CITY OF EAST PROVIDENCE

BICYCLE AND PEDESTRIAN PLAN

January 2026

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ACKNOWLEDGMENTS

This effort was undertaken by a team of planners, engineers, volunteers, political leaders, and community members dedicated to creating a future in East Providence where healthy, affordable, sustainable modes of transportation are safe for people to use.

Sponsors

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EXECUTIVE SUMMARY

This plan is designed to help East Providence become a community where people of all ages and abilities are safe and comfortable and can choose to walk and bike to everyday destinations like schools, bus stops, grocery stores, parks, and jobs. Developed with support from the Rhode Island Department of Administration's Division of Statewide Planning, this Plan reflects the vision of the people of East Providence, shared between the summer of 2024 and the autumn of 2025.

Bicycle & Pedestrian Plan Goals

Safety: Protect bicyclists, pedestrians and other road users in East Providence.

Mobility: Increase the share of all types of trips made by walking, biking, and transit.

Connectivity & Access: Establish high-quality connections to the bike paths that connect businesses, schools, and commercial areas.

Outreach Highlights

- 4 stakeholder interviews with 20 residents, advocates, city staff, and key stakeholders
- 5 community events at Cresent Park, Borealis Coffee Shop, and Weaver Library
- 160 event attendees
- 185 survey responses
- 280 comments received

Outreach Themes

Engagement revealed a local passion for biking and walking, and an appreciation for East Providence's existing assets.

- People are interested in using active modes for daily travel.
- Feeling unsafe around vehicle traffic is the biggest barrier to biking and walking.
- There is demand for separated bicycle lanes and paths.
- More connections between the East Bay Bike Path, neighborhoods, and major destinations were highly requested.
- Sidewalk connectivity and quality is a barrier to walking, particularly around schools.

"I urge the city to collaborate with stakeholders to transform Pawtucket Ave into a bicycle-friendly road. Consider reducing the number of lanes (possibly one or two) to widen the sidewalk, incorporate a curbed bicycle lane, and create a 'linear park' in select areas with increased tree canopy."
- Community member via outreach survey

"I live in Kent Heights and commute into Providence for work daily on my bike. Having a safe and dedicated way to connect the EP Neighborhoods to the East Bay Bike Path would encourage more users to get to the amazing resource that is the EBBP without endangering their lives"
- Community member via outreach survey

People Driven, Data-informed

This plan recommends projects that are based on community and stakeholder priorities as well as analyses such as Bicycle Level of Traffic Stress and bicycle and pedestrian crash analysis.

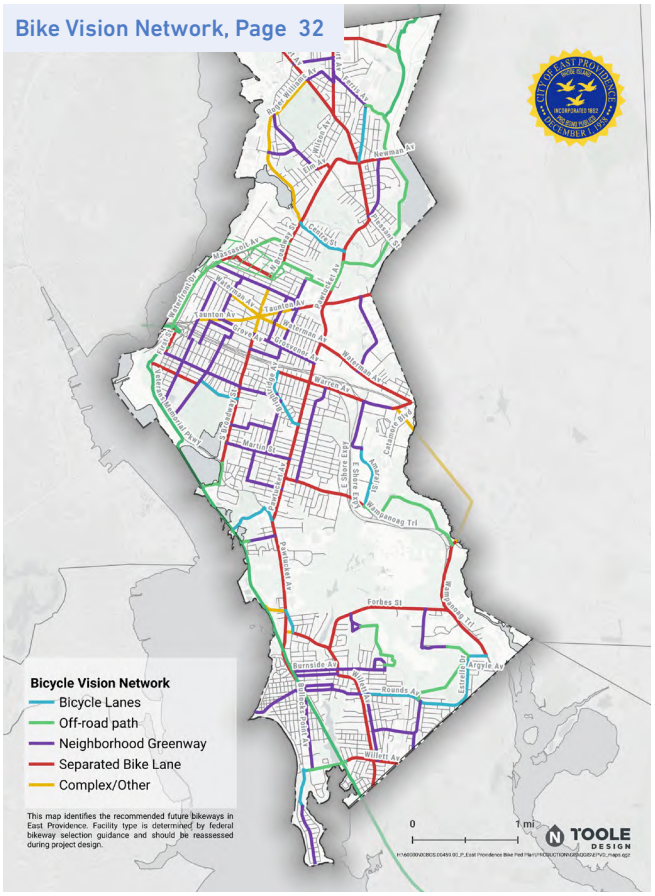
Walking & Biking in East Providence Today

- 8.55 miles of bikeways (+3.7 miles planned)
- 140 crashes involving people biking or walking from 2019 – 2023
- 71% of survey respondents who want to bike more in East Providence
- 66% of survey respondents who want to walk more in East Providence
- Less than 10% of survey respondents think it is safe for a child in middle school to cross a multilane road in town unattended

Featured Recommendations

- Priority sidewalk locations surrounding schools and transit stops
- 14.8 miles of new, short-term bicycle improvements
  - 40% fully protected or off-road
  - Connecting Ten Mile Greenway to the East Bay Bicycle Path (EBBP)
  - Improving access to the East Bay Bike Path and crossings on Veteran's Memorial Parkway
  - Connecting commuters to Providence by closing gaps in the bicycle network and improving access
- New policies and programs
  - Reclassifying the southern section of Wampanoag Trail as an arterial to improve crossing safety
  - Establishing a Bicycle and Pedestrian Committee
  - Creating a fund to improve sidewalk continuity and maintenance

Bike Vision Network, Page 32



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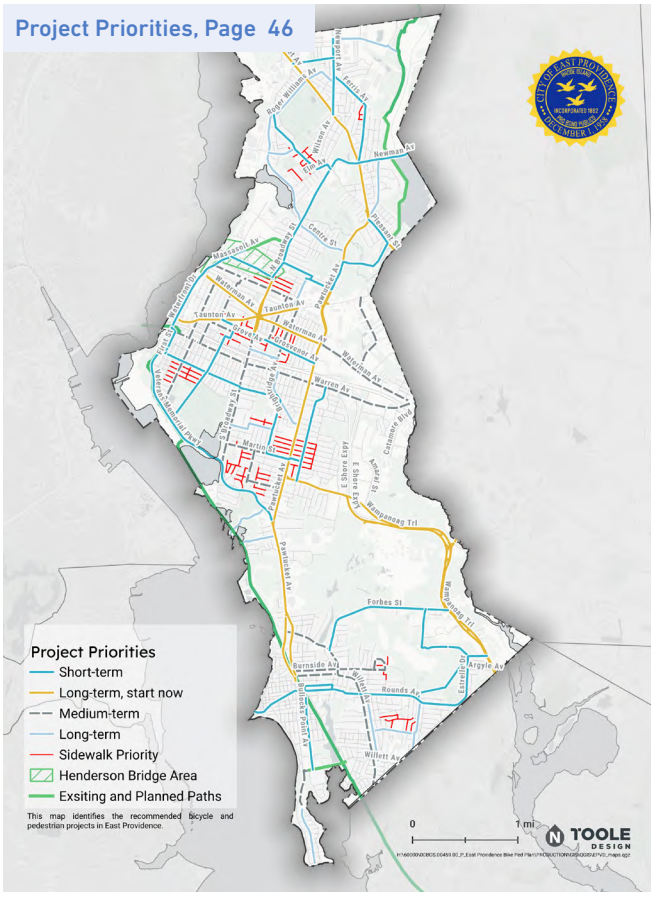
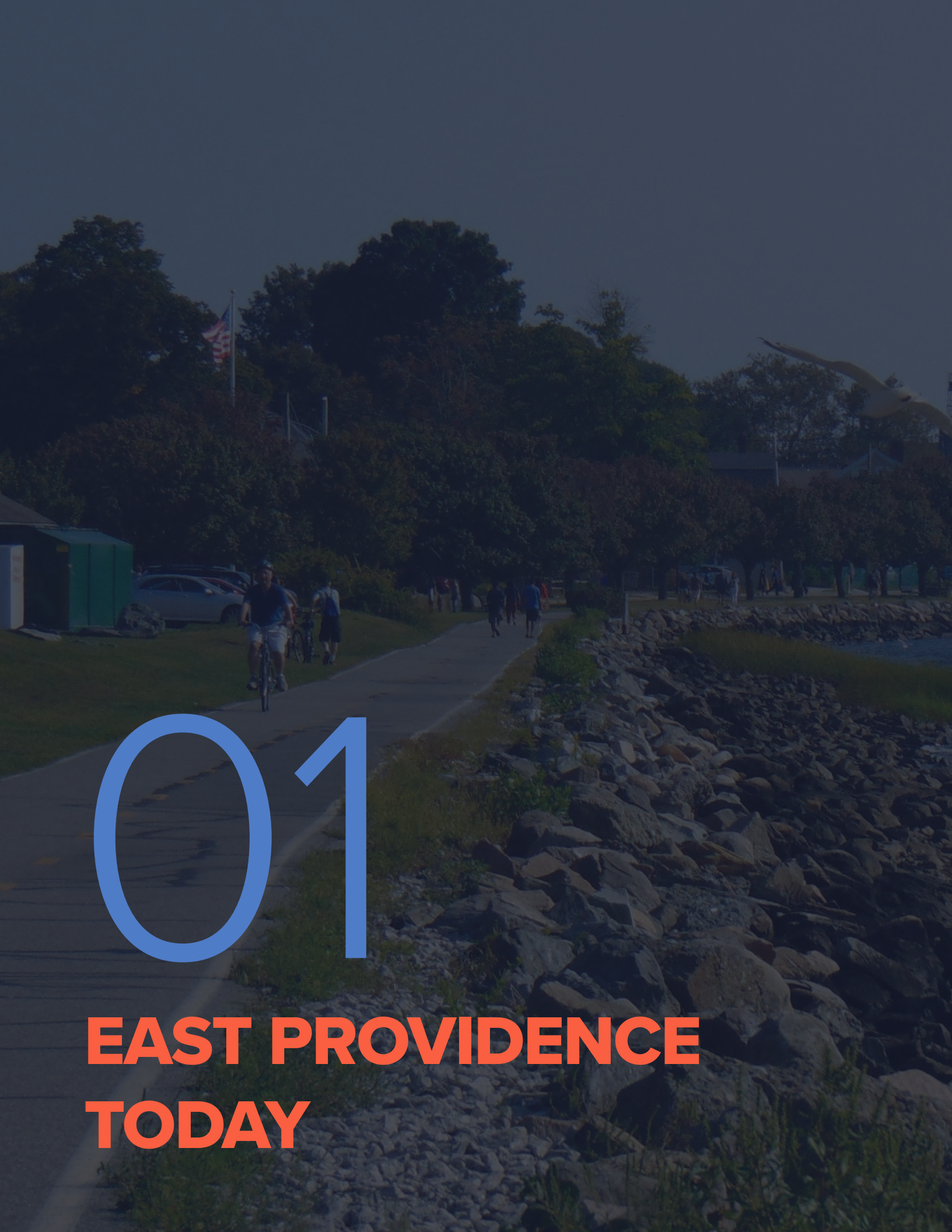




01

EAST PROVIDENCE TODAY

East Providence Today

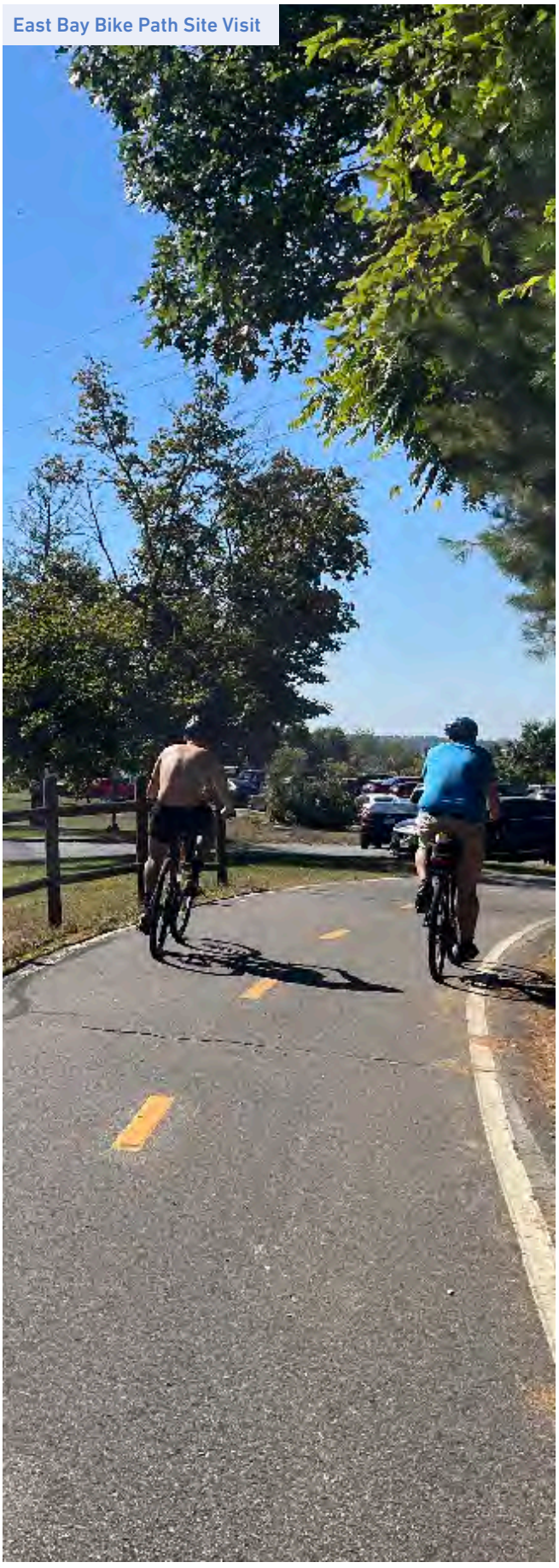
With historic neighborhoods, compact street grids, proximity to downtown Providence, and a beloved bike path, East Providence is poised to offer one of the most affordable, diverse transportation landscapes of any small city in New England.

