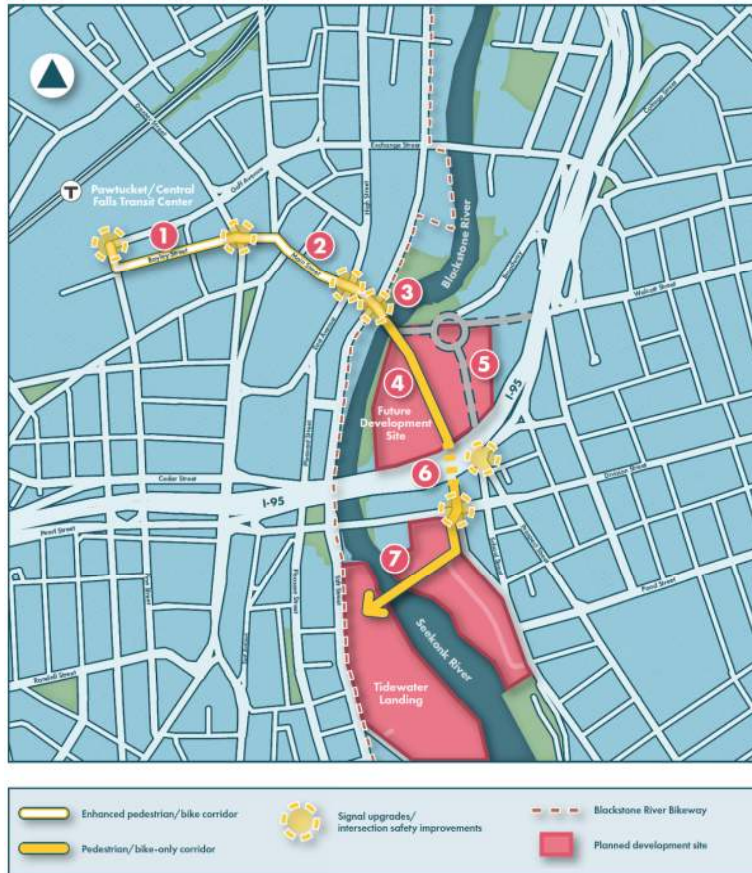


INTRODUCTION

The City of Pawtucket is on the move. After nearly two decades of planning, permitting, design, and construction, a new intermodal facility opened in the City in January of 2023 in the heart of the City’s transit-oriented development district (TOD), just north of downtown. Additionally, immediately south of downtown, construction on the Tidewater Landing project, a 10,500-seat soccer stadium and mixed-use development, is underway.

In large part to these two anchor projects, development demand is surging in the City’s TOD district, creating more pressure on the City’s transportation network. Pawtucket is seeking to implement strategies from existing Action Plans to provide safer, equitable, and stronger pedestrian/bike accommodations linking the transit center to the Tidewater Landing project site through the City’s TOD and downtown. More than just a “way to get from here to there”, the City envisions the **Enhanced Pedestrian Corridor (EPC)** as a corridor that will increase multi-modality and safety, provide an economic boost, and help remove barriers (both physical infrastructure and natural barriers) that have hindered bicycle and pedestrian modes of transportation historically in the City.

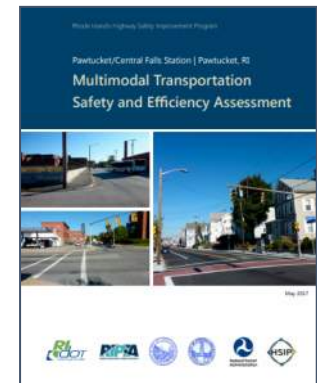
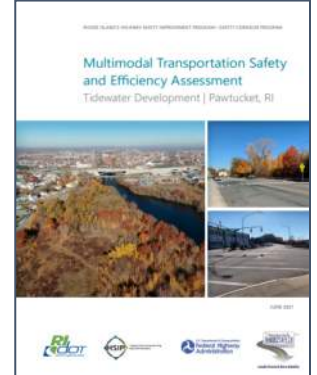
Enhanced Pedestrian Corridor - Pawtucket, RI



Refer to attached graphic for more information and specific proposed improvements.

The **EPC** draws from many years of hard work by City Stakeholders, and specifically utilizes recommendations summarized in existing Action Plans ([publicly available on the City’s website](#)).

