



# Town of Cumberland Rhode Island

## Sidewalk Assessment Study

March 2023  
Project No. 22047.00

Prepared by



for



The Town of Cumberland  
Rhode Island

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# INTRODUCTION AND PURPOSE

## INTRODUCTION

Within areas of the Town of Cumberland, the lack of pedestrian friendly accommodations and connections within the Town-wide roadway network has been recognized in recent history. There has been requests by Cumberland residents and public officials to investigate and develop a better network of sidewalks to make the roadways safer and easier for pedestrian travel. Amongst the priorities that are considered in this report are areas that need improvements, areas requiring new sidewalks to improve connectivity and areas around schools that should be considered to improve school walking zones and to create safer routes to schools.

Pare Corporation has been hired by the Town of Cumberland to perform a town-wide sidewalk assessment. As part of this study, the existing sidewalks and areas that may be lacking sidewalks were analyzed within each of the five council districts within the Town of Cumberland. This sidewalk assessment explores improvements to substandard sidewalk areas, either due to physical conditions and/or ADA issues, and also investigates where the addition of sidewalks on both State and locally maintained/owned roads within the Town of Cumberland should be considered. Figure 1 provides the locations where sidewalks currently exist.

The areas identified to add sidewalks are focused on the need to improve safety and/or are based on the need to connect destination areas, including schools, parks and/or businesses. The improvements or addition of sidewalks in areas within the Town will help contribute to the overall safety, health, economic viability, and quality of life to the residents within the community while also providing more opportunities for non-motorized transportation.



Southern section of Mendon Road with sidewalks in mostly good condition.

### PURPOSE

The purpose of this study provides the Town of Cumberland an opportunity to establish a sidewalk network that will safely accommodate pedestrian activity for users of all ages and abilities within critical areas in Town. The sidewalk improvements and additions were determined based on an emphasis of improving routes in the vicinity of schools and commercial areas and to provide connections between major roadways, destinations and recreation areas. This report is prepared to help direct the decision makers for planning, designing, and funding for rehabilitating existing sidewalks and for constructing new sidewalks.

The lists of improvements necessary for existing sidewalk areas and roadways where sidewalks should be considered for improving pedestrian movements within the community are identified within. Improvements include reconstruction of sidewalk areas, including handicap ramp and crosswalk improvements and the construction of new sidewalks. The study is also intended to inform and prioritize long-term investments for the sidewalks within the Cumberland town limits.

Implementation of the sidewalk improvements and addition of new sidewalks are based on several factors:

- The need to address maintenance issues,
- The need to address on-going or emerging safety issues, and
- Need and feasibility of installation.

The finalization of the improvements will need to be coordinated with the Town Public Works and Highway Department before implementation. Also, before final approval of the improvements or additions for sidewalks, a more detailed engineering study taking into account the engineering, right-of-way, permitting and detailed costs should be performed.



Section of Broad Street with recently constructed sidewalks.

# SIDEWALK LOCATIONS



## Legend

- ★ School
- Sidewalk
- Crosswalk
- - - District Boundary

3,250 1,625 0 3,250 Feet

FIGURE 1

## EXISTING CONDITIONS

### FIELD REVIEWS

Within the Town of Cumberland there are approximately 200 miles of Town-owned roadways and 30 miles of State-owned roadways. Pare Corporation staff performed field visits of these roadways to identify and assess areas where existing sidewalks exist, along with their condition, throughout the community. In addition to the field visits, Google maps were used to help further verify the sidewalk areas. Through this data collection, a general assessment of the condition of the sidewalks was performed.

As part of our field work, Pare also inventoried areas where sidewalks currently do not exist. Through our site visits, we preliminarily identified areas that should be considered for the construction of new sidewalks. These areas were reviewed to determine the opportunities and constraints (i.e. ADA, existing utilities, drainage, etc.) for installation. As part of this assessment, right-of-way was not determined and included as a factor in the evaluations. If land takings are necessary for the construction of new sidewalks, these limits will be further addressed in the design phase.

As previously noted, the Town was divided up into five districts which correspond with the current Town Council Districts. The following is a general description of each district:

### DISTRICT 1

District 1 is in the southwest section of the Town of Cumberland. The district is bordered by:

- Diamond Hill Road/High Street (Route 114) between Roland Street and Dexter Street;
- Dexter Street (Route 123) between High Street and the State Line with the City of Attleboro, Massachusetts;
- the State Line with the City of Attleboro between Dexter Street and the Blackstone River;
- along the Blackstone River between the State Line with the City of Attleboro, and the Town Line with the Town of Lincoln and Lenox Street;
- Mendon Road (Route 122) between Lenox Street and Old Mendon Road;
- and from Old Mendon Road to Armas Court, along Overhill Road and Blissdale Avenue, along Homer Court and along Roland Street to Diamond Hill Road.

The major destinations within this District include:

- The Stop & Shop Plaza on Mendon Road which



Area of sidewalk on Mendon Road by Stop & Shop with significant cracks and ADA issue due to clearance.

## Section 2: Existing Conditions

- includes a Stop & Shop grocery store, a Dollar Tree Store, a Citizens Bank and a McDonald's;
- the Future Ann & Hope Redevelopment Property, which is proposed to be a mixed-use development on Ann & Hope Way between Mendon Road and Broad Street;
  - the Bernard F. Norton Elementary School on Broad Street;
  - the Blackstone Valley Preparatory High School on Macondary Street;
  - the Blackstone Valley Preparatory Elementary Schools Nos. 1 and 2 on Broad Street;
  - the Garvin Memorial Elementary School on Diamond Hill Road;
  - the John J. Partington Public Safety Complex which houses the Cumberland Police Department and the Cumberland Emergency Medical Services on Diamond Hill Road,
  - the Cumberland Town Hall on Broad Street;
  - the Downtown Business District along Broad Street;
  - other commercial buildings throughout the District and
  - relatively dense residential uses.

Within District 1 there are approximately 17.9 miles of sidewalks that exist. Based on our assessments there is approximately 3 miles of sidewalks that were rated in poor condition due to structural issues of the concrete or bituminous, lack of definition and/or ADA issues. The poor condition sidewalk areas are highlighted in Table 1. There is also approximately 4.5 miles of existing sidewalks rated in fair condition which are defined to be in good passable condition that do not require any need for immediate up-grades. Lastly there are approximately 10.5 miles of sidewalks rated in excellent condition. These sidewalks appear to have been recently constructed and are in good physical condition and ADA requirements appear to be met. All of the roadways with existing sidewalks and their conditions in District 1 are identified in Table 1. Figure 2 provides the areas within District 1 with existing sidewalks and their general condition.



Section of High Street with sidewalk in poor condition with extensive cracking and no ADA ramp



Section of Mill Street requiring sidewalk upgrades

Table 1: District 1 Existing Sidewalk Inventory

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
High Street	Blackstone Street to East/West Barrows Street	Both Sides	Poor	Bituminous cracking, wheelchair ramps missing
High Street	Havens Street to Titus Street	Both Sides	West Side-Fair & Poor/East Side-Poor & Fair	Mixture of concrete, old & new bituminous patches, missing ramps
High Street	Titus Street to Mill Street	Both Sides	West Side-Poor/ East Side -Fair	Tough cross slopes, mixture of bituminous and old concrete, cracking, ADA issues
Mendon Road	Railroad Crossing to Stop & Shop Entrance	Both Sides	Poor	ADA issues, mixture of bituminous and concrete patching
Abbot Street	Havens Street to Mill Street	Both Sides	Mostly Poor/ Excellent in front of Envision	Concrete cracking, sections of sidewalks breaking up, missing ramps
Elm Street	Macondray Street to Broad Street	Both Sides	Poor	Cracked, settled asphalt, sidewalk not defined from roadway
Macondray Street	Elm Street to Maple Street	East Side	Poor	Patched asphalt, sidewalk not defined from roadway
Winter Street	Portion of East Side & West Side	West Side East Site	Fair Poor	Cracked Concrete
Chase Street	Titus Street to Lusitania Avenue	Both Sides	Poor	Cracked concrete, curb breaking up
Meeting Street	Chase Street to Broad Street	North Side South Side	Fair/Poor Poor	Poor bituminous/missing gaps-poor asphalt, patched concrete
Cumberland Street	East End	South side	Poor	Broken asphalt
West Barrows Street	Between Old Whipple Street to Broad Street	South Side North Side	Poor Excellent	Old asphalt
Bowen Street	Broad Street to Old Whipple Street	South Side	Poor	Mix of old concrete and old asphalt
Pleasant Street	High Street to Kinsman Street	North Side	Fair to Poor	Poor, settled asphalt
Hatch Street	Havens Street to Fatima Drive	East Side West Side	Fair Poor	Overgrown, bad asphalt
Titus Street	Broad Street to Railroad Avenue	Both Sides	Poor	Bad asphalt
Titus Street	School Street to Abbott Street	Both Sides	Poor	Bad asphalt
School Street	Titus Street to Mill Street	Both Sides	Poor	Mixture of settled, cracked concrete and old asphalt
Smith Street	School Street to Abbott Street	Both Sides	Poor	Bad asphalt/concrete mix
Mill Street	Broad Street to Carpenter Street	Both Sides	Mostly Fair but sections are Poor	Broken concrete
Mill Street	Ralco Way to Myrtle Street	Both Sides	Mostly Fair, Some New, Some Poor	Cracked, old asphalt
Carpenter Street	Ralco Way to State Line	Portions of Both Sides	Mix of Fair and Poor	Mixture of old concrete and asphalt

## Section 2: Existing Conditions

Table 1: District 1 Existing Sidewalk Inventory (cont.)

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
Ralco Way	Carpenter Street to State Line	North Side	Mostly Poor; Sections are Fair	Missing sections, cracked bituminous and concrete
Mendon Road	Dorr Street to Wildwood Street	Both Sides	West Side-Fair/ East Side Excellent	
Mendon Road	Stop & Shop Entrance	Both Sides	Fair	
Ann & Hope Way	Mendon Road to Broad Street	Both Sides	Fair	
Chambers Street	Blackstone River to Forest Avenue	North Side	Fair	
Chambers Street	Forest Avenue to Broad Street	Both Sides	Fair	
John Street	Blackstone River to Broad Street	South Side	Fair	
John Street	Forest Avenue to Broad Street	North Side	Fair	Mix of old concrete and old asphalt
Elizabeth Street	Road End to Broad Street	North Side	Fair	Poor, settled asphalt
Elizabeth Street	Macondray Street to Broad Street	South Side	Fair	Overgrown, bad asphalt
Geldard Street	Macondray Street to Broad Street	Both Sides	Fair	Bad asphalt
Maple Street	Macondray Street to Broad Street	North Side	Fair	Bad asphalt
Silva Street	Jones Street to Titus Street	East Side	Fair	
Titus Street	Silva Street to Chase Street	North Side	Fair	
Titus Street	Chase Street to Broad Street	South Side	Fair	
Waterman Street	High Street to Kinsman Street	Both	Fair	
Waterman Street	Kinsman Street	South Side	Fair	
Kinsman Street	Waterman Street to Clark Street	Both Sides	Fair	
Clark Street	Kinsman Street to Hewes Street	Both Sides	Fair	
Hewes Street	Clark Street to McGirr Street	West Side	Fair	
McGirr Street	West of Kinsman Street to Hewes Street	North Side	Fair	
Davis Street	Eddie Street to High Street	North Side	Fair	
Church Street	Broad Street to High Street	Both	Fair	
Chase Street	Titus Street to Meeting Street	West Side	Fair	
Bowen Street	Broad Street to Old Whipple Street	North Side	Fair	
Dexter Street	Broad Street to High Street	Both Sides	Fair	
Pleasant Street	Broad Street to High Street	Both Sides	North Side - Fair South Side-Excellent to Fair	
Main Street	Ann & Hope Way to Factory Street	Both Sides	West Side-Fair/ East Side-Excellent	

Table 1: District 1 Existing Sidewalk Inventory (cont.)

