road where Highland Park, East Woonsocket, and Oak Grove converge, Mendon Road and Elder Ballou Meeting House Road, Mendon Road and Lambert Avenue, Cumberland Hill Road, Cumberland Street, and Hamlet Avenue, Cumberland Street and Cass Avenue, and Cumberland Street and Social Street. There are also two signaled intersections at Diamond Hill Road intersection with Wood Avenue and Social Street. There is minimal gradient differentiation between roads. Diamond Hill Road does have a change of grade in numerous locations. Mendon Road has a steady rise in elevation near Diamond Hill Road. All roads are 1 lane/2 lanes moving in opposite directions. Mendon Road within the Commercial District is 2 lanes/4 lanes moving in opposite directions. Cumberland Street is 2 lanes/4 lanes moving in opposite directions from Hamlet Avenue to Social Street. Mendon Road is 30 miles per hour, Diamond Hill Road is 35 miles per hour until St. Leon Street where the speed limit is 25 miles per hour. Cumberland Hill Road is 35 miles per hour and the rest of East Woonsocket is an implied/indicated speed limit of 25 miles per hour and 15 miles per hour. Sidewalks are located on both sides of Mendon Road, Cumberland Hill Road, Diamond Hill Road, Cass Avenue, and Cumberland Street. From St. Leon Street/Winthrop Street and Herbert Avenue moving west, sidewalks are numerous and also indicate the older section of East Woonsocket from the early 1900’s. East of St. Leon Street/Winthrop Street and Herbert Avenue, there are non existing sidewalks throughout the rest of the East Woonsocket neighborhood excluding the major arteries. Most of East Woonsocket was developed in the mid-1960’s to the 1990’s which reflects a more mobile, vehicular, and commuter based neighborhood. The road paving conditions are bituminous surface in good condition throughout. Mendon Road is fair to good condition. Traffic seems to be heaviest on the major arteries throughout the day, seven days a week. Secondary roads are minimal and after hours and weekend traffic is almost non-existent. Striping for the pavement is ongoing throughout the city and is being address on a priority basis.

Street Signage and Lighting: The street signage is typical size and height per municipal compliance. The current signage is illuminated/reflective near the schools. Lighting exists and is sufficient. Striping within the East Woonsocket neighborhood on the secondary streets is non-existent in the newer residential areas. In the older sections of East Woonsocket, road striping is more prevalent. This is a more standard practice within municipalities with minimal traffic. Existing signage is worn in certain areas and could be replaced. Woonsocket has begun to implement a moratorium on lighting, turning off every other street light throughout the city.

ADA/HC Accessibility: Ramps and curb cuts exist where sidewalks exist and were upgraded along Diamond Hill Road with federal stimulus funds awarded to the Department of Transportation in 2009-2010. The neighborhood meets minimum requirements for ADA for major arteries and access to the commercial district.
Limitations: Elder Ballou Meeting House Road is narrow in some areas, lacking a shoulder on either direction of the road. There is an elevation of grade change throughout. In the older part of East Woonsocket, it is common to experience site conditions such as telecommunication poles and fire hydrants that narrow the width of the sidewalk. Few trees exist along the sidewalks which spares the sidewalks from uplifting from roots. A tree at the end of Wood Avenue was removed in 2011, which impeded the pedestrian right of way. The sidewalk was repaired.

Public Transit: Public Transit exists and stops on Diamond Hill Road, Mendon Road, Cass Avenue, Morin Heights Boulevard, Cumberland Hill Road and Cumberland Street. Utilization is moderate. Stops are made at the shopping plazas on Diamond Hill Road and in front of Landmark Hospital. Commuting is still mostly individual vehicular traffic. Shelters are visible Diamond Hill Road and on Cass Avenue in front of Landmark Medical Center.

Parks and Recreation: Blackstone River runs along the southern edge of this neighborhood but there is no access point to the river due to natural site constraints. There are seven city parks located in East Woonsocket, the tennis courts and Hartnett baseball field on Aylsworth Avenue, East Woonsocket/Adrien J. Bissonette Field on Elder Ballou Meeting House Road, Cass Park on Cass Avenue, Renaud Field at the end of Newland Avenue, Citizens Memorial Park along side Citizens School, and Dion Track and Sylvester Pond on Cumberland Hill Road. All of the parks/recreational facilities are city owned. There is playground equipment at both Cass Park and Citizens Memorial Park. The baseball field on Aylsworth Avenue is used by East Woonsocket Little League from April to October. Signage is lacking and would give greater direction to where these facilities are located. Walking paths from Cass Avenue to Renaud Field and Dion Track are recommended. A small parking area along with signage and other amenities for East Woonsocket/Adrien J. Bissonette Field on Elder Ballou Road would help bring greater utilization to this park and increase pedestrian usage.

Landscaping: Landscaping is currently non-existent. The utilization of streetscapes where applicable would soften the appearance throughout the neighborhood.

Cultural, Historical and Neighborhood Institutions: A cemetery is located near the intersection of Mendon Road and Cumberland Hill Road. Landmark Medical Center and the surrounding medical buildings, St. Joseph Church, Good Shepherd Catholic School, Leo Savoie School, Citizens Memorial Elementary School, Governor Aram J. Pothier Elementary School, and Woonsocket High School, Morin Heights Family Development, a post office, sewage treatment plant, police fire station, and several fire stations are all located in the East Woonsocket neighborhood.