Recent investments in the conversion of the Henderson Expressway into a parkway and the construction of the George Redman Linear Park crossing the Washington Bridge have signaled commitment by state and city leadership to create a place where all modes of travel are welcome and safe to use.

As East Providence continues to evolve, walking and biking will be central to creating a more vibrant city receptive to the needs of all who live and visit here.

Vision: East Providence will be a community where people of all ages and abilities are safe and comfortable and can choose to walk and bike to everyday destinations like schools, bus stops, grocery stores, parks, and jobs.

East Bay Bike Path Site Visit



Opportunities

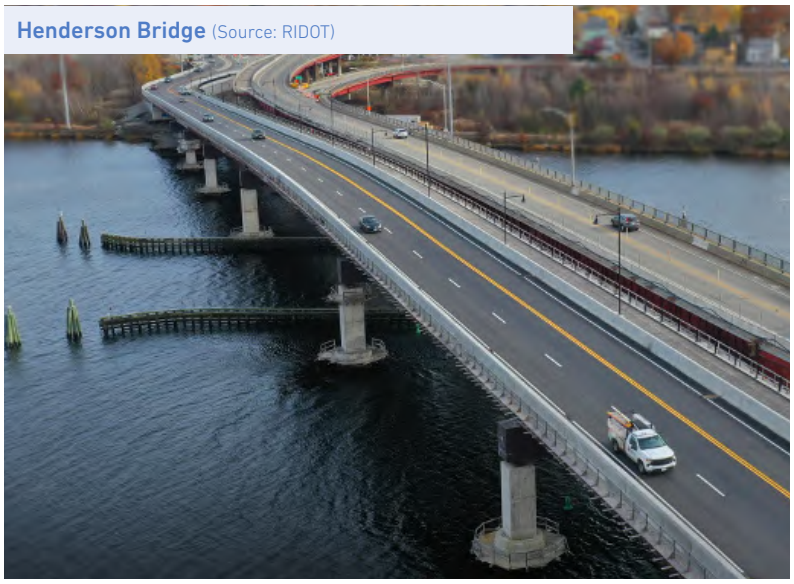
The city of East Providence has ample opportunity to bring a multimodal transportation future to life and enhance streets as places to spend time.

Walking and biking in the city today are oriented around its keystone multimodal feature: the **East Bay Bicycle Path**, completed in 1992. A beloved fixture in the city, it creates a nearly continuous, protected, waterfront corridor between the job center of Providence to the west and runs down to the city's southern neighbor Bristol, terminating adjacent to the beloved Colt State Park. East Providence residents utilize the bike path daily for recreational purposes and for commuting to job centers.

East Bay Bike Path Crossing

Recent **highway removal and lane reconfiguration projects,** such as the Henderson Bridge reconstruction and parkway conversion, and the Willett Ave road diet are transforming streets and bridge crossings to human-scaled places where people can walk, bike, and spend time. These projects help to develop streets as places to live and visit, transforming local streets to better serve people, not just cars.

Henderson Bridge (Source: RIDOT)



Further emphasis on attracting new development has opened previously inaccessible portions of the city, like the **Waterfront,** to new residential and commercial opportunities. Updated zoning, infrastructure upgrades, and environmental cleanup efforts are setting the stage for growth that prioritizes public access, walking and biking connections and ecological restoration. It was also announced in 2024 that Crescent Park Beach in Riverside is scheduled to reopen as a swimmable beach in May 2026 following a century of non-use. This will attract more people to Riverside and increase usage of the East Bay Bike Path.

Waterfront Development
(Source: Kettle Point Homes)

East Providence's future **urban forest,** to be planted between today and 2030, will be vital to supporting the development of walkable, healthy neighborhoods. Expanded tree planting and canopy preservation support cleaner air, cooler streets, and more comfortable walking and biking, particularly for children and older adults who are more sensitive to heat.

Urban and Community Forestry Program
(Source: East Providence website)

The city's **main streets,** including Warren Avenue, Pawtucket Avenue, and Riverside Square, are being reimagined as community hubs. With support for local businesses and placemaking, East Providence is designing main streets that are both economically vibrant and welcoming to people on foot and bike.

Taunton Ave at City Hall

What We Learned

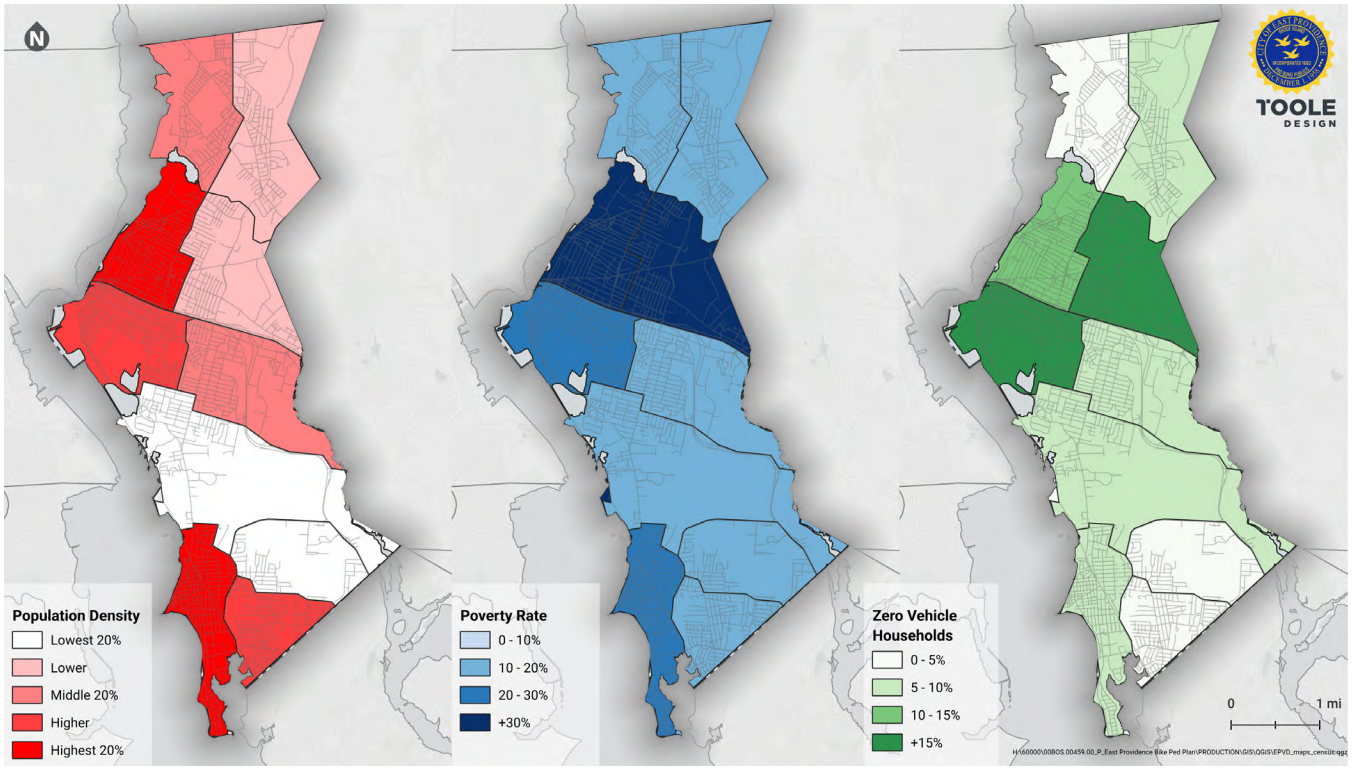
Local Character

East Providence is a city of over 47,000 people, situated between the City of Providence on the west and Seekonk, Massachusetts on the east. It is the fifth largest city in Rhode Island and the population has been relatively steady, lending itself to a strong base of residents to plan around for enhanced active transportation options.

The city is positioned adjacent to both the Providence and Seekonk Rivers to the west, and Runnins and Ten Mile Rivers to the east, creating **a geography that naturally lends itself to opportunities for walking and biking paths and recreational opportunities.** The many rivers, as well as the highways along them, also create connectivity barriers to be addressed.

The demographic makeup of the community impacts the needs and opportunities for walking and biking, such as the goal to plan active transportation infrastructure for all ages and abilities. In East Providence many residents are younger than 18 (16.9%), older than 65 (20.8%), or are younger than 65 and have a disability (10.6%). These populations have a higher non-driver rate than the general population, and a higher risk of being seriously hurt in a crash.

FIGURE 1 *Map of poverty, zero vehicle households, and population density*



Transportation & Commute Characteristics

East Providence has a median household income ($79,660) that is slightly below the state average and a poverty rate (10.8%) that is similar to the state average, emphasizing the importance of providing low-cost transportation options such as walking and biking.

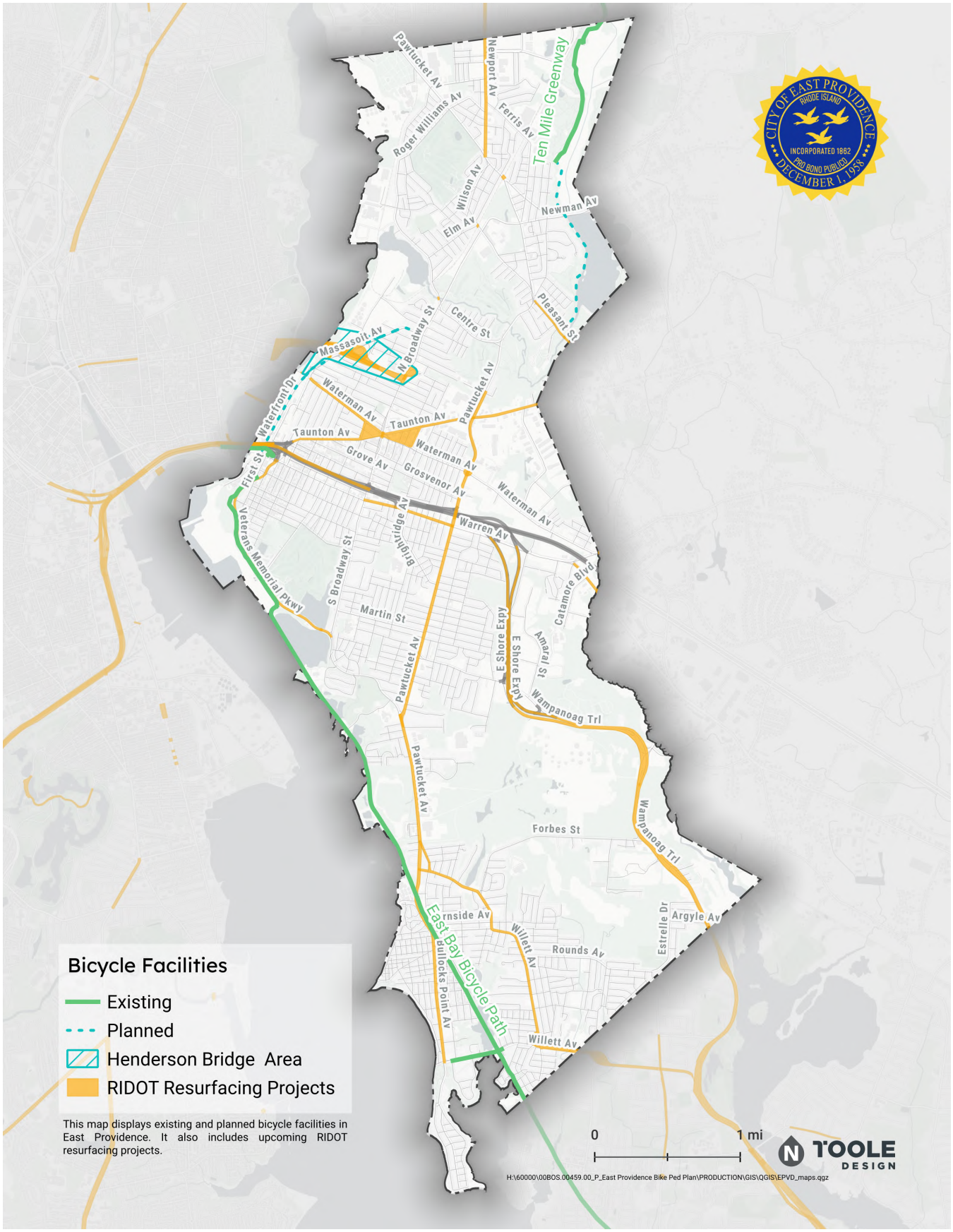
The lowest income census tracts, such as in the Riverside area and the area encompassing the Henderson / Washington Bridges, generally have the highest population density and highest proportions of households that do not own motor vehicles. Motor vehicle ownership is also lower in central East Providence adjacent to the I-195 corridor, where bicycle and pedestrian improvements might benefit residents more immediately *(Figure 1)*.

Commute mode share has changed significantly between 2019 and 2023 where the influence of the COVID-19 pandemic is apparent (Table 1). Currently, the mean travel time to work is 23 minutes. Most workers commute alone by car (76%), but working from home is now the second most common commute experience (11%).

TABLE 1 *Commute mode chart (5 year ACS 2019 vs 2023)*

MODE	NET CHANGE	% CHANGE
Drove alone	-2,395	-12%
Carpooled	281	16%
Public transit	-203	-30%
Walked	40	22%
Other means	-44	-11%
Worked from home	1,960	353%

FIGURE 2 *Existing bike paths and planned projects*



Existing Infrastructure

Most bikeways in East Providence are off-street paths, including the East Bay Bicycle Path and Ten Mile Greenway, which provide comfortable and continuous bike connections in the north south direction *(Figure 2)*.