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
Forest Avenue	Broad Street	Both Sides	North Portion-Excellent/South Portion-Fair	
Diamond Hill Road/High Street	Roland Street to Blackstone Street	Both Sides	Excellent	
Mendon Road	Wildwood Street to Railroad Crossing	Both Sides	Excellent	
Broad Street	Mendon Road to Central Falls Line	Both Sides	Under Construction	New Sidewalks Being Reconstructed
Blackstone Street	Broad Street to High Street	Both Sides	Excellent	
Garvin Street	Southern End Near Blackstone Street	West Side	Excellent	
Kent Street	Southern End Near Blackstone Street	Both Sides	Excellent	
Factory Street	Main Street to Broad Street	North Side	Excellent	
Jones Street	Silva Street to Winter Street	North Side	Excellent	
Cumberland Street	West End	North Side	Excellent	
Fatima Drive	High Street to Church	Both	Excellent	

## Section 2: Existing Conditions

### Examples of Existing Sidewalk Conditions in District 1



Sidewalk on Ralco Way in poor condition



Section of Carpenter Street with sidewalks in poor condition and ADA issues



Section of Mendon Road by Stop & Shop needing replacement



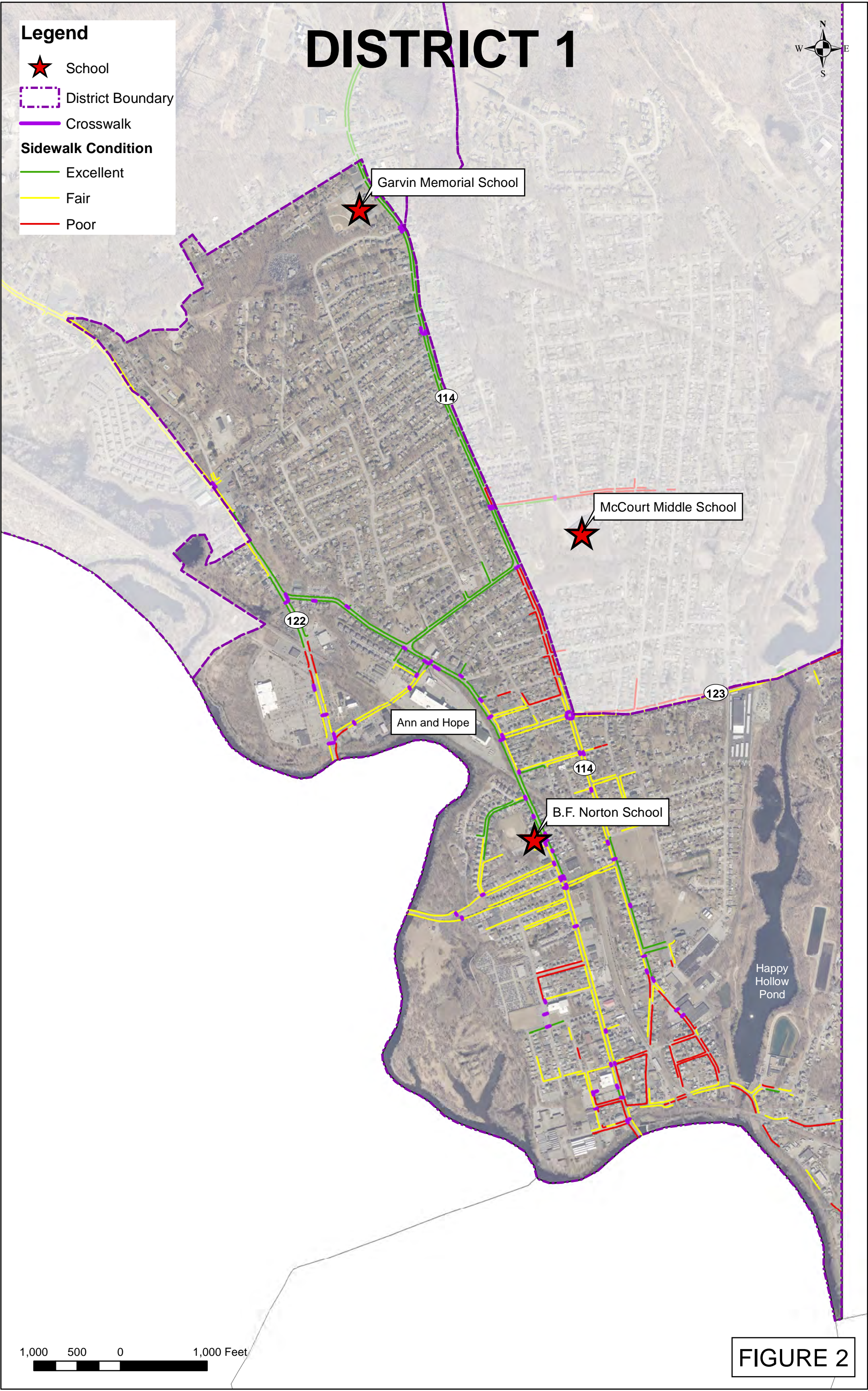
Lack of ADA ramp (High Street/Bowen Street intersection)



High Street bituminous sidewalk showing failure and no ADA ramp



Lack of ADA ramp (Mendon Road by Stop & Shop)



## DISTRICT 2

District 2 is in the west central section of the Town of Cumberland. The District is generally bordered by the following:

- the Blackstone River to the west;
- Kennedy Court, Nixon Street, New Clark Road, Mendon Road, and Nate Whipple Highway to the north;
- an overhead utility electric easement, the eastern section of Angell Road, Diamond Hill Road from Angell Road to Phillip Avenue, and Iroquois Road to the east;
- and the District 1 boundary to the south.

Major Destinations in this District include:

- The Monastery on Diamond Hill Road;
- Ashton Elementary School on Scott Road;
- Cumberland Plaza on Mendon Road which includes Seabra Foods, Depauls Hardware Store, Citizens Bank, a Pet Store, AAA, CVS and other retail stores;
- The Cumberland Crossing residential development on Mendon Road;
- Mendon Square Plaza on Mendon Road which includes Walgreens, Subway, Michael Meats, Honey Dew Donuts, and a variety of medical offices;
- Mendon Plaza on Mendon Road which includes Cumberland House of Pizza, Coffee Connection, Eggs Up, Bellows Leather Supply and other commercial/retail uses;
- Mendon Wines and Liquors on Mendon Road;
- The Offices on Mendon Road which consists of a mixture of professional services;
- J.H. Lynch & Sons Inc. Construction Company on Mendon Road;



Section of Sidewalk on Scott Road near the Ashton School needing reconstruction and widening



Sidewalk along Mendon Road provides good connections to the many destination points along the roadway, including the high school and retail and office spaces.

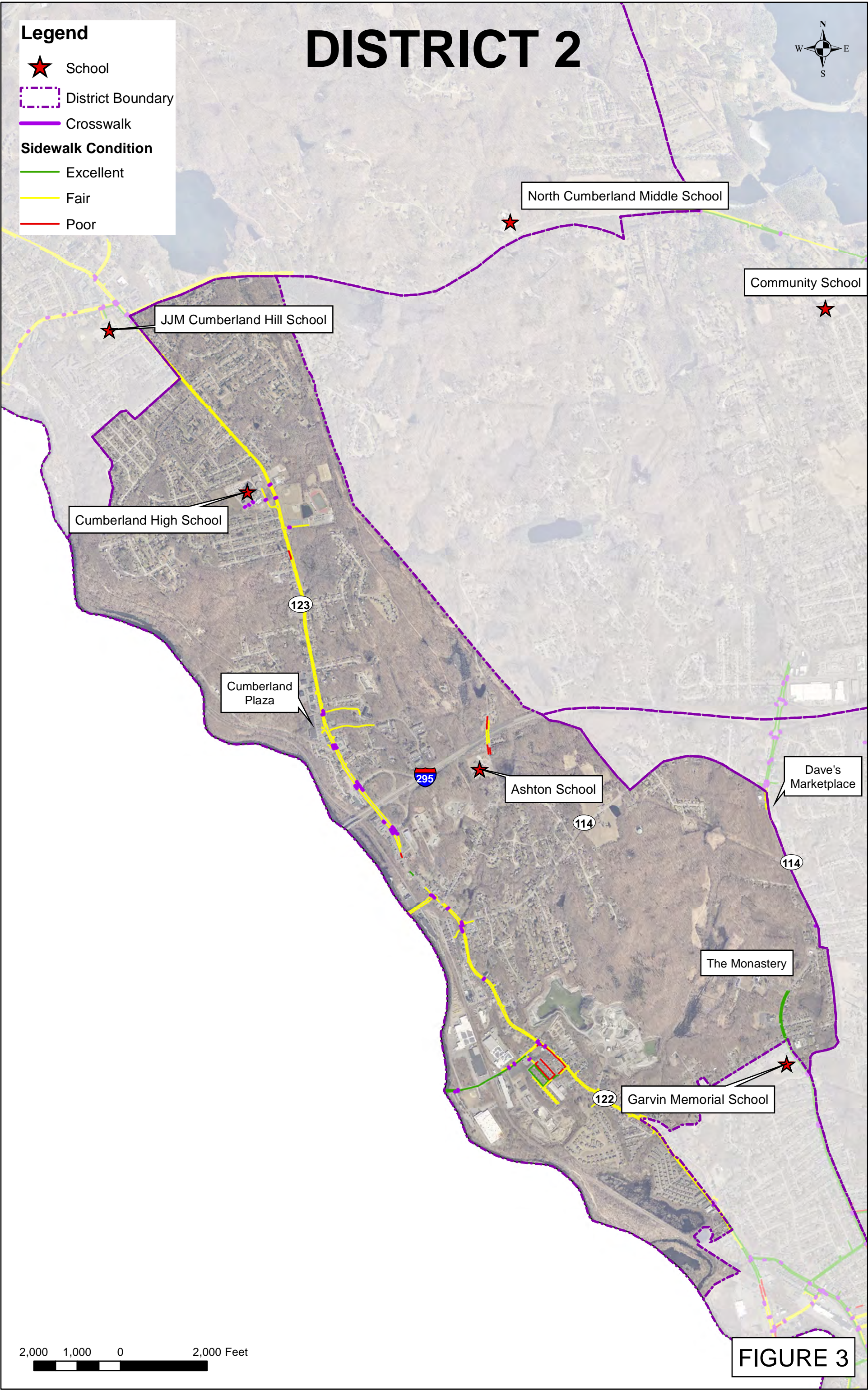
## Section 2: Existing Conditions

- Chelo Place Plaza on Mendon Road which includes a variety of commercial/retail businesses;
- a Burger King on Mendon Road;
- The River Lofts at Ashton Mills, a residential development located off of Mendon Road adjacent to the Blackstone River;
- The Northern Rhode Island Boys and Girls Club on Martin Street;
- Distribution and Bus Storage Uses on Martin Street,
- Tieppo Plaza which includes a McDonald's, a gas station/convenience store, restaurants, Dunkin Donuts and a variety of other commercial/retail uses on Mendon Road;
- Cumberland High School and its accompany athletic complexes on Mendon Road and
- Other various retail stores and residential developments along Mendon Road and throughout the District.