- *Walk Bike PCF*
- *Multi-modal Transportation Safety and Efficiency Assessment – Train Station*
- *Multi-modal Transportation Safety and Efficiency Assessment – Tidewater Landing*
- *Pawtucket Downtown Design Plan*





Enhanced Pedestrian Corridor

Expanding Modality, Leveraging TOD, and
Enhancing Quality of Life

Submitted by: City of Pawtucket, RI

BUDGET AND KEY APPLICATION INFORMATION

Notice of Funding Opportunity (NOFO)

DOT-NAE-FT23-01
Neighborhood Access and Equity (NAE) Program

APPLICATION NAME

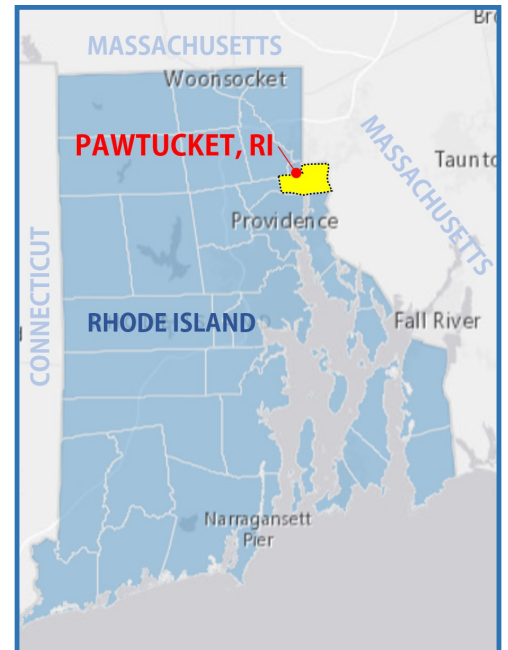
Enhanced Pedestrian Corridor (EPC)
Pawtucket, Rhode Island

APPLICANT

City of Pawtucket, RI

CITY POPULATION

75,604



APPLICANT POINTS OF CONTACT

Mr. Donald Grebien
Mayor

Ms. Bianca Policastro
Director of Planning and Redevelopment
E-mail: bpolicastro@pawtucketri.com
Tel: 401-728-0500 (ext. 430)

FEDERAL NAE GRANT FUNDS REQUESTED

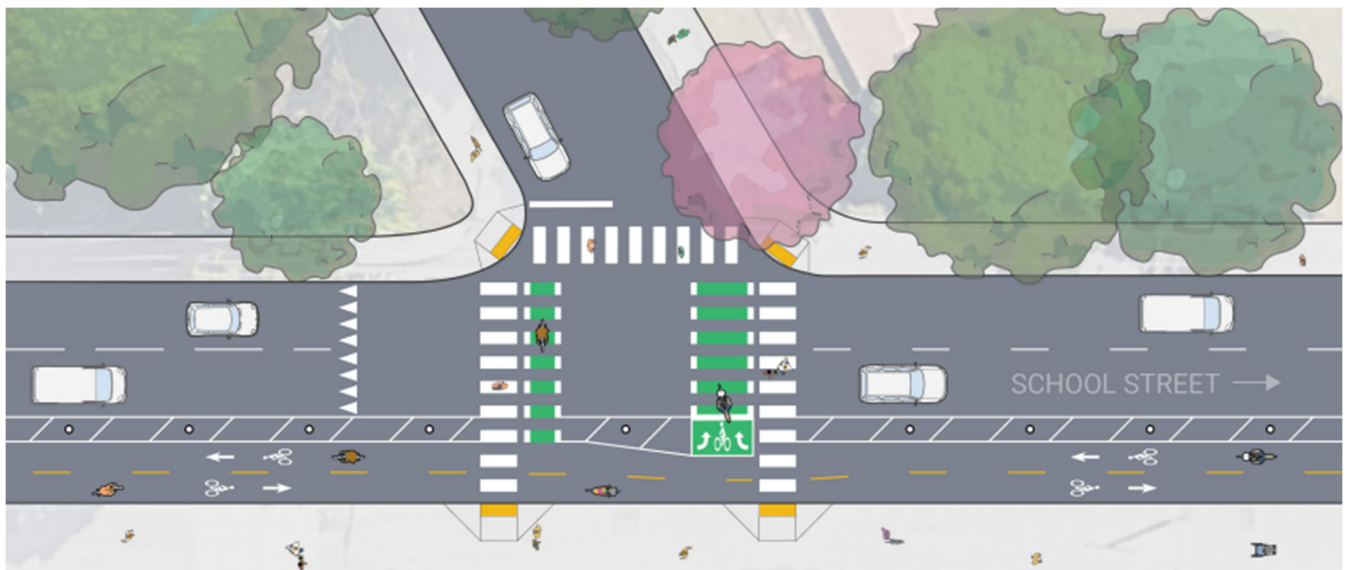
Proposed Corridor Design \$4,016,580
Total Federal Funds to Underserved Communities \$4,016,580