Off-street bike path mileage is 8.24 miles and on-street mileage is **0.31 miles of standard bike lane:**

- East Bay Bicycle Path: 4.93 miles
- Ten Mile Greenway: 2.90 miles
- Washington Bridge (George Redman Linear Park): 0.41 miles
- Crescent View Ave: 0.31 miles painted bike lane

East Providence has **3.7 miles of planned and programmed on- and off-street bikeways:**

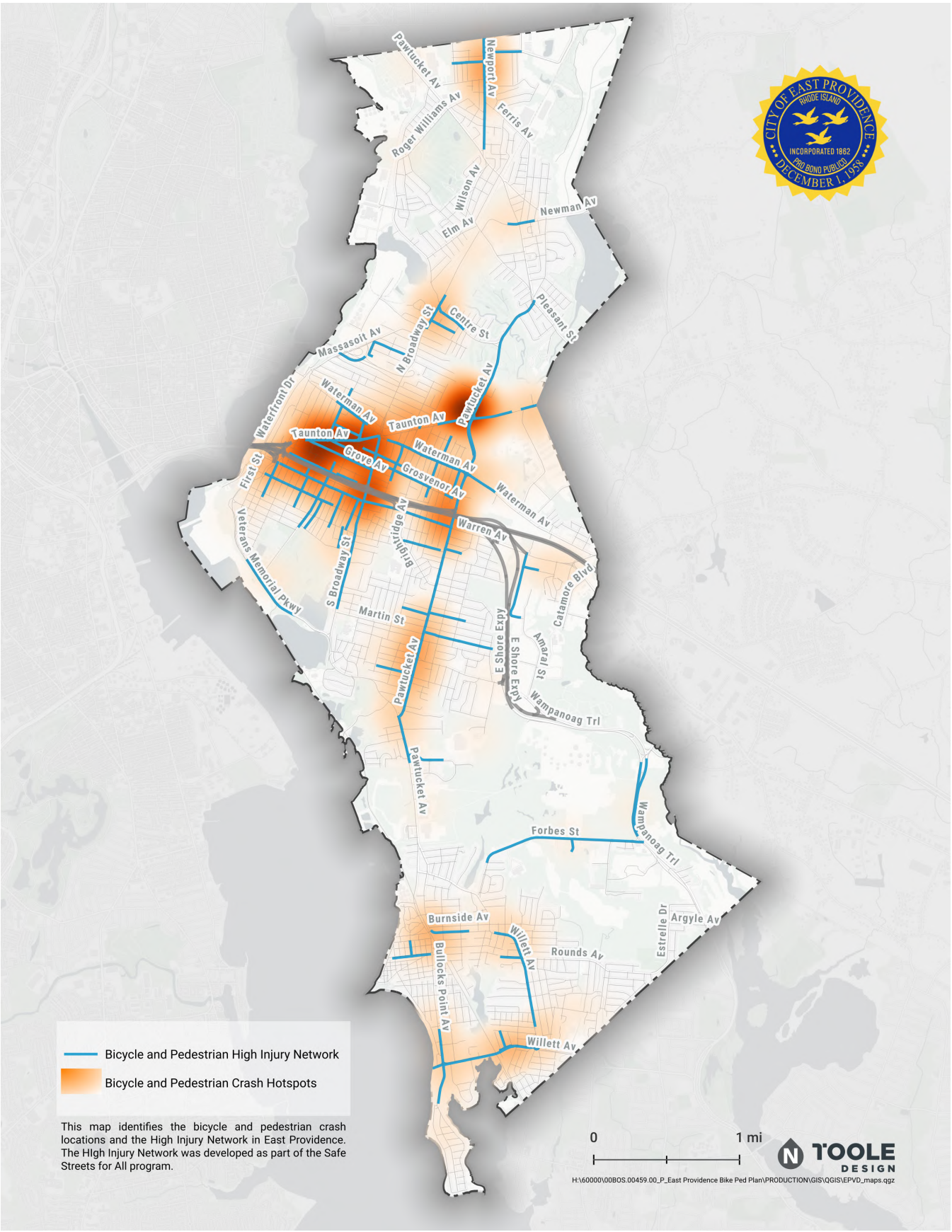
- Henderson Parkway: 2 miles off-street paths or similar
- Ten Mile Greenway Extension: 1.5 miles off-street path
- First Ave Bikeway: 0.17 miles off-street path

Safety and Barriers

During the five-year period from 2019 to 2023, there were a total of 140 crashes involving bicyclists and pedestrians in East Providence (62 crashes and 78 crashes respectively) *(Figure 3)*. Of the total crashes, 122 (around 87%) led to bicyclist/pedestrian injuries, with 19 crashes leading to fatalities and/or serious injuries. There were 5 crashes resulting in the death of a person walking.

Veteran's Memorial Parkway
(Source: Google Streetview)

FIGURE 3 *Bicycle and Pedestrian Crashes in East Providence, 2019-2023*



Pedestrian Stress

Sidewalks in the city are largely present on both sides of arterial and state-owned streets. On other types of streets, gaps in the sidewalk network are common, particularly in neighborhoods with a more residential character, like much of Rumford. Today's sidewalks have several challenges that can make them less comfortable, such as:

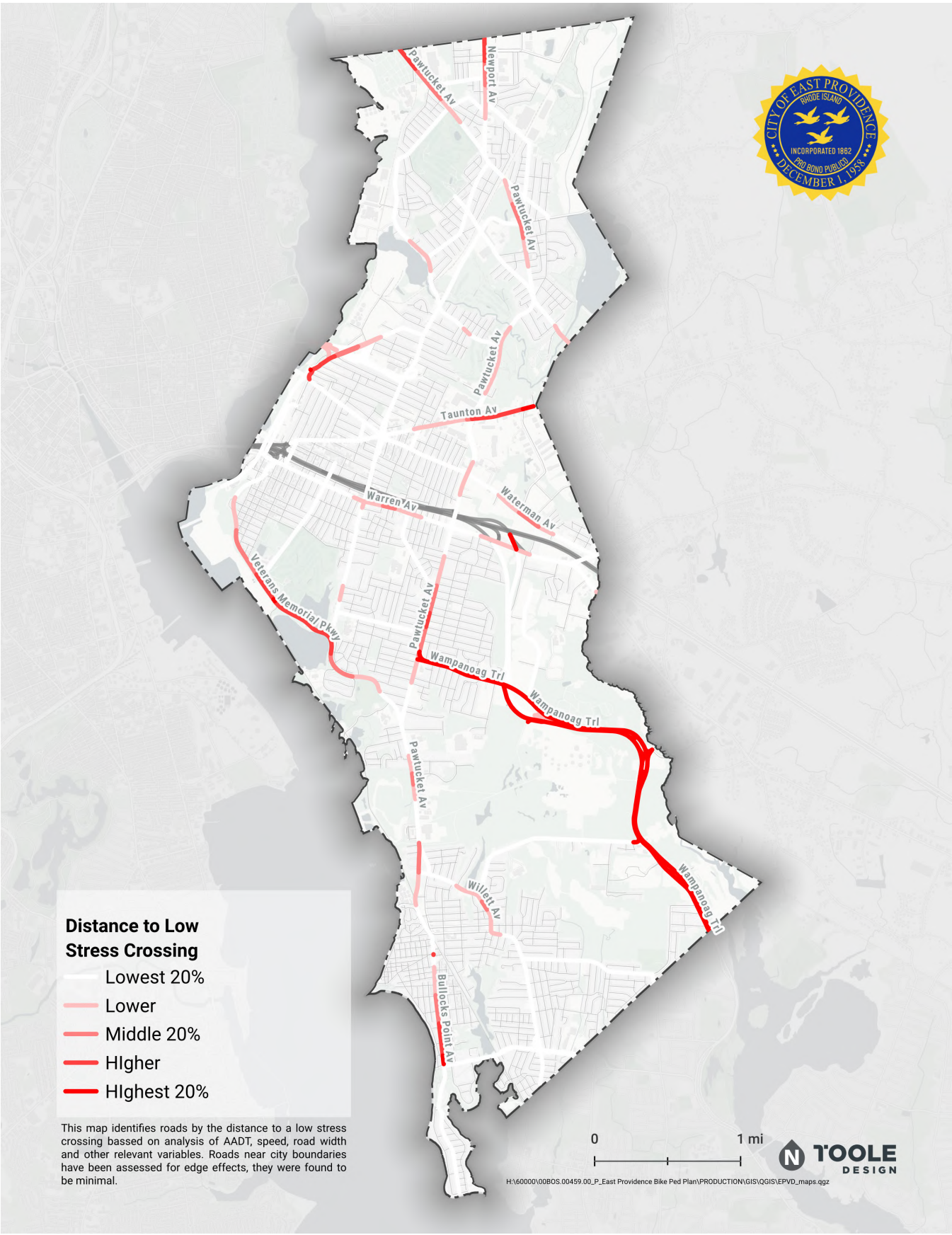
- **Gaps.** **Discontinuous sidewalks**, often ending abruptly, even surrounding critical facilities like **schools**.
- **Obstacles.** Widespread placement of permanent utility poles, signs, trees, or other **objects on sidewalks**. Cars are often observed parked on sidewalks; some areas where there should be sidewalks have been **designed instead for parking**.
- **Accessibility.** A **lack of curb ramps** and other design elements consistent with Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) standards, which ensure accessibility for all ages and abilities.
- **Parking lots.** Wide and frequent **commercial driveways**, **unclear division** between parking lots and pedestrian paths.
- **Quality.** Poor quality, uneven sidewalk pavement and inconsistent maintenance.

Many intersections in East Providence could be made safer and easier to cross with improvements like accessible curb ramps, clearly marked crosswalks, and better-connected sidewalks. The streets listed below have sections where crossings are less convenient or comfortable, referred to as "high stress crossings."

- **Wampanoag Trail** has no low-stress pedestrian crossing points, limiting access and safety for those traveling to and from the residential housing units, parks, and bus stops on either side of the highway.
- **Veteran's Memorial Parkway** has limited low-stress crossings between Crown Avenue and Mercer Street, limiting access to the East Bay Bike Path.
- **Segments of Pawtucket Avenue** are difficult to cross, particularly near Kent Heights.

Veteran's Memorial Parkway
(Source: Google Streetview)

FIGURE 4 *Distance to low stress crossings*



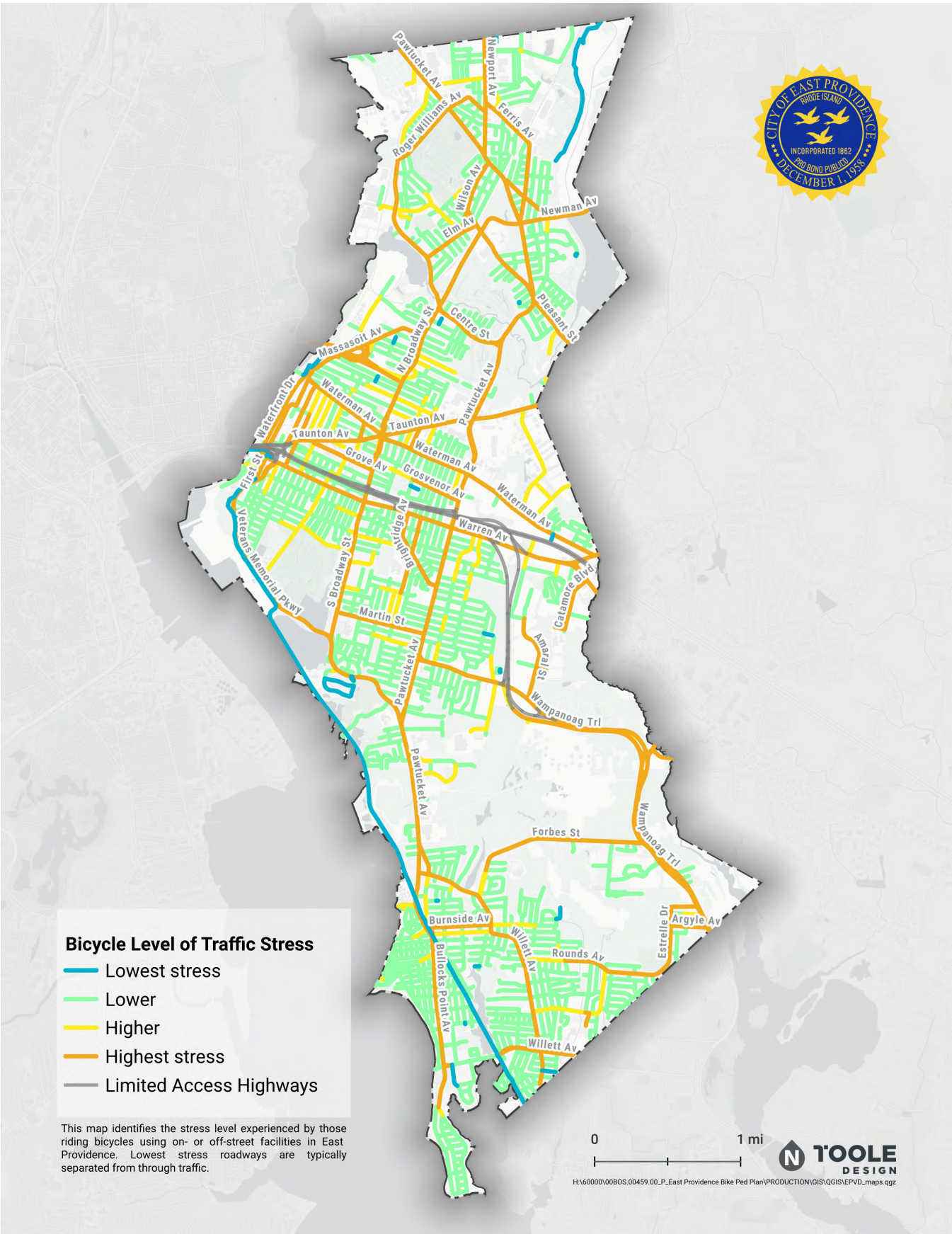
Bicycle Stress

A "low-stress bikeway" feels safe and comfortable for a diverse range of bicyclists, especially those who prefer not to share the road with cars. The Level of Traffic Stress (LTS) analysis evaluates the comfort and navigability of streets from a bicyclist's perspective, scoring streets from 1 (lowest stress, highest comfort) to 4 (highest stress, lowest comfort). "Low stress" refers to segments with ratings of 1 or 2. This scoring helps identify gaps in infrastructure and gaps in low stress connections.