Within District 2 there are approximately 13.3 miles of sidewalks that exist. Based on our assessments, there is approximately 0.6 miles of sidewalks in poor condition, 11.1 miles in fair condition and 1.6 miles in excellent condition. The roadways within District 2 with existing sidewalks and their conditions are described below in Table 2. The poor condition sidewalks are highlighted. The areas where sidewalk sections are located in the District and their condition are shown on Figure 3.

**Table 2: District 2 Existing Sidewalk Inventory**

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
Scott Road	Under I-295	Both Sides	Fair to Poor	Sections of old asphalt, ADA
Lawrence Street	Cray Street to Bill Street	West Side	Poor	Bad concrete, ADA
Woodward Street	Cray Street to Bill Street	Both Sides	East Side - Poor West Side - Excellent	Broken concrete and ADA
Bill Street	Lawrence Street to Victory Street	South Side	Excellent & Poor	ADA
Store Hill Road	Mendon Road to Ashton Mills	North Side	Fair	
Angell Road	Mendon Road to 1 Angell Road	South Side	Fair	
Chimney Hill Apartments	Mendon Road into Property	South Side	Fair	
Crossing Drive	Mendon Road into Property	South Side	Fair	
Mendon Road	Nate Whipple Highway to Lincoln Town Line	Both Sides, Some gaps between Chelo Place and Route 116	Mostly Fair to Good. Two poor areas.	Some areas of cracking south of Boardman Avenue & between Cray Street and Martin Street
George Washington Highway	Mendon Road to Blackstone River	Both Sides	Excellent	
Martin Street	Mendon Road to Railroad Tracks	Both Sides	Excellent to Fair	
Martin Street	Railroad Crossing to Iga Way	South Side	Excellent	
Martin Street	Iga Way to Lincoln Town Line	Both Sides	Excellent	
Cray Street	Mendon Road to Victory Street	Both Sides	Excellent	Broad Street under construction
Victory Street	Bill Street to Cray Street	Both Sides	Excellent to Fair	
Garvin Street	Southern End Near Blackstone Street	West Side	Excellent	
High Street	Roland Street to the Monastery	Both Sides	Excellent	



### DISTRICT 3

District 3 is in the east central section within the Town of Cumberland. The district is bounded by:

- High Street, Iriquois Road, Diamond Hill Road, a portion of Angell Road, and the overhead utility easement generally borders the eastern boundary;
- I-295 borders the northern boundary;
- the Massachusetts State Line in North Attleboro and Attleboro borders the east boundary and
- Dexter Street borders the southern boundary.

Major Destinations in this District include:

- Dave's Fresh Marketplace Plaza on Diamond Hill Road which includes Dave's Market and other commercial businesses in the complex including a Dunkin Donuts, a pharmacy and others;
- The U.S. Post Office on Diamond Hill Road;
- CVS Drug Store on Diamond Hill Road;
- The Joseph L. McCourt Middle School on Highland Avenue;
- Other retail and restaurant businesses within the District;
- and residential developments throughout the District.

Within District 3 there are approximately 2.8 miles of sidewalks that exist. Based on our assessments there is approximately 1.1 miles of sidewalk identified in poor condition, 0.7 miles of sidewalks in fair condition and 1.0 mile of sidewalk in excellent condition. The roadways with existing sidewalks and their conditions are described in Table 3. The poor condition sidewalks are highlighted. Figure 4 provides graphic representation of the sidewalk locations and their general condition.



Cracked asphalt and lack of ADA ramps on Dexter Street



Section of poor condition sidewalk on Highland Avenue

## Section 2: Existing Conditions

Table 3: District 3 Existing Sidewalk Inventory

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
Highland Avenue	Morris Street to William Street	South Side	Poor	Old, cracked asphalt, ADA clearance issues
Highland Avenue	William Street to Minerva Avenue	Both Sides	Poor	Old, cracked asphalt, tree in sidewalk
Dexter Street	High Street to State Line	Both Sides	South Side-Fair North Side- Poor	North side-old, broken concrete, ADA issues
Highland Avenue	High Street to Morris Street	Both Sides	South Side -Excel- lent North Side-Poor	North side- broken concrete, missing sections, tree roots in sidewalks
Diamond Hill Road	Falstaff Drive to I-295	East Side	Fair to Excellent	
Diamond Hill Road	Northtek to I-295	West Side	Fair to Excellent	

### Examples of Existing Sidewalk Conditions in District 3



Badly deteriorating sidewalk on Highland Avenue

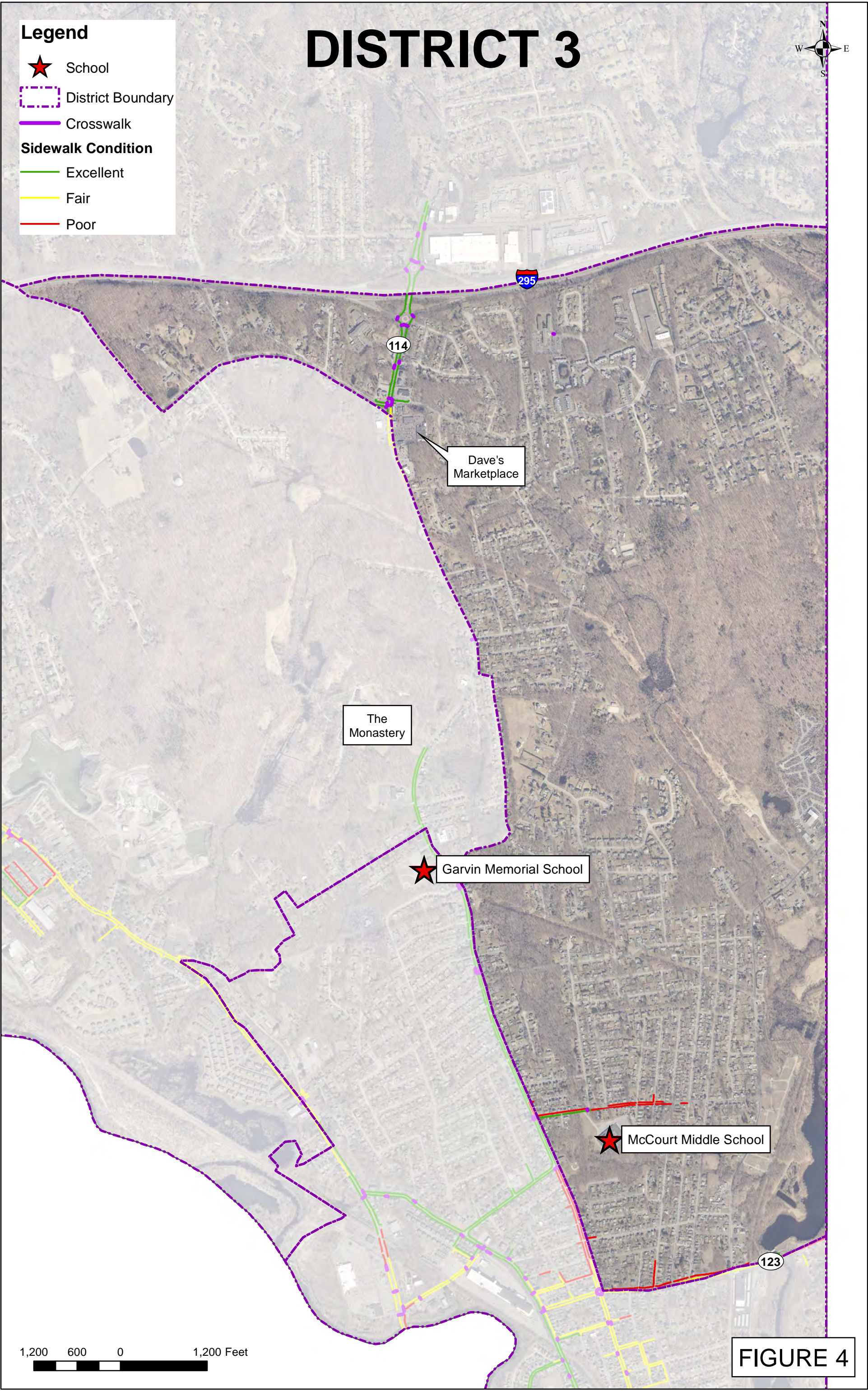


ADA clearance is impacted by existing trees on Highland Avenue

**Legend**

- ★ School
- ▬ District Boundary
- ▬ Crosswalk
- Sidewalk Condition**
  - ▬ Excellent
  - ▬ Fair
  - ▬ Poor

**DISTRICT 3**



**FIGURE 4**

## DISTRICT 4

District 4 is in the northeast section of the Town of Cumberland. The district is bounded by the following:

- to the west by an overhead utility easement from I-295 to Nate Whipple Highway (Route 120);
- a section of Nate Whipple Highway from approximately Meehan Lane to Diamond Hill Road;
- Diamond Hill Road between Nate Whipple Highway and Pine Swamp Road;
- a utility easement between Pine Swamp Road and Cook Road;
- Cook Road between the utility easement to the Massachusetts State Line;
- along the north boundary line from Cook Road and the along the east boundary of the Rhode Island/ Massachusetts State Line in Plainville and North Attleboro, Massachusetts to I-295;
- and along the southern boundary along I-295 from the Massachusetts/Rhode Island State Line to the overhead utility easement.

Major Destinations in this District include:

- the Cumberland Industrial Park off of Diamond Hill Road;
- Community School on Arnold Mills Road;
- The Bentley Field Baseball & Softball Complex on Diamond Hill Road;
- Diamond Hill Park & Bike Trails off of Diamond Hill Road;
- Mercymount Country Day School on Wrentham Road;
- and a variety of commercial/retail uses and residential developments throughout the District.

Within District 4 there are approximately 3.5 miles of sidewalks that exist. Based on our assessments there is approximately 0.9 miles of sidewalks in fair condition and 2.6 miles of sidewalks in excellent condition. There are no sidewalks identified as being in poor condition. The roadways with existing sidewalks and their general conditions are described below and depicted on Figure 5.