Neighborhood Livability, Abandoned and Vacant Property: The older section of East Woonsocket, west of St. Leon Street, Winthrop Street, and Herbert Avenue show signs of decline. There is abandoned property due to foreclosure and economic decline. Vacant space is available within the neighborhood and there is space for future commercial development along Diamond Hill Road.
Oak Grove

Site Conditions: Oak Grove neighborhood sits on the Cumberland town line. The primary neighborhood arteries are Talcott Street, Olive Street - which leads into the Town of Cumberland, and Louise Street. There is remaining build-able and vacant space and a new residential development is being built at the end of Louise Street. There is no abandoned property or neighborhood decay. The signaled intersections are Talcott Street and Mendon Road and Mendon Road, Cumberland Hill Road and Carriere Avenue. There is minimal gradient differentiation between roads. All of the roads are 1 lane/2 lanes moving in opposite directions. The speed limit is 35 miles per hour on Mendon Road. The rest of the Oak Grove neighborhood has an implied speed limited of 25 miles per hour. Traffic seems to be heaviest at morning and evening rush hour along Mendon Road. Traffic in the rest of Oak Grove is minimal and after hours and weekend traffic is almost non-existent. Striping for the pavement is ongoing throughout the city and is being addressed on a priority basis. The road paving condition is a bituminous surface and in good condition throughout. Mendon Road is in fair to good condition. Sidewalks are located on the southbound side of Mendon Road. There are no other existing sidewalks throughout the Oak Grove neighborhood which includes Carriere Avenue next to Bank RI on Mendon Road.

Street Signage and Lighting: The street signage is typical size and height per municipal compliance. It is recommended that new signage be installed to indicate the maximum speed limit throughout the neighborhoods. Striping within the Oak Grove neighborhood is non-existent. This is a standard practice within municipalities for neighborhoods, such as Oak Grove, that have minimal traffic. Lighting exists and is sufficient. New signage is recommended to indicate children at play since the existing signage is worn.

ADA/HC Accessibility: Ramps and curb cuts do not exist because there are no sidewalks. The neighborhood does not meet minimum requirements for ADA.

Limitations: There are no limitations in the Oak Grove neighborhood.

Public Transit: Public Transit exists and stops on Mendon Road. Utilization is low and commuting is mostly individual vehicular traffic.

Parks and Recreation: There are no parks, recreation or green areas but there are a considerable amount of children who reside in this neighborhood. The Blackstone River runs along the southern edge of this neighborhood. There is no access point to the river due to natural site constraints.

Landscaping: There is no public landscaping throughout the Oak Grove neighborhood.

Cultural, Historical and Neighborhood Institutions: Bank RI, St. Joseph Veteran’s Association and two medial buildings are located in this neighborhood.

Neighborhood Livability, Abandoned and Vacant Property: This neighborhood does not show signs of decline. There is vacant space available for future residential development.
Highland Industrial Park

**Site Conditions:** Highland Industrial Park abuts the Town of Cumberland. The primary neighborhood arteries are Park East Drive and Highland Corporate Drive. The additional neighborhood arteries are CVS Drive, Goldstein Drive, Century Drive, Mendon Road, Beausoleil Street and Arrow Street. There are signaled intersections at Park East Drive and Mendon Road, Mendon Road, Cumberland Hill Road and Carriere Avenue. There is an estimated 7% gradient at the intersection of Park East Drive and Mendon Road and Beausoleil Street and Mendon Road. The indicated speed limit is 35 miles per hour for Mendon Road and 25 miles per hour on Park East Drive, Highland Corporate Drive and CVS Drive. Sidewalks are located on Highland Corporate Drive from Century Drive to the Cumberland town line. A partial sidewalk exists along CVS’s building from a crosswalk from an employee parking lot to a side entrance of the building. The sidewalk conditions where existing are good. The roads are bituminous surface and paving condition is good throughout the neighborhood with the exception of Mendon Road which is in fair to good condition.

**Street Signage and Lighting:** The street signage is typical size and height per municipal compliance but is not reflective/illuminated. Both the height and size are typical per municipal compliance. The road striping on Highland Park Drive at the crosswalks needs to be re-striped. The striping on CVS Drive is adequate. Lighting exists and is sufficient.

**ADA/HC Accessibility:** Curb cuts meet minimum requirements and are evident at corners and crosswalks.

**Limitations:** There is an estimated 7% gradient at the intersection of Park East Drive and Mendon Road and from Century Drive to the Cumberland town line. Occasional fire hydrants exist throughout including CVS, Goldstein and Century Drives.

**Public Transit:** Public Transit exists and stops on CVS Drive. There is a bus shelter. Utilization is low and commuting is mostly individual vehicular traffic.

**Parks and Recreation:** There are no parks, recreation, or green areas in this neighborhood and under the discretion of individual businesses and the developer.

**Landscaping:** Landscaping exists at the entrance/exit to Highland Industrial Park on Park East Drive.

**Cultural, Historical and Neighborhood Institutions:** The neighborhood is mostly used by CVS employees. Child care is available.

**Neighborhood Livability, Abandoned and Vacant Property:** The neighborhood does not show signs of decline. Vacant space is available for future commercial development.