~ 70% of crashes where people walking or biking were seriously injured or killed took place on or immediately adjacent to high stress roads.

Low-stress bikeways in East Providence consist of existing off-street paths and a few local streets with minimal through traffic. Most arterials and state-owned streets are high stress due to higher speeds and traffic volumes.

FIGURE 5 *Bicycle level of traffic stress*



02

COMMUNITY PRIORITIES

What We Did

Our project team spoke with hundreds of people who live, work, or spend time in East Providence. By conducting interviews with key stakeholders, hosting events to encourage feedback from the community, and distributing a digital survey, we learned about the unique transportation needs of community members, gaps in the active transportation network, and ideas for improving the transportation system to support pedestrians and bicyclists. The following engagement activities played a central role in shaping Plan recommendations:

Engagement by the Numbers

- Stakeholder Interviews: 4
- Stakeholder Organizations Engaged: 20
- Public Informational Meetings: 2
- Pop-Up Events: 3
- Event Attendees: 160
- Survey Responses: 185
- Social Media Posts: 6
- Flyers: 2
- E-blasts: 3
- Press Release: 1
- Calendar Announcements: 3
- Comments Received: 280

Witches Parade Pop-up

Summer Concert Pop-up

Public Meeting at Weaver Library

What We Heard

Theme 1

While most people in East Providence have access to a car, many people are **interested in using active modes for daily travel.**

> *Before moving to E.P. I biked and walked almost everywhere (for errands and pleasure). Now as a E. P. resident, I am highly car dependent because of the lack of safe bike lanes and poorly maintained sidewalks [...]*

Theme 2

People identify **feeling unsafe with vehicle traffic** as the biggest barrier to biking and walking more often in East Providence. There is a strong desire for connected and protected bike paths throughout the city that would link people to the bike paths and key destinations, and promote intercity north-south travel.

> *Children walking/biking to Hennessey elementary is always a nerve-wracking situation in the morning with cars speeding by children that have to go in the street to get to school.*

Borealis-EBBP Pop-up

Sidewalk quality on Greenwood Avenue
(Source: Google Streetview)

Theme 3

People are very interested in **separated bicycle lanes and paths,** particularly on major roads.

> *I urge the city to collaborate with relevant stakeholders to transform Pawtucket Ave into a bicycle-friendly road. Consider reducing the number of lanes (possibly one or two) to widen the sidewalk, incorporate a curbed bicycle lane, and create a 'linear park' in select areas with increased tree canopy.*

Theme 4

Many people who use the East Bay Bike Path do not venture off the path into other areas of the city. Many people desire more **safe connections to the EBBP** and connections from the bike path to destinations within the city.

> *I live in Kent Heights and commute into Providence for work daily on my bike. Having a safe and dedicated way to connect the EP Neighborhoods to the East Bay Bike Path would encourage more users to get to the amazing resource that is the EBBP without endangering their lives."*

Theme 5

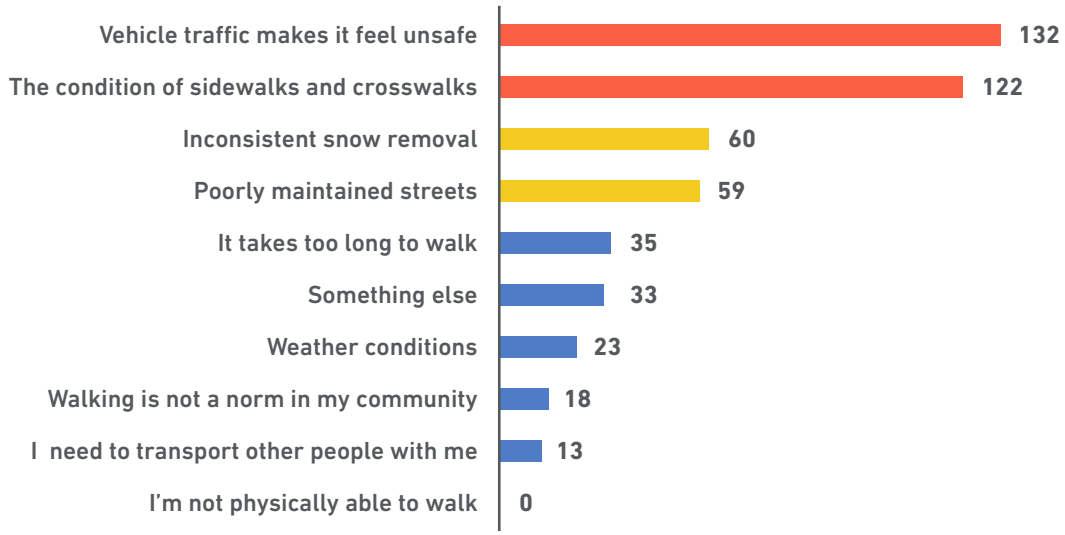
Sidewalk connectivity and quality is a barrier to safe travel by many. Less than 6.5% of respondents felt a 12-year-old child could safely cross a multilane road (such as Pawtucket or Taunton Ave) unattended.

> *The bike path is a great resource, but it would be nice if our city was more walkable/bike friendly outside of the bike path."*

FIGURE 6 *Major barriers to biking and walking based on survey responses*

Biking Barriers

Walking Barriers



03

WHERE ARE WE GOING?

Goals & Performance Measures

The goals and performance measures are shaped by the input and priorities expressed by community members and stakeholders. They serve as a roadmap for the city and partner organizations to follow to track implementation progress over time.Each goal is paired with specific performance measures that offer measurable ways to track how effectively the plan is being put into action.

1) **Mobility:** Increase the share of all types of trips made by walking, biking, and transit.

   Performance measures:

   - Share of people driving to work alone (SOV travel) ↓
   - Share of children walking and biking to school ↑
   - Number of bike trips ↑
   - Number of transit trips ↑

2) **Safety:** Protect bicyclists, pedestrians, and other road users in East Providence.

   Performance measures:

   - Number of crashes involving people walking and biking ↓
   - Number of crashes within a ¼ mile of schools ↓
   - Number of low stress crossings ↑
   - Sidewalk gaps ↓
   - Share of residents within a ¼ mile low stress trip to a park ↑

3) **Connectivity & Access:** Establish high-quality connections between the bike path, businesses, schools, and commercial areas.

   Performance measures:

   - Share of destinations on low stress street ↑
   - Trip activity along the bike path ↑
   - Mileage of low stress bikeways ↑
   - Sidewalk mileage ↑

↑ **Increase**

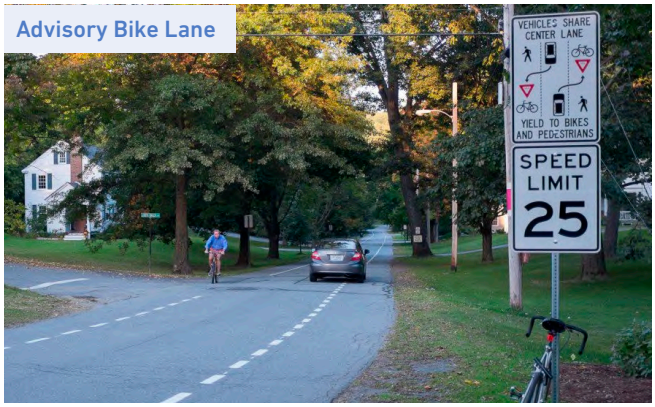
↓ **Decrease**

East Providence Tomorrow: Walking & Biking in the Future

Bikeway Types

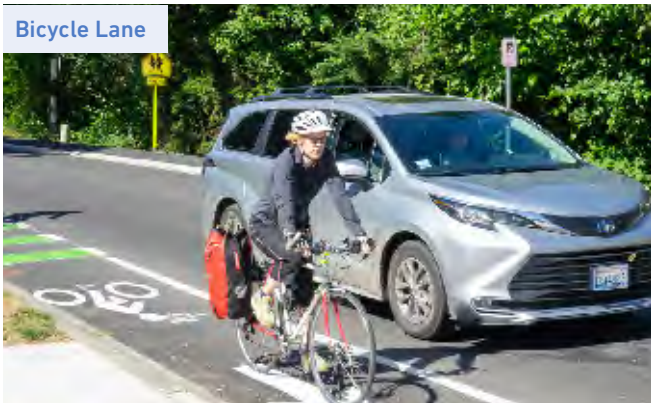
There are many different types of bikeways. Determining which bikeway type is appropriate for a street typically depends on three primary factors—the speed of traffic, number of vehicles, and land-use context. Streets with higher speeds and volumes require a greater degree of separation for users of all abilities to feel comfortable.

Advisory Bike Lane



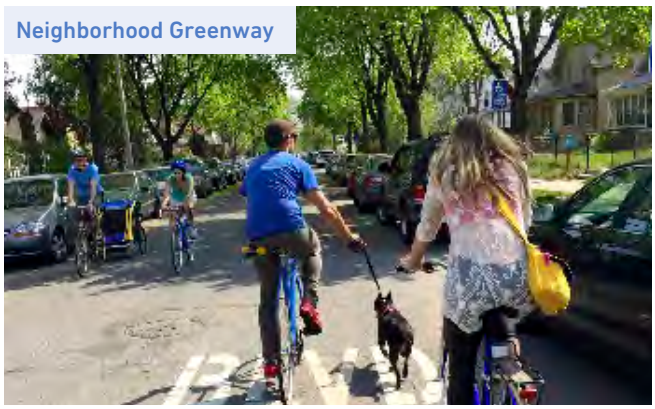
Advisory bike lanes or edge lane roads are dashed one-way bike lanes on each side of the street. Vehicle traffic travels in a single center lane under yield conditions and can enter the bicycle lane when safe to do so. These are considered experimental treatments by the FHWA and should be limited to roads owned by the city.

Bicycle Lane



Conventional and buffered bike lanes designate an exclusive space for bicyclists to operate on the roadway through the use of pavement markings and signs.[2]

Neighborhood Greenway



Neighborhood greenways are low-stress bikeways primarily located on low-volume, low-speed local streets.[1]

Climbing Lane

A one-way bicycle lane only going uphill on a steep incline. This protects slow, climbing bicycle traffic from vehicles. This is typically only used where there is insufficient space for bike lanes in both directions.

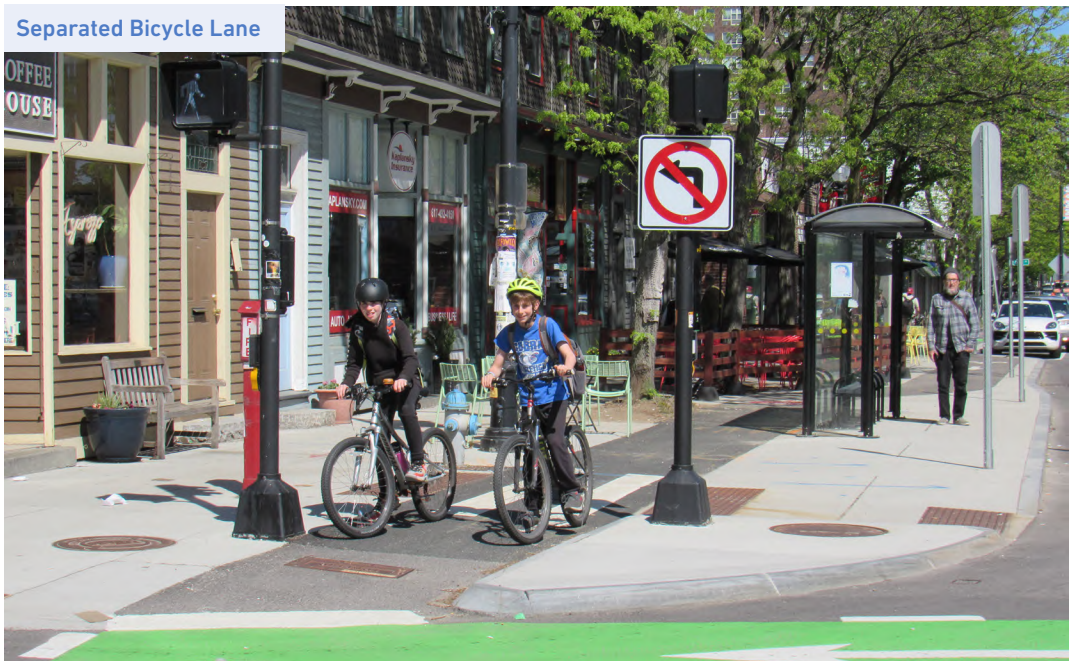
1 https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/

2 https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwasa18077.pdf

Side Path

Side paths are dedicated space completely separated from motor vehicle traffic. They may be bicycle-only paths (pedestrians have a separate facility to use), shared-use paths (all non-vehicle users share the space), or side paths (a shared-use path adjacent to a roadway). Regardless of its name, the EBBP operates as a shared-use path.

Separated Bicycle Lane



A separated bicycle lane has vertical separation from traffic. This might be a buffer with a vertical barrier (like a bollard or concrete barrier) or grade separation, where the lane is raised above street traffic alongside a sidewalk.