**Table 4: District 4 Existing Sidewalk Inventory**

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
Diamond Hill Road	I-295 to 2364 Diamond Hill Road	Both Sides	Excellent	
Nate Whipple Highway	Sneech Pond Road to 660 Nate Whipple Highway	Both Sides	Fair to Excellent	
Nate Whipple Highway	660 Nate Whipple Highway to Arnold Mills Road	North Side	Fair to Excellent	
Nate Whipple Highway	Arnold Mills Road to Joshua Drive	Both Sides	Fair to Excellent	
Nate Whipple Highway	Meehan Lane to Boundary Line	Both Sides	Fair	

Legend

- ★ School
- ⬡ District Boundary
- Crosswalk
- Sidewalk Condition**
  - Excellent
  - Fair
  - Poor

DISTRICT 4

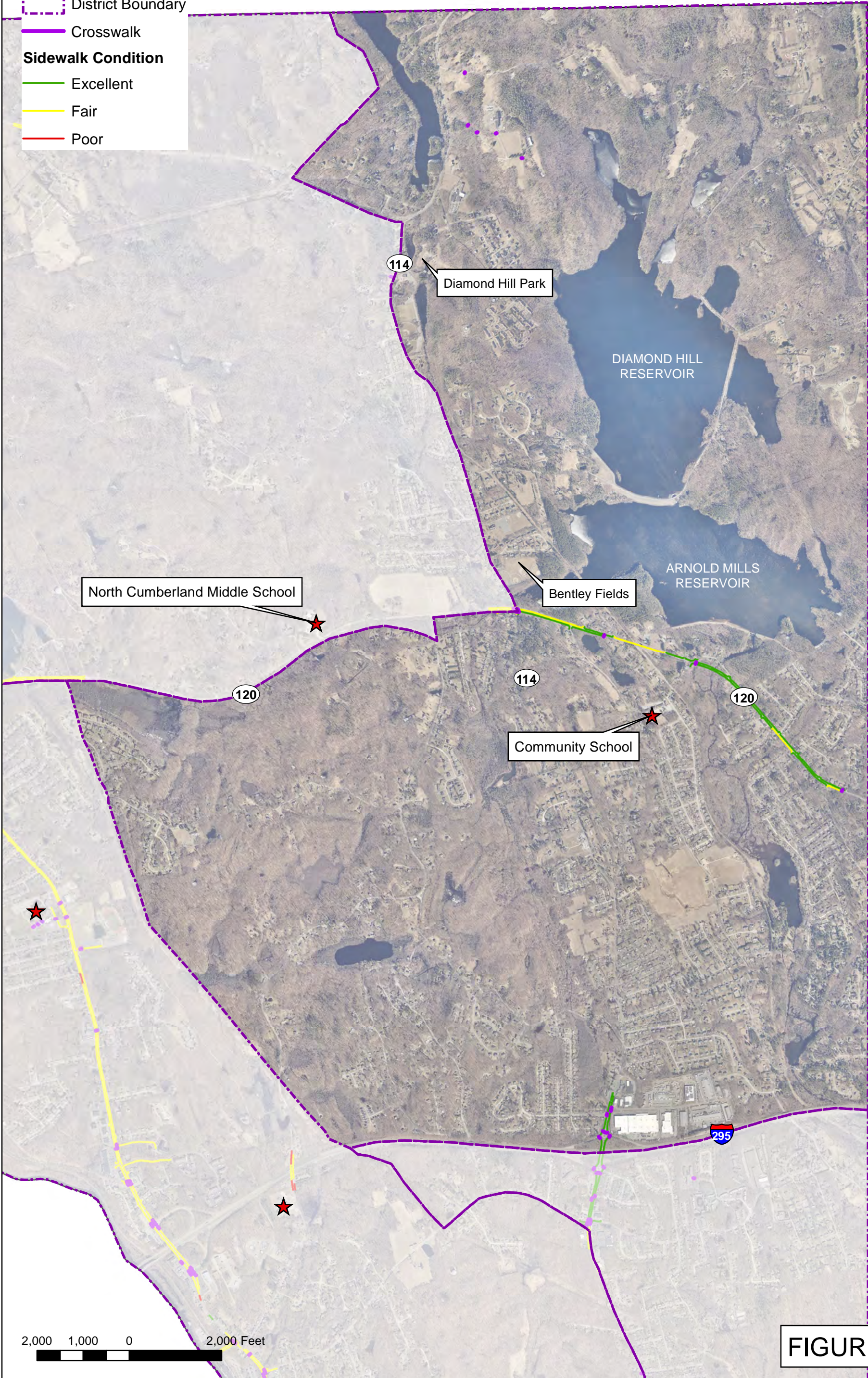


FIGURE 5

## DISTRICT 5

District 5 is in the northwest section of the Town of Cumberland. The District is bounded by:

- the southwest side by the Blackstone River;
- to the west by the City/Town Line of Woonsocket/Cumberland from the Blackstone River to the Massachusetts State Line;
- to the north by the Massachusetts State Line from the Woonsocket/Cumberland City/Town Line to Cook Road;
- to the east by Cook Road, an overhead utility easement, Pine Swamp Road, Diamond Hill Road and Nate Whipple Highway;
- and to the south by Nate Whipple Highway, Little Pond County Road, Sneece Pond Road, Nate Whipple Highway, Mendon Road, New Clarke Road, Taft Road, Nixon Street, and Kennedy Court to the Blackstone River.

Major Destinations in this District include:

- North Cumberland Middle School on Nate Whipple Highway;
- Portions of the Highland Corporate Park on Mendon Road;
- JJ McLaughlin Cumberland Hill School on Manville Hill Road;
- Cumberland Village Plaza which includes a Dunkin Donuts, Andrews Bistro, Heart and Soul Retail Store and a variety of other commercial uses;
- and retail and professional uses and residential development throughout the District.

Within District 5 there are approximately 7.8 miles of sidewalks that exist. Based on our assessments there is approximately 0.2 miles of sidewalk in poor condition, 7.0 miles of sidewalk in fair condition and 0.6 miles of sidewalk in excellent condition. The roadways with existing sidewalks and their conditions are depicted on Figure 6 and described below in Table 5. The poor condition sidewalks are highlighted in the table below.

**Table 5: District 5 Existing Sidewalk Inventory**

<b>Roadway</b>	<b>Limits</b>	<b>Location</b>	<b>Condition</b>	<b>Comments</b>
Mendon Road	Woonsocket Town Line to New Clark Road	Both Sides	Fair with some few Poor Sections	Improvements on the west side near View Avenue where patching occurs and the east side near Arbor Street are needed. ADA ramps are needed throughout
Pine Swamp Road	Cumberland Church (91 Pine Swamp Road) to 66 Pine Swamp Road	Both Sides	Fair with some Poor Sections due to roots and cracking	
Manville Hill Road	Mendon Road to Blackstone River	Both Sides	Fair to Excellent adjacent to new bridge	
West Wrentham Road	Mendon Road to 28 West Wrentham Road	Both Sides	Fair	
Nate Whipple Highway	Mendon Road to Meehan Lane	Both Sides	Fair	

## Section 2: Existing Conditions

### Examples of Existing Sidewalk Conditions in District 5



Tree roots impacting safe passage  
(Pine Swamp Road)



Section of cracked concrete sidewalk  
(Mendon Road)



Settled section of concrete sidewalk  
creating tripping hazard (Mendon  
Road)



Failed sidewalk and ADA issues on Pine Swamp Road

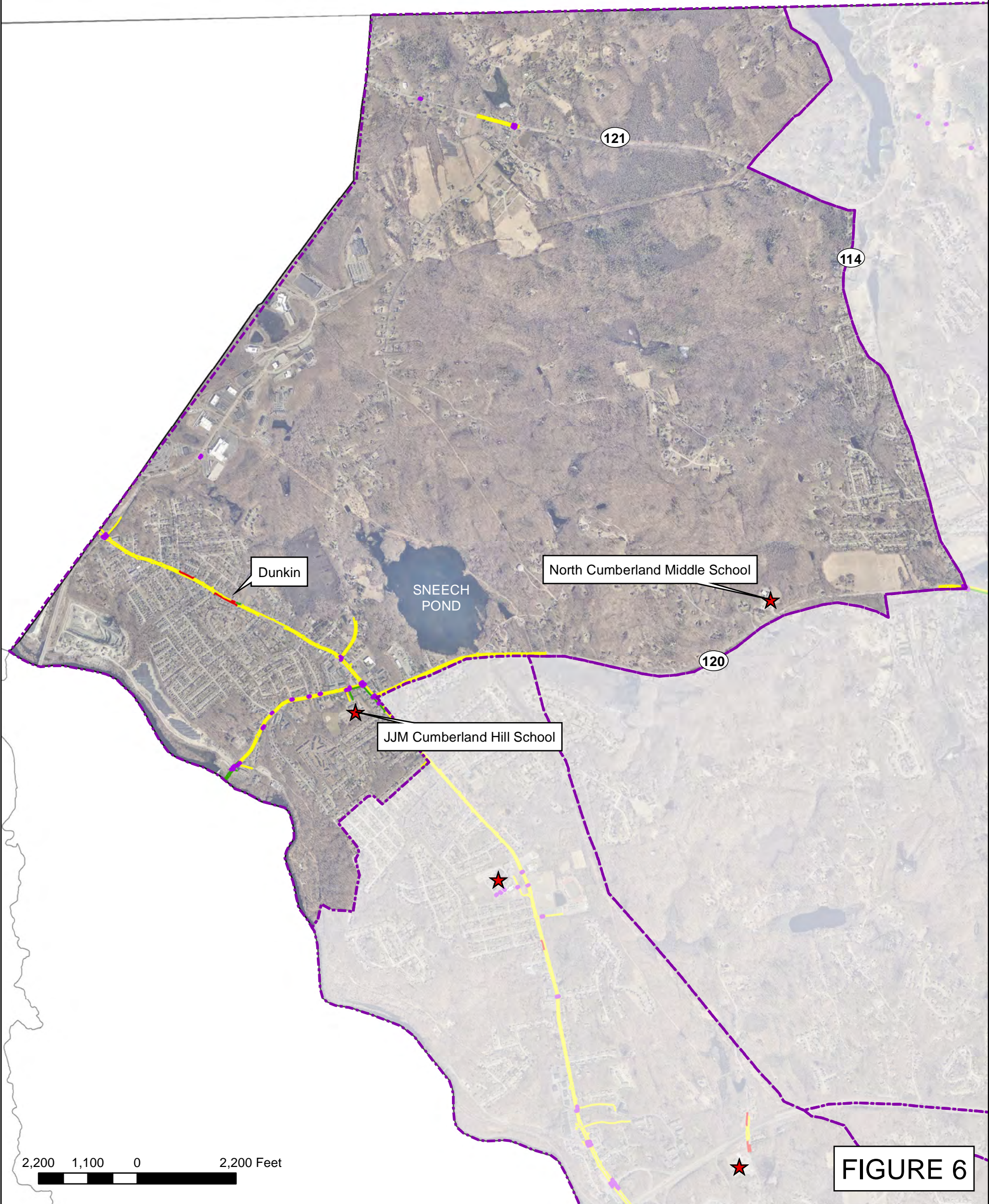


Tree roots impacting safe passage on sidewalk on Pine  
Swamp Road

Legend

- School
- District Boundary
- Crosswalk
- Sidewalk Condition
  - Excellent
  - Fair
  - Poor

DISTRICT 5



## PUBLIC OUTREACH

In addition to our field inventory, a very important component of our data collection was through public outreach. As part of this effort, a public meeting was held on June 16, 2022, at the Town of Cumberland Public Safety Complex. At that meeting, presentation boards depicting the location and conditions of the existing sidewalks were presented. Also, maps for each District were provided in which residents were able to mark-up to provide comments to identify areas where improvements should be considered or where new sidewalks should be added to improve connectivity.