Itemized Estimated Costs of the Pawtucket, RI Enhanced Pedestrian Corridor NEA Grant Program			
	Federal Costs	Total Project Costs	Federal Funds to Underserved Communities
Enhanced Pedestrian Corridor Design	\$ 4,016,580.00	\$ 4,016,580.00	\$ 4,016,580.00
<i>Grant Administration (Indirect Costs)</i>	\$ 74,649.00	\$ 74,649.00	
<i>Owner's Project Representative</i>	\$ 314,574.00	\$ 314,574.00	
<i>Survey and Resource Delineation</i>	\$ 259,725.00	\$ 259,725.00	
<i>Streetscape, Wayfinding and Lighting Design</i>	\$ 96,809.00	\$ 96,809.00	
<i>Traffic Analysis and Signal Design</i>	\$ 1,323,304.00	\$ 1,323,304.00	
<i>Corridor Final Design</i>	\$ 984,550.00	\$ 984,550.00	
<i>Pedestrian Bridge Design</i>	\$ 886,167.00	\$ 886,167.00	
<i>Permitting</i>	\$ 76,802.00	\$ 76,802.00	
Total Budget for Capital Construction Grant NAE Grant Program	\$ 4,016,580.00	\$ 4,016,580.00	\$ 4,016,580.00
Federal Percentage of Total Project Costs	100.00%		

September 28, 2023

Enhanced Pedestrian Corridor Design

- **Grant Administration (Indirect Costs):** To be used to fund staff time to administer the grant functions such as payments, reimbursements, and project tasks such as public outreach, public meetings, permitting meetings, project meetings and review of project documents.
- **Owner's Project Representative:** A project management professional whose task is to ensure that the variety of technical specializations required for the project are coordinated, assist the city with public outreach, procurement of technical professionals, review documents and contracts, ensure that the project is proceeding on schedule.
- **Survey and Resource Delineation:** A topographic and property line survey will be performed for the corridor providing precise location of all assets in the project area. This will provide a base plan to be used for the design tasks. Any environmental, historic, or cultural resources will be delineated in this phase.
- **Streetscape, Wayfinding and Lighting Design:** Specialty professionals will provide design and specifications to ensure the area is attractive and inviting. A wayfinding plan will guide the signage to ensure that all signage serves the multimodal and multilingual goals of the project.
- **Traffic Analysis and Signal Design:** Transportation Engineers will analyze traffic, pedestrian and bicycle usage rates and timing to provide design guidance on integrating the multimodal elements of the project through corridor geometry and signals design.
- **Corridor Final Design:** Final plans integrate all elements of the project into final plans and specifications.
- **Pedestrian Bridge Design:** Final structural design of the pedestrian bridge crossing the Seekonk River connecting the EPC with the Tidewater Development.
- **Permitting:** Permit applications and plans will be submitted to all appropriate agencies for review and approval of the proposed project.



PROJECT OVERVIEW

Pawtucket Rhode Island’s **Enhanced Pedestrian Corridor (EPC)** project is a transformational infrastructure improvement proposing substantial public improvements related to vehicular, pedestrian, and bicycle traffic in the City of Pawtucket (City). EPC’s elements include many improvements that meet the program goals of VisionZero, a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, including measures that bring significantly enhanced multimodal safety improvements into practice along a corridor in and around Pawtucket’s Downtown area connecting the newly opened Pawtucket-Central Falls Transit Center with the Tidewater Landing Development and, ultimately, throughout the City of Pawtucket.