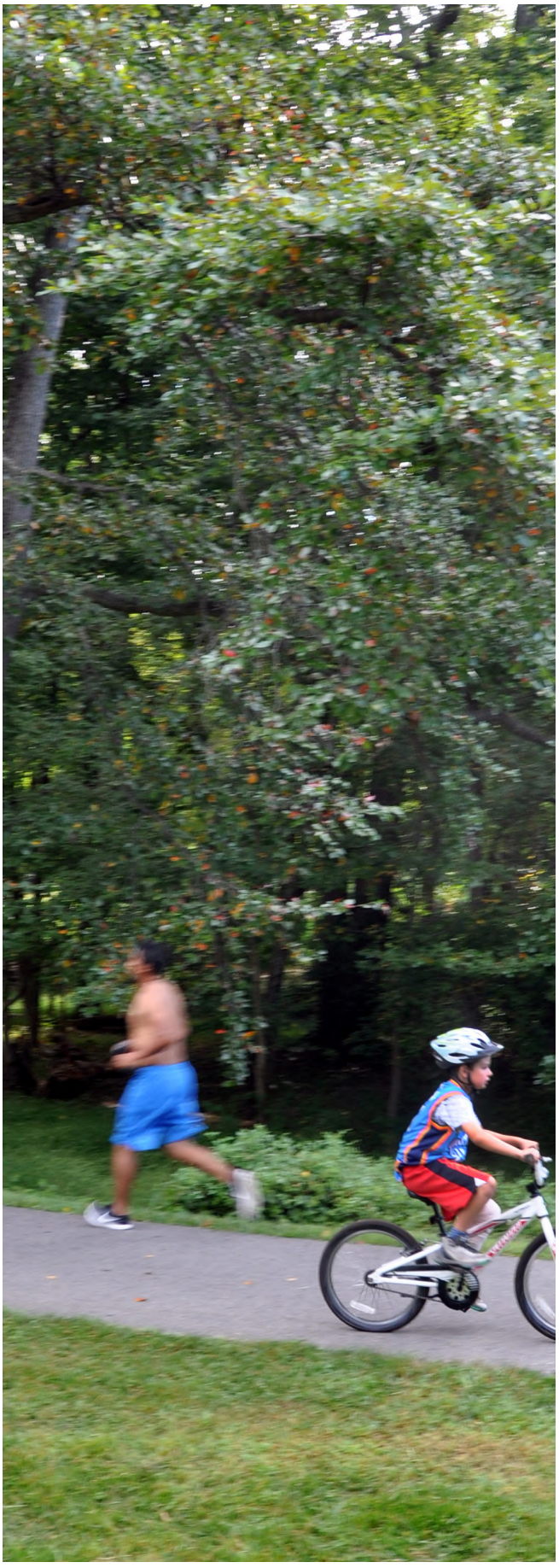
Bicycle Network Recommendations

The Vision Network identifies the future bicycle network in East Providence based on community goals, existing infrastructure, the State Bicycle Mobility Plan bikeway priorities, and major barriers to travel. Some trade-offs were made to preserve parking, counter jurisdictional complications, and align to existing plans and priorities. Recommended facility types are identified with today's conditions in mind. As the recommendations are implemented into the future, recommended facilities and their tradeoffs will continue to be asessed.

Bicycle Mobility Plan Connection

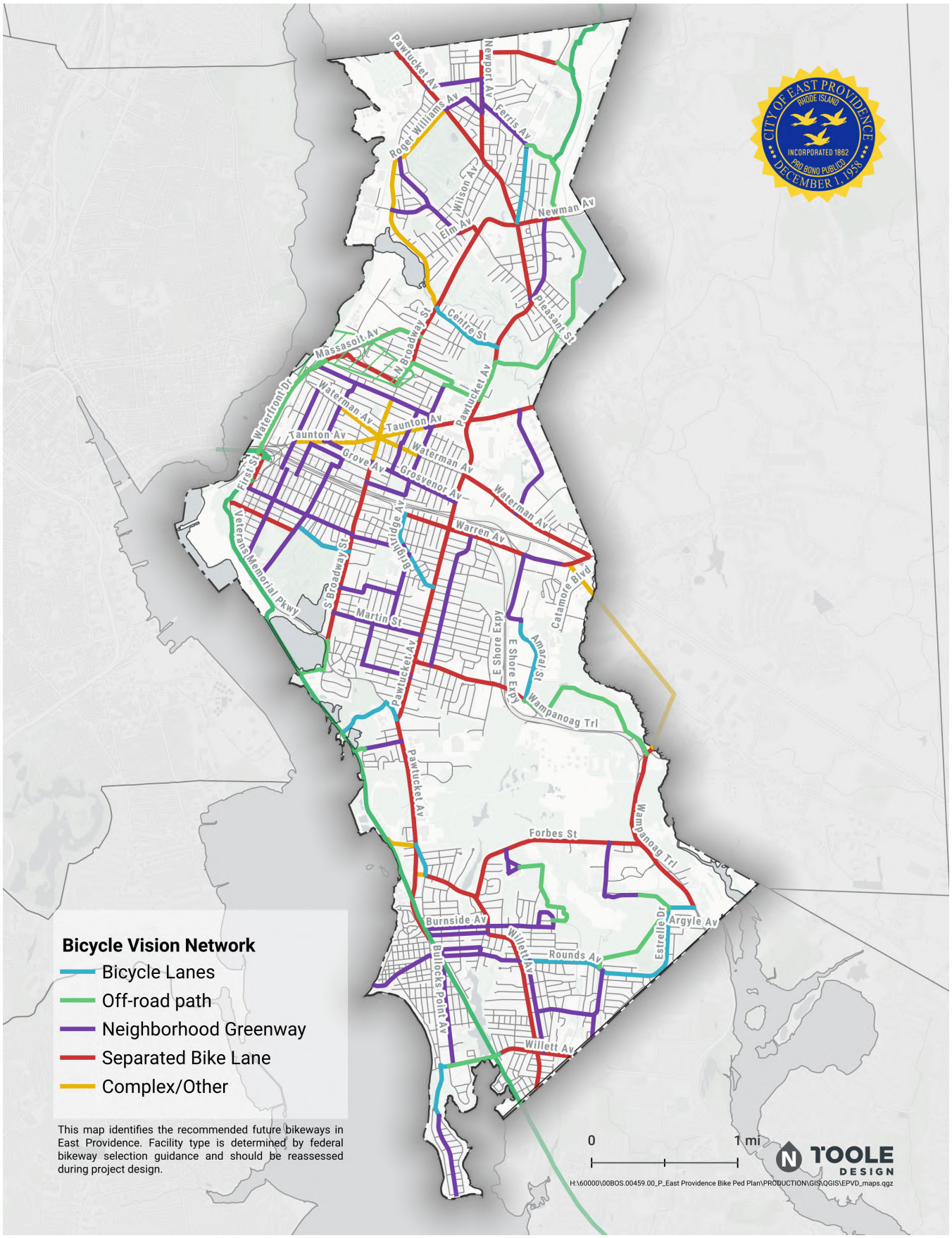
Many recommendations align with the **RI Bicycle Mobility Plan**. Where they do not align, the network recommends upgrades to the bikeway type, or the road is not prioritized at the request of stakeholders.

- North Broadway (Bicycle lane)
- Waterfront Drive (Protected bicycle lane)
- EBBP and George Redman Linear Park (Shared use path connection)
- EBBP and the Ten Mile Greenway (Shared use path connection)
- Ferris (Advisory bicycle lane)
- Pawtucket (Road diet + protected bicycle lanes)
    - This plan recommends considering a road diet and protected lanes for a longer portion of Pawtucket Avenue, as it is the primary North-South route to East Providence High School
- Newman (Bicycle lanes)
- Newport (Road diet + protected bicycle lanes)



Bicycle Vision Network

FIGURE 7 *Future Bicycle Vision Network*



Pedestrian Priorities

Sidewalk recommendations were shaped by the current condition, connectivity, and availability of sidewalk data across the city.

The city's top priority is to make sure every street within one-eighth of a mile of a school has complete sidewalks, safe crossings, and easy, comfortable walking routes.

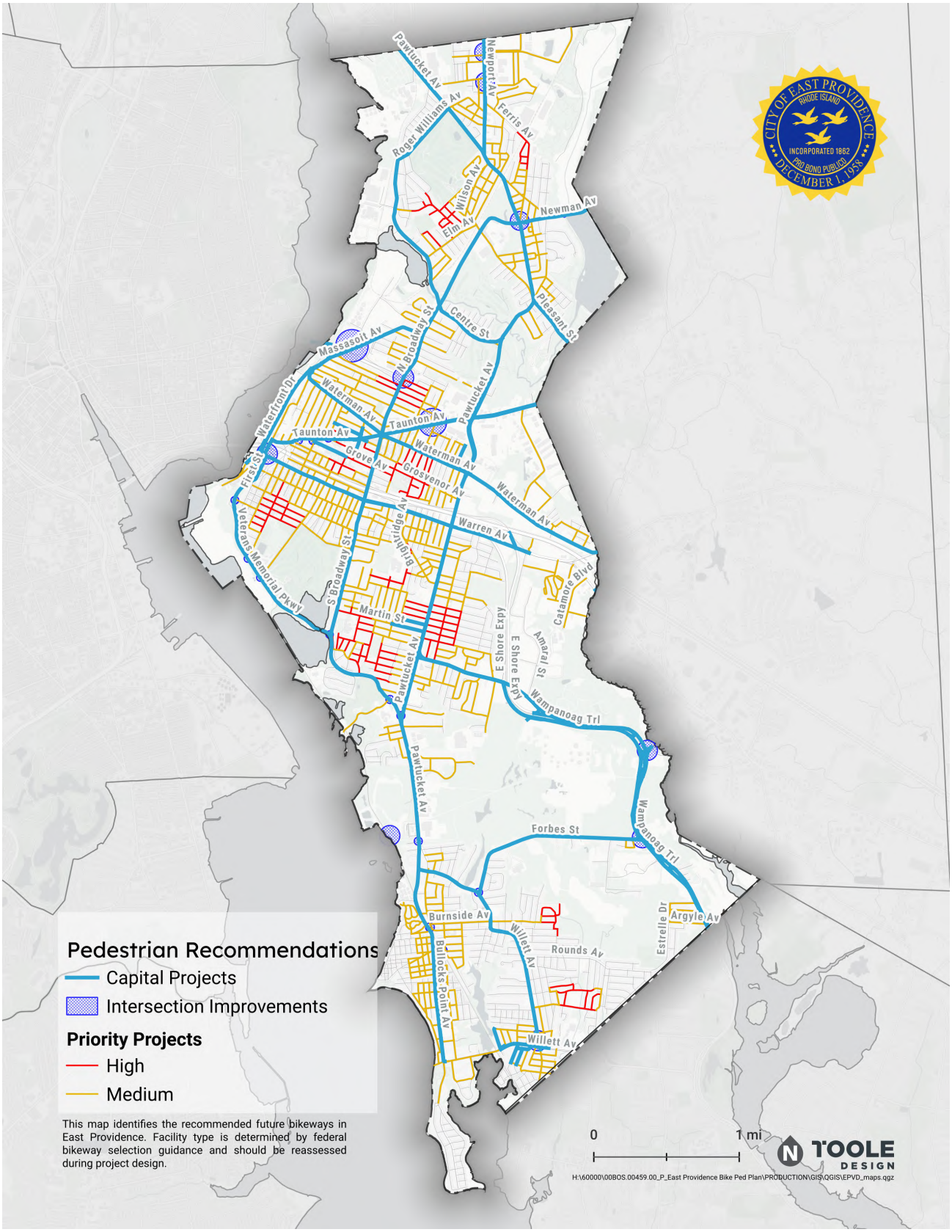
Another top priority is to do the same for **areas around transit stops**. Based on these goals, a priority sidewalk network was shows expanded connections to neighborhoods with major destinations throughout the city.

Pedestrian Capital Projects

Some streets, such as Pawtucket and Taunton Avenues have more extensive pedestrian needs or have been identified as safety hazard in other projects. We refer to these as pedestrian capital projects. These streets are often not owned by the City and improvements will require close coordination with RIDOT, and will likely need to be submitted as a project to Rhode Island's State Transportation Improvement Program.

The Priority Sidewalk Network

FIGURE 8 *Future Conditions Map – Ongoing Pedestrian Connectivity*



Design Toolkit

Designers, planners and engineers have several options when deciding the street design elements to include to enhance safety and connectivity. The East Providence design toolkit features select design guidelines that have a big impact on designing safe and comfortable streets.

Intersections

Intersections should be designed to be safe and easy to cross for all users. A middle-school student, for example, should be comfortable and confident crossing the street on their own. To maximize connectivity, low speed crossings should be present approximately every 300 to 600 feet[3] with closer spacing—less than 300 feet—in areas with high pedestrian activity or key destinations. Appropriate design treatments differ by intersection speed and the volume of activity at an intersection and should be context sensitive. A menu of options for East Providence to implement are shown below:

- Stop-controls
- Medians or pedestrian refuge islands
- High visibility crosswalks
- Raised crosswalks and intersections
- Curb extensions/bump outs
- Daylighting intersections by removing parking near the intersection
- Signage, on-street paint
- Neighborhood traffic circles
- Roadway narrowing
- Bicycle boxes

Mid-Block Crossings:

Safe crossings are most convenient and safe when they are placed every 300 to 600 feet and at every intersection.

Longer distances between crossing points will lead to people crossing in places that lack protection.

Low Volume Intersection

High Volume Intersection

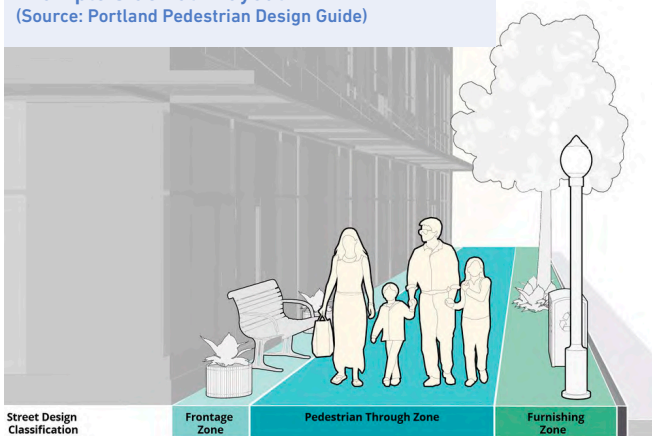
3 ITE – Designing Walkable Urban Thoroughfares (2010)

Sidewalks

Sidewalks should be designed for clear passage and without gaps, ensuring that everyone has access to a safe and continuous network. The City is committed to improving the quality of sidewalks and improving the walking experience in the city by designing to the following best practices.