In addition to the public meeting, interactive plans of each District were posted on the Town of Cumberland's website to allow the public an additional opportunity to provide comments. The comments received at the public meeting and through the website were compiled. These comments were further reviewed through site visits to evaluate the existing conditions and to review the areas where the public recommended installation of sidewalks. A summary of the comments received per district are included in Table 6 through Table 11.

**Table 6: District 1 Comments Summary**

<i><b>Related Comments Received</b></i>	<i><b>Roadway</b></i>	<i><b>Intersection</b></i>	<i><b>Limits</b></i>	<i><b>Comments</b></i>
5	Marshall Avenue		High Street to Mendon Road	<ul style="list-style-type: none"> <li>• Opportunity to connect Mendon Road with High Street-two major thorough fares.</li> <li>• This is a street that students walk on to access McCourt Middle School.</li> <li>• Stormwater goes down north side of road washing out properties.</li> </ul>
1	Dexter Street-West Side		Broad Street to High Street	<ul style="list-style-type: none"> <li>• Sidewalks are in poor condition.</li> </ul>
1	Prospect Street		Mill Street to Myrtle Street	<ul style="list-style-type: none"> <li>• No safe walkways on Prospect Street.</li> </ul>
1	Lonesdale Road		Chestnut Street to Diamond Hill Road	<ul style="list-style-type: none"> <li>• Cars park on both sides of the street to drop-off and pick up students from Garvin.</li> <li>• No real sidewalks-Dangerous.</li> </ul>
1		Forest Avenue @ Broad Street		<ul style="list-style-type: none"> <li>• ADA ramp needs to be fixed. Wheelchair cannot access the sidewalk as the new ramp was poorly installed.</li> </ul>
1	Titus Avenue		Broad Street to High Street	<ul style="list-style-type: none"> <li>• Almost non-existence sidewalk.</li> </ul>
1	Pleasant Street		Broad Street to High Street	<ul style="list-style-type: none"> <li>• Sidewalk on Pleasant Street need repairs</li> </ul>
2	Clark Street		Kinesman Street to Hewes Street	<ul style="list-style-type: none"> <li>• Sidewalk is crumbling.</li> </ul>
1	Davis Street		Pleasant Street to High Street	<ul style="list-style-type: none"> <li>• Sidewalk needs repairs.</li> </ul>
1		Church Street @ High Street		<ul style="list-style-type: none"> <li>• Signpost on corner are close. ADA is not met.</li> </ul>
1			Hewes Street & Clark Street	<ul style="list-style-type: none"> <li>• Like a street. Needs maintenance</li> </ul>

Table 6: District 1 Comments Summary (cont.)

# Rec'd	Roadway	Intersection	Limits	Comments
1	Luisitania Avenue		Entire length	• Needs better sidewalks
1	High Street		High Street/ Abbott Street Fork to Titus Street	• Needs better sidewalks
1	High Street		By Jose Ice Cream	• Sidewalks crumbling
1	Carpenter Street			• Maintenance needed. • New section needed for kids to go to bus
1	Ralco Way		Entire length	• Needs maintenance.

Table 7: District 2 Comments Summary

# Rec'd	Roadway	Intersection	Limits	Comments
1	Scott Road		I-295 to Little Pond County Road	• Unsafe - cars travel very fast and many blind curves
1	Pound Hill Road		Mendon Road to Southbury Road	• Add sidewalks
1	Lawrence Street		Bill Street to Cray Street	• Sidewalks in poor condition
1	Mendon Road	Over I-295		• Sidewalks need fixing
2		Mendon Road & Ora Murphy Court		• Broken concrete and concrete spalling. • Sidewalk has old brick construction behind granite curb which creates tripping hazard. • Poor condition. • Safety Issue. • This is a RIPTA bus stop.
2	Diamond Hill Road		Bear Hill Road to High Street	• Would like sidewalks from Four Corners to High Street. • Sidewalks to Bear Hill Road would increase safety. • Add sidewalks to decrease reliance on school bussing
1	Angell Road		Brockwood Lane to Orchard Drive	• Add crosswalk to church
1	Glenside Road		Sunset Avenue to Riverview Drive	• Old broken town sidewalk
1		Mendon Road & Ashton Parkway		• Vegetation is overgrown making it unpassable
1	Albion Road	Forestdale Drive to Mendon Road		• Provide sidewalk down to bike path
1	Scott Road		I-295 to Bruce Road	
2		Mendon Road & Forest View Drive		• Need sidewalk on Forest View Drive • Flashing crosswalk sign like at Davenports
1	Farm Drive		Cathedral Court to Mendon Road	• High schoolers need sidewalks. • Blind spots

Table 8: District 3 Comments Summary

# Rec'd	Roadway	Intersection	Limits	Comments
1	Highland Avenue		High Street to Curran Road	<ul style="list-style-type: none"> <li>• Sidewalks near school in poor conditions</li> </ul>
7	Bear Hill Road			<ul style="list-style-type: none"> <li>• Add sidewalks</li> <li>• Sidewalks on Bear Hill Road to side streets for access to CVS and other Diamond Hill businesses</li> <li>• Sidewalk needed on at least one side</li> <li>• Speeding is an issue</li> </ul>
2	Diamond Hill Road		2077 Diamond Hill Road to Monastery Drive	<ul style="list-style-type: none"> <li>• Sidewalk from Dave's to Monastery</li> </ul>

Table 9: District 4 Comments Summary

# Rec'd	Roadway	Intersection	Limits	Comments
1	Diamond Hill Road			<ul style="list-style-type: none"> <li>• Not many options to walk to Diamond Hill Vineyard /Phantom Farms and businesses before I-295.</li> </ul>
1	Diamond Hill Road		Diamond Hill northbound from Industrial Road to Lonesome Pine Road on east side	<ul style="list-style-type: none"> <li>• Steep road. Narrowed by pond and hillside.</li> <li>• Tight intersection at Little Pond County Road</li> <li>• Will create a safer neighborhood</li> </ul>
1	Scott Road		Bruce Drive to Theater Road	<ul style="list-style-type: none"> <li>• Need "approaching trail head" sign near CLT land</li> </ul>
2	Diamond Hill Road		Austin Drive to Pine Swamp Road	<ul style="list-style-type: none"> <li>• Blinking crosswalk between the park and Ice Cream Machine</li> </ul>
2	Reservoir Road		Austin Drive to Pine Swamp Road & Entire length	
1		Nate Whipple Highway & Plaine Road		<ul style="list-style-type: none"> <li>• Needs crosswalk and/or crossing guard</li> </ul>
1		Diamond Hill Road & Murphy Drive		<ul style="list-style-type: none"> <li>• Barely able to see on-coming traffic due to existing 'normal' conditions, snow-heaps and overgrown weeds</li> </ul>
1		Diamond Hill Road & Owen Drive		<ul style="list-style-type: none"> <li>• Snow is an issue and flooding is an issue</li> </ul>
3	Diamond Hill Road		Nate Whipple Highway to Wrentham Road	<ul style="list-style-type: none"> <li>• Access to Diamond Hill Park</li> <li>• Many walk in street</li> <li>• Could gas line be maintained for walking</li> <li>• Diamond Hill to Bentley for safer connection</li> <li>• Extend up to neighborhoods north of Bentley to encourage safe pedestrian passage.</li> </ul>
1	Abbott Run Valley Road		Merrill Lane to Rolling Green Drive	<ul style="list-style-type: none"> <li>• Walking is treacherous</li> <li>• High speeds</li> </ul>

## Section 2: Existing Conditions

Table 9: District 4 Comments Summary (cont.)

# Rec'd	Roadway	Intersection	Limits	Comments
1	Hillside Road		Diamond Hill Road to Abbott Run Valley Road	<ul style="list-style-type: none"> <li>Widen and straighten road.</li> <li>Fire trucks and SUVs dominate the road</li> <li>Increase space and visibility</li> </ul>
1		Nate Whipple Highway & Quaker Road		<ul style="list-style-type: none"> <li>Could use a crossing guard and/or a blinking crosswalk</li> </ul>
1		Nate Whipple Highway & Sneeched Pond Road		<ul style="list-style-type: none"> <li>Crossing guard needed at school dismissal</li> </ul>
1	Community School			<ul style="list-style-type: none"> <li>At Quaker Road and Nate Whipple Highway a crossing guard would be great during school year.</li> <li>Blinking crosswalk would be valuable regardless of time and date.</li> <li>Arnold Mills Road is unsafe to walk or bike</li> </ul>

Table 10: District 5 Comments Summary

# Rec'd	Roadway	Intersection	Limits	Comments
1		Nate Whipple Highway & Meehan Lane		
2	Nate Whipple Highway		Diamond Hill Road to Mendon Road	<ul style="list-style-type: none"> <li>Connect sidewalk to Middle School</li> <li>Encourage student walking</li> </ul>
1			Nate Whipple Highway/Old Sneeched Pond Road	<ul style="list-style-type: none"> <li>People park at west edge of 'Old' Sneeched Pond Road and cross busy Nate Whipple Highway to White Cedar Swamp Trails. Add Crosswalk</li> </ul>

Table 11: General Comments

# Rec'd	Roadway	Intersection	Limits	Comments
1			Around all schools	<ul style="list-style-type: none"> <li>Correlate with walking radius to allow walking to be feasible and safe</li> </ul>

### PUBLIC OUTREACH: SCHOOLS

In addition to our field reviews and feedback from the public, Pare Corporation also coordinated with the schools within the community to hear their needs and concerns pertaining to walkability. The following describes the coordination held with each school and the feedback received from each:

**Ashton Elementary School - Scott Road:** Pare coordinated with office staff from the Ashton Elementary School. Based on our coordination, it was reported that students were not allowed to walk to/from school because there are no existing sidewalks connecting the school to the nearby residential areas. The school reported that all students either take a bus to/from school or students are dropped off and picked-up by car. Pare inquired that if there were sidewalks along Scott Road, does the school staff think it would be desirable for students to walk/bike to school. It was of the opinion of the school principal that students and families “may love that”.

**Bernard F. Norton Elementary School - Broad Street:** The principal of Bernard F. Norton School reported that approximately 189 of the 328 students (58%) enrolled in the school were not eligible for bussing and were considered walkers or car riders. The complaints that the school has heard from parents are related to sidewalks not being cleared in the winter which makes walking dangerous and difficult. The other concern was that the parents believe that there is a vast number of walkers and car-riders and that there was a lack of bussing for the school. It was also stated that Broad Street is a high traffic roadway with many schools and businesses which adds congestion to the corridor. It is also felt that the adjoining side streets that the walkers use were also high traffic areas.

**JJ McLaughlin Cumberland Hill Elementary School - Manville Hill Road:** The Principal at Cumberland Hill Elementary School reported that they have approximately 20-25 students who walk from neighborhoods adjacent to Manville Hill Road. There are also 12 students who walk to school in the area of Mendon Road and Colwell Drive. Students have been observed to use sidewalks on both sides of Manville Hill Road before entering the Cumberland Hill School driveway.