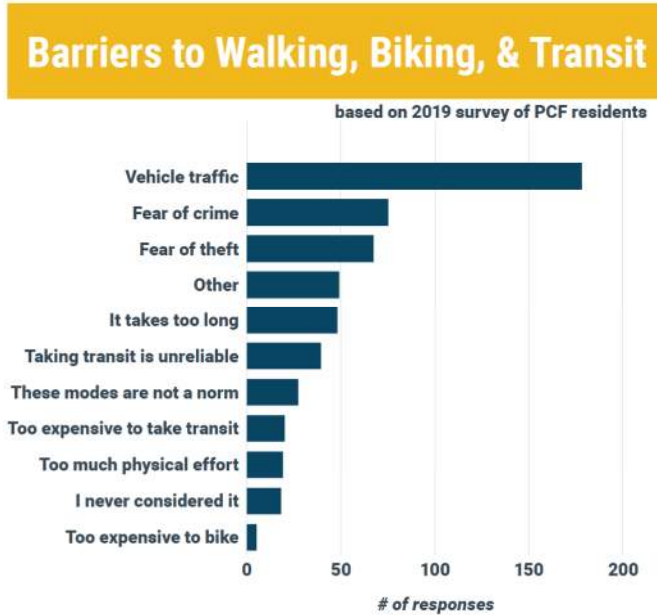
The Tidewater Landing Development is a public-private partnership project between a private developer, the State of Rhode Island, and the City of Pawtucket, that includes site-related improvements with a proposed stadium to host events, parking facilities, riverwalks, a pedestrian bridge, housing, and mixed-use development. This development project also is bringing off-site improvements that include upgrades to the public rights-of-way to enhance the way pedestrians and cyclists will utilize the area surrounding the Tidewater Landing site, benefiting the City as a whole.

The Pawtucket-Central Falls Transit Center was completed in January of 2023 and connects downtown Pawtucket to Providence, RI and Boston, MA via rail with multiple connecting bus lines from the Rhode Island Public Transit Authority to surrounding communities. Accommodations for bikes are provided for both at the site and on the trains.

The City seeks funding for the engineering design of EPC public improvements that meet the program goals of the NAE Grant.

This grant application focuses on a subset of improvements within public rights-of-way encompassing the enhancements necessary to effectuate safer multi-modal transportation that encourages pedestrian and bicycle activity throughout the City of Pawtucket. Outlined within this grant Application are improvements meeting the NAE initiatives which also support City of Pawtucket goals; these outlined improvements are collectively herein referred to as the “Project” for purposes of this application.

This Project will implement the sections of the Walk Bike Pawtucket and Central Falls (PCF) Master Plan (the Master



Barriers identified in public meetings during the Walk Bike PCF plan development.

Plan), in conjunction with the findings of the RIDOT developed Tidewater Landing Multimodal Transportation Safety and Efficiency Assessment (MTSEA) and the Pawtucket/Central Falls Station Multimodal Transportation Safety and Efficiency Assessment (MTSEA).

These two MTSEAs followed the federal guidelines for a Road Safety Assessment (RSA), and along with the Master Plan, focused on an overall multimodal transportation network throughout the City of Pawtucket, including the roadway networks around Tidewater and the Transit Center.

The MTSEAs were prepared in conjunction with partners from the Rhode Island Department of Transportation (RIDOT), utilizing RIDOT’s Highway Safety Improvement Program – Safety Corridor Program, which serves as a blueprint leading the state Toward Zero Deaths.

Climate change and environmental justice were also both factored into the planning stages of the Project. The portions of the plans requested for

funding in this Application are specific to improving the micro-mobility of residents and those who will visit the area. Many of the areas along the corridor do not have appropriate pedestrian accommodations, and the pedestrian improvements that are sought with this project foster and promote an increase in pedestrian/bike activity. Further, these improvements significantly aid in connecting the Tidewater area to the downtown and to transit linkages – including the upgraded Rhode Island Public Transit Agency (RIPTA) bus stop and direct linkage to the new Pawtucket/Central Falls commuter rail train station. With the additional transit opportunities in the City, decreasing the reliance on automobiles contributes both to climate change goals and aids residents in the City who do not presently have access to vehicles.

The Project also enhances racial equity and reduces barriers to opportunities. **By improving pedestrian connections from existing and new housing to transit modes, opportunities to access Tidewater (to live, work, and play) are expanded without the need for an automobile.** The Project, and the improvements identified in this Application are located within Environmental Justice designated areas in the City of Pawtucket. Further, implementation of the Project and improvements highlighted with Tidewater are within an “Opportunity Zone,” which helped facilitate and kickstart the development of Tidewater. Construction of this Project and its improved pedestrian access (for potential job and recreation opportunities) is seen as a positive benefit to the Environmental Justice population within the City of Pawtucket.