Accessible Sidewalk

Example Sidewalk Layout
(Source: Portland Pedestrian Design Guide)



Best Practices

- All through-roads should have sidewalks on both sides.
- Sidewalks should not be used for parking, this should be enforced where necessary.
- Sidewalks and crossings should comply with ADA requirements and PROWAG.[1]
- Sidewalk continuity and quality should be prioritized around schools and transit stops.
- Sidewalks should be a minimum of 5 feet in width, preferably 5-7 feet in residential settings, and 8-12 feet in areas with a pedestrian main street character or in areas with high pedestrian activity.
- Ensure access to shared-use paths and local trails, with adequate connections and signage
- A buffer of 2 feet between the curb and sidewalk for street trees, furniture and utility placement is preferred.
- A permanent funding source for sidewalk construction and maintenance should be developed.

For more detail on sidewalk best practices the following resources may be consulted:

- AASHTO's Guide for the Development, Design, and Operation of Pedestrian Facilities **https://store.transportation.org/Item/CollectionDetail?ID=224**
- NACTO's Urban Street Design Guide **https://nacto.org/publication/urban-street-design-guide/**
- RIDOT's 2025 Traffic Design Manual **https://www.dot.ri.gov/business/documents/trafficdesignmanual.pdf**
- Rhode Island Complete Streets Guidance (Forthcoming, anticipated publication in 2026)
- Rhode Island Bus Stop Design Guide (2017)

1 **https://www.access-board.gov/prowag/**

Bikeway Feature: Neighborhood Greenways

A neighborhood greenway is a low-volume neighborhood street that has been improved to protect and promote safe walking and bicycling. The street will allow safe local travel for people driving, walking and biking, while discouraging speeding and cut-through traffic. The goal is to create a street that all users, even children, could use comfortably. Not every neighborhood greenway will have all of these features. City planning and engineering staff will work together to decide which of these make the most sense for each street.

Typical Features

- Speed humps, cushions, or bumps
- Raised crosswalks
- Gateway treatments
- Signage
- On-street paint
- Curb extensions
- Daylighting
- Parking control
- Chicanes
- Neighborhood traffic circles

Daylighting:

Daylighting is when parking is restricted at intersections and surrounding crossings, either physically or with signs and paint. This helps improve pedestrian safety.

Parking Control:

Includes daylighting but does not always happen at intersections. This would involve marking out specific parking spots to ensure safe parking behaviors. It may also include chicaning, where parking alternates street sides to slow traffic speed.

Neighborhood Greenway Examples

Amenities to Support Walking & Biking

Some infrastructure, street furniture, landscaping, and other amenities can support people who walk and bike.

We heard from:

> A senior who would like there to be more **benches and shade,** because they have trouble walking long distances in the heat.
>
> A powered wheelchair user who would like there to be a **charging station** where they can charge their device, as they do not want to risk being stranded.
>
> A bicycle commuter who would like there to be **lighting and snow removal** on the bike path to support year-round use.
>
> A marathon runner who would like **public bathrooms** and a **water station.**

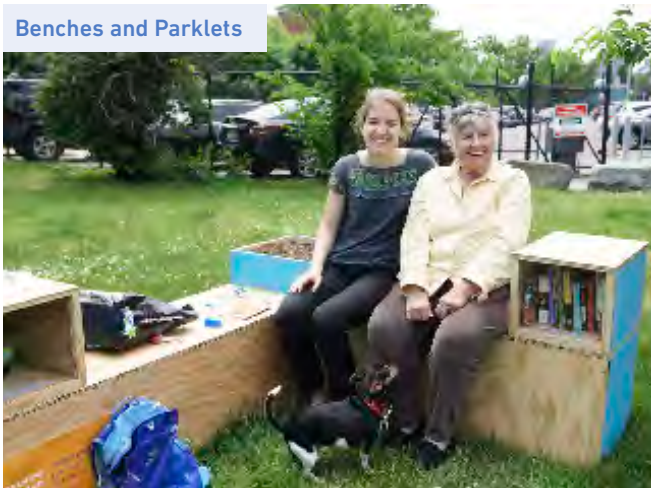
And many others; here are more of the features most often requested.

- Street trees
- Landscaping
- Water fountains
- Bathrooms
- Lighting
- Benches
- Picnic tables
- Power/charging stations
- Trash cans
- Pet-bag dispensers
- Sunblock dispensers
- Wayfinding signs
- Local Guides (hired/volunteer staff)

Public Bathroom

Charging Station (Source: Mack Male via Wikimedia)

Benches and Parklets



Policy Toolkit

New or improved physical infrastructure often has the greatest impact on the safety and comfort of walking and biking. However, policies and programs help build a culture of walking and biking that activates and demonstrates the value of these infrastructure investments. This policy toolkit highlights two "Big Ideas"—the most meaningful policy and program actions for achieving the plan's goals.

Additional details about policy and program opportunities that the City will consider implementing are in *Appendix E: Policies and Programs and Appendix F: Implementation Plan.*

Program: A set of activities to further plan goals, often involving members of the public and city staff.

Policy: A procedural improvement to further plan goals, often internal, involving only city staff.

All Policies & Programs

TABLE 2 *Recommended policies and programs *See Appendix E: Policies and Programs for additional detail*

SAFETY	MOBILITY	CONNECTIVITY/ACCESS
School bike/walk education	Establish a bike count program	Expand shared bike rentals
Establish a walk/roll to school program	Establish Bike/Ped Advisory Committees	Align ADA transition plan
Organize 'bike busses' and group rides to school	Plan Open Streets events (recurring street closures)	Establish a wayfinding strategy
Create a traffic calming program	Provide community bike rides	Improve traffic signal phasing
Expand participation in the Rhode to Bicycle Safety (R2BS) Program	Develop a bike rack strategy	Create a bicycle and pedestrian facility database
Implement media campaigns	Partner with businesses to promote biking	
Participate in law enforcement training	Implement streetscape improvements with bike and pedestrian projects	
Increase snow clearance compliance and support programs	Identify an e-bike and micromobility strategy	
Develop a winter maintenance strategy for shared-use paths		

Big Ideas

Wampanoag Trail Reclassification from 'Freeway' to 'Arterial'

The southern section of the Wampanoag Trail that extends from Mink Street to the Barrington Town Line currently poses a significant barrier to people walking or biking and lacks safe crossings to the recreational, residential and commercial destinations along the corridor. By reclassifying the section of the Wampanoag Trail to an *arterial*, longer-term changes to the design and function of the road can be made, improving safety for people outside the road and improving access to the Runnins River and Seekonk. This is being proposed for the portion of Wampanoag between Mink Street and the Barrington town line, where new and proposed development creates a land-use context in which a freeway is a poor fit. The City will work with RIDOT, other nearby towns, and other relevant agencies to ensure the road reflects future land uses and safety goals.

> *Wampanoag is an accident waiting to happen.*

> *There are no crossings whatsoever of Wampanoag Trail, preventing safe or accessible inbound access to the #60 route [...]. I have had to sprint across the four-lane highway many times and have never felt safe doing so.*

Wampanoag Trail Bus Stop
(Source: Google Streetview)

Big Ideas

Sidewalk Funding Program

Closing sidewalk gaps across the city requires dedicated funding and staff capacity. A new sidewalk funding program is intended to establish a consistent, annual funding stream specifically dedicated to repairing, upgrading, and expanding sidewalks across East Providence. Potential funding sources include local funding mechanisms, such as capital improvement allocations, general fund set-asides, or a portion of parking or traffic violation revenues.

> *[...] It's disappointing to see how broken and uneven the sidewalks can be. I am able-bodied but frequently see senior citizens in wheelchairs from the senior community needing to use the road because they are unable to use the sidewalks.*

> *It's unfortunate that sidewalks on local roads are so inconsistent. They'll start up in one yard and then abruptly end. [...]*

Sidewalk Gap

Highlighted Policies & Programs

The City has identified policies and programs that it will pursue throughout this plan's execution. Three are highlighted in this plan because they been highly requested throughout the public engagement process. Policies and program priorities and implementation pathways will be identified by the Bicycle and Pedestrian Advisory Committee.

Raised Crosswalk - A Traffic Calming Improvement

Create a Traffic Calming Program

Create a traffic calming program to pilot strategies to slow traffic and communicate with the public.

This program would allow residents to request pilot traffic calming measures on their streets. The City would have a formal mechanism to receive, prioritize, and coordinate responses to community-identified and data-demonstrated needs for safer, slower streets. Community feedback will be gathered primarily through direct outreach. Additional input may come from proactive staff engagement, public meetings, and referrals from neighborhood partners.

To ensure the program is actionable and equitable, the City should allocate a dedicated annual traffic-calming fund within the Capital Improvement Program (CIP). This funding will support quick-build materials, data collection, and ongoing evaluation.

Capital Region Council of Governments Priority Pathways Advisory Committee

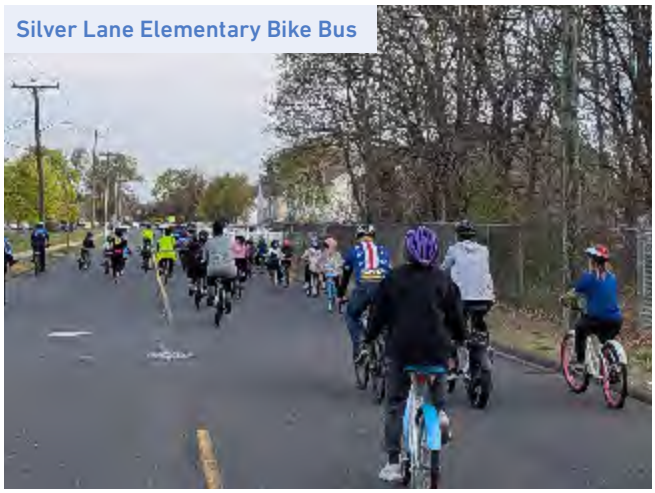
Establish a Bicycle & Pedestrian Advisory Committee

Establish a standing community Bicycle and Pedestrian Advisory Committee (BPAC) composed of East Providence residents, community champions, and local stakeholders.

The committee would serve as a quarterly advisory body to the City, offering input on biking and walking issues, helping guide policy, and elevating community priorities. To ensure meaningful engagement, the BPAC should be formed with a clear charter, inclusive representation, and transparent processes. It should also maintain strong connections to broader planning efforts, such as the city's Bicycle and Pedestrian Plan, Safe Streets for All initiatives, and Vision Zero goals. The BPAC will be most effective if it has representation from different parts of the city and different types of stakeholders, ensuring diverse perspectives are represented.

Launch School Bicycle/Pedestrian Education Campaigns

Silver Lane Elementary Bike Bus



Partner with schools, community centers, and local bike shops to deliver age-appropriate walk- and bike-safety training for the whole community.

Targeted to elementary and middle-school students, this campaign would integrate hands-on bicycling skills and safety lessons into physical education classes or offer them as after-school programs. The City could complement youth training with creative public education for all ages, including community classes, neighborhood events, eye-catching signage, and multilingual communications. In addition, specialized courses for adults who may be new to active transportation could be provided, with basic bike-mechanic workshops so school staff and community leaders can keep bikes in safe working order. Together, these coordinated efforts create a culture of safety and support more people walking and biking comfortably.

04

PLANNING FOR ACTION: NEXT STEPS

Project Prioritization

Prioritizing bicycle and pedestrian projects helps focus resources on the improvements that will have the greatest impact and sets a clear path for implementing this plan. Projects were prioritized through a data-driven process based on the community goals of **safety, mobility, and connectivity/access.**

The process resulted in a list of projects *(Table 3)* that are scored for general guidance on phasing. Project scores were based on community input, how well each project connects to the larger network, and how easy it would be to build. Every proposed bicycle project in the Vision Network and every proposed pedestrian capital project was scored. See *Appendix F: Implementation Plan* for detailed methodology.

The City will keep these scores for safety, mobility, and connectivity in a single dataset to help guide future decisions. This approach allows flexibility — for example, a lower-scoring project might move forward sooner if it fills a key gap in the network or addresses an urgent safety need.

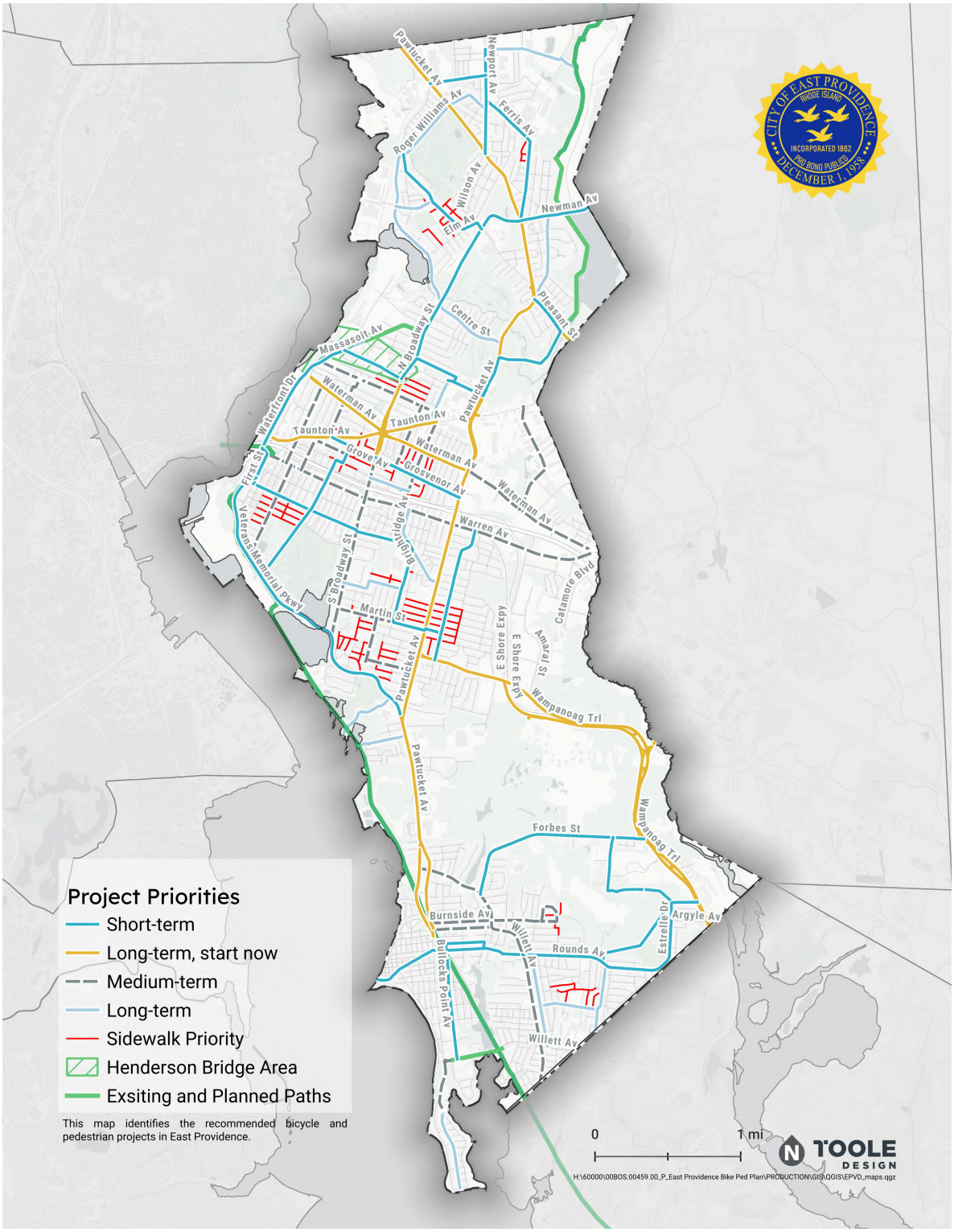
TABLE 3 *Prioritization Factors*

CATEGORY	DESCRIPTION	WEIGHT	SCORING
Safety	Crashes (VRU)	20	0= No crash on segment 5= 1 crash on segment 20= 2 or more crashes on segment
	Schools	20	Relative Scoring: 20 = School directly on corridor 10 = School within 0.25 mile 0 = No facility within .25 mi of corridor
Connectivity/Access	Destinations	15	15 = at least one park and one public building 5 = only park or public building 0 = no destinations nearby
	Pedestrian activity	15	15 = Segment is in the top 5% of activity areas 0 = All others are zero
Mobility	Transit	15	Relative Scoring: 15 = Roads within 500 feet of bus stop 0 = All other roads
	Bike paths access	15	Relative Scoring: 15 = Street is within 500 feet of an access point 0 = all other roads

Initial Recommendations

Two types of short-term projects are identified in this plan. Short-term projects that are high-priority are intended to be completed within a five-year timeline. 'Long-term, start now' are projects that are a high priority but will take years to complete due to project jurisdiction and complexity.

FIGURE 9 *Recommended Short-Term Projects*



Short-Term Projects

All of the short-term project streets should be assessed for sidewalk connectivity issues during the scoping of the project.

1: First St, Warren Ave

Type: Shared-Use Path

Justification: Highest bicycle priority in prioritization analysis, public outreach priority, significant connectivity improvement with few tradeoffs

Needs: Approval of City Council, discussion of lessons learned from the previous initiation of a First St connection.

Description: Install a fully separated bikeway connecting the EBBP and George Redman Linear Park Bridge. Improve the connection at Warren Ave, and crossings at Veteran's Memorial Parkway.

2: Forbes St

Type: Shared-Use Path

Justification: High bicycle and pedestrian priority, no sidewalks, previous fatal crashes, connected to schools and new developments

Needs: Identification of available ROW and alternatives, coordination with schools, parents, and local property owners

Description: Install a fully separated shared-use path on Forbes St, add protected crossings and traffic calming at the Middle School and at Hospital Road

3: Veterans Memorial Pkwy

Type: Crossing Improvements

Justification: High pedestrian ranking, public outreach priority, connectivity to new infrastructure

Needs: RIDOT approval and coordination, potential short-term solution, long term rebuild

Description: Install 3-4 protected crossings on Veteran's Memorial Parkway

4: Juniper St

Type: Neighborhood Greenway

Justification: High bike priority, improves EBBP connection, alternative to Warren

Needs: Identification of neighborhood greenway treatments, signing and striping

Description: Neighborhood Greenway, including traffic calming, parking management, sidewalks, intersection & crossing improvements

5: Lyon Ave, N Carpenter St, Orchard St

Type: Neighborhood Greenway

Justification: High bike ranking, high traffic, dense residential area, improves EBBP connectivity, Metacomet Development access

Needs: Coordinate with Metacomet to identify pedestrian infrastructure and crossing on Veteran's Memorial Parkway.

Description: Add speed management, complete sidewalks or explore park/ new development off-road path, parking management, street trees/furniture

6: Fenner Ave, Smith St, Allen Ave

Type: Neighborhood Greenway

Justification: EBBP connection, network connection

Needs: Phase 1: Neighborhood Greenway + improved EBBP entrance, Phase 2: Study possible pedestrian bridges on Allen Av for a direct connection

Description: Phase 1: Neighborhood Greenway + improve EBBP entrance, Phase 2: Pedestrian bridges on Allen Av for a direct connection

7: Ferris Ave

Type: Advisory Bike Lane

Justification: Short term/easier alternative to Pawtucket; close to school + Ten Mile Needs: Coordinate with school, parking lot to Ten Mile Connection

Description: Advisory bike lane and traffic calming to elementary school, connect parking lot to Ten Mile Greenway

8: Newman Ave

Type: Separated Bike Lane

Justification: Medium bike/ped ranking; lots of space in the existing right-of-way, east-west connectivity, minimal businesses and parking, seems relatively easy

Needs: No major barriers

Description: Separated on-road bike lane, improve crossing with Pawtucket Ave, room for shared path to the bridge (no sidewalks currently)

9: Estrelle Dr, Grassy Plain Rd, Reardon Ave, Rounds Ave

Type: Advisory Bike Lane

Justification: High bike ranking, E/W connection
to bike path, park connection, locally owned

Needs: Potential wetland and ROW conflicts for the off-road path, pair with traffic calming

Description: Bike lane into advisory bike lane between Willett and Wampanoag, connect to either side of off-road path behind the park

10: North Broadway

Type: Separated Bike Lane

Justification: High pedestrian ranking, one of two possible north-south connections to Rumford, connection with planned Henderson Parkway, locally owned, minimal parking loss as most locations have lots and side street parking is available

Needs: Assess potential parking tradeoffs (current utilization seems very low)

Description: Fully separated bike lane, crossing improvements, traffic calming, better parking regulation

11: Grosvenor Ave

Type: Neighborhood Greenway

Justification: E/W Six-Corners short term alternative, minimal improvements needed

Needs: Identification of Neighborhood Greenway treatments, signing and striping

Description: Traffic calming, parking management, sidewalks

12: Dover Ave

Type: Neighborhood Greenway

Justification: N/S Pawtucket Ave short term alternative, Fuller Learning Center connection

Needs: Identification of Neighborhood Greenway treatments, signing and striping

Description: Neighborhood Greenway including traffic calming, parking management, sidewalks

13: Behind Grassy Plains Park

Type: Off Road Path

Justification: City owned property, existing path, park connection

Needs: Feasibility assessment including assessment of wetland and ROW constraints

Description: Off road path, improved connections from new developments to Grassy Plans Park, include high quality access points with crosswalks

14: Riverside Middle School to James RD Oldham School

Type: Off Road Path

Justification: City owned property, existing path, school connection

Needs: Feasibility assessment including assessment of wetland and ROW constraints; should also have a connection from Forbes that is protected for kids getting to school

Description: Off road path between two schools. The path already exists and would be upgraded to support biking

15: Crescent View

Type: Separated Bike Lane

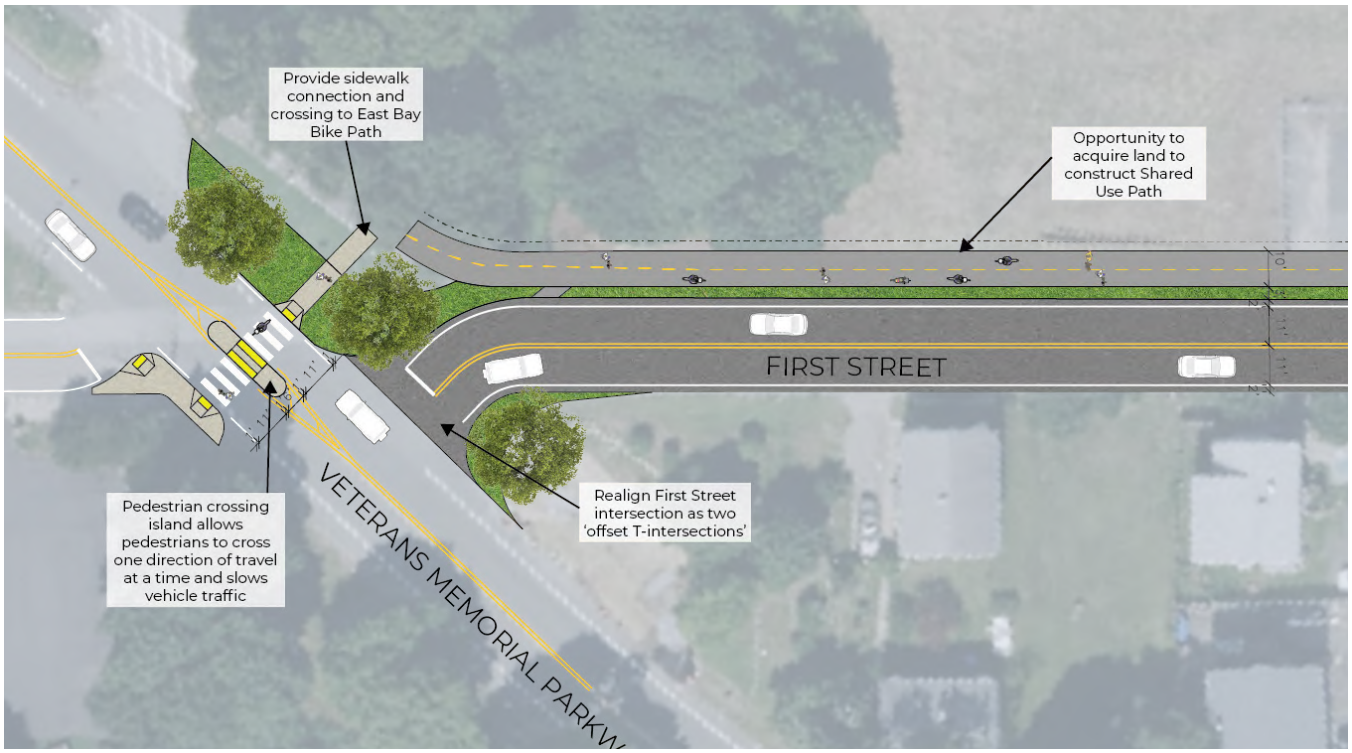
Justification: Need for better protection for the existing bikeway, was noted as a place for hardening and improved crossings at public engagement

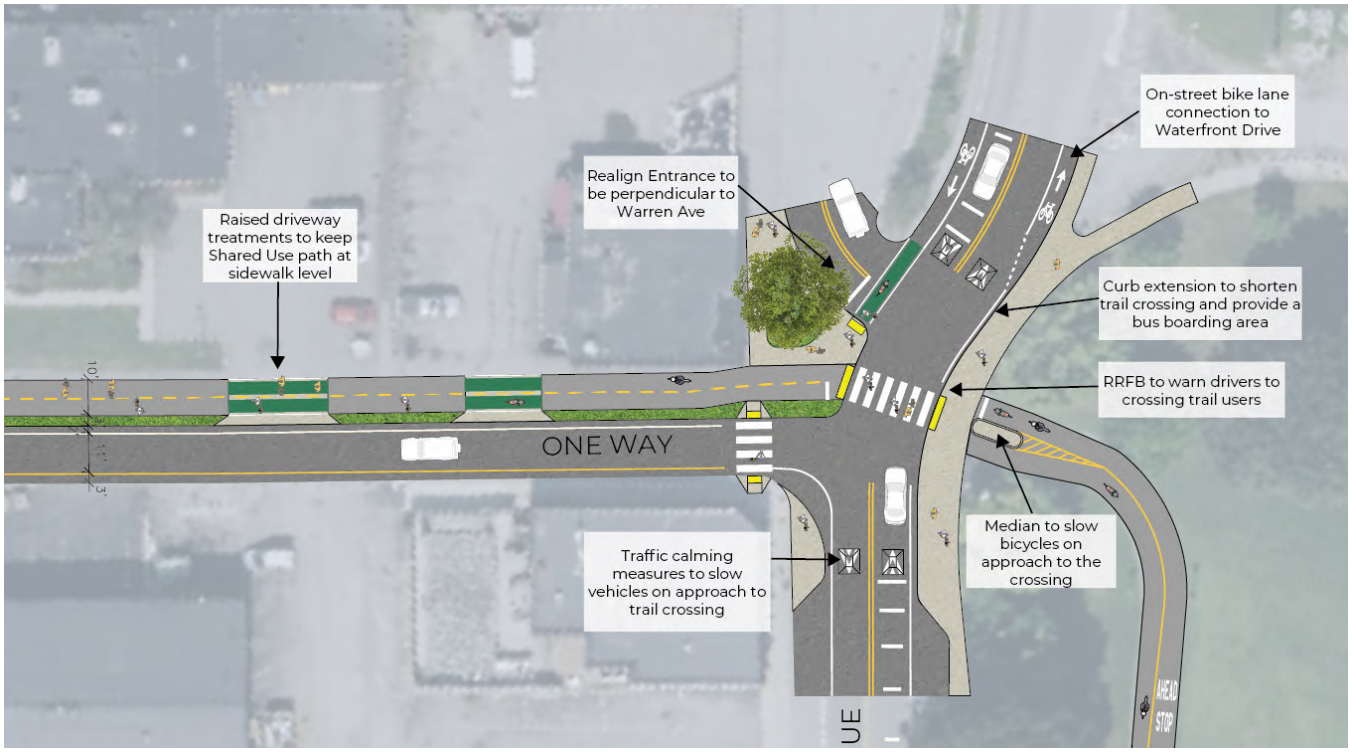
Needs: Reassess alignment with parking

Description: Add protection to existing bike lane, consider realigning so that parking is on the outside of the lane, connect to Willet Ave improvements, slow traffic and improve safety at the EBBP crossing