It was reported that this school has students that utilize electric wheelchairs and there has been complaints regarding the condition of the sidewalks on-site due to cracks and bumps. These sidewalks have been recently reconstructed. The school has in-place an evacuation route to the St. Joan’s Church parking lot for which they utilize the sidewalks along Manville Hill Road and Mendon Road. This route has caused some concerns for the students with mobility limitations.

The other issue that the Principal reported is related to the crosswalks at the Manville Hill Road/ Mendon Road intersection. Drivers have been reported to not be respectful and/or aware of the crosswalks. Better reflective paint at the crosswalks was suggested.

**Community Elementary School:** No response.

**Garvin Memorial Elementary School - Diamond Hill Road:** It was reported from the Principal that there are approximately 10-15 students who walk to and from school each day. The reason for so few walkers, despite many families in “walking distance”, is the lack of sidewalks in the area. It was noted that Diamond Hill Road has a sidewalk but it ends at the Monastery (1464 Diamond Hill Road). It was also stated that there are families that live past the Monastery. There is also a concern that Diamond Hill Road is a very busy street. Hines Road and Marshall Avenue were also reported to be used and are also considered busy streets without sidewalks which prevents students from walking to school. It was further noted that crosswalks exist at the school and a few blocks down at Marshall Avenue. With the addition of a sidewalk, an additional crosswalk would be helpful near the Monastery entrance.

**Joseph L. McCourt Middle School - Highland Avenue:** Pare coordinated with the Principal of the Middle School. It is estimated that there are typically approximately 150 walkers at the McCourt Middle School. His feedback included that parents have had complaints of the accessibility to the school south of 45 Highland Avenue. The major routes on which students walk are Highland Avenue, High Street, Marshall Avenue and Blackstone Street. There was also feedback regarding sidewalk clearing after snowstorms.

**North Cumberland Middle School - Nate Whipple Highway:** Currently there are limited walkers to the school. Along Nate Whipple Highway in the vicinity of the school there are no sidewalks. The spring sports team use Bentley Field located on Diamond Hill Road for practices and games. Typically, there is no transportation for practices to get from the school to the fields, and the student athletes jog on Nate Whipple Highway and Diamond Hill Road to get to the fields.

**Cumberland High School - Mendon Road:** It was reported that there are less than 100 students that walk to school mostly from the local neighborhoods. There are not any exact figures to support this as high school students are reported to be unpredictable. The district has the number of students not eligible for busing - but even with that, most students that are eligible either drive themselves or get dropped off.

Complaints that have been heard have focused on students coming from areas on Farm Drive towards Mendon Road to get to the high school. There is a concern of walking on Farm Drive particularly since school starts early and often students are walking in the dark. Also, walking on Farm Street is dangerous as there are no sidewalks, and the road is curvy.

Accessing the high school from Mendon Road, there are sidewalks on both sides of Mendon Road, and there are two crosswalks and a footbridge for students to use. Coming through the neighborhoods directly in front of the high school, students use a path to access the campus. The students spend little time on the roads but they do cross Farm Drive to access the campus.

The Principal also noted that there are many student drivers that park across the street in the lot adjacent to the football/soccer/lacrosse field. Those students coming/going from/to their cars are required to use the pedestrian footbridge over Mendon Road. For the most part, it was reported that the students have been compliant. It has been noted by the school that some students walk further down off-campus on Mendon Road and cross the road closer to Tucker Field.



Sidewalks along Mendon Road provide good connections to such destinations as Cumberland High School and Sher-Le-Mon Swim Club

## Section 3:

# AREAS OF IMPROVEMENTS

## OVERALL IMPROVEMENT RECOMMENDATIONS

As outlined in the previous section, improvements to existing sidewalks in poor condition are needed within the Town and the desire to install new sidewalks has been identified Town-wide where felt necessary. Based on our data collection and our assessments, we recommend that the overall priorities to improve the sidewalk system within the Town of Cumberland should be:

- Improvements to the existing sidewalks that are considered in poor conditions.
- Provide sidewalks in the vicinity of existing schools to promote walking and bicycling.
- Provide sidewalks to provide safe routes and better connectivity to key destinations in Town.

In each District, areas of sidewalks that need replacement due to their poor condition or due to ADA or safety issues have been identified. Also, in each District there are roadways or sections of roadways which were either recommended from the public or which are being recommended by Pare to add sidewalks to provide better access to a school or to improve connectivity between destinations. The following tables identify all areas within each District where reconstruction of sidewalks or roadways where the installation of sidewalks are being recommended for long-term improvements:

**Table 12: District 1 Improvements**

DISTRICT 1: RECONSTRUCTION			
Street	Limits	Approximate Length (LF)*	Town or State Road
High Street	Blackstone Street to E.Barrows (Both sides)	2,650	State
High Street	Havens Street to Titus Avenue (Both Sides)	1,600	State
High Street	Titus Avenue to Mill Street (Both Sides)	1,200	Town
Abbott Street	Havens Street to Mill Street (Both Sides)	2,725	Town
Mendon Road	Railroad Crossing to Stop & Shop Entrance (Both Sides)	1,800	State
Elm Street	Macondray Street to Broad Street (Both Sides)	1,500	Town
Macondray Street	Elm Street to Maple Street (East Side)	290	Town
Winter Street	West Side East Side	210 140	Town
Chase Street	Titus Street to Lusitania Avenue (Both Sides)	750	Town
Meeting Street	Chase Street to Broad Street (North Side)	300	Town
Cumberland Street	East End	250	Town
W. Barrows Street	Old Whipple Street to Broad Street	350	Town
Bowen Street	Old Whipple Street to Broad Street	700	Town
Pleasant Street	Broad Street to High Street	1,525	Town
Hatch Street	Havens Street to Fatima Drive	290	Town
Titus Street	Broad Street to Abbott Avenue	880	Town
School Street	Titus Street to Mill Street	1,000	Town

Table 12: District 1 Improvements (cont.)

DISTRICT 1: RECONSTRUCTION (CONT.)			
Street	Limits	Approximate Length (LF)*	Town or State Road
Smith Street	School Street to Abbott Street	700	Town
Mill Street	Broad Street to Carpenter Street	1,400	Town
Mill Street	Ralco Way to Myrtle Street	200	Town
Carpenter Street	Ralco Way to State Line	750	Town
Ralco Way	Carpenter Street to State Line	700	Town
Dexter Street	Broad Street to High Street (Both Sides)	1,500	State
Clark Street	Kinsman Street to Hewes Street	210	Town
Davis Street	Pleasant Street to High Street	600	Town
Luisitania Avenue	Broad Street to Chase Street	575	Town
797-1155 High Street (east side)	ADA (width) issue	125	State
<b>TOTAL LENGTH OF RECONSTRUCTION</b>		<b>24,920 LF</b>	
DISTRICT 1: NEW SIDEWALKS			
Marshall Avenue	High Street to Mendon Road-West Side	2,900	State
Lonsdale Farm Road	Chestnut Street to Diamond Hill Road (west/north side)	1,600	Town
Davis Street	Pleasant Street to High Street	200	Town
Sunset Avenue	Stoney Brook Court to Mendon Road (south side)	210	Town

Table 13: District 2 Improvements

DISTRICT 2: RECONSTRUCTION			
Street	Limits	Approximate Length (LF)*	Town or State Road
Scott Road	160 Scott Road to I-295 and I-295 to 133 Scott Road (west side)	525	Town
Lawrence Street	Cray Street to Bill Street (west side)	490	Town
Woodward Street	Cray Street to Bill Street (east side)	490	Town
Mendon Road & Ora Murphy Court	Intersection	20	State
Glenside Road	Sunset Avenue to Riverview Drive	260	Town
<b>TOTAL LENGTH OF RECONSTRUCTION</b>		<b>1,785 LF</b>	
DISTRICT 2: NEW SIDEWALKS			
Angell Road	Diamond Hill Road to Mendon Road	8,500	State
Scott Road	Ashton School to Mendon Road	3,000	Town
Pound Road	Mendon Road to Southbury Road	3,000	Town
Diamond Hill Road	2000 Diamond Hill Road to the Monastery	4,000	State
Albion Road	Mendon to Bike Path Access	1,700	State
Farm Drive	Cathedral Court to Mendon Road	1,900	Town
<b>TOTAL LENGTH OF NEW SIDEWALKS</b>		<b>22,100 LF</b>	

Table 14: District 3 Improvements

DISTRICT 3: RECONSTRUCTION			
Street	Limits	Approximate Length (LF)*	Town or State Road
Highland Avenue	High Street to 34 Highland Avenue (north side)	600	Town
Highland Avenue	Williams Street to 106 Highland Avenue (north side)	775	Town
Highland Avenue	Morris Street to Ann Street (south side)	900	Town
Highland Avenue	Williams Street to 109 E Highland Avenue (south side)	900	Town
Highland Avenue	107 E. Highland Avenue to 109 E. Highland Avenue (south side)	60	Town
E. Highland Avenue	141 E. Highland Avenue to 155 E. Highland Avenue	200	Town
Dexter Street	High Street to State Line (north side)	3,200	State
<b>TOTAL LENGTH OF RECONSTRUCTION</b>		<b>6,635 LF</b>	
DISTRICT 3: NEW SIDEWALKS			
Bear Hill Road	Diamond Hill Road to Abbott Run Valley Road	5,800	Town
Highland Avenue	Morris Street to Williams Street (north side)	215	Town
E. Highland Avenue	Ann Street to 107 E Highland Avenue (south side)	70	Town
E. Highland Avenue	109 E. Highland Avenue to 110 Highland (south side)	80	Town
E. Highland Avenue	Bryant Street to 141 E. Highland Avenue (south side)	460	Town
E. Highland Avenue	155 E. Highland Avenue to Curran Road (south side)	220	Town
<b>TOTAL LENGTH OF NEW SIDEWALKS</b>		<b>6,845 LF</b>	

Table 15: District 4 Improvements

DISTRICT 4: NEW SIDEWALKS			
Street	Limits	Approximate Length (LF)*	Town or State Road
Diamond Hill Road	2295 Diamond Hill Road to Country Hill Road (east side)	600	State
Diamond Hill Road	Nate Whipple Highway to Reservoir Road (east side)	3,070	State
	Reservoir Road to Pine Swamp Road (west side)	5,900	
Abbott Run Valley Road	Nate Whipple Highway to Bear Hill Road (west side)	13,200	Town
Hillside Road	Diamond Hill Road to Abbott Run Valley Road (north side)	3,500	Town
Arnold Mills Road	Abbott Run Valley Road to Community School (south side)	235	Town
Quaker Road	Nate Whipple Highway to Arnold Mills Road (east side)	1,200	Town
Arnold Mills Road	Quaker Road to Community School (south side)	290	Town
<b>TOTAL LENGTH OF NEW SIDEWALKS</b>		<b>22,100 LF</b>	

Table 16: District 5 Improvements

DISTRICT 5: RECONSTRUCTION			
Street	Limits	Approximate Length (LF)*	Town or State Road
Mendon Road	New Clark Road to Woonsocket Town Line		State
	• 3075 Mendon Road to Paradise Lane(west side)	200	
	• North ramp on Kay Street(west side)	20	
	• 3196 Mendon Road (west side)	20	
	• 3231 Mendon Road (west side)	25	
	• 3145 Mendon Road (west side)	20	
	• 3469 Mendon Road (west side)	20	
	• 3776 Mendon Road(west side)	20	
	• 3095 Mendon Road (east side)	20	
	• 3231 Mendon Road (east side)	25	
	• 3396 Mendon Road (east side)	80	
	• 3987 Mendon Road (east side)	60	
<b>TOTAL LENGTH OF RECONSTRUCTION</b>		<b>510 LF</b>	
DISTRICT 5: NEW SIDEWALKS			
Nate Whipple Highway	Meehan Lane to 208 Nate Whipple Highway(north side)	5,800	State
Nate Whipple Highway	208 Nate Whipple Highway to Old Staples Road (south side)	3,530	State
Nate Whipple Highway	Old Staples Road to North Cumberland Middle School(north side)	470	State
Nate Whipple Highway	North Cumberland Middle School to Diamond Hill Road (north side)	3,690	State
<b>TOTAL LENGTH OF NEW SIDEWALKS</b>		<b>13,490 LF</b>	

## RECOMMENDED PRIORITY IMPROVEMENTS

As previously stated, it is recommended that the highest priority for improvements should be the repair of existing sidewalks that are in disrepair and that have been identified through the field assessments to be in 'poor' condition.