Improvements identified in this grant application will facilitate the movement of pedestrians and bicyclists to and from these important destinations, reducing the need for stadium patrons and the public to rely on automobile transportation, remove barriers (both natural and built), connect destinations, and facilitate options for safer pedestrian and bicycle activity.

Implementing the Action Plan

The Enhanced Pedestrian Corridor project will be more than just way to get from “here to there”. The EPC will draw from four established action plans to implement over 116 recommended improvements, building upon many improvements and initiatives already implemented from the plans.



PROJECT ELEMENTS



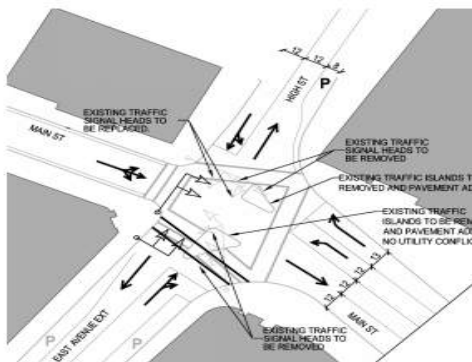
Wayfinding

Throughout the Project, from the Transit Center on Pine Street through the downtown and former Apex property (former shopping center acquired by the City for redevelopment to Tidewater Landing), the City will design a wayfinding strategy that guides bikes, pedestrians, and vehicles.



Improved Lighting + Streetscape + Street Markings

Throughout the Project, from the Transit Center on Pine Street through the downtown and former Apex property (former shopping center acquired by the City for redevelopment to Tidewater Landing), the City will perform a lighting study and review of existing street markings and streetscape. Improvements will be designed in accordance with outcome recommendations to support pedestrians and bicycles to make for a safer, more attractive option for travel.



Main Street + High Street

The Project will advance concept plans and design conversion from one-way traffic to two-way traffic to the extent possible, building upon previously converted sections of downtown roadway. As outlined in the Action Plans, one-way traffic is currently contributing to excessive speeding and volume – both of which contribute to pedestrian and bicycle user’s apprehension to utilizing the roadways.



General Intersection Improvements in Project

The Project will design and add ADA-compliant ramps, high visibility cross-walk markings review signal timing, design for lead pedestrian interval (LPI) + countdown timers, upgrade signal equipment that is outdated and/or deficient, review curbing and sidewalk deficiencies/opportunities for enhancements.

Specific Intersection Improvements

The Project will design for a HAWK (or RRFB) at the Pine Street/Goff Street Intersection (main intersection at transit center).

The Project will proceed with a design for a raised intersection and signal improvements at Bayley Street/Dexter Street/Main Street Intersection. Conversion of Main Street to two-way traffic will likely require additional signal equipment.

The Project will install new traffic signal on School Street at the off-ramp as a result of one-way conversion to two-way.

Former Apex property

The City recently acquired the former Apex property for potential redevelopment. The Project will redesign the existing geometry of streets to eliminate vehicle confusion and install a roundabout to reduce congestion and provide for pedestrian/bike accommodations.

School Street

The Project will convert School Street to two-way traffic, install a new traffic signal at the I-95 off-ramp, and abandon the portion of southbound travel and the existing I-95 underpass for vehicular travel.



I-95 Underpass

Utilizing a portion of the former Apex property, the Project will design an off-street pedestrian/bike path through the property and convert the existing I-95 underpass for pedestrian and bicycle usage.

Currently, I-95 presents a significant physical barrier that hinders pedestrian and bicycle mobility through the City. I-95 disconnects the north side of the City from the south side of the City.



Existing I-95 Underpass

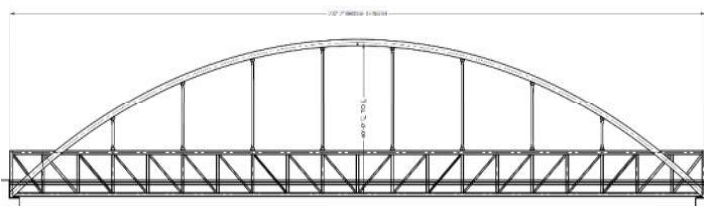


Conceptual I-95 Underpass

Pedestrian and Bicycle Bridge

The Project will design a pedestrian and bicycle bridge, spanning the Seekonk River, which will serve to connect the City to the new Tidewater Landing soccer stadium.

Currently, the Seekonk River presents a significant natural barrier that hinders pedestrian and bicycle mobility through the City. The Seekonk River disconnects the east side of the City with the west side of the City.