First Street Bikeway Concept

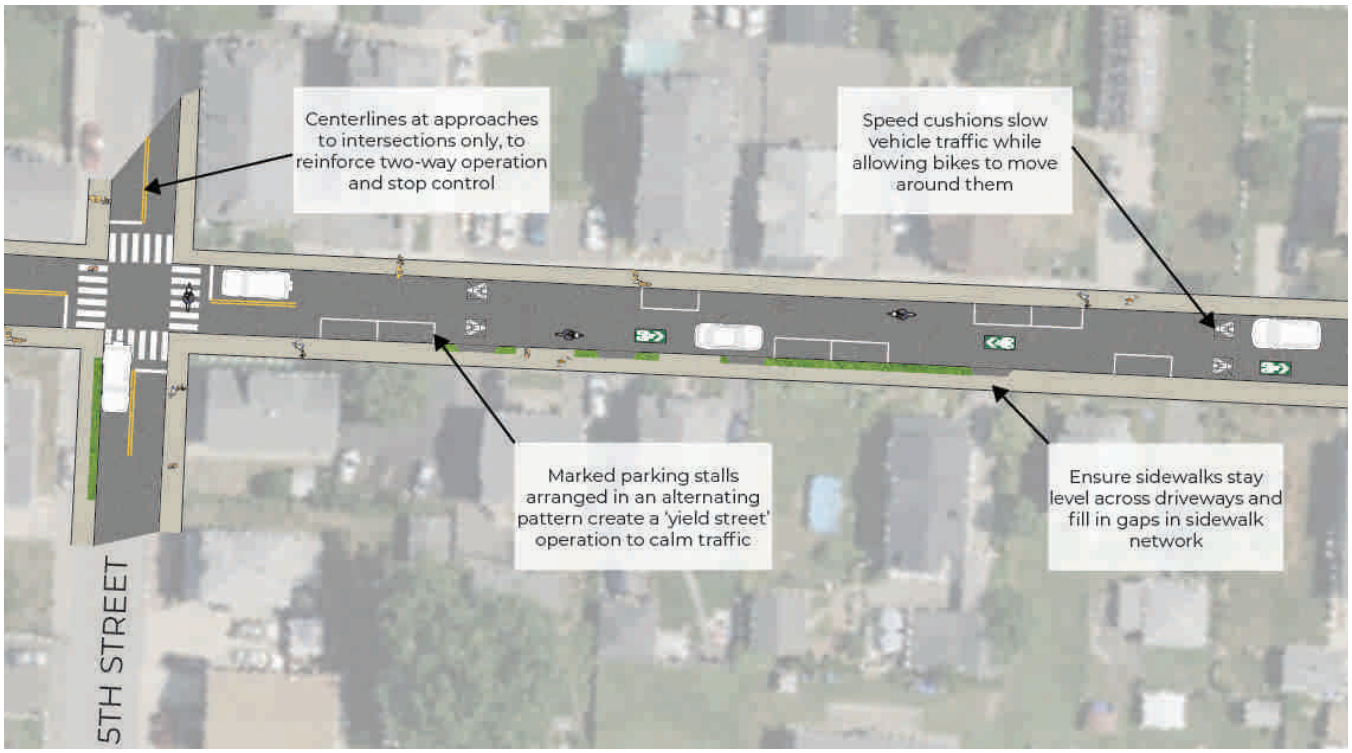
Full concept design in Appendix H.

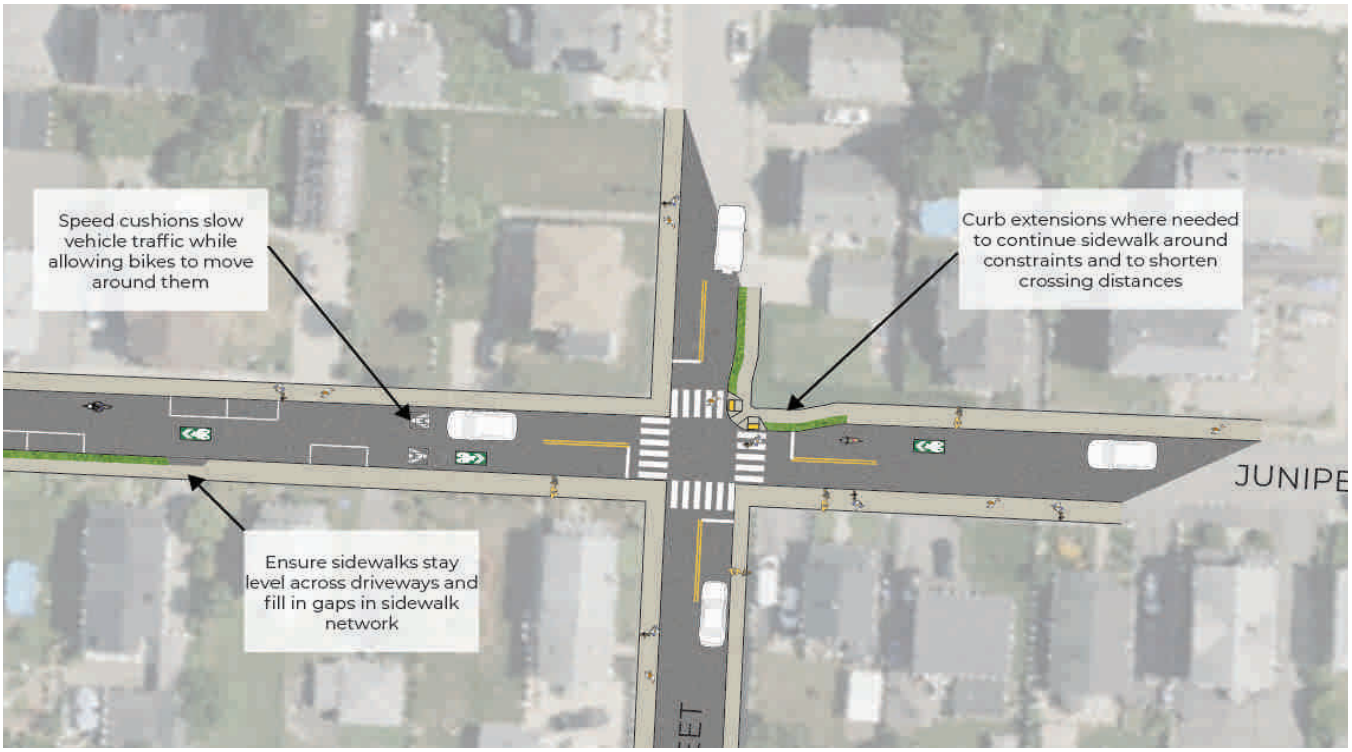




Juniper Street

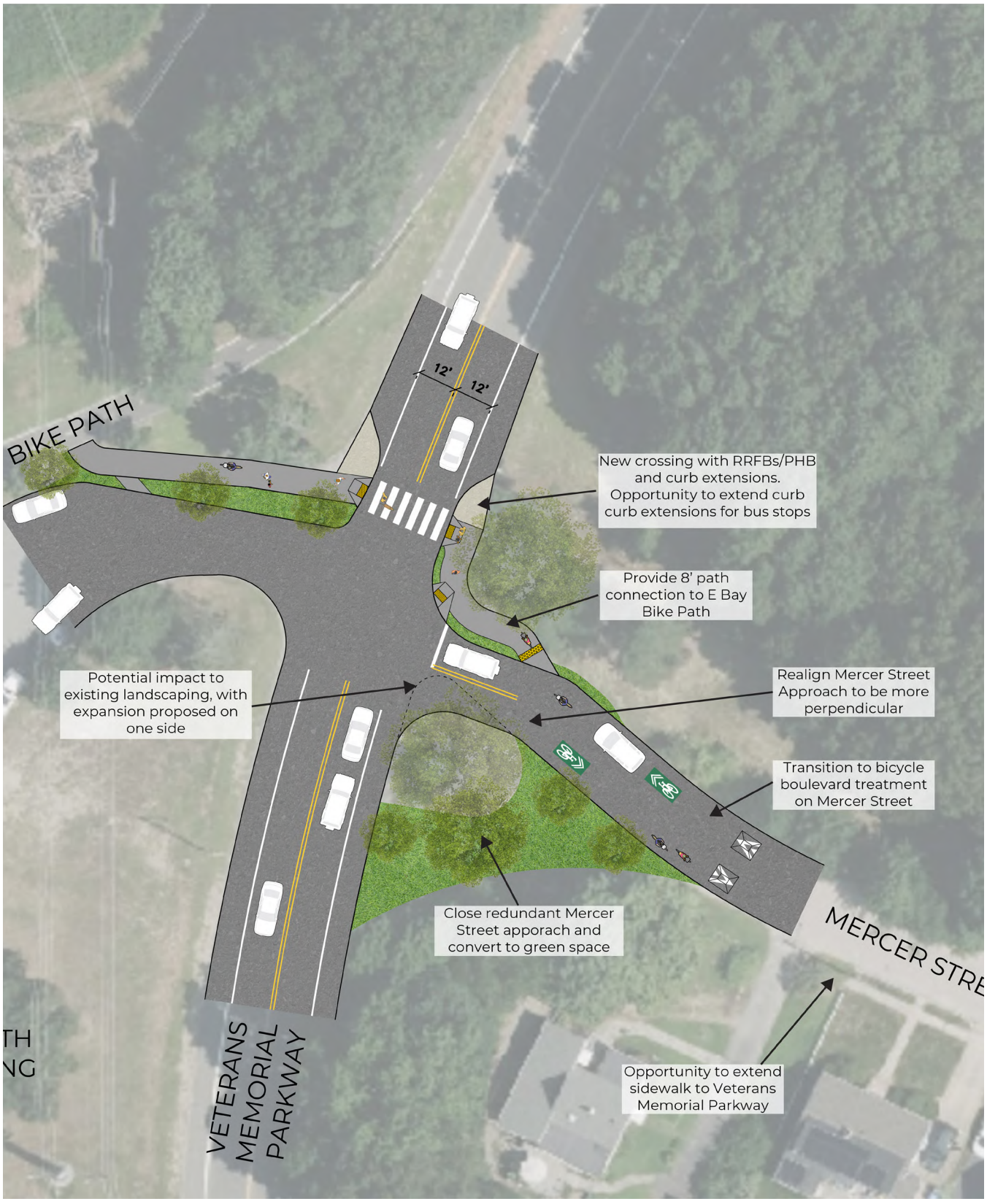
Full concept design in Appendix H.





Veterans Memorial Parkway & Mercer Street Concept

Full concept design in Appendix H.



Long-Term Projects (Start Now)

A: Pawtucket Ave

Streets: Pawtucket Ave

Needs: Roadway reconstruction

Description: Highly requested by public for roadway reconstruction, road diet, separated side path or protected bike lane, crossing improvements near high school

B: Six Corners

Streets: Waterman, North Broadway, Taunton

Needs: The area is currently under study

Description: Complex intersection currently being studied to identify preferred redesign

C: Wampanoag Trail

Streets: Wampanoag Trail

Needs: Federal reclassification

Description: Federal functional reclassification and eventual context sensitive design with the incorporation of safe crossings

D: Mayor's Ten Mile Connection

Streets: Partial interactions with Pawtucket Ave, Henderson Parkway

Needs: Off road path with on-street component

Description: Highly requested connection between the Ten Mile Greenway and East Bay Bike Path, partial on road connection would require RIDOT coordination

E: Riverside

Streets: Pawtucket, Lincoln, Turner, Bullocks Point

Needs: Pedestrian improvements

Description: Potential to be improved into a more robust pedestrian plaza, roadway configuration needs work, bike path crossing should be addressed sooner than long-term redesign

Next Steps

The actions recommendation in this plan should begin immediately upon adoption. The plan should be revisited every five years to assess progress and adjust project timelines. Ongoing communication should be maintained between the City of East Providence and members of the public to ensure transparency and to address any emerging issues.

Immediate Actions

- Formally adopt this plan
- Establish a Bicycle and Pedestrian Advisory Committee with regular meeting schedule
- Coordinate the reclassification of Wampanoag Trail with the Department of Administration
- Coordinate use of the demonstration project lending library with RIDOT
- Trial the new traffic pattern on First Street
- Begin short term projects
- Establish new procedures for sidewalk funding
- Meet with BPAC to identify which programs and policies will be established in the short term

APPENDICES