The second most important priority is the construction of new sidewalks in the vicinity of schools. The installation of sidewalks in the school areas will provide an opportunity to get more children walking as with the installation of the sidewalks around schools it will promote walking and bicycling for the students. National reports indicate that 10%-14% of car trips that occur during the morning peak hour is from school related traffic. By constructing sidewalks in the vicinity of schools, this will help reduce vehicular traffic on the roadways, improve safety for the students/walkers, and it will also provide an increase in the level of physical activity for students. Of course, with the addition of sidewalks there will also be other considerations and other measures needed to be incorporated into the roadway infrastructure to improve the safety which are identified further in the report.

The last consideration for new sidewalks is to provide them in areas that will link key destinations or on major roadways that have been noted to be currently in use by non-motorized users without the benefit of having sidewalks in-place. The addition of sidewalks in these areas could be an essential component that will provide more people movement without vehicles within key corridors in Town.

The following is a breakdown of recommendations in each district for priority improvements. All areas where new sidewalks are being recommended will need to be further evaluated for right-of-way and drainage issues.

### DISTRICT 1

In District 1, there are many existing sidewalks in disrepair. With the on-going Broad Street Regeneration project, which is the reconstruction of the full length of Broad Street through Cumberland, Central Falls and Pawtucket and which will result in a complete-street corridor that includes pavement, stormwater drainage and intersection improvements, along with new sidewalks, streetscape amenities and shade tree installations, great pedestrian connectivity along this corridor will be provided. With the reconstruction of other sidewalks identified in Table 12 above, a good network of sidewalks will be provided that will service the Blackstone Valley Prep Elementary Schools and the B.F. Norton Elementary School, in addition to the residents and the businesses within the district.

Besides the B.F. Norton Elementary School, the other elementary school in the District is the Garvin Memorial Elementary School. Sidewalks are provided on Diamond Hill Road in the vicinity of this school which are in good condition and do not require any immediate improvements.



On-going Broad Street regeneration project

## Section 3: Areas of Improvements

**Lonsdale Farm Road:** To improve the network of sidewalks in this District, new sidewalks are being recommended in two areas. Lonsdale Farm Road between Chestnut Street and Diamond Hill Road is being recommended as the sidewalks that do exist along this road (Diamond Hill Road to just beyond the school property) are almost non-existent as they are at-grade with the road and motorists do not treat them as sidewalks but more of a shoulder during school arrival and dismissal. During these times, parents drop-off or park on the sidewalk area when dropping off or picking up students, resulting in walkers being blocked when attempting to get to/from the Garvin School.

Beyond the school property, the roadway has a sharp horizontal curve which is dangerous for walkers. It is recommended to continue the sidewalk to Chestnut Street. Relocation of a fence section, clearing and grubbing of vegetation will be necessary for the sidewalk installation. Review of overhead utilities should be reviewed as well.

**Marshall Avenue:** Although McCourt Middle School is not in District 1, a major road that carries student walkers, but does not have sidewalks, is Marshall Avenue. The addition of sidewalks on this roadway will provide good access in this area for both the McCourt Middle School and the Garvin Memorial Elementary School and it will also provide a good connection for other pedestrians between High Street and Mendon Road. It is recommended that the sidewalk be installed on the north side of Marshall Avenue as there would be fewer utility conflicts and it would also provide safer access to Garvin Elementary School. It is also recommended that crosswalks and signage for crosswalks be provided at Mayberry Street, Crestwood Drive and Lonsdale Farm Road.

The summary of sidewalk improvements or installation for District 1 are approximately 23,120 linear feet of sidewalk reconstruction and 4,500 linear feet of new sidewalk.



New sidewalk on Lonsdale Farm Road is being recommended to improve safety for walkers and to better delineate sidewalk versus roadway



Continuation of Marshall Avenue sidewalk will provide access to two schools and a connection between Mendon Road and High Street

## DISTRICT 2

In District 2, there are several areas that require reconstruction because of poor condition or ADA issues. The roadways are identified in Table 13 above. It should be noted that the Rhode Island Department of Transportation (RIDOT) is planning improvements on Mendon Road from I-295 to the Lincoln town line. The improvements include resurfacing of the roadway, limited sidewalk replacement, limited sidewalk extension and handicapped ramp installation. Improvements to stormwater may be included as part of that project. Additional safety improvements may also be included. The Town should coordinate with the RIDOT to ensure the areas identified for reconstruction in this report are included in the RIDOT proposed work.

Several roadways in this District have been identified for reconstruction or new construction. To provide better access to the school, the following have been identified:

**Scott Road:** Based on conversations with the Ashton Elementary School staff, there are currently no walkers to the school due to the fact that there are virtually no sidewalks provided along this corridor. During the public outreach, it has been stated that there could be more walkers if sidewalks were provided. It is recommended that sidewalks be considered from Mendon Road to Ashton Elementary School. This will provide an area for school children to get to the school and also provide a safer alternative for those that walk or jog along this roadway. It is recommended that the existing sidewalks be reconstructed and that the sidewalk be installed in other sections on the west side of the road. Improved sidewalks will limit cars from parking on existing sidewalks as well. With the implementation of sidewalks, overhead utility locations will need to be considered to meet ADA, short sections of stone walls will need to be relocated, grading will be necessary and some trees may need to be removed.



Sidewalks on Scott Road will provide opportunities for students to walk or bike to Ashton School



Better defined sidewalks will eliminate vehicles from parking on areas designated for walkers



Grading and installation of retaining walls will be required for installation of sidewalks

## Section 3: Areas of Improvements

**Pound Road:** The installation of sidewalks along Pound Road from Southbury Road to Mendon Road should be considered. There are good sized residential neighbors off of Pound Road that many high school students live in. This sidewalk would provide access to the school and to Mendon Road in general for all pedestrians. The sidewalk appears to be best installed on the east side of Pound Road. There are some overhead utilities, existing landscaping and grading that will need to be considered. Crosswalks and appropriate warning signs would need to be installed on Pound Road at Sunnyside Drive and Windsong Road.

**Farm Drive:** Another road that would provide better and safer access to a school would be along Farm Drive near the Cumberland High School. There are significant number of students in the surrounding neighborhoods. This road is narrow and winding and in the morning many are walking in the dark. It is recommended to extend a sidewalk from Cathedral Court to the Mendon Road on the south side of the road. The sidewalk would impact some landscaping/vegetation, a significant tree at 42 Farm Drive, rebuilding of a short section of stone walls, and avoidance of utilities (poles and hydrants) to meet ADA requirements. Safe crosswalks will need to be installed in the vicinity of the high school.

**Diamond Hill Road:** Another road being recommended for sidewalks in this District is Diamond Hill Road from 2000 Diamond Hill Road/Falstaff Road to the Monastery. Several public comments were made relative to this missing link along Diamond Hill Road. Construction of a sidewalk in this section would provide access not only for students that go to Garvin School but also to the Monastery property. It is recommended that the sidewalk be installed on the east side of Diamond Hill Road. Utilities (hydrants, utility poles) will need to be considered to meet ADA requirements, and some trees and vegetation will require clearing and grading. A crosswalk with possibly a pedestrian signal with a push button at the entrance to the monastery should be considered.



A sidewalk on the east side of Pound Road to provide access to Mendon Road and the high school from the adjacent neighborhoods



Installation of a sidewalk from Falstaff Road to the Monastery will provide access to not only the Monastery but will also fill the missing gap of sidewalk on Diamond Hill Road south of I-295

**Angell Road:** The last road for new sidewalk that is being recommended in District 2 is Angell Road between Diamond Hill Road and Mendon Road. This project is currently being designed by RIDOT and includes resurfacing of the roadway along with improvements to the drainage. The incorporation of a sidewalk into this design would provide a good link between two major roadway corridors, to several neighborhoods and to several local destinations. On Mendon Road and Diamond Hill Road, it is recommended that Town officials meet with RIDOT and petition the installation of the sidewalks into this project. It is recommended that this sidewalk be constructed on the south side of Angell Road. There are several areas with very wide shoulders that could be used for sidewalks. Utility poles, vegetation, landscaping and grading will need to be taken into consideration for the installation of the sidewalk.

The summary of sidewalk improvements or installations for District 2 are approximately 2,725 linear feet of sidewalk reconstruction and 21,000 linear feet of new sidewalk.



Angell Road has wide shoulders in much of the length of the roadway that could accommodate a sidewalk



Installation of a sidewalk would be a good connection between Diamond Hill Road and Mendon Road and would also provide a good connection for the neighborhoods

### DISTRICT 3

In District 3, the following is to be considered:

**Dexter Street:** A roadway requiring sidewalk reconstruction is Dexter Street (RI-123) from Broad Street to the Massachusetts State Line. These sidewalks are in poor condition and require reconstruction. These sidewalks are scheduled for reconstruction in 2024 by RIDOT. The project will include resurfacing of Dexter Street in addition to the installation of new sidewalks and resetting of the existing granite curbing. The project will include the reconstruction of a small section of High Street from Dexter Street to East Earle Street along with minor rehabilitation work including steel/concrete repairs, repairs to the bridge deck and waterproofing to the Cumberland Mills Bridge No. 040701.

## Section 3: Areas of Improvements

**Highland/East Highland Avenue:** Some reconstruction has occurred on Highland Avenue but many areas of existing sidewalk are in disrepair. For new construction, it is recommended to fill the missing sections along Highland Avenue and East Highland Avenue. This would provide the neighborhood better connectivity while providing better and safer pedestrian access to the McCourt Middle School. The recommended side for the new construction is on the south side except for a small section on the north side between Morris Street and Williams Street that is currently missing. The sidewalk installations will need to address clearing of vegetation, cutting of some trees and avoidance of overhead utility poles to ensure ADA clearance.

**Bear Hill Road:** The other road that should be recommended for the installation of new sidewalks in this district is Bear Hill Road between Diamond Hill Road and Abbott Run Valley Road. This roadway has been highly discussed for the addition of a sidewalk in recent years. The installation is being highly considered for pedestrian safety and to provide access for the densely populated neighborhoods to the many businesses located on Diamond Hill Road. There are many challenges to the construction of a sidewalk on this road that need to be considered including: wetlands, roadway grades, roadside grades, existing walls, utilities, narrowing of the road at the existing culvert, existing fences and vegetation clearing. There are sections of Bear Hill Road that are very wide, up to 50 feet, that could be narrowed to better accommodate a new sidewalk.