Current Pedestrian Bridge Concept



Tidewater Landing full build-out vision plan (from Fortuitous Partners)

RESPONSES TO SELECTION CRITERIA

Equity and Environmental Justice Community Engagement and Partnerships Equitable Development

The City of Pawtucket is a majority-minority city per the 2020 decennial census (P1 file). 54.5% of Pawtucket city residents are Black, Indian, Asian, Hispanic or Latino, or multi-racial. Nearly one-quarter (24.8%) of Pawtucket residents are Latino, 13.0% are Black, 1.5% are Asian, 0.7% are Native American/ Pacific Islanders, 18.7% are multi-racial, and 45.5% are White per the 2020 decennial census. The residents of project area census tracts in Pawtucket combined are 71.3% Black, Latino and multi-racial.

As such the City of Pawtucket operates under an Interim Limited English Proficiency (LEP) Plan, established in accordance with and pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166. A 2018 Four Factor Analysis determined that there are prevalent languages exceeding the HUD “Safe Harbor Threshold” of 5% or 1,000 (whichever is less) of the population of persons to be served or likely to be encountered by the programs covered by this Plan. These languages include Spanish, Mon-Khmer/Cambodian, Chinese, and Portuguese or Portuguese Creole.

A Spanish language interpreter shall be provided at all public hearings. Interpreters for other languages will be made available with 48-hour advanced notice. Notice of these reasonable accommodations shall be provided in all public hearing notices. Language assistance services will be provided upon request for the translation of informational flyers, Plan materials, and other comparable public information tools with the goal of informing and encouraging robust citizen participation in the processes outlined herein.

Pawtucket is a U.S. Department Housing and Urban Development designated Entitlement City. An Entitlement City is a city designated by the Department of Housing and Urban Development to receive an amount of funds which the city is entitled to receive under the Entitlement Grant Program, as determined by formula set forth in Section 106 of the Housing and Community Development Act of 1974. As such unless directed

by a funding authority or RI-GL, Pawtucket utilizes their federally approved Citizens Participation Plan for community engagement and collaboration. Citizen participation in activities ranges from conducting needs assessments and strategic planning to project selection, development, implementation, and evaluation. The Citizen Participation Plan outlines the City’s responsibility for providing opportunities for active citizen participation.

The goals of the Citizen Participation Plan are to:

- Encourage citizen participation by all Pawtucket residents, emphasizing the involvement of low-and moderate-income residents, people living in low-to-moderate-income neighborhoods, people with disabilities, communities of color, residents of HUD-assisted housing, and current or formerly homeless individuals and families;
- Provide all residents an opportunity to identify and respond to priority needs;
- Provide all residents an opportunity to identify and respond to priority proposed projects and the use of funds; and
- Provide all residents an opportunity to review and comment on program performance.



Community Engagement is a priority for the City. The City utilizes its Citizen Participation Plan for community engagement.

The City of Pawtucket assures all residents that by adhering to the above goals, residents will have the opportunity to gain experience about and participate in the planning, allocation, and evaluation process.

The participation process includes but is not limited to:

- Public and private agencies that provide assisted housing;
- Health services;
- Social services, including those focusing on services to children, elderly person, persons with disabilities, persons with HIV/AIDS and their families, and homeless persons.
- Community-based and regionally-based organizations that represent protected class members, and organizations that enforce fair housing laws.
- Community-based and regionally-based organizations that represent protected class members, and organizations that enforce fair housing laws.
- Rhode Island Continuum of Care;
- Public and private agencies that address housing, health, social service, victim services, employment, or education needs of:
 - low-income individuals and families,
 - homeless individuals and families, including veterans, youth, and persons with special needs.
- Publicly funded institutions and systems of care that may discharge persons into homelessness, such as:
 - health-care facilities
 - mental health facilities
 - foster care and other youth facilities
 - corrections programs and institutions.
- Business and civic leaders;
- State and local health and child welfare agencies, including health department data on the addresses of housing units in which children have been identified as lead-poisoned;
- Adjacent units of local government and regional governmental agencies, particularly agencies with metropolitan-wide planning and transportation responsibilities that go beyond a single jurisdiction;
- Pawtucket Housing Authority;
- Broadband internet service providers, organizations engaged in narrowing the digital divide;
- Agencies whose primary responsibilities include the management of flood-prone areas, public land or water resources, and;
- Emergency management agencies.

Equitable Development Climate and Environment

The proposed project in Pawtucket will advance equity by increasing economic opportunity and creating jobs in the travel, leisure and hospitality sectors who have been the most adversely impacted sectors in Pawtucket by the pandemic. In the early part of the Covid-19 pandemic, Pawtucket lost 50% of the jobs in the Leisure & Hospitality sector (change from 2nd quarter 2019 to 2nd quarter 2020 QCEW). In 2021, some of these jobs have been restored. However, there remains a 26.6% net loss of jobs, over one in four jobs in the Leisure & Hospitality sector have not been restored in Pawtucket. Many of the persons employed in the Leisure & Hospitality sector are people of color. Pawtucket lags the state of Rhode Island in job recovery in the Leisure and Hospitality sector.

The City of Pawtucket is working to recover not only from the economic losses and injury created by Covid-19 pandemic, but also from the closure of two major employers – Memorial Hospital and the relocation of the Pawtucket Red Sox to out-of-state. Building resiliency and recovery are core values in Pawtucket’s economic development strategy.

The City has committed to developing projects and programs that furthers resiliency by:

- Creating outdoor recreation attractions that link with local leisure and hospitality venues and attractions. Pawtucket’s existing visitor attractions are principally indoors. Creating an outdoor attraction expands the visitor audience, but also offers a safer environment for visitors who prefer outdoor and highly ventilated venues as part of their reaction to Covid-19. Nearly one in ten jobs in Pawtucket today are part of the Leisure & Hospitality sector. This sector is at only 74% of job recovery from pre-pandemic levels. More attractions, especially outdoor enhancement and attractions will aid in full recovery from the pandemic within the city.
- The City’s current Blackstone River Bikeway project will provide another connection to the new Tidewater Landing mixed-use development featuring the 10,500-seat USL soccer stadium with the Armory Arts District, creating greater connections and synergies with small and locally owned businesses. Tidewater Landing is part of Pawtucket’s blue economy /river-oriented economic diversification.

In addition, this Project connects and highlights Pawtucket’s outdoor recreation assets and attractions, including the US National Park Service’s Slater Mill Historic Park, the Pawtucket Town Landing boat and kayak launch, Veteran’s Memorial Park, Blackstone Park, and the new Tidewater Landing project/ USL soccer league stadium. The Project will serve well in connecting with a network of bikeways within Pawtucket, including the multi-modal bike, pedestrian and transit corridor along Exchange and Goff Streets.

This key connection will help foster economic growth as Boston-area workers seek more affordable housing venues and opt for remote work opportunities in the and the Conant Thread/ Joint Transit-Oriented-Development (TOD) area of Pawtucket and Central Falls that will be connected with the Blackstone River Bikeway.

- The City recognizes that there is a vital need for alternative modes of work transportation. 6.8% of workers living in Pawtucket census tracts with the proposed area have no access to a vehicle.

GOALS AND PERFORMANCE MEASURES

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

Performance measures

 - » The share of people driving to work alone (▼ from 75%)
 - » The share of children walking and biking to school (▲)
 - » The share of residents within a half mile of a high-comfort bike facility (▲ from 48.3%)
- 2** Improve the health and well-being of residents and improve the attractiveness of PCF’s public realm.

Performance measures

 - » The number of people walking and biking killed or seriously injured in traffic crashes per year (▼ from 12)
 - » The share of land area covered by tree canopies (▲)
 - » The share of residents within a ten-minute walk or bike ride of a park (▲)
 - » Asthma-related hospital visits per capita (▼)
- 3** Support economic development in PCF through increased access, visibility, and awareness of local businesses by people who walk, bike, and take transit.

Performance measures

 - » Household transportation cost burden (▼ from 17% - 18%)
 - » Commercial vacancy rates (▼)
 - » Sales tax revenue (▲)

Alternative means of transportation such as a bikeway and multi-modal pedestrian/bike path, are necessary to provide local workers with a free/no-cost and carbon-free way of traveling to and from work or around the City to enjoy its amenities. A low-cost, safe accessway to work enhances individual economic recovery.

- The multi-modal safety enhancements included with this application meet the goals of the City, align well with these existing projects underway, and also connect our citizens to vitally important economic opportunities and amenities in a safer and more efficient way. Encouraging more pedestrian and bicycle ridership provides opportunities to our citizens to live work and play locally with less reliance on automobiles which supports a reduction of greenhouse gases locally and enhances quality of life for our residents.

Workforce Development and Economic Opportunity:

Projects like the above-referenced Tidewater Landing, Blackstone River Bikeway, Pawtucket Transit Center and the proposed work planned in this NAE Project initiative will contribute to workforce development by improving access to jobs and work force training. **6.8% of all workers living in the census tract areas of the proposed Project have no access to a vehicle which significantly limits their ability getting to work or access job training in the surrounding vicinity.**

Pawtucket experiences twice the statewide rate of no vehicle access in RI, and is 50% higher than the national rate. Lack of vehicle access is a major impediment to accessing work force development and training in Pawtucket. One major post-secondary educational institution in Rhode Island is Community College of Rhode Island (CCRI). The main CCRI campus is in Warwick, twenty-five minutes away by car and over 100 minutes by bus from Pawtucket. The Providence campus of CCRI is closer and can be accessed by car, bus, or the bike once the Blackstone River Bikeway is completed in Pawtucket. Travel to CCRI Providence is on average 22% to 37% faster by bicycle than bus. Bus service sometimes requires two buses, as well as walking. Thus, projects such as this one, utilizing NAE funding, will improve access to work force development training for Pawtucket area residents, particularly residents with no vehicle access.



Population of Pawtucket, RI
75,387



Persons Living in Poverty
14.9%



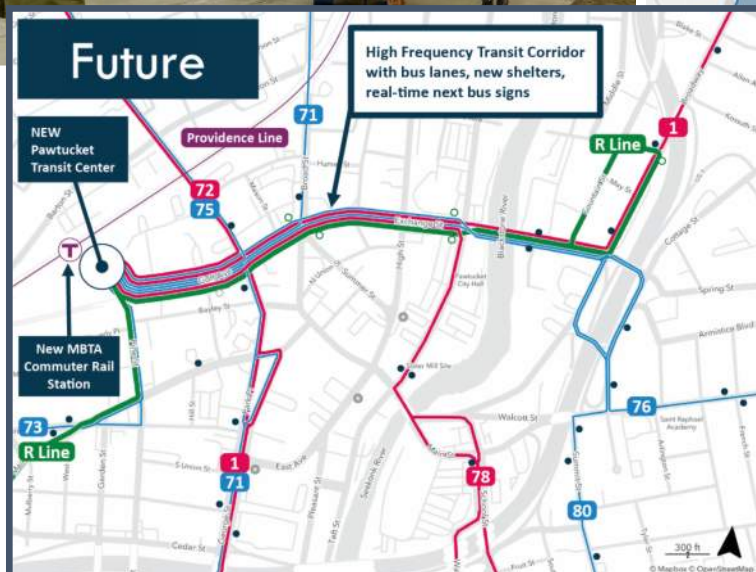
% of Persons Commuting via Car
90.4%



% of Persons with No Access to Vehicles
6.8%



With a recent MBTA commuter rail station stop added, and coming enhancements to RIPTA's service, Pawtucket is positioned well to take advantage of the expanded commuter options.



Pawtucket's location allows for a broad reach of local connections.



Project Readiness

Design for the public improvements proposed in this application face **no obstacles** to get started. As indicated in this Application, several key plans were produced in advance of the Project – the Project utilizes significant findings from this advance project planning. Notably, the Master Plan and RIDOT’s two MTSEA identified essential improvements in and around the Tidewater site, Transit Center and the Downtown. The collaborative community efforts taken to produce these documents have culminated in this EPC project. **Primarily, findings from these important planning documents align in their focus on needed pedestrian and bicycle improvements removing obstacles to walking and biking.** With these pedestrian and bicycle improvements in mind, the Tidewater Public-Private Partnership team is including many identified improvements into the Project design. With the Master Plan and RIDOT’s two MTSEA reports already completed, incorporating findings from these documents into current public improvements associated with the Project are ready to be designed. Design of the public roadway components will comply with the National Environmental Policy Act, as well as environmental permitting required by the Rhode Island Department of Environmental Management and local codes applicable to the City of Pawtucket. Environmental risk is minimized as the proposed work is redevelopment of existing infrastructure and given current standards will likely result in reduced environmental impact.

Completion of final Project improvement plans and permitting is anticipated by the end of 2024. Completion of these final plans aligns with the anticipated award date of this Grant – anticipated late 2023. Subject to federal funding, commencement of the design will begin immediately after this grant is awarded.