The summary of sidewalk improvements or installations for District 3 are approximately 3,435 linear feet of sidewalk reconstruction and 6,845 linear feet of new sidewalk.



Area of Bear Hill Road that could accommodate a sidewalk with some boulder clearing and vegetative trimming



Area of Bear Hill Road that is wide and could be narrowed in order to accommodate a sidewalk



A sidewalk could be restricted at the existing culvert. Extension of the culvert would be necessary



Connections to existing sidewalks installed by private developers is desired

## DISTRICT 4

In District 4, there are no sidewalks being recommended for reconstruction. Through the public comment period, there were several roads where sidewalks were commented on to be added. Diamond Hill Road from I-295 to Country Hill Road and Diamond Hill Road from Nate Whipple Highway to Pine Swamp Road were identified. Although these areas may benefit from a sidewalk due to their connection to neighborhoods, businesses and recreation areas, these entire lengths are not being recommended at this time.

**Diamond Hill Road:** It is being recommended on Diamond Hill Road that a sidewalk be installed from Nate Whipple Highway to the Bentley Fields. This will provide part of a proposed connection between the North Cumberland Middle School to the Bentley Fields. The RIDOT has the bridge at Sneece Pond planned for replacement in 2024. It is recommended to ensure that a sidewalk is included on the bridge and that the extension of sidewalks between Nate Whipple Highway and Bentley Field be installed on the east side of Diamond Hill Road.



Bridge on Diamond Hill Road proposed for reconstruction by RIDOT. Improved sidewalks should be added on east side.

**Quaker Road/Arnold Mills Road:** Other areas being recommended for new sidewalks which will provide access for student/walker use is the area in the vicinity of the Community Elementary School. It is recommended to add sidewalks on Quaker Road and a portion of Arnold Mills Road. Quaker Road is ideal for a new sidewalk, as it has a clear zone between the roadway to the wooded area. Also, the section of Arnold Mills Road from Quaker Road to Community School is also being recommended. This short section of roadway will require relocation of fence and clearing of vegetation.

Although it would be desired to install a sidewalk on Arnold Mills Road between Nate Whipple Highway and Quaker Road, the location of the fire department and the area needed for trucks to enter and exit will be impacted with the installation of sidewalks, therefore it is preferred to have the safer route along Quaker Road. In addition to the sidewalk installation on Quaker Road, other safety measures should be considered, including a pedestrian traffic signal on Nate Whipple Highway along with the installation of



Quaker Road has the clear zone needed for a new sidewalk to connect the Community School to the neighborhoods on the opposite side of Nate Whipple Highway. Drainage improvements should be further studied.



Sidewalk area along Arnold Mills Road to connect Quaker Road and the Community School. Other safety measures should be considered.

## Section 3: Areas of Improvements



Installation of a sidewalk on Hillside Road would have a significant impact on the character of the roadway



Abbot Valley Run should be considered for future sidewalk construction

a crosswalk and signage. A crosswalk and signage will also need to be added at the Arnold Mills Road crossing at Quaker Road and at the street crossing of Sun Valley Road. Crossing guards should also be put in place at the street crossings for additional safety and to furthermore help promote walking to/from school.

**Hillside Road:** Hillside Road was also commented on during the public outreach. A sidewalk would be good for students and walkers as this road is narrow and windy and with significant grade. However, to install a sidewalk on this road would require extensive tree cutting, clearing and grubbing of vegetation, and the relocation of sections of stone walls. All of these factors would significantly change the character of the roadway/neighborhood. Sidewalks on this road are not being recommended at this time.

**Abbot Run Valley Road:** The entire length of Abbott Run Valley Road was also commented on for the installation of a sidewalk. This road does have a fair amount of walkers and runners. The roadway is narrow and speeding vehicles are observed at times. Although this is a good roadway to be considered for a sidewalk, it is recommended that this be considered in future years.

The summary of sidewalk installations for District 4 are approximately 1,490 linear feet of new sidewalk.

### DISTRICT 5

In District 5, it is recommended to repair sections of Mendon Road sidewalks that are showing significant cracking or breaking up within sections of the roadway. The limits of sidewalks needing repairs that Pare has observed are from approximately 1,800 feet south of Nate Whipple Highway to approximately 1,400 feet south of Route 99. The Rhode Island Department of Transportation has a project on their 10-year plan which extends on Mendon Road from Nate Whipple Highway to Homestead Road which will include the mill and overlay of Mendon Road within those limits along with limited sidewalk replacements and wheelchair improvements. Since this project is six years out, it is recommended that the Town petition the Department to expedite these improvements and add the section of sidewalk improvements identified in Table 16. If that cannot be accomplished, it is recommended that the Town move forward with the improvements identified in Table 16.

**Nate Whipple Highway:** In addition to the reconstruction of sidewalks, it is recommended that the installation of new sidewalks along Nate Whipple Highway from North Cumberland High School to Diamond Hill Road be considered. This will tie into the sidewalk section on Diamond Hill Road from Nate Whipple

Highway to Bentley Fields. As previously stated, these sections of roadways are utilized by the North Cumberland Middle School Baseball and Softball teams for practices at Bentley Field. Sidewalks along Diamond Hill Road should be along the north side of the road.

Other sections along Nate Whipple Highway have been noted for installation by the public for walking and running. The addition of sidewalks would provide connectivity between Mendon Road and Diamond Hill Road. Based on observations, the amount of walkers and joggers is not that significant and the adjacent properties are not heavily populated. Consideration of other new sidewalks on Nate Whipple Highway should be further investigated in the future.



Sidewalks on the north side of Nate Whipple Highway should be considered for installation between the North Cumberland Middle School to the Bentley Fields

The summary of sidewalk work in District 5 is 510 linear feet of reconstruction and 470 feet of new construction.

A summary of the sidewalk improvements per District are as follows:

**Table 17: Town-Wide Sidewalk Improvement/Installation Summary**

<b>District</b>	<b>Reconstruction</b>	<b>New Construction</b>
1	23,120 LF	4,500 LF
2	2,725 LF	21,000 LF
3	3,435 LF	6,845 LF
4	0 LF	1,490 LF
5	510 LF	470 LF
<b>TOTAL</b>	<b>29,790 LF</b>	<b>87,130 LF</b>

## ACTION PLAN

Based on the results of the assessments of the existing sidewalks and the recommendations for the installation of new sidewalks, there is a significant amount of sidewalk infrastructure work that should be implemented to improve the sidewalk network and walkability in the Town of Cumberland. It is recommended that the Town further assess the recommendations within this report and develop a long term program for the implementation of the improvements.

As part of the implementation of the program, funding alternatives need to be established to complete the work. Several options for funding are being provided for consideration.

- **Federal American Rescue Plans Act (ARPA):** The use of the \$10.8 million of ARPA funds received by the Town has been discussed to be used for the building of new and the maintenance of existing sidewalks. Other uses for this money have been discussed by the Town include: the revitalization of the old post office on Mill Street as a community center; investments in public schools; building business and investment opportunities through the Valley Falls/Lonsdale Economic and Social Equity Development Plan; adding a domestic violence advocate in the Cumberland Police Department; sanitary sewer improvements within Ashton Village; replacement of the Abbott Street wastewater pumping station; addressing drainage issues around town; park and athletic field improvements; upgrading the pedestrian bridge over Mendon Road; and updating the Cumberland Library. The distribution of the appropriate available funds for sidewalks needs to be finalized by the Council.
- **Implementation of Sidewalk Betterment Fees:** Another option for funding would be to implement a policy similar to what the City of Ithaca, New York put into effect in January, 2014. This program moved away from burdening individual property owners with the entire cost of sidewalk installation and for maintenance of sidewalks adjoining their property. The City created 5 Sidewalk Improvement Districts (SID) that created funding for an annual sidewalk assessment fee. Ithaca had the same type of shortfalls in their city-wide network as Cumberland, and they treated the sidewalks similar to a utility betterment program, by assessing a betterment to the direct abutters based on the frontage of their properties in areas that would benefit from the addition of sidewalks.

This study for the Town of Cumberland is using the existing five Town Council Districts to break down the assessment and needs of sidewalks throughout the Town. The program completed by the City of Ithaca was used as a guide for a possible means to pay for sidewalk work in Cumberland. The approach by the City of Ithaca was to create a sidewalk improvement system that accomplished the following:

- Make sidewalk costs fair and predictable for property owners.
- Provide better, faster sidewalk repairs.
- Continue to include tax-exempt property owners in sidewalk financing.
- Treat sidewalks as a shared resource and build more sidewalks.

As stated, the City of Ithaca developed five districts that distributed the costs for sidewalk maintenance. Through their policy, each property throughout the City was to be subject to an annual

assessment. Their policy was to use the monies raised in each District, be used to improve sidewalks in that particular district. This made each property owner responsible for a fair share of the costs of nearby sidewalk work.

To supplement the work needed to be performed, a formula to calculate each lot's assessment was developed. After approval by their Council, the assessments were proposed to be liens on the property and were to be collected with the City property taxes. The City also proposed to include tax-exempt properties in the sidewalk assessments. The assessment formulas for each property included an annual maintenance fee based the classification of the development on the lot. For example, residential homes consisting of one- and two- family homes classified as "Low-Foot-Traffic Lots" paid an annual sidewalk maintenance fee (\$70.00) and nothing more while all other lots paid an annual maintenance fee (\$140.00) plus an additional fee based on the square footage of the building size on the lot (\$0.015 per square foot) plus an additional fee (\$30.00) based on each 50 feet of lot frontage on the street.

The City of Ithaca collected these fees and even though each district contributes a different amount, the districts funds were to be only spent for improvements within that district. Based on the area of the City of Ithaca versus the Town of Cumberland (6.07 square miles versus 26.4 square miles), the population density (6,000 residents/square mile versus 1,300 residents/square mile), and the amount of sidewalk repairs/construction needed per District, Pare recommends that if this type methodology is used, the collection of the betterment fees should be distributed Town-wide for repairs and installation.

- **General Obligation Bonds:** Another means for funding this type of infrastructure work is through the use of general obligation bonds (GO bonds). These are municipal bonds that are backed solely by the credit and taxing power of the Town rather than the revenue from a given project. GO bonds are issued with the belief that a municipality will be able to repay its debt obligation through taxation or revenue from projects. No assets are used as collateral. In the case of an unlimited GO bond, a municipality may increase property taxes accordingly to cover its payments and obligations. General obligation bonds serve as a way for local governments to raise funds for projects that create streams of income for things such as roads, parks, equipment, and bridges. These bonds are typically used to fund government projects that will serve the public community.
- **District Improvement Financing:** Through District Improvement Financing (DIF), a municipality establishes a funding stream for economic development activities that is linked to, and derived from, the results of economic development. DIF is a locally-enacted tool that enables a municipality to identify and capture incremental tax revenues from new private investment and direct those funds toward public improvement and economic development projects. DIF is not a new tax or special assessment and it does not increase a municipality's tax rate.



**Town of Cumberland  
Rhode